Avion 1972-07-07

Embry-Riddle Aeronautical University

Follow this and additional works at: https://commons.erau.edu/avion

Scholarly Commons Citation
https://commons.erau.edu/avion/198

This Book is brought to you for free and open access by the Newspapers at Scholarly Commons. It has been accepted for inclusion in Avion by an authorized administrator of Scholarly Commons. For more information, please contact commons@erau.edu.
EBA TAKES OVER COMMANDER AVIATION

ORMOND AIRPORT BASE OPERATION SWITCH TO E-RAU RECOMMENDED

from: The Halifax Reporter, Saturday, June 10, 1972

By answering five major questions, representatives of Embry-Riddle Aeronautical University received the recommendation of the Ormond Beach Airport Industrial Advisory Committee for the transfer of all Commander Aviation stock.

The city commission, in attendance at the committee meeting Wednesday, will vote on the recommendation at its next regularly scheduled meeting, June 20.

Commander Aviation is the fixed base operator (FBO) at Ormond Beach Municipal Airport. Stock transfer would turn the operation of the airport and surrounding facilities on the 8.6 acre site over to Embry-Riddle. Walter J. McFadden, current lessee, has offered his stock to the university.

The five questions, which were answered by Jack Hunt, president of E-RAU, and High B. Manson, executive vice-president, were posed by the commission at a meeting on May 10.

The questions considered the aims and goals E-RAU had for the airport, the benefits the stock transfer would have for Ormond Beach, the operation of the facility under the 1964 lease agreement, the proposed county-wide airport survey and the reason for E-RAU rushing into the purchase.

Hunt, in answer to the questions, laid out a detailed program which was fairly vague to the commissioners and commission. Vague in the sense that there was no "real" situation to base future operations on.

E-RAU would start by appointing a five member board of directors which would include Manson, Lee B. Spence, a member of the E-RAU board of trustees, J. Adams Jr., another board member, Al Barr, an instructor at the school, and an appointed student. Selection of the student would be made by the Student Government Association, and Dr. Daniel Sain, Dean of Academics.

The directors would be responsible for the operation and improvement of the airport with the approval of the school's executive board.

The present lease, signed in 1964 and running for 24 more years, would hold E-RAU to the same service Commander Aviation is now performing.

The lease stipulates that the operator runs the airport on a fair standard for all the public by providing tie-down and hangar rental space, selling aviation fuels, having personnel on the premises between reasonable hours to perform service and maintenance to aircraft, and at other times, having personnel available for food and lodging services.

Hunt added that E-RAU would be monitored by the...
The SGA President's Corner

During the last special Senate meeting, held June 27, the Senate elected Charlie Matlock as Acting Vice President, and Stan Steenbock as President Pro Tempore. With these elections the SGA is back to running at full power.

In case you haven't heard, the University has got green light on the construction of a Student Center. A committee was established within the SGA, submitted a list of 18 possible inputs to be included in the Student Center. Proposed starting time for the Student Center is late 1973, early 1974. If any student has something he would like to see included, please write by the SGA office and let us know.

I have seen a lot of new E-BAU rings being worn around campus. For those who haven't got their's yet, you can purchase your ring in the SGA office between 9:00-3:00 daily.

ACTING SGA PRESIDENT

The opinions expressed in this paper are not necessarily those of the University of all members of the student body, nor do letters appearing in the AVION necessarily reflect the opinions of this newspaper or its staff.

SPEAKING OUT

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

The SGA President's Corner

During the last special Senate meeting, held June 27, the Senate elected Charlie Matlock as Acting Vice President, and Stan Steenbock as President Pro Tempore. With these elections the SGA is back to running at full power.

In case you haven't heard, the University has got green light on the construction of a Student Center. A committee was established within the SGA, submitted a list of 18 possible inputs to be included in the Student Center. Proposed starting time for the Student Center is late 1973, early 1974. If any student has something he would like to see included, please write by the SGA office and let us know.

I have seen a lot of new E-BAU rings being worn around campus. For those who haven't got their's yet, you can purchase your ring in the SGA office between 9:00-3:00 daily.

ACTING SGA PRESIDENT

NEWS & VIEWS FROM THE EDITOR

Have you been hassled about your appearance on campus? Did the administration threaten to send you home because you neglected to wear socks with your sandals? Have you felt like you were attending Romper Room instead of a University?

For those of you who have questioned the University's current dress code, you may be interested to know that a meeting of the Dress and Conduct Committee was held June 26th to bring forth the issue of the dress policy. That was accomplished? "Out off' are still not allowed, but a motion was made to consider sandals as shoes, to be worn with or without socks except where safety is considered.

This policy change will be recommended to President Hunt for approval.

Although certain policies must be carried through, shouldn't the students be allowed to voice his opinion concerning type of dress through some sort of poll? Granted, this poll should not be necessary, for a student attending a higher institution of learning should be allowed to dress as he wishes, but due to the strict dress code within our school, it does not seem possible at this time.

Further investigation of the matter will be made pending Mr. Hunt's response to the Dress and Conduct Committee's proposal.

N.C.C.

THE AVION

Sponsored by the History-Maddox-Academic Institute Student Government Association

PRINTED BY THE HALIFAX PUBLISHING CO.

ADVISOR............ ROGER CAMPBELL
EDITOR-IN-CHIEF.... NANCY COATES
CO-EDITOR............ CURIS FORGE
LAY-OUT EDITOR....... DAVE MC GLOON
PHOTOGRAPHY EDITOR, JERRY ERICKSON
BUSINESS MANAGER... DANNY REES

REPORTING

NANCY COATES
CHARLES MC MAHON
JERRY ERICKSON
WALT HANSEN
JOHN POSTER
BOB KAHAK

CIRCULATION & DISTRIBUTION.. DENNIS WHEELER

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

THEOPINIONS EXPRESSED IN THIS PAPER ARE NOT NECESSARILY THOSE OF THE UNIVERSITY OF ALL MEMBERS OF THE STUDENT BODY, NOR DO LETTERS APPEARING IN THE AVION NECESSARILY REFLECT THE OPINIONS OF THIS NEWSPAPER OR ITS STAFF.
MINI-MINUTES
MINI-MINUTES OF SPECIAL SENATE MEETING OF JUNE 15, 1972

The first special Senate meeting for the purpose of electing a new President Pro Tempore was called to order at 12:15 PM by David Bonfield, Executive Vice-President and presiding officer. Seven Officers and 24 Senators attended the meeting.

President Mayer presented to the Senate his plan for filling the vacancies due to his leaving and Vice-President Bonfield's being called to active duty to Miami. His proposal was to grant Dr. David Bonfield a leave of absence and Mr. Linn Henry be appointed as acting President. Senator Charles Matlock would then move to his official position of Vice-President. A new President Pro Tempore would have to be elected as a result.

The Senators were invited to analyze the facts, ask questions, and discuss all the aspects of this proposal. Senator Owen made the following counter-proposal: If Senator Matlock would resign as President Pro Tempore, he would follow in the constitution and elect three new Presidents Pro Tempore to fill the vacancies. Senator Matlock officially resigned voluntarily from his position as President Pro Tempore. Senator Henry was voted into that position by the Senate.

The two remaining President Pro Tempore vacancies will be voted on in the next Senate meeting of the second summer trimester.

MINI-MINUTES OF SPECIAL SENATE MEETING OF JUNE 27, 1972

The second special meeting of the SGA Senate for the 1972 summer trimester was attended by six officers and 22 Senators.

Item No. 1 on the agenda: Elect two Presidents Pro Tempore. President Henry called for nominations from the floor. Senator Reimann asked to have his name removed. Senator Fry asked to have his name removed. Senator Matlock was elected as the new President Pro Tempore and he then moved into the Vice-President's position.

Next, President Henry called for nominations from the floor to elect another President Pro Tempore. Senator Reimann and Senator Steenbock were nominated. Senator Steenbock was elected as the new President Pro Tempore.

At this point Vice-President Matlock took over the responsibility of conducting the meeting.

Item 2 on the agenda: Remove motion off the table dealing with door-prizes. Senator Reimann moved to remove this motion off the table. The motion was passed.

Item No. 3 on the agenda: Motion to accept Lambda Chi Alpha as a fraternity on campus. Senator Owen, Chairman of the Standards Committee gave his report. The motion was passed.

Item 4 on the agenda: Motion to accept Qaud A as an organization on campus. Senator Owen again gave a report and Senator Craig spoke on behalf of Quad A. The motion was passed.

Over Item No. 5 on the agenda: Motion to accept Senator Rees as Chairman of NEW and motion to accept George Merriam as Chairman of Social Functions. Both motions were passed.

The meeting was adjourned at 12:35 PM.

FOR SALE- Agua-Cat sailboat and trailer. New. ERAWU Box 1072. $300.

WE GOT 'EM!

GRAND PRIX-AND ROAD HUGGER 16"-WIDE BELTED WHITE LETTERS POLYESTER & GLASS

HEAVEY SERIES BILLLET

STEVEN'S TIRE WAREHOUSE

101 MAIN ST. (Beachside) Phone 295-5291

YOU CAN RENT

Cessna 150
Standard-$12/hr.
Club-$8/hr.
Cessna 172
Standard-$16/hr.
Club-$12/hr.
Cherokee 140
Standard-$14/hr.
Club-$10/hr.
Apache
Standard-$40/hr.
Club-$30/hr.

Flight Examiner on staff
Private
Commercial
Instrument
Multi-Engine
D-18
PA-23

Speical club rates
$25 initiation fee
$10 per month dues

YOLUSIA AVIATION SERVICE, INC
MUNICIPAL AIRPORT
VOLUSIA COUNTY SLEET FLYING SERVICE

ALSO DISCOUNT
HOUSE PRICES ON:
Formula I Racing Tires
Mickey Thompson Tires
E. T. Mags
Delco Air Shocks
Remington Rugs
Por-Air Racing Tires
Zenith Tires
Monarch Tires
Imported Tires

=page 3=

WARTIME WOMEN PILOTS

excerpts from, Orlando Sentinel, June 18, 1972

Who were the women who flew more than 60 million miles for the Army Air Forces? They were a unique organization of female pilots who were civil service employees rather than military members of the Army Air Force. They were on the go at Avenger Field from 6:15 AM to 10 PM and they followed a stepped-up version of the nine-month course developed for male aviation cadets, learning everything the Army pilots mastered except gunnery and formation flying.

However, they did carry weapons when ferrying aircraft with classified material, such as secret navigational equipment and bombsights.

The idea of an organization of women pilots, as conceived by Jacqueline Cochran and approved by Maj. Arnold, commanding general, Army Air Forces, was to train women pilots to ferry military aircraft in order to release male pilots for critical duty in combat zones.

The WASPs were first used to ferry only training planes. As they proved their competence, however, they ferried fighter, bomber, cargo and special air-planes and flew various types of noncombat missions such as towing targets for antiaircraft practice, flying at night as practice targets for searchlight crews, making engineering test flights, weather missions and varied administrative and courier hops.

At the conclusion of the WASP program in December 1944, 25,000 women had applied for training; 1,830 had been accepted and 1,074 had been graduated and assigned to flight duty. Thirty-seven WASPs gave their lives in aircraft accidents.

Prior to the WASP program, there was a small group of pilots called WAF's (Women's Auxiliary Ferrying Service). They were the first to organize and attempt to publicize the WASP.
Later, when the need for pilots became more critical, the entry requirements were dropped to a private pilot's license with 35 flying hours. WASP's ages ranged from 18 to 34.

The WASP program proved to the United States War Department that women make excellent pilots, a fact the Russians have been publicizing lately.

The WASP's got their training on Steerman and Fairchild primary trainers and the B-13 basic trainer referred to as the "Vulture Vibrator" or "Bucket of Bolts". Their advanced training was the AT-6 (SNJ to Navy pilots) North America's versatile plane which was used successfully during World War II and for many years afterward. An AT-6 now flies out of Kittery, Maine. The Paragators have converted it to a jump plane for sky diving.

For flying, the WASPs usually wore blue Eisenhower battle jackets and slacks and the Montgomery beret. They flew in hot desert climates and in the icy north, in fair weather, for sometimes it took days to ferry a plane to its destination. Navigation wasn't easy; they just flew over the railroad tracks due west from Dallas. It was not uncommon for a friendly railroad engineer to blow his whistle and on his fast express that readily outpaced the small training planes.

The long hours over the desert, some women pilots would remove their shorts to get a better tan. More than one embarrassed woman pilot had to hustle back into her skirt as playful male pilots zoomed by in faster planes.

By the end of December 1943, the end of the war in Europe was drawing near. Pilots were being rotated back to the states and training fields were being closed down. At last there were more qualified male pilots to fill the needs of the Air Force. The WASPs were deactivated.

TRAD & FINANCE

International finance problems are, by and large, neglected by the specialists. There is a more dramatic than other pressing problems and most of our politicians, press and people in general understand such questions even less than the complicated issues of disarmament, population control, and the environment. Professing ignorance, they attempt to leave financial and economic matters largely in the hands of the specialists. Yet the danger of the dollar, it must be recognized, lies only partly in financial and economic factors. It lies even more in the political factor of national sovereignty. A currency force is an instrument of a particular nation's sovereignty, public, majority are less which each government seeks to serve its own national interest.

The "dollar crisis" which we are now experiencing in the money markets of the world, particularly in Europe, stems not from a lack of confidence on the part of the President of the American public, but rather from a lack of confidence by the outside world in being able to continue to convert dollars into gold. The dollar rates "as good as gold" only as long as the United States is able to convince other nations that it will, and can, continue to make good its guarantee to convert short-term credit into gold on demand. The danger of a world monetary crash, thus, lies in the fact that the short-term liabilities of Britain and the United States now far exceed their gold reserves and the pound sterling and especially the dollar are used by many nations as part of their monetary reserves.

The cold fact is that the United States has less than 11 billion dollars in gold reserves to carry out its guarantee to deliver gold on demand for the more than 46 billion emerging in the United States and the United States, combined with our own, would put a total of nearly $1 billion in gold behind an Atlantic union currency. Liabilities, on the other hand, would jump to $17 billion—thus reversing the very dangerous four to one ratio of liabilities to assets to a favorable ratio of nearly one to two. In addition, as other nations desired to enter the union and were unable to meet its standards of civil liberty and citizen sovereignty, the union's gold reserves would increase still more while foreign short-term claims against its gold would decline. And because such a union could pay, in gold, all convertible claims with 7 billion dollars in gold to spare, there would no longer by any incentive to run for gold. Instead, the incentive would be to retain those claims since they earn interest and gold does not.

In recent years, world trade has risen from about $95 billion in 1958 to more than $200 billion today; primarily between the industrialized countries of Western Europe and North America.
Atlantic union would accomplish each of these goals in the largest single trade corridor between the nations of North America and Western Europe. It would unite the peoples of these nations in a single common citizenship; remove all trade barriers and restrictions between member nations; and promote the free flow of products which would stimulate competition and economic growth.

Let us now turn to a question of equal importance which must not be ignored in this discussion of international trade and finance. This is the question of how the lesser developed countries of the world can best be helped in advancing their own economic growth. Progress in these areas has, on the whole, been unquestionably too slow, too irregular, and too uncertain. At the heart of our sense of frustration is the widespread and growing belief that for the first time in history, the developed nations have the tools, the capabilities, and the resources which can by made available to those peoples who really want to reverse the downward spiral and begin an upward spiral to self-sustaining economies. The problem arises in trying to find the most efficient way to bring the technological and human resources of large corporations in developing ones, and more specifically, how we can create the climate and conditions necessary for the investment that is so badly needed.

If continued economic development is to be the world's course, the Western nations, in particular those of Western Europe and North America, must not be permitted to slide back into protectionism. Through Atlantic union, we can tear down, to a large degree, the prevailing duplication of production establishments and research expenditures. Through an Atlantic union we could integrate to a very large degree, the free world's economic resources through the pursuit of common development programs.

What must be recognized is that the real problems involved in international trade, aid, and finance, are not economic; they also involve aspects which are social, political, intellectual, and spiritual in character. An Atlantic union, by its very nature, can deal with many of these factors, and in so doing, it offers not only the most concrete blueprint for the achievement of global development and progress.

---

**THE EARTH SHALL INHERIT THE WEAK.**

Every Volvo we sell is built on the premise that the car that reaches the end of its road slowest is a winner. Which means that every Volvo in our showroom is built to last.

So when you drive out in your new Volvo, you can look forward to enjoying the scenery. Instead of becoming a part of it.

---

**VOLO OF DAYTONA**

127 South Charles St.
(off volusia)

---

**DAYTONA SPORT**

Daytona Co. Dist.

---

**DAYTONA TIRES**

Volusia Co. Dist.

---

**SUNRISE OLD'S-TOYOTA**

340 North Beach Street Telephone 255-7475

Daytona Beach, Florida 32015

---

**LAMBS CHI ALPHA**

The time machine has come into high gear again. We set the dial for the 1950s ear and as we plugged it in the ground, angels and sha-la-la's were everywhere, and the wet head and loopy, loopy Angel couldn't be there, but his disciples were out in force. The evening was highly by two guest groups, "Greasy Slick and the Sliders" (brothers Bill, Les and Ron) brought the girls screaming to their feet, and the fabulous "Four Errors" (sisters Charleen, Colleen, Linda and Margret) won the hearts of all the guys. Kid Col found the entire group and as the DJ played "The Old Lamp Lighter", tears came to brother Jim's eyes.

Moving back up to 1972, the brothers spent an afternoon at the LAMB house as a lifeguarding for a group of handicapped teenagers. It was not only a work while project for us, but a great time as well. While this article is at press, the time machine will be working again, this time back to 1926. GUIDO AND THE BOYS will be back in town, this time keeping the Alumni in line over the July 4th weekend. Teen Angel invites all you cars still hanging out in the parkin' lot to stop over the LAMB house and meet the guys. It's Nowsville!

---

**BROKE?**

Students who have an exceptional financial need, and who have been home, full-time residents of Florida for at least two years, may be eligible for a Florida Student Assistance Grant. For applications and details, see Mr. Kasler, Director of Student Financial Aid.
Embry-Riddle held its Fourth Annual Alumni Convention this past Saturday. The festivities included a beach party in the afternoon and a dinner-dance that evening. The theme of the convention was "The Spirit of '26". The highlight of the beach party was an old-fashioned bathing suit contest. The participants included four members of the administrative staff, one student, one wife of an alumnus and Barbara Ahouse's future husband. After serious deliberation, four awards were presented which included a hurricane lamp, a bouquet of plastic flowers, a large stick of plastic dynamite and a king-size jar of pickles.

The climax of the convention was a dinner-dance at the posh Ocean-side Country Club. The cost of the meal was $4.95 a plate, and at $1.00 a drink, sobriety was the order of the evening for many of the participants. The meal, served by the cheerful and courteous staff of the country club, included a lettuce and tomato salad, prime ribs of beef (served rare or rare, whichever you preferred), a baked potato, cold bean salad, sherbet and coffee. The entertainment which followed the meal, although adding to the length of the program, with a few exceptions bore little resemblance to the theme.

The guest speaker was J. Paul Riddle, who spoke on his early experiences in aviation and the birth of E-RAU. Mr. Riddle's speech was subjected to the noise of the staff and kitchen and the rudeness of the people from the adjoining bar and dance floor. To heighten the insult of the evening, the band deliberately began to play in the middle of Mr. Riddle's speech. But the final and most grievous insult to Mr. Riddle and the people attending the dinner was the irresponsibility or lack of concern on the part of those who organized the convention to stop the band from playing until the program was completed.

"The History Class of What Was Happening Then"
there the Federal Aviation Administration (FAA) in its operation and would have to abide by their rulings.

On the staff of E-RAU is an FAA planner with 30 years of experience, Dr. George Borsari. In addition, the present lease, E-RAU would work toward three major goals. First, Hunt added, is to improve and the ramp area. The school would also work towards acquiring an airplane dealership at the airport and improve the mechanical services offered. E-RAU has one of the finest maintenance programs on the scholastic level, Hunt added, and this would greatly help airport operation. “The city would benefit in the same way E-RAU would benefit,” Hunt said, “We wouldn’t make this an extension of Embry-Riddle. The more gas and services we sell, the more profit the city makes.”

The present lease calls for $100 a month in rent, 10 percent of the tie-down, six percent of non-related aviation, and two cents a gallon on gas to go to the city.

The committee questioned the city commission about the feasibility of recommending the stock transfer with changing the lease agreement. “Updating the eight year old lease” were the words used by Commodore Nick Triantafellou, City Manager Gerald Althouse commented, “The city is not at a point of renegotiating the lease. E-RAU is only asking for a transfer of stock and the city’s compliance with the old lease.”

The present lease is considered flexible enough to make any changes that are indicated as necessary by the city in the future. If in the future, E-RAU wanted to expand its facilities, they would have to negotiate with the city for a new lease.

The airport committee wanted to know if any plans had been made to use the airport for storage and servicing of the school’s privately owned aircraft.

“We have no intention of moving any aircraft here,” said Manson, “or doing any service work on them at Ormond Beach.” Hunt added, “To continue moving aircraft here for service work isn’t even feasible.”

...Last Monday, July 3, all Commander Aviation, Inc. stock was transferred to E-RAU, and we are now the sole owner of Commander Aviation at Ormond Beach airport.

Cont’d from page 2

the E-RAU Vets’ Club will hold a public auction on Friday, July 14 at the Student Center.

If you have any white elephants hanging around your room or house that you don’t want, please turn them in at the Used Bookstore. It’s tax deductible!

PARACHUTE CLUB

Your Sport Parachute Club extends its greetings and invites you to attend our meetings held in room 117, beginning the first and third Tuesday of the month. The club members are hard at work building a new equipment locker at our drop zone in Deland. We are also planning some interesting and exciting activities. We plan to show some outstanding movies designed to make even the most fanatical ground hugger leap out of the nearest airplane.

The present lease is considered flexible enough to make any changes that are indicated as necessary by the city in the future. If in the future, E-RAU wanted to expand its facilities, they would have to negotiate with the city for a new lease.

The airport committee wanted to know if any plans had been made to use the airport for storage and servicing of the school’s privately owned aircraft.

“We have no intention of moving any aircraft here,” said Manson, “or doing any service work on them at Ormond Beach.” Hunt added, “To continue moving aircraft here for service work isn’t even feasible.”

The E-RAU Vets’ Club will hold a public auction on Friday, July 14 at the Student Center.

If you have any white elephants hanging around your room or house that you don’t want, please turn them in at the Used Bookstore. It’s tax deductible!
When the postcard arrived proclaiming that my Mother and her husband were "shlepping" down to visit my apartment, I knew I had nothing to worry about. The place was immaculate if she didn't look in the closets, drawers, under and behind the couch, anywhere that a person which of course she would. And I wasn't worried by the fact that she's allergic to dogs, cats, hamsters, birds, and dust, all of which I inherited. But it was too late to send my dust to obedience school. I knew I had everything to worry about.

"Don't worry about anything," my friend Ernest told me. "I'm sure your Mother comes to visit once a month with her cleaning lady. Just hand her your copy of Portnoy's Complaint. If she sees it, she'll think you're trying to tell her something.

"But I don't have a copy of Portnoy's Complaint, Ernest."

"Then get one. And hide it. You'll feel better."

I cleaned and dusted everything. I cleared off a shelf and prominently displayed the birthday presents my parents had sent me the last two years—a 12-speed blender and a combination electric can opener and knife sharpener. I knew I was ready when I picked them up at the airport.

"So how come you came to pick us up alone?" my other asked.

"Would you like to meet my friends?"

You think your father and I flew millions of miles on a dangerous 007 to meet your friends? Morrie, give the boy some money to get his head examined.

As we walked up the front stairs to my apartment, I heard my Mother whisper something—just loud enough for the immediate neighborhood to hear—"Morrie, I don't like it. The boy lives in a tenement. Tell him to move back home, Morrie."

And they walked in, looked around and my Mother's comment went something like this.

"What are all these plants doing here? Don't you know how much hydro-

gen they use up? Are you trying to suffocate yourself? I don't like it, Morrie. This letter here—who's it to? It would kill you to write home? I don't like it, Morrie."

And then she went to work. She dusted and sprayed, washed and waxed. She put string on the bathroom light, "So you shouldn't get electrocuted when you pull the chain." She lysed the telephone mouthpiece, "So you shouldn't get germs when you talk to strangers."

Finally, "Would you like some coffee?" I offered.

"What? Are you trying to kill your Father? You know how coffee upsets his stomach. My constitution it couldn't hurt, like a horse. I'm busy. Look in my bag. I brought my own cup."

"Now let me see your drawers," she said, pulling from her satchel a jumbo roll of shelf lining paper, and starting for the silverware drawer in the kitchen. "This is what you eat—silverware?" she said, lining. "Let me see your freezer."

"You're going to line the bottom of the freezer? I asked."

"And the sides. You can't be too careful with all the rigatoni going around today."

And then she opened the freezer compartment. "This is food? A silver of chopped meat, this plucked chicken, those three TV dinners..."

"Ciel, leave the boy alone," my father said. "Leave the boy alone," she cried, as she double-wrapped everything in freezer paper. "I've left the boy alone and look what happens—malnutrition." And then she spotted a bottle of Scotch on the kitchen counter. "Morrie, do you see what I see? The boy's a delirict. I know it. I knew it. For this we give him an allowance?"

"Ciel, we don't give him an allowance."

"Then I think we should give him an allowance. Morrie, when we get home Morrie, he'll learn how to spend his money."

When my apartment was finally disinfected, my Mother put her arms on my shoulders. "Thanks to your Mother, you now have a lovely apartment."

"So lovely that I suppose you won't want to come home anymore, you have such a lovely place here. But don't feel guilty, Morrie. Don't feel guilty that your Father and I love you dearly and it hurts us to see you living like a bum."

"But, Mom, I'm not living much differently than Dad did before you two got married."

"What? Morrie, I mean—like a bum. Go out and find yourself a nice girl like your Father did. But remember—she's not good enough for you."

And then they left. A few days later, a "house gift" from my parents arrived. The cont'd page 9
mail, a book, Portnoy's Complaint. "Here's a book you should have," the card read. "Enjoy. But don't let me catch you reading it."

I put the book on the shelf between the 12 speed blender and my combination electric can opener and knife sharpener and waited for their next visit.

Rumor has it that certain members of the paddock parking crew watched Walter Ballards car while he took his time trial at the speedway Saturday.

THERE WILL BE A VET'S CLINIC HELD JULY 15.

IF YOU HAVEN'T PURCHASED A "1972" YEARBOOK HEED IS YOUR CHANCE TO DO SO AT 1/2 PRICE. THEY ARE ON SALE IN THE SGA OFFICE FOR $3.00.

FOR SALE - 1972 Pontiac Ventura II, 4 months old, red, power steering, radio, must sell! $600.00 and take over payments, call 252-7152

DINING OUT

Rattlesnake soup, rattlesnake cocktail, elk steak, whale steak, and even elephant steak. These are just a few of the many odd items listed on the menu of Paleface Harbor, a restaurant located at 951 North Beach St. in Daytona Beach.

I didn't have the gumption to order any exotic dish or ask if they really had any elephant or elk steak in the kitchen, so I went ahead and took a chance on a seafood platter which was good but skimpy considering the outrageous price of $3.10.

The atmosphere hardly made up for the over-pricing. As you enter the restaurant, you find yourself in a dark and gloomy cavern of a room decorated with Indian relics and a grim looking Indian mannequin sitting in the corner (perhaps he had the elephant steak). As far as the furnishings go, I've seen better furniture in Sanford & Son's living room than they have in their dining area.

The service also left much to be desired. It took 45 minutes just to get the salad. The waiter claimed one of his helpers had just walked off the job. Even so, the dining room was virtually empty and a salad doesn't take much time to fix. To top off the evening, the wine I ordered arrived as I was paying the check.

Paleface Harbor is a unique experience, but enter at your own risk!

The annual Firecracker 400 was held July 4th and the temperature seemed an almost even match for the competition.

The winner was three time NASCAR champion David Pearson, who said afterwards that he could not remember ever being in a race that close. He was followed across the line by Richard Petty and Bobby Allison. It looked like the three cars were literally chained together as they finished.

A record crowd of some 77,200 fans stood up and cheered the last 47 miles as the three swapped the lead continuously.

Pearson said he was just laying back until the last five laps, and then when he took over the lead for the final time with Petty and Allison drafting

20% OFF
When you eat at the
AIRPORT RESTAURANT & LOUNGE

UNDER MANAGEMENT OF
Jerry's

20% OFF IN THE RESTAURANT
10% OFF IN THE LOUNGE

If you feel like this guy looks after the flight, refresh yourself at our lounge.
when overheating sent him to the garage finished for the day.
Pole sitter Bobby Isaac had to pull in with less than half the race over with valve failure in his engine.
The winner, Pearson, led 93 laps, Petty 29, Allison 13, Hamilton 1, In all there were 23 lead changes.
The winner made 6 pit stops and averaged 160.821 miles per hour.
The record was set by Cale Yarborough at 167.247.
The race was run in two hours, 23 minutes and 14 seconds, with only two caution flags caused by Baker's Dodge spilling oil on the track and Frank Warren's engine doing the same.
It had to be one of the safest ever with not even a spinout or a fender bumped.

**Beef & Bottle Story**

Our concept is a simple one--a hearty drink, an inviting salad bar, a thick steak and a mammoth baked potato--served attentively by waiters in an intimate dining room.

HAPPY HOUR: Every Friday 4:30 - 6:30
HORS D'OEUVRES AND ALL DRINKS 1/2 PRICE

200 Magnolia Ave.
253-2153

**POW-MIA**

Bracelets available at used bookstore
MINIMUM DONATION $2.50
Buttons & bumpersticker free on request

**50,000 JOBS**

**SUMMER EMPLOYMENT CAREER OPPORTUNITY PROGRAMS**

The National Agency Of Student Employment Has Recently Completed A Nationwide Research Program Of Jobs Available To College Students And Graduates During 1972. Catalogs Which Fully Describe These Employment Positions May Be Obtained As Follows:

( ) Catalog of Summer and Career Positions Available Throughout the United States In Resort Areas, National Corporations, and Regional Employment Centers. Price $3.00.

( ) Foreign Job Information Catalog Listing Over 1,000 Employment Positions Available In Many Foreign Countries. Price $3.00.

( ) SPECIAL: Both of the Above Combined Catalog With A Recommended Job Assignment To Be Selected For You. Please State Your Interests. Price $5.00.

National Agency of Student Employment
Student Services Division
555 Eckenrode
Cincinnati, Ohio 45220

**PAUL REVERE 250**

The annual Paul Revere 250, which started at midnight, July 3-4, had some unusual happenings. To begin the race was won by a non-NASCAR participant. He started near the rear of the field, and practically had to rebuild his car to meet the rigid NASCAR specifications.
The winner, Vince Gimondo, drove a 1971 white and yellow Camero, which he drives on the SCCA professional Trans-Am Circuit. The former welding shop operator is now a foreign car salesmen.
Starting from the rear he roared up through the pack to third place by the tenth lap, where he ran until he took over the lead on lap no. 40. Gimondo's roughest competition of the night came from H.B. Bailey of Huston Texas.
Bailey driving a Firebird, seemed to have the edge on the highbanksed portion of the track, but Gimondo's quickness on the infield turns of the 3.8 mile road course proved to be the margin he needed. Bailey's car fell out with thirty five miles to go with mechanical problems.
Pole sitter Bobby Allison, driving a Mustang, had early brake trouble and put his car in the garage on the lap no. 13.
Tom Nehl of Jacksonville finished second in a Camaro, followed by Jimmy Lee Capps, also in a Camaro.
The race was run in 2 hours and 25 minutes. The average speed was a new record 164.292 miles per hour which bettered the 103.330 mark set by Buck Baker a year ago. The winner collected $4,750 for the first place finish, which was his biggest pay check since his racing career began four years ago. The late race crowd was estimated at 19,600.

**FOR YOUR EATING PLEASURE, WE HAVE**

50 VARIETIES OF SANDWICHES PLUS Dinners AND HOMEMADE SALADS

CATERING AVAILABLE FOR SMALL OR LARGE GROUPS

ANTIPASTO MADE TO ORDER

**POW-MIA**

Bracelets available at used bookstore
Minimum donation $2.50
Buttons & bumpersticker free on request

**K Mart PLAZA**

Sorrento Delicatessen
OVER 50 VARIETIES
OPEN 7 DAYS
PHONE 255-1817

Submarine

HOURS
MON. - SAT. 8 - 10
SUNDAYS 10 - 6

TAKING OR

FOR YOUR EATING PLEASURE, WE HAVE

50 VARIETIES OF SANDWICHES PLUS
Dinners AND HOMEMADE SALADS

CATERING AVAILABLE FOR
SMALL OR LARGE GROUPS

ANTIPASTO

MAKE TO ORDER
SINCE NOTHING HAPPENED THE PAST TWO WEEKS, THE TIME SEEMED RIGHT FOR THE VERY FIRST “SEVENTH ANNUAL NO NEWS IS GOOD NEWS” ISSUE, WITH LOTS OF PICTURES, CARTOONS AND STUFF THAT IS EASY TO READ.

There is no. truth to the rumor that the Registrar has tenure.

There is no truth to the rumor that Al Barnes is always out to lunch.

Chagrin Falls, Ohlo:

Rufus Perlman shows the reason he was designated as this year’s recipient of the American Dental Association’s coveted “Worst Teeth” award. Perlman attributes his remarkably deteriorated teeth to a strict regimen of polishing, massage, and gum stimulation with peanut brittle and chocolate-covered caramels.

I’d like to make a formal apology to Linn Henry for the arrangement of his President’s Corner in the AVION’s last issue. Paragraphs were out of order, which consequently made Linn sound very confused. This week should be better Linn. N.C.C.

CHILDREN LEARN WHAT THEY LIVE

If a Child lives with criticism, He learns to condemn.
If a Child lives with hostility, He learns to fight.
If a Child lives with ridicule, He learns to be shy.
If a Child lives with shame, He learns to feel guilty.
If a Child lives with tolerance, He learns to be patient.
If a Child lives with encouragement, He learns confidence.
If a Child lives with praise, He learns to appreciate.
If a Child lives with fairness, He learns justice.
If a Child lives with security, He learns to have faith.
If a Child lives with approval, He learns to like himself.
If a Child lives with acceptance and friendship, He learns to find love in the world.

Dorothy Law Nolte

Embry-Riddle

The AVION is a publication for Embry-Riddle students partially financed by the Students' Activity fee through the Student Government Association. Articles may be submitted to the Avion from publication by the administration, the faculty, and the student body. The AVION deadline is Friday afternoon at 4 P.M. Please mark all items AVION, and deposit in the box outside the trailer, inside the trailer, or ERAU Box 1866.

Daytona Beach patrolmen judged the winning entry in the city’s First Annual Auto Stripping Derby. The winner, 18 year old George Coslyn completely gutted this 1972 model squad car in 5 minutes and 6 seconds. Mr. Jones wins a 6 month vacation in the Oeland City Jail.

book & tape worm