Avion 1972-12-01

Embry-Riddle Aeronautical University

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

Scholarly Commons Citation
Embry-Riddle Aeronautical University, "Avion 1972-12-01" (1972). Avion. 184.
https://commons.erau.edu/avion/184

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.
Embry-Riddle Aeronautical University recently hosted five Russian civil aviation educators. The Russian visitors arrived at Daytona Beach at the invitation of ERAU President Jack Hunt to see how civil aviation education is conducted in the United States.

Visitors from the USER included Mr. A. Nazarov, Ministry of Civil Aviation, Mr. N.L. Kolego, Rector of the Kiev Institute of Civil Aviation Engineering, Mr. N. A. Finkov, Manager of Chair of Academics for Civil Aviation, Mr. A. I. Okhonski, Chief of the Ulyanovsk School of Higher Flight Instruction, and Mr. N. I. Lyubinov, Control Inspector of External Dealing of the Ministry of Civil Aviation.

During their stay in Daytona Beach, the visitors resided at the ERAU President's Residence. They were able to call on the homes of several University Trustees and visit some of the local attractions.

A high speed ride on the tri-oval of the famous Daytona Beach Speedway was conducted by Mr. Joe Byton and the visitors were able to meet Bill France, Jr. The Russians traveled to the Kennedy Space Center for a VIP tour given by Mr. Gordon Harris. They were impressed with the open door policy at the Center and the tour itself.

No visit to Florida would be complete without taking in Disney World in Orlando. This was the high point of the social events with everyone enjoying the irresistible charms of Mickey Mouse and the American hot dog lunch. The group also spent at Miami International Airport. The Soviets were given tours of National Airlines facilities including DC-10 and Boeing 747, and training facilities of Eastern Airlines including I-1011 flight simulator and stewardesses training facilities.

The Russian educators said they were impressed with the caliper, moral, and dedication of Embry-Riddle Aeronautical University students, faculty, and staff. They had good words for the American flight student and instructor pilot capabilities.

The trip included visits to museums and historic sites in Florida. The Russians were also able to view the 600-passenger airliner of the future, the Boeing 747, and to see the flight paths that would be taken by the aircraft.

The last day of the visit was spent flying over the Florida Keys in a Beech 1900D, which was provided by the NASA Langley Research Center.

The visitors were impressed by the high level of training and education provided by Embry-Riddle Aeronautical University and were enthusiastic about the future of aviation education in Russia.

The visit was a successful one, and the visitors were impressed with the high level of training and education provided by Embry-Riddle Aeronautical University. The visit was a success, and the visitors were enthusiastic about the future of aviation education in Russia.
In the past two years, since I came to Embry-Riddle, I have had many people, myself included, complain about the military establishment that runs this school. The most common phrase is "This is an Air Force Academy, not a university." The administrative personnel involved are retired military officers. They have impressive military records and have proven themselves very competent. The problem lies in one word: CHANGE. Some of these people have not been willing to accept the change from a military society to a civilian society and a younger generation with different ideas and principles. They mean well in what they do, but they are trying to do it the way they would have in the military.

The young American generation is a completely new type of people with entirely new psychology. They are not only unwilling to accept change, but they are making changes. The older generations are just going to have to accept these changes or be isolated under them.

In my unit in the National Guard, we have many old aviators who have had difficulty in accepting the change to new aircraft. The operations officer recently told me that the old aviators are not flying. I feel that it applies not only to flying, but to life in general, and I would like to share it with you. I believe that some of you will take it to heart.

This is the story of an old aviator. He had been in flying since its earliest days. He had flown in the heaviest combat and had proven himself to be a fine pilot. He could fly anything in any condition. In fact, to him the more rickety the aircraft, the greater was the challenge and the more he liked it. He was a hero, and everybody wanted to listen to his tales of flying in the good old days.

Finally, the day came, as it does for everyone, for him to go on to the next life. He had lived a good life, and he was selected to go to Heaven. In fact, he had lived such a good life that when he arrived in Heaven, St. Peter offered him the best and newest airplane in the fleet. The airplane shined like a star. It was perfect, like none he had ever seen on Earth. But the old man said, "St. Peter," he said, "do you have anything that vibrates a little less, has less oil, and has static in the radio?" "No," said St. Peter, "every airplane in Heaven is perfect. However, if you like you may go down to Hell and choose any airplane you like." The old man went down to Hell and explained to the devil just what he wanted. The devil took him to an old plane. It was filthy, covered with oil, had holes in the fuselage and one flat tire. Most of the instruments and radios didn't work, and there was excessive play in the controls and in all the critical bearings. In short the plane was a wreck. The old man climbed in and said, "Now how do you like this? This is the way it was in the good old days."

There is a moral to this story. If you can't accept change, you know where to go.

David Bonfield

On November 28, at 9:30 P.M., a security guard noticed the smell of smoke as he entered one of the offices on campus. An investigation revealed that a coffee pot had been left plugged in. After the pot had boiled dry, it had heated up to such an extent that its base had bubbled and cracked and a plastic mat upon which it rested was noticeably charred. This situation presented a definite fire hazard which could have produced drastic consequences had it remained undiscovered. The hazard did not originate with the coffee pot itself, but with the person who neglected his responsibility to unplug it.

Instead of being in charge of this situation, the individual responsible may not even be aware of the fire hazard he or she is creating. It is of utmost importance that each and every student of the university take responsibility for his or her actions and not place the blame on others.

This is the story of the old aviator. He had been in flying since its earliest days. He had flown in the heaviest combat and had proven himself to be a fine pilot. He could fly anything in any condition. In fact, to him the more rickety the aircraft, the greater was the challenge and the more he liked it. He was a hero, and everybody wanted to listen to his tales of flying in the good old days.

Finally, the day came, as it does for everyone, for him to go on to the next life. He had lived a good life, and he was selected to go to Heaven. In fact, he had lived such a good life that when he arrived in Heaven, St. Peter offered him the best and newest airplane in the fleet. The airplane shined like a star. It was perfect, like none he had ever seen on Earth. But the old man said, "St. Peter," he said, "do you have anything that vibrates a little less, has less oil, and has static in the radio?" "No," said St. Peter, "every airplane in Heaven is perfect. However, if you like you may go down to Hell and choose any airplane you like." The old man went down to Hell and explained to the devil just what he wanted. The devil took him to an old plane. It was filthy, covered with oil, had holes in the fuselage and one flat tire. Most of the instruments and radios didn't work, and there was excessive play in the controls and in all the critical bearings. In short the plane was a wreck. The old man climbed in and said, "Now how do you like this? This is the way it was in the good old days."

There is a moral to this story. If you can't accept change, you know where to go.

David Bonfield

On November 28, at 9:30 P.M., a security guard noticed the smell of smoke as he entered one of the offices on campus. An investigation revealed that a coffee pot had been left plugged in. After the pot had boiled dry, it had heated up to such an extent that its base had bubbled and cracked and a plastic mat upon which it rested was noticeably charred. This situation presented a definite fire hazard which could have produced drastic consequences had it remained undiscovered. The hazard did not originate with the coffee pot itself, but with the person who neglected his responsibility to unplug it.

Instead of being in charge of this situation, the individual responsible may not even be aware of the fire hazard he or she is creating. It is of utmost importance that each and every student of the university take responsibility for his or her actions and not place the blame on others.

This is the story of the old aviator. He had been in flying since its earliest days. He had flown in the heaviest combat and had proven himself to be a fine pilot. He could fly anything in any condition. In fact, to him the more rickety the aircraft, the greater was the challenge and the more he liked it. He was a hero, and everybody wanted to listen to his tales of flying in the good old days.
EAGLE BASKETBALL TEAM
VICTORIOUS IN HOME OPENER

Last Saturday night at Mainland Junior High School, the Embry-Riddle basketball team opened up their home basketball season with a victory over the highly-touted Florida Bible College of Miami.

Florida Bible College opened the game with a hot hand and jumped to an early lead. The Eagles from Riddle then rallied and at half time the score was knotted at 33 all.

Florida Bible started the second half similar to the first half and jumped to an early second half lead. Riddle tried to come back early but missed some key lay-up shots and fell further behind. With only three minutes to go in the game Florida Bible was ahead by nine points.

The Eagles then went into their man to man press and came up with some valuable steals to tie the game with one minute to go. And then to the delight of the enthusiastic crowd, the Eagles ran off five straight points before their opponents could score again, and Riddle won it 75-72.

It was clearly a team effort and team victory with five players in double figures and all the players coming in from the bench playing super basketball.

EAGLES Notch Second Straight Home Win 80-79

Down by thirteen points at half time and by as much as 20 points, the Eagles roared back to shock Polk College 80-79.

Polk College had just come from a victorious Thanksgiving tournament in Miami and were sent home with their first loss and probably the only loss they will suffer this season.

Regardless of the outcome of the rest of the season, the Embry-Riddle Eagles have already proven itself because it has beaten teams that were ranked high in the state in pre-season polls and supposedly were unbeatable.

ERAU BASKETBALL TEAM vs.
JACKSONVILLE UNIVERSITY

On December 4th, 1972, at Mainland Junior High School, the Embry-Riddle Eagles will host last year's highest scoring team, Jacksonville University. Game time is slated for 7:30 p.m.

Jacksonville University has it all. They are tall, fast, shoot well, and do everything else right.

The Eagles are hoping to pull off the upset of all time, and it will take a perfect game by the Eagles plus their injured players must be back in action if they are to win.

Golf News

by Gene Wages

ERAU golfers have been unable to get a consecutive 18 holes finished due to heavy rain during the past few days. Coach Spears finally admitted defeat, not necessarily due to his golfers' standing in water up to their ankles, but evidence indicates that he was having extreme difficulty keeping his cigar lighted.

Results of this week's match between ERAU and Florida Institute of Technology, at Melbourne, will be in next week's news.

TENNIS TEAM FORMING

Coach Carl Brown has announced that there will be a meeting for anyone wanting to play on the ERAU tennis team on Tuesday, December 5 at 12 noon in room 211, Building A. Anyone who would like to try out for the team should plan on being there.

ATTENTION STUDENTS

SGA FUN Rally

SUNDAY DEC. 3

PRIZES and TROPHIES & 3rd place

ENTRY FEE FOR STUDENTS $2.50 PER CAR, NON-STUDENTS $3.00 PER CAR

YOU DON'T NEED A FAST CAR TO WIN.

REGISTRATION STARTS 1:30 P.M. AT THE ERAU ACADEMIC COMPLEX.
Today's Music--Quicksilver

I spent the Thanksgiving holidays visiting friends in Columbia, South Carolina. Quite unexpectedly, my path happened to cross that of touring Quicksilver Messenger Service, who were performing on a Friday night in Columbia, South Carolina, on Sunday night. Also, with a bit of fast talking and name dropping I got myself invited to the post-concert party for the group.

As far as the concert was concerned, it was almost good. The quality of Quicksilver's performance was as good as would be expected in the two thousand seat auditorium. The only drawback was the length of the one set that they played.

Due to weather and radar failure at Columbia Airport, the group's flight was delayed by two hours. As a result of the late start, talent wound up at around 11:30 p.m. in Columbia, Quicksilver played barely one hour's worth of music.

The group, realizing the time limit, put forth an honest effort to give the audience their money's worth. Unfortunately, the shortness of time made this virtually impossible.

Quicksilver started out hot and stayed that way throughout the entire show. "Who Do You Love?" was the lead off song and it immediately put the crowd in the mood. Ironically enough the best performances, with one exception were from cuts off of their first album Happy Trails. The exception, "Fresh Air," was the closing number and came from one of their more recent albums.

To the group's credit, they did get a chance to talk to two members of the Quicksilver group and to say the least, they made a lasting impression on me. They appeared hypercritical. Their personalities just didn't fit their style of music. This is all to say nothing about their "I'm cool" attitude.

As disappointing as it may seem, the party, except for the group, was much more of a success than the concert.

PLACEMENT

Captain Roberts, Recruiting Officer for the U.S. Navy, will be on campus the Student Center, Tuesday, December 5, at the December 5, at the Student Center.

There are on campus employment opportunities available for those of you who want to work over the break period. Please stop by the personal office for details.

Gilbert Summers Joins Flight Line

The welcome mat goes out to Mr. Gilbert L. Summers who joined the ERAU staff, and faculty in September 1972 as Chairman, Flight Technology andCollege of Aviation Technology. In this capacity Mr. Summers is the focal point for all activities associated with Flight Technology programs.

Mr. Summers holds a B.A. from the University of Colorado and his M.A. in international Affairs from George Washington University. Mr. Summers was the assistant chairman of the Flight Aviation Technology Division. He is married and has two sons aged 16 and 18 who are currently in Boulder, Colorado.

Sorrento Delicatessen inc.

NEW YORK STYLE HERO'S
OVER 50 VARIETIES OF SANDWICHES

SPAGHETTI, LASAGNA, & RAVIOLI DINNERS
hot plates and cold cuts

EAT IN OR TAKE OUT
CATHERING AVAILABLE FOR SMALL OR LARGE GROUPS
REAL HOME COOKING AT REASONABLE PRICES