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Co-op Student Works For Daytona Beach Regional Airport

By Kevin Ward

Students enrolled in the Co-operative Education program receive experience and credit for work related to their major. One such student is Rich Pelech an Aviation Management major working for the Daytona Beach Regional Airport operations office. "The experience is extremely valuable," Rich stated. "It can mean walking into a job after you graduate. The program gave me the chance to use the theories I learned in the classroom. I found some work and some don't."

Rich was one of three appli-

cants for the job, and the first to be chosen for a job at Daytona Beach Airport. He will be working until the summer 1975 trimester, when he will receive twelve credit hours for his experience. "I was doing the job on my first day in the office," says Rich. "I've been doing everything from operations to maintenance to administration. I would have to rate Mr. Wolf as an expert instructor. He's helping me quite a bit."

Students wishing to apply for the Co-operative Education Program should see Dean Sain. The student should be at least a junior and have at least a 2.0 grade point average.



An Embry-Riddle student ready to meet the challenge. Richard Pelech on the job, working as a cooperative education student at Daytona Beach Regional Airport. Rich is involved in all phases of airport management.



The Avion



EMBRY-RIDDLE AERONAUTICAL UNIVERSITY

VOLUME 18, NUMBER 7

Daytona Beach, Florida

FRIDAY, NOVEMBER 1, 1974

First Project Ahead Recipient Accepted At ERAU

The first Florida resident to enlist in the Project Ahead program is 19 year old John M. Gracey of Orlando. In campus ceremonies at Embry-Riddle he was accepted by President Jack Hunt, then was given the oath of enlistment by Lieutenant Colonel James R. Dismukes, Commander of Army Recruiting in Central and Northern Florida and Southern Georgia.

who must defer college for financial or other reasons," explained Colonel Dismukes. "For example, soldier students who enlist for three years will draw a minimum of \$12,000 to \$14,000 in base salary plus other benefits. In addition, they may receive up to 75% in tuition assistance and will be entitled to three years of GI Bill benefits."



John Gracey, Embry-Riddle's first Project Ahead recipient, is sworn in to the US Army by Lt. Col. James Dismukes. Ceremonies took place at the Gill Robb Wilson Complex last Friday.

The ceremonies took place at the Gill Robb Wilson complex Friday noon.

Admission into the Project Ahead program was a complete surprise to Mr. Gracey. He commented, "I didn't know such a program existed until I was informed by my recruiter that I had been accepted for it. I think it will be a real benefit." John is on the delayed entry option. He will report for basic training November 25th. John has enlisted for three years in the Aircraft Electrical Maintenance specialty.

Army Captain Steve Raho stated that the reason behind Project Ahead is that, "The Army is trying to increase enlistments. We feel that a man interested in college is a quality person." Captain Raho noted prior servicemen who re-enlist as well as those currently in the Army may also take advantage of the Project. Captain Raho is the coordinator for this area's Army recruiting efforts.

"This program has great built-in advantages for young people

★★★★★★

NOTICE

Sophomores, juniors and seniors who have not picked up their copies of the PHOENIX '74 yearbook, please pick them up soon. Due to the improved quality of this year's book many people have requested a copy. Of course, students have the first preference, but if you don't pick them up, we must assume you don't care. So we might as well give them to the people who do. The

PHOENIX may be picked up anytime between 8 AM and 5 PM Monday thru Friday in the Avion-Phoenix office in building 3 (down the hall from the Nurses's Office). Your co-operation will be appreciated. Freshmen who have inquired about receiving a copy of the '74 PHOENIX watch the AVION for information when they will be available.

Upward Bound Off To A Flying Start

UPWARD



BOUND

By John Dolwick

Using aviation as a stimulus, Upward Bound is helping disadvantaged high school students prepare for college. The program is fully funded by the US Department of Health, Education and Welfare. This area's Upward Bound program is hosted by Embry-Riddle and is conducting its first educational classes.

Sixty-five underprivileged high school juniors and seniors from Volusia County are enrolled in

this program. Each student selected has normal or above average intelligence, but lacks enough interest in school to make good grades. The intent of Upward Bound is to motivate these underachievers by introducing them to the exciting world of aviation. It is hoped that this enthusiasm will renew, in each student, a desire to learn.

The Upward Bound program is directed by an ERAU graduate, Mr. Herman Duh. Herman received a BS in Aviation

Management from Embry-Riddle in 1970. He later attended Stetson University where he earned an MBA in Accounting. Mr. Duh has been in charge of the ERAU sponsored Upward Bound program since September of this year.

There are many Upward Bound programs associated with other colleges and universities all over the United States. Mr. Duh describes ERAU's program as "The first and only program that is geared to the field of aviation." Herman proudly reports that "The program is going very strong. The students are absolutely fascinated by what they've seen at Riddle."

Two phases of instruction constitute the Upward Bound program. The first phase takes place during the regular school year and is aimed at fostering an interest in aviation. Fourteen educational sessions, one each Saturday, will be conducted at Embry-Riddle. Each of these three hour sessions is aimed at acquainting the student to aviation in a "learning by doing" type atmosphere. Such activities include: instruction in Embry-Riddle link trainers; orientation flights in ERAU aircraft; a tour of the jet engine lab; construction of model aircraft and a host of many others.

The second phase of the program takes place in the summer. By this time it is expected that each student will have realized the need for a better education, and will be ready for some ac-

demics.

Each student will live on the Embry-Riddle campus for six weeks. During this time, the Upward Bound student will receive remedial instruction in the areas of mathematics and english. These courses are intended to bring the student up to education par with other students of the same grade level. According to Herman Duh, "The summer program is really rigid. If a student shows above average progress, he may be enrolled in a regular college course where he can receive academic credit." Embry-Riddle's Upward Bound program operates on \$100,000 given by HEW.

Upon completion of the Upward Bound program, each student will be sent to a college or university on a government grant. Other programs of a similar nature have failed in the past with only 1% of its students earning a degree. Mr. Duh stated that "Upward Bound will attempt to change that by preparing each student prior to entering college. The social effect of Upward Bound," according to Herman Duh "will be to cut off those on welfare and unemployment. We hope to develop a more productive citizen as a result of our program." Upward Bound courses will be taught by Embry-Riddle instructors and work study students.

★★★★★

Honor Society Formed

By Sandra Lamar

Nine Embry-Riddle students and three faculty and staff members were honored Sunday at a banquet to establish the University's first honor society.

The students installed as charter members were Stan Bartlett, Andy Dyndul, Kevin Fritch, Roy Hepler, Chris Hurst, Art Nagel, Hugh Roberson, Josh Tallentine and Jack Vandelaar. Representing the faculty and staff were Herbert V. Mansfield, Roger Campbell and Sandra Lamar.

The society is established to promote and recognize exemplary performance in scholarship, leadership and service. Mr. Mansfield, the Vice President of Student Affairs, explained the history and need for such a society on our campus. The organization is modeled after the Omicron Delta Kappa, a national society of great repute, and may petition after a year to become an ODK chapter.

ODK was established on the premise that leadership of exceptional quality and versatility should be recognized, that representative men and women in all phases of college life should cooperate and that outstanding students and faculty members should meet on a basis of common interest, understanding and helpfulness.

Mrs. Lamar, Director of Student Activities, explained the criteria for selecting members. Potential candidates are evaluated in five major areas of campus life: scholarship; athletics; campus government, social and service; journalism; and speech and the arts. Juniors and seniors of good character in the upper third of their class must have performed quality leadership in at least one of these areas and have gained marked distinction in the others. Faculty and staff members are also chosen on the basis of academic excellence and significant contributions to the University and the community.

The charter members include many outstanding leaders as well as unquestionably excellent academic students. Many of these students have actively participated in governing University committees as well as student government. Many work for the University in responsible positions as student tutors, dorm advisors or instructors.

On campus, these students actively participate in and represent most of the major organizations at Embry-Riddle. Off campus, their service to the community enhances greatly the community-University relations.

Mr. Roger Campbell, Division Chairman of the Humanities/Social Studies and an ODK member, administered the oath and welcomed the new members into the society.

★★★★★

Facing The Music AGAIN

Religious deprogrammer Ted Patrick has been indicted in another religious kidnapping case in Seattle.

The case involves the abduction of Kathy Crampton, a member of the Love Isreal sect, in June 1973. Patrick allegedly took Kathy to California from Seattle where he attempted unsuccessfully to convince her to give up her religious beliefs.

In his testimony before the Grand Jury, Patrick said that Kathy and others like her are victims of what he termed "ESP mind control." Patrick defined it as "a mental energy that comes from brain waves out through the eyes and fingertips."

★★★★★

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

Hindsight

The AVION has evolved from an earlier Embry-Riddle student newspaper called the INFORMER. Review of old issues of ERAU student newspapers reveals that perhaps time marches on but some things never change and others return again and again. Here are a few of the stories and headlines that were read by students in the past.

7 Years Ago

- The INFORMER was adopted as the official Embry-Riddle Aeronautical Institute newspaper. They had a staff of eleven people.
- Today the AVION has eleven regular staff members.
- Robert Durzine, Hortensia Ballina, Everett Chrisman, Daniel Sain, Robert Ritchie and Yang-Tsang Wang were new faculty members.
- The Student Government Association...
 - ...couldn't find the minutes to read at their meeting.
 - ...complained of the "third rate food" in campus vending machines.
 - ...finally got their own phone.
- The Embry-Riddle Eagle was named SPAD, which stands for Success, Professionalism, Aeronautical skill and Determination. The person submitting the winning name received \$5.00.
- Dorm rooms were inspected and graded once a week.
- "Measures are being taken to relieve the confusion on the flight line."
- Vice President Frank Forrest, speaking at ground breaking ceremonies for the Academic Complex predicted...
 - ...completion of the entire campus by 1976 (27 buildings)
 - ...by 1972, the student body will be 4000.
 - ...by 1972, ERAU will employ 450 faculty.

Isn't it amazing how rapidly things are moving ahead.

Ant

The Caring And Feeding Flight Instructors

by Chuck Hansen

- In learning to fly, the beginner is faced with two major problems. First is the airplane, a simple piece of machinery that can be mastered with perseverance, much practice, plenty of money, cool-headedness, cursing and an occasional swift kick in the tires. Secondly is the flight instructor, a problem not so easily surmounted.
- The flight instructor is a special breed of pilot. He is usually found in the louisiest saloons around the corner from the airport on instrument days. He is easily recognized by his great courage, extreme skill, low forehead, thin beady eyes, and his mouth twisted in a sinister grin, teeth clenched firmly together. Because this instructor already knows how to fly, he has the student at a disadvantage. He is completely unimpressed with whatever skills the student has outside of aviation. He is dedicated, therefore, to show the student how little and how completely unsuitable the student is as pilot material.
- Those who wish to succeed in flying are advised to follow these simple and common sense rules in dealing with the superhuman, awe-inspiring flight instructor.
1. Let him know who is boss. This is done by keeping your mouth shut because he already knows HE IS!
 2. Tell him your father is President of a large airlines which is looking for pilots at a fantastic salary. All instructors are dissatisfied with their present job and are always looking for airline jobs where they can work in semi-retirement and spend their off time chasing stewardesses. This will endear him to you and easily earn his respect and admiration for you.
 3. Reward his efforts. It would do well to bribe him with bills of large denominations, along with weekly allotments of the best Scotch whiskey. In return for this, he may show you something about flying.
 4. Let him know about your problems. Say you are constantly pursued by beautiful women to whom you would introduce him. Instructors are girl crazy and you'll get yourself extra flying time while he drools over this.
 5. Show your admiration for him. Carrying a picture of him in your wallet with the caption "FEARLESS AND BELOVED INSTRUCTOR" will always help. Also let him know how impressed you are that he can fly even though he had no sleep and is suffering from "acute hangover"; especially after getting in at 5 o'clock in the morning, just three hours before your lesson on chandeliers and lazy 8's. Remember instructors are egotists and will mistake this for a compliment.
 6. Tell him of your ambitions. Appear for lessons with hair uncombed, shoes scuffed, plenty of body odor, bad breath, and buttons missing off your dirty shirt with holes in the elbows. Wear an old leather jacket, a white scarf and a bracelet reading "I AM A

PILOT," and a beat up World War II Japanese flying suit adorned with a best Samurai sword. Show him that you are bored with the whole business of learning to fly and everything that goes along with it. He will then instinctively know you are "Flight Instructor" material and will give you special attention.

7. Demonstrate your aptitude. Zig-zag on takeoffs, fly with one wing low, skid on all turns, use the checklist to wipe your glasses or to blow your nose, and get plenty of bounce into your landings. Ground loop once in a highspeed taxi off the runway. Taxing into a taxiway light always helps. Remember, instructors prefer to think all students are knuckleheads...let him know you're at the top of the list and always fly with your head up and locked.
 8. Show him you have the right mental attitude. Convince him you're a lunatic and a nut. Once your instructor recognized this fact, he will solo you soon since he will be certain there is nothing else to do because you'll be bent on committing suicide anyway. Louse up enough landings, cut-off enough planes on final, do everything the control tower doesn't want you to do, and your instructor will leave the airplane to save his own skin...then you'll solo.
 9. Above all, never disobey instructions. When the flight instructor tells you to "Go to Hell!" immediately file a flight plan and take off.
- DON'T TAKE UNNECESSARY RISKS.
WHENEVER POSSIBLE, FLY SOLO!!!!



"You press people are IMPOSSIBLE!"

Do Not Write Bad Checks

The Student Court has had two special court sessions arising from the issuance of bad checks. The first case was that of a twenty year old student who issued four (4) bad checks. He was found guilty by the court and it was the decision of the court that:

1. he will be fined \$100 with \$70 suspended and the balance to be paid within ten days.
2. he will be placed on disciplinary probation for two trimesters.
3. his check cashing privileges on campus will be suspended for one trimester.
4. a "poor risk" flagging of his student registration certificate placed in effect until all checks are covered.

The second case was that of a 25 year old student who issued fifteen (15) bad checks. He was also found guilty and it was the decision of the court that:

1. he will be fined \$100 to be paid within ten days.
2. he will be placed on disciplinary probation for three (3) trimesters.
3. his check cashing privileges be revoked permanently.
4. a "poor risk" flagging of his student registration certificate will be put into effect immediately and remain there for two trimesters.
5. he will be dismissed if he issues another bad check.

It was also the recommendation of the Student Court that both students make an appointment with the Guidance Office for counseling.

★★★★★

PRESIDENT'S CORNER

By Andy Dyndul



PRESIDENT'S CORNER

Hi ya'll. Last Friday we had our first large social function. I pity the students that missed it because everyone that attended had an outstanding time. We conducted a number of contests which seemed to be enjoyed by everyone. The grand prize for the evening was won by Sigma Chi for their display and second prize was won by Lambda Chi. My many thanks go out to the people that helped organize, set up and also had enough stamina to return the next morning to clean up. Particular thanks go out to Jeff Condry and Ray Santa, who were responsible for the success of the dance.

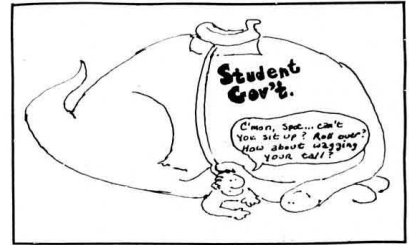
The next large function is being planned right now, so if any student feels enterprising enough to help out, please do so.

As of the 25th of this month I have been in office for one month and I feel compelled to extend my appreciation to everyone that I have worked with. This includes students, faculty and staff. These people have shown enthusiasm, patience, understanding and cooperation. I am fully confident that this type of relationship will continue to exist for the best interest of the students. Sometimes a few people get mad and I apologize, but this will happen. There is no way I can make everyone happy but I'll continue to fight for everyone.

For the many students that are asking about the new fencing and construction around the runways, as far as I know the new fence is to provide greater airport security. The construction is for runway over-runs.

Remember this Thursday and Friday is the Blood Drive, let's get out and bleed a little for a worthwhile cause.

Question: What is that large box-like construction at the new University Center?



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"It is hard to fail; but it is worse never to have tried to succeed."
Theodore Roosevelt

Credit Union - A Wise Investment

By William Sheldon

A credit union is a group of people with something in common. All members agree to save money together and lend money to each other when needed. Credit unions save families millions of dollars each year. Most families today finance every purchase over \$50 and have 10% to 20% of their take-home pay committed for time payments.

Advantages of a credit union include the fact that it's owned and operated as a non-profit corporation by its members. It's chartered and governed by law and inspected regularly by government examiners. It helps people save money and pays good dividends. And lastly, it facilitates wise borrowing at low rates for worthwhile purposes.

There are three committees formed within the credit union. These are elected by the members. The Board of Directors is the governing body of the credit union. The Supervision Committee audits the records twice a year and the Credit Committee acts on all loan applications. Each of these people serve on a voluntary basis. The treasurer of the credit union is the only paid employee.

The credit union operates on the principle that the members will deposit money regularly. This money is put into a fund from which other members may borrow. After deducting operating expenses the remainder of money earned is paid to the members as dividends on their savings. At the end of the year a 10% interest refund may be paid to the members who made loans during the year. When borrowing money, the

credit union has three basic policies. The first is that only members can borrow. Second, loans are granted for provident and productive purposes. Lastly, a man's character is most important when applying for a loan. In most credit unions you may borrow up to \$2500 on your signature. Anything above that

figure requires some type of security or a co-signer. The maximum interest charge is 1% on the unpaid balance per month. By law this is the most a credit union can charge but it can charge less than 1%.

One of the biggest advantages of a credit union is the Life Savings Insurance. The credit

union will double whatever a member has in the savings up to \$2000 at the time of death. This policy is paid for by the credit union. Another insurance policy available is the Loan Protection Plan. If a member has a loan and dies the loan is automatically paid off. A person would have to buy this at any bank, but again, the credit union provides this free of charge to all members.

The credit union also offers a Credit Disability Plan. If a member is out of work for over 30 days the credit union will make payments for him. This plan is offered at a small fee.

So the credit union offers an individual security via savings. It lets persons borrow at low interest rates with easy terms. And finally, it offers financial independence. The credit union gives free financial counsel and money in emergencies or when the opportunity knocks.



Embry-Riddle's own Mark Riden taxis in from his exciting aerobatic performance at the recent Kissimmee Air Show. Mark's routine proved to be a real crowd pleaser in the first performance of his career.

AIAA PLANS SPECIAL MEETING

By Darius Karajia

There will be a special meeting of the AIAA on Wednesday, November 6th at 8:00 PM in Room A-208. Our guest speaker will be Mr. Henry Adams, Senior Design Engineer and head of the Mechanical Design Group, Propulsion Department of the Atlantic Research Corporation, in Alexandria, Virginia. This group is responsible for the design and development of all rockets, gas generators and related devices. We have been informed that he will be bring-

ing materials, displays and slides to go along with his presentation.

The Atlantic Research Corp. is a diversified and creative company involved in the development of rockets, solid propellants, laser technology, high temperature materials, pollution control and electronic test equipment.

Such speakers are available to us due to the affiliation of large corporations with the AIAA. We are inviting all interested students and friends to this meeting.

Alumni Office

Asks For Help

Very often Embry-Riddle graduates contact people and departments in the University for whom the alumni office may have no addresses or information.

It would be very helpful if your office could forward to the alumni office any information that is received from graduates to add to the records.

Your assistance would be greatly appreciated along this line.



ROTC NEWS -

The Men In Charge

By Dan Collura

The Air Force, like any major corporation is a complex organization requiring good management in order to operate efficiently. Management is useless unless there are specialists within the organization that can effectively perform the work.

Two of these highly trained specialists are Staff Sergeant Robbie Weeks and Staff Sergeant Douglas Jones. Both gentlemen have served over twelve years as administrative clerks. They can be safely called experts in their line of work.

SSgt Weeks joined the Air Force in 1960. At this time he was assigned to Webb AFB as the administrative clerk to the group commander. He served this position for three years before he transferred to Campion AFB, Alaska. It was far from a miserable, desolate assignment. SSgt Weeks got to know the country-side in a hurry. He served one year escorting VIP's as a fishing and hunting guide on the Yukon River. (If you want to know how to hunt bear with bow and arrow this is the man to speak to.)

SSgt Weeks couldn't take the plush life as an Air Force NCO and decided to depart the service in 1964. Civilian life didn't agree with Robbie and he re-enlisted into the Air Force with a reduction in rank. Shortly after his re-enlistment he was rushed to Camron Bay Vietnam. After serving one year he was reassigned to PACEF as the Top Secret Control NCO. It was here SSgt Weeks received one of his Outstanding Service Accommodations.

After being assigned to Gunner AFB, Alabama, and receiving another Outstanding Service Accommodation, SSgt Weeks volunteered for the AF ROTC. He's been with DET 157 since August 1973.

SSgt Weeks is married and has two children. He resides in New Smyrna where he enjoys his hobbies of hunting and fishing.

SSgt Weeks has advice for the newly commissioned second lieutenant. "Keep your

mouth shut and let other people do the talking. You won't get yourself into trouble and you'll learn more that way."

August 1962 Staff Sergeant Doug Jones enlisted into the Air Force in his home town of Savannah, Georgia. His first stop in the Air Force was in Amarillo, Texas, for Tech school to become an administrative clerk. Shortly after the completion of his training, Sgt Jones was assigned as Chief Clerk to the commander of 313th TAC Wing, Brigadier General Joe Dorman. This was at Forbes AFB, Kansas.

His next assignment was an administrative aide at the Tactical Airlift Command Center located at Pope AFB, North Carolina. He served there for two years before he received orders for reassignment in Vietnam.

SSgt Jones arrived in Bien Hoa, Vietnam in June 1969. He served as Acting First Sergeant for the 12th Special Operations Squadron (Ranch Hands) defoliant outfit. SSgt Jones was the only NCO in the outfit and consequently acquired a seemingly impossible workload. For his outstanding efforts he was awarded the Air Force Accommodation Medal.

In June of 1970, SSgt Jones departed Vietnam and was assigned to PACAF headquarters in Hawaii. For four years he served as administrative supervisor for the budget office.

In June 1974, SSgt Jones joined ROTC and he'll be with us until June 1977.

SSgt Jones is a twelve year veteran of marriage and has two girls ages eight years and seven months. He's an avid car racing fan and loves his hunting and fishing. From time to time, cadets have a habit of taking these gentlemen for granted. Next time you see these sergeants issuing uniforms or sifting through your personal files—take another look. You'll see real pro's in action. Men who know the Air Force like the back of their hand and are willing to pass on their experience.

Six Hours Solo Is Enough - I Think

It was a typical day in Oregon. Low ceilings, with drizzle and about enough visibility to see the radiator ornament as I drove toward the airport.

I had just soloed the day previously, and wasn't about to let the weather deter me from another exciting experience at the controls of an airplane. I admit that I was pretty proud of my accomplishments and had invited my next door neighbor to ride with me. I planned to fly to a neighboring town about 200 miles away where I knew there was a good restaurant.

On the way to the airport, my neighbor, John Williams, expressed some worry about the trip. "Don't worry about a thing," I reassured him, "I understand their hamburgers are excellent."

When we arrived at the field, the drizzle had turned to a hard, steady rain. This concerned me a little, as I was wearing my brown and white shoes, and my mother had warned me about getting them muddy. We checked with the local operator and found that my regular airplane, a Cessna 120, was down for repairs. The operator was a good-hearted fellow though, and when he saw my disappointment, he assigned me another one, N3341P, which turned out to be a Piper Apache.

"It's practically the same as a 120," he told me when I discovered there was an extra engine. "Just remember you have to pull the gear up."

After a pre-flight check of the airplane (I noticed the tail wheel was missing but didn't say anything to the operator for fear he would cancel the trip.) We then climbed aboard and began looking for the starter.

Just then the operator came running out to tell me there were severe thunderstorms at my destination and warned me to be careful. I assured him I was not afraid of thunderstorms.

The takeoff was uneventful, but we did use what seemed to be a lot of runway for an airplane with two engines. (I learned later, we had taken off downwind with the parking brake on.) We climbed into a solid overcast at about 400 feet. This was a bad disappointment as I knew John would have been interested in the scenery. The air was pretty smooth, though, and except for the ice that

kept forming over the windshield, there was little to see.

For a pilot with only six hours, I thought I handled the controls pretty smoothly, although for some strange reason, things occasionally flew out of my pockets up to the roof. John didn't seem to notice. In fact, he kept staring ahead with a sort of glassy expression. I guess he was afraid of the height, as some non-pilots are.

After about an hour I began to be concerned over the fact that I could not see anything. It was going to be difficult to spot other traffic around the airport at our destination, and I hoped the other pilots would use a little good sense and keep a sharp eye in such bad weather. It was obvious that I was going to have to get down lower if I wanted to see anything; it was too bad that the altimeter was so unreliable. It kept winding and unwinding rapidly and I guess it just hadn't been kept in good repair.

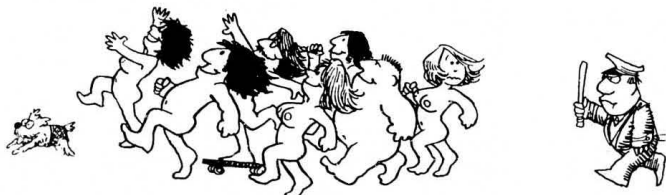
Anyway, following this plan, I began to come down. Just then the left engine quit. No warning—nothing. It just quit! John made a sort of gurgling noise then, and it was about the first thing he had said since we left. I explained that there was nothing to worry about, as we had another engine that we hadn't even used yet. So I started the right engine, and John felt better after that and he went to sleep.

Well, pretty soon we did get down far enough so that I could see the ground. It was pretty dark under the clouds, and if it wasn't for the lightning flashes, it would have been hard to find any good landmarks. Then I spotted a highway and remembered that there was a highway near the airport we were headed toward, so I followed it. It was difficult to read the road signs in all the rain, and I had to stay pretty low. Several cars ran off the road when we passed them, and I could see it was true about flying being a lot safer than driving.

After awhile, we did find the airport, but I had to fly around the tower a few times to make sure it was the right one. I didn't want to make a mistake and have everyone know I was just a student pilot. They were very hospitable at the airport and flashed all sorts of colored lights as a welcome. So I landed and slid up to the parking area. (The operator should have mentioned that you had to put the gear down again.) Everybody there was pretty excited. It was easy to see that they had never seen a Piper Apache before. John was still sleeping soundly, and I had to have help to carry him into the restaurant.

Well, I certainly learned about flying from that, and I want to pass on some good advice to other student pilots:

Don't believe everything you hear — the food was lovely!





Active Duty

By Frank Stookey

1. Copier training merger pushed. For several years Pentagon and some congressional leaders have unsuccessfully tried to force the Navy to send its chopper pilot candidates to the Army for initial training. The campaign has taken on new emphasis under a DOD joint training committee and a decision on a Navy switch to Mother Rucker now is expected about December 1. Rep. Robert L. Sikes (D-Fla.) has successfully opposed earlier consolidation efforts. Vice Adm. Malcolm W. Cagle, the just retired Chief of Naval Education and Training, says efforts to unify flight training could be "a national mistake and a Peninsula tragedy" (sounds like he's from Florida too).

2. Distaff Fliers. Eight more women have been selected for Navy flight training, including four now on active duty (one of them flies P-3s out of Navy Jacksonville). The four, all ensigns, are Linda E. Vaught, Mary L. Jorgensen, Mary C. Giza and Catherine C. Mills, the first woman member of the Navy Parachute Team (West). The four civilians who will begin flight training in April are Jill E. Brown, the first black woman to be selected for the program; Donna L. Spruill, Pamela A. Hicks and Jean F. McCaig.

Miss Spruill holds commercial, multi-engine and instrument ratings and has 875 flight hours. Miss Brown has a private license and has 200 hours. Miss

Hicks has commercial and instrument ratings with 900 flying hours.

3. Aviation Credit. Some Air Force officers will be able to get new aviation service credit dates for use under the new flight pay law with its "gates" system.

Under the service's method, each officer's flight training course time was subtracted from the date he was rated as a flier, resulting in what often was approximation of the ASD.

Some of the situations which may be the basis for changing the dates are officers who began in one training class but graduated with another; those who began training for one rating, washed out and then earned another rating, and those who earned their rating in another service before transferring to the Air Force.

4. New Army Avionics. The Army's competition to select a production contractor for its small ARN-114 airborne Loran-C/D navigation receiver is entering the home stretch with Tele-dyne Systems Company and Tracor, Inc., both are readying production prototypes for flight and reliability qualification tests. The ARN-114 is a design-to-cost type program with a target price of \$20,000 in production quantities of 600. Final selection is expected to be made next spring. So you Army jocks can run to your favorite aviation library and start reading up on Loran (some of us "heavy drivers" already know how to use it, right?)



By Barbara Lyons

Presumably, you are attending college to prepare yourself for the world of work and the "career of your choice"—at least in your long range planning. If your aspirations include that of being "president," you will most likely have some intermediate steps to take along the way. Whatever your aspirations and career goals, there is a continuous process of learning, growing and preparation.

Prior to seeking a job, you must evaluate your qualifications, your interests and the job market. You must also give thought to the processes of finding employment, and the different approaches you can take.

Your Placement Office can give you insight into all of these areas — and more. But, before we can do anything for you, we must have your cooperation. We need to know when you are graduating, what degree or licenses you are earning, your current address and telephone number, your job preferences, your past work experience and other pertinent data. We have a Qualification Record, which was designed to supply us with this information, and which is the core of your personal record. This should be on file in the office six months prior to your scheduled graduation. Of course an eyeball to eyeball talk with Placement Office personnel can do much to facilitate our ability to help you, and we welcome the opportunity to talk to you at any time.

Placement Office activities include: staying current with the world of work; informing students of the availability of jobs, job trends, salaries offered, qualifications sought; continuous contact with employers; compiling and maintaining current employment information for students' reference; assisting with resumes and cover letters; arranging and scheduling interviews; maintaining files of employer literature and applications for students' reference and distribution. All services are available to alumni upon request, also.

Publications for loan or reference in the office include: World Aviation Directory; The Resume Workbook; Resumes that get jobs; What Color is Your Parachute?; Federal Career Directory; The College Graduate Guide to Job Hunting, Strategy and Tactics for Getting a Government Job; Which Niche?; Company Career brochures; How to Conduct Your Job Search (Lendman Record); FAA Publications. A complimentary issue of the 1975 College Placement Manual is available to all seniors as long as our supply lasts.

We have been able to compile the following statistical data from the August graduating class. Of the 107 students who earned a degree, 26 are employed in Aviation oriented jobs, 9 are working in a non-aviation environment, 11 are continuing their education, 36 are active duty and 25 have not given us any feedback.

If you have questions about your Placement Office please stop by. We have answers available any working day between 8 AM to 5 PM.

Beach. Be sure and make plans to attend the meet. Representatives from the larger aircraft manufacturers, the military and other universities will be participating in the meet.

The meeting was concluded with a film shown by Russ Lewis of ERAU and also the chapter's faculty advisor. The film was of an air show that Russ attended, once being heavily involved with aerobatic competition himself. Mark Riden a senior at Embry-Riddle, also attended the meeting as a guest and explained what he would be doing at the Kissimmee Air Show. Some members this past

weekend attended the air show and saw Mark perform and would like to congratulate him on his performance. He flew with well-known aerobatic pilots such as Mary Garaney and Jim Holland. It turned out to be quite an air show. Russ Lewis also got into the act, announcing while Mark was flying, Russ, on top of being a good aviator, makes a great announcer.

Alumni News

RONALD DeLORME graduated from the Airframe and Powerplant program in December 1971. He is currently associated with Piper Aircraft Corporation in Vero Beach, Florida as a line aircraft mechanic.

RONALD FAULKNER received his BS in Aeronautical Studies in December 1973. He is in Vandalia, Ohio with Aviation Sales, Inc.

TERRY GARDNER is employed by Holiday Isle Resort in Islamorada, Florida as the Director of Food and Beverage. Terry is an April 1973 Aviation Management graduate.

DANIEL M. HOGAN is a captain in the U.S. Air Force presently assigned at Bogotville Canadian Forces Base, Quebec, Canada. He recently was decorated with the U.S. Air Force Commendation Medal. Capt. Hogan graduated with a degree in Aeronautical Science in 1969.

GREGORY JENKINS is located at Eglin AFB in Florida with the U.S. Air Force Systems Command, Armament Test & Development Center. He graduated in April 1973 from the Applied Math curriculum.

CHARLES MADISON is an April 1969 Aeronautical Science graduate. Chuck is now associated with Accelerated Ground Schools, Inc. at Fulton County Airport in Atlanta as an instructor and with Public Relations.

RICHARD RINGLER graduated in April 1965 with a BS in Aeronautical Engineering. He is now a senior analytical design engineer with Pratt & Whitney Aircraft in West Palm Beach, Florida.

LARRY SCHILLINGS is a pilot in the U.S. Air Force presently stationed at McConnell AFB, Kansas. He is a December 1971 graduate in Aviation Management.

DOUGLAS H. SMITH is associated with the Piper Aircraft Corporation in the Customer Services Division in Vero Beach, Florida. Doug graduated with an A & P certificate in April 1970.

WILLIAM F. MARRISON has been named airport administrator for the Jackson-Madison County Airport Authority in Tennessee. He graduated from ERAU with a BS in Aeronautical Science in December 1969.

AGUSTINET PLA graduated from the Airframe and Powerplant program in June 1974. He is employed by Primar Airlines at the Puerto Rico International Airport.

HOLMES G. RICE is currently an FAA authorized inspector for the Arabian American Oil Co. in Dhahran, Saudi Arabia. He received his A & P certificate in August 1965.



RIDESNEEDED

ALPHA ETA RHO

AHP this past week held its first interviews of the new perspective members. Things went well for the first interviews, with the pledges being questioned on various subjects concerning fraternity history and their involvement with aviation now and in the past.

The fraternity is planning a fishing trip early in November so we might get to know our perspective members better. AHP is going to charter the "Bugs Bunny" out of New Symma Beach for this all day adventure. It should prove to be quite an occasion for all these aviators who I'm sure will make the most of this trip. Fran Negri, the chapter president who by reputation is quite a fisherman, will be doing his best to maintain his image of the fraternity's pro-fisherman.

AHP is intensely busy with it's finalizing of plans for the NIFA Flying Meet, being held here at Daytona Beach Regional Airport. This should be a tremendous boost for aviation at Embry-Riddle and should bring in many visitors from the southern region to Daytona

The Suitcase

You are going on a long voyage to start life over in a land whose climate and geography are much like that of where you are living now. You may take one suitcase on this relocation expedition. In that suitcase you may take twenty tangible objects other than the clothes you would normally travel with for a three-to-four day trip. You can not return to your home land once you leave and you will not be receiving letters or parcels from there. The suitcase is the size of a standard three-suit.

What are the objects that you will take? Please do not include money, checks, credit cards or other plastic or paper means of economic exchange.

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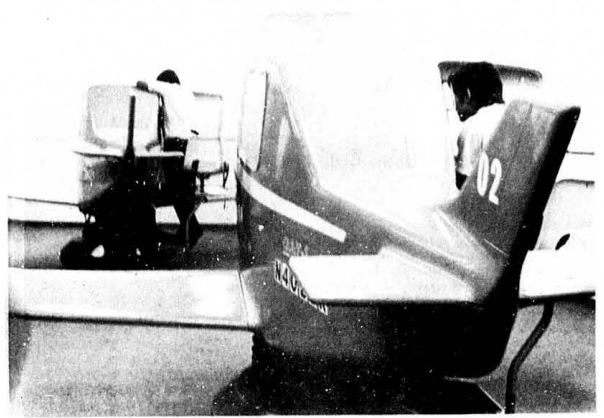
We invite you to visit us at Kiddie Kastle... come by, compare our facilities, programs, personnel... Try it, you'll like it!



Formation flight in a simulator would be a real kicker, but that's probably the only thing that GAT-1 won't do. Besides, who wants to fly formation IFR. (Right)

GAT 1

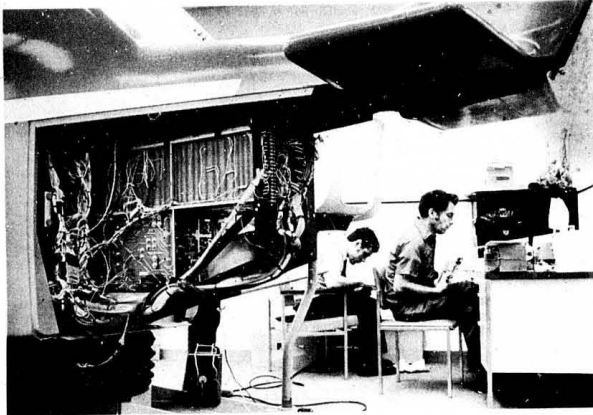
Electronic schematics guide Charley through the winding maze of the GAT's power amplifier. (Left)



Mr. Charley Wentz, supervisor of simulator training, and Dennis Landry work together on the attitude circuitry of trainer number four. Ease of maintenance is facilitated through the use of circuit cards. (Left)

photo's by:
Craig Hildebrandt
and Tom Greene

The GAT-1 is one of the most sophisticated general aerospace trainers yet developed. Riddle flight instructor Tom Beetle works with his student on basic instrument procedures. (Right) The simulator provides realistic flight characteristics which enables instructors to teach flying skills with maximum effectiveness.



A student monitors the "Anytown USA" radar screen. (Right) Anytown is like most aviation oriented towns in America in that it has six VOR's, four NDB's, and two ILS approaches. The control console has a television monitoring system which allows instructors to monitor their students while acting as air traffic controller. The center controller can simultaneously operate, monitor, introduce malfunctions, and act as air traffic controller for all four GAT's. Riddle is also using a general medium size transport simulator which has a cockpit similar to the Convair 440.



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Censorship

An article written for a student magazine at Texas Christian University described an alleged case of censorship of the student newspaper. The four-letter word in question, a relatively mild expletive, was a gain censored from the magazine article.

But a full-page ad in the student newspaper placed by the University of Maryland Student Government Association obviously had no prior censorship problems. In an apparent display of expletive overkill for stock value, a strong obscenity was used no less than nine times among 66 headline-sized words in an ad urging student voter registration.

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JACK ANDERSON'S WEEKLY SPECIAL



Frankenstein's Monster

WASHINGTON—Recent press reports claim that King Faisal of Saudi Arabia and the shah of Iran have been discussing strategy to lower world oil prices.

We have confirmed that discussions are going on among officials of the two nations. But is unlikely the planning will get past the discussion stage.

There is little doubt, say our sources, that King Faisal would like to lower oil prices. But the shah is interested only in enriching his vast stores of wealth. He has become one of the world's most recklessly greedy, unbelievable rich rulers.

Indeed, it looks as if the oil crisis has turned the shah into America's Frankenstein monster. Back in 1957, Iranian Premier Mohammed Mossadeq threatened to overthrow the shah. But our own Central Intelligence Agency stepped in and helped oust Mossadeq from office instead.

Thus, the shah owes his throne to the United States. Yet he has led the charge for higher prices inside the Organization of Petroleum Exporting Countries (OPEC). And he has consistently pressed for still higher prices, even though it could gravely injure the West.

Our CIA sources tell us the shah still has strong ties with the shah. Extensive intelligence-gathering facilities are located in Iran and former CIA Director Richard Helms is the U.S. ambassador there.

Recently, the shah dispatched troops to Oman to help the sheikh fight Communist-backed guerrilla forces. Oman, of course, controls the entrance to the Persian Gulf, through which oil tankers from the Middle East must pass.

The shah's excursion into Oman, we are told, was inspired by the CIA. In short, we not only saved his throne, but continue to support him to this day. Yet he has turned a deaf ear to U.S. appeals that he help bring down oil prices.

In contrast, King Faisal has tried to use his influence with other oil-producing countries to reduce oil costs. He has even written a private letter to the shah, according to intelligence reports, warning that neither kingdom will last if the West is plunged into depression by exorbitant oil prices. The king fears that the Communist will exploit economic chaos in the oil-consuming Western industrial nations.

OVERDUE HOUSECLEANING: The Watergate crowd may be out of the White House, but at the General Services Administration the scandals linger on.

Last March, for example, we reported that the GSA, in an "exchange" agreement with Rockwell International, had acquired a gigantic \$20 million building at Laguna Niguel, California. The deal was struck, apparently, to provide a warehouse for the presidential papers of then President Richard Nixon. His San Clemente estate is only 19 miles away from the massive building.

Our story was vehemently denied by GSA spokesman Richard Vawter, who accused us of practicing "jaundiced journalism." Now, however, the Washington Post has confirmed our story.

After three years of searching, the Post reported, the GSA has been able to rent out only 2 per cent of the facility.

It was the GSA, moreover, that spent millions of tax dollars to improve the Nixon properties in San Clemente and Key Biscayne. Among the expenditures were thousands of dollars for landscaping and gardening services, and even \$20,000 for a shark net that stretched far enough to protect the beach in front of Bebe Rebozo's home, next door.

It was the GSA that attempted to give the former president \$850,000 in "transition" funds. The original plan called for \$110,000 to construct a secure safe for presidential documents at the Laguna Niguel building. Congress cut the request by nearly 75 per cent.

Even hiring at the GSA was influenced by political considerations. The Civil Service Commission has recommended that disciplinary action be taken against a half dozen top GSA officials. The reason: They allegedly "subverted the merit system" to put political appointees in top slots.

Despite the scandals, GSA Administrator Arthur Sampson and his cronies have managed to hang on to their lucrative jobs. Our probe of the GSA, also known as the "federal housekeeping agency," suggests that its own house is in sore need of cleaning.

FOOD PROFITS: Something is out of whack in the food industry. The wholesale price of beef has sunk so low, for example, that farmers in Wisconsin have killed over 500 calves in protest. Other cattle slaughterers have been threatened. Destroying the calves, the farmers claimed, would be cheaper than raising them.

Despite the wholesale price slide, beef prices at the supermarkets continue to soar. Many congressmen suspect that the supermarket chains are taking advantage of the shortage psychology to reap exorbitant profits.

A look at the food stores' profits is instructive. A&P's earnings are running 17 times higher than a year ago. And Safeway stores wound up the last quarter with a 100 per cent profit increase.

The food chain economist can expect to be called upon the congressional carpet to explain why the supermarket chains are profiting so handsomely from the nation's worsening economic plight.

WASHINGTON WHIRL: Jack Kemp, the former football pro and Republican congressman from Buffalo, says the public has already forgotten he was an ardent Nixon supporter, but they still remember he was one of the finest quarterbacks Buffalos ever produced...Best selling muckraker Ovid Demaris is the only famous American around with two entries in "Who's Who." He's listed under his real name, Ovid Desmaris, as well as his pseudonym. Despite his calls and letters, "Who's Who" persists with the double entry...In a gesture to Women's Liberation, some big businesses now refer to their typing pools as "work processing units"...President Ford's domestic affairs advisor, Kenneth Cole, may be on the way out, say insiders. One name under consideration as his replacement is Alvin Arnett, the former anti-poverty chief who was deposed by Richard Nixon...The number of Congressmen who accept double pay as military reservists was down to 16 a few months ago, but now there are 20 "double-dippers" on Capitol Hill.



New Programs Being Considered

By Martain Becker

The Program/Curriculum Development Committee has been investigating the possibility of creating a Flight Engineer area of concentration for interested Aeronautical Science students and a new course in Corporate/Industrial Aviation. The Subcommittee for Flight Engineer/Corporate Aviation Studies has submitted a report advising that these courses should be initiated. Mr. Robert J. Whemper, head of the sub-committee, said that success depends on how many students would actually be interested in pursuing the program.

A new course, Corporate/Industrial Aviation (MS 412) would contain an overview of the corporate aviation field. This course would be a three-hour elective open to Aeronautical Science students. This course would be taught by Mr. Whemper. He has broad experience in the corporate aviation field. He has been the chief pilot for Honeywell, Inc., a chief pilot for RCA, when they were working on the CF105, a test pilot for the National Advisory Committee for Aeronautics, and he worked with the GU-1 program as a demonstration pilot and crew-transition check pilot. Mr. Whemper expressed that the chances of becoming hired in the corporate aviation field are better than those of the airlines. He further said that "According to the September 26th issue of Aviation Week and Space Technology, the corporate aircraft manufacturers are forecasting a total of 14,500 units sold alone for 1974, and an estimated 18,000 units for 1975." The manufacturers are backlogged

as far away as 1976 for business type aircraft. The total number of turbine aircraft in the present airline fleet is about 2300. The total present turbine fleet for business aircraft is about 2600, with far more multi-engine, twin piston aircraft. From 1975-1980, there is a forecasted peak in retirement of airline captains. There will be a greater number of corporate aircraft captains retiring in that same period. Mr. Whemper believes that the Embry-Riddle student is programmed more toward the airlines than toward corporate flying. For these reasons, he has designed this new course to enlighten students to corporate aviation.

The Flight Engineer program being considered will aim at preparing the student to pass the Flight Engineer written examination. Mr. Whemper said "an applicant has a greater chance of being hired if he has the Flight Engineers written exam passed than if he did not."

Three additional courses would be introduced to the Embry-Riddle curriculum. One would cover typical aircraft performance, another would cover emergency procedures and lastly Flight Engineer Crew Duties. Pre-requisites for these courses would be Aircraft Systems and Components, Aircraft Performance, Reciprocating Engines, and Turbine Engines. These courses would constitute a new area of concentration.

In addition, the sub-committee is looking into the possibility of contracting with an airline to give flight training, both in a simulator and in the actual aircraft if the student wants to continue after passing the written examination.

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Edelbrock Tarantula manifold for 400 cu in Chev, \$75. Also 800 CFM double pumper carb, \$75. Both brand new, if sold together \$120. ERAU Box 4354

Mauser model 4000 Varminter, cal 223, with shoulder strap, very good condition. \$150. Also Remington model 700 BDL, cal 25-06 heavy competition barrel with Realist auto range scope and shoulder strap, \$200. ERAU Box 4354.

Soney TC125 Cassette Deck, auto record level, used one year, \$70. Call Bill at 767-3399.

Remington "Bushmaster" semi-automatic 30-06 with Weaver scope and tip-off mounts. Just in time for deer season. \$175. Call 252-5561, ext 73, ask for Art.

1968 Dodge Coronet Station-wagon, new tires, brakes and inspection, good condition, \$800. After 5 PM 255-8906.

Montgomery Wards Signature Air Conditioner, 6000 BTU, 6 month warranty left, fits 23 1/2" to 36" wide window. Ask for Mike, 252-2954.

Zeiss Ikon 35 mm Single Lens Reflex Icarex 35 CS view finder f2.8 50 mm and f4 135 mm lens. Ask for Mike 252-2954.

1973 12x60 mobile home, 2 bdr, 1 3/4 bath, 3 ton air conditioner, awning & skirting, \$6495 or will consider trade on anything. Call after 8 PM weekdays or all day weekends 761-1940.

72 Yamaha Enduro 250 CC, no rust, powerful dirt bike, \$400 must sell for tuition. Call after 5:30 PM 672-8349.

Boat, 1970 16 foot fiberglass 85 HP Chrysler, full canvas and many extras, \$1500 or best offer. Call 233-0272.

Kenwood TK140 Stereo Receiver/Amplifier 65 watts per channel used one year. (two small speakers included). \$225. Call Bill at 767-3399.

71 BSA 750 excellent condition, \$1150. Call David at 255-0848 or 253-6158.

1974 Triumph TR 6, dark blue like new, low mileage, call after noons 255-6771.

74 Pontiac Ventura 350V8, 2 bbl carbs, silver with white interior, mag wheels, factory air, 3 speed on the floor, before 5 PM call ext 26 and ask for Andy or after 5:30 672-8349

1970 Pontiac LeMans, power steering and brakes, factory air, stereo tape, excellent condition, asking \$1400, will bargain. See Pete in Dorm Rm 159 or call 255-9198.

1967 Olds 98, runs fine, \$400 or best offer, Mark at 253-0741.

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One year old home, located one mile from ER, 3 bdr, 2 bath, all electric, fully equipped built-in kitchen, central heat & air, wall to wall carpet, assume 8% mortgage, \$31,500. Call 253-0022.

Soney TC125 Cassette Deck & Kenwood TK140 Stereo Receiver/Amplifier. \$250. Call Bill at 767-3399.

Twelve string guitar with case, excellent condition. Call Bill at 767-3399.

2 3/4 inch Raleigh ten speed 1972, no rust, \$70. See David, ERAU Box 1281.

1971 VW Square back in good condition, \$1500. Contact Russ at ER Box 4152.

Poodle puppies, AKC, female and male. Call Allan at 255-9885.

SR-10 Calculator, with square, square-root, reciprocal and power of 10 functions. Asking \$65. Call 761-3110.

Girls 72 Schwinn Varsity ten speed, top shape. Call Sandy at ext 28 between 8 AM and 5 PM or after 5 PM at 672-8349.

Scuba Pro Mark II regulator complete, good condition, just overhauled. ER Box 714.

1966 Pontiac, power steering, brakes, windows. Good tires, good running condition, good all around car. \$100. John at ER Box 4313 or call 258-5848.

1966 Austin Healy 3000 Mk III overdrive, new top, black & brown, 140+mph with fair gas mileage around town. \$1650 or reasonable offer or trade. Call Lawrence in Dorm Rm 329.

Kawasaki 900 Z-1. 5800 miles, new condition, excellently maintained. Contact Scott in Dorm Rm 362 or call 252-9401.

1974 Kawasaki 175CC F7, excellent condition. Contact Randy at Dorm Rm 204, ER Box 243 or call 252-9132.

Cherokee 140, 4 place, MK12, 360, MK III 90 XPDR, 3 lite, ELT, real clean, 1300TTTE since new 2500TBO 2350 TTA. \$7150. Contact Scott 252-9401 or at Dorm Rm 362.

King size water bed with wood-en frame, 6x7 ft. Call ext 28, ask for Sandy or after 5:30 at 672-8349.

Chopped 1972 Honda 500, real clean, purple & chrome, 7500 easy miles, asking \$1295. Contact Doug at ER Box 1022 or call 767-4049 after 5 PM.

NEEDED: Volunteer help. If you are interested in community or campus service, please contact Mrs. Lamar.

WANTED

Wet suits, jackets or shortsies Call 255-6771 or Box 4432, Frank or John.

Babysitters for two year old triplets, weekdays and weekends. Contact Ken Stein at ER Box 396 or 253-8779.

72 Honda CB450, excellent condition, call 677-3952.

File cabinet under \$20, prefer a two drawer. Call 255-9885.

Want to trade a 12 string guitar for a six string of comparable value. Call 253-0022.

Small two place aircraft. Will pay cash. Contact Scott at Dorm Rm 362 or 252-9401.

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House to share (beat off inflation) 25 inch color TV, all utilities paid, air conditioned, shag carpet, good furniture, many extras. Own room \$80 per month per person. Two people per room \$100 per month. Call after 5 PM 253-7897. Available now.

Furnished one bedroom apartment, cable TV, linens, dishes all utilities included, 1 1/2 block from ocean. Only \$125 per month with 1 person. Second person \$5 extra. Call 252-2800. Available now.

Cottage near the beach, cable TV, air conditioning, references required, for information call 252-3589.

Duplex beachside, 2 bdr, air conditioned, heat, TV, sun deck, \$165/month, ext 52 or 253-7778.

Bachelor apartment in Port Orange area, Fully furnished utilities paid, \$150/month, call 767-6922.

APTITUDE TEST

1. Take tow apples from three apples and what do you have?
2. A woman gives a beggar 50 cents. This woman is the beggar's sister, but the beggar is not the woman's brother. How come?

3. Is it legal for a man to marry his widow's sister?
4. If a baby bull misbehaves, does he go to Papa Bull or to Mama Bull for Chastisement?
5. Write the letter "i" in the margin as it would appear in the word hill with a dot over it.

6. A farmer wants to plant six trees in three rows of three trees each. Each tree will be an equal distance from every adjacent tree. Draw the planting diagram in the margin.

Answers on page 8.



NOTICE

Delta Chi Chapter of Embry-Riddle will be having a rummage sale on Saturday, November 2, 1974, at the fraternity house 538 South Ridgewood Avenue, Daytona Beach, from 10 AM to 4 PM. All are invited. All proceeds are going toward the pledge class.

On the school telephone system, when dialing out please be sure to dial 9 first and listen for the dial tone before dialing your number. The people in the mail room are going crazy--their number happens to be 25.

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Cessna 172	\$18/hour								
Cessna 150 (IFR)	\$16/hour								
Cherokee 180 (IFR)	\$18/hour								
Apache	\$40/hour								

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In the first game of Sundays play the Delta Chi machine rolled over the Air Force ROTC 13-0.

This puts Delta Chi in position to win another league championship if they can get by the Vets team on this coming super bowl Sunday.

The Vets meanwhile took care of Sigma Chi 6-0 to prepare for the big shootout Sunday against Delta Chi.

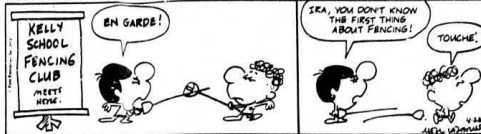
The Buds' also were awarded a 6-0 win over Sigma Chi and in an exhibition game the Buds and the Air Force played a 0-0 tie.

LEAGUE STANDINGS

	won	lost	tie
Delta Chi	6	0	0
Vets	5	0	1
AFROTC	4	1	1
Sigma Chi	3	3	0
Buds	3	3	0
Dygmies	0	6	0
Scurry Dogs	0	6	0
Spartans	0	6	0
Lambda Chi	0	6	0
AAAA	0	6	0

ERAU SPORTS

MISS PEACH



ERAU Takes Fencing To Heart

Most sports played today are civilized revisions of form of may hem, killing and mutilation officially recognized as warfare, or manners of polite (or not so polite) society. Wrestling, boxing, archery, javelin, like fencing are ancient in origin but have, in part, dropped their martial tone in favor of the sporty flavor.

Fencing in todays national and international competition is done as three separate competitive sports, foil, saber and epee—each with its methods of fencing, judgine, and type of weapon. Like free-style breast stroke, and back stroke in swimming, the three fencing weapons are separate events, separate techniques.

The saber, exciting, fast, and noisy as blades clash derives from saber and scimitar combat on horses. The target, therefore,

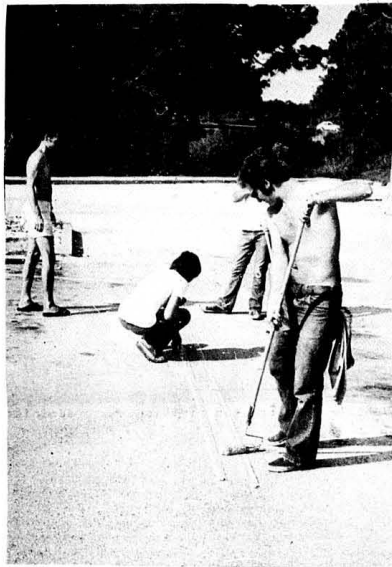
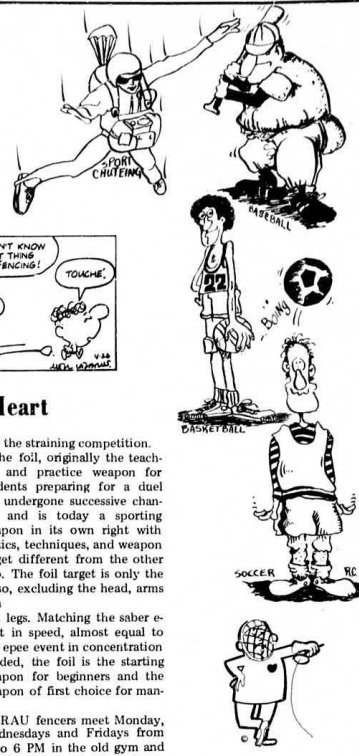
is that part of the body which could be hit on a seated horseman, head, arms, and torso. This is the spectator sport.

The epee, the sport equivalent of the dueling sword, is less exciting to watch since the action appears to be slow compared to the saber. But for the fencer, despite his knowledge that he cannot be hurt, padded and masked as he is, the transition from sport to real thing is immediate. Apparently notionless, epee fencers show growing streaks of perspiration. But when the opening which has been carefully, sometimes laboriously sought, occurs, the action is suddenly explosive. As in the duel it mimics, the epee target is the entire body, the reason cautious movement—there is a lot to protect. This is the fencers and expert spectators can cers sport. Only other epee fen-

see the straining competition.

The foil, originally the teaching and practice weapon for students preparing for a duel has undergone successive changes and is today a sporting weapon in its own right with tactics, techniques, and weapon target different from the other two. The foil target is only the torso, excluding the head, arms hm and legs. Matching the saber event in speed, almost equal to the epee event in concentration needed, the foil is the starting weapon for beginners and the weapon of first choice for many.

ERAU fencers meet Monday, Wednesdays and Fridays from 4 to 6 PM in the old gym and are learning the three weapons. You might find it interesting and rewarding to come visit and see how the ancient and modern have been merged.



The pledge class of Sigma Chi paints the dormitory parking lot for their improvement project. Twelve members of the class did their part to give Embry-Riddle a nicer appearance. The project took five hours of hard labor in last weekend's hot sun. The project is yet incomplete, due to a shortage of paint. The pledge class will return Saturday to finish the job.

BLOOD DRIVE

Please Give

Oct. 31-Nov. 1

9AM-3PM Both Days

Girl Of The Week



APTITUDE TEST ANSWERS

- Two apples
 - The beggar is a woman
 - A man cannot have a widow unless he is dead.
 - A bull is a MALE cow.
- There could be no Mama Bull.
- i
 - ...



WOW MAN! FOREMAN SURE FALLS NICE DOESNT HE....

Scuba Club

The Embry-Riddle Scuba Diving Club held its first diving trip on October 17th. The dive, which averaged about twenty-five feet in depth, was conducted at the Crystal River. The trip was the first of a series, and included the exploration of caves along the river.

The club will hold its next meeting in room A102 at 5 PM on November 4th. Anyone interested is encouraged to contact Ken Stein. His phone number is 253-8779.

Persons interested in joining the club don't have to be certified divers, or even own equipment. A prospective member need not spend a lot of money to join. All that is required is an interest in underwater activities.



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STUDENT GOVERNMENT ASSOCIATION
 OF EMBRY-RIDDLE AERONAUTICAL UNIVERSITY
 P.O. BOX 8411 • DAYTONA BEACH, FLORIDA 32015 • 904-252-0561
 TRAFFIC SECTION I

PARKING PROHIBITED

Parking is prohibited at fire plugs, fire lanes, sidewalks, walkways, grass, lawn, intersections, driveways, or unauthorized decal areas unless indicated by signs. At no time should service drives and trash pickup areas be blocked.

VEHICLE BREAKDOWNS

In the event a vehicle breaks down or runs out of gasoline while on the campus, all reasonable steps should be taken to move the vehicle from the street or other hazardous position to a parking space. In the event the vehicle must be parked illegally to await repairs or gasoline, University Security and S.C.A. Traffic must be notified immediately.

REMOVING AND IMPOUNDING VEHICLES

The University has the lawful right to remove, or have removed by impounding, any vehicle under the following conditions:
 (a) parked in such a way to constitute serious hazard;
 (b) parked so that it impedes the operation of emergency equipment;
 (c) automobiles considered to be abandoned.

Removing and impounding of vehicles will be based upon the recommendations of either the Student Court or school administration. The final decision to remove or impound a vehicle will rest with the administration after conferring with the Student Court.

PARKING FOR MOTORCYCLES, MOTOR SCOOTERS AND BICYCLES

Motorcycles, motor scooters, and bikes may be parked only in the spaces provided for them as indicated by signs on campus. The operation of motor scooters and motorcycles on or across sidewalks or walkways is strictly prohibited. Motor scooters, motorcycles, and bicycles may not be stored in buildings on the campus or within 10 feet of entrances and exits of buildings. Such vehicles will be removed or impounded by the University at owners expense.

THE DEFINITION AND MEANING OF PARK

The standing of a vehicle, whether occupied or not, other than temporarily for the purpose of or while engaged in loading and unloading.

APPLICATION OF LAWS

The fact that a person operates his vehicle or parks in violation of any law or regulation stated herein and does not receive a citation does not mean that the law or regulation is no longer in effect. In addition, City ordinances and State laws will apply on city streets that traverse the campus as well as the campus roads and streets.

SECTION II

VEHICLE REGISTRATION DIVISION

The function of the Vehicle Registration Division is to administer the registration of all motor vehicles, to issue parking decals (permits) for vehicles of students, faculty and staff members, employees, visitors, contractors and vendors and to collect penalties and fines.

GENERAL INSTRUCTIONS

INTRODUCTION

- A. The Embry-Riddle Aeronautical University Student Government Association has promulgated rules and regulations into law governing traffic and parking which are available in the S.C.A. Traffic Office located in the Administration Building on Midway Avenue and may be examined at any time. These instructions contain basic procedures for the guidance of all persons who operate a vehicle on campus.
- B. Regulations apply to drivers of all vehicles, whether public or private, and are in force twenty-four hours a day unless otherwise provided in these regulations. Parking decals give the holder the privilege of parking on campus, but do not guarantee the holder a parking space unless so specified. Campus parking is on a first come, first served basis in the area or areas in which the decal is valid unless otherwise specified.
- C. The Driver of any vehicle shall obey the lawful instruction of any Traffic Patrolman or Security Officer and of any official traffic control device (signs) properly placed in accordance with the provisions of these regulations except when otherwise directed by a Patrolman or Officer.
- D. No person shall, without legal authority, attempt to or in fact alter, deface, injure, knock down, or remove an official traffic control device or sign, or any inscription, shield or insignia thereon, or any other part thereof.

PARKING AREAS

E-RAU parking area instructions are indicated by: (a) printed regulations; (b) campus maps, and/or signs and curb markings.

CAMPUS SPEED LIMIT

Unless otherwise posted the campus speed limit is 25 miles per hour on the streets and 10 miles per hour in all parking lots; however, everyone is expected to operate vehicles in a safe manner commensurate with road and weather conditions.



\$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.
 In addition to the bonus, you'll also receive regular Army pay and benefits. A starting salary of \$326.10 a month before deductions, with a raise to \$363.30 in just four months. Plus meals, housing, medical and dental care, and 30 days paid vacation every year.

- Here are some of the jobs:
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 - Missile Crewman
 - Missile Repairman
 - Electronic Repairman
 - Electrical Instrument Repairman
 - Radio Teletype Operator
 - Map Draftsman
 - Radar Crewman
 - Radar Mechanic
 - Radio Mechanic
 - Electronic Technician
 - Telephone Repairman
 - Tank Mechanic
 - Electrical Plant Operator
 - Inventory Clerk

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	182	

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SECTION III

TEMPORARY PARKING PERMITS

REGISTRATION OF VEHICLES

SCOPE OF REGISTRATION - WHO MUST REGISTER

Any individuals outlined in Section II above who shall regularly or occasionally drive, operate or control, park, let stand or otherwise use or maintain a vehicle (motor or non-powered) on land or property of the University is required to register with the Vehicle Registration Division. This registration shall be equally applicable to the wife or husband of a student.

REGISTRATION PROCEDURE

Registration is accomplished through the Vehicle Registration Division located in the S.G.A. Traffic Office. Proof of insurance together with a valid driver's license will be required. Registration is valid for a one-year period from September through August. All perviously registered vehicles are required to be re-registered at the beginning of the Fall Trimester. New owners of previously registered vehicles must re-register the vehicle within 72 hours of change of title and old owners are required to remove the old registration sticker when transfer of vehicle is made. All vehicles must be registered within 72 hours of the vehicles introduction on campus.

TYPES OF REGISTRATION DECALS ISSUED TO POWERED VEHICLES

- Blue Decals: These are issued to all students. Students may park in areas designated for student parking only.
- Green Decals: These are issued to designated staff and faculty members which authorizes parking in designated faculty parking spaces.
- Special Stickers:
 - The Student Government Association President and Vice-President shall be issued S.G.A. 1 and S.G.A. 2 stickers, respectively, which provides unrestricted parking privileges.

REGISTRATION OF NON-POWERED VEHICLES (BICYCLES ETC.)

- The S.G.A. Traffic Office will issue a new registration sticker and ownership card to non-powered vehicles every calendar year.
- The owner of the non-powered vehicle will be required to carry proof of ownership of that vehicle in the form of a special card signed by a member of the S.G.A. Traffic Office. This card will include the owner's (student's) name, student number, box number, vehicle registration number and vehicle description.

ENFORCEMENT

- Security Guards, Student Traffic Officers, dormitory advisors and faculty members will be authorized to:
 - Stop any owner or operator of a non-powered vehicle on campus and ask for vehicle registration card.
 - If the owner or operator of the non-powered vehicle cannot produce the registration card the operator may be prevented from using the vehicle until proof of registration is obtained.
- No registration of non-powered vehicles;
 - If no registration sticker is visible on the vehicle after 72 hours of the beginning of each trimester the vehicle will be impounded by the S.G.A. Traffic Office and held for a period of 30 days, at which time the vehicle may be claimed and registered by it's rightful owner.
 - After 30 days it will be the decision of the S.G.A. Student/Traffic Court as to what will happen to the non-powered vehicle.
- Non-powered vehicles may park in areas so designated by:
 - Campus maps
 - Printed regulations
 - Bicycle racks



INTERNATIONAL STUDENTS ASSOCIATION

WHY WAIT FOR TOMORROW
WHY NOT GET INVOLVED
JOIN NOW
THE ISA NEEDS YOU

CONTACT FRED KARUGA Ext. 22

Visitors to the campus shall be issued temporary parking permits. These permits may be obtained at the S.G.A. Traffic Office.

DISPLAY OF REGISTRATION DECALS

Decals must be clearly displayed on the left rear bumper of automobiles, and on the left front shock absorber of motorcycles and motor scooters. Decals must be removed from vehicles under the following conditions:

- Change of vehicle ownership
- Change of status which would change eligibility for vehicular privileges or type of decal.
- When decals have expired.

Should a decal become mutilated, a new decal must be obtained from the Motor Vehicle Registration Division.

Section IV

VIOLATIONS, PENALTIES, FINES

VIOLATION AND PROCEDURES

The driver and/or the owner or person whose name a vehicle is registered in, shall be responsible for all violations incurred by that vehicle. Violations warrant the payment of penalties. Penalties must be paid in person to the Vehicle Registration Division located in the Administration Building, S.G.A. Traffic Office. All persons receiving a traffic violation are required to make action within 72 hours. The following courses of action are the options afforded the individual.

- When the ticket is received for a moving violation or the fourth and subsequent non-moving violations, the responsible person is required to appear in the Student Court and must notify the Vehicle Registration Division within 72 hours. A person receiving a non-moving violation (first through third offense) may either plead guilty and pay the appropriate penalty as outlined in the schedule of penalties or request a hearing by the Student Court for the purpose of contesting the violation. Persons failing to comply with these procedures within the 72 hour period, will automatically be subpoenaed to appear before the Student Court. Failure to appear in court on the assigned date and time can result in contempt of court with a fine up to \$15.00.
- The Student Court will hear cases, either by request of the individual, by nature of the violation, or by subpoena. After judgement is passed by the Student Court, the appropriate action will be taken to pay any fines imposed by the court. These payments or actions as directed by the Student Court will be accomplished within 72 hours after the court hearing. Student having failed to meet their financial obligations within the 72 hour period after the court hearing, will have their school accounts billed. Failure to pay their school accounts will result in the individual not being permitted to re-register in school and/or secure a transcript of records until the obligation has been cleared. Willful disregard of unpaid fines may subject the person to University disciplinary action.

AXA



Photo by G. Warner, The Washington Post

GREAT MEN, by their words and by their actions while they are alive write their own eulogy. The words Harry S. Truman wrote to Cyril F. "Duke" Flad in 1962 about Fraternity serve as a eulogy for a brother who understood fraternity in its broadest sense of the word.

"I regret that other duties prevent my being present for the twenty-third General Assembly of Lambda Chi Alpha Fraternity in which I proudly hold membership.

"The crying need of this hour of history is for that genuine fraternity which will transform the necessities of world neighborhood into the opportunities of world brotherhood.

"Committed to the ideals of Fraternity, I know that the men of Lambda Chi Alpha will give their best efforts to the struggle to bring tranquility and peace through world understanding and the sharing of the fruits of freedom.

"If the United Nations is to serve the needs of free men, if war is to be averted, if white aggression is restrained, and if all men are to live in dignity and without fear, we who know the meaning of brotherhood must practice it."

Yours in AXA,
Harry S. Truman

HARRY S. TRUMAN
1884-1972

LAMBDA CHI ALPHA - The Honest Friendship

Stop by the house Friday evening 7:00 P.M. 424 South Ridgewood Ave.

IMPROPER VEHICLE REGISTRATION

Improper registration violations include but are not limited to the following and will carry a \$15.00 fine and/or possible suspension or revocation of driving privileges. A warning provision may or may not apply to the first violations of this type according to the Student Court.

- A. Any registration obtained through false representation.
- B. Failure to attach decal or sticker as instructed.
- C. Attaching a decal or sticker to a vehicle other than the vehicle registered.
- D. Failure to register a vehicle.
- E. Failure to have proper insurance coverage or allowing coverage to lapse.
- F. Possession of more than one registration sticker for the same vehicle within one year unless as indicated in Section III, Display of Registration Decals.

SCHEDULE OF VIOLATIONS: MOVING (Court appearance is mandatory)

- A. Careless or reckless driving (exhibition of power, etc.)
- B. Driving under influence of alcohol or drugs.
- C. Causing an accident.
- D. Speeding.
- E. Failure to yield to pedestrians.
- F. Failure to stop at stop signs or to obey other traffic controls.
- G. Unnecessary noise from horns, mufflers, etc.
- H. Driving wrong way on one-way street.
- I. Operating a vehicle without proper state license.
- J. Operating a vehicle on grass, paths, sidewalks.

SCHEDULE OF VIOLATIONS: NON-MOVING

- A. Parking in a no parking or loading zone.
- B. Parking in a fire lane or within 15 feet of a fire plug.
- C. Double parking or obstruction of traffic.
- D. Parking facing traffic.
- E. Parking on crosswalk, grass, driveways or service ways.
- F. Parking over line (center or side line).
- G. No parking decal for zone

SCHEDULE OF PENALTIES AND FINE:

- A. Moving violations - items A through E:
 - 1st offense - \$10.00 and/or suspension or revocation of registration.
 - 2nd offense - Up to \$20.00 and/or suspension or revocation of registration.
- B. Moving violations - items F through J:
 - 1st offense - Warning, if first ticket including non-moving violations.
 - 2nd offense - \$5.00
 - 3rd offense - Up to \$10.00
 - 4th offense - Up to \$20.00 and/or suspension or revocation of registration.
- C. Non-moving violations - items A through G:
 - 1st offense - Warning, if first ticket including moving violation
 - 2nd offense - \$2.00
 - 3rd offense - \$5.00
 - 4th offense - Up to \$10.00 and/or suspension or revocation of registration.
 - 5th offense - Up to \$20.00 and/or suspension or revocation of registration.
- D. Unregistered vehicle on campus:
 - 1st offense - Unregistered vehicle or registration not displayed and a Title Search was initiated, fine not to exceed \$15.00.
 - 2nd offense - Up to \$20.00
 - 3rd offense - Up to \$30.00 and/or suspension or revocation of parking and driving privilege on campus.

SECTION V

STAFF AND FACULTY VIOLATIONS

Staff and faculty members have the option of abiding by the procedure outlined in Section IV or may request that the Dean of Students hear and take action on their case. In either case the intentions of the individual must be made known to the appropriate offices (the S.C.A. Traffic Office and the Dean of Students) within 72 hours after the issuance of the violation.

Nutrition And Birth Control

Women who use birth control pills risk significant nutritional and metabolic changes according to a report compiled by students at the University of California at Berkeley.

In addition to altering sugar and fat metabolism, the pill affects the body's use of folic acid, several protein components, copper, zinc, and vitamins A, B-6, B-12 and C.

Deficiency of folic acid (a B-vitamin also called folacin) is associated with a type of anemia. Vitamin B-6 deficiency, reported often, is related to the mental depression some women experience while taking the pill.

These deficiencies may prove

particularly harmful to women who go into pregnancy after several years of pill use. Adverse effects may also hit women whose diets are nutritionally poor previous to taking the pill.

One way for women to counter the negative medical and nutritional effects of the pill is to include generous portions of meat and fish, whole grain cereals and green vegetables in their diets. These foods provide high levels of vitamin B-6.

Women interested in vitamin supplementation should look for pills containing .1 mg. of folacin and 2.0 mg. of vitamin B-6.

No Quarters For Pardons

In protest of President Ford's pardon of former President Nixon, Congress has taken legislative action.

Rep. Frederick Dent (D-PA) and Sen. William Proxmire (D-WI) have introduced a constitutional amendment resolution that would forbid a President to pardon an individual unless that person had been convicted and sentenced in a court of law.

Proxmire said that the amendment would "prevent future abuses" by narrowing the Pres-

ident's pardon power to only proven violations of the law rather than allowing him to forgive "every illegal act that an individual man might have conceivably committed" in public office.

Dent took the matter even further by introducing a second amendment resolution aimed at repealing the portion of the 25th Amendment that allows Presidents to appoint their Vice-Presidents if a vacancy occurs.



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Drill Field



OCTOBER						
S	M	T	W	T	F	S
1	2	3	4	5		
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

NOVEMBER 1974

DECEMBER						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

What's Going On?

By Sandra Lamar

Nothing to do? Check out the November calendar. There may be more going on at Embry-Riddle these days than you'd thought.

Consider a trip to Spain over the Christmas break. \$399 for nine days includes an apartment, and car for every four people who sign up. You leave until November 27th to get your money in. This is a great bargain, and the company is sure to be delightful. The trip is open to Embry-Riddle students, faculty and staff and their families.

More and more interesting programs are coming our way. Take special note of the AIAA program in November and December; especially the model debate to be presented November 26th by Stetson University stu-

dents. The Aviation Career Seminar will present Barbara Lyons on November 14th and a panel on innovative airplane designs featuring Dr. Ritchie, Mr. Ladecic and Emmett Talley of Birkman Aircraft on November 26th.

For students who were not happy with their mid-term grades, a special seminar in study skills begins November 7th in Room A-108.

Basketball begins November 13th in the Daytona Beach Community College gym. Did you know Embry-Riddle has a team worth watching? Other events worth watching include two national meets hosted by Embry-Riddle NIFA and the Sport Parachute Club.

New to campus this trimester: bridge in the Student Center Thursday afternoons; a group working

to establish a radio station at Riddle; an honor society established to recognize students making significant contributions in leadership and scholarship; and the SGA movies.

The Kiwanis Club has approached Embry-Riddle about establishing a Circle K on campus.

If you are interested or if you play bridge, chess, an instrument, or have any special talents or ideas for activities, please contact Mrs. Lamar on extension 73.

Off-campus items of interest: The Lettermen are at Peabody Auditorium November 1st. Students with Embry-Riddle ID's get a \$1 discount if they purchase tickets at the Peabody box office.

November 14, 15 and 16, The Daytona Beach Community College players present "JB" in the Humanities Auditorium. Curtain time is 8:00 PM and admission is \$1.

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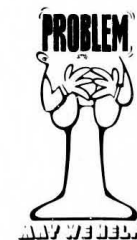
- First Day** Evening departure from Orlando via your charter flight. Overnight on board. Complimentary meals and beverages will be served during the flight.
- Second-Eighth Day** Arrival in MALAGA, SPAIN and transfer to your apartments in TORREMOLINOS via deluxe buses. Take a quaint Andalusian fishing village, nestled between the deep blue sea and the snow capped SIERRA MOUNTAINS, add a touch of Moorish flavor. Let summer for five centuries under the warm Mediterranean sun. Then blend with "fun and sun" seekers from all the rest of Europe, and you have TORREMOLINOS, a Spanish specialty! Sailing, fishing, swimming, tennis or ja-alal. Five great golf courses on the sea! Discover old castles, churches and villages. Ride a horse or rent a taxi burro or a Vespa. Take a walk along a beautiful beach or people watch from a terrace cafe. Don't miss an evening of "Canto Hondo" with Gypsy Flamenco performers - unforgettable! Many restaurants; budget to elegant. Food is varied and inexpensive with fresh seafood a specialty here.
- Lodging (7nights)** The beautiful Playamar apartments on the Mediterranean. Each apartment, to accommodate four (4) persons, has two bedrooms, each bedroom with its own private bath. Large living room and balcony and fully equipped kitchen. Maid service, swimming pools, rent taurants, shops, tennis courts and water sports add up to the perfect place to vacation!
- Guides/Transfers** Multilingual guides to assist you in SPAIN. All airport/lodging transfers and portage.
- Optional Tours (lowest)** To GRANADA, the ancient, mountain-top town of RONDA and exotic TANGIER.
- Free Car Per Apartment** Each group of four (4) persons participating will be provided with a free rental car. In cludes daily rental charge and basic insurance (public liability and property damage, fire, theft and \$100.00 deductible collision) but not gas and mileage and additional insurance.
- Ninth Day** Transfer to the airport in MALAGA for your return flight to Orlando via charter flight. Complimentary meals and beverages will be served during your overseas flight.

DEPART: ORLANDO - DECEMBER 27
RETURN: ORLANDO - JANUARY 4

9 Days Only \$399

Plus \$20.00 Tax and Service/Deposit \$100.00
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Mrs. Sandra Lamar
Embry-Riddle Aeronautical University
Daytona Beach, Florida
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STUDY SKILLS SEMINAR

THE ART OF LISTENING,
STUDY SKILLS, NOTETAKING
AND PREPARATION
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NOV 7 3:30 Room 108
NOV 14 3:30 Room 208
NOV 21 3:30 Room 108

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