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THE INFORMER

SPONSORED BY THE STUDENT GOVERNMENT ASSOCIATION

November 6, 1967

P. 3

IN THE BEGINNING

In 1917, John Paul Riddle and T. Hibber Embry joined to form the Embry-Riddle Company. The Company began its operations in Cincinnati, Ohio. In addition to the formation of an aviation school for flight instruction, the Embry-Riddle Co. began the nation's first air express in the transportation of cargo, air mail and passengers.

In 1929, Embry-Riddle Co. was sold to a new company, which is known today as American Airlines. In 1939, the Embry-Riddle Company was reorganized with Mr. John Paul Riddle and Mr. John C. McKay as partners in the operation of a seaplane base in Miami.

The pilot training program, which was inaugurated by Mr. McKay and Mr. Riddle, brought an appeal from the Army Air Force for help in building up the Army Air Corps.

In 1941 Embry-Riddle was awarded the necessary contract and was deeply involved in the training of Air Force pilots in Florida and in Tennessee. Embry-Riddle also trained more than two thousand Royal Air Force Cadets at Clewiston, Florida. During this period, Embry-Riddle flew a total of 650,000 training hours with only one accident.

Under the State Dept. sponsorship, Latin American students were sent to Embry-Riddle for technical training. This program ultimately led to the establishment of the Escola Tecnica de Sao Paulo, Brazil, in 1944.

At the end of World War II, Embry-Riddle, at the request of the free

French Republic, trained French Naval Cadets at Homestead Air Force Base in Florida. At the same time, Embry-Riddle joined in the nationwide veterans rehabilitation training program. This requires that Embry-Riddle increase its instructional personnel and facilities to handle the ever-increasing number of students. It was at this point that Embry-Riddle, utilizing its facilities at the huge Opa Locka Airport in Dade County, began training pilots and technicians to meet the needs of business and commercial aviation.

In the operation of the school, Mr. John McKay was assisted by his wife, Isabel, from 1945 until his death in 1951. At that time she assumed

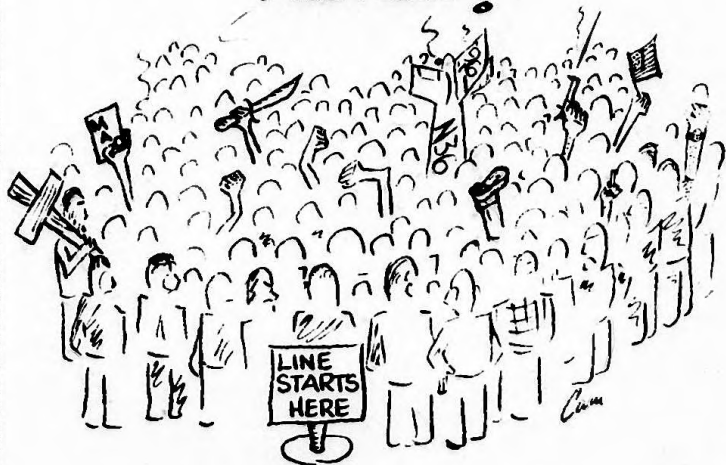
In the operation of the school, Mr. John McKay was assisted by his wife, Isabel, from 1945 until his death in 1951. At that time she assumed

the Presidency of Embry-Riddle and continued in that post for thirteen years. Mrs. McKay became the only woman to serve as a director of the Aeronautical Training Society.

Under the presidency of Mrs. McKay, Embry-Riddle's curriculum in Aeronautical Engineering Technology was first accredited by the Engineers Council for Professional Development. Embry-Riddle also became affiliated with the Technical Institute Division of the American Society for Engineering Education and represented on the Technical Institute Council of A.S.E.E. Embry-Riddle also holds a life membership in the National Council of Technical Schools, with representation on its Board of Trustees.

Approximately seventy-five thousand graduates of Embry-Riddle have been awarded diplomas from the school. (Continued on p. 2)

ERAI SPRING REGISTRATION PREVIEW?



(cont'd from p.1)
Powerplant, Engineering Technology, and Flight. This total includes Flight training during World War II for the United States. In 1962, Embry-Riddle took a giant step forward, in applying for and receiving a charter as a "non-profit" educational institution. In 1963 Jack R. Hunt became the president of Embry-Riddle.

Realizing the serious problems that would be posed by a decision to remain in Miami, Embry-Riddle elected to move to Daytona Beach in May of 1965. In less than one month the school began operations with about 250 students. This had nearly doubled by Sept., 1965. By September, 1966 it had tripled. And now Sept. 1967 the school stands over 1,000 strong.

The last chapters of Embry-Riddle's history remain to be written. It is clear, however, that her future is bright; a quick look at her plans for expansion which can be verified by the construction at the corner of Catalina St. and Clyde Morris bear this out.

DBJC's 1st Concert:
A Success (?)

To those of you who knew, and most of you who didn't, DBJC had its first

Annual Concert on Monday night, November Twenty First. On assignment from my Fine Arts teacher, Mr. Lawrence Parker, I went to the concert which was held in the D B J C Humanities Auditorium.

After several dimmings and brightenings of the light, the show got under way. As the conductor took his position, I made a shocking discovery....the conductor was none other than Mr. Parker himself.. hmmm.... the band's first selection was a rousing march, which was immediately followed by a sleeping April (This girl in the front row got tired....)

My initial reaction was disappointment. I liked certain parts of a march to explode in rousing crescendos, and ecstatic librettos (Impressed? Don't be.) I heard a woman who was sitting behind me say that, so I thought I'd put it in. I excused this due to the small size of the band.

Then they moved to a more popular mood playing "Autumn Leaves", and "I Left My Heart in San Francisco" with a vocal arrangement by the very talented Miss Mary Macintosh. This girl can really sing out a tune!

After intermission, we returned to an interpretive dance done by the very lovely Barbara Dunn. It goes without saying, that this leggy lass throwing her shapely leggings to and fro, was a highlight, if not the highlight of the

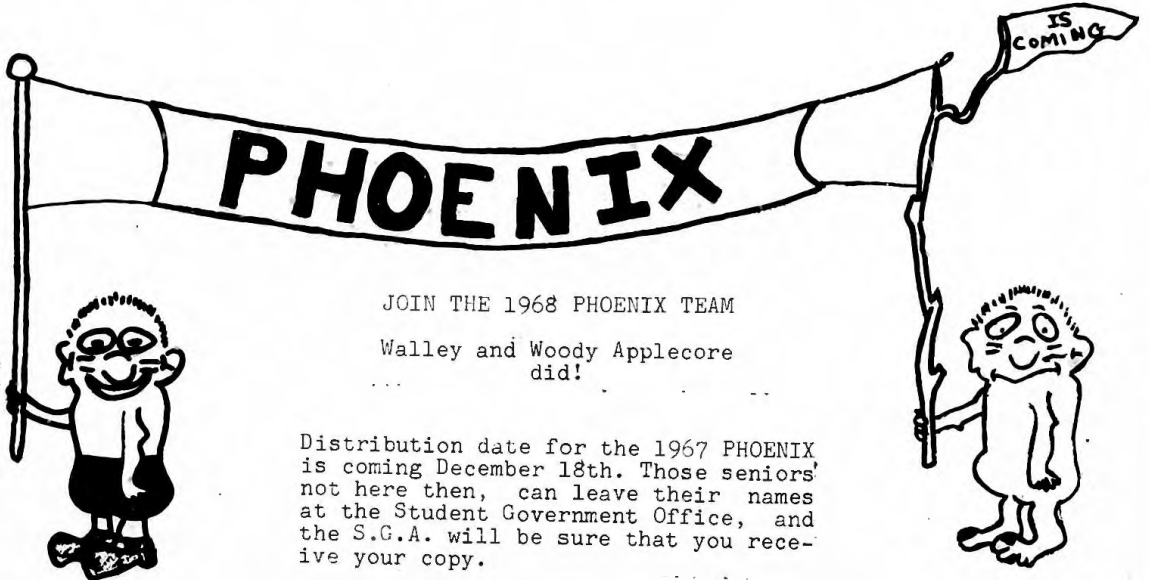
the concert. When her dance was over, no one applauded...everyone was busy fanning themselves with their programs. All except me, I was slowly slipping beneath my chair.

Harry Kominsky, my co-concert listener, managed to revive me just in time to get the opening member of the "Swinging Scots", a 1940's type band arrangement. It reminded me of the old "Glenn Miller" type records that my mom used to play, only now I can appreciate it more. And let me tell you that they are worth appreciating! Keep these people in mind for a formal dance (hint! hint!). Miss Macintosh sang along on a few occasions making the evening that much more memorable.

One of the band members I felt deserved special recognition, was the drummer, Art Sjoblem. I like a good beat, a drum beat, and I like to watch a good relaxed drummer keep that beat. Art Sjoblem does all this, and he does it well.

All kidding aside, the entire program came away real well. While not too many people showed up, those who did, applauded loud and long, and your critic was one of them. I had a real good time at the concert (it was free) and I am looking forward to next year's concert, I think you will be too.

F. Alexander



SPEAKING OUT

the president's corner

Dear Student:

Effective January 1968, the activity fee for students enrolled at Embry-Riddle Aeronautical Institute will be raised to five dollars from the present fee three dollars.

This increase is a result of an increase of activities and services that the Student Government will be providing next trimester. At present we are making maximum use of your activity fee but we cannot provide the variety of activities that the S.G.A. should be sponsoring.

Most colleges and universities have activity fees of ten dollars and more per trimester. Here at Embry-Riddle the new activity fee is only five dollars - still far below the national average.

The request to raise the activity fee came from the Student Council and was approved by the "University of the Air's" Board of Trustees.

This new fee will enable the S.G.A. to do more for you. Your participation and support in S.G.A. sponsored activities will insure maximum benefit for you, the student.

Sincerely Yours,



"A FEW WORDS OF WISDOM"

As one of its primary responsibilities Embry-Riddle has accepted "the personal task of preparing students for responsible citizenship in every sense of the term.

The rules of conduct established by the Institute are a direct extension of that responsibility. With particular reference to narcotics, al-

cohol and other toxic agents, injurious to health, emphasis is placed on the need for student understanding and compliance with existing laws. At the same time, rules have been established, such as those governing the conduct of dormitory residents, which allow students maximum latitude concerning use of alcohol within limits imposed by law. In effect, this broad-minded approach to the matter allows the fullest possible opportunity for an individual to enjoy himself according to his own dictates and standards while simultaneously placing complete responsibility on him for his own self discipline.

The continuation of such policies is almost completely dependent on the student's sense of responsibility and good taste. For example, policies governing the consumption of alcohol within dormitory rooms are clearly established but deliberately refrain from mentioning conditions outside the rooms, but within the premises, because of the many "shades of gray" involved. With regard to this latter situation, it is hoped that the student's interest in his own reputation and that of the Institute will be such that he will avoid drinking on dormitory premises in circumstances that bring his acts to the attention of the general public, and along with the act, bring about the need for promulgation of arbitrary rules which could only result in unnecessary restrictions on others.

The possession or use of narcotics or other drugs is a different matter entirely: the implications are so serious as to leave little if any latitude concerning Institute disciplinary policies, or action to be taken in the instance of those who become involved. Federal and State laws



are explicit with respect to use, possession, or sale of such drugs, and violators are automatically subject to action by the agencies which have jurisdiction.

In addition to the legal aspects, all must recognize the serious responsibilities involved in activities related to the aviation industry, whether they be flying, maintaining or managing aircraft. These are in most cases "life" or "death" positions, and neither this Institute nor the aviation industry can afford the thought of suspected drug users being connected with them in any capacity.

S.G.A. Conduct
Grievance Committee

RESOLUTION #50 WHERE ARE YOU?

By Tony Cavallari

On Thursday, November 11, 1967, in Room 106, during an S.G.A. meeting, resolution #50 concerning bus stop benches was submitted and placed into the College Outdoor Facilities Committee. This resolution would place a bench at the corner of Guadacanal and Wildcat (the campus bus stop). At the present time the bus stop is furnished with two trees for shade and a nice dusty piece of ground to sit on. Now that may seem to be a rather dirty and unpleasant way to wait for a bus. You are right; it is.

The riders of the bus, while waiting for a bus, which may be late, either hold their books or put

(cont.'d on p.4)

(cont.'d from p.3)

them away in the dust and then, when they tire of standing, they can follow their backs into the dust.

This whole situation can be easily remedied by one bench - a fact which no one to date has disputed. However, the resolution may have run into a red tape blockade.

The College Outdoor Facilities Committee brought this problem to the attention of the proper administrative officials who stated the matter would be taken care of, probably through the City of Daytona Beach.

It was one month ago when the idea of bus stop benches was brought to me by Tom Robinson. How much trouble can one bench be? If a bench takes over a month to install how long will more important problems take to be remedied?

FROM THE SUGGESTION BOXES

In a recent edition of the Informer there appeared an unsigned paragraph of anonymous origin, to the effect that Embry-Riddle Flight Instructors are rumored to be below average or inferior to other instructors in the industry.

Obviously anyone who anonymously promulgates such a statement in a school periodical can be suspected of one of two deficiencies:

1st, he is really as naive, provincial or unsophisticated as his statement implies and if he is a student pilot, his flight proficiency must be of equal standard; or

2nd, he is one of those fearless champions of the trodden masses whose wit and denunciations are the current rage of the inscriptions on the walls of MEN'S ROOM stalls. Also in this case the student pilot cannot be very proficient, because the Flight Manual is not written in his

S.G.A. CHRISTMAS DANCE

8:00PM. to ??? Music by The 2/3's

Dress Coat and Tie - Semiformal

SATURDAY DEC. 9.

Elks Club

700 South Ridgewood

vernacular of four letter words.

In hope that the anonymous contributor is in the 1st category, I wish to make a few revelations and inquiries of my own. Why did this individual come to ERAI to begin with? Was it not because of the fame and prestige this organization enjoys in the industry?

In the Flight Check department we have occasion to evaluate the product of other flight schools and individual instructors. We are not pleased to admit that these flight tests reflect standards far below our minimums. It is also true that the non ERAI trained student pilot has to undergo a 25 to 30% of his total time in additional ERAI flight training to equal a flight proficiency commensurate to their claimed flight time.

In the hiring of Instructors, it has been a School policy to hire the most outstanding of their CFI graduates rather than the average CFI aspirant, to be assured of a continued high quality of training without necessitating a refresher course for upgrading the average applicant for CFI employment.

At the conclusion of each trimester, it is usual to have to employ additional CFI personnel, because the inclusion of ERAI employment in their professional pedigree has a high remunerative value to Airlines, Corporation

Flight Services and the other sources of General Aviation.

In defense of Flight Instructors I might manifest, for you are apparently unaware, that all Flight Instructors have been licensed and very carefully screened through written examinations and faulty revealing flight tests. There are no undeserving licensees in this profession.

On the other hand, students are not screened. There are good students and others that are not as sharp. Any minimum effort Flight Instructor can produce a high proficient product, if he has a high intelligence quotient individual to work with. On the other hand it requires a flight prestidigitator and very outstanding instructor to produce a mediocre pilot from some of the immature postulants to this profession.

Young fellow, whoever you are, if you have a problem, bring it to the Chief Pilot's Office. Get whatever you have off your mind. You will discover that there is a great deal of satisfaction in asserting your beliefs squarely and straight forward, then unashamedly affixing your signature to that standard, then to snipe from anonymity with a coward's pen.

Don A. Alonso

SUGGESTION BOXES CONT'D

Dear INFORMER,

While I was glancing through your last issue (November 20), I was completely startled when I came to the section you call "Speaking Out". On the top of the page was a picture of ME!!! This startled me no end inasmuch as I have been in Winachee, Washington for my employer, the 7-11 Stores, and I haven't even had the time to pose, let alone be aware that you were using my picture in your paper. I asked my wife if she recalls sending you a photograph of me, but she denies ever having done so (especially one of me in the nude!).

Now I'm not objecting to your using my beautiful body for your paper, but at least let your readers know who it is. I feel I deserve to be recognized for gracing your guided pages.



Very truly yours,
Woody Aplecore

P.S. I have enclosed a picture of me in my street clothes.

Circulated through classes last week (approx. 2 weeks ago) at least in the A&P section was a directive from the "Headshed" again concerning student dress and appearance.

Being as how A&P and Engineering students each pay \$100.00 a month for an education and one tuition spend as well as another, I would like to have a responsible official of this school publish in the paper, why the Engineering students consistantly appear with long, shaggy hair, beards, shorts, T-shirts and

sendels. If bums are to be permitted let each section have its bums. If such directives are going to come out of the front offices, let's see them enforced. If they aren't going to be enforced, have the skeletons in the front office quit ratteling their bones and trying to impress everyone.

L. Koehn SL-16

Ed... The S.G.A. Student Conduct and Grievance Committee is presently working on this problem and the "Informer" will publish an article in the very near future on the Code of Dress for Embry-Riddle.

A & P NEWS

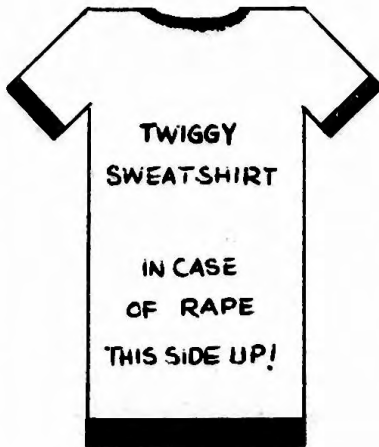
Eastern Airlines will be at the school Dec. 8 to interview A & P students. Eastern is looking for mechanics to fill 50 positions in the Miami area.

A & P REGISTRATION

Registration for A & P students is December 6th. Each SL will register at a specific time.

ENGINEERING & MANAGEMENT

All students must see their respective councillors before they can register. They need not pay their fees in order to see their councillors, but, remember, there is a fee of \$50 if you do not see your councillors.



Cam

S.G.A. NEWS

Student Government Association has been a victim of much criticism in the past. (Some of it justified). However, contrary to many rumors, it is not the S.G.A.'s lack of action but the individual student's lack of interest which has created a communication gap.

Fortunately, great efforts have been and are being made to overcome this problem. One measure is to make more use of the INFORMER to acquaint the Student Body with the new S.G.A., its authority, policies and structure.

The newest committee to outline its activities is the Student Conduct and Grievance Committee.

The purpose of this committee is to establish a liason between the Faculty and Students and promote the welfare of the school by actively participating in both disciplinary and counseling actions. This committee is to provide a responsible, organized and helpful course of action to be taken by the students themselves in reviewing student conduct and grievance.

The Specific Duty is threefold:

- A. To promote higher standards of student conduct, attitude and dress.
- B. To make representations regarding student conduct or grievances at the Disciplinary Board meetings.
- C. To act as an official student representative at those Disciplinary Board meetings at which such representations are appropriate or as requested by a student.

These three duties will be fulfilled by:

- A. Encouraging student participation in dressing above Embry - Riddle's

(cont'd on p.9)

SPORTS



PLAYER OF THE WEEK

This week, Thanos Seniwong has been chosen as the Player of the Week in light of his outstanding performance in the Eagles victory over St. Leo's, 7 to 3.

Ted was born in Bangkok, Thailand on December 15, 1945 and he has been playing soccer since he was ten years old. After Ted graduated High school in 1960, he stopped playing soccer until 1962, when he joined up with the DAROONNIWES (whew!) school alumni Association, where he played righthalf until 1964, helping the team to a second place finish in the 62-63 season of the Royal Oak of Thailand Soccer Association League.

This marks the first season Ted has played for the Eagles, but since he is enrolled in Maintenance engineering, he can be expected to be around for another three seasons.

Ted enjoys playing for the Eagles as much as the Eagles enjoy looking for him at his left inside position. We extend our heartiest congratulations to Ted Seniwong on being chosen as this week's Player of the week.

EAGLES DO IT AGAIN

The AAU Soccer Team continued in its winning ways as they crushed St. Leo's College 7 to 3. It was the Eagles second victory over St. Leo's this season.

The Eagles drew first blood on the very talented tootsie of Wolfgang Hoene with an assist from Graham Vicards. The score came to two to zero as Tom O' Lalobo pierced the St. Leo's defense.

St. Leo's fought back in the second period to bring the score to 2-1 but the Eagles weren't to be denied as Carlos Hoefle put the Birds ahead, with his head, 3-1. The Eagle went on to kick in 4 more points, and as the final whistle blew, we had our 6th victory.

Congratulations goes to Than Seniwongs, on being chosen player of the week, to Mr. Mansfield, and the team on their fine victory.

WRESTLING 1967-1968

The Embry-Riddle Wrestling Team despite the loss of backing from the administration, began to hold their practice and training sessions 2 weeks ago at the Daytona YMCA.

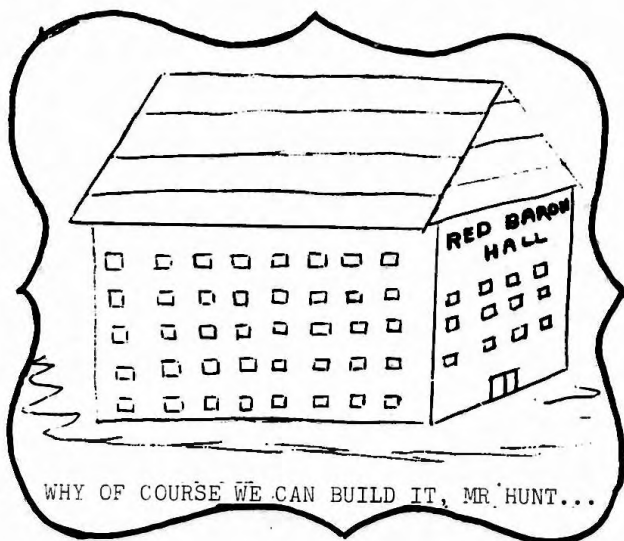
Last year's team did very well in intercollegiate competition, and managed to place three men in the Florida AAU Meet held in Miami.

The team shapes up as a strong unit which will do well against any competition they can get, if they can get a coach. As it stands now, Bob Schmidt is the actint coach with Marc Nathanson, Jim Eckenrode, and Ken Royster as his assistants. All of these boys were on the team last year.

The team meets Monday thru Friday from 9 until 11 at night. The team is looking for someone to volunteer his services to act as a faculty advisor so they can compete again and maybe get another shot at the AAU Meets.

"It has been proven that in order for a student to be proficient in his studies, there should be a certain amount of physical activity. Wrestling is considered to be one of the finest forms of physical activity, and this is why we are so interested in this sport," says Marc Nathanson. And judging by the fine shape that these boys are in, who are we to disagree?

ERAI Wrestling team defeated D.B.J.C. 28 - 15 last Monday night.



Next week the Informer will bring you the action packed game between Embury Riddle and Georgia Tech. Watch for it Friday the 15th.

4Th AMERICAN ROAD RACE OF CHAMPIONS

The American Road Race of Champions, which is an annual run-off among the top drivers in the seven regions of the Sports Car Club of America (SCCA), consists of fourteen races in twenty-two categories. The series alternates between the course at Riverside, California and the road course here at Daytona. The event lasted five days; a day for registration and technical inspection, two days for practice and qualification, and two days for racing. This year's ARRC was the largest yet with over 340 entrants participating.

Registration is just like the military, hurry up and wait. Well these drivers have a little better method. stick the wife or girl-friend in the line and go pattering around the cars. Chuck Kirkbride was admiring a sharp-looking Formula A Cooper Climax that he would have to run against, while Jerry Crawford was shining up a McClaren Chevy that he had yet to sit in during a race. Crawford's Lola with which he had earned a spot in the ARRC had gone over a cliff during one of the final races of the season. Tech inspection is more of the same, with the Stewarts inspecting each car to ensure that none of the owners had engaged in any hanky-panky.

Two separate road courses were utilized during the event; the 3.1 mile course for the larger cars and the 1.63 course for the little guys. The first day's practice wasn't much fun for very many of the drivers. The larger cars were having difficulty finding the fastest line through the turns 3 and 4, while the smaller cars had trouble in the turns

1,2, and 4. In fact, two cars were retired after kissing the guard rail at turn 4.

The formula A,B, and C cars seemed to be having trouble getting properly set-up. The very potent-looking ex-formula 1 Cooper Climax just wasn't and the Brabham that had been heralded as the terror of the track never even showed. The second day of practice, which was also qualifying day, was smoother. New course records were set by Jerry Hansen on the 3.1 course in a CAM-AM Looa Chev, and Charles Gibson on the 1.63 course in a G sports racing Lotus. Two big surprises occurred during the practice: both the Formula B and the E Sports Racing machines qualified with faster times than the big A production cars. Ed Lowther had qualified his big Cobr at 107.307 mph, while Fred Beker had qualified his Porche 906 Mc Daniel began making his move. Gradually the distance between him and Hindson closed until another bumper-to-bumper duel ensued. On the next to the last lap, McDaniel finally passed Hindson and held it to the finish.

The next race, the H Production Class, again showed a predominance of one type, Seventeen Sprites and one Morgan. Robert Stockwell, who was the fastest qualifier, took a commanding lead which lasted until the 23rd lap when his machine broke down. Stockwell's retirement started a real free-for-all for first place among 5 cars. Ron LaPeer won out by being able to maintain a small lead through the last laps.

Race 3 was the H Sports Racing event, John Igieheart, the fastest qualifier, pulled into a lead that was not seriously challenged through the duration of the race. He drove a Bobsy. Race 4 for G production cars was won easily by Jerry Truitt in a Sprite after the fastest qualifier Bill Koch retired on the 13th lap.

Race 5 for D sedans was won by Dan Parkinson. Early in the race, a duel between Parkinson and Al Cosentino developed but didn't last long as Cosentina parked his Fiat Abarth at turn 2 with engine problems.

Parkinson, also driving a Fiat Abarth, stretched his lead to over a lap ahead of Elousie Norris, who drove a BMC Cooper.

Race 6 for production cars was easily won by Bob Sharp in a Datsun but the positions agter Sharp were not so easily taken. Don Carmichael, in a Alpine, squeaked by Dan Parkinson in a Datsun with a few laps left to take second place.

Race 7, which was the last race on Saturday, left everything in doubt until the checkered flag fell at the finish. Lee Midgley in a TR-3 picked up an early lead, but was closely followed by George Fretyin a Porche. For over thirty laps, these two fought it out with the biggest lead quickly. The pressure eased off some when Carl Swanson's Morgan split up the two and Frey was not able to get around the Morgan for a lap. Midgley was then able to open the gap a little for the win. Fourth place was another brawl between Bob Rinde in a Alfa and

ZEPPPO'S

SPECIALIZE IN ITALIAN FOOD
Orders to Go

In Derby Plaza

This week's lucky dinner winners are I.D. numbers: 3032, 3049, 2275. Instructor: Mr. Madison. Offer valid from December 10, to December 14.

(cont'd from p.7)

T. J. Kelly in a Morgan, which was won by Rinde in the last few laps. In the middle of these two contests drove Bob Krokus on a TR-3 to a smooth Third. All these races were run on the 1.63 mile course.

Sunday's first race and number 8 in the series was on the 3.1 mile course with the Formula A, B, and C. Chuck Kirkbride drove to an easy win in the Formula A division as no other car in his Division even finished. The Formula B cars which were the fastest cars in the field were led by Chuck Dietrich, who dominated the entire race with his driving skill. Dietrich drove a McClaren. Formula C, which was the most hotly contested division was won by Bill Rutan in a Quatum.

Race 9 which was run on the 1.63 mile course was for G Sports Racing cars. Charles Gibson in a Lotus won the race after an early challenge by Jim Kauffman; Kauffman spun in turn 1, but was able to work his way back up to third by the end of the race. John Gunn was second and Gunn and Kauffman both drove Lotuses.

Race 10 was for the Formula Vee cars and the lead was dominated by Bill Campbell in a Zink. Campbell had banged his car into the wall at turn 1 during qualification, but he was able to repair the damage and drive a faultless race for the win. A notable in the race was Harvey Templeton, also in a Zink. Harvey finished 4th in the race after hot contests with Glen Sullivan, who finished 3rd, and Charles Baldwin, who finished 5th. Harvey, who was the rookie of the year for 1966 in Formula Vee in the SACA, is 55 years old. Whitney Tharin was second, and the top five cars were all Zinks.

With Race 11, things began to get hairy. This race was for C and D Production cars and was

run on the 3.1 mile course. Five of the first eight D Production cars got involved in a pile-up at turn three and Ray Pickering was badly shaken up. The C Production race was a Porche parade with Porche taking the first five places: Alan Johnson and Dave Jordan led the group. In D Production, Jerry Thompson in a Stinger, sports car version of the Corvaair, was first and Stuart Marcus in a TR-4 was a second.

Race 12 was for A and B Sedans and again the fortunes of the smaller cars were low. Many of the leaders of the B sedans were knocked out in a pile-up at the starting line. John McComb won the A Sedan laurels in a Mustang with a 25 second lead over the second place car. Second place was not so easy as Fred Sutherland in a Mustang, Vick Campbell in a Camaro, and Bob Tullius in a Dart scrambled for the honors.

Just as Tullius gained second, his engine soured and he retired. Then Sutherland made his move and was able to maintain second for the final laps of the race. On B Sedans, when the cars cleared the pile-up at the start, four out of five Porches were out and Vic Provenzano in a Alfa Romeo GTA was first. J.W. McClughan in a Porche was second. Provenzano held off an early challenge by McClughan and appeared to hold a comfortable lead when McClughan moved up again. A tremendous contest developed, with the lead seesawing for the remaining laps until Provenzano took the lead coming out of the last turn in the last lap to win.

Race 13 was for A and B production cars. Here

was the hairiest and most wide open race there was. At one time a B production was leading the race when he blew a tire. After a rapid pit stop Lowther showed his car to be the fastest car on the track by re-entering the race just ahead of Dick Smith, who was leading and cut the distance between him and Smith to less than half of a lap in the remaining 15 minutes of the race. First was Tony DeLorenzo in a Stingray and third was Lowther. The B Production winner was Fred Van Beuren after a close race with second place Brad Brooker, and third place Roger West. All drove GT-350's.

Race 14 and the last race of the meet was for the C, D, E, and F Sports Racing machines. Jerry Hansen in his record breaking Lola Chevy led throughout with Oscar Koveleski in a McClaren second in C class. D class was won by Wayne Kock in an Kock, E class was won by Bob Mitchell in an Elva BMW. A big threat by three Porche 906's failed when the cars were either involved in accidents or had mechanical difficulties. F class was won by Paul Jett in a Lotus. With continued increases in entries, the ARRC can be seen to be the proving ground for many future stars in international roads racing. As it stands now, the ARRC is the largest event of its kind in the world, and it can be rated as amateur only because the drivers are not awarded prize money.

THOUGHT FOR THE DAY

The only person who ever got anything done by Friday was Robinson Caruso.

LIBRARY NEWS

THROUGH DEC. 10 TO DEC. 19 THERE WILL BE A FREE RETURN PERIOD. NO FINES WILL BE CHARGED - NO QUESTIONS ASKED.

THE IPCRESS FILE

Sponsored By S.G.A.
Thursday Dec. 7
FREE!

(cont'd from p.5)

dress regulations and enforcing obvious violations of the latter regulation as a facet of conduct.

B. Exercising Student Conduct and Grievances.

C. By making appropriate representations at Disciplinary Comm. meetings, and or assisting in the presentation of an accused student's case before the Committee if such is requested by the student. In such an instance, a member of the Student Conduct and Grievance will be designated by the Chairman to provide such assistance.

The membership will be drawn from the duly elected representatives of the S.G.A. Executive Board which is comprised of all S.G.A. officers and chaired by the S.G.A. President.

ARMY INTERVIEWS ON CAMPUS

An Army selection team headed by Captain Thomas E. Maples, Operations Officer of the Jacksonville U.S. Army Recruiting Main Station will visit the Embry - Riddle Institute campus between the hours of 9 a.m. and 5 p.m. on Monday, December 11th in the Academic Building. The purpose of the visit is to counsel senior students who are interested in learning of the advan-

tages of a commission in the U.S. Army.

A non-commissioned Officer will be on hand to administer a battery of qualifying tests to students who wish, at no obligation, to determine their eligibility for an Army commission.

Captain Maples says that the advantages of an Army commission are more and greater than is generally realized and that young men of the school who choose to consult with him will find that the Army has much that is good to offer them.

This Army selection team is one of twentyfive which are touring selected colleges throughout the nation this fall.



Flyin' High
AT ERAI

THE ERAI INFORMER is a weekly publication for Embry-Riddle students sponsored by the Student Government Association.

Articles may be submitted to the INFORMER for publication by the Administration, the Faculty, and the Student Body. The INFORMER deadline is every Tuesday afternoon. Please mark all news items, "INFORMER" and deposit in the Mail Room, in the INFORMER box in the S.G.A. office, or in one of Suggestion boxes.

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