In an effort to promote the interest and objectives of the University, the Alpha Eta Rho Fraternity, Epsilon Rho Chapter of Embry-Riddle has decided to sponsor a Model International Civil Aviation Organization Conference. This Conference will take place November 15 through 19, 1972.

The purposes of the Embry-Riddle Model ICAO Conference shall be: to recreate the legislative atmosphere of the ICAO assembly thereby exposing students to international aviation crisis, to broaden our awareness of world politics, to promote the interest and understanding of the International Civil Aviation Organization and its activities, to further the cause of aviation, and to promote the interest of the University both in the aviation and educational fields.

The ERAU Model ICAO will be a four-day workshop in which students from various aviation-oriented colleges and universities across the southeastern sector of the United States will be portraying the roles of member states in the ICAO. The conference will be divided into the same organizational structure as the ICAO, and students attending this model will be expected to be aware of the character of the state they are portraying and their actions should be in accordance with that role.

In order to add realism to the proceedings, we plan to have nationally known figures, both from the industry and the ICAO, to address and participate in the model.

"Roger 827, cleared for takeoff, wind 250 at 20 knots, gusting 28. After takeoff observe minimum noise routing."

The captain lines his ship up on the runway, runs through the final check list. Now ready for takeoff, the captain advances the throttles or thrust levers as they are more correctly called on a jet aircraft. His four engines rated at 43,500 pounds of thrust each come up to power and hurl the aircraft down the runway and up into the sky. At a cruise speed of Mach 0.89 the aircraft has a range of 4,600 miles.

The aircraft? The Boeing 747. The engine? The Pratt & Whitney JT9D turbo fan is an advanced technology engine which has brought about a new level of cost in air travel, principally by virtue of its low specific fuel consumption of 0.34 pounds of fuel per pound thrust per hour. In plainer terms, for every pound of thrust the engine generates it will consume just 1/3 as much fuel, or the airlines compute that it carries a person at the same miles per gallon of fuel as the family car.

ERAU students are indeed lucky to have Mr. Bolton and the new engine mock-up to aid them in understanding the new powerplant of the jumbo jets.
The AVION reserves the right to edit letters as we see fit in accordance with good journalistic practice. All letters will be signed, although names will be withheld upon request from the writer.

The SGA President's Corner

Several weeks ago Senator Harris of the United States Senate initiated a bill in Congress to recommend that all Colleges and Universities have student representatives on their Board of Trustees. He sent a letter to this University soliciting our help in support of this bill. I approached the Board of E-RAU with this letter; they endorsed it 100%. I drafted a letter from the SGA to Senator Harris. For your information the return letter from Senator Harris is being placed this week in the AVION.

I want to congratulate all new Senators on their appointment with the SGA. I hope the students will take advantage of their Senators to aid them in any way.

The policy for refund of tuitions for term A is as follows: The student who withdraws prior to June 22 will receive a 100% refund of tuition paid. The student who withdraws from courses for the period June 22 to July 5 will receive a 50% refund of tuition paid. Students withdrawing after July 5 will receive no refund.

Due to the fact that I graduate at the end of this term, I want to take this opportunity to thank each and every student for their support in helping me do my job as president of the SGA. Hopefully, I will be able to maintain a liaison with the University and be able to see a constant growth and the name of Embry-Riddle Aeronautical University become known world-wide.

NEWS & VIEWS from the EDITOR

If you have found that the sultry summer days of term A have left you with a lack of motivation, don't let it get you down- we all feel this way, but the SGA has found an answer between hang-overs (is that why your article was late, Frank?) and "pick-ups" to piece together their collage.

As a result of the poll taken at the last election, the students approved the $1.00 increase of the SGA activities fee by a vote of 7 to 1. If approved by the SGA, the increase will allow every student a yearbook FREE.

For all of you students of Dorm I, dining at home will soon be here. Each wing will have their own kitchen, and it's about time.

The AVION trailer has a new blue box by the door of the trailer, compliments of our maintenance crew. This will serve as a collector for articles you may want to submit, but when you stop by, you find no one at home. So just drop them into the box, and we'll take it from there.
Dear Students:

On June 21, 1972, starting at 7:00 P.M. in the Ocean Room at the Daytona Plaza, the Volusia County Traffic and Safety Commission, in cooperation with Sheriff Ed Duff, will present a dramatic live presentation showing the effects of alcohol in relation to driving. This presentation is for all ages who drive vehicles on the Florida highways and mainland.

We will have four volunteers to drink various types of liquor, take a Breathalyzer test and drive a simulator during this program. They are a credit to their family who will make every effort to attend this free demonstration.

Sincerely,

James P. West
Director
Volusia County Traffic and Safety Commission

Dear AVION:

In case you don’t know already, I want to tell you Embry-Riddle has the greatest bunch of guys ever.

One, Obe “Dan” Coleman, learned from a mutual friend I had to move and could use some help. Coleman promptly organized “work parties” to move my entire household and office into nine four-drawer and two two-drawer filing cabinets containing complete library of the history of the space program from my old apartment on the North Peninsula to my new apartment in the Embry-Riddle Chapter of the Army Aviation Assn. the night before.

They labored all day, loading and toting filing cabinets, furniture and you-name-it. Coleman and Dr. Marks took turns driving the U-Haul truck.

It was a beautiful day, and everyone did all had better things to do on their day off than help a casual acquaintance move. But they did cheerfully, and their good humor was matched by their efficiency and organization.

The U.S. Army, in which they all serve, and to Embry-Riddle, where they are students earning their degrees.

Just had to share my feelings with you.

Regards,

Sue Butler

The OBLOOD DRIVE WEDNESDAY

GIVE ONE PINT OF BLOOD IN EXCHANGE FOR ONE CHANCE ON A $100 U.S. SAVING BOND (DONATED BY THE ALUMNI ASSOCIATION)

ALL DONORS ELIGIBLE (FAMILY, FRIENDS AND FACULTY)

POLUTION CONTROL

from YOUTH FOR FEDERAL UNION

In recent years, Americans have been bombarded continually with the pollution crisis. "Cleaning up the environment" has become the battle cry of the nation. The reason: our lives depend on our natural resources of air, water, and land, and it is up to us to maintain them. We have two choices - clean up the land, air and live, or ignore our pollution problems and slowly die.

The oceans of the world manufacture 70% of the Earth's oxygen. James F. Courtenay, an authority on the oceans, says that the Atlantic will be dead in five years from pollution. But cleaning up the Atlantic is a far less task than cleaning up the Mississippi River or Lake Erie. Pollution is no longer just a matter of national concern; it has become a global crisis of the first magnitude, and unless it is approached on an international scale, we and indeed all humanity, will not long survive.

The North Atlantic region is responsible for 80% of the world's production, consumption and pollution. No one country has the means to clean up the Atlantic Ocean, just as no one state along the Mississippi River could possibly clean it up. Under the federal authority of the United States, the entire Mississippi River can be attended to, at the expense of all the citizens of the U.S.

This is an obvious solution because every citizen in the country profits from the Mississippi. Accordingly, a federation of Atlantic nations could be able to work through a federal authority toward cleaning up the Atlantic. The burden does not rest on any one country, but on the citizens of every nation to maintain an environment in which they can live, and from which they profit.

The same logic applies to the air and SST. Congress defeated the SST bill chiefly on the ground of the possibility of irreparable damage to the environment. The Anglo-French Concorde continues to fly. Although they often fail to accept this fact, no nation can escape responsibility for the environmental destruction it wreaks on others; for in the end, unless massive corrective measures are taken, every nation will suffer which ignores pollution within them will suffer.

A Federal Union of Atlantic nations would provide them with a single, unified policy with regard to international pollution problems and would have the means necessary to implement such a policy.

The Atlantic nations are among the most advanced in the world. They have every right to the profit they make from their collective environment and every responsibility for their separate pollution problems. But when damage is done internationally, the problem of the means for repairing that damage, is beyond one country, just as the problem of the Mississippi is beyond one state. Every citizen of every nation expects the citizens of another nation to begin the task of cleaning up and ridding the environment of its manifold troubles, those citizens in particular, who made the wrong choice. In fact, the only choice open to them is an international arrangement to which separate nations, each unwilling to initiate any action due to fear that it will also have to complete that action alone at great expense to itself, nothing will be done. Only as a united group of nations under one federal authority, can the Atlantic nations bear the burden of keeping the environment livable. Any other choice is, in essence, a choice for death.

ATTENTION AUGUST GRADS

Orders and measurements for caps and gowns are being taken in the Housing Office, Monday thru Friday, 9-4. Deadline is June 15.
Everyone is looking forward to this weekend and our outing to Lake Dorr. Boats are being provided by Mark Rogers, Frank Moreno, Jim Patterson and Nick Kropog. Go easy on that 40 horse Mark.

See ya there brothers.

BALFOUR AWARDS

Stephen L. Avery III was selected the winner of the 1972 Florida Province L. G. Balfour Award. This is the highest undergraduate honor within the gift of Sigma Chi International Social Fraternity, because it designates annually the most outstanding member of the 154 chapters for the college year. The province Balfour Award is, accordingly, the highest undergraduate honor with in the Province. Mr. Avery was the nominee from the Ebony-Riddle Aeronautical University Sigma Chi Chapter, and was selected from 450 undergraduate members who were competing from the University of Florida, Florida State University, Miami University, and Embry Riddle. There awards, which were created in 1929 through the generosity of Past Grand Consul L. G. Balfour (Indiana, '07), are based upon the four qualifications of: Scholarship, personality, fraternity service, and student activity. Mr. Avery will compete in the National Balfour Award contest involving the winners of 35 other Sigma Chis who will be in their provinces this fall at the annual Sigma Chi Fraternity Workshop.

MINI-MINUTES

The second regular meeting of the SGA Senate for the 1972 summer trimester was attended by 7 officers and 25 Senators.

President: The newly elected Senators were welcomed by President Mayer. They were given encouragement to fulfill their many important tasks as Senators. President Mayer presented a report about the progress which the Policy Revision Committee is making. A nine hour reduction in Air Science has already been achieved. He stressed the importance of the referendum for the new Constitution and By-Laws, the election of the new Senior Class Officer, and the run-off election for an opening on Air Science.

Vice-President: Vice President Bonifield informed the Senate about the Academic Affairs Committee meetings. There is a good possibility that journalism credits will be given to those working on the AVION, Phoenix, and Main Frame.

Everyone is looking forward to this weekend and our outing to Lake Dorr. Boats are being provided by Mark Rogers, Frank Moreno, Jim Patterson and Nick Kropog. Go easy on that 40 horse Mark.
VET’S

Sure had a good time at the beach party last weekend. At last Father's Day there was quite a crowd and also encouraged everyone to take advantage of the 20 percent discount Jerry's Caterers are offering.

Social Functions: Chairman Reimann discussed the upcoming elections and the work his committees are doing. Finance Committee Chair Roy answered questions about his treasury report.

Internal Affairs: Chairman Henry informed the Senate about his work with the Sands password and also encouraged everyone to take advantage of the 20 percent discount Jerry's Caterers are offering.

Motion to remove the duels, marching off steps and the life guard at the First Aid Station. We need to tighten up with some new serious type championship games being fought to the last bitter point. Of course the mandatory beer breaks between each game made them sort of resemble a Chinese fire drill minus the fire. Ken Summers, Stan Steenbock, Mike Taylor and Jerry's, played a game up to sixteen points before they realized that they had no ball.

There were only minor incidents this weekend, the portable pooper now chipped Phil, and Dan Crappa, made the trip to and fro with no problems. Ken Summers did get stung about the eye by a Man O' War but the life guard at the First Aid Station said that he probably didn't feel anything anyway, so we came out pretty good.

Ron Nyan, our president and Frank Mayer, the SGA president, engaged in an egg throwing battle after a while and the whole bit, something about who was the best looking. Anyway, Ron looked like a sort of omelet after the dual so it's needless to say who won.

The time to get loose of some old books and tighten up with some new ones is drawing near. Why not help yourself? There is not truth to the rumor that, Fred Willems is going to give away the Vet's Book Store. We will be shown how to make delicious appetizers, yummy, yummy.....

We hope to borrow the Vet's volleyball set, and maybe we'll play a little baseball, too! We'll have beer, don't worry guys. It starts at 10:30 at Ponce De Leon Springs.

At our meeting June 27th we will be shown how to make some unusual and pretty pictures. Very good for gift giving and quite suitable for framing in your own home.

If you are not sure where that meeting will be held, call Lisa Wolfe at 252-5686.

"You've got to cut down on your drinking. That blood sample evaporated before I could use it."

REFUNDS TERM B

Refunds for tuition paid for Term B courses will be as follows. The student who withdraws prior to June 21 from Term B courses will have his registration cancelled and receive a 100 percent refund of tuition paid.

The student who withdraws after July 5 will receive no refund.

Dr. Pence
University Registrar.

DAYTONA BEACH, FLORIDA 32114

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GRADING AMERICA

from Segler Institute, October 1971

The ideal Commencement Address should provide inspiration for parents, encouragement for trustees and aspirin for the faculty. It should also be short enough to be tolerated by the graduating class. Finally, it should warn us to beware the hardening of the absolutes, a disease that inevitably be contained by a steady diet of reason and civility.

In more tranquil days, this was the season to reaffirm ideals everyone took for granted. Alumni were confident that ignorance was hopelessly out of date. No one would have even considered joining the Establishment, not to bury it. Parents derived comfort from knowing their sons and daughters had set foot on an escalator that carried them towards a platform of opportunity reserved for less than one tenth of one percent of the earth's population.

A graduation ceremony, therefore, was normally a festival of self-congratulation. Today is no time for platitudes in praise of the status quo. We could occupy the entire weekend with an inventory of the fears and grievances that darken our scene.

Some pessimists predict anarchy; others foresee a police state. Some cop-outs, shouting that God is dead, or absent without leave, urge us to seek salvation in chemistry. It almost seems that bad news is our most consistent product.

A modist dosage of self-doubt is a healthy antidote for arrogance, but to inject self-hatred into the national bloodstream is scarcely the means to cure our own society or help others. Spare us from the whisperings of political Portnoys who find nothing of value.

If America is graded against utopian criteria, like all imperfect institutions she may deserve nothing better than C-minus. But if Americans are graded more compassionately "on the curve"—if our nation is compared, not with the imaginary Camelot of the poet's vision, but with the real kingdoms, empires and people's penitentiaries of this earth—then America's grade is perhaps not less than B-minus, and one might challenge comparative historians to find any A's at all. All passports and immigration quotas were abolished this coming September, in what direction would a torrent of humanity move in search of wider options and a better life?

Those who assert that this is the worst of times cannot have heard of the past. Until History's last quarter-hour, most man's fortune was limited to crippling manual labor and the wreckage of old age at forty.

Even in England, at the peak of it's 19th century affluence and culture, Matthew Arnold took for granted. And which sound as if they might have been written yesterday in a campus dormitory. Matthew Arnold concludes that... the world, which seems

To lie before us like a land of dreams,

So various, so beautiful, so new,

MATH really neither joy, nor love, nor light.

Nor certitude, nor peace, nor help for pain;

And we are here as on a darkling plain,

Swept with confused alarms of struggle and flight,

Where ignorant armies clash by night.

"AN ACCIDENT LOOKING FOR A PLACE TO HAPPEN"

It was a typical day in Oregon. low ceilings, with drizzle and about 140,000 aces of the hood ornament as we drove to the airport.

I had just soloed the two weeks before 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 accomplishment, so
1STH AIR MEDAL AWARDED

Happiness is being alive to collect your combat medals, and Army Capt. Cameron B. Sutherland is mighty happy.


What acts of valor won him the honors? "I kind of shudder away from heroics," said Sutherland, who currently is earning his bachelor of science degree in aviation management at Embry Riddle Aeronautical University.

Air medals are awarded for each 25 combat assault missions, meaning Sutherland has 475 missions under his belt.

Sutherland, 33 next Saturday, and his wife, Ann, have one son, 7, Cam Jr. They live at 726 Ridge Blvd., South Daytona.

I noticed the tail wheel was missing but did not say anything for fear he would cancel the trip. We climbed aboard and began looking for the starter. Different makes and models of light airplanes are much the same, like changing from one car to another.

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 enjoyed the scenery. The air was pretty smooth though and except for the ice that kept forming on the windshield, there was little to see.

For a pilot with only 12 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 but John didn't seem to notice. In fact he kept staring ahead with sort of glassy expression. I guessed...
The restaurant and bar located on Madison Avenue and Ridgewood called the Westside Pub (formerly The Blind Pig) is frequented by many EMAU students and is noted for its famous meatball sandwiches and charbroiled steaks. But this spring something new was added. The Westside Pub became Daytona's first bar to feature topless Go-Go Girls.

Have you ever wondered what the girls are like, how they feel up on the stage, why they dance topless? We found out and thought you might like to know too.

We received permission from the manager to interview three of the girls. It went like this:

The first was Jackie.
Avion: "Do you enjoy dancing here?"
Jackie: "Yes."
Avion: "Do you ever feel self-conscious?"
Jackie: "It was bad at first, especially waiting between songs."
Avion: "What made you take this job, the money?"
Jackie: "Yes, I earn $5.00 an hour. It beats working in a car wash at $1.25 an hour, 8 hours a day."
Avion: "Do you get tired of dancing at all?"
Jackie: "No, I get bored sometimes. We work five hours on a shift but we have a good time."
Avion: "What is your idea of the perfect thing?"
Jackie: "You've got me, you've really got me. I enjoy it but some people take it the wrong way. They get the wrong impression. They think you're up there because you're a tramp or a slut and I don't think that's too cool. I've got to pay rent and eat. If they thought of that, maybe they'd understand why I'm up there in the nude. It's not all that bad."

Avion: "Does anyone ever hassle you when you're dancing?"
Jackie: "You're always going to have somebody to give you a hard time, someone is always yelling 'Hey honey, come over here', but they don't bother me too often."

Avion: "Who gives you the most trouble, young guys or old guys?"
Jackie: "Old guys. One night this old guy with one leg sat next to me and put his hand on me, he grabbed my top and pulled it up and grabbed my b-b. He thought he was privileged I guess because he had one leg. He was drunk and when they're drunk they don't realize how rough they are. They grab your arm and say come here and almost break it. It's a drag when people get like that."

Avion: "What was your first night like?"
Jackie: "I was so petrified. I came in to apply for the job and I thought I would work the next night, but the boss wanted me to dance right away. I just got up there and said, 'Here I am'. My knees were shaking. I was so scared."

Avion: "It's sort of on the job training."
Jackie: "Yes."
Avion: "How long have you been working here?"
Jackie: "A couple of months now. Most of the time we just have a good time. I enjoy dancing and I'd dance if I went out every night anyway. I might as well do it and make money."

Avion: "Why all of a sudden did topless come about in Daytona?"
Jackie: "I don't know. Jack (the manager) just broke it out."
Avion: "What are the rules concerning topless dancing?"
Jackie: "Well, we're supposed to wear pasties but somebody 'ripped off' mine, so now I just wear band aids. I don't know what they want."

Avion: "What was your first night like?"
Jackie: "I was so petrified. I came in to apply for the job and I thought I would work the next night, but the boss wanted me to dance right away. I just got up there and said, 'Here I am'. My knees were shaking. I was so scared."

Avion: "Yeah, I guess so. I'm here."
Jackie: "Tell them all about it."
Linda: "I can't. I'd swear."
Avion: "What was your first night like?" Linda: "It was the same as all the other clubs. I've been dancing for five years."
Avion: "Do you have a lot of trouble with the patrons here?"
Linda: "No. I just let them know if they got out of line I'll break their arm or something like that."

Avion: "This is new for Daytona."
Linda: "Yes. They don't like it either."
Avion: "I guess there are a lot of guys that don't know how to act."
Linda: "Yeah. There aren't really that many, but there are some that get very crude."
Avion: "Mostly older guys?"
Linda: "Some, but some young guys too. No age group stands out. All guys have some line to give me. I've heard
EATING OUT CONT.
50 million of them, I don't need it. I have a boy friend and I've been married and divorced twice. If I like them I'll let them know it. I'm no prima donna or anything, but you don't know what kind of freaks come in here.

Avion: "Do you furnish your costumes?"
Linda: "No, you furnish your own"
Avion: "Do you pick your own records?"
Linda: "I do, but if you're friendly. I joke and cut-up with the people around the stage and it makes them feel a lot easier."
Avion: "If you're on stage, do you feel the crowd sense it and change?"
Linda: "Yes. A lot of them are tourists and feel uneasy and feel like they stick out. They tend to have a drink and leave, but if you joke with them they feel easy and relax and stay.
Avion: "Why do you dance? Do you feel about dancing here?"
Linda C.: "Well, I danced before I danced here, but this is the first time I went topless. I was scared at first but I got used to it. I like dancing. I like to make people enjoy what they are doing instead of just sitting there. When they're laughing at what they are enjoying it, so that's one reason I enjoy working here."
Avion: "Where did you dance before?"
Linda C.: "With groups in Germany and at the Pink Pussycat on the beachside."
Linda: "Work what the main reason you dance?"
Avion: "What were you doing in Germany?"
Linda C.: "My Dad was stationed there. He was in the Air Force. I got with some groups and went on tour as a dancer."
Avion: "USO groups?"
Linda C.: "No, just local groups. I like to dress in far-out clothes and that gave me a chance. It seems weird being topless now."
Avion: "Do you feel self-conscious?"
Linda C.: "No, not any more. I'm used to the people that come in and I know what they expect. I try to live up to what they want to see."
Avion: "The first time up was the roughest?"
Linda C.: "Yes, because I always told myself I'd never go topless. When I came and all the guys were sitting there gawking at me and when I got up there I just went real right. I said to myself, 'What am I doing up here. All these guys are looking at me.' I feel you should leave something to the imagination, but after an hour I was just myself. It didn't bother me at all."
Avion: "How long have you been topless?"
Linda C.: "Two months.
Avion: "How often do you work?"
Linda C.: "Six days a week. I was working nights and days with Sundays off. Now I work mostly days. The hours are O.K. and Jack is a nice guy to work for."
Avion: "Who gives you the chance to change?"
Linda C.: "Guys who drink too much and get obnoxious."
Avion: "Do you believe in women's lib?"
Linda C.: "No, not at all."
Avion: "Do you get tired?"
Linda C.: "Yes, if I work all day and then at night, but I don't get tired of dancing."
Avion: "Is the money the main reason you dance?"
Linda C.: "No, not really. I like the money, but if you're going to work you should enjoy it. There are a few girls that dance and do it for the money. They don't put any effort into it. Some girls do it just to see if they can guess."
Avion: "Do you dance as if you were on a dance floor?"
Linda C.: "No. I just dance the way I feel."
Linda C.: "Thank you.
Our third and final girl is Linda C.

AIRCRAFT IDENTIFICATION
Identify these aircraft and win a complete dinner at the International House of Pancakes.

Last week's aircraft was the General Dynamics Charger not the OV-10. Drop your entries in at the Student Center. If more than one correct entry is received a drawing will be held.

THE EARTH SHALL INHERIT THE WEAK.
Every Volvo we sell is built on the premise that the car that reaches the end of its road slowest is a winner.

Which means that every Volvo in our showroom is built to last.
So when you drive out in your new Volvo, you can look forward to enjoying the scenery.
Instead of becoming a part of it.

- page 9 -

OLVO OF DAYTONA
127 South Charles St.
(off volusia)
I just want to travel around and do a lot of things.

Avion: "Thank you." We are definitely not Masters and Johnson, but we hope we've given you a glimpse of what these girls are like.

**INERTIAL NAVIGATION MADE SIMPLE**

The following explanation in simplified terms is typical of all inertial navigation systems.

First, the aircraft knows where it is at all times. It 'knows this because it knows where it isn't. By subtracting where it isn't from where it is, or where it is from where it isn't (whichever is greater), it obtains a difference of a deviation.

The inertial system uses deviation to generate corrective commands to drive the system from a position where it is, to a position where it isn't, arriving at the position where it is, now the position where it isn't.

In the event the position where it now is not the position where it wasn't, if the variation is considered to be a significant factor, it too may be corrected by the use of the Doppler System, however, the aircraft must know where it was, also. The "thought Process" of the system is as follows: because a variation has modified some of the information which the aircraft has obtained, it is not sure where it is. However, it is sure where it isn't (within reason) and it knows where it was. It now subtracts where it should be from where it wasn't (or vice versa) and by differentiating this from the algebraic difference between its deviation and its variation, which is called error, it computes the correct information to compensate for all factors supplying accurate navigation information.

**NEW COURSES**

Embry-Riddle will be offering many new courses in the fall. If there are any you are interested in, grab them now because they are going fast.

**Instructor-**

Ronald Goldberg

ART 283- Leaven Bread Craftshop

PS 924- Man and His Jewish Environment

HIS 142- Israeli War (non-credit)

**Instructor-**

Linda Marshfellow

PSY 400- Quantitative Naggging Techniques

BIO 128- Frigidity of Housewives

FRENCH 300- Frenching the '57 Chevy Nomad

ECO 414- Keeping up with the Jones's

**Instructor-**

Dean America

SCO 413- Minority Group-Telling them apart

PSY ED 98-Intro to Surfing

ANTHRO 418- Slumming: Independent Study

Nova Road Drive-In

Sister Hyde (PG)

Blood From the Mummy's Tomb (PG)

Big Tree

Ground Star Conspiracy (GP)

**Instructor-**

Bernadine Daley

LIT 336-Leprechaun Mythology

ENG SCI 91-Street Fighting

PSY 266- Abnormal British Psychology

MATH 789- Murder Statistics

**Instructor-**

ASTRO the Astronomer

SPEECH 206-Speilas, Chants and Tunes

ENG SCI 677- Thunder, Lightning, Fog, and other special effects

ECO 343- Fortune telling or how to make a million

FOR SALE 1972 "Buddy" 12 x 55' Mobile Home now located on the St. Johns River---Reasonably priced for quick sale--Only one month old--Front kitchen with two bedrooms. Call any time 672-0988.

**20% OFF**

When you eat at the

**AIRPORT RESTAURANT & LOUNGE**

**UNDER MANAGEMENT OF**

**Terry's Waterers**

If you feel like this guy looks after the flight, refresh yourself at our lounge.

20% OFF IN THE RESTAURANT

10% OFF IN THE LOUNGE

AIRPORT EMPLOYEES, EMBRY-RIDDLE STUDENTS AND EMPLOYEES, WITH IDENTIFICATION
Dr. Harvey Mindess, a UCLA psychologist and author who teaches a class in humor and liberation, believes that humor can be used as therapy to help us get away from ourselves and laugh at ourselves so damned seriously. "Humor," he says, "helps us to understand ourselves in the proper perspective." He suggests we "use humor as a coping mechanism and alleviate our tendencies to become pompous, inflated, egotistical, self-righteous and all that crap." It was "all that crap" that I was most interested in. I'm not too knowledgeable about tendencies and proper perspective, but I do know a lot about the crap that students put themselves through as we are taught, day by day, class after class, to handle life stuff-upper-level style. Pressure has been put on us not to laugh at anything—our own personal problems or the problems of the world. Would you dare laugh about ecology? Racism? The War? Our collective guilt? He's right. It matters. It matters not so much as we think. What upsets us a great deal today will be forgotten weeks from now. "It's in college," he adds, "that students are taught to take themselves too seriously." Dr. Mindess is the author of a new book on humor called "Laughter and Liberation" that's about as funny as the Dead Sea Scrolls. Through 247 pages, he takes humor, plops it down on a couch, analyzes it, exposes it, and criticizes it as we finally finish the last chapter, Tonsils (instead of Appendix), leaves us reeling and might be in big trouble as we preform the wake over our sleeping senses of humor.

He's right. There are too many students to prove it; the divorced lady who laughs that her ex's new wife looks just like her, the final examination that's so unbelievably hard it's funny...buying red jockstraps in chem- istry and biology and the other way as the clerk writes up the sale. One student tries to find tons of examples of things that are funny...guys with BAs in chemistry who are just stupid. Just enjoy. Stop analyzing. It's safer to be straight, but a lot of good things can happen to you if you dare to be just a little bit crazy. Humor can be a liberating device." The problems of the world might not be solved through Dr. Mindess's philosophy, but they might be more easy to cope with. Read his book if you can laugh up $7.95. And if you're ever out in LA way visit Harvey Mindess. He's good for a laugh.

E-RAU WINS SUIT

from Daytona Beach Morning News 27 May 1972

Embry-Riddle Aeronautical University has won more than $120,000 in damages awarded Friday afternoon at the conclusion of a suit tried before Judge Frank M. Johnson Jr. in U.S. District Court here.

PENDING since early 1971, the suit was tried this week. A jury brought back a verdict awarding $40,000 to E-R U, but since a violation of the Sherman Antitrust Act was involved, the air school was entitled to treble damages. This Judge Johnson did, along with entitling E-RAU to attorneys' fees and costs of the court action.

Losers in the suit were Ross Aviation Inc., Joseph R. Ross, and local lodge No. 2003 of the International Assn. of Machinists and Aerospace Workers.

The complaint was based on an illegal conspiracy of the three defendants to prevent E-R AU from forming its contract to train Army aviators at Ft. Rucker.

Earlier this month, Ross Aviation filed suits totaling $48 million. Also named in the suits were Jack Hunt, E-RAU president, four of his top officials, and a former commanding general at Ft. Rucker's Army helicopter school. Ross charged they all conspired to throw a pilot training contract to E-RAU.

These suits still are pending. Hunt has called the suits merely a "smokescreen." because they were filed three weeks after accepting E-RAU's damage suit against Ross was due to come to trial.

FLASH

Vets meeting will not be at the Roar's Head Lounge. It will be held at the Rec Hall of Lakeview Mobile Estates.

FORSALE—10 speed Sch'-Olin Super Sport, like new, with 135 miles, $400. Call 255-1194. Try Bob's.

TRY BOB'S. 377, N.C."
was so unreliable. It kept winding up and down very rapidly, and I guessed because of poor maintenance.

I started to come down. Just then the left engine quit. No warning, nothing—it just quit. John made sort of a gurgling noise then, and it was about the first thing he had said since our departure. I explained that there was nothing to worry about, as we had another engine. So I started the right engine, and John felt better and appeared to go back to sleep.

Well, pretty soon we did get down far enough so that I could see the ground occasionally. It was pretty dark under the clouds, and if it hadn't been for the lightning flashes it would have been hard to find any good landmarks. Then I spotted a highway near the airport we were heading for so I followed it. It was difficult to read the road signs all that 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 a while, we did find an 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 flashing all sorts of colored lights as a welcome. So I landed and slid up to the parking area. (The operator should have emphasized that part about putting the gear down.) Everyone was pretty excited. It was easy to see they had never seen a Piper Apache before. John still appeared to be 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 at that restaurant was terrible.

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MODERN DANCE
BY GARY ANDERSON

Like many students I was interested to hear that Riddle is offering a modern dance class this fall. In order to be the first to sign up I rushed to the Registrar's Office to get the details:

"Who's teaching the course," I asked.
"We have a new instructor this year," they said.
"Yes, who is it?"
"Harvey the dancing bear."
"Harvey the dancing bear?"
"That's right, Harvey the dancing bear."
"Why did you hire a bear to teach modern dance?"
"He works cheap."
"Does he meet the minimum requirements for a college instructor in Florida?"
"Just barely if you'll pardon the pun."
"That's the most terrible thing I've ever heard of.. What was his last job?"
"He worked in the Everglades. On Tuesdays and Thursdays he helped the park rangers search for little lost kids."
"What did he do on Mondays, Wednesdays and Fridays?"

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TICKETS

Had a ticket lately? I hope not, but there are a number of students who have, and one reason being that they sold their car or motor bike and forgot to destroy the parking sticker. Consequently, if their sold vehicle was illegally parked, they have received the ticket. If you sell or trade your car or bike, please destroy your old sticker and stop by the Security Office for a new one. This will save you any inconvenience some of our students may have had.

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Disney World's STOL Strip is called never-never land.

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"He helped little kids get lost."
"I see... isn't it going to be a little embarrassing having an instructor that spends his lunch hours hunting for nuts and berries?"
"Are you kidding? With the salaries we pay them, our faculty has been doing it for years."
"What happens if he doesn't pan out as a modern dance teacher?"
"We have an opening in the biology lab."
"Instructor?"
"No... specimen."

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SAY "GRASS"