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.

ERAI IN 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 Vennoszi, Virgil Stringfield, Bussey Alsupp 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 Intourists - a 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 Intourists took the group to the Wedding Palace to observe a wedding. In Russia, many buildings

CONTINUED NEXT PAGE

SGA 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 new campus. 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.

CONTINUED NEXT PAGE
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 conventions, 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 U of

are named Palaces which refers to "Home of". Here in this extravagant home of weddings, a wedding similar to our church weddings was being held and provided by the state as church weddings are not recognized in Russia.

Dr. Sain summarized his trip by stating that the people were hard-working, friendly although they do not take the initiative in speaking, and genuine pride in their country. They all want to come to the U.S.A.

As it was so bitterly cold during the trip (reaching 25 below 0) Dr. Sain said that a trip for future travelers would be to come "Prepared", however, a summertime visit is recommended.

SGA BRIEFS CONTINUED

The Inter Fraternity Council along with the SGA plans to sponsor a "Greek Week" in the latter part of February.

* * *

In lieu of coat racks, coat hooks will be put up in the A & P classrooms.

* * *

RUSIA CONTINUED

The Difference Is...

DELICIOUS!

Maryland FRIED CHICKEN

Dinner To Go .... $1.20
Buckets ........ 3.95
Barrels ........ 5.25
***CATERING SERVICE***

Maryland FRIED CHICKEN
921 Mason Ave. 325-609

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 intitled 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 of 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.
THE KAMANAHWANNA LETTERS

BY GARY ANDERSON

TO: Arthur Kamanahwanna
FROM: Dean of Exchange Students
SUBJECT: Welcome to Embry Riddle

We of the administration at ERAU 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 the meal ticket with us. It was very good. So was room 2002. Keep em coming.

Arthur Kamanahwanna

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

We have contacted the Rickyrak government concerning Arthur's strange eating habits. Unfortunately, they were not much help. As a matter of fact, they 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.

+ + +

Dear Housing Director Fella:

Much thanks for the meal ticket 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 an 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 to the Bahamas - the everglorious retreat of Frank Kingston Smith enveloped by one of those ad photos.

- CONTINUED PAGE 12
*Brothers and a new facultyvisor is Mr. J.T. Elliot, west. Our new faculty ad-
mester.

able pledges for this tri-
ning. February 6th has


work has been completed


bouts of a possible Frat


James Eckenrode and his

dolences to Alumni Brother


Brenda a speedy recovery


So that's it for this


Friends of Brothers


up and coming is the


dry Riddle, is also a Sig-


Mr. John Delafosse and


CONTINUED NEXT PAGE
SIGMA CHI DELTA CONTINUED

SIGMA Chi Delta would like to express its gratitude towards the overwhelming interest in our Fraternity by the Student Body and other administration officials.

Since the SGA has expressed its interest in the combined SGA Bar-B-Q, and their new fraternity Greek Week, which will be held at the end of February. This event should be very interesting in a sense that it will be our first combined Fraternity and SGA function.

THE GREATEST SHOW ON EARTH

The 3rd meeting of the SGA this trimester was held Thursday at 12:15 in Room 108. It started out with under 20 representatives, but fortunately, their numbers did not decrease 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 administrators for voluntary sterilization for Planned Parenthood, the increasing price of milk, the lack of representatives checking their SGA mailboxes, the Friday 13 Blood Drive, a bigger cut of the take than expected, and other administrative matters. 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, the lack of enthusiasm in the AVION was neither a surprise nor unique to E.R. Possibly it all began way back when the SGA president Jan Collins moved on to the AVION Staff and understandingly supported a fellow AVION member Dave McCall for SGA President. 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 madcap 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, features 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 SNAPSHOT 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.CONTINUED

STUDENT GOVERNMENT ASSOCIATION

TREASURY REPORT

January 26, 1970

January 19 Balance 873.05
22 Ck. 1083-plastic letters and sign Jukebox sign 2.50 875.55
Ck. 1084-G. Berndt-hospital gift for R. Ace 10.36 880.19
Ck. 1085-Mainland High-advertising 40.00 880.19
Ck. 1086-H.M. Fallat-ERA1 Sharpshooters-initial funding 50.00 770.19
23 Ck. 1087-J. Rinkle-secretary 25.00 745.19

SAWQ SNAPSHOT

The most recent outbreak of feelings in the SGA about the Student paper is neither a surprise nor unique to E.R. Possibly it all began way back last trimester when the retiring SGA president Jan Collins moved on to the AVION Staff and understandingly supported a fellow AVION member Dave McCall for SGA President. 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
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 page 1, AVION printing.) 

The final assault on the AVION was led by Jerry Hood who successfully brought up a motion to begin the stream of allegations which accused the paper of uncooperativeness and biasness. 

More specifically, the SGA present at the meeting offered the AVION 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 useless overemphasis of SGA and ER 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 Aha, (something that has been the exception rather than the rule) and through his efforts a SGA/AVION attack 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 AVON.

In the meeting...

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 biasness. More specifically, the SGA present at the meeting offered the AVION 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 useless overemphasis of SGA and ER 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:

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SPRING COMETH!
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.

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 Cheeseberger 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 Smokedwurst w/ Sauerkraut
Baked Spaghetti w/tomato sauce
Friday Lunch:
Bell Pepper stuffed w/ roast beef hash
Breaded snapper fingers, tartar sauce
Chili and macaroni
Grilled Hamburger on toasted bun
Chicken chow mein w/crisp noodles
Grilled frankfurters w/baked beans
Sunday Lunch:
Braised spring chicken, baked ham and sauce, Florida seafood creole w/ steamed rice, baked meat balls & egg noodles

Monday Dinner:
Roast Boneless of Beef w. gravy
Baked Chicken w/dressing,giblet gravy
Italian Spaghetti w/meat sauce
Tuesday Dinner:
Baked Meat Loaf w/mushroom sauce
Boiled Ham and cabbage
Barbeque quartered chicken
Wednesday Dinner:
Beef Stew & Garden Vegetables
Roast Young Tom Turkey & Dressing
Grilled Center cut pork chops
Thursday Dinner:
Braised shortribs of beef
Fricassee of Chicken w/butter-milk biscuits
Veal Parmesan w/spaghetti
Friday Dinner:
Roast Boneless round of beef sliced to order
Golden Brown fried chicken
Broiled fresh bass filet
Saturday Dinner:
Corned Beef & Cabbage
Bar-b-q spareribs
Oven baked chuck wagon
Sunday Dinner:
Corned Beef & Cabbage
Bar-b-q spareribs
Oven baked chuck wagon
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 rivalled only by Continental. It was conducted as a three-hour endurance race called the Daytona Continental. It was conducted as a three hour event for two years, then as a 2000 kilometer race -- a race nearly twice as long as the 2000 kilometer Continental. The Continental was increased to 2000 kilometers and became one of the points races in the World Constructor's Championship series.

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 old foes and new compared a Hill of Santa Monica, Calif., 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 hoping 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

Page 9

Diving Eagles
By Ralph C. Wicklund

The Diving Eagles' SCUBA course is tentatively scheduled to begin on Tuesday, February 10, 1970. All those wishing to take this course please contact Ralph Wicklund, Box 413, A.J. Bland, Box 1162, Paul Fowler, Box 1023, or Ron Byerly, Box 771.

Tonight the Diving Eagles will be making a night dive at Blue Springs. All certified divers who wish to participate please call 252-7521 before 5 P.M. and you will receive information pertaining to the dive.

If anyone knows of or has any diving equipment for sale, please leave a note in Box 413 describing the equipment, including the price.

The Diving Eagles went to Salt Springs and to Blue Springs this past weekend.

On Saturday our divers went to Salt Springs to practice spearfishing. This is a good place to sharpen the eye for ocean spearfishing since the fish in the springs are smaller and faster and harder to hit.

On Sunday we went to Blue Springs where, as members of the Daytona Beach Skin Divers, we assisted in the removing of the warning sign which was anchored in the cave 90 feet below the surface. The sign was brought up to be repainted and it will be replaced again to warn divers of the dangers of cave-diving.

The next meeting of the Diving Eagles will be Monday, February 2, 1970, in Building A, Room 102.

* * *

Intramural Notice

All game schedules and rosters for Spring Intramurals will be posted in the Student Center on Monday, February 9. Coed Softball will begin early in that week so be sure to check. Softball starts on Sunday, February 8th. For more information, contact Ray Lee, Box 455.
Sax 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 - Rolf Stommelen, Hans Herrmann, Jo Siffert, Joe Buzzetti 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-Chevy to the winner's circle.

Donohue and Parsons averaged 99.268 mph and averaged 105.587 mph in their 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.

SAX & NEERPASCH 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 SWEET OF THE MARATHON EVENT.

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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-Salzburq team. Driving the Wyer cars will be Brian Hedman of England, Pedro Rodriguez of Mexico, Jo Siffert of Switzerland and Leo Kinnunen 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 Hours. 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 Matra 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 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're 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.

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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 I went to the practice area for a few lazy 8's while working my way back to DAB. Omond 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 I went to the practice area for a few lazy 8's while working my way back to DAB.

As I tied up 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 CRASHWORTHINESS

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 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 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.

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 unresearched dissertation on aircraft seatbelts. The report claims that aircraft seatbelts aren't as strong as auto seatbelts. A 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 2½ 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

CONTINUED NEXT PAGE
"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 arse 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 forms and strappeth on a 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 fired 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 wrote 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 hasten this bird again around. It is written that he who bounceth shall encounter the crooked path. It is 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 or a suitable job often leading to a career in the aviation industry. If the latter is your choice how do you go about 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.

Dean Mansfield formed the Placement Office four years ago and has been its manager ever since. So, I went right to him for the answers.

White: Dean Mansfield, What is the extent of your function in running the placement?

Mansfield: Four years ago when I first organized the Placement Office I was its sole operator. I went out to the important employers in the aviation industry and tried to sell the school and its graduates to them. Today, I just don't have all the time to properly run such a function. Selling our graduates and arranging interviews is a full-time job now. We have Mrs. Barbara Young in the office doing much of the routine work.

White: What are Mrs. Young's credentials for running a placement office?

Mansfield: M.S. Young was once secretary to the Dean of Students at the University of Tennessee and while there did much ground work for the Dean in student employment. Other than that she is not a professional employment director.

White: In the past few months students going into the Placement Office have noticed that the largest part of the day there is spent finding part time jobs for students on the work-study program. What's happening to the career placement program?

Mansfield: As of January 1, all student hiring is being done from one central office - The Placement office. We've hired a student assistant to handle some of the paper work.

White: Isn't the work study program jeopardizing the long run needs of the Seniors near graduation?

Mansfield: Yes, there is not sufficient emphasis on jobs for graduates. But, if the school's budget permits, I hope to hire a Professional Director of Placement - hopefully by next September. In the past I have personally visited many of the airlines to try to sell our graduates but I no longer have time for this.

White: Has the industry looked favorably (at ERAI) in the past?

Mansfield: In the past few years we have scheduled ten to twenty interviews per year. We have an average of 70% 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 of the economy - 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.
P 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 conditioning.

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 action.

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

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INTERESTING PROGRAMS

The Embry-Riddle Student Branch of the AIAA is offering a highly interesting program February 9th in the evening. Mr. De Callies of General Electric will be the guest speaker. He will be speaking on visual simulation of aircraft take-offs and landings by computer. This program will be of special interest to pilots, aero science and engineering majors. Everyone connected with the school is invited.

The membership drive is on at full speed. If you are interested in joining this professional organization, please fill out the form at the bottom of this page.

Publicity Committee

TO: The ERAI Student Branch of American Institute of Aeronautics and Astronautics
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Editors: Linda Colgan
Co-Editor: Steve Jina
Business Mgr: Doug Young

Lay-out: Tony Colgan
Photography: Ed Honacki
Sightseeing: Jan Collins
Typists: Ronnie Elrod
Circulation: George Iramis
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Reporters and Contributors
Gary Anderson, Ray Lockner
Cam McQuaid, Marty Stilling
Phish White, Ray Lee,
Ralph Wicklund, Dixie
Francis, Mike Wise, Clark
Nemer, Tony Cavallari