Avion 1972-06-09

Embry-Riddle Aeronautical University

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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 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.
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 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 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.

Fred R. Harris
U.S. Senate

JUNE 12 ELECTIONS

1. SENIOR CLASS OFFICERS
   A. Be in senior status
   B. Do not graduate prior to Dec. 1972
   C. No academic probation
   D. Must have one tri at E-RAU

2. AIR SCIENCE
   A. Run-off of write-ins
   B. Let's have a 100% vote

3. CONSTITUTION AND BY-LAWS

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 benefit of your school's experience 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 adopted 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,

[Signature]

Fred R. Harris
U.S. Senate

The AVION is a publication for Embry-Riddle students partially financed by the Student Governance Association. Articles may be submitted to the AVION for publication by 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.
Dear Students:

On June 31, 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 or mainline.

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 P. West
Director
Volusia County Traffic and Safety Commission

Dear AVON:

In case you don’t know already, I want to tell you Embassy-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 at Embry-Riddle.

Wednesday, May 17, Coleman showed up after classes with Tom Petitt and Richard McLaughlan. They loaded some 45 (CU) packing boxes with books and household goods into their own vehicles and took all that stuff to my new place 10 miles away.

Saturday, May 21, the work party consisted of Coleman, Dick Rubiolo, Mike Caugher, and Dr. Larry Marks, Ft. Rucker, Ala., ENS. They loaded a U-Haul truck. They labored all day, loading and touting 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 mutual acquaintance move. But they did cheerfully, and their good humor was matched by their efficiency and organization.

This is especially true of the U.S. Army, in which they all serve, and to Embassy-Riddle, where they are students earning their degrees.

Just had to share my feelings with you.

Regards,
Sue Butler

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, land, and it is up to us to maintain them. We have two choices — clean up the land, air and water, or ignore our pollution problems and slowly die.

The oceans of the world manufacture 70% of the Earth’s oxygen. Jack Schaefer, 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 citizens of the US.

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 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. At the 1969 French-Congrode summit, Anglo-French Concorde continues to fly. Although they often fail to accept this fact, no nation can escape responsibility for the environmental destruction which wreaks on others, for in the end, unless massive corrective measures are taken, every nation will suffer, which is exactly what the citizens 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, but 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 citizens 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 through Friday, 9-4. Deadline is June 15.
Our summer pledge class was busy Saturday transporting boys in a radio-thon drive to collect money for the construction of a new Boy's Club. The members of our pledge class include Walt Hansen, Dennis Marulica, Bill Leads, Larry Robertson, Mike Plants, Ron Mours, Ray Belcher, Bill Barsin, John Benedict.

Everyone is looking forward to this weekend and our outing to Lake Dowr. Boats are being provided by Mark Rogers, Frank Moreno, Jim Patterson and Nick Kroopy. So easy on that 80 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 to Delta Chi. Members of Sigma Chi were not too much has happened; well, short this time, long next.

Σχ

Once again the brothers of Delta Chi find themselves without a fraternity house. The last house we had, due to lack of cooperation from the landlord, was vacated after unanimous decision of the members of Delta Chi. Don't feel alarmed about this issue, there are brothers on the look out for another safe haven and the speculations are very strong. We have great hopes of having one by the end of this summer, maybe earlier.

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VET'S

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

Social Functions
Chairman Reimann discussed his preparations for the next barbecue and dance on Saturday, June 17, 1972.

Special Delegate Report
Don Beas, who attended Expo 72, discussed the success of Sands Bartfory.

Finance Committee
Chairman Furman discussed his work with the SAnds Bartfory and also encouraged everyone to take advantage of the 20 percent discount Jerry's Caterers are offering.

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GRADING AMERICA

from: Regeler Institute, October 1971

The ideal Commencement Address shall 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 certainly 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 undergraduate courses had opened the door to the Establishment, not to bury it. Parents, comforted from knowing their sons and daughters had 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 whimperings 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-plus. And one might challenge comparative historians to find any A's at all.
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 sh; 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.

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to put the gear up and down."

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
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 EMAU students. It used to be and still is noted for its famous meatball sandwiches and char-broiled 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 ever 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 an ideal 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."
EATING OUT CONT.,

50 million of them. I don't need it. I have a boyfriend 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: "A lot of people, but sometimes customers pick them, 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 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 dancing here?"

Linda C.: "Well, I danced in a theater before I danced here, but this is the first time I went topless. It was scared at first but I got used to it. I like to make people enjoy what they are doing instead of just sitting there. When they're wallowing 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 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 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 O.K. and Jack is a nice guy to work for."

Avion: "Who gives you the most trouble?"

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. Then I read the sign that says 'Go-Go Girls'. I think of someone who's really going. You know, not just motions, but really moving. But when I dance I'm just me. I don't put on an act."

Avion: "Do they believe in women's lib?"

Linda C.: "No, I just wear a bathing suit. I'm not too self-conscious. When I got into it I'd be all right, but I don't know. I'd like to try something different. I think people would like to see a change."

Avion: "What's your idea of this now that you've been here for a while?"

Linda C.: "At first I guess I wanted to see what it would be like to do it, just a new experience. Somebody told me that he was looking for girls for him and I thought it would be nice because I like to do things that are exciting and different. I talked to a girl who is working at the Pink Pussycat and she said she couldn't do it. She'd feel too self-conscious. It's not a career for me. I really want to be a model, but right now this is fun."

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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.

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Instead of becoming a part of it.
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 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 Goldburg
ART 283- Leaven Bread Craftshop
PS 924- Man and His Jewish Environment
HIS 142- Israeli War (non-credit)

Instructor-
Linda Marshfellow
PSY 400- Quantitative Naging Techniques
BIO 128- Frigidity of Housewives
FRENCH 300- Frenching the '57 Chevy Nomad
ECO 414- Keeping up with the Jones's

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Instructor-
Dean America
SCO 413- Minority Groups
Telling them apart
PSY ED 98-Intro to Surfing
ANTHRO 418- Slumming: Independent Study

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NO. 1 Drive-In
Three In the Attic (R)  
Three In the Celler (R)  
Sexy Susie Sins Again (R)

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

ERRY'S

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
GOOD HUMOR MAN

by Rick Matz

He's the Laughter Man. And he isn't that funny. He doesn't have to be.

Dr. Harvey Mindess, a UCLA psychologist and author who teaches a class in humor on the side, believes that humor can be used as a tool to help us get away from ourselves so damned seriously. "Humor," he says, "helps us to reorient ourselves in the proper perspective."

He suggests we use humor as a coping mechanism and to 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 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 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 conscious? No, they're definitely no no's. And would you dare laugh at collective conscious?

"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 upsets us a great deal today will be forgotten two weeks from today. 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, plows it down on a couch, analyzes the crap, and as we finish the last chapter, Tonsils (instead of Appendix), leaves us real funny. We just might be in trouble.

one cared, but it gave them something to laugh about.

So along comes some joke like Dr. Mindess who has the gall to tell us to laugh again. How? 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. "I become so serious and committed 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 force."

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 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 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-RAU and about $20,000 to the International Association of Machinists and Aerospace Workers.

The suit was based on an alleged conspiracy of the three defendants to prevent E-RAU from forming its contract to train Army aviators at Ft. Rucker. Earlier this month, Ross Aviation filed suits against 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 before Ross filed its 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.

FOR SALE—10 speed Sch-板材 Super Sport, like new. P.O. box 4328-9140. Call 255-5102. Please mention E-RAU.
It 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.

The Best of GWA

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."
"Yes, who is it?"
"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?"

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.

There is no truth to the rumor that: as she was posing, Suzanne Velasen said to Monsieur Lautrec, "What have I got to lose?"

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

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 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."

SAY 'GRASS'!