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Embry-Riddle Aeronautical University

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Inside: Candidates And Platforms



The Avion



EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

VOLUME 18, NUMBER 2

Daytona Beach, Florida

FRIDAY, SEPTEMBER 20, 1974



Management Senior Reports On AAEE Internship

This summer Dick Laird was selected as the first, and only intern to work with the American Association of Airport Executives (AAAE) in Washington, DC. Dick is a senior management major at Embry-Riddle. The internship lasted three months and paid a salary of \$500 per month.

Dick feels that anyone embarking on an aviation career would benefit from the opportunity to participate in the AAEE internship program. To

qualify for the program he had to be a senior with at least one trimester left after internship, be in good academic standing, and submit a five page paper on any phase of aviation. Dick wrote on the development of the new Dallas/Ft. Worth Airport.

Although the benefits of the program are too numerous to mention here, the "post graduate" education and experience and the contacts made in the industry provide unlimited op-

portunities. Mr. Laird considers himself fortunate to work directly for, in his opinion, two of the finest men in Aviation. They are Mr. Russ Hoyt and Mr. Chip Barclay. Mr. Hoyt, Executive Vice President of AAEE, met with Dick every day for the first three weeks. They discussed many aspects of airport management, government, aviation, and other related topics. Dick was given the opportunity to ask questions and bring up subjects for discussion. The Executive Assistant, Mr. Barclay, also met with Dick to discuss aviation and government matters. Mr. Barclay is in tune with government activities concerning aviation, so Dick was able to get an in-depth view of the legislation on Capitol Hill. These meetings were extremely beneficial, as was the experience gained in compiling surveys and doing research work.

At the outset of his three month internship, Dick attended an FAA Aviation Review Conference. At this conference all segments of the aviation community were represented, thus giving Dick an overview of the problems that were to confront him.

The conference was augmented by the chance to see his operation and meet people in

such organizations as the Civil Aeronautics Board, the National Transportation Safety Board, the FAA, the Department of Transportation, the State Aviation Officials, the Airline Pilots' Association, and the Environmental Protection Agency.

"Perhaps the most significant thing I learned from this experience," says Dick, "is that there are many jobs in management, flying government, and other phases of aviation if one takes the time to identify the qualifications needed." Mr. John Nammack, of the National Association of State Aviation Officials, says that on the state level, many jobs currently exist with very good starting salaries. These jobs are in such areas as engineering, airport planning, and airport development.

The first internship program was limited to students of Embry-Riddle and Auburn University. Next year, applications will be accepted from all over the country and the competition will be keen. Mr. Laird would encourage anyone eligible to pursue this invaluable opportunity. Six upper level credits were granted by the Management Department for the internship.



What to do about the heat. Daytona Beach Regional Airport fireman exhibits the latest approved attire for combating the heat of the flame. Aided by federal grants, the local fire department continues to upgrade its equipment. Vigorous training keeps personnel ready to serve Embry-Riddle and fellow airmen when needed.

Navy Elevates Riddle Students

By John Dolwick

The SH-3 "Delta" was from Helicopter Squadron Eleven located at Jacksonville Naval Air Station. This machine is one of many that are used to patrol US coastal waters for enemy submarines.

"The purpose of providing these flights to students," in the words of Navy Lt. Russ Lentner, "is to help increase public awareness of the total mission of the Navy and of anti-submarine operations." In ad-

About sixty Embry-Riddle students were lifted off into the wild blue yonder under the throbbing blades of a US Navy helicopter last Tuesday. After donning helmets and life preservers, anxious Riddle students climbed on board the waiting SH-3 helicopter. Going in groups of four, the students were treated to a twenty minute ride of "the world's most famous beach."

In addition, students were presented

with information on the Aviation Reserve Officer Candidate Program (AVROC) and the Nuclear Propulsion Officer Candidate Program (NPOC).

Already enrolled in the AVROC program are two Riddle students, Gary Zambito and Steve Blaser. Gary and Steve went through eight weeks of military training at Pensacola last summer. When they graduate, they will finish their military training and proceed into basic flight training. One other Embry-Riddle student is awaiting acceptance into the AVROC program. He is Dave McKay.

POPULATION TAX'S

Generally speaking, generalities conceal as much as they reveal. Consequently, complete truths are seldom presented in general terms.

This general statement, however, is statistically accurate: The idle poor multiply more rapidly.

In this age of exploding populations and shortages in food and energy, the idle problem is obvious.

To solve the problem, another generality: Society need only provide work for the idle and poverty will be gone and family size reduced.

But this creates another problem. It is society's job to make work for the idle poor or to provide handouts? Or should the idle poor wake up and find their own work?

No generalities now. No easy answers—though politicians and sociologists will provide them—can solve the mysteries of working for a living or just wanting to live.

Society, however, recognizes that those who do not work or those who will not work are of little value to their country, to their families, or to themselves.

Perhaps the time will come when society recognizes that "making" work for the idle poor taxes those who do work. And providing handouts increases taxes.

Perhaps the time is now for society to learn that giving the poor a loaf of bread will provide a meal for a day. But teaching the idle poor how to till the soil and operate equipment will provide meals for life.

And the so-called idle poor, engaged in labor, will neither be poor nor idle.

Last generalization: Gaiusfully employed people live with dignity, and their families are usually smaller.

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_____ Maryland	_____ North Carolina
_____ California	_____ Army
_____ Clemson	_____ Georgia Tech
_____ Duke	_____ Virginia
_____ Florida	_____ Mississippi State
_____ UCLA	_____ Michigan State
PRG	
_____ Green Bay	_____ Detroit
_____ New York	_____ Florida
_____ Dallas	_____ New York
_____ San Francisco	_____ Cincinnati
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- ANY ENTRY NOT COMPLETELY FILLED OUT TO INCLUDE NAME, BOX NUMBER, ETC. WILL NOT BE CONSIDERED FOR PRIZES.



Playhouse Schedules Actor's Workshop

Ray Jensen, Artistic Director of the Daytona Playhouse, announces a comprehensive six-week course in acting to be held Monday evenings at 7:30 beginning September 30th.

This workshop is designed for adults interested in an intro-

duction to serious dramatic training.

Emphasis will be placed on improvisational exercises, character analysis, and the study and production of scenes. Those interested should make an appointment for an interview with

the director prior to September 30th.

An enrollment fee of \$20.00 per participant will be charged. Those interested should contact Mr. Jensen at the Daytona Playhouse, 255-2431 for additional information on enrollment.

OPINION

The opinions expressed in this paper are not necessarily those of the university nor all members of the student body. Letters appearing in The Avion do not necessarily reflect the opinions of this newspaper or its staff.

Editorial

GETTING YOUR MONIES WORTH

It should be obvious to even the most disinterested that the Fall Elections are almost upon us. Looking over the list of candidates, I see the usual types, the unusual types and even a few that have the guts and ability to perform the job.

After the campaigning is all over this trimester, I suspect we will hear the same old adage, "After all is said and done, more is usually said than done," being expressed as fact. This doesn't have to be the case. After all, who is to blame for student government not serving the students; the officers for not delivering on their promises, or the student for not DEMANDING their monies worth?

During the campaign, I guess you've heard some promises by those who can and some explosive "get on the bandwagon" from those you can't and probably wouldn't if they could. The immediate problem however lies with the election next Wednesday. The questions are the same every year — Who are these people? I've heard the name before, but can he produce?

I don't know!

In an effort to help sort out some of the grain, you'll find a section of this issue devoted to those candidates who desired the space and presented us with their written platforms in time for publication. The ultimate decisions are up to you. Your vote on Wednesday will decide WHO runs the SGA and HOW it is to be run.

I urge EVERYONE to use all the resources available to them to find out about the candidates and vote for the ones that reflect your views on student government.

Incidentally, I didn't vote at all in last falls election because I "didn't know the candidates" and because I didn't think it was important. Believe me, I was wrong. Since I've been with The Avion, I've seen first hand how much it does matter. PLEASE VOTE!

SERVICES

Several services are provided by The Avion that are not being fully utilized by the student body.

They are:

1. Free classified advertisement to all students, staff and faculty.
2. Free announcements of meetings, parties, etc., for clubs, fraternities, and organizations.
3. Providing the "voice of the student body" through Letters to the Editor. This is an excellent way to express your views.
4. Research and information service through "PIREPS" — a column designed to answer readers' inquiries regardless of subject.

I encourage ALL STUDENTS to take advantage of these services. Although they are "FREE" everything is relative as The Avion will disperse \$4000+ of student activities fees this trimester. Be sure to "get your monies worth."

STUDENT LOBBY FIGHTS FOR LOW COST

Throughout the fall the National Student Lobby (NSL), a four year old federation of individual students and student governments headquartered in Washington DC, will fight for adoption of Congressional legislation insuring a national air transportation policy that will benefit students.

Arthur Rodbell, Executive Director of the National Student Lobby, announced that NSL's lobbying strategy will center around the passage of two bills by Congress, S-1739 and S-2651. Both bills appear to have excellent chances of passage before Congress adjourns for the November elections.

One of these bills, S-2651 would overturn a decision made two years ago by the Civil Aeronautics Board prohibiting the scheduled airlines from offering the so-called "youth fares." Due to NSL's massive lobbying effort, S-2651 was unanimously passed by the Senate in November of 1973, and is due to come up for hearings before the House Subcommittee on Transportation and Aeronautics as the Subcommittee's next order of business. S-2651 would reinstate discount fares on a standby basis for youth under 22, senior citizens over 65, and handicapped persons.

The second bill, S-1739 would liberalize the conditions under which US airlines may offer inclusive tour charters (ITCs) to the public. Restrictions would be removed which now prohibit airlines from offering the lowest possible prices and the greatest selection of packages to the travelling public.

"Students stand to gain in different ways from each of these bills," Rodbell said. "According to the US Office of Education, 1.6 million students commute 500 miles or more between their homes and school. The cost of air travel is no small component in the overall cost of obtaining a post-secondary education in the 1970's. When travel costs suddenly and dramatically increase, an extreme burden is imposed upon the student, the student's family, and in some cases the student cannot complete his/her education because of the financial hardship."

S-2651 which would allow the student with a flexible time schedule to travel standby at a reduced price, could save students as a whole an amount approaching 100 million dollars annually. Passage of S-1739 would provide the student a greatly expanded opportunity to travel by group charter and

PRESIDENT'S CORNER



By Stan Bartlett

I would again like to remind you that the Student Government Association elections are just around the corner. This is your chance to vote for the students that you feel will serve in the student body's best interest. Do not waste your vote, investigate the platform and credentials of the candidates. Cast your vote wisely, but above all, vote.

All of the student parking stickers are out and in the mail boxes. Please pick up your sticker and display it at the proper place. I mention this now, because the traffic patrolman are now issuing tickets. Save yourself some money, observe all regulations and signs.

I have been made aware of problems with student fees of all types. This office is investigating these complaints and will try to eliminate those discrepancies. If a course was dropped before the add-drop deadline a student is entitled to full reimbursement of all laboratory fees.

Jeff Condry, social functions chairman, is now working on a project that I feel the student body will enjoy. We will start having movies and beer cakes alternating Fridays. The movies will be top caliber films, starting hopefully with "Little Big Man" and "Bob, Carol, Ted and Alice." In the past, the SGA has spent most of its social functions budget on dances which were very good, but only attracted one segment of the student body. Jeff and I feel that having different functions we can involve more of the student body. Don't get me wrong, there will still be dances, only less of them.

I have received many complaints about the installation of speed bumps in front of the academic complex from students and faculty. I had asked for the bumps to be three or four inches high, but they are about six inches high. They should be decreased in size through use, so please bare with it. The speed of traffic through the complex was getting out of hand, particularly since the new parking lot in front of Gill Robb was opened. The saying "Fore-sight is better than hindsight" was my prime motive in this project to prevent damage to both students and automobiles.

save in many cases more than half of what would be the current costs of their travel.

S-2651 reinstates airfare discounts on a standby basis for youth under 22, senior citizens over 65, and the handicapped. The National Student Lobby believes that there exists a host of altogether justifiable reasons for treating these groups as separate and distinct classes of passengers, and that reduced space-available fares for these classes are called for on the basis of:

1. the especially flexible time schedules and unique travelling habits of youths and senior citizens.
2. the lower median income of the youth and senior citizens,

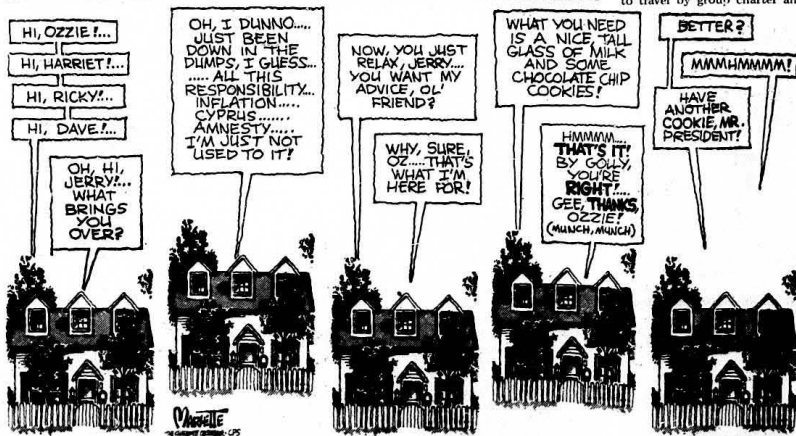
3. the economic benefits which the air carriers can derive from properly administered standby discounts.

Standby fares are designed to attract passengers who have more time than money, and who are not usually restricted by rigid travel schedules.

S-1739 is an amendment to the Federal Aviation Act of 1959 for the purpose of defining Inclusive Tour Charters. It would:

1. permit ITC vacation travel to one destination, with additional stops being optional and priced extra.
2. permit ITCs to be sold to the public at prices that reflect the economics of mass purchasing.

DELTA CHI TO HOLD SMOKER — Last Saturday the Embry-Riddle Chapter of Delta Chi Fraternity held its fall rush party. If you missed it, you missed a really good time. Everyone there had a lot of fun. We hope that the brothers of Delta Chi instilled in everyone an interest in the fraternity. If you are interested in pledging but missed our smoker on Monday, we hope you will come to our second smoker on Wednesday, September 25th, at 8:00 PM at our chapter house located at 535 S. Ridgewood Avenue. — The Brothers of Delta Chi —



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"The ballot box is the surest arbiter of dispute."

James Buchanan



Active Duty

By Frank Stookey

1. If you feel up to braving those over sexed insects known as "Love Bugs," then the newly remodeled commissary at Patrick Air Force Base may be what you're looking for. Though it may be a few more miles to Patrick than to Navy Orlando, the driving time is within a very few minutes of being the same. Yours truly loaded the family into ye ole gas guzzling heiroon and trucked down to Patrick last Saturday. Our intention was to both shop a little and bring to you a report on what you may expect for your money. First the directions for those of you who may have not gone as yet — proceed south on I-95 to the Wickham exit; east on Wickham to Florida 404; left on 404 to A1a (20 cents toll); left on A1a to next signal light (past hangers); and left into Patrick. One block from the left into Patrick, you'll find yourself at a tour-way stop intersection. At this point the Main Exchange will be to your right front and the Main Commissary will be one block to your left. The distance from the intersection of I-95 and highway 92 (at Daytona Beach) to the Patrick Commissary is 81 miles. Days and hours of operation are: Monday, Tuesday, and Thursday 0900 to 1730; Wednesday and Friday 1030 to 1900; Saturday 0830 to 1630; Sunday - closed. As always, the novelty of a remodeled commissary brings a good sized group of shoppers. They widened the aisles, and though there are one-way traffic markers, shoppers appear to ignore them by heading in all directions. Once the novelty has worn off, we may have room to snop again! Many more items are stocked by Patrick than are at Navy Orlando and you'll notice it immediately; Happy shopping!

2. Revised Filing Procedures For Career Branch Files.

MILPERCEN maintains two personnel files concerning your glorious military service. One is the Official Military Personnel File (OMPF), previously referred to as the TAG File. This file is the official one used by DA Selection Boards to select officers for promotion, schooling, Regular Army, retention, elimination and recall to active duty. The other file is the Career Branch Individual File (CBIF) which is maintained by your branch. Since accurately maintaining two files for each officer requires a sizable staff of administrative support personnel, all branches have revised filing procedures to eliminate from the CBIF documents and information which are considered so much bull-t, and not essential.

Here's what they keep in your CBIF:

Officer Preference Statement

Officer Evaluation and Academic Reports with related official correspondence.

Records of Punishment under Article 15, Courts-Martial, and similar documents filed under the provisions of AR 600-37 (Unfavorable Information.)

Photographs

Civil School Reports

College Transcripts

Individual Flight Records (most rent)

Officer Record Brief

Documents that are being removed from the file. Original copies of letters of appreciation and commendations and copies of citations for awards and decorations are being given to Personnel Actions and Records Directorate for inclusion

in your OMPF. Other documents which duplicate those filed in the OMPF are destroyed. The CBIF contains only those documents needed by Branch personnel management officers to communicate with you and help you louse up your career.

3. Ground Rules Clarified For Meeting Gate

In computing operational flying time creditable toward meeting the "gate" requirements of the flight pay law, the DA Aviation Review Board uses the following criteria:

In terms of months: Time served in operational flying positions before June 1, 1974 will be counted by crediting any part of a month as a full month. To compute operational flying time subsequent to May 31, 1974, the 15th day of each month will be considered the break-even point for counting the full month. If an officer started to perform operational flying duty on the 15th day of the month or earlier, the full month is credited as operational flying. If an officer started to perform operational flying duty later than the 15th of the month however, no part of the month is credited as operational flying.

Operational Flying Beginning Date: Operational flying credit will begin on the date the officer reports to the operational flying duty position. This date is determined by the combined review of the Officer Evaluation Report, Officer Record Brief, DA Form 66, DA Form 1059 and/or orders filed within the Official Military Personnel File.

Operational Flying Termination Date: Operational flying credit will terminate on the date the officer reports to the next non-operational flying position. Leave and travel time enroute to the non-operational flying position will be counted as operational flying duty. Non-aviation related periods of TDY to include civil schooling will not count as operational flying duty.

Patient Status: Time in a patient status resulting from an accident or illness which occurred while assigned to an operational flying position will be credited as operational flying time if the patient status occurred during or immediately following the operational flying assignment and before reporting to a non-operational flying assignment.

Operational Flying Beginning Date For Warrant Officer Aviators: Commissioned officer aviators with prior service as warrant officer aviators will be credited with operational flying time beginning on the date warrant officer candidate or warrant officer aviation training began.

Credit for Periods While Attending Military and Civil Schools: Credit for operational flying will not be awarded for months of aviation service when the member was assigned, by competent orders, to attend non-aviation related military or civilian schools. This includes both PCS and TDY schools even though operational flying missions may have been flown in order for the member to maintain individual flying proficiency.

Credit for Periods While Serving in Non-Operational Flying Assignments: Credit for operational flying will not be awarded for periods when the member was assigned, by competent orders, to non-operational (ground duty) assignments. This applies even though maintenance of flying skills are required and service missions were flown to fulfill proficiency flying requirements.



"The proud bird with the golden arches" was once a member of the Embry-Riddle fleet. The finishing touches go on in the Commander Aviation Shop before being sent to its new home. Ronald never had it so good!

Airport X-Ray Units Safety Checked

A proposed regulation which would govern the installation and safe operation of X-ray devices for screening carry-on luggage at airports was issued by the Federal Aviation Administration of the US Department of Transportation.

Adoption of the FAA proposal would assure that all X-ray units used by the airlines in their security programs comply fully with performance standards for this equipment recently issued by the Food and Drug Administration of the Department of Health, Education and Welfare. Provisions for training operators of this equipment and protecting them on the job also are included in the proposal.

FAA said it believes the FDA performance standards for airport X-ray units provide adequate radiation protection both for operators of this equipment and the traveling public. For example, the agency noted that the radiation leakage standards for the X-ray units are the same as those for television sets. In addition, it said the X-ray units utilize very low radiation dosages which are only about one-tenth that given off by a wrist watch with a radium dial and one-thirtieth that of a dental X-ray.

The airlines began introducing X-ray units in the spring of 1973 to meet FAA requirements that they search all baggage and other items that passengers intend to carry on the airplane with them. The equipment is used only for the inspection of carry-on items. It is not used to screen or search passengers.

FAA noted that X-ray devices have proved extremely effective in screening carry-on items. The equipment not only expedites the screening process but also can detect weapons or explosive devices in hidden pockets or false bottoms in baggage that might go undetected in a manual inspection. For example, FAA noted that the X-ray units have picked up weapons hidden in a hollowed box, inside a box of soap powder that had been resealed, inside a heavy ski glove and inside a teddy bear.

Use of this equipment was challenged in the courts by a consumer group and resulted in an order from the US District Court for the District of Columbia prohibiting their use. However, the presiding judge subsequently agreed to stay his order after receiving assurances that FAA would initiate rule

making action that would afford the public an opportunity to comment on the use of X-ray equipment at airports.

At present, there are 209 X-ray units in operation at 63 airports around the country. All of these systems meet the FDA safety standards and will continue in operation pending final action on the FAA proposal.

The FAA proposal would require that all X-ray units used in airline security programs to screen carry-on luggage meet the FDA standards and that this fact be verified by a radiation survey when the equipment is installed and each time it is moved. The airlines also would be required to establish an appropriate program for initial and recurrent training of equipment operators and provide each operator with a personal dosimeter that would be checked

FAA Buys 47 Terminal Automated Systems

A \$5,068,423 contract has been awarded by the FAA to the Burroughs Corp of Paoli, Pa., for 47 automated radar terminal systems.

Known as ARTS II, the equipment will be installed at radar-equipped airports where the higher level of automation represented by ARTS III. Options for an additional 26 ARTS II systems are included in the contract.

Designed around a minicomputer, ARTS II will provide air traffic controllers with direct readout of such vital flight information as aircraft identity and altitude. This information will be presented on the radar displays in the form of small,

electronically generated data tags which will move with the associated aircraft target or "blip."

The contract calls for delivery and installation of the first two ARTS II units to be completed in 11 months. All work is scheduled for completion in 37 months.

ARTS II is an integral part of FAA's master plan for automating the air traffic control system. It will supplement the 61 ARTS III systems presently in use at high and medium density terminals. The combined ARTS system will mesh with the automated system now being implemented at the agency's 20 air route traffic control centers serving the conterminous 48 states.

every 30 days to insure that he has not been subjected to abnormal radiation levels.

In addition, the proposal would require the airlines to post signs notifying passengers concerning the use of X-ray equipment of screen carry-on baggage and advising them to remove all X-ray and scientific film from their baggage prior to inspection. FAA said tests conducted by the Eastman Kodak Company have shown that normal radiation dosages of less than one milliroentgen used for each X-ray will not damage standard film but could affect scientific film. However, if the X-ray system being used exposed carry-on luggage to more than one milliroentgen during the inspection, this fact also would have to be posted and passengers advised to remove all film from their baggage.

Finally, the FAA proposal would prohibit the use of any X-ray equipment for which FDA has issued a defect or modification order because of potential injury, including genetic injury, to operators or passengers.

In addition to the specific regulatory proposals contained in the FAA notice, the agency also is asking for public comments on a number of related issues. These include (1) the adequacy of existing Federal safety and radiation emission standards governing the design

and operation of X-ray baggage inspection systems; (2) what training, if any, should be required for operators of this equipment; (3) whether hours-of-service or other safety standards should be established for operators; (4) the environmental aspects of using X-ray baggage inspection systems; (5) whether use of this equipment is justified in light of health, safety and environmental considerations, and (6) whether X-rays are harmful to film, magnetic tape, medicines or other items which might be contained in carry-on baggage.

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Embry Riddle Aeronautical University

1974-1975 University Catalog Addendum

Revision of Flight Fees

The Federal Aviation Administration recently released the new Part 141 Regulations. These regulations deal with the provisions under which the ERAU flight programs must operate. The regulations are to become effective November 1, 1974.

Our Flight Division has been working through the summer, anticipating that these new regulations might become effective this Fall. While the FAA would allow us to operate under the old regulations temporarily, we feel that the new program is a significantly better program, that it results in an overall tuition saving to the student and that there is really no advantage to delaying its implementation. On the other hand, delaying the implementation will delay the time at which we can get "self examining authority" approval from the FAA. Therefore, we plan to implement the new curriculum in September.

While the overall impact on tuition is to reduce it, the new curriculum does not effect all courses the same way. Specifically, the following changes pertain to page 140, 1974-1975, E-RAU Catalog.

	PRESENT	NEW
FA 112 -	\$ 851.75	\$1004.65
FA 201 -	\$1216.15	\$ 989.05
FA 202 -	\$ 972.75	\$ 994.95
FA 113 -	\$ 313.50	\$ 318.10
TOTAL	\$3554.15	\$3306.75
	DECREASE	\$47.40

Please note that the above prices do not effect those students in the Aeronautical Science program with tuition charges of \$1850.00 per trimester.

If you desire additional information, please feel free to call Mr. Richard Eakley, Chairman, Flight Technology Division at (904) 252-5561, Ext. 65/66 between 8 A.M. and 5 P.M. EST.

William Motz
Vice President Academic Affairs

FOR SALE

FOR SALE—Calculator, Bowmar Brain, percentage key, only 8 months old, \$79 new asking \$45. Call 252-6915.

FOR SALE—68 Kawasaki 350 A755 Avenger, rebuilt, good condition, \$400, 252-2110.

FOR SALE—74 Yamaha 125, 700 miles, call 255-0111, ext 218 or 253-4709 after 6 PM.

FOR SALE—AKAI X-2000S, cartridge, cassette and reel to reel all on one machine. Lists for \$549, will sacrifice for \$300 firm. Call 252-4211.

FOR SALE—Pair Sansi Sp-30s wood-grain finish \$45 for the pair. Call 252-4211.

FOR SALE—72 Yamaha 250cc Enduro, powerful dirt bike, no rust, \$500. Call Andy at 672-8349 or leave a note in box 461.

FOR SALE—Zenith portable B/W TV in good condition. \$50 or best offer. 253-2369.

FOR SALE—72 Vega Station-wagon GT, air, auto, \$1800. Call Helen at 258-5067 after 5 PM.

FOR SALE—17' fiberglass boat 75 hp Johnson motor & trailer, all for \$700. Call 255-6635 after 5:30 PM weekdays.

FOR SALE—Telex 5x5 headset, mike, mike boom, with push-to-talk switch. Brand new, still in box. \$115 new, sacrifice at \$75. Call 252-6915.

FOR SALE—64 Fiat, runs good needs some body work, 30 mpg \$100. Call Rob Smith at extension 65 or at 672-7163.

FOR SALE—70 Honda SL 350 in good condition, \$475. Call 761-2108.

FOR SALE—73 12x60 mobile home, air conditioned, fully furnished, utility shed, excellent condition. \$1000 and assume payments. Call Rob Smith at extension 65 or at 672-7163.

FOR SALE—69 Manatee 12x60 mobile home, 3 bdr, front kitchen, partly furnished, excellent condition. \$4000. Call 672-4797.

FOR SALE—Honda CL350, '71 beautiful blue, top condition, electric start, \$700. See me at 817 Grove Avenue, Holly Hill.

classified

FOR SALE—Couch & matching chair. \$20. Call Andy at 672-8349 or a note in box 461.

FOR SALE—72 Triumph TR-6 30,000 miles, AM-FM, overdrive, excellent condition, Call Dave at 253-4914 anytime.

FOR SALE—Old style 30 gallon fishtank and stand with fish. Best offer. Call 677-6314.

FOR SALE—Black vinyl baby's car seat, good condition. \$5. Call extension 73 and ask for Art.

FOR SALE—Alfa Romero '69 5 speed, 4 disk, radials, AM-FM tape, custom paint, spare parts, \$2800 or best offer. 255-4765

FOR SALE—Lawn mower, new never used, full warranty, \$50, 761-2868.

FOR SALE—Suzuki 250, '71 yellow, \$200, see me at 817 Grove Avenue, Holly Hill (off 8th St and Rte 1)

FOR SALE—Tyco train set, mounted with over 200 feet of track, many extras, best offer. Call 672-9455 or Box 0043

FOR SALE—US Divers Aluminum scuba tank with reverse back pack, fins, make offer. Ask for Chip in Dorm room 257 or ER box 4041 or call 252-9242.

FOR TRADE—74 Honda MT 250 Elsinore, 1000 miles, under warranty, excellent condition, will trade for van or pickup. Write to 1951 S. Seagrave, Apt. 9, South Daytona.

WANTED

WANTED—Students interested in corresponding with a technical translator/interpreter interested in languages and research chemistry. Write Sidney Simon 16 Ospringe Road, London, NW 5, England.

WANTED—Bridge Anyone? If you are interested in playing bridge, or want to learn how, please contact Mrs. Lamar at extension 73.

WANTED—My helmet returned. To the person who swapped helmets at the Student Center on 9 September, the owner of that helmet has a rare scalp disease from Vietnam that requires daily medication. Your hair is going to ROT away! No questions asked if the helmet is returned to my Triumph. Or call me at 253-1307.

WANTED—Roommate to tutor in physics and aircraft performance mathematics in return for free rent in trailer in Port Orange. Split utilities. Leave note in box 457 for John McCarthy.

WANTED—Students interested in guitar lessons, folk and classical. Call Helen after 5 PM at 677-6314.

FOR RENT

FOR RENT—Two bedroom apartment two blocks south of San Remo, \$200/month. Call before coming, 672-3162 and ask for Barbara Solomon.

FOR RENT—Available Nov. 1, \$250/month, large 3 bdr, 2½ bath, fireplace central heat & air, 929 N. Peninsula Drive, call after 5:30 PM weekdays for appointment, 255-6635.

FOR RENT—2 room efficiency apt across from ocean, air, TV, pool privileges, \$125/month including utilities. Rooms only 100/month including air, TV, and utilities, 805 N. Atlantic Avenue, 252-6645.

FOR RENT—Large 2 bdr furnished apartment across from ocean, fireplace, pool privileges \$260/month including utilities, 807 N. Atlantic Avenue or call 252-6645

FOR RENT—One and two bedroom furnished apts, beachside, \$110-\$125/month. 253-2049.

FOR RENT—Upper one bdr, furnished, gas & water paid, clean & newly decorated, in central Daytona. 252-2868.

FOR RENT—Two bedroom duplex, beachside, air conditioned, cable TV, \$165/month. Call ext 52 or 253-3778.

FOUND—Pocket calculator on the morning of the 9th at the flight line. If it is yours please contact Instructor Barsin at the flight line.

AT YOUR SERVICE—Horse-shoeing, feet trimming, shoes reset. 24 hour service. Call 677-6314. Keep Trying!

ALUMNI NEWS

TOM BORSARI graduated with a BS in Aviation Management in June 1971. He is presently an attorney associated with the firm of Good, Potter, and Bradish located in Sherman Oaks, California.

RICHARD L. HUNTER is a pilot in the US Air Force stationed at Luke AFB, Phoenix, Arizona. He received a BS in Aeronautical Science in December 1972.

THEODORE R. McLEAN is an Air Force Captain stationed at Ellsworth AFB, South Dakota.

Since graduating from ERAU with a BS in Aviation Maintenance Engineering in April 1964 he has earned his MA in Public Administration from the University of Northern Colorado.

VAUGHN LANE graduated in August 1973 receiving a BS in Aviation Management. He has an MBA degree from Stetson University and has accepted an assignment with Bell Helicopter International in Isfahan, Iran.

DARYL D. PAUL, JR., is employed by Teledyne Brown En-

gineering, Huntsville, Alabama. Daryl earned his BS degree in Aeronautical Engineering in August 1967 and his masters degree in Engineering from the University of Alabama.

PAUL R. SWANSON, a Flight Technology alumnus from 1956 is located in Princeton, Illinois where he is the Chairman of the Airport Development Committee for the City of Princeton.

WILLIAM F. SIDES, an April 1974 graduate from the Aviation Maintenance Management program, is in Reston, Virginia and is associated with Cerberonics, Inc., Logistics Division.

RICHARD K. SPICER, a 1972 graduate is now a second lieut-

enant serving with a unit of the Air Training Command at Laughlin AFB, Texas.

CHARLES A. SPILLNER is presently located in College Park, Georgia and is a pilot with Atlantic Coastal Airways. He earned his BS degree in April 1974 in Aeronautical Studies.

WAYNE D. SWINSON graduated in June 1970 with an Airframe and Powerplant Certificate and is an aircraft mechanic with Trans World Airlines in Los Angeles, California.

A. B. TAYLOR is associated with Olympic Airways in Guilford, Connecticut. He is an Airframe and Powerplant graduate from December 1955.



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1660

N. Nova Road
Holly Hill

APPETITUDE TEST

1. Two men play chess. They play five games, and each man wins three games. How is this possible?
 2. How many animals of each species did Moses take aboard the ark with him? (Note: The question is not how many pairs, but how many animals.)
 3. An archeologist reported that he had discovered two gold coins in the desert near Jerusalem dated 439 BC. Many of his fellow scientists refused

to take his claims seriously. Why?
 4. If you have one match and you enter a room to start a kerosene lamp, an oil heater, and a wood burning stove, which would you light first?
 5. Here is a question on international law: If an international airliner crashed exactly on the US - Mexican border, where would law require the burial of the survivors?
 6. You have four nines (9, 9,

9, 9). Arrange them to total 100. You may use any of the arithmetical processes (addition, subtraction, multiplication, or division). Each 9 must be used once and only once.
 7. You have a dime in an empty wine bottle. The bottle is corked. Your job is to get the dime out of the bottle without taking the cork out. You must do this without damaging the bottle in any way. How would you do it?

ANSWERS ON PAGE 6



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NOTICE

Temple Beth El

"The Temple at the Ocean"
 507 Fifth Avenue
 DAYTONA BEACH, FLORIDA

WE INVITE STUDENTS TO COME TO THE HIGH HOLY DAY SERVICE:

- SEPT. 23, 8:00 PM - KOL NIDRE
- SEPT. 23, 10:00 AM - YOUR NIFRUP
- SEPT. 26, 2:00 PM - CHILDREN'S SERVICE
- SEPT. 26, 3:00 PM - AFTERNOON SERVICE
- SEPT. 26, 4:00 PM - MEMORIAL SERVICE
- SEPT. 26, 5:00 PM - CONCLUDING SERVICE

(STUDENT ID'S REQUIRED)

Student Activities Fees At Other Colleges

COLLEGE	FEE
Swarthmore	\$50.00
Mt. Holyoke	49.50
Kenyon	65.00
Sweet Briar	50.00
Rutgers	75.00
Bowdoin	75.00
Bard	75.00
Bennett	35.00
New Paltz	70.00
Vassar	40.00
Skidmore	50.00
Conn. College	130.00
Wesleyan	70.00
Williams	56.00
Sarah Lawrence	40.00
Cornell	66.00
Trinity	63.00
Bryn Mawr	70.00
Hamshire	40.00
Amherst	64.00

Attitude Switch In Youth

College Quiet, Working Youth Accepting 60's Attitudes

According to 'The Guidepost', a newspaper published by the American Personnel and Guidance Association, campus attitudes have taken quite a turn in the past ten to fourteen years.

Below the attitudes past and present are contrasted:

Campus rebellion in full flower.	Campus rebellion dead.
New life styles and radical politics appear linked: commune living, pot smoking and long hair, student protest marches.	Almost total divorce between radical politics and new life styles.
Campus search for self-fulfillment in place of conventional career.	Campus search for self-fulfillment within a conventional career.
Growing criticism of America as "sick society."	Lessening of such criticism.

Women's movement has little impact of youth values and attitudes.	Wide and deep penetration of women's lib ideas.
Violence on campus condoned and romanticized.	Violence-free campus. Use of violence rejected.
Value of education severely questioned.	Value of education strongly endorsed.
Widening gap in values, morals and outlook between young people and their parents, especially college youth.	Younger generation and older mainstream America moving closer in values, morals and outlook.

Sharp split in social and moral values found within youth generation and between college students and the noncollege majority. Gap within generation proves to be larger and more severe than gap between generations.	Gap within generation narrows: noncollege youth virtually caught up with college students in new social and moral norms.
--	--

Challenge to traditional work ethic confined to campus.	Work ethic strengthened on campus; growing weaker among non-college youth.
New code of sexual morality centering on greater acceptance of casual premarital relations, abortions, homosexuality, and extramarital relations, confined to minority of college students.	New sexual spreads to mainstream of both college and working class youth.

Harsh criticism of major institutions—political parties, big business, military—almost wholly confined to college students.	Criticism of some major institutions tempered on campus, taken up by working class youth.
Campus is main focus of youthful discontent; noncollege youth quiet.	Campuses are quiet. Many signs of latent discontent and dissatisfaction among working class youth.

Much youthful energy and idealism devoted to concern with minorities. Blacks considered most oppressed group.	Concern with minorities lower. American Indians considered most oppressed.
Political interests of college youth left or liberal.	No clear-cut political center, pressures from both right and left. New left and radicals decline.

Law and order anathema to campus.	Campus shows greater acceptance of law and order.
Student mood angry, embittered and bewildered by public hostility.	Now, little overt concern with public attitudes towards students.

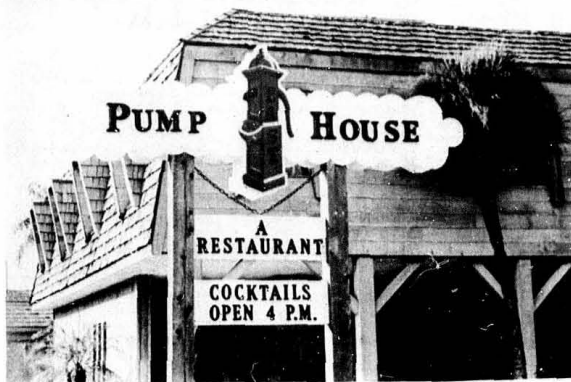
Guidepost statistics further indicate:

1. Values held by noncollege-age youth about work and careers illustrate the cultural diffusion of shifting values. Now the things most noncollege youth want in a job include: interesting work-66%; good pay-65%; seeing results of their work-60%; chance to use their minds-58%; chance to develop skills/abilities-57%; participate in decisions regarding job-56% and recognition for a job well done-52%.
2. Less important for these workers are: chance to make a lot of money later on-39%; good pension plan-39%; job in growing field/industry-39%; socially useful work-35%; not being caught up in big impersonal organization-34%; not too demanding a job-26%; not being expected to do things not paid for-24%; and having a job that does not involve hard physical work-18%.
3. Young professionals see work as providing them with good futures and the opportunity to use their skills and intelligence.
4. Young blue collar workers have many of the same desires for rewarding work and work that uses their full resources and creativity. Yet, the blue collar worker finds only a job that is "just a job" a way to kill time and make a living.
5. Over 45% of the noncollege youth view their educational background as the major barrier toward getting the kind of work they want; 37% regard their lack of vocational training as an impediment to the kind of job they want.
6. Over 68% say that given the opportunity to get a six-month training or education program leading to a promotion or better job elsewhere (even with a 20% cut in pay during training), they would take it.

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DINING OUT AT THE PUMP HOUSE

By Dan & Terry Wise

If you are new to the Daytona Beach area or if you have resided here for some time, may I recommend a fascinating night's experience in good dining and entertainment at the Pump House East, 208 South Ridgewood, Daytona Beach, home of the patrons famous Jackalope.

The Pump House East specializes in exquisite service and dining for a nominal request of a coat and tie for the gentleman and appropriate evening attire for his lady.

Dine in the quiet atmosphere of a traditional rustic inn, for that is what the Pump House East is. Upstairs or down, choose to eat by the light of the fireplace or by a window-box reminiscing the past. The atmosphere will definitely set your mind wondering back over the years, for the entire decor of the Pump House is portrayed in Antiques, collected

from all parts of the United States. The building itself is from two old barns dismantled piece by piece and delivered to Daytona Beach from Massachusetts and Wisconsin.

When you are ready to sit down to dinner, Mr. Schrease, the head Maître d' will guide you to your table and present your leather bound menus, where you may choose from a variety of delicious morsels. If by chance, you order a New York steak or Filet Mignon it will be broiled to perfection over an open hearth grill, visible from your table. Perhaps you prefer sea food with steak, if so, try their mouthwatering *steak and lobster for a change*.

For the salad bar, you, yourself conjure up your own creation in an ice cold salad bowl. With your salad, you are served a small loaf of fresh baked bread, still warm from the oven and a bowl of soft whipped butter. For the connoisseur of fine wines, the Pump House has an extensive wine list for

every dinner and taste. For dessert, you may want something different, like Crepe Suzette, or Peaches Flambé; both prepared and served at your table with blazing liquor to add flavor and delight to the elegance. After dining, a trip upstairs to the piano bar is a must. Harry De Sillas, at the piano, will play your favorite tune from way back when or even do a little up-date number. While you are enjoying the music in the piano bar, you might want to try the house drink, a Jackalope Punch which the house rules state can only be served to you twice at one sitting.

The atmosphere at the Pump House East is friendly and cordial and the prices are quite reasonable considering the quality and quantity of the dinner and service that was afforded to you for a nights outing in Daytona Beach.

Speaker of the House Carl Albert, Secretary of Transportation Claude S. Brinegar said that since energy problems could have a significant impact on civil aviation activity, "we have concluded that it would be inappropriate to submit legislative proposals until we understand these near-term issues more clearly. We will continue our analysis with the aim of submitting legislation to the Congress as soon as it appears appropriate to do so."

The Airport and Airway Development and Revenue Act of 1970 directed the Secretary of Transportation to determine the costs of the Federal airport and airway system, as well as how the costs should be allocated among the users of the system.

equipment in the best hands were ready, willing, and able. "Yes," thought the boss, "Ace cracked the nut, but all of us helped make that sale. And if one of us—any one of us—falls down on the job, the customer, nut or not, won't give us another chance to sell him."

Because of the potential impact of the nation's energy problems on aviation, the U.S. Department of Transportation will delay sending to Congress any legislative proposals for a greater degree of recovery of the costs of the Federal airport and airway system from civil aviation users.

In letters sent to Vice President Gerald Ford and

MANAGEMENT COMMENTS

"I made the sale, boss! I finally sold the Jones Company our complete line."

"Well done, Ace," commended the boss. "Jones is a hard nut to crack."

Ace smiled, "I cracked him!" When Ace left, the boss thought, "We all cracked him. We all helped make that sale."

And so they had. For while Ace had called on the customer repeatedly, he was not alone in his efforts. Everyone in the firm helped make that sale possible.

The switchboard operator set up the appointment in a friendly, courteous voice...The sales clerk typed the order quickly, correctly...The purchasing agent and the inventory control office made certain everything was on hand to process the order...The factory people put it all together promptly, properly, efficiently...Warehouse personnel wrapped, packaged, and stored it until it was ready for delivery...Shipping made sure it was delivered as promised, in perfect condition.

Then, the credit department and accounts receivable billed the customer promptly, accurately...Filing kept track of the entire transaction...And the boss and his supervisors directed the activities of each department to make certain the proper

APPETITUDE TEST ANSWERS

1. The two men do not play chess with each other.
2. Noah brought animals aboard the Ark, not Moses.
3. No one could have known the year was 439 BC if Christ had not been born yet.
4. The match.
5. Survivors would not be buried.
6. $99 + 9/9 = 100$.
7. The bottle is empty so the dime could not be inside.

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College Thru The Tube

By John Christ

Five midwestern state universities have established a joint educational institution which will produce multi-media college courses people can take for credit in their own homes.

Known as the University of Mid-America (UMA), the school was incorporated in Nebraska in late July through the combined efforts of the University of Nebraska, the University of Kansas, Kansas State University, Iowa State University, and the University of Missouri.

Initial plans call for the development of approximately 55 courses in general education, vocational and some specific major fields. Eventually, 40 to 45 of the courses will provide the equivalent to the first two years of a regular undergraduate education, while the rest of the courses will deal with advanced and special adult-education courses. Other schools will also be invited to join throughout the Midwest.

Courses will be developed for cooperating schools through UMA by the State University of Nebraska SUN Project, a pilot program developed over the last three years.

Each course is created by a team of professionals in education as well as the writing and technical end of television. This team will formulate the course and prepare programs and supplementary material. Persons wishing to take a course will arrange to do so through the registrar at a cooperating university. They will be mailed text and supplementary printed and tape cassette materials and be expected to watch the television course. A UMA faculty member in charge of the course will receive test materials, pass out grades, and visit certain locations to which

students can report for personal contact or extra help. At the end of the course, credits will be awarded by the cooperating institution.

In Nebraska, courses are broadcast over the state educational television network. Plans for distribution of the course programs in the other states, which don't have similar education networks are still being worked out. A formal operational plan for UMA is targeted for January of next year.

UMA has submitted a proposal for funding to the Department of Health, Education and Welfare's National Institute of Education (NIE) under which NIE would provide money in decreasing amounts over the next five years, after which UMA hopes to be financially self-sufficient. According to Raymond Wormwood, a spokesman for NIE, the idea is being greeted with enthusiasm by the Institute, but the funding has been thrown into doubt because Congress appears ready to cut the NIE budget. Supplementary funding for specific courses is being sought from the National Endowment for the Humanities and other sources.

Tuition, another source of income, will be held at the same level of tuition at the cooperating universities. This fall in Nebraska, tuition will be \$18 per hour for those wishing to audit the courses—the same figures as resident tuition at the University of Nebraska. This two-tier tuition plan will have a third step for persons of low income, who will not be asked to pay full tuition. A formal plan for UMA tuition will be released by UMA Trustees next month.

The UMA project has been hailed as a major step forward in the establishing of regional "open learning" centers which will provide college-level education for area citizens. Initially UMA will supplement existing adult education programs, acting as the producer of courses and a consultant on operations at cooperating schools. But eventually the UMA may be educationally and financially self-sufficient—perhaps even granting degrees on its own once the initial five-year organizational period is completed.

WANTED

WRITERS

for this publication

DESCRIPTION: ANY EMERY RIDGLE STUDENT WISHING TO DEVOTE A FEW HOURS A WEEK WORKING ON THE STUDENT NEWSPAPER OF THE EMERY-RIDGLE AERONAUTICAL UNIVERSITY.

REQUIREMENTS: INITIATIVE AND WILLINGNESS TO DEVOTE A COUPLE OF HOURS PER WEEK.

EXPERIENCE: NOT A NECESSARY.

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NOTICE

NOTICE—Refund due students. During the fall add-drop period some students dropping classes with accompanying lab sessions were refunded only half of their lab fee. This was an error. Those students should contact the Registrar for the other half.

... And The Greatest of These Is Love



"I find this a very hard letter to write, because in all the time I have spent with AXA, the one thought that always comes back is... and the greatest of these is Love! Love is the only way I can express my feelings for the Fraternity. But then, who's the matter with that? It is through the love shown me by AXA that I have been able to grow in character. AXA has given me the cherished ability to understand and accept a fellow human being for what he is. Most of all, however, love as I have realized it from the Fraternity has given me the great opportunity of understanding myself.

words from a graduating Lambda Chi

Friendship, Fraternity

Lambda Chi Alpha
424 So. Ridgewood

Please feel free to stop by our house any time especially Friday evenings at 8:00.

FAA Studies Hazardous Material

Abord Aircraft

A nationwide survey of air carrier cargo manifests conducted by the FAA shows only about four percent of passenger flights carry materials classified as hazardous and less than two percent carry radioactive materials.

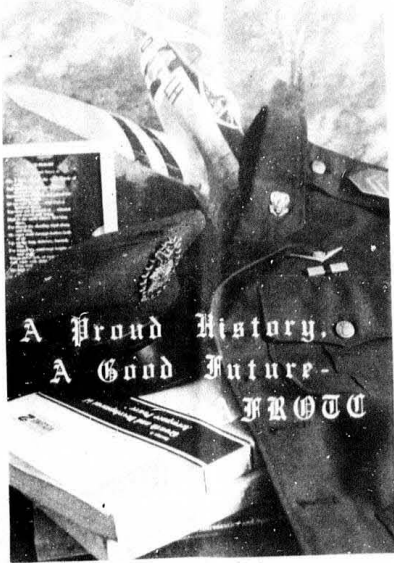
The survey of aircraft departures was conducted by FAA field inspectors on a system-wide basis throughout the US from January 1 to April 15, 1974. Approximately 150,000 individual cargo load manifests covering passenger flights were examined. This represented about 100 operators and about 400 airports.

The survey also provides data on the percentage of cargo-only departures that carried hazardous and/or radioactive materials. Of the almost 7,000 load manifests, involving 54 carriers, almost 24% had hazardous cargo

and just over 4% carried radioactive materials.

The survey gives the following percentages of hazardous and radioactive shipments carried by types of passenger aircraft: domestic/flag-4.2% and 1.9%; commercial operators-2.9% and .6%; supplemental air carriers-1.7% and .5%; and air taxis-2% and .05%. These result in an average of 3.8% with hazardous materials and 1.7% with radioactive shipments.

Last month, FAA published an evaluation of its hazardous materials program which revealed that shippers' non-compliance with regulations is the most single serious problem in hazardous materials transportation. FAA said that it has taken steps to meet this problem, especially by strengthening its inspection staff and substantially increasing the number of inspections.



By Don Collura

Have you ever flown 300 feet above ground level for several hours at a time? Have you ever flown 40-60 hours per week, covering 9000 square miles, in the same fashion? That's the kind of action happening now in the Civil Air Patrol. One of the area's CAP Squadrons, located at Ormond Beach, has a 'tire need for Mission Pilots (search pilots). To qualify as Mission Pilot you must possess a commercial pilots license and a minimum of 200 hours total time. No previous experience flying search patrol is necessary. If you don't qualify as Mission Pilot you can participate as search observer or ground support. The Ormond Beach Squadron owns a 1969 Cherokee 140. It's in beautiful condition and has a full IFR panel. A recently installed DF 88 supplements the aircraft's avionics package.

If you're a licensed pilot, you can rent this Cherokee for \$10 per hour wet! Or buy a ten

hour block and receive two hours free! Whenever a member goes on an official search mission, the USAF picks up the tab on total operating costs.

You do not have to participate in any search missions to rent the units' aircraft.

Air Force ROTC Cadet Major Joe Wisniewski is the Squadron Commander. Joe runs the CAP Squadron in an informal but professional manner. He takes his work seriously and says, "It's awfully difficult running these search missions with only a handful of qualified personnel. What we need are new members to give us badly needed help."

So why don't you all come down to the ROTC trailer, Monday the 23rd at 6:00 PM, to speak to Joe and his crew. I'm sure it will be worth your time and effort.

Who knows? Someday you might find yourself down in a swamp and you'll be grateful for that Civil Air Patrol aircraft flying overhead!

ROTC NEWS

Once...Now

By Dan Rothwell

*Once rain whispered softly through tree tops
Once clouds were dragons puffing smoke
Once stars were agl's candles lighting heaven
Once a brook sang softly of love and joy
Once is now the past...*

*Now the rain is damp, cold, and lonely
Now clouds are veils of trouble and woe
Now stars are falling tears, shining other's joy
Now brooks are just obstacles in life*

Why won't Once forever last ???

*"I See, But To You
I Say....."*

By James Garrett

*I look at your dark eyes,
Your laughing cheeks,
The soft hair, falling around your shoulders,
The sway of your hips as you walk,
And I say to myself, "How proud I am of you!"
But to you I say, "Keep your shoulders back Honey!"*

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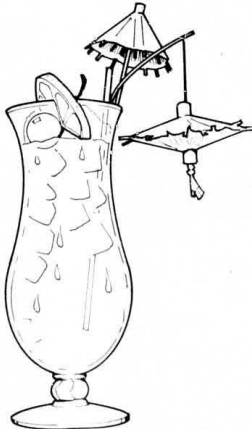
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HOLIDAY INN MARCO POLO
192 & US 1
ORMOND BEACH

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PIT STOP LOUNGE
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DAYTONA BEACH

Gas Buggy
GAS BUGGY LOUNGE
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1702 N. RIDGEWOOD AVENUE
HOLLY HILL



"Home of the Hisacane - Hericane"



"GIBBERISH!"

remarked Howard, when asked what he thought about insurance. "I've got enough on my mind—like luscious Lois." Wrong, Howard. If luscious Lois is going to be part of your life, insurance should be, too. And the best time to invest in a policy is now. While you're young and in good health, it'll cost a lot less.

Wondering about your financial future can be a drag—until you figure out what to do about it. That's where we can help. Phone or write us today and take advantage of being young.

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PARACHUTE CLUB

Dave Gregar, an old pro with 275 jumps, received the Star Crest Award. The Star Crest Award is given to individuals who have formed a star-shaped formation consisting of at least eight persons. Dave took part in the formation of a ten man star from an altitude of 12,000 feet.

Any students that couldn't make it to the introductory meeting, but would like to jump are urged to call 252-1328 and ask for Bill Murray or Andy Reyling.

The Embry-Riddle Sport Parachute Club is growing all the time with many new students making their first jumps and free falls. Last weekend five student parachutists took that long step out of an airplane. Making their first jumps were: Arthur Vano, Harry Alley, Jack Cordner, Susan Oldroyd, and Linda Mayberry.

With only two weekends of experience, two students made their first freefalls. Jumping off into the "cool blue" were Stewart White and Tracy Hish.

ERAU SPORTS

life & breath tennis tournament

DONATION \$2.50

(Entry Fee)

DATES AND DEADLINES

The final tournament will be held October 19 & 20. The deadline for entries for preliminaries will be October 1, 1974.

RULES AND REGULATIONS

Preliminaries will consist of a round robin played in each age group. The winners and runners-up in each singles group will advance to the big tournament played between the 9 different clubs. Doubles winners will also advance.

DATE Play Begins Thursday 3 October

PLACE EMBRY-Riddle Tennis Courts (Round Robin)

Singles & Doubles

Men -17-19 years of age

Women -17-19 years of age

Men -50 and over

DIVISIONS

See C.A. Brown Rm. N-106 for entry blanks

For more information call

**THE AMERICAN LUNG ASSOCIATION, SPACEPORT AREA
255-6447**



NOTICE

CLASS RINGS ARE ON SALE AT THE SGA OFFICE FOR THE REST OF THE TRIMESTER

GIRLS OF THE WEEK



A little observation shows Embry-Riddle still number one.

ARCHERY CLUB MEETING

A meeting is scheduled for 7:30 PM on the 26th of September at the Daytona Archery Lanes. Officers will be elected and events of the coming year discussed. You don't have to know how to shoot to join, and you don't have to own a bow.

Anyone not able to make the meeting, contact John W. Shank at 258-5848 or Box 4313 for information.

Fencer's Elect Officers

By Jack Sprankle

Elections were held and results calculated for new '74-'75 fencing officers. Warren Lucus was chosen as captain of the varsity team and Jack Sprankle was voted as club president. Each will have specific duties involving Amateur Fencers League of America (AFLA), and the Florida Interscholastic Fencing Association (FIFA).

Jack Sprankle has also been appointed by Mr. Bakst, ERAU fencing coach, to become a member of the AFLA Executive Committee and to represent Embry-Riddle. The committee discusses new fencing rules and future events to be held. Committee discussions are held at various times throughout the year in Ocala.

Another member of the team will be appointed as an armorer. His duties will consist of the handling and repairing of all equipment.

Mr. Bakst and his foilers plan to promote fencing around campus by various exhibitions and demonstrations. Also, everyone is invited to attend any practice sessions on Mondays, Wednesdays and Fridays from 4 PM to 6 PM.

Fencing is one of the world's oldest sports and is increasingly

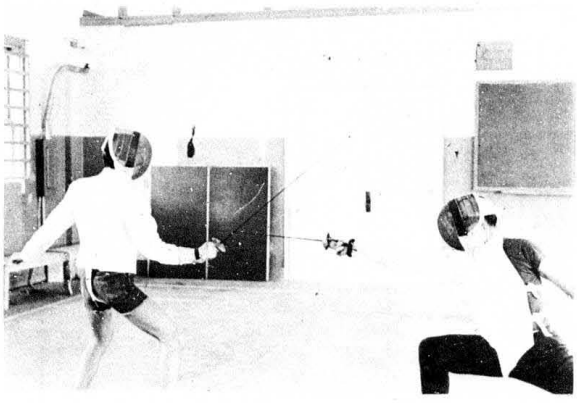
growing in popularity. This ancient sport, which began in Europe, is now offered in colleges and high schools throughout the world.

Practice has already begun for the September 28th tournament in Ocala. This season will again take Embry-Riddle fencers to various colleges, such as Miami-Dade in Miami, Brevard in Cocoa Beach, Ocala, Tampa and Tallahassee. Also this season ERAU will be hosting their first tournament at Daytona Beach Community College in November.

New electrical equipment will be purchased to aid in future events. Equipment will include foils, epees, metallic jackets, fencing strip and other items.

After a victorious season last year in winning three trophies the foilers are anticipating another conquering season.

Some eager students have already joined the team and are progressing rapidly in footwork and other fencing techniques. So come join one of the world's oldest sports every Monday, Wednesday and Friday from 4 PM until 6 PM at Building 3 (down the hall from the Infirmary) and be on a winning team.



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WED.	LASAGNA	1.59
THUR.	SPAGHETTI	.99

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FAA Tour Deemed "Success"

By Craig Hildebrandt

The FAA trip headed by instructors Bob Miller and Pete Moyer over the trimester break is at an end. Briefly, the FAA gave the University funds to cover a trip in four Skyhawks with nine students and two instructors. This is the first of such grants from the FAA and was on an experimental basis.

The trip took them to Washington DC and Atlantic City. In these travels about DC they saw Washington Center, the latest in traffic control radar. The systems use automatic ground speed and altitude reporting. On a tour to 800 Independence Avenue they saw a ATC complex with the ability to handle any two ATC centers

in the United States in times of local failure. Two other side trips were to the Smithsonian Institute and Patent Office. After seeing some of the ways of ATC all four flights filed IFR and headed for Atlantic City to

the NAFECT center. NAFECT is the leader in aviation studies such as wake turbulence, VASI systems, ILS systems, etc. Here they had a chance to view the components for Category II and III approaches and a new microwave landing system. Also based there are a small fleet of aircraft used for checking the airways and FAA traffic systems. They use a Convair 440 and 880, a Gulfstream I and a DC-3.

In the Atlantic City facility, they rate the effectiveness and authenticity of the simulators used in aviation today.

As far as the flying end of the trip, everyone got his fill of the deal. Daytona Beach to Washington was VFR, but the remainder of the trip was flown IFR in order to use the systems of ATC which they had seen in Washington.

A general opinion of the students was that the FAA is really interested in helping the pilots today. The FAA shows some concern for the flyers themselves.

All in all, Pete Moyer and Bob Miller feels that the trip went well and the prospects of future grants are good. The nine students who made the trip were:

- Anthony Kiggins
- Rick Nelson "Grog"
- Brad Sandy
- Dennis Landry
- Wayne Lane
- Jan Ketelsen
- Dennis Hall
- Paul Digeamato
- Doug Ward

Your ability to go on such flights depends on your motivation and attitude in your flight courses. Generally if you have a private license or better, you have a chance to go. You'll be learning something just about 24 hours a day during such a trip.



Cultural Survival

You have just received word (supported by all of the major governmental and scientific agencies in the world) that Earth is on a collision with a wandering space body. The collision is expected to be a total disaster. Preparations are under way to prepare a space survival unit which will move by space vehicle to an apparently inhabitable portion of the surface of another planet. The space party is now being chosen. There are to be five young men, five young women, and five children of school age selected for the journey. The adults are to be selected for their varied skills and fields of expertise. They will have a strong practical and scientific orientation and would probably be considered techni-

cal experts in 25 or more different fields. The children are to be chosen for their talents and natural abilities.

You have been given the task of helping to select the written materials which will be placed on microfilm and taken in the survival unit. Figuring an average of 400 pages per volume it will be possible for them to take 25 books (on microfilm) on their journey. These books will serve as the intellectual source for the continuance and/or improvement of our culture and society for coming generations in the new world.

What are the twenty-five books that you would pick to accompany this expedition?

"Special" Category For Amateur Built Aircraft

A proposed rule that would establish a new "special" airworthiness category for amateur built (custom-built) aircraft was announced by the Federal Aviation Administration.

Also covered by the new special category would be aircraft used in (1) exhibition and air racing, (2) market and sales activities by manufacturers, and (3) research activities not related to aircraft development. All of these aircraft presently are certified in the experimental category.

Under the proposal, the experimental classification would be limited in the future to aircraft actually engaged in experimental operations. Included in the definition of such operations are (1) flight testing of new aircraft design concepts or other flights related to aircraft development, (2) flight tests or other operations to show compliance with Federal Aviation Regulations, and (3) flight training of crew members to qualify them for experimental work.

The proposed rule would not be applied retroactively to amateur-built aircraft already certificated in the experimental category. Owners could retain the experimental certificates unless they choose to qualify for a new special certificate.

Provision also is made in the proposal for a two-year grace period following adoption of the final rule to accommodate persons presently involved in building and certificating their own airplane in accordance with existing regulations. During that period, they could apply for and receive an experimental certificate.

A major provision of the proposal is that the special certificates would remain in effect for an indefinite period provided aircraft were maintained in accordance with appropriate regulations and not subjected to major modifications. This would be true for the special certificates issued to custom-built aircraft as well as those issued to aircraft used for exhibition and air racing and for research activities not related to aircraft development.

The only exception would be the special certificates granted aircraft used for marketing and sales activities. They would have a one-year duration since aircraft normally are used for this purpose for a limited time only.

Experimental certificates, including those issued to amateur built aircraft under the grandfather provisions of the proposal, would continue for a one year duration. Owners would have to revalidate their certificates every year.

The proposal would continue the definition of a custom or amateur built aircraft as one where the major portion "has been fabricated and assembled by persons...solely for their own education and recreation." However, to decrease the uncertainty as to whether an aircraft qualifies for certification as "custom built," the proposal includes a listing of manufactured items that may be used such as propellers, wheels, instruments and brakes. "Before a custom built aircraft could receive a special certificate, it would have to complete 40 to 60 hours of flight tests, depending on the kind of engine installed. It also would have to pass an FAA safety inspection to assure that it has no hazardous features or characteristics.

An owner/operator manual also would be required for custom built aircraft. The manual would include specific data on the fundamental operation and maintenance requirements of the aircraft.

Additionally, the aircraft would have to be placarded to inform passengers and others of its special status and of any restrictions on acrobatic flight. Among such restrictions is the fact that acrobatic flight may not be performed with passengers on board.

Comments on the FAA's Notice of Proposed Rule Making (Notice No. 74-29; Docket No. 13954) should be addressed to FAA, Office of Chief Counsel, Rules Docket, AGC-24, 800 Independence Avenue, SW, Washington DC 20591. Deadline for comments is November 6, 1974.

CAPSULE COURSES

The high school graduating class of 1974 will be the largest in history, over three million students, estimates the US Office of Education.

The "World's First Anti-Intellectual Film Roundup" held at the University of Illinois offered the calculatedly banal triple feature "Reform School Girl" (Starring Ed "Kookie" Byrnes), "Dragstrip Girl" and "Sorority Girl."

Wayne State University has begun a 24-hour program of campus police surveillance by television. The cameras, mounted high on campus buildings, can be rotated and zoomed in on potential trouble at the command of an officer in the campus security headquarters.

The student newspaper at the Stevens Institute of Technology (NJ) has revealed the existence of a secret "blue book" containing dorm resident assistant's comments on individual freshmen. The newspaper reports that the book is circulated within the administration and contains RA's unchallenged evaluations of personal characteristics with notations such as "really strange" or "drinks a lot." Women have surpassed men in average law school admissions test scores, according to American Bar Assn., figures. And the U of California-Berkeley reports that women graduate students who in 1962 had a dropout rate double that of male grad students, now equal men in the percentage of students completing their advanced degrees.

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Cessna 172	\$18/hour								
Cessna 150 (IFR)	\$16/hour								
Cherokee 180 (IFR)	\$18/hour								
Apache	\$40/hour								
<p>PILOT SUPPLIES</p> <p>MAINTENANCE</p> <p>AVIONICS</p>	<p>Books, Charts, Head Sets, Jewelry, Sunglasses, and Calculators (on sale from \$15.00 and up)</p> <p>Aircraft maintenance all makes. Largest parts stock in the area. Sales and Service Center opening soon.</p>								

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A Platform Of Involvement

I'm 24 years old and a senior here at Embry-Riddle. This is my fourth trimester here so I'm very aware of the problems and benefits students are subjected to!

To all my fellow students I ask for your vote. I fully realize the importance of the Presidency of the SGA and I am prepared to carry out all the duties of the office to the best of my abilities.

If elected, I would never forget who placed me in the office and I would always be directly responsible to every individual student.

During the past week I have spoken to many of you individually and until elections I'll continue to do the same. I want to stress if you, the student wants CONCERNED HONEST LEADERSHIP I pledge my service to you.



ANDREW H. DYNFUL

Andy Dyndul For President

- MEMBER — Faculty Committee on Media Resources
 — Embry-Riddle Veteran's Association
 — Volunteer Member - SGA Social Functions
- MATH TUTOR and STUDENT INSTRUCTOR

- Reorganize SGA Office
- Investigate Distribution Of Lab Fees
- Immediate Expansion Of Library
- Investigate Structure Of Phoenix
- Improve Coordination And Communication Between Students

Provide Well Planned, Coordinated Social Functions

Structure SGA To Aid And Benefit Every Student



STAN BARTLETT

Stan Bartlett For Vice-President

- SGA — Senator
 — Vice President
 — Acting President
- MEMBER — Academic Policies Committee
 — Athletic Policies Committee
 — Administrative Council
- CAPTAIN — Embry-Riddle Golf Team

1974 FALL ELECTION ROUNDUP

I came to Embry-Riddle in January of 1971, enrolling in the Aviation Maintenance Management and A&P programs concurrently. Under the combined Aeronautical Studies program I received my A&P in June 1973 and my Private Certificate in September of the same year.

I am going to help give the A&P Division more support and representation on campus. I would also like to see more social functions and more and different ways for the students of this University to become involved in the Embry-Riddle community. I think it is important to end the increasing apathy on campus.

I feel that in the years I have spent on this campus have made me aware of many problems and I will be able to represent the students in the AMM and A&P programs effectively by working to the best of my ability.



FREDE EVANS

Bob Meddaugh For Senate

My name is Bob Meddaugh and I'm a senior in Aviation Management and am running for Senator. I would like to acquaint you with the reasons why I would like to represent you in the Student Government Association.

My platform is honesty (something you don't see much of in politics any more.) What I mean by honesty is that I can't stand in front of the student body and say elect me and I'll get 24 hour visitation in the dorm, better food on campus, or lower tuition. Realistically, no one candidate can get these things for the students so you

won't hear me say that I will. What I will do is make the best effort that I can in getting the student's views heard and implemented.

But even if I am elected I can be only as good a Senator as you the students make me. I can't represent your views if I don't know what they are. So if elected, I will make myself easily accessible to hear what you have to say.

I thank you for taking the time to read this short article and hope you will give me your support in the upcoming Student Government Association elections on September 25th.

VEOLKER FOR SENATOR

I am a junior majoring in Aeronautical Studies. My participation as a member in the AFROTC program and my association as a student assistant with the University Admissions and Recruiting Departments has highlighted my awareness of student problems at Embry-Riddle.

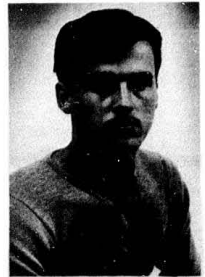
With this experience and background I desire to become your SGA Senate representative from the Aeronautical Studies program.

Certainly, there is much that can be done to improve the existing programs, facilities, and conditions for the students.

I believe that awareness of the problems combined with open and honest communications between students, faculty, and administrators will be necessary if your voice is to be heard, your ideas expressed and changes for progress made.

The Student Government Association can only be as effective as you make it. Your representation as an individual and as a class depends upon your support and your vote.

During the past year that I've been at Embry-Riddle, I have known both Andy Dyndul and Stan Bartlett and I fully support them for President and Vice President. I further encourage all other students to join me in voting for Andy and Stan.



SCOTT VEOLKER

A campus newspaper poll at the University of Alabama predicted that 96% of the students there would vote in the forthcoming student government elections. The prediction proved to be ultra-overly optimistic, but the 34% student vote turn-out was a record for elections there in recent years and an exceptional percentage for a large campus.

A Northwestern U student protested the high cost of education by paying her quarter's tuition with a grocery bag full of 1060 loose one-dollar bills.

\$1500-\$2500 cash bonus for one of these jobs.

Not everyone can get the jobs listed below. You must qualify for them. But, if you do, and successfully complete your training, you'll be paid a cash bonus.

The bonuses range from \$1500-\$2500, depending on the job. You'll be expected to serve a 4-year enlistment. But the bonus will be paid in a lump sum after your training. And most of the jobs are open to women.

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- Map Draftsman
- Radar Crewman
- Radar Mechanic
- Radio Mechanic
- Electronic Technician
- Telephone Repairman
- Tank Mechanic
- Electrical Plant Operator
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SPECIAL CLUB RATES and LOW PRICES

DICK LAIRD

Candidate For SGA President

No one doubts it's time for a change within the Student Government Association. After stumbling along for several years working within the framework of a high school social club, Embry-Riddle has outgrown sock hops, picnics on Wednesday afternoon at 3:30, junior proms, and Saturday morning car washes.

With the charges on everything else connected with the school going up so drastically my eleven dollars plucked from me by the SGA every trimester is meaning more and more to

me. The Student Government should SERVE the individual student and provide something tangible for the majority. With little or no expense, services such as housing referral for new students and dorm life improvements could be initiated. What's more, the A&P students have been forced to organize their own activities because the Student Government has ignored them completely. This is absurd — they aren't step-children they pay SGA fees too! Next Wednesday, vote for reality — not for more of the same.



DICK LAIRD

TOM BLAS Candidate For SGA Vice-President

There comes a time when every person wakes up to the reality that it's time for a change. But most people are afraid of change. They turn their back to it. There is a feeling that "things will work out."

Well, the time for a change has arrived, and I know Embry-Riddle students will not ignore it!

In my five trimesters at Embry-Riddle the rumblings for change have grown louder. Students have cried out for change in all aspects of this University.

By far the loudest of these cries have centered around the leadership of the Student Government Association. I hope to offer such a change.

I am tired of SGA officers who monetarily support their own special interest activities. SGA officers who without investigation, wish to deprive the majority of the students of services such as our yearbook, the Phoenix, officers who advocate cutting funds to the Avion and the pegasus — three publications

that are enjoyed by most students.

We have other problems which could be solved by a strong SGA. For example, most universities keep their book store open longer during the first two weeks of classes. During this same period the cashier's offices aren't run by bankers hours either. If elected I hope to find out why these practices can't be changed to benefit the students.

Another important issue is the office hours and accessibility of the SGA officers.

One other program I would hope to initiate is a "Housing Referral Service" for both new and continuing students.

Finally, I would like to point out that the date of my graduation is December 1975. So I will be answerable for all that goes on during my stay in office. I know Embry-Riddle students want a change. Now I'm offering you a chance!



TOM BLAS

Byron Purdum Candidate FOR SENATOR



BRYON PURDUM

I'm running for Senator representing Air Science this Trimester to try to get an air meet program off the ground. Those of you who were here last year remember me from our intramural air meet in the fall. I have been helping push a flying team effort for NIFA competition since the spring of 1973. It's a worthwhile program that a majority of the students may participate in.

I have been enrolled in the Air Science program at Embry-Riddle Aeronautical U since 1971 and am presently a senior. I also work as a flight instructor with Embry-Riddle, so I am in constant contact with the flight programs that we enroll in. In my freshman year I lived in Dorm 1 and presently live off-campus giving me experience in both areas and their problems.

My main concern now is to get more government to the students. Let them decide what they've already paid for.

VOTE
V O T E
VOTE
Wednesday
September
25



TWO POLLS
Academic Complex
Student Center
8:00 - 4:00

Some Candidates
Get It
Some Don't
Be Sure Then
Vote

COMING OF AGE

If it is true — as the statistics are beginning to show — that we are rapidly becoming a nation of middle-aged to older people and that the youth culture will one day be overwhelmed by mere force of numbers, it is high time that we concentrated more of our energies on understanding the problems of the aging in an urban technological society so that their lives may be useful and valuable not only to them but to the whole society. There are 20 million aged today (and the number keeps growing) who deserve to be treated as more than a "contentious minority."

A conviction of this sort was in the minds of a group at Eastern Michigan University, in cooperation with Genesee, Jackson, Monroe and Washtenaw Community Colleges, who were awarded a grant from the Public Programs Division of NEH to plan a one-year Consortium on Gerontology under the direction of Dr. Walter G. Moss, assistant professor of history at Eastern Michigan. The proposal developed from a four-month effort by community representatives, faculty and administrators in the compact area served by the five institutions named above. While the topic was of concern to the organizations and groups represented in the preliminary planning sessions, the new ingredient in the mix was the use of a wide array of humanists and their disciplines to consider the problems of growing old and facing death.

With the nearby Institute of Gerontology acting as advisor, a group of 20 faculty members from the humanities and social sciences were recruited to share their knowledge and experience with those of the other adult participants in the program. Through devices such as reading poetry and plays, seminars, short lectures, film presentations followed by discussion and the like, the groups addressed the problems of aging in the face of the overwhelming emphasis on youth in our country, how the aged have been viewed in literature, how society can best utilize the talents and abilities of senior citizens, and what alternate religious and philosophical approaches exist to face death.

The program was designed for and attracted audiences living in the vicinity of the various community colleges; they ranged from teenagers to the elderly and took place in many locations throughout the area — on the college campuses, as well as in churches, community centers, retirement homes, senior citizens centers and civic clubs.

The Consortium had a three-pronged approach to its mission: a tryout period involving various kinds of presentation before limited audiences and the preparation and distribution of a Humanities Resource Guide (listing audio-visual materials and works of literature, history, religion, philosophy, anthropology and sociology dealing with old age and death); a broadening and expansion of successful formats to reach larger audiences by drawing in local organizations; a culminating regional inter-generational conference to summarize and analyze each of the themes, and preparation of a booklet, *Humanistic Perspectives on Aging*.

The program reached directly 2,000 different adults and a much larger audience through cable television, radio shows, newspaper accounts, and the dissemination of the annotated bibliographies. These varied activities have stimulated local interest in the problems of aging and the aged.

As a result of this program, experimental in its approach and exemplary in its dissemination, it is hoped that social and individual options will be gradually broadened. Aging adults should not be left to die on a lonely plateau of uselessness and rejection but their talents should be sharpened and used for the enrichment of all people. As Simone De Beauvoir says in her book, *The Coming of Age*, "The true test of a society is how it treats its old."

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Humanizing The Human

Editor's Note: The following article originally appeared as a guest column in the Birmingham News.

By Sam R. Girgas
Assistant Professor of American Studies and English
University of Alabama

We are born. We die. And in between we often are lost. "Man," wrote Alexis de Tocqueville, "springs out of nothing, crosses time, and disappears forever in the bosom of God; he is seen but for a moment, wandering on the verge of two abysses, and there he is lost."

Blaise Pascal, the brilliant scientist and defender of Christian faith, wrote two hundred years earlier, "When I consider the brief span that I fill, or even see, engulfed in the infinite immensity of spaces which I know not, and which know not me, I am afraid, and wonder to see myself here rather than there; for there is no reason why I should be here rather than there, now rather than then."

Hemingway, I think, captures this same sense of awe and fear when he talks about the night. "I know," he wrote in "A Farewell to Arms," "That the night is not the same as the day. That all things day, because they do not then exist, and the night can be a dreadful time for lonely people once their loneliness has started."

The humanities, I believe, are about this sense of night at the center of our existence. They emerge out of what literary critic George Steiner calls "radical wonder" over the meaning of man's existence and his moment on earth.

When this sense of wonder, awe, fear and trepidation in the face of human existence dissipates, then the humanities become irrelevant. The seats go vacant in the back of the classroom.

The students clamor for the courses with the answers; they go to models of many they believe to be adaptable to multiple choice answers of A, B, C or all of the above. The tendency in this situation is to attempt to humanize them whether they like it or not. But it won't work that way. Not anymore.

We used to believe that the humanities humanize. But it's the other way around. The humanities emerge out of excitement over and a sensitivity of the human experience itself.

The events of the century of mass thought and mass production, climaxing in concentration camps, the Vietnam War and the crisis of our own political institutions, have shattered the illusion that the humanities will tickle and lure the demon from the human breast.

Accordingly, the current attempt on campuses around the country by some of our most important educators to revivify humanistic studies by going back to the 1950's will fail.

Like "the meek members of the resurrection" in Emily Dickinson's poem, such humanists have reappeared on the pages of popular journals calling for a return to approaches and programs that helped cause the campus disorder in the first place.

In a way, today's campus is something like a graveyard, haunted by the ghost-like presence of this Old Guard and the silence that was once filled with student appeals for a new kind of higher education.

The central question, then, for those of us in the humanities concerns the way in which we shall try to fill this current void.

If we simply reinstitutionalize the humanities along old lines and forms that already went through one period of failure, if we try to intimidate our students into loving the studies that we as teachers love, we will only succeed in further alienating another generation from a cultural tradition and a humanistic attitude they and the world desperately need.

Without excusing those students of a few years ago for any of their extremes, we can safely say that the needs they expressed and many of the changes they called for still demand our attention.

At the same time, most of us who are serious about higher education also share traditional concerns for intellectual discipline and precision, for values emphasizing personal achievement, for awakening students to the learning and literature of a usable past. Like Sidney Hoke I also want my students to be able to make intellectual distinctions, to be capable of mature judgments and decisions, and to communicate. Amidst the current silence and quiet on the campus, we now have the opportunity to exert fresh leadership and to seek another direction.

"There are two ways," wrote Soren Kierkegaard, "one is to suffer; the other is to become a professor of the fact that another suffers."

But it is not necessary to go to this 19th century Danish philosopher for a tradition from which to ace the future as teachers of the humanities. We can go back to our own history with Emerson and Thoreau, two men as American as Tuscaloosa and as brilliant as any generation of Yale Ph.D.'s.

Emerson believed that meaningful education began with our conception of man as original in himself. It was the destiny of the "American Scholar," he believed, to develop his originality into a symbol for all men.

He feared that without such a man-centered basis, students would be "parcelled out" and peddled out by education institutions as fractional man incapable of thinking of themselves as anything more than the functions they perform for society.

Thoreau, who incidentally once lost a teaching position for refusing to fog his students, turned Emerson's ideas into a program for life and action.

"You must get your living by loving," Thoreau said.

For both Thoreau and Emerson the separation of living from loving made life dehumanizing. For those of us in the humanities, the continued separation of learning from both living and loving will make all our attempts to revive humanistic studies moribund.

FAA Looks Into

Engines Animals

The Federal Aviation Administration of the US Department of Transportation has funded a \$1,653,120 study to determine if turbine engine emissions increase with the extended use of the engines.

In the study, which will be done by the Northern Research and Engineering Corp. of Cambridge, Mass., turbine engines ranging from small ones used on business jets to large ones used on wide-bodied jets will be tested to learn whether exhaust emissions increase as their hours of use increase.

Results of the study will be used by FAA in formulating regulations to implement the Environmental Protection Agency's pollution control standards for aircraft engines in the 1978-1979 period. If the tests show the emission increases to be the result of wear on moving parts, for example, the regulations could require replacement of the parts at stated intervals throughout the useful life of the engine.

Awarding of the contract is the latest in a series of moves by the FAA to limit pollution caused by aircraft engines. Recent actions include limits on smoke emission from turbine engines, a ban on fuel venting from large jets, and studies to determine whether modification of piston engines to reduce emissions might affect safety.

New rules to improve the flight conditions under which pets and other animals are shipped by air have been adopted by the Federal Aviation Administration.

The rules, which apply to the shipment of animals in containers in an aircraft's cargo compartment, require the carrier to assure that the container is:

1. securely attached to the cargo compartment to prevent shifting;
2. protect by webbing, partition, or other means to prevent crushing or damage by other cargo under normally anticipated flight and ground conditions;
3. located in a manner that assures the animal container ventilation areas are not obstructed.

The FAA action follows recommendations made by the House Committee on Government Operations in a report entitled, "Problems in Air Shipment of Domestic Animals," (House Report 93-746, Dec. 21, 1973). The committee recommended a broad interagency effort by the Department of Agriculture, Civil Aeronautics Board and FAA to develop improvements in animal shipments. FAA also is participating in the CAB's current investigation into rules and practices relating to the acceptance and carriage of live animals in air transportation.

NFL Brings Turmoil To Married Households

National Football Conference

GREEN BAY		LOS ANGELES		MINNESOTA		CHICAGO		WASHINGTON		SAN FRANCISCO	
S 22	at Baltimore	S 22	NEW ORLEANS	S 22	at Detroit	S 22	NEW YORK JETS	S 22	ST LOUIS	S 22	at Atlanta
S 29	DETROIT	S 29	at New England	S 29	CHICAGO	S 29	at Minnesota	S 29	DENVER	S 29	DETROIT
O 6	BUFFALO	O 6	DETROIT	O 6	at Dallas	O 6	NEW ORLEANS	O 6	at Cincinnati	O 6	ST LOUIS
O 13	LOS ANGELES	O 13	at Green Bay	O 13	HOUSTON	O 13	at Atlanta	O 13	MIAMI	O 14	at Detroit
O 21	at Chicago	O 20	SAN FRANCISCO	O 20	DETROIT	O 21	GREEN BAY	O 20	NY GIANTS	O 20	at Los Angeles
O 27	at Detroit	O 27	at New York Jets	O 27	NEW ENGLAND	O 27	at Buffalo	O 27	at St. Louis	O 27	OAKLAND
N 3	WASHINGTON	N 4	at San Francisco	N 3	at Chicago	N 3	MINNESOTA	N 3	at Green Bay	N 4	LOS ANGELES
N 10	CHICAGO	N 10	ATLANTA	N 11	at St. Louis	N 10	at Green Bay	N 10	at Philadelphia	N 10	at Dallas
N 17	at Minnesota	N 17	at New Orleans	N 17	GREEN BAY	N 17	SAN FRANCISCO	N 17	DALLAS	N 17	at Chicago
N 24	SAN DIEGO	N 24	MINNESOTA	N 24	at Los Angeles	N 24	at Detroit	N 24	PHILADELPHIA	N 24	ATLANTA
D 1	at Philadelphia	D 1	at Atlanta	D 1	NEW ORLEANS	D 1	NEW YORK GIANTS	N 28	at Dallas	D 1	at Cleveland
D 8	at San Francisco	D 9	WASHINGTON	D 7	ATLANTA	D 8	at San Diego	D 9	at Los Angeles	D 8	GREEN BAY
D 15	at Atlanta	D 15	BUFFALO	D 14	at Kansas City	D 15	at Washington	D 15	CHICAGO	D 15	NEW ORLEANS

NEW ORLEANS		NEW YORK GIANTS		PHILADELPHIA		DALLAS		DETROIT		ATLANTA	
S 22	at Los Angeles	S 22	NEW ENGLAND	S 23	DALLAS	S 23	at Philadelphia	S 22	MINNESOTA	S 22	SAN FRANCISCO
S 29	ATLANTA	S 29	at Dallas	S 29	BALTIMORE	S 29	NEW YORK GIANTS	S 29	at Green Bay	S 29	at New Orleans
O 6	at Chicago	O 6	ATLANTA	O 6	at San Diego	O 6	MINNESOTA	O 6	at Los Angeles	O 6	at New York Giants
O 13	at Denver	O 13	at Philadelphia	O 13	New York Giants	O 13	at St. Louis	O 13	SAN FRANCISCO	O 13	CHICAGO
O 20	at Atlanta	O 20	at Washington	O 20	at Dallas	O 20	PHILADELPHIA	O 20	at Minnesota	O 20	NEW ORLEANS
O 27	PHILADELPHIA	O 27	DALLAS	O 27	at New Orleans	O 27	at New York Giants	O 27	GREEN BAY	O 27	Pittsburgh
N 3	at Detroit	N 3	at Kansas City	N 3	at Pittsburgh	N 3	ST. LOUIS	N 3	NEW ORLEANS	N 3	at Miami
N 10	Miami	N 10	NEW YORK JETS	N 10	WASHINGTON	N 10	SAN FRANCISCO	N 10	at Oakland	N 10	at Los Angeles
N 17	LOS ANGELES	N 17	at Detroit	N 17	ST LOUIS	N 17	at Washington	N 17	New York Giants	N 17	BALTIMORE
N 25	PITTSBURGH	N 24	ST LOUIS	N 24	at Washington	N 24	at Houston	N 24	CHICAGO	N 24	at San Francisco
D 1	at Minnesota	D 1	at Chicago	D 1	GREEN BAY	D 1	at Cincinnati	N 28	DENVER	D 1	LOS ANGELES
D 8	ST LOUIS	D 8	PHILADELPHIA	D 8	at New York Giants	D 7	CLEVELAND	D 8	at Cincinnati	D 7	at Minnesota
D 15	at San Francisco	D 15	at St. Louis	D 15	DETROIT	D 14	at Oakland	D 15	at Philadelphia	D 15	GREEN BAY

American Football Conference

OAKLAND		NEW YORK JETS		MIAMI		BUFFALO		CLEVELAND		CINCINNATI	
S 22	KANSAS CITY	S 22	at Chicago	S 22	at Buffalo	S 22	MIAMI	S 22	HOUSTON	S 22	SAN DIEGO
S 29	at Pittsburgh	S 29	at Buffalo	S 29	at San Diego	S 29	NEW YORK JETS	S 29	at St. Louis	S 29	at San Francisco
O 6	at Cleveland	O 7	at Miami	O 7	NEW YORK JETS	O 6	at Green Bay	O 6	Oakland	O 5	Washington
O 13	SAN DIEGO	O 13	NEW ENGLAND	O 13	at Washington	O 13	at Baltimore	O 13	Cincinnati	O 13	at Cleveland
O 20	CINCINNATI	O 20	BALTIMORE	O 20	KANSAS CITY	O 20	NEW ENGLAND	O 20	at Pittsburgh	O 20	at Oakland
O 27	at San Francisco	O 27	LOS ANGELES	O 27	BALTIMORE	O 27	CHICAGO	O 27	DENVER	O 27	HOUSTON
N 3	at Denver	N 3	HOUSTON	N 3	ATLANTA	N 3	at New England	N 3	at San Diego	N 3	at Baltimore
N 10	DETROIT	N 10	at New York Giants	N 10	at New Orleans	N 10	HOUSTON	N 10	at New England	N 10	PITTSBURGH
N 17	at San Diego	N 17	at New England	N 17	BUFFALO	N 17	at Miami	N 17	PITTSBURGH	N 17	at Houston
N 24	DENVER	N 24	MIAMI	N 24	at New York Jets	N 24	at Cleveland	N 24	BUFFALO	N 24	KANSAS CITY
D 1	NEW ENGLAND	D 1	SAN DIEGO	D 2	CINCINNATI	D 1	BALTIMORE	D 1	SAN FRANCISCO	D 2	at Miami
D 8	at Kansas City	D 8	BUFFALO	D 8	at Baltimore	D 8	at New York Jets	D 7	at Dallas	D 8	DETROIT
D 14	DALLAS	D 15	at Baltimore	D 15	NEW ENGLAND	D 15	at Los Angeles	D 15	at Houston	D 14	at Pittsburgh

BALTIMORE		PITTSBURGH		SAN DIEGO		DENVER		HOUSTON		KANSAS CITY	
S 22	GREEN BAY	S 22	at Denver	S 22	at Cincinnati	S 22	PITTSBURGH	S 22	at Cleveland	S 22	at Oakland
S 29	at Philadelphia	S 29	OAKLAND	S 29	MIAMI	S 30	at Washington	S 29	KANSAS CITY	S 29	at Houston
O 6	at New England	O 6	at Houston	O 6	PHILADELPHIA	O 6	at Kansas City	O 6	PITTSBURGH	O 6	DENVER
O 13	BUFFALO	O 13	at Kansas City	O 13	at Oakland	O 13	NEW ORLEANS	O 13	at Minnesota	O 13	PITTSBURGH
O 20	at New York Jets	O 20	CLEVELAND	O 20	at Denver	O 20	SAN DIEGO	O 20	ST. LOUIS	O 20	at Miami
O 27	at Cincinnati	O 27	ATLANTA	O 27	KANSAS CITY	O 27	at Cleveland	O 27	at Cincinnati	O 27	at San Diego
N 3	CINCINNATI	N 3	PHILADELPHIA	N 3	CLEVELAND	N 3	OAKLAND	N 3	at New York Jets	N 3	NEW GIANTS
N 10	DENVER	N 10	at Cincinnati	N 10	at Kansas City	N 10	at Baltimore	N 10	at Buffalo	N 10	SAN DIEGO
N 17	at Atlanta	N 17	at Cleveland	N 17	OAKLAND	N 18	KANSAS CITY	N 17	CINCINNATI	N 18	at Denver
N 24	NEW ENGLAND	N 25	at New Orleans	N 24	at Green Bay	N 24	at Oakland	N 24	DALLAS	N 24	at Cincinnati
D 1	at Buffalo	D 1	HOUSTON	D 1	at New York Jets	D 1	at Detroit	D 1	at Pittsburgh	D 1	at St. Louis
D 8	MIAMI	D 8	at New England	D 8	CHICAGO	D 8	HOUSTON	D 8	at Denver	D 8	OAKLAND
D 15	NEW YORK JETS	D 14	CINCINNATI	D 15	DENVER	D 15	at San Diego	D 15	CLEVELAND	D 14	MINNESOTA