DAYTONA BEACH, Fla...Oct. 1, 1970...the Board of Trustees of Embry-Riddle Aeronautical University has elected Mr. Hugh B. Manson to the office of Vice President - Business and Finance, effective October 1, 1970, it was announced today by university president Jack Hunt. In this position Mr. Manson will be responsible to the office of the president for the business administration and financial affairs of the university.

Mr. Manson joined the staff of ERAU last March in capacity of business administrator. He was born in Darien, Georgia, attended grammar school and Robert E. Lee High School in Jacksonville, Florida and the University of Florida from 1934 through 1938. He graduated from Georgia Institute of Technology in 1951 with a BSAE. Mr. Manson entered the United States Air Corps as an aviation cadet in 1938. He earned his pilot's wings and was commissioned a second lieutenant in 1939. He remained in the service and retired in 1969 with the rank of Major General, USAF. He and his wife (Lucy Fudger Manson of Jacksonville) have one son, Robert Bruce. Mr. Manson's father is deceased and his mother, Mrs. Sarah E. Manson, lives in Darien, Georgia. He is a member of the Daytona Beach Rotary Club, Daedalian Society, Society of Experimental Test Pilots, Georgia Tech Alumni Association, and Phi Delta Theta Fraternity.

COMPUTER ENTHUSIASM HITS!

PROGRAMMING STUDENT, RICH DUNN, RECEIVES INSTRUCTION ON THE COMPUTER CONSOLE IN THE GENYSIS BUILDING.

Fascination, frustration and learning are the ingredients of a challenging new course, MA 209, Introduction to Computer Programming. Being offered for the first time this fall, approximately fifty students from Math, Engineering, and Management are enrolled. One of the unique aspects of this offering is the computer facility.

Embry Riddle is sharing with University of Florida Genysis the use of UF's Data Link System. Key punching of the program is performed at ER's own Computer Center, while the programs are run on Genysis' card reader and console. This console allows the student to run and correct (debug in the jargon) his program in one step. The advantage of this type of system is that the student can immediately see the mistakes and communicate with the machine to remedy the program. The results of the perfect program are printed instantaneously with a smile of satisfaction from the successful programmer. The Genysis Data Link is connected to the mammoth IBM 1030 computer in Gainesville.
speaking out

The AVION reserves the right to edit letters as we see fit in accordance with good journalistic practice. All letters must be signed, although names will be withheld upon request, from the writer.

INSTRUCTOR PERFORMANCE

BY LINDA COLGAN

Grades are a brilliant way of measuring how much material a student has absorbed over the course of one trimester, being able to determine how well he memorizes the night before an exam, or how much "outside" information he is able to obtain before a test, or maybe even how much he has actually understood about the material and, therefore, learned.

An instructor, being the giver of grades, is also the stimulus to the means by which a student will receive them. He should, of course, be capable of teaching his subject matter so that students will learn from him and retain the important points of that course.

This university needs better teachers or, should I say, teachers who are instructing in a field with which they are familiar. I do not appreciate having an instructor apologize to our class because "this really isn't my field" or "I'm new at this" after three or four weeks of class and an exam that has proven to be about as unchallenging as that course.

I believe that there are an adequate number of good minds among our student body and I do not think that this is a "last chance" college for academic drop-outs, as I have heard more than one instructor say. Also, I do not think that students on this campus are given enough credit for our minds.

I suggest that the faculty take a look at themselves and re-examine their methods of instructing, the enthusiasm of their students, the material they are presenting and, most important, their reason for being in the classroom.

There are not enough instructors on this campus who encourage us to think on our own, particularly in Management, an area in which decision-making is of primary importance. We must be taught to be flexible with our given data, to relate principles and theories to different situations and to retain what we have learned.

I am tired of teachers who do not encourage participation in class, who do not add anything to the text, who will not answer questions adequately, who have no faith or interest in the students they are supposedly teaching, and who offer no challenge toward learning and then are disappointed when students lose interest.

A teacher must be more than what is in a book. He must maintain interest, encourage the student to think beyond the written word, to like learning. Students with good minds need to be given the opportunity to have the challenge of understanding and applying the subject matter to real-life situations. A teacher must know his field and be able to present the material so that a cut system will not be the sole means of filling his classroom.

The new ring design and the company who will be making them will be final-ized next week. After that time we will be tak- ing orders for rings once more in the SGA office.

Terry Miner
President
SGA
FLIGHT LINE TURMOIL
by STEVE AVERY

The flight line this trimester is in turmoil due to some unknown reason. Last summer several planes were hung due to the disappearance of flight students. This trimester flight students have encountered the never-ending red tape of obtaining an aircraft, flight instructors, and other necessities now required by the administration.

The new computerized scheduling system now in use has apparently blown its proverbial transistors. Students are lined up in front of the dispatcher's window just as they were before the introduction of the system. In some cases the flight students are delayed even longer in obtaining an airplane. More affidavits are required of the students; therefore, taking more of the student's time.

The aircraft situation could possibly be solved by purchasing a few more aircraft to compensate for the present demand. I conjecture that the burden of flight students has been placed on the students in the past. Several part-time flight instructors are overworked, as they are flying almost to a full-time capacity. Besides missing classes they are paid considerably less than full-time instructors.

The credit hours given for flight courses are not up to par with those of other accredited colleges. Approaching the administration about raising the

CPI course from the present one credit to a four credit level, I have found them passing the "buck" from one board to another without any action. An average flight student is on the flight line approximately two hours for each flight. This involves waiting for aircraft, pre-flight, flight and re-scheduling. This warrants an increase in credit hours.

The flight line will always have some difficulty throughout its existence. Mr. A.C. Gackes and Mr. Joe Walker and the entire flight department should be acknowledged for making Embry Riddle a name in aviation. Mr. Smith and crew of the maintenance department should be congratulated on the excellent safety record they hold.

Embry-Riddle has great potential for the future and suggestions from its students should be a matter of course.

There is a definite need for more trained personnel. To have a good operating function you need top men in their field. There is also a definite need for new hiring procedures. Men of a responsible background should not be kept waiting for days upon the decisions of the administration.

Embry Riddle is a young college in Dayton and I believe it is feeling a few growing pains. Perhaps with some constructive criticism the pains can be made easier to bear.

**********
I do not have to ask these questions. He carries a home and a country. The derivative of the camps progression in 1948 every time they want in order to reclaim Palestine.

Last Monday the United Arab Republic, the Arab Nation and the whole of humanity have lost one of their most precious, most courageous and most sincere men. He was President Gamel Abdel Nasser who stood in the arena of struggle fighting for the unity of the Arab Nation and for the day of its victory. I am sure that if there is nobody to take his place, there is somebody to follow his deeds and to do what he wants. Of course, the whole world is looking and wanting peace.

**FIRST AID COURSE**

A first aid course, sponsored by the American Red Cross will be offered to all Embry Riddle students or faculty who would like to train for their standard or advanced first aid certificates.

The standard course, ten hours total time, will begin as soon as 20 persons apply, time and place to be determined by those enrolled. The instructors for the course will be Emmet O'Hare, an ERIU student and Carlton Smith, Volusia County Deputy Sheriff.

An advanced first aid course will be offered if enough interest is shown. It requires 16 hours to complete and covers the more intricate phases of first aid training. In addition a water safety or boating class can be set up in conjunction with the advanced course.

Any student or faculty member interested in the first aid courses please contact Emmott O'Hare at ER Box 1222 or Dorm One, Room 117. Phone: 255-1166

*******

**SAFETY TIPS FROM SID**

This weeks' article has to do with how one might best use his visual acuity in reference to other aircraft (birds, for that matter) in flight.

Captain James R. Hanson writing in the January 1970 Airline Pilot, made some suggestions that are as useful to general aviation pilots as to airline pilots. I have extracted the following:

"We all, wherever realizing it or not, set up a collision course with some point on the ground when we approach for a landing. If this spot rises on us, we will undershoot, if it moves towards us we are overshooting."

In the air the same holds true. When we see another aircraft and it has movement-left, right, up or down- we know that..."
we will not collide. We will pass off opposite to the direction of observed movement. The rate of movement governs the margin of separation.

This means that any turn, climb or descent we make that increases the rate of movement also increases the separation. This maneuver need not be violent except when there is a high rate of closure and aircraft stay in the same relative position.

There is one important thing to remember, YOU CANNOT HIT ANYTHING WHICH HAS MOVED OUT OF THE SPOT FROM WHICH IT WAS FIRST OBSERVED. It must become stationary at some point in order for there to be a collision. A difference of altitude is all that is needed to avoid a collision.

A most common error is turning in the wrong direction and a consequent increased chance of collision. A good rule to follow is to turn toward the other aircraft and keep him in sight as long as possible but still the rule in visual collision avoidance. By keeping him in sight until the danger is past, you remain in control of the situation.

Some points to remember are:

A. When head on and in level flight or go down and turn right. Down to keep him in sight and turn so that if he sees you he will react in an opposite turn. (The right turn is a FAA regulation when meeting an aircraft head on.)

B. If you see an aircraft head on but are uncertain of his altitude, look for the following signs. If any underbelly or under-wing shows, you should go down and turn right. If you see any part of the top of the aircraft, you climb and turn right. This is one time when you lose sight of him, but you were already projected to be above him so you are increasing the separation by making him move faster.

A point to remember when looking for called targets is to area seen. Pick an area and stop your eye movement. In this way you will pick up anything moving across this area. In other words, look and stop, look and stop. By virtue of its movement, we know it is not a potential collision UNLESS he makes a change of direction which will slow his apparent movement or cause him to become stationary.

The moving target attracts attention and so it is not as hard to see, but the stationary target does not attract attention and is the only one where a mid-air collision exists.

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Sigma Phi Delta

The Professionals of Sigma Phi Delta had another busy weekend.

Friday night we had our first professional meeting of the year. Ray Alfonso, Committee Chairman, showed two very interesting films on the Russian Cosmonauts. Ray also gave a short talk on the infrared sniper scope. He was going to give us a demonstration on the sniper scope from the Science Department, but the power unit was not working.

During the rest of the weekend, we will have more professional meetings. Everyone will be invited to attend. The dates of each meeting will be announced in our article of the Avion.

After our professional meeting, our pledges raided the frat house in an attempt to take two brothers for a ride. Like always, the ride turns, and two pledges, Chase Bradley and Jim Burchfield, ended up going for a ride to the Deland Airport. It was a lot of fun for both the brothers and the pledges. Better luck next time, pledges.

This past Sunday was the opening game of the IPC Football League. We started the season off on the wrong foot with a loss to Sigma Chi Delta. We hope to be better organized the next time we meet.

That's all from the S.P.Ds.

Alpha Eta Rho

By Bob Duden

The hurricane season is upon us and like the eye of the storm, all was deathly quiet at the Rho House this weekend. The high time of the weekend came Saturday morning, when our house mother, Dixie, chased a rat through the attic. All the brothers had a great time, except brother George - he thought the rat was cute.

Sunday marked the beginning of a bright new season for Flash and his three blocks of granite on the gridiron. Can anybody use ten pounds of broken rock? Yes, we upheld our glorious tradition and lost another football game 13-6. We did make the score close, however, as our opponents Delta Chi, really had to sweat it out. Trailing 7-0, quarterback Jesse Kukier threw a thirty yard scoring strike to Bob Dumen. That, however, was all the scoring we could muster up as the boys from across the street rolled up another TD in the closing seconds.

As of this Friday, our pledge class has been with us for a week. Good luck, guys, and stick it out. If you don't mind losing a few football games, the end results of your labors will be well worth it. I would also like to extend a warm welcome to all our transfer brothers - even those we haven't met yet. Please feel free to drop in and say hello, or try to make our meeting Monday night at 7:00 PM.

Before I close: beware, Sigma Phi. We haven't turned our secret weapon loose yet. Maybe next week it'll be hungry enough. Sixty dollars buys a lot at the Bronx Zoo. If only we could teach it to carry a football.

**********

Delta Chi

By Mr. Ximble

Last weekend proved to be one for little sleep, but much fun for the brothers and pledges of Delta Chi. Friday was marked by parties at both the fraternity house and brothers' houses. Neither of these parties were planned, but both turned out to be pretty wild. Saturday was pretty quiet, although the normal fooling around went on into the early hours of Sunday morning.

Sunday afternoon marked the first interfraternity football game. We took the field against the Rho boys and pulled a 13-6 victory out of the game while managing to keep our selves free from any permanent injuries. There were a lot of happy Delta Chi's around our house since this was the very first victory for us.

Monday night was our first meeting with the new pledges. It looks like we've got a great bunch of guys who are really interested in Riddle and the fraternity.

The rest of the week was occupied with the brothers and pledges getting to know each other and in teaching the new pledges some of the important things about the fraternity.

That's about all from Delta Chi. See you next week.
This week we are happy to announce the selection of a new Sigma Chi Delta Sweetheart. Nancy Howell, a senior at the University of Florida and member of Zeta Tau Alpha Sorority in Gainesville, was chosen for the 1970-71 University term. She will officially become the Sweetheart on Saturday, October 18. The Sweetheart celebration will take place along with the "Captain American Presentation". I know that all the Brothers of Sigma Chi Delta can say we chose "the girl of our dreams."

SHIP WRECKED--The Brothers and pledges of Sigma Chi Delta were on Saturday night, along with their wives and dates. Everyone was totally enthralled with Brother Mike Busch's depiction of a shipwrecked voyage. After crossing the gangplank of the S.S. Titanic we and our guests hunted for treasure on a jungle isle, which by coincidence, turned out to be a lagoon. The costumes reflected the state of affairs as the ship sank. Pledge Bill Jakeman and his wife won the best dressed couple contest. John Feliu easily took second place and it was a good thing the KKK wasn't having their monthly meeting in town.

As the Interfraternity gridiron opened for action this week our team defeated Sigma Phi Delta 7 to 0. The engineers should be proud of their outstanding effort in the game. Coach Chris Sherr, who spearheaded our recent victory, is now suffering from a knee injury, but will hopefully be back in action soon.

This past week we were happy to host Mr. Harry Hallock from Sigma Chi International Fraternity Headquarters. We enjoyed his visit and hope to have him back with us soon.

NEW FEMALE SENATOR

Barbara Gathany, one of the new coeds from Bridgewater, New Jersey was chosen as a senator in last Wednesday's election of the SGA.

Before coming to Riddle Barbara attended the American University in Washington D.C. for two years where she was enrolled in Business Administration.

CONTINUED NEXT PAGE
FEMALE SENATOR CONTINUED

Flying being her big love, Barbara decided to come to Riddle. She is working for her B.S. Degree in Aeronautical Science. Hoping to return to Washington D.C., Barbara wants to pursue a career in Flight Safety and work for the FAA or CAB.

Golf and tennis are enjoyed by Barbara during her free time.

WHAT'S UP?

BY ED HENSON

Several weeks back, two concerned students (Joe Downs and myself) submitted to the SGA, a well prepared, well researched report on academic standards. As far as I know, it was the first real student effort in the area of academic standards. Five major problems were defined, and general constructive recommendations were offered.

The SGA made and accepted a motion to accept the report. However, our illustrious SGA President vetoed acceptance of the motion on the grounds that certain recommendations were not valid or were not within our alleged present capabilities. He does not feel that ERAU should meet the faculty course load requirements as established by the American Association of University Professors. I wonder how he justified his rejection of these standards—standards set by the most prominent professional organization in the academic world.

We are in school to get an education. Since we are the only ones who will lose if the school’s standards are poor, we should make every effort to insure proper and effective academic standards. Are you aware of this, Mr. SGA President?

Jimi Hendrix and Janis Joplin have gone to the happy hunting grounds via drugs. Think drug use advocates will get the message?

********

Happiness is...it not raining the day you bring your bike to school.

SEAPLANE RATING

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Florida Seaplane School
at Bunnell Airport

Get your seaplane rating now, from REllIM StROPS INC., FLORIDA SEAPLANE SCHOOL AT BUNNELL AIRPORT...ONLY 15 MINUTES TO FERNANDINA BEACH/JACKSONVILLE...FLY THE BEST IN FLIGHT TRAINING...NOT BECAUSE IT IS THE LOWEST IN PRICE. REMEMBER, YOU ALWAYS GET WHAT YOU PAY FOR. WE OFFER THE BEST, NOT THE CHEAPEST. SEAPlANE RATING COURSES.

WE USE A MODERN HIGH PERFORMANCE AIRCRAFT IN THIS COURSE...NOTHING BUT THE BEST IN EQUIPMENT.

H.T. "SPEEDY" BERNARD, FAA EXAMINER

WHY PAY MORE FOR WHAT?

CHECK OUT OUR SYLLIUS AND SEE FOR YOURSELF

1. BASIC ORAL 1.5 HRS.
2. BASIC WATER TAKES 1.5 HRS.
3. CROSS WIND TAKES 3 HRS.
4. TAKING ON THE STEP/PLANNING PRACTICE 10 HRS.
5. AIRPLANE: MEDIUM & STEEP TURNS, STALLS AND SLIPS TO LANDING 15 HRS.
6. NORMAL WATER TAKE-OFFS & LANDINGS (POWER ON AND OFF) 5 HRS.
7. EMERGENCY PROCEDURES 10 HRS.
8. ADVANCED ORAL 1 HR. OR MORE — NO EXTRA COST
9. ROUGH WATERS TAKE-OFFS AND LANDING (FULL FLAPS OUT AND 1.3 OF VSO, FULL FLAP APPROACH) 10 HRS.
10. GLASSY WATER TAKE-OFFS & LANDING (INCLUDING STEP TURNS TO TAKE-OFF AND ONE FLOAT TAKE-OFF) 15 HRS.
11. GLASSY WATER LANDINGS 15 HRS.
12. DOCKING, SAILING AND BEACHING 5 HRS.

Call the BERNARDS now:
REllIM StROPS, Inc. Florida Seaplane School
Bunnell Airport, Bunnell, Florida 32110
— office 637-3846, home 637-3513

A word to the wise:...Before you fly any operator's seaplane pilot, check on the insurance thoroughly! You may be glad you did.
Intramural football started last Sunday and, for the first week, the teams did not look too bad. The first game was forfeited by the Roasters to F Troop. The Beagles made short work of the Chargers with a 19-0 score in the second game, while the Jets defeated the Hot Nuts. The hardest played game was between Sigma Phi Delta and Sigma Chi Delta. Sigma Chi won by a 7-0 score, and much credit is due both teams for a hard fought and relatively clean game. In the last game of the day, Delta Chi defeated Alpha Eta Rho, 7-6. Although I was not present at that game, I understand that it also was a good game. As the season progresses, the teams will become more organized and will be playing even better ball. I would suggest that anyone wanting something to do on Sunday morning, step by the field and watch some good intramural football.

In college football last week, more upsets prevailed. I am certainly glad that I am not a bookmaker! Texas, number one in the UPI poll, just pulled one out of the fire against previously undefeated UCLA, 20-17. Ohio State, now number one in both the AP and UPI polls, had somewhat of a rough time with Duke in the first half, but finally won, 34-10. Mississippi, directed by the not too impressive Archie Manning, made Alabama look like an unorganized sandlot team. This game was one of the most boring games that I have watched this season. Looking further into the scores, Purdue upset previously third ranked Stanford, 26-14. Wisconsin, who had won one and tied one, upset and humbled Penn State, 29-16. That is two straight losses for Penn State. In a well-matched game, Georgia went down to defeat at the hands of Mississippi State 7-6. All other major teams such as the Air Force, S. California, and Notre Dame kept moving along, winning handily. Perhaps the games of the season to watch for will be Notre Dame vs S. California and Air Force vs Colorado or Stanford. In any case, some good games will be televised the remainder of the season, many of which will affect the national ratings. The games of the week are Texas vs Oklahoma and Stanford vs S. California. Oklahoma does not have an impressive record so far this season; but, I am sure Texas will have their hands full. Stanford will pull out all the stops against USC after last week’s upset and this will probably be the toughest game played this weekend. The record for this column now stands at 43 right, 25 wrong and two ties for a percentage of .632.

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ANSWERS TO THE FLIGHT QUIZ
1-C; 2-D; 3-B; 4-A; 5-B.

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INTRAMURAL FOOTBALL AT ERAU

SOME SCENES FROM LAST SUNDAY'S ACTION

EXCITERS!
FROM THE SWINGING WORLD
OF Yamaha 1970

YAMAHA OF DAYTONA
1765 S. WOODWARD AVE
ROUTE 1
SOUTH DAYTONA, FLORIDA
767-5682
Special consideration to students for storage during breaks.
The course is being taught by Mr. Iraj Hirmanpour of the Math Department. The two hour lecture covers basic concepts of algorithms, computers, programs and numbering systems. The course is focused on computing solutions of numerical and non-numerical problems. A two hour lab assisted by Bob Belinke and Cam McQuaid accompanies the lecture. In the lab students work with the assistants to iron out program difficulties and to obtain a “good run.”

Student enthusiasm has been running high. Steve Atha, one of the many management programmers, commented with gusto, “You get the theory; then the practical results in your hand - it's great!” Already Dennis Waltz, an engineering student and Sigma Phi Delta brother, put a program to practical use by computing the interest particulars of a loan his fraternity house recently procured.

The only apparent problem with the course is the sharing relationship with Genysis. Now Embry-Riddle students are limited to use of computer facilities to night hours. The solution would be for Embry-Riddle to rent its own data link. Lab hours could then be more effectively utilized and students could run many more programs per trimester. Dean Borsari will probably look favorably on a request to rent our own facilities, since more students are expected to enroll in the computer courses.

*********

ACE HILLTOP CHILD CENTER
ON THE BEACHSIDE
FACING HALIFAX RIVER
ACROSS FROM
OUR LADY OF LOURDES CHURCH
CHAFFEE PLACE
FLORIDA DRIVE
INFANTS TO 5 YEARS OF AGE
--- DAILY OR WEEKLY
LEARNING PROGRAM FOR ALL
MUSIC (GUITAR, VIOLIN, FLUTE)
HUT LUNCH SERVED --- TWO SNACKS
TWO FULLY EQUIPPED PLAY AREAS
SUPERVISED BY JOAN MILLER, R.N.
CALL 239-5165

The following people please pickup your checks at the VA Used Bookstore by October 15, 1970:

Armstrong, W.J.
Barrick, E.C.
Bentham, A.
Boyt, E.J.
Correll, J.
Crider, C.
Dziagwa, R.
Downs, J.
Day, N.
Eisenbach, G.
Esten, P.M.
Grandman, J.
Haley, R.
Johnson, R.
Jackson, W.J.
Jacob, R.
Kratzner, G.K.
Lewis, J.
Morgan, T.T.
Nichols, J.C.
Ramsey, G.R.
Sheffer, R.A.
Sandl, R.
Woznicki, D.
Williams, P.H.
Anderson, Robert T.
Barte, Marc

CONTINUED NEXT PAGE
THE FIRST FLIGHT

BY GARY ANDERSON

"Wow! We're off the ground!"

"That's the first time I've ever seen anybody take off from the flight line. Do you do it often?"

"No, it's the first time I've ever been in a plane."

"Oh! What a coincidence! I've never been in one either!"

"Isn't that a little odd for a flight instructor?"

"I'm not an instructor! I thought you were!"

"I'll bet that explains the two guys we chased us for about a hundred and fifty yards on the ground."

"Well, what do we do now?"

"Let's fly over and ask that airliner what to do. ...Get me about six feet away and I'll yell out the window...that's it. Hey there!...Aw, we scared them away."

"It happened."

"That's the first time I've ever seen a 727 do a barrel roll."

"Jumpy, aren't they?"

"I've got an idea! Why don't we tie a note to something and drop it to the tower."

"O.K. We'll use this."

"That's a hand grenade! Yeah, I'm a Vet. It's a little moments of the old service days."

"But it'll go off!"

"Not one of these babies! They won't go off unless you pull the pin. Here good..."

"What happened?"

"Well, I have good news and bad news."

"What's the good news?"

"I hit the tower."

"What's the bad news?"

"It went off."

"Oh No! What could be worse?"

"I forgot to attach the note."

***********

BALL, JR. ON MASON AVENUE will have an "Emby-Riddle" feature on its menu to be published shortly. Just ask for Item 4...and you will get "Rich chocolate ice cream, nut pieces and creamy marshmallow topping"...It's called an "Emby-Riddle"...wear your calories in good health, friends!

***********

Misery is... finding out that your blind date really is.

*******

Ball, Jr. On Mason Ave

Skybrick 208

THE BIG SINGLE-ENGINE AIRPLANE FOR A WHOLE BUNCH OF LITTLE SINGLE-ENGINE AIRPLANE JOBS (Provided they're all going to the same place!)

In only a matter of minutes, the 2,000 cu. ft. cabin, accessible through a passenger door on the left side of the fuselage, is converted from a 20 seat passenger plane to a 19 seat cargo hauler. An optional 300 lb. 12 ft. cargo pack may be installed to further expand volume capacity. (NOTE: Cargo pack itself weighs 296 lbs.) The 208 is powered for big loads with a 521cid, 5cyl, cool-injected Daimler-Benz steam engine, rated between 157 and 273 horsepower, depending on the grade of coal used. The standard 208 will cruise at speeds up to but not including 26 mph and take off after a run of 11,000 ft. The Turbo 208 can easily operate from airports and perform on standard days. At its 25,000 lb. gross weight, it climbs like a pelican with a mouth full of buckshot and has a service Ceiling of 55 ft. The Turbo 208 can reach a top speed of 29 mph and cruise at a speed of 23 mph, with 110% power at 32 ft. MSL.*

CAPACITY: 20 full sized adults, 2 eskimos, and a kangaroo.

75 Puerto Ricans or
20,000 Gallons of crude oil

*All performance figures based on non-standard day at Bismark, N.D.
(all aircrafts are crated and shipped F.O.B. Skagway, Alaska.)

the "SUPER DUPER SKYBRICK" 208

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ERMAC

The Embry-Riddle Model Airplane Club will sponsor a model airplane contest on the parking lot of the new academic complex all day Sunday, October 25.

The model airplane club uses the western, part of the parking lot every Sunday for model flying. Any school activity which would use this portion of the parking lot should notify me in advance so the modelers can make arrangements to fly elsewhere.

Daniel D. Sain
NOTICE

The following list of have out of date text books in the Used Bookstore. Please pick them up by October 30 or they will be donated to the library:

Anderson, Robert T.
Bradshaw, Doug
Bailey, Oliver
Bland, Alfred
Barling, Sid
Boyt, Bernd J.
Barry
Boyle, A.
Bennett, C.D.
Berman, R.
Binkowski, P.
Clarke, Will
Clarke, Gary
Currie, A.R.
Cramer, P.A.
Downs, Joe
Ducote, Raymond
Davis, Frank
Dietz, R.J.
Dunham, C.B.
Digimas, John
Deemer, Larry
Eisenbach, Gerald
Eliaasof, Robert
Grant, Howie
Guinter, Tim
George, Kent
George, R.W.
Gunnarson, Jan
Gilbert, James
Hood, Jerre
Harvey, Mike
Haley, R.
Halverson, J.H.
Jackson, W.
Krusniak, R.C.
Lutz, S.
Lacy, J.
Lang, D.
Lapniewski
Lloyd, Douglas
Mullen, G.L.
Murphy, Edward
Moran, Thomas T.
McMillen, John T.
Mitchell, James W.
Mack, P.
Nichols, J.C.
Olson, V.T.
O’Harc, Emmett
Paruch, Walter V.
Perry, Lee
Ross, Ronald
Rosendahl, Greg
Rupert, Dennis
Redmond, Trish
Swanton, Charles E.
Schmidt, Roger A.
Sicotte, Butch
Simonson, Steve
Sporrenk, James
Sowers, Craig
Stoltzfus, E.
Thomas, Dwight
Vaughan, Dave
Waugaman, Bob
Welch, Merritt
Whitten, C.H.
Woodger, T.
Watkins, Douglas F.

NEW SGA REPS
L TO R....
FIRST ROW: GROSWALD; PUSH; FRY; FLETCHER; JABEAN.
SECOND ROW: MATTLOCK; HARVEY; KNIGHT; GATHANY.
THIRD ROW: DEVCO; WEAVER; FISHER; BRIGGS; M'PUSH.
FOURTH ROW: COREY; STRATTON; REA; PHILIPS; CALDWELL.
FIFTH ROW: ANDERSON; NELSON; TRUCKSIS; HOOPER.
SIXTH ROW: ELLIS WALLACE

FOR THE FINEST IN FASHION WEAR
...VISIT OUR “IN” SHOP
HATHAWAY & ARROW DRESS SHIRTS
LONG POINT COLLARS
FRENCH & TWO BUTTON CUFFS
FLAIR BOTTOM PANTS

- SOLIDS • PATTERNS
- SMARTLY STYLLED JACKETS
- LEATHERS • CORDUOYS • WOOLS
- BODY SHIRTS
HART, SCHAFNER & MARX CLOTHES
ALL PARKING STICKERS WILL EXPIRE DECEMBER 31. ISSUANCE OF NEW STICKERS TO ALL STUDENTS, FACULTY, AND STAFF WILL BEGIN DECEMBER 1.

October 6, 1970

The nineteenth regular meeting of the SGA Senate was held today in Room 108. The meeting was called to order at 12:15 by Speaker of the Senate Terry Owens. The minutes of the previous meeting were accepted as written unanimously.

Twenty-five newly-elected Senators were sworn into office by President Miner. Senators were reminded that three unexcused absences constitute dismissal from the Senate. A Senator's dismissal and the reasons for it will be published in the AVION.

President's Report. There have been complaints from the administration that students have been using the new complex parking lot as a drag strip at night. Students are hereby warned that police will begin patrolling the lot this evening.

Third Vice President. Ring designs will be finalized by the end of next week.

Coordinating. Vacancies created by Senators' resignations throughout the trimester cannot be filled by runners-up.

Old Business. Many students feel the Dress Code is not being enforced uniformly, and that it should either be enforced to the letter or dropped entirely. The question was raised as to why women are permitted to wear sandals on campus and men are not.

New Business. Complaints have been voiced that there is insufficient parking space near the Student Center. However, students are permitted to park in back of Building 3 (formerly the Engineering Building). The airport manager insists that the road along the Student Center be kept clear, since it is a fire lane. If the SGA did not ticket violators, the County Sheriff would be called in, and violators' cars would be towed to the county seat (DeLand).

Congestion at the intersection of Clyde Morris and the road to the new complex is a problem, especially at noon on Mondays, Wednesdays, and Fridays. The SGA is trying to obtain a traffic light or a policeman to direct traffic. It has not been determined whether this falls under city or county jurisdiction. It was pointed out that Mainland Senior High has its own patrol to direct traffic; it is unknown whether we would be permitted to do the same, since Mainland is county and ERAU is private. The Traffic Department will investigate this further.

A & P Problems. There is a possibility that there will be no afternoon A & P sessions, beginning either in October or January, and that students scheduled to go into SL-15 might go into SL-16, 16 or 17. The deletion of afternoon sessions would pose problems for students holding late-night or morning jobs, and those carrying academic courses in the morning. Jerry Nichols stated that Mr. Barrs feels more students will be taught in less time if afternoon sessions are dropped. Also, dropping afternoon sessions is standard practice when there are not enough students to fill up afternoon classes. SL-15, 16, and 17 need not be taken in order. Some A & P classes have over 50 students, and it is difficult to cover all the material in the time allotted with such large classes. A lower student-to-instructor ratio is being worked on.

The meeting was adjourned at 12:50.
EMBRY-RIDDLE CAMPUS PARKING MAP

STUDENT
STAFF & FACULTY
VISITOR
MOTORCYCLE

SPEED LIMIT 25 MPH

TICKETS WILL BE GIVEN FOR TEMPORARY PARKING

PARK ONLY IN DESIGNATED AREAS. PARKING ALONG ROADS IS NOT PERMITTED

AVION
HANGAR

20 MIN PARKING

SIGN FOR SOCIAL EVENTS

LIB.

STUDENT CENTER

SGA OFFICE

NOTE AREA BEHIND STUDENT CENTER MAY BE UTILIZED BY THE SENATE.
The AVION is a weekly publication for Embry-Riddle students financed by the student's activity fee through the Student Government Association.

Articles may be submitted to the AVION for publication by the Administration, the faculty and student body. The AVION deadline is every Monday afternoon at 4:00 p.m. Please mark all items AVION and deposit in the basket in the trailer, the suggestion boxes, or ERAU Box 1588.

The opinions expressed in this paper are not necessarily those of the University or all members of the Student Body, nor do letters appearing in the AVION necessarily reflect the opinion of this newspaper.

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Advisor: Roger Campbell

"Now, in the 'air age' there is a growing list of demands for pilots, engineers, mechanics, administrators, and other related professional jobs. Young men and women with education and imagination will be needed to fill these responsible positions in a growing industry."1 So come to "live in a cultural, historical, scientific and imaginative environment at Embry-Riddle Aeronautical University."2

1. ERAU Bulletin; 1970-71; Page 1.
2. ERAU Bulletin; 1970-71; Overleaf.