

Excalibur

Vol. 10 No. 6

York University Community Newspaper

October 23, 1975

'Just a manoeuvre,' says Ritch of his expulsion from the senate - reinstatement is months away

By FRANK GIORNO

CYSF president Dale Ritch said last Tuesday that his expulsion from the senate was a "move to silence him".

Ritch was ousted from the senate on October 3 in compliance with article 2-e of the legislation governing the composition of the senate.

Ritch ceased to be a student this year when he was barred from study at Canadian universities for a period of two years. Ritch maintains that he was not going to register for classes this year regardless of the ruling against him because he had pledged during last year's election that he would devote full time to his duties as president of CYSF.

"The senate's action was a move against myself, CYSF and the students," said Ritch.

"I am the elected representative of the students, yet I'm not considered to be anything by the administration. The move was just a manoeuvre to deprive me of my position in the senate; it had

nothing to do with my debarment. They knew about my debarment six months ago, yet they allowed me to sit through three meetings. Why is there a rush to get me out now?"

Senate Chairman John Warkentin denied Ritch's claim that there were other than procedural reasons for his expulsion.

"How could there be? The rules are set out explicitly and apply to all. If I were to quit the faculty of York University the same rule would apply to me.

"I don't think that there was any other reason to deprive Dale of his seat. I think that Dale, since he is the president of CYSF, would be an asset to the senate because he would be voicing student opinion."

In recent developments the senate executive committee has discussed the possibility of having one of the two CYSF seats designated for the president of CYSF. It will not, however, present a motion to that effect until it has heard the views of CYSF on the proposal, said Warkentin.

If the executive committee

passes the motion, it would then have to be cleared by the nomination committee. If passed by the nomination committee, the motion would have to be read three times in the senate.

No more than two readings of the motion can be heard at any one seating. If the senate were to deliberate on this motion it could take up to three months before it is passed.

"The senate realizes that it has to change the rule, so why expel me and then reinstate me?" said Ritch.

Traditionally, the president of CYSF has filled one of the two CYSF senate seats. This, however, is not stipulated in the CYSF constitution.

"The students have the power to change this tradition into a rule," said Warkentin. "All that they have to do is amend their constitution to designate one of their seats to the president. I'd like to know why this hasn't been done."

In the mean time Ritch has said that he will take up his "rightful" place at today's senate meeting.



Gary Cook photo

The daycare centre is a favourite haunt for many members of the York community. Above, two regulars while away the afternoon hours on a convenient tire. What matters the mud? On Friday, November 14 a casino night (all proceeds to the daycare centre) will be held in the Founders and Vanier dining halls. Admission is \$1 and music will be provided by "January".

"Slipping the bonds of earth"

By JULIAN BELTRAME

It may not have been as exciting as a dog fight between Snoopy and the Red Baron, but the Thursday morning flight of the CESSNA 172 was nevertheless a York first.

Braving icy October gusts, students trekked to the front of the Ross building to await the arrival of the small one-engine plane being escorted by York security to a green mound in front of Ross.

Ace pilot Brian Hope had just guided the 1,400-pound monoplane over Atkinson and negotiated a soft-landing in a nearby field.

Queried by the onlookers, Hope conceded that he was a member of the York Flying Club, and that the landing of the plane at York University, was a calculated stunt to attract attention.

"We discussed doing a thing like this last year, but we didn't have time," explained club member Terry Peacock, "so we decided to do it this year, as this would be one of the better ways of getting people interested in the flying club."

Contrary to expectation, Hope and Peacock explained that there is no law preventing someone from landing an aeroplane on private property, so long as he has permission from the owner.

As York University agreed to the loan of their field, it was just a matter of getting their hands on a plane, and Stern Air obliged by loaning the plane to the club for use during the day.

Despite the sign by the plane identifying its pilot as an A.C.E.,

Hope said the landing was not quite as difficult as the crash landing Dean Martin pulled off for the film, Airport.

"It was all planned out beforehand," said Hope. "We had more field than we needed."

The tiny CESSNA bears a greater resemblance to a Chevrolet Vega than to a large jet. The plane only seats four people (two front, two back) if everyone huddles tightly, has an optimum cruising speed of 138 m.p.h. and yields an economical 22 miles for every gallon of gasoline.

Little wonder that the CESSNA, according to Hope, is one of the most popular little planes around.

In keeping with the economical features of the plane, the flying club will make it possible for any member of the community to get their private pilot's licence for a paltry \$800.

That is approximately one half the price it would cost at a private airport, claim the club members.

So instead of taking two weeks in Florida this Christmas, phone Terry Peacock at 223-2714 and learn to fly. But be wary of York security. Hope received a \$10 parking ticket for his failure to purchase a York parking decal. All in good fun, of course.



Ace pilot Brian Hope guides his CESSNA toward an improvised runway behind the Atkinson residence building.

THIS WEEK

The year's first Bearpits show hosts Wilson Head speaking on Canada's subtle racism p. 2
The ULC slams Excalibur's news coverage and editorial on ULC p. 5
Rosie Douglas comes to York p. 9
Football Yeomen suffer second straight 56-0 setback. p. 16

Bus system is inefficient, charge York passengers

By OAKLAND ROSS

Approximately 30 students and faculty members waited on Monday evening until 6:30 for the 6:10 York bus to Finch station. When it finally arrived, the driver said he was going for dinner, refused to pick up any passengers and drove off.

His name is Don McPhail. It was the second time this year he has failed to pick up passengers. A part-time driver, he was fired on Tuesday.

The York bus system, particularly the York-Finch route, has come under attack by members of the York community recently. They charge that the buses are consistently late and often do not show up at all. Sometimes, they say, buses leave before the scheduled time, and prospective passengers are forced to wait for a later bus.

"It's bloody ridiculous," said York undergraduate Kenneth Ryan this week. "There's no service on weekends; the hours are inconvenient; you're screwed if you're downtown late at night."

Co-ordinator of York's bus system Gerry Marshall said that there have been "a hell of a lot of complaints" about the system.

"However," he added "most of them turn out to be invalid."

Marshall said that he personally looks into all complaints. Usually, he said, the complainant has misread either his watch or the bus schedule.

Marshall said that there have

been cases in the past of buses leaving York before the scheduled time. "But I soon put a stop to that."

Assistant director for administration Bob Tobin, who is responsible for the financial side of the bus system, said that there have been genuine problems with buses failing to run on schedule.

He blamed the construction on Yonge St. between Finch and Steeles for the delays.

"It's just killing us," he said.

The York fleet of buses has been increased from four to nine this year in order to handle a passenger load which has risen by as much as 50 per cent. Tobin says that all the buses have been completely overhauled; there are few breakdowns and back-up buses are always ready.

"We are trying to run a TTC service on a very small budget," he said. "We try to provide the best service possible without wasting university dollars."

According to Tobin, the bus system has costs which are roughly double its income in passenger fares and charters. The university subsidizes the balance.

Effective next week, the Friday evening service to Finch station will be discontinued since passenger volume isn't high enough to justify the service.

Nonetheless, many people are upset.

"If they provided a better bus service," said Kenneth Ryan, "maybe they'd get more passengers."