Simulated instrument flights in the GAT and multi-engine synthetic trainers were afforded Nazarov and Ochonski by student instructor Ray Parkinson. Academic briefings were given in the Academic Complex by Dennis Sain, Dr. Ritchie, and Dr. Brown. Two students, Joe Hanka and Randy Powell, assisted in a tour of the Academic Complex and its various facilities.

During their stay in Daytona Beach, the visitors 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 Epton 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 visitors 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 1-2011 flight simulators and stewardess training facilities.

The Russian educators said they were impressed with the caliber, 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.

Russian and U.S. ground school and flight training are similar in most respects, but the Russian flight curriculum includes lessons in aerobatics. The Russian educators and President Jack Hunt of ERAU are looking forward to future opportunities to exchange technical knowledge about aviation subjects.

CAPITAL PUNISHMENT? SKY JACKING? Two subjects that were discussed at the major forum ever held at ERAU Speech Forum.

Capital Punishment placed Arthur Jacobs, Gary Hopkins, Frank Hough, Bill Hanwell, and Thomas Parkinson in a straight "Moderated Debate" bringing out unusual philosophies and points. The audience was then allowed to cross examine the stated positions.

Sky Jacking was held slightly differently. Peter Munro acted the role of a talk show commentator with Danny Harvey, John McCurdy, Kurt Fortor, and Gerald Hafferty giving the positions of various factions of the industry & Government, giving out roles of Pilot, Airport Manager, Psychologist, and Sky Marshal. The other plays and conflicts were effectively shown in the reactions of the people to others views.

The Speech Forum is held every trimester by the Humanities Department. The speakers are volunteers from the various speech classes.

**"MODEL" REPORT**

When was the last time you saw a Bell P-39 or a Piker Tri-plane? Well, I can't tell you where to find the real thing, but Carl Brown's History of Aviation class has produced some fantastic replicas of these and many other famous aircraft.

Mr. Brown gives all his History of Aviation students a choice of writing a term paper on an aviation development or making a model aircraft. Easy, you say? Well, all models submitted for credit must meet the following requirements:

1. Plastic and balsa kits are forbidden. Aircraft must be shaped by student hands alone.
2. Some major parts not allowed, but large aircraft plans may be scaled down.
3. The student must submit a short written history of the aircraft.

If you're near Room 227 in "A" building, stop by Carl Brown's office and look at some of these aircraft on display. You won't believe your eyes.

**PRE-REGISTRATION COMPLETED**

Despite crunky computer firms, cramped time and space, Dr. Pence and his team successfully held the much desired for pre-registration.

A knowledgeable source stated that they handled more than 800 signatures, with a minimum of wasted time and energy.

The largest problem was getting started.

After only three weeks of concentrated effort, the schedules were able to come out only two days late. Then because of shortages in help the registration itself was delayed something over one hour, but everything was running smoothly by 10:30.

Classes became closed at pretty much the expected time. Senior classes filling in the last hour of senior registration.

Senior classes filling near the end of the day, etc. Management classes again lasted the closing with approximately as many closed classes at the end of the first day as the rest combined.

Again, thank you Dr. Pence et al. You did it despite the odds. Let's hope the cards run!
In the past two years, since I came to Embry-Riddle, I have heard many people, myself included, complain about the military establishment that runs this school. The most per- sonable is this: "It is an Aircraft Academy. It is not a military academy." The administrative personal involved are retired military officers. They have impressive military records and have proven themselves very competent. The physical plant in one word: CHANGE. Some of these people have not been willing to accept the change from a military society in accordance with an entirely new society and a younger generation with new 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 snowed under by 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 the unit that; ‘he felt that it applied not only to flying, but to life in general, and I would like to share it with you.’ When you are one, 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 listened 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 heavens.

The airplane shined like a star. It was perfect, just like he had ever seen on Earth. But the old man, saying, ‘I never have anything that vibrates like a lark, has oil, and has static in the radiator?’ ‘No,” said St. Peter, “every airplane in Heaven is perfect. However, if you like you may go back to Hell and tell them, if they have anything 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 had been dirty, covered with oil, had holes in the fuselage and one flat tire. However, 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, ‘Wow, now I can’t complain. This was 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 investiga- tion revealed that a coffee pot had been left plugged in. After the pot had boilled dry, it had heated up to such an extent that its bakelite base bubbled and cracked and a plastic mat upon which it rested was noticeably charred.

This situation presented a definite fire hazard, which could have pro- duced drastic conse- quences had it remained undiscovered. The haz- ard did not originate with the coffee pot it- self, but with the per- son who neglected his responsibility to unplug it.

Such an insignificant incident may not seem entirely noteworthy. Yet it points out the need for all students and faculty to define their responsibilities and then fulfill them accordingly.

In a very broad scope, we may split responsibility into six main cat- egories: responsibility to God, to our families, to our nation, to our- selves, to our fellow men, and to our univer- sity. Each of these areas of responsibility carries with it a set of laws or a code of ethics which enable us to be productive individuals in society.

At Embry-Riddle, we are particularly con- cerned with laws and ethics, as any student of P.A.A., Regulations, Business Law, or Avia- tion Law will readily testify. The aviation field is perhaps the most regulated industry in existence. In com- parison, the regulations that are enforced on campus are relatively few and are easily compli- cated with.

I earnestly encourage everyone who is connected with Embry-Riddle to become familiar with all campus regulations. They are designed for pro- tection, not for harassment, and they have been derived to prevent incidents which have resulted in injury to students as well as the campus society in the past.

Walter N. Hansen
Assistant Chief of Security

HELP IS ON THE WAY!

The Avion needs your help; and it is you who are responsible for the size of this week’s pa- per.

If you are interested in joining the staff as a writer, photographer, typist, artist or layout (no experience necessary), please drop by The Avion trailer or drop a note in Box 1688 at the Student Center.

The AVION is a publication for Embry- Riddle students partially financed by the Students’ Activity fee through the Student Govern- ment Association.

Articles may be submitted to the AVION for publication by the ad- ministration, the facul- ty, and the student body. The AVION dead- line is Friday afternoon at 5 P.M. Please mark all items AVION, and de- pose them in the box outside the trailer, in- side the trailer, or E-RAU Box 1588.
As a result, an eagle had been placed of winning after able. Eagles had been sore from F.I.T.

Eagles'

The final spoiled the first non-winning game of the regular season. The Embry-Riddle Eagles had been undefeated previously with eight wins in a row.

Embry-Riddle, confident of winning after the first period, replaced all of its regular players with subs. As a result, an enthusiastic F.I.T. team spoiled the Eagles' brilliant season record.

The final game of the season will be played at the airport Field this Saturday at 2 p.m. The Eagles will then play host to a tough Florida State University team.

EAGLES

VERSUS

JACKSONVILLE

DATE TIME OPPONENT LOCATION
Dec. 4 7:30 Jacksonville Univ. home
Dec. 6 8:00 St. John's home
Dec. 7 7:30 Lake Sunter home
Feb. 5 5:45 Jacksonville Univ. away

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Perfect Record Spoiled

by Rory Donnelly

Last weekend, the ERAU soccer team faced a surprisingly tough squad from Florida Institute of Technology. Although Embry-Riddle raced to a 3-0 lead after the first 11-minute period, F.I.T. came back scoring 3 goals and tying the score at 3-3.

The tie score marks the first non-winning game of the regular season. The Embry-Riddle Eagles had been undefeated previously with eight wins in a row.

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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 Eagles basketball team has already proved itself because it has beaten teams that were ranked high in the state in pre-season polls and supposedly were unbeatable.

ERAU BASKETBALL TEAM versus JACKSONVILLE UNIVERSITY

On December 4th, 1972, at Mainland Junior High School the Embry-Riddle Eagles will host the 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.

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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.

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.

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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 was performing 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 set that they played. Due to poor weather and road failure at Columbia Airport, the group's flight was delayed by two hours. As a result, the late start meant an 11:30 p.m. curfew 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 through 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.

How to get to the party was a matter--I 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 Army, will be on campus. December 5, at the Student Center. Wickerham, Officer Selection Team for the Marine Corps, will be on campus on December 16, 1971.

There are on campus employment opportunities available for those of you who wish to work over the break period. Please stop by the Placement Office for details.

Gilbert Summers Joins Flight Line

The welcome mat goes out to Mr. Gilbert L. Summers, who joined the Eau Claire staff and faculty in September. Mr. Summers is the focal point for all activities associated with Flight Technology programs.

Mr. Summers holds a B.A. in political science from the University of Colorado and his M.A. in international affairs from George Washington University. Mr. Summers has extensive experience in the Flight Training Division, with over 2500 hours of flight time in advanced ground and instrument flight instruments. An experienced instructor, he is single and enjoys the land and sea ratings among others.

Coming from Purdue University, Mr. Summers was the assistant chairman of the Flight Training Division. Mr. Summers is married and has two sons aged 16 and 11 who are currently in Boulder, Colorado.

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Mr. Summers Already at Work