Avion 1970-01-30

Embry-Riddle Aeronautical University

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The DC-3 that Goodyear Rubber company donated to Embry-Riddle. The plane has a beautiful interior complete with carpeted rest rooms.

**EGA Briefs**

TICKETS FOR "The Classics IV" Concert are on sale in the Bookstore. $2 per ticket. This concert is sponsored by DBJC. The Concert will be held January 30, at 9 PM at the Peabody Auditorium.

If you feel any type of improvement is needed in any area of the school, or if you have a gripe about anything, obtain a Resolution Form from the SGA Office and put your complaint in writing. Resolutions must be signed before they can be processed.

The first page of the Yearbook has been completed. A professional photographer has been retained to take pictures of every student, at about half the regular studio price.

There is a possibility that an aerobatics course might be included in the Pro Pilot and Air Science curricula.

Resolutions submitted this week: The lawns and areas surrounding the dormitories are a disgrace and in dire need of cleaning up. The fire fighting equipment that covers the airport and the school is woefully inadequate. Better traffic control is needed on the road leading from the school, or it has been requested that academic credit of 4 hour be given for the CFI course.

Richard Acee wishes to thank the SGA for their gift to him while he was hospitalized.

**ERA I N RUSSIA**

**BY ANN MARIE PIRES**

While most Riddle students were headed for home over the Christmas Vacation, a group of 15 people took off from N.Y.C. via S.A.S. Airlines! Destination -- Russia!

The group included Mr. and Mrs. Hunt, Dr. and Mrs. Sain and four Riddle students - Richard Vargozzi, Virgil Stringfield, Bussey Alsopp and David Gray. The other seven people came from areas across the country - from New Orleans to Maine; Embry-Riddle also sent fliers to other colleges concerning the trip.

I had the opportunity to talk to Dr. Sain about the trip. He explained that it was a "package deal" which included a place to stay, three meals a day and two bus tours with an English speaking guide each day. Mr. Hunt had made previous arrangements with the Intourists - Soviet Union Travel Agency - who provided a place to stay, the tours and information in places to see. Although these tours were provided, no one was forced to go on them. The group was free to go sightseeing on their own.

The Russian trip consisted of visiting Moscow for one week, Kiev for five days and Leningrad for one week.

Some of the highlights while in Russia were: inspecting a cloth mill similar to a factory where the group observed the people at work; visiting the pioneer palace where youth clubs similar to our Boy Scouts perform extra-curricular activities, such as painting; attending shows at the Congress of Palaces inside the Kremlin, and even observing the Winter Palace in Leningrad - the home of the Czars - which contains an art collection of works from all over the world. In each city the group visited Educational Institutions such as the University of Moscow, where they talked to the English speaking teachers and students.

One tour provided by the Intourists took the group to the Wedding Palace to observe a wedding! In Russia, many buildings...
NEWS & VIEWS

By Linda Colgan

In response to our constructive criticism concerning the library (AVION January 23), Mr. Sauls has forwarded to us a text book which has been used frequently by students, the last user apparently tearing out three valuable chapters for his own use. This is certainly the kind of action which discourages administrative programs.

* * *

The Phoenix will be taking pictures starting at 9:30 a.m. Tuesday, February 3. These will be taken alphabetically over a two week period.

* * *

Jerry Berndt, SGA President, has recently been corresponding with the University of Florida at Gainesville in conjunction with forming a "student association" for the universities, colleges and junior colleges, private and public, within the State of Florida.

According to a letter from the U of F:

There are several reasons why we feel that a state student association will better fill our needs than a national one. All state supported schools will be effected equally by the Board of Regents and the state legislature. Our problems will be similar since the political and cultural climate of the state would be almost the same for all of us.

The proximity of one member school to another increases the ease and speed of communication, aids the ability to attend conferences, and drastically cuts expenses in several ways from travel to dues. Also, having membership from only Florida would turn our viable voice of the students of the state of Florida whether in Tallahassee or in the press on matters concerning all of the member colleges.

According to information supplied by the University of Florida, out of 30 schools responding to a questionnaire 26 are in favor of such an organization and 28 Student Governments are willing to support it.

If you are in favor (or not in favor) of such an idea, please check the box below and drop in the suggestion box in the Student Union.


I am in favor of a state student council.

I am not in favor.


RUSSIA CONTINUED

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BROWSE.

BY MARTY STILLING

Note: In an effort to stimulate objective criticism and awaken the dormant intellectual on our campus, I hope to present liberal and progressive point of view in a series of articles entitled BROWSING. Reviewing, contemporary and pertinent problems I will attempt to bring to print opinions both interesting and enlightening.

Many people have asked what the fist symbolized.

"If our people fight one tribe at a time all will be killed. They can cut off our fingers one by one, but if we join together we will make a powerful fist."

Little Turtle Miami Indians 1791

Not a symbol of violence but of struggle. Not like revolution but rather a cultural ideological revolution. A gesture made in defense of one's way of living. The fist stands for unity among people forced to band together tight - like a fist.
TO: Arthur Kamanahwanna
FROM: Dean of Exchange Students
SUBJECT: Welcome to Embry Riddle

We of the administration at ERAI join with the faculty and students in welcoming you to our school. You are the first exchange student from the Rickyrak Islands.

Sincerely yours,
Marvin R. Deadly
Co., U.S. Cavalry, Ret.

Dear Dean Fella:

Much thanks for memo, it was very good. So was room De Fella. Keep em coming.

Arthur Kamanahwanna

TO: Dead Deadly
FROM: Director of Housing
SUBJECT: Missing Tires

In the past months, four of Arthur Kamanahwanna's roommates have disappeared. Also, local farms are missing four goats, two sheep and a cow.

Simon Dingo
Private, USMC, Ret.

TO: Arthur Kamanahwanna
FROM: Holiday Inn
SUBJECT: Meal Ticket

It has come to our attention that your meal ticket with us was only used once. May we remind you that the U.S. Department of Commerce has taken care of your provisions here. Also, we would like to know what you are eating?

Arthur Kamanahwanna

TO: Dead Deadly
FROM: Director of Housing
SUBJECT: Missing Tires

We have contacted the Rickyrak government concerning Arthur's rather strange eating habits. Unfortunately, they were not much help. As a matter of fact, they were back asking if his roommates and the tires had been government inspected. I would appreciate it if you would speak to him about this situation.

Arthur Kamanahwanna

TO: Dead Deadly
FROM: Director of Housing
SUBJECT: Missing Tires

Much thanks for Dean Fella you sent. He was very good.

Arthur Kamanahwanna

AN EARLY BIRD'S LOG

BY RICHARD T. WHITE

The alarm clock went off at 5:30 a.m. After slamming it down on the floor I realized that this was the day that I had promised myself a solo flight in uncluttered airspace, without takeoff delay, and with easy entry into Ormond's traffic pattern.

I arrived on the flight line at 6:15 just as the Dispatcher opened up and, without further delay, carefully reviewed and signed the squawk sheet for 76. The flight line was quiet—so quiet, in fact, that I could hear the Tower's air conditioning system running. Just over the new complex the sky was lit in a multitude of crimson shades and as I unhooked the tie-down chain I could vision myself flying into that panorama—maybe Southeast into the Bahamas—the everglorious retreat of Frank Kingston Smith enveloped by one of those ad photos.

+++

Continued Page 12
Last Sunday saw the initiation of eight new Brothers and a new faculty advisor with a formal dinner at Howard Johnson's West. Our new faculty advisor is Mr. J.T. Elliot, and the new Brothers are: Bob Argila; Ralph Pabozzi; Ed Fusco; John Jezek; Pat Phelan; Kent Roper; Joe Sedlacek; and Hank Toohey.

Spring Rush time is upon us once again and Pi Sigma Phi is in the running. February 6th has been set for our Rush Party. The time and place will be announced by posters in prominent areas around the campus and in this column next Friday.

I wish to announce that Pi Sigma Phi is now incorporated. The final paperwork has been completed and the Corporation Charter has been issued.

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Will anyone with any knowledge of the whereabouts of a possible Frat House please drop a note in Box #347 with some descriptive information? Several Brothers seem anxious to get out of our beautiful dorms.

At this time I would like to express our condolences to Alumni Brother James Eckenrode and his wife Brenda for the loss of their son. We wish Brenda a speedy recovery from this very trying ordeal.

Brother Reid Swartz was elected to take over as treasurer at Tuesday night meeting. Greek Week Fraternity competition was also discussed and plans will be finalized as soon as a date is set for Greek Week.

If anyone is interested in rushing Pi Sigma Phi, we would like your name, and box number so that we can contact you personally and get a count of possible pledges for this trimester.

The Professional Committee of Pi Chapter has formally announced their plans for the current trimester and will present their second program this Friday at 8:00 with films from Hughes Aircraft Co. entitled "The Prime Dimension" and "A Life in Your Hands." Feel free to stop by if you are interested, because this committee has been doing an outstanding job and we would like everyone to benefit from it.

With softball season rapidly approaching things look really good for the SPF's, so we felt that everyone should have fair warning to be on the lookout for the guys from Pi. We really do hope that the league has a good turnout and it benefits only yourself.

Our Rush Party was held last Friday night and take it from yours truly, that everyone did have a good time. Seriously, the Brothers are really pleased with the people who came by and showed interest and we are all sure that they can be nothing but an asset to our Fraternity. In anticipation of the Rush Party, the red room had a complete remodeling job with the work and ideas of Brothers Curry Waltz and Tillooten, and needless to say, we are all proud of it and we did our best to break it in Friday night.

Keep reading this column from the Professionals because there is a lot more coming up this trimester which can be a benefit to everyone.

So that's it for this week, but we'll be back again, so be sure to look us up.

The Sigma Chi Delta Fraternity is proud to announce the selection of Mr. John Danforth as our faculty advisor. Mr. Danforth, who is here at Em-
SIGMA CHI DELTA CONTINUED

The 3rd meeting of the SGA this trimester was held Tuesday at 7:00 p.m. in Room 108. It started out with under 20 representatives, but fortunately, their numbers did not dis- tate their energy. The meeting was even attended by the Dean of Men, Mr. Spears, who not only filled in the council on some relevant disciplinary policies, but listened to the entire meeting.

The meeting began with the president spending a considerable amount of time on such items as a letter from an R. Ace, the lack of milk, the increasing price of lunch, and other administrative details. From there Terry Owens, speaker for SGA President Jerry Berndt, moved on to the AVION Staff and understanding the importance of a newspaper purge, or after Linda Colgan, AVION Editor spoke to the SGA. But these periods were too short and quickly forgotten as mistakes, feature stories, different opinions, misunderstanding of objectives and irritating columns steadily accumulated. This trimester met the SGA not only with the same initiating type of material, but more of it. Again they faced the sarcasm of the SGA SNAP SHOT which they probably hold in as much ques- tion as its author; but moreover, they must now suffer the slings and arrows of another outrageous column INSTANT ANALYSIS. This nagging, coupled with possible exposure of school problems (such as last week's feature on the library) may have caused the latest hassle.

STUDENT GOVERNMENT ASSOCIATION

TREASURY REPORT
January 26, 1970

January 19 Balance 873.05
22 Ck. 1083-plastic letters and sign Jukebox sign 2.50 870.55
Ck. 1084-G. Berndt-hospital gift for R. Ace 10.36 860.19
Ck. 1085-Mainland High-advertising 40.00 820.19
Ck. 1086-H.M. Fallat-ERA1 Sharpshooters-initial funding 50.00 770.19
23 Ck. 1087-J. Rinkle-secretary 25.00 745.19

THE GREATEST SHOW ON EARTH

The meeting began with the president spending a considerable amount of time on such items as a letter from an Association for voluntary sterilization for Planned Parenthood, the increasing price of lunch, the lack of representatives checking their SGA mailboxes, the Friday 13 Blood Drive, a bigger cut of the take from the machine, and the disciplinary board. From there Terry Owens, speaker of the council, kept things moving right along so that more time could be spent discussing the new constitution (a logical thought). Unfortunately, when the Council got to that point, it decided to table the discussion of the new constitution. Now seemingly with nowhere to go, the Council turned its attention not to the committee reports, which were skipped, not to any future plans, but to its displeasure with the AVION. And coincidentally enough, a sacrificial lamb was even in attendance so all their cutting wouldn't be fruitless. One sad thought about this spectacle is regardless of what is said the responsibility for any situation always sides back to SGA. Of course, on the other side of the coin, there is a happy thought this week - the first since this column started. The Council, for some reason killed (maybe they just forgot) to spend any of our money.

A LONG SIMMERING FEUD

The most recent outburst of feelings in the SGA about the Student paper is neither a surprise nor unique to ER. Possibly it all began way back last trimester when the retiring SGA president Jan Collins moved on to the AVION Staff and understandably supported a fellow AVION member Dave McCall for SGA President. Mr. McCall lost to the present SGA president Jerry Berndt. Thus the lines of loyalty were unconsciously drawn, not to come to light until President Berndt's letter to Stetson about the October 14 Peace Moratorium. The issue as a finishing touch to a sequence of mad cap antics in the quizzes of jokes, mistakes, and personal perogatives solidly split the newspaper from its parent organization. There were certain cooling off periods, such as after the fear of a newspaper purge, or after Linda Colgan, AVION Editor spoke to the SGA. But these periods were too short and quickly forgotten as mistakes, feature stories, different opinions, misunderstanding of objectives and irritating columns steadily accumulated. This trimester met the SGA not only with the same initiating type of material, but more of it. Again they faced the sarcasm of the SGA SNAP SHOT which they probably hold in as much question as its author; but moreover, they must now suffer the slings and arrows of another outrageous column INSTANT ANALYSIS. This nagging, coupled with possible exposure of school problems (such as last week's feature on the library) may have caused the latest hassle.
The fluctuating gap between the Student Council and the student paper erupted into an ocean of allegations this last Tuesday at the regular council meeting. The continuing SGA disenchantment with one of its subordinate organizations presumably deepened over the printing (last issue) of the article "Head Sounds", by Marty Stilling. (Read Multinews: a folio in printing.) The final assault on the AVION was led by Jerry Hood who successfully marshaled the representatives' support shortly after Steve Atha (AVION Co-Editor) responded to the first two attacks.

Mr. Hood's allegations, which were enthusiastically received, stated that last week's article "Head Sounds" by AVION Agitator Marty Stilling represented an "Anti-US, Anti-Establishment and everything else opinion". Furthermore, Mr. Hood pointed out this is not a "Political School" and that the type of opinion expressed in that article is not one which most students want to hear, nor does it even belong in a Student newspaper. He seemed to feel that the article was in left field and should be left out of the paper, for the author, Mr. Hood's opinion was that Mr. Stilling is not attempting to be educated, but to use his student status to gain a newspaper position from which to expound upon his own opinions and thereby cultivate a following among his fellow students.

Mr. Stilling, a 19 year old student at ERA1, holds a newspaper position. However, it is not as "AVION AGITATOR". A quick investigation has revealed the title to be a joke. His position is closer to a feature writer or columnist. The article "Head Sounds" was a personal and poetic interpretation of the song "Fortunate Son". Unfortunately, it did not seem to be well received by the majority of the representatives, because as it was implied, they felt everyone does not have the opportunity to express their personal opinion by writing. A theory, of course, which is abstractly true, ignoring the physical obstacles.

The call for some kind of cooperation and school spirit by the 2nd Vice President, Phil Woodruff, early in the meeting served to begin the stream of allegations which accused the paper of uncooperativeness and biasedness. More specifically, the SGA present sponsored the new paper to the tune of about $800 per trimester, is displeased with the poor use of emphasis, the lack of coverage on constructive events around campus, and the unfriendly unsuccessful overemphasis of SGA faults. One example mentioned was the AVION filler jokes which always begin with "You know you've been at Riddle too long when..." These allegations were later followed up by a more stinging indictment of AVION random organization by Dave Raben, Treasurer, in the form of four questions.

1. Did the AVION lose an expensive camera, if so, how much did it cost? And why did the AVION, which is so quick to 'jump at SGA faults' fail to make any mention of this incident?
2. Why weren't last trimester financial reports turned in?
3. Why hasn't an inventory of AVION equipment been turned in?
4. Why is the AVION office often left unattended and open?

Fortunately, a qualified AVION spokesman was present, Steve Atha, (something that has been the exception rather than the rule) and through his efforts a SGA/AVION incident was averted. Averted, how ever until Jerry Hood's attack on the "Head Sounds" article, which either because of its surprise seriousness or both stirred the Council to overwhelmingly support the motion to have the Executive Board investigate the AVION.

The books we need now are:
Business Law
Accounting
Making of an Economic Society
Economics, McConnell
Practical Air Navigation
College Algebra
Introduction to Psychology
Any Engineering books
Any A & P Books

We are open to all students, staff and faculty. So far 240 students have sold their books in our store, this trimester. So bring yours in, we'll sell them, too!

* * * *

The ERVA used Bookstore will be open everyday this trimester. The hours are:
Monday - 12:30 - 3:30
Tues. - 11:30 - 2:30
Wed. - 12:30 - 3:30
Thurs. - 11:30 - 2:30
Friday - 12:30 - 3:30
Saturday - Closed

At present, we are selling only used books, slide rules, and CR2 computers. However, our future plans are to sell clipboards for the Cessna 172, assorted greeting cards and to operate a flea market. Why sell items on the bulletin board, bring them into us. When they are on display, they will sell much faster.

The Audiophile featuring the finest in Stereo Equipment
SONY
- PANASONIC-
JVC-
KENWOOD-
DUAL-
FISHER-
K L H-

m-w-f 12-6 pm
t-t-i-sat 10-5 pm
repair service
253-2987
614 N.Ridgewood
THE PILL ON AMERICAN CAMPUSES

BY RICHARD T. WHITE

A recent article in the Wall Street Journal (1/19/70) depicts the efforts of several universities in helping coed students obtain birth control pills. Henry Weinstein, staff reporter for the Journal lists the Universities of Michigan, Chicago, Illinois, Washington, as well as Yale, Cornell and five schools of the University of California as recent entries into the world of changing mores.

Although each school justifies its policy change in its own rhetoric, Mr. Weinstein concludes that sexual mores have changed and schools can best serve their students by adopting to that change.

In a 1966 survey 141 colleges were reported to have a policy of prescribing the pill but fewer than half would prescribe it to unmarried women and only 12 of these strictly for "contraceptive" purposes. However, because of many changes in the past few years, a new survey will soon be undertaken. It is already known that single girls may obtain the pill at Michigan State, Cornell and Yale.

Dr. James Agna of Antioch College in Ohio requires parental permission before prescribing the pill to minor coeds. "If I can read between the lines of permission I get from parents," he says, "I get the impression that they're resigned to the situation and recognize that young people are acting differently." Most coeds queried at the above mentioned colleges were overwhelmingly in favor of readily available contraceptives. Typical comments were: "I think 99% of the girls who go on the pills are already sexually active."

"People are losing their uptightness about getting close to one another physically."

-- MEET THE DEAN --

Breakfast will be served from 6:00 to 9:30 -- 7 days a week in the ERAI Dining Room. Holiday Inn Breakfast Menu in effect. Luncheon will be served cafeteria style from 11:00 to 2:00 daily. Dinner will also be served cafeteria style from 5:00 to 8:00 daily. Steaks to order.

Monday Lunch:
Open Face Hot Turkey Sandwich
Chile con Carne w/beans
Chopped Sirloin Steak
Soup of the day
Assorted Sandwiches

Tuesday Lunch:
Grilled Cheeseburgers on Bun
Ravioli in tomato sauce
Fried Flounder Filet - Tartar sauce

Wednesday Lunch:
Baked Macaroni & Cheese
Grilled-Ft. Long Frankfurters
Broiled Beef Liver & Onions

Thursday Lunch:
Sloppy Joe on Bun
Steamed Jumbo Smockwurst w/Sauerkraut
Baked Spaghetti w/tomato sauce

Friday Lunch:
Bell Pepper stuffed w/roast beef hash
Breaded snapper fingers, tartar sauce
Chili and macaroni

Saturday Lunch:
Grilled Hamburger on toasted bun
Chicken chow mein w/crisp noodles

Sunday Lunch:
Broiled spring chicken, baked ham and sauce, Florida seafood creole w/steamed rice, baked meat balls & egg noodles
The eyes of international sports car racing will focus January 31-Feb. 2 on Daytona International Speedway. This spacious $3 million mecca of speed is the home of the 24 Hours of Daytona (formerly the Daytona Continental) which each season kicks off the important 11-race World Constructor's Championship series.

In just eight short years this event has grown into one of the gains of auto racing. It is a test of man and machine rivaled only by the 24 Hours of LeMans. It is in essence, America's answer to the famed French classic which dates back to the early 1920's.

Looking back over the history of international endurance racing at Daytona, one finds the record books punctuated with names of motor racing's greatest men and machines.

Dan Gurney won the first Continental in 1962, in a famous finish that saw the popular Gurney kick his Lotus 19 across the finish line under the power of his machine's Prestolite battery.

Gurney had toured the 3.81 mile course 82 times, a total distance of 311.11 miles for an average speed of 103.665 miles per hour despite his crawling finish.

In 1963, Pedro Rodriguez of Mexico City paced the field in a Ferrari, followed closely by Roger Panske of Gladwyn, Pa., in another of the Italian racers. Young Rodriguez covered 81 laps, a distance of 307.30 miles, at an average speed of 102.074 mph.

The three hour races were thrillers, but Speedway President Bill France had visions of expanding the event to one of significant international stature. He wanted to bring racing teams to Daytona from every corner of the world. So, in 1964 the Continental was increased to 2000 kilometers and became one of the points races in the World Constructor's Championship series.

Success and good fortune continued on the side of Ferrari and Rodriguez in the first 2000 km event as Reutemann and Vaccia of Hill of Santa Monica, Cal., led a 1-2-3 sweep by the Italian marque.

A new star appeared on the International sports car racing scene in 1965--in the form of a ruggedly beautiful and very fast Ford Prototype coupe prepared by Californian Carroll Shelby.

The American-made Ford was driven to its first Continental victory by the late Ken Miles and a smooth, untiring veteran named Lloyd Ruby. The pair established a 2000 km record, completing 1,244.56 miles in 12:27.09 for an average speed of 99.945 mph. Shelby's following GT Cobras finished second, third, fourth, sixth and tenth -- for an impressive show of force Dearborn products.

Then came the first 24 Hours of Daytona in 1966 -- a race nearly twice as long as the 2000 kilometer runs.

Ford, this time with the powerful 7-liter MKII Prototype, dominated the '66 show with a three-car sweep, and once again the combo of Miles/Ruby made off with the big marbles. In one of the finest CONTINUED NEXT PAGE
SCCA FORMULA VEE

DAYTONA BEACH, FLA...The inaugural running of the Trans-Atlantic Challenge race for SCCA Formula Vees Friday, Jan. 30, kicks off the busiest month in the history of SPEED WEEKS at Daytona International Speedway.

Over 170 Formula Vees will be fighting for the 60 starting berths in the $22,500 challenge event. The action begins with the first of three 15-lap qualifying heats over Daytona's twisting 3.81 mile road/track circuit, Friday at 11:30 a.m. The 20-lap finale is slated for a 5PM starting time.

BACKGROUND CONTINUED

performance ever recorded in endurance racing anywhere. Miles and Ruby ground out 2,580.75 miles for the 24:01.02 test at an average speed of 107.388 mph. This speed still stands as a record for the 24 Hours of Daytona. Porsche returned in force for the 1967 race, determined to regain prestige lost at the hands of Ford. A stirring Ford/Porsche battle kept everyone guessing in the early hours, but gearbox problems decimated the Ford ranks and Ferrari once again claimed victory in America's longest and most demanding road race.

Chris Amon and the late Italian ace Lorenzo Bandini paced a 1-2-3 finish for Enzo Ferrari, averaging 105.587 mph in their red 330 P4 Prototype. It was also a clean sweep for foreign driving stars as second went to Ludovico Scarfiotti of Italy and Mike Parkes of England, and third place was won by Pedro Rodriguez of Mexico and Jean Guichet of France.

During these first six years, the unobtrusive little German Porsches, usually with engines no larger than 2-liters, had been running well up among the leaders and had finished as high as fourth. But the Germans were soon to have their day--and it came on February 5, 1968. Vic Elford of England and Jochen Neerpasch of Germany guided a streamlined new 907 Prototype to victory ahead of two similar cars to mark the fourth straight year that a single manufacturer had managed a 1-2-3 sweep of the marathon event.

Elford and Neerpasch actually shared driving chores during the closing stages with all the rest of Porsche's team drivers--so Rolf Stommelen, Hans Hermann, Jo Siffert, Joe Buzzetta and Jo Schlesser shared in the glory of Porsche's first Daytona win.

Winning speed for the Elford/Neerpasch Porsche was 106.532 mph for the 2,561.70 mile distance. Last year, there was no sweep--no factory domination--and a surprise, but no means underserving, winner emerged for the 24 Hour classic. Mark Donohue of Media, Pa., and Chuck Parsons of Los Angeles, Calif. survived a tremendous battle of attrition to take Rolf Penske's Lola-Chev to the winner's circle.

Donohue and Parsons averaged 99.268 mph and covered 2,283.75 miles in a gruelling race that saw a seemingly unbeatable five-car Porsche team falter to mechanical ills during the long night hours. The 1969 race proved out a well-worn old racing adage that the winner is the guy who crosses the finish line first. And there's more to that simple little saying than meets the eye...at least when men and machine team to test each other against the fate of 24 long hours worth of time.
PORSCHES & FERRARI'S FAVORED

DAYTONA BEACH, FLA...With Germany's clockwork Porsches and Italy's prancing Ferraris favored, a host of international racing machinery will battle Jan. 31 - Feb. 1 in the 24 Hours of Daytona, toughest endurance race in America.

Porsche, determined to defend its first-ever World Constructor's title, will be represented by six cars capable of winning overall honors.

Three of the durable German machines are works-backed 917s, fastest and most recent of Porsche's racers. Two of the 4.5-liter cars will be entered by John Wyer Engineering of England, who inherited Porsche's factory team for 1970.

It was Wyer who managed the efforts of Ford when the GT-40 captured the Constructor's title in 1968, plus impressive wins at Sebring and LeMans last year.

Another 917 will be commanded by Austria's Porsche-Salzburg team.

Driving the Wyer cars will be Brian Redman of England, Pedro Rodriguez of Mexico, Jo Siffert of Switzerland and Leo Kinunen of Finland. The Austrian 917 will be handled by England's Vic Elford and Kurt Ahrens of Germany.

Three privately-entered 908 prototypes also will see action in the 24 Hour test. This is the same 4-liter machine that led Porsche to the world championship last season. Leading the privateers are Englishman Tony Dean and Peter Gregg of Jacksonville, Fla., both rated among the world's best endurance pilots.

Ferrari will debut its potent but unproven 512S model at Daytona, with five of the new cars slated for competition. Another pair of last year's 312P prototypes are entered to back-up the faster 5-liter cars.

Three of the world's most highly regarded drivers will carry the Prancing Horse insignia into Daytona's annual endurance battle. Mario Andretti, Dan Gurney and Jackie Ickx will each be lead drivers in the new 600-horsepower 512S Ferraris.

Indianapolis 500 winner Andretti is teamed with Arturo Merzario of Italy; Gurney is with defending 24 hour champ Chuck Parsons, and Ickx is to share driving chores with Peter Schetty of Switzerland.

The year-old 312P models, entered by Luigi ChINETTI'S North American Racing Team will be driven by Tony Adamowicz, Wilton, Conn., David Piper, England, Sam Posey, Sharon, Conn. and Mike Parkes of England.

Wednesday's opening practice session for the sports, prototype, grand touring and touring cars may produce a new challenger to the expected supremacy of Porsche and Ferrari.

Matra of France has imported a pair of highly refined V-12 prototypes to Daytona, and has hired three-time World Formula 1 champion Jack Brabham to lead the team.

Joining Brabham will be young French Formula 3 driver Francois Cevert, and in the second blue Ma- tra will be Grand Prix regular Jean Pierre Beltoise and Henri Pescarolo, both of France.

It was "darkhorse" Lola that last year upset the favored teams of Porsche and Ford in the 24 Hours of Daytona. Mark Donohue and Chuck Parsons survived an unbelievable battle of attrition to take a popular win in Roger Penske's blue-and-yellow Lola.

Penske has switched allegiance this year to American Motors and will have Donohue and Revson rate as favorites in the touring category against a large field of Camaros and Mustangs.

Practice for the combined sports, prototype, grand touring and touring cars gets underway Wednesday at 1:00 p.m. Night practice will be held from 7:00 to 9:00 p.m. both Wednesday and Thursday, and qualifying for all 65 starting positions is Friday from 9:00 AM to Noon.

MARIO ANDRETTI (right) chats with other 512S Ferrari drivers. They are in preparation for the 24 Hours of Daytona staged this weekend.
EARLY BIRD CONTINUED

we've all seen in Flying. Preflight and engine start complete - it's now 6:35 as I pick up the mike to call ground control. From the tower Gene greets me with a half-startled "Good Morning, Riddle 76" - I'm Gene's first customer of the new day.

On the runway, the wind is calm - dead calm, I'm cleared for takeoff and engine start complete - it's now 6:35 as I pick up the mike to call ground control. From the tower Gene greets me with a half-startled "Good Morning, Riddle 76" - I'm Gene's first customer of the new day.

Ormond Beach was still asleep and the wind sock hung limp during my six touch and go's. At 7:15 I was joined by Riddle 75 who had the same aspirations as me, so off I went to the practice area for a few lazy 8's while working my way back to DAB. The 8's were a pattern of symmetry, for the air was clear, cold and still. In the early morning sunlight I was cleared to land, while still three miles out. You see, few others have yet to appreciate the beauty of an early morning flight.

As I tie'd the great bird down I reconsidered this proposition. The air was smooth as silk. No traffic. The sheer beauty of sunrise on the airman's world. I was now convinced that I must fly more often in the early morning. It's refreshing to one's mind buried in the classroom all day. How about you? Care to rendezvous at 3000 over the VOR? I'll see you there soon.

NADER'S ATTACK G-A

BY RICHARD T. WHITE

In a 98-page report issued by consumer protectionist Ralph Nader last week, small-plane manufacturers were charged with turning out "the most lethal of the major forms of transportation." If you've ever felt like the victim of a gross liar, this has got to be the ultimate. To say that figures don't lie - but lies sometime figure won't even touch the scope of Nader's misleading implications.

The report prefaces the problem by implying that the FAA isn't as stringent on crashworthiness as the Government is on cars. Certainly, 200 pounds of crash protection would bring the Cessna 150 down to a solo-only aircraft and the C-172 down to a three place plane - not very practical indeed. Further on Nader's comments are the "excellent crashworthiness" of the Beech Bonanza as compared with other light planes. It's not convinced that the 2000-pound Bonanza is constructed any differently (RE:crashworthiness) than any of its competitors.

One of the most erroneous allegations of the report claims that 70% of the light planes in production today will eventually have an accident. This statement is without foundation and is so misleading as to seem it was written by an uninformed third grader. Nader repeats his blatant pettiness further on in an un-researched dissertation on aircraft seatbelts.

The report claims that aircraft seatbelts aren't as strong as auto seatbelts. At check of Part 23 of the FAR's, however, indicates that aircraft seatbelt mountings must be stressed for 4 g's upward, 9 g's forward, and 2 1/2 g's sideways force. To the 170-pound pilot this would be a minimum protection of 3/4 of a ton. Furthermore, the observant pilot...
"Forsooth," sayeth the knight, and rose from the round table. "Mine IN basket hath emptied into the proper channels. Now is the time to mount the iron bird and sox forth. The month end approacheth and I am short the fourth hour."

So saying, the warrior arose from his desk, zipped into his armor and left that place of cubicles. He traveleth to the place of the roaring birds, signeth the necessary fb~ms and strappeth en canvas bag. Striding around the winged monster, he pulleth here and poketh there in a manner to checketh the firmness of the fowl's feathers.

Seemingly pleased with the condition of the beast the knight mounted and did various things to the bird's interior which caused it to roar and shake. It waddled off to a stretch of black earth, took a running leap and soared upward with a rush of wind.

And there cometh a feeling of great joy to the knight. He zoometh around the sky with abandon until an hour had gone and it were time to returneth the bird. The warrior descended from high places and flieth beside the black earth, causing the bird to cease its roar. He turneth it toward the alighting path and pulled down some' feathers along the back of each wing. As the bird approached the ground, it was seen that one wing flew lower than its mate. Some said this was because the wind blew across the black earth.

The bird slit on one foot, whereupon it launched itself into the air again, turned its nose into the wind, and lit hard to the extent that its legs were spreadeth on the hard ground. Its whirling nose bit angrily into the black earth and the beast cast one wing down and slid along on its belly. The iron monster came to a grinding halt and a great quiet descended upon the place. The knight dismounted and woefully regarded the crumpled bird.

And there came a troop of castlemates calling themselves investigators, and they took measurements and did all manner of things to the broken bird. And all who witnessed the falling of the bird were called and spake long to them and writeth in the book.

Then he of the gray beard speaketh to the knight in this manner:

"Verily, verily, I say unto thee, thou hast lost all directional control and it were better that thou hadst taken this bird again around. It is written that he who bounceth shall encounter the crooked path. 'Tis far better to push the throttle than boot the rudder, for the spur is quicker than the rein."

"However, the records of thy form indicate thou hast only seven and a half hours of bird time in the last few months. For this, thy supervisor shall be called to task."

"Go, and when thou comest again to the bird, bring the senior knight that he may instruct thee how to alight thy bird with safety."

-taken from U.S. Army Aviation Digest

NADER'S RADERS CONTINUED

has already noticed that the aircraft seatbelt is often an auto seatbelt, from the same manufacturer and made from the same fabric.

Is the general aviation industry going to stand for this libelous report? This is the industry whose record is twenty-nine times safer than the equivalent 100 million passenger miles traveled in automobiles. We believe that the future success of general aviation depends on the alacrity of the industry's rebuttle to Ralph Nader.
**INSTITUTIONS WITHIN THE INSTITUTE**

**THE PLACEMENT OFFICE**

**BY RICHARD T. WHITE**

The result of two or three years efforts as a student of Embry-Riddle may be in the form of military enlistment, graduate school, a job in the aviation industry, if the latter is your choice, or looking for employment. It is certainly a rare case when a student has a job waiting for him without his first soliciting for such. As in most other colleges, Embry-Riddle has a placement office to assist the graduate in finding a job — but, that's where the similarity ends.

Let's examine the relative effectiveness of our Placement Office.

Mansfield: Four years ago James Mansfield formed the Placement Office. Honors students went right to him for the job hunt.

White: What are Mrs. White's credentials for running a placement service? Mansfield: Mrs. White was recently raised by the school to the position of Director of Placement. Hopefully, by next September, we will remedy the situation.

White: In the past few years have we scheduled ten to twenty interviews per year? Mansfield: We've scheduled two interviews per year. We have an average of 75% of graduates seeking jobs who are placed by graduation time.

White: Why haven't there been nearly as many on-campus interviews as last year? Mansfield: One reason for this slowdown is that many companies just aren't hiring at last year's rate. Also, I just don't have the time anymore to be in contact with the industry. Hopefully, a director of placement will remedy this situation.

White: If a full-time professional is hired by E-R, will the Work-Study Program be removed from the Placement Office? Mansfield: Yes, in due time we would hope to make a separate office for Work-Study.

Yes, we have definitions of our Placement Office. We lack the professional guidance that our job competitors get in other colleges. But what can we do about it? If you're not yet a senior, your chances are better. We can all pressure the administration and the budget committee to hire a professional; a civilian who knows his way around the aviation industry. We can also implore the administration to remove the Work-Study program from the Placement Office so that full attention can be given to career jobs.

If you are a Senior you are probably well aware that you'll probably have to make your own decision when looking for a career position.

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Next Week: Part Three——The Work-Study Program — Benefits from Uncle Sam

**P-E CREDIT**

Some questions have recently been raised by students and others concerning participation in intramural and club activities for credit for physical education. By those students entering school prior to September, 1969, a student who enrolled in any academic program prior to September, 1969, has two options for physical education credit. He may take the course PE-222, Science of Exercise and Athletics, which will satisfy all physical education credits, or he may fulfill the number of physical education activities required in his degree program by participation in intramural or extra-collegiate sports, or equivalent club activities. The basic requirements for credit in such activities is that the student participate in the activity at least two hours per week under the supervision of a member of the faculty or staff. The supervisor of the event will submit to the Office of the Registrar at the end of each trimester the name of those students who have earned physical education credit. Only one physical education credit may be earned each trimester.

All students entering school under the present bulletin are required to

CONTINUED NEXT PAGE
Peter E. Credit continued

take the course PE-222. No
exemptions are allowed
for military experience or
age. It is basically a
course designed to inform
students both in purpose
and practice some of the
principles of good health
and good physical condi-
tioning.

Daniel D. Sain

Taxing for take-off
an ERMAC plane waits for
clearance.

Action Shot:
Shown here is an ERMAC
pilot and his model in ac-
ton.

Inaction shot:
Here is an ERMAC pilot
with his plane in inaction.

The Embry-Riddle Stu-
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This program will be of
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The membership drive is
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Publicity Committee

AIAA

AMERICAN INSTITUTE OF AERONAUTICS
AND ASTRONAUTICS

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The AVION is a weekly publication for Embry-Riddle students, financed by the student body through the Student Government Association.

Articles may be submitted to the AVION for publication by the administration, the faculty, and student body. The AVION deadline is every Monday afternoon at 5:00 p.m. Please mark all items AVION and deposit in the basket in the trailer, the suggestion box, or EBAI Box 1563.

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

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