7-7-1972

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, wolfe309@erau.edu.
SKY KING FLYING AGAIN AT ERAU

I MET SKY KING: YOUTHFUL FANTASY WORLD COMES TO LIFE

from: The Halifax Reporter, Wednesday, June 14, 1972

My youth was spent in a world of fantasy, just like that of any other young boy growing up on the streets of New York. I could imagine myself being the immortal Duke Snider, lashing home run after home run over the outfield fences at the now legendary home of Brooklyn's Bums, Ebbetts Field, or I could play with the television and assume the identity of anyone of the myriad number of heroes the likes of Nestle's or Ovaltine threw at me.

High on my list of favorites was the Saturday morning cowboy with wings, Sky King. Soaring through the sky over the Arizona desert on a weekly crusade against evil, Sky King was a champ.

A childhood idol became a reality this week as the immortal Sky King, Kirby Grant in everyday civilian clothes, came walking through my office door. A tall man, probably about 6'3", broad shouldered, his hand shake immediately caused me to remember the same steady grasp that guided the Lone Ranger through her maneuvers some ten years ago. We talked for about an hour, covering every subject from the old Flying Crown Ranch to his reason for coming to Daytona Beach. The series is coming back, said Grant, hopefully by January, 1973.

As an E-RAU graduate, my interest became even deeper. An old hero reborn and walking through the same classrooms I did—too much to hope for as a kid.

Grant has bought the rights to Sky King from Nabisco and said that the ranch will open soon. Film will be shot all over the state, wherever there is a story. "Embry-Riddle will be a large part of the show," Grant told me. "I'm really impressed with the school, the caliber of teaching and the young men who attend."

This last comment made me extremely happy, after all, E-RAU had been my home for three years and to have the famous Sky King say that about it really pleased me.

Although no pilot film has been shot yet and the roles of Clipper and niece Penny are still uncast, Grant said that the film will go on. And watching Sky King was a favorite part of my schedule, and now he was coming back.

Grant told me about his plans for the new show and how the series would center around his Oviedo ranch, soon to be purchased from the show's original sponsor, Nabisco, and about the campus of Embry-Riddle Aeronautical University. Sky King's nephew Clipper will most likely be an enrolled student at the Daytona Beach school.

As an E-RAU graduate, my interest became even deeper. An old hero reborn and walking through the same classrooms I did—too much to hope for as a kid. Grant has bought the rights to Sky King from Nabisco and said that the ranch will open soon. Film will be shot all over the state, wherever there is a story. "Embry-Riddle will be a large part of the show," Grant told me. "I'm really impressed with the school, the caliber of teaching and the young men who attend."

This last comment made me extremely happy, after all, E-RAU had been my home for three years and to have the famous Sky King say that about it really pleased me.

Although no pilot film has been shot yet and the roles of Clipper and niece Penny are still uncast, Grant said that the film will go on. And watching Sky King was a favorite part of my schedule, and now he was coming back.

Grant told me about his plans for the new show and how the series would center around his Oviedo ranch, soon to be purchased from the show's original sponsor, Nabisco, and about the campus of Embry-Riddle Aeronautical University. Sky King's nephew Clipper will most likely be an enrolled student at the Daytona Beach school.

As an E-RAU graduate, my interest became even deeper. An old hero reborn and walking through the same classrooms I did—too much to hope for as a kid. Grant has bought the rights to Sky King from Nabisco and said that the ranch will open soon. Film will be shot all over the state, wherever there is a story. "Embry-Riddle will be a large part of the show," Grant told me. "I'm really impressed with the school, the caliber of teaching and the young men who attend."

This last comment made me extremely happy, after all, E-RAU had been my home for three years and to have the famous Sky King say that about it really pleased me.

Although no pilot film has been shot yet and the roles of Clipper and niece Penny are still uncast, Grant said that the film will go on. And watching Sky King was a favorite part of my schedule, and now he was coming back.

Grant told me about his plans for the new show and how the series would center around his Oviedo ranch, soon to be purchased from the show's original sponsor, Nabisco, and about the campus of Embry-Riddle Aeronautical University. Sky King's nephew Clipper will most likely be an enrolled student at the Daytona Beach school.

As an E-RAU graduate, my interest became even deeper. An old hero reborn and walking through the same classrooms I did—too much to hope for as a kid. Grant has bought the rights to Sky King from Nabisco and said that the ranch will open soon. Film will be shot all over the state, wherever there is a story. "Embry-Riddle will be a large part of the show," Grant told me. "I'm really impressed with the school, the caliber of teaching and the young men who attend."

This last comment made me extremely happy, after all, E-RAU had been my home for three years and to have the famous Sky King say that about it really pleased me.

Although no pilot film has been shot yet and the roles of Clipper and niece Penny are still uncast, Grant said that the film will go on. And watching Sky King was a favorite part of my schedule, and now he was coming back.

Grant told me about his plans for the new show and how the series would center around his Oviedo ranch, soon to be purchased from the show's original sponsor, Nabisco, and about the campus of Embry-Riddle Aeronautical University. Sky King's nephew Clipper will most likely be an enrolled student at the Daytona Beach school.

As an E-RAU graduate, my interest became even deeper. An old hero reborn and walking through the same classrooms I did—too much to hope for as a kid. Grant has bought the rights to Sky King from Nabisco and said that the ranch will open soon. Film will be shot all over the state, wherever there is a story. "Embry-Riddle will be a large part of the show," Grant told me. "I'm really impressed with the school, the caliber of teaching and the young men who attend."

This last comment made me extremely happy, after all, E-RAU had been my home for three years and to have the famous Sky King say that about it really pleased me.

Although no pilot film has been shot yet and the roles of Clipper and niece Penny are still uncast, Grant said that the film will go on. And watching Sky King was a favorite part of my schedule, and now he was coming back.
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, 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 be included, please ask by the SGA office and let us know.

I have seen a lot of new 8-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.

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 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 OPINION 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 Bonifield, 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 Bonifield's being called to active duty to Miami. His proposal was to grant Mr. David Bonifield 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, to follow 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, Senator Fry, and Senator Matlock were nominated. 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 Quad 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.

Item No. 5 on the agenda: Motion to accept Senator Rees as Chairman of NEW and motion to accept George Herriman 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 sail. ERAU Box 1072. $300.

ALSO DISCOUNT HOUSE PRICES ON:
Formula I Racing Tires
Michelin Thompson Tires
E. T. Mag
Delco Air Shocks
Remington Tires
Pik-A-Air Tires
Zenith Tires
Monarch Tires
Imported Tires

WE GOT 'EM!

GRAND PRIX-AND ROAD HUGGER 4-1/2"-7" SELF-SEAL WHITE LETTERS POLYESTER & GLASS 4660 SERIES BELTED

STEVEN'S TIRE WAREHOUSE
101 MAIN ST. (Northside) Phone 925-2181

YOU CAN RENT

AVIATION SERVICE, INC.
MINORILIA COUNTY'S OLDEST FLYING SERVICE

Yankee
Standard-$13/hr.
Club-$5/hr.

Beechcraft
Bonanza $12/hr.
Standard-$25/hr.
Club-$18/hr.

Cessna
150
Standard-$12/hr.
Club-$8/hr.
Cessna 172
Standard-$16/hr.
Club-$12/hr.

Piper
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-19
PA-23

SPECIAL CLUB RATES
$25 initiation fee
$10 per month dues

NO minimum flight time required for sale

WOMEN PILOTS
WARTIME WOMEN PILOTS

Who were the women who flew more than 60 million miles for the Army Air Force? They were a unique Co-organized group 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 Hap Arnold, commanding general, Army Air Forces, was to train women pilots of a 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 aircraft planes and flew various types of noncombat missions such as towing targets for anti-aircraft practice, flying at night as practice targets for searchlight crews, making engineer- ing 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; 1,330 had reported 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 WAPS (Women's Auxiliary Ferrying Service). The flying requirements for this group were very high.
TRADING AND FINANCE

from: Youth for Federal Union

International finance problems are, by and large, neglected by the American public, particularly in Europe. The "dollar crisis" which we are now experiencing in the money markets of the world, particularly in Europe, stems from a lack of confidence on the part of the President of the United States that 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 rate "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 dollar credits 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 may exceed their gold reserves and that 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 dollars in foreign claims that now outstanding.

If a Atlantic federal union were to be formed, the end result would include the creation of a common currency backed by the joint gold reserves of those nations involved; the transformation of present short-term convertible claims on US gold held by union members into domestic Atlantic union claims; and the elimination of trade barriers among the federation members. The gold reserves of the nations of Western Europe and Canada, combined with our own, would put a total of nearly 31 billion in gold behind an Atlantic union currency. Liabilities, on the other hand, would shrink to $17 billion--thoroughly reversing the very dangerous four to one ratio of liabilities to assetes to a favorable ratio of nearly one to two. In addition, as other nations desired to enter the union and were able 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, North Ameri-
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 unacceptably too slow, too irregular, and too uncertain. At the heart of the 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 be 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 protectionist thinking. 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 these factors; and in so doing, it offers not only the most concrete blue print 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.
ALUMNI DISASTER

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 fiancé. 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.

Admittedly, it is never difficult to find small, petty grievances about any social function. However, when the sum of these grievances total in a day of confusion, embarrassment, aggravation, and disappointment, it would be wise to take a long, hard look at next year's convention. The alumni are a life line for the university and deserve better than they received this past weekend.

BASEBALL

Intramural Baseball practice is continuing on Saturday mornings at 10:00 sharp on the ball field. All students with interest are invited to attend. Whenever possible we play scrimmage games with other teams practicing in the area. Our current summer record is 2 wins and 0 losses. See you Sat.

Coach Brown.

WISE HOBBY & TOYS

Balsa Kits for U-Control, Radio & Free Flight Engines from Fox, Super Tiger, QRS, K&B, Cox, Testors, Enya Plastic Kits from Frog, Airfix, Hasegawa, Revell, MPC, Aurora

PLASTIC KITS FROM FROG, AIRFIX, HASEGAWA
REVELL, MPC, AURORA

FOR SALE - 1970 Nova SS 350/325, 4 speed, custom interior, R/S speaker, strato bucket seats, $700.00 and take over payments, contact Cleve McDonald, Box 702, E-RAU

FOR SALE - Luscombe 8A-65 HP. 400 SMOH, 1300 TTAE, with fresh extensive June Annual. Cost less than $1,500 hr. to fly $3,250. See at New Smyrna Airport. Contact Vaughn Lane, Box 1012.

FOR SALE - 1970 Nova SS 350/325, 4 speed, custom interior, R/S speaker, strato bucket seats, $700.00 and take over payments, contact Cleve McDonald, Box 702, E-RAU

FOR SALE - Luscombe 8A-65 HP. 400 SMOH, 1300 TTAE, with fresh extensive June Annual. Cost less than $1,500 hr. to fly $3,250. See at New Smyrna Airport. Contact Vaughn Lane, Box 1012.

BASEBALL

Intramural Baseball practice is continuing on Saturday mornings at 10:00 sharp on the ball field. All students with interest are invited to attend. Whenever possible we play scrimmage games with other teams practicing in the area. Our current summer record is 2 wins and 0 losses. See you Sat.

Coach Brown.

FOR SALE - 1970 Nova SS 350/325, 4 speed, custom interior, R/S speaker, strato bucket seats, $700.00 and take over payments, contact Cleve McDonald, Box 702, E-RAU

FOR SALE - Luscombe 8A-65 HP. 400 SMOH, 1300 TTAE, with fresh extensive June Annual. Cost less than $1,500 hr. to fly $3,250. See at New Smyrna Airport. Contact Vaughn Lane, Box 1012.
the Federal Aviation Administration (FAA) in its operation and would have to abide by their rulings.

On the staff of E-RAU, the FAA planner with 30 years of experience, Dr. George Borsari, is an FAA planner with 30 years of experience. E-RAU would work toward three major goals. First, Hunt said, is to lower repair and improve the ramp area. The school would also work toward acquiring an airplane dealership at the airport and improve the mechanical services offered. E-RAU has one of the finest maintenance programs on the scholarship 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 Baby-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 income, 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 Commander Freeman Nick Triantafellus.

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 consider moving aircraft here for service work isn't even feasible."

CONT'D

Dinner: 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.

 Oops

CONT'D from page 1

or being a credit to both jumping but are also

there are plans for extending the facility

an extension of Embry-Riddle. The school would

changing the lease agreement. "Updating

the lease agreement. "Updating the eight year old

E-mail would benefit.

The school's privately

towards acquiring an

for ideas, he said, "I've got a lot of

Dr. George Borsari. The city manager, is a

In abiding by the present lease, E-RAU stock was trans-

We are interested in serving

have no intention for the last two years.

we have no intention for the last two years.

on the staff of E-RAU E-RAU Vets' Club

in the Everglades and at Cape Kennedy. The series will open with a show based on cattle rustling, but drowned out by the sounds of the air and animal poaching are ideas which Grant hopes to write as scripts very soon.

So, come next January, I'll be back in front of my television, a little wiser and a little older but still with the same

There is no truth to the rumor that our favorite lawyer fell asleep at the Alumni dinner.

There is no truth to the rumor that the Alumni Convention is going to be changed to a faculty party.

There is no truth to the rumor that T.V. tables were used at the Alumni dinner.

There is no truth to the rumor that there are only eight alumni from E-RAU.
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 fact that I didn't get a letter for a month, did not make me suspect she wasn't coming. I knew she was coming, because if I didn't look in the closets, drawers, and all the nooks and corners, I couldn't imagine 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 had as pets. 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. "My Mother's coming to visit once a month with her cleaning lady. Just hide 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," I said. "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 go get his head examined."

As we walked up the front stairs to my apartment building, 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 then 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-
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.

Cont'd

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 CLUB HELTING JULY 15.

IF YOU HAVEN'T PURCHASED A "1972" YEARBOOK NOW 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

DIETING 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, smoky 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 halos 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 67,200 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 that when he took over the lead for the final time with Petty and Allison drafting high and low lap after lap right on his bumper, but just couldn't find the speed to get by.

In victory circle after the race Pearson said "I was just at the right place at the right time.

Only three other drivers challenged the first three finishers. That came early in the race. Buddy Baker was right behind Pearson and Allison in lap no. 107 when he blew his left front tire. Pieces of the tire flew up and knocked off his oil filter causing him to be sidelined.

Pete Hamilton was running with the leaders...
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 2 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. There were 20 out of 40 running at the finish.

The annual Faul 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, Vinny Gimondo, drove a 1971 white and yellow Camaro, which he drives on the SCCA professional Trans-Am Circuit. The former welding shop operator is now a foreign car salesman.

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 highbanked 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.

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

POW-MIA BRACELETS AVAILABLE AT
USED BOOKSTORE
MINIMUM DONATION $2.50
BUTTONS & BUMPERSTICKER FREE ON REQUEST
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, Ohio: 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 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

Daytona Beach patrolmen judged the winning entry in the city's First Annual Auto Stripping Derby. The winner, 18 year old George Coslin, 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.

P.O.R.

"They destroyed our entire interplanetary army in only an hour and a half, but we made $13.40 plus tips."

---

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 1868.