NEW JET

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 45,500 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 low 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.

MODEL ICAO

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 crises, 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.

Related Article

PAGE 8
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 B is as follows: The student who withdraws prior to June 22 for term B courses will have his registration cancelled and 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 last 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 keep a constant growth and the name of Embry-Riddle Aeronautical University become known world-wide.

Fred R. Harris
U.S. Senate

JUNE 12 ELECTIONS

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. The SGA has found that a 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 3 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. No more upset stomachs, unless of course, you can't cook any better than some of Vo-lusia Avenue's "top-knotch eating spots". Along with the kitchen, each wing will have a recreation hall soon, which will serve all students.

President Hunt has signed a contract for the new building. When construction will begin, I am not sure. Just listen for the pounding of hammers.

June 14th is the day of the next blood drive. Any information can be acquired from Jerry Fry. Any letters are welcome.

The AVION trailer has a new blue box by the door of the trailer, compliments of our maintenance crew. This will serve as a collection 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.

- 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.

SPEAKING OUT

The AVION is a publication for Embry-Riddle students partially financed by the Student Government Association. Articles may be submitted to the AVION for publication through the Student Government Association, the administration, the faculty, and the student body. The AVION deadline is Friday afternoon at 4 P.M. Please mark all items AVION, and deposit in the basket in the trailer, the suggestion box, or E-RAU box 1688.

AVION SPONSORSHIP

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THE AVION

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Nancy Lucas

The following letter was received from Senator Fred R. Harris concerning our Student Government's support of his amendment to Higher Education Act of 1972. (ed.)

Thanks so much for your support of my amendment to the Higher Education Act of 1972 regarding students on the governing boards of universities. As you know, the amendment was passed by the Senate by a vote of 66 to 28 and is now in the joint Senate-House Conference Committee.

I am especially glad to have the benefits of your school's experience to draw on in discussing the efforts of student representation with other Members of Congress.

The backing I have received for this amendment from the student community has been overwhelming and for that reason, I am confident that it will be passed by the conference committee. My thanks to you and the student government at Embry-Riddle Aeronautical University for your faith and encouragement.

Thank you again for your support of the Student Trustee Amendment. Best wishes.

Sincerely,

Fred R. Harris
U.S. Senate
Dear Students:

On June 31, 1972, starting at 7:00 PM in the Ocean Room at the Daytonia 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 main roads.

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 your family and will make every effort to attend this free demonstration.

Sincerely,

James F. 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—including nine four-drawer and two two-drawer filing cabinets containing a complete library of the history of the space program—from my old apartment on the North Peninsula to my new apartment on the Embry-Riddle Chapter of the Army Aviation Assn. the night before.

They loaded 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 I'm sure 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.

To the 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

---

BLOOD DRIVE

WEDNESDAY

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POLLUTION 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 environment, or live, and ignore our pollution problems and slowly die.

The oceans of the world manufacture 70% of the Earth's oxygen. John Costas, a leading 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 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 states could be able to work through a federal authority toward clearing up the Atlantic. The burden does not fall 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 Concord continues to fly. Although they often fail to accept this fact, no nation can escape responsibility for the environmental destruction that wreaks on others, for in the end, unless massive corrective measures are taken, every nation will suffer which ever citizen 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. If every citizen of every nation expects the citizens of another nation to begin the task of cleaning up and ridding the environment of its man-made troubles, those citizenships have 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 citizens, 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 them, please.

**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 awarded within the gift of Sigma Chi International. Social Fraternity because it designates annually the most outstanding man 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 Emory 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, Miami 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 Awards contest involving the winners of 35 other Sigma Chis who were 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.

---

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- 15% reduction in Air Science has already been achieved.

President Mayer presented a report about the progress which the Senate 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.
VET'S

Sure had a good time at the beach party last weekend. At last Father's Day celebration we had a big barbecue. The volleyball games were the most fun with some real serious type championship games being fought to the last biter point. Of course the mandatory beer breaks between each game made them sort of resemble a Chinese fire drill lasting a while. Ken Summers, Stan Steenbock, Mike Taylor and Ron Nyan played a game up to sixteen points before they realized that they had no ball.

There were only minor injuries this weekend, the portable poop now christened Phi Sigma 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 duel, making off steps and the whole bit, something about who was the best looking. Anyway, Ron looked like a sort of omelet after the duel so its needless to say who won.

The time to get loose of some old books and tighten up with some new ones is drawing near so why not help yourself. We all had some punch and the birthday girls, shame on them, slept through the whole thing!

Our next meeting will be held at the Florida Power and Light Company. We will be shown how to make delicious appetizers, yummy, yummy, .... there goes the diet! Be sure to come and please get there by 7 p.m., June 13th.

This coming Sunday we're having a picnic so bring your husbands, kids, dogs, etc. 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're 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 per cent refund of tuition paid.

The student who withdraws from courses for the period June 22 to July 5 will receive a 50 per cent refund of tuition paid.

Students withdrawing after July 5 will receive no refund.

Dr. Pence
University Registrar.
GRADING AMERICA

from: Regeler 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 can only 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 unfortunate class had joined the Establishment, not to bury it. Parents comforted from knowing their sons' and daughters' set foot on an escalator that could lead to 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 so much lower than B-plus. And one might challenge comparative historians to find any A's at all.

As 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 men's fortune was limited to crippling manual labor and the wreckage of old age at forty.

Even in England, at the peak of its 19th century affluence and culture, Matthew Arnold concluded that which sound as if they might have been written yesterday in a campus dormitory.

... the world, which seems
To lie before us like a land of dreams,

So various, so beautiful, so new,
Mirth 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. The heavy drizzle and about one inch of snowfall made it difficult to see 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 when I discovered it was the flight instructor, I was disappointed.

When we arrived at the field, the drizzle had turned to a steady rain. This concerned me a little, as I had just got my pilot's license a few months before. I was lucky enough to have a fellow who was a good friend and was able to help me when I discovered I needed more practice.

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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 shied 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 a sort of glassy expression. I guessed that he was afraid of height, as some non-pilots are you know.

After about an hour I became concerned over the fact that I could not see anything. It was going to be difficult to spot other traffic around the airport of 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 the altimeter...
EATING OUT AT THE WESTSIDE PUB

The restaurant and bar located on Madison Avenue and Ridgewood called the Westside Pub (formerly The Blind Pig) is frequented by many EMNUUAV. It used to be and still is noted for its famous meatball sandwiches and charcoal-broiled steaks. Recently, this spring something new was added. The Westside Pub became Dayton'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's 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 start 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."

Linda: "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 get 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 younger 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. I don't care 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: "A lot of time, but sometimes customers pick their own, which makes it hard because we have to dance all night and its easier if you like the music.

Avion: "Do you mind the wait between songs?"
Linda: "No, not 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 nervous on stage, does the crowd sense it and change?"
Linda: "Yes. A lot of them are tourists and feel uneasy and feel like they stick out. They have one drink and leave, but if you joke with them they feel easy and relax and stay.

Avion: "Why do you dance, the money or what?"
Linda: "Yes, and I like to dance. Doing it topless I feel free, but each person feels a different way about it." Avion: "How do you feel about women's lib?"
Linda: "I agree with some of it. I cry and like to be spoiled and pampered and petted, but who's going to want to spoil me if I'm as hard and rough as they are. But I can be when I have to.

Avion: "Thank you.

Our third and final girl is Linda C.

Avion: "How 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 waiting they're 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.

Avion: "What were you doing in Germany?"
Linda C.: "My Dad was stationed there. He's in the Air Force. I got with some groups and went on tour as a dancer.

Avion: "UGO 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 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 in all the guys were sitting there gawking at me and when I got up there I just went real tight. 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 9-K and Jack is a nice guy to work for.

Avion: "Who gives you the main reason you dance?"
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."

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.

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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 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

Avenue: "Thank you."

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

I just want to travel around and do a lot of things."

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.

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.

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

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GOOD HUMOR MAN

by Rick Mitz

He's the Laughter Man. And he isn't that funny. He doesn't want to be. Dr. Harvey Mindess, a UCLA psychologist and author who teaches a class in humor at the school, believes that humor can be used as therapy to help us let go of taking ourselves so damned seriously. "Humor," he says, "helps us to put ourselves in the proper perspective."

It was "all that crap" that I was most interested in. I'm not so knowledgeable about tendencies and proper perspectives, but I do know a lot about the crap that students put themselves through as we are taught, day after day, class after class, to handle life stuff-upper-lip style. Pressure have 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 leaders? Our collective guilt says they're definite no no's. And would you dare laugh at collective guilt?

"The whole bit of really believing that what you stand for and what you are doing is the most important thing in the world," Dr. M. says, "Well, it matters but not really so much as we think. What upset us a great deal today will be forgotten two weeks from today.

"It's in the 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 the condition, and when we finish the last chapter, Tonsils (instead of Appendix), leaves us wondering if we just might be in big trouble as we preform the wake over our sleeping senses of humor.

He's right. There are too many of our generation who can't 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, the day we try to find tons of examples of things that are funny, the guy with Buns in chem-istry who wets himself and says he 'already killed five times the past four years'... having that professor who is your grandmother's funeral director and you've 'already killed five times the past four years'... the new student at the college who is writing a serious book on humor. Potentially, all are crises experienced but, in the right perspective, funny.

There's been a lot of talk--mostly humorless--about the death of student humor that poopd out with the Thirties and was said to rest with indented bottoms that sat on flagpoles and swallows was goldfish.

In this era of ecology, swallowing fish is no way to preserve the balance of nature and sitting on flagpoles leaves us a pain in the neck. Well, things weren't very funny anyway and the attitudes that brought them about were. Everything was taken so seriously. College life -- so they tell us -- was just like in the moo-vees: would the college football star get good enough grades to play in Saturday's big game? No one cared, but it gave them something to laugh about.

So along comes some humor like Dr. Mindess who has the gall to tell us to laugh again. How? Does one develop a sense of humor -- as opposed to a sense of horror -- in These Troubled Times?

We're all very touchy about our sacred cows," Dr. M. says. "We become so serious and convinced that we refuse to laugh at anything connected to our Cause." His answer is simple. "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 tension."

The problems of the world might not be solved through Dr. Mindess' 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 LA way visit Harvey Mindess He's good for a laugh.

ERAU WINS SUIT

from Daytona Beach Morning News Journal 27 May 1972

Embry-Riddle Aeronautical University has won a suit against former commanding general of the International Association of Machinists and Aerospace Workers.

The complaint was based on an illegible conspiracy of the three defendants to prevent E-RAU's license from being renewed. Earlier this month, Ross Aviation filed suits totaling $4.8 million. Also named in the suits were Jack Hunt, ERAU 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 away ERAU's 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 before ERAU lost its contract to train Army aviators at Ft. Rucker.

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

FOR SALE- 10 speed Sch., Marin Super Sport, like new. New and retails E-RAU totaling $4.8 million. Also named in the suits were Jack Hunt, ERAU 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 away ERAU's pilot training contract to E-RAU.

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TRY BOB'S $37, 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, no 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 and remembered there was 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 there 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.