

OVER SEAS



**A Spirited Guide for Enduring
International Flights**

John Gordon

P. MASSEY

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Los Altos Hills, California

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*For Roger, Brett and Andy:
to encourage your spirit of adventure.*

Author's Update

Twenty-Five Years Later

Since I published *OVER SEAS*, many aspects of our lives have greatly improved. Computers and mobile phones, previously crude and unreliable, are now slick and omnipresent everyday tools. Today, devices remind us to take our medicine as easily as they facilitate video chats around the globe.

Cars are smarter, faster, more reliable, and a LOT safer. Television screens can now be measured in yards, and we have hundreds of programming outlets from which to choose. A few are even good. Diagnostic medicine has improved our quality of life and extended our lives. New medicines comfort and heal us.

I wrote *OVER SEAS* aboard lengthy commercial flights to entertain myself and, ultimately, to entertain others. Back then, there was a meal, a movie, then boredom for, say, five hours. In the aircraft's dry air and dim lighting, reading was very tough on the eyes. Sleeping? Some could do it, but not me. I needed more than a twenty-inch seat and a tiny tray

table to rest my carcass. (Full disclosure: my body has, on average, added a pound per year since OVER SEAS was published. I now qualify as a “wide body.”)

Over the past quarter-century, commercial aircraft have improved in capacity, safety, and fuel efficiency. However, the flying experience, in balance, has not improved. Yes, there are more entertainment options, and they last the duration of the flight. The headsets that you now bring or buy are no longer just plastic tubes transmitting sound from a tiny speaker in the plane’s belly. Beverages, all three ounces of them, are still free. If you flash your puppy-eyes and are gifted an entire can of soda, you have achieved a significant moral victory.

Unless you want to triple your airfare by paying for an upgrade, airplane food may consist of a tiny bag of pretzels. You want a meal? You’d better bring it yourself, unless you plan to pay \$9.50 for a bagel and hunk of cheese. Worst is the allocated space. Airlines cram more people onto planes by reducing the legroom and the sizes of the seats. (As in my own case, this contradicts the trend in sizes of passenger butts.) Want to actually feel circulation in your legs? That will be an extra \$150 to get an added four inches. Want to lean back? You get maybe five degrees of tilt. If you are in certain rows, you get zero.

Last, the storage. As the airlines stuffed more people into a limited space, the overhead storage capacity became inadequate. Board the plane in Group Three and you will be sitting on or checking that bag you brought aboard--the bag carrying your medications, snacks, water, books, magazines, blindfold, earplugs, eye drops, tissues, pen,

and laptop. Give up that stuff and you are as vulnerable as a kitten in an alligator pit.

Perhaps worst are the airport security hassles brought on by global terrorism. The strip-and-scan drill is important, but it has added significantly more time and inconvenience to the air travel experience. We need that protection and scrutiny, however. End of discussion, and kudos to the TSA.

Bottom line, we have experienced a lot of positive change during these twenty-five years. I still think OVER SEAS is a fun read, and it serves as a time capsule for that previous generation of commercial air travel. And, the subtitle for the original OVER SEAS book is still valid. Unless you pay bundles for premium seats and service, you continue to merely “endure” long-distance flights.

One last personal note. Here are updates to my bio at the back of the original book: wife Julie and I now have three children: Christopher (24) and Jennifer (21), plus Andrew (now 27). “Andy” was mentioned in the original bio. All three are experienced and capable international travelers. Same for my older sons, Roger and Brett.

California, United States
November, 2016

John Gordon

Preface

On my first overseas flight, I learned the value of stimulating yet light entertainment. The excitement of going on the trip occupied my first two hours, the meal another hour, and the movie and accompanying propaganda the next two. For the next couple of hours, I managed to read a few magazines and a chapter of my tattered paperback. That totaled seven relaxing hours. Not bad, except I was out of things to do, and the flight still had more than three hours to go.

Those three hours were excruciating. As most of my nameless companions drifted off to contorted sleep, I succumbed to a paralyzing mental fog—a time of cerebral irony when the brain craves input while coveting sleep. What I needed was interesting, marginally intellectual stimulation.

This book is my attempt at providing just that. We'll take an irreverent but affectionate look at your aircraft, its crew and their company's inflight entertainment and food offerings. Then we'll offer our own diversions and insights, most of which relate to international travel and foreign lands. No doubt, you'll

learn something about your destination and enjoy your trip more as a result.

Best of all, the book's flow will probably match your diminishing capacity to concentrate during this flight: the further you read, the more brainless it gets. It was, after all, written on international flights. By the time it was finished, I was running on about twelve neurons myself!

So, stretch your legs around those carry-on bags, and sit back in that uncomfortable airline chair. Tightly secure your cumbersome safety belt, and stow your tray-table in that precarious, upright position. Listen bravely to the instructions about oxygen masks, life jackets and emergency exits. Don't forget to smile at the diarrhetic toddler directly behind you.

Hang in there. When the glamour wears off, this book will make it all better.

Frankfurt, Germany
September, 1991

John Gordon

Acknowledgements

The idea and content for this book were generated aboard numerous flights to countless now-forgotten places. In principle, then, the airline companies and their trusty crews are to be thanked (blamed?) for its creation. And while my barbs are often directed toward the limitations of commercial airline companies, flight equipment and onboard services, their performance under today's complex economic and geopolitical situations is nothing short of amazing.

The book's attractive layout and design were done by Steven James, a young and talented print media professional in England. The cover art was painted by Peter Massey and John Temperton; they also provided the illustrations. Both are excellent artists and unique characters working in London.

Finally, I want to express appreciation to my family. *OVER SEAS* is obviously more caprice than classic—no one is clamoring for its movie rights—yet even such a

modest literary effort requires considerable support. I am fortunate to have a family (in-laws included) who, out of love and curiosity, tolerate and even encourage my little projects. To them, and especially to my wife and business partner, Julie, I am genuinely grateful.

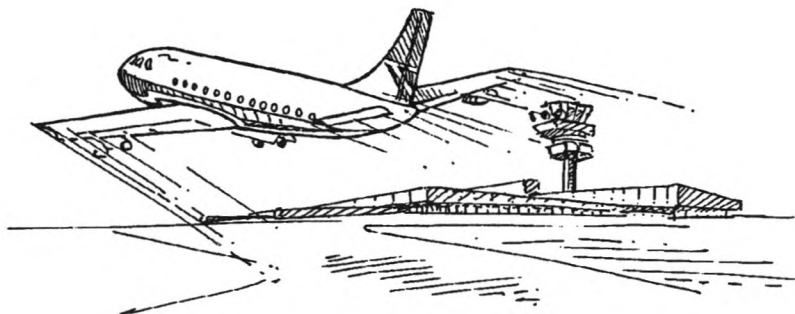
J.G.

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1

Plane Talk

The Magic Machine

International travelers are often considered adventurous. Indeed, world travel is an adventure requiring curiosity, versatility and stamina. Separating ourselves from homeland conveniences and submitting to the assaults of foreign cities, the ravages of strange foods, and the threats to our very existence at the hands of host country taxi drivers also requires supreme courage.

Imagination, however, is our noblest virtue. It takes extraordinary imagination to accept that a motel-sized machine will, at a speed of 600 miles per hour, carry itself and a few hundred humans to an altitude of six miles!

It's done by those flat things on each side of the plane. They're called wings. They don't flap because engines push the machine forward, and the rush of air causes thousands of tons of metal to float. (Right.) And during this incredible experience, you will relax, be entertained, eat and successfully address other bodily functions. When the journey is concluded, you will have been magically transported to another time and place.

I, being one of those more skeptical types, know that these things are impossible. (Just to let you form your own conclusions, however, this myth is discussed further in Chapter 9.)

I subscribe to the theory that an "aircraft" is nothing more than a receptacle for the "teletransportation" of groups from one point to another. In Star Trek fashion, your molecules are merely dissassembled, transported electronically, then reassembled at the other location. The noise, tilt and shaking of the craft are produced by crude external devices; the "views" of the passing landscape are merely projections to enhance the simulated movement.

These projections are, in fact, one of the weaker parts of the illusion; they are incomplete due to projection and screen problems. For example, when the captain points out some noteworthy landmark, isn't it always conveniently visible out the other side of the machine—away from your scrutiny?

So, there are some parlor tricks about this business of airplane flight. As world travelers, though, this mammoth and beautiful device, allegedly soaring high over our pitiful earthbound counterparts, is our

connection to exotic people and places. We are the spirit of adventure, and this peculiar machine is our medium.

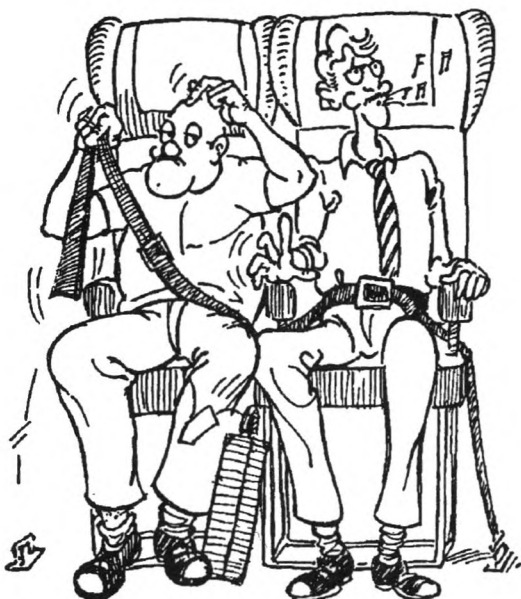
Inside Comforts

The plane's interior is furnished much like a shopping mall cinema. You know, the ones built in herds with hallucinogenic color schemes and names like the "Ridgemont Quad" or the "Center Mall Six." (I've never understood the naming of the "Meridian Quad Six Theaters" in San Jose, California. Are there supposed to be 46 of them?) Fortunately, your plane is cleaner than a theater, where the floor's coating of snacks and beverages can sometimes pull off a shoe.

The service is better, too—they bring the food to you—and the machine's ambient roar drowns out those who babble during the movie.

Depending upon the class you fly, seating across accommodates five to eleven assorted travelers. An interesting phenomenon dictates that there are fewer armrests than arms, calling for some courteous yet determined positioning. The experienced flyer is adept at "accidentally" bumping the opponent's elbow prompting an intended retreat.

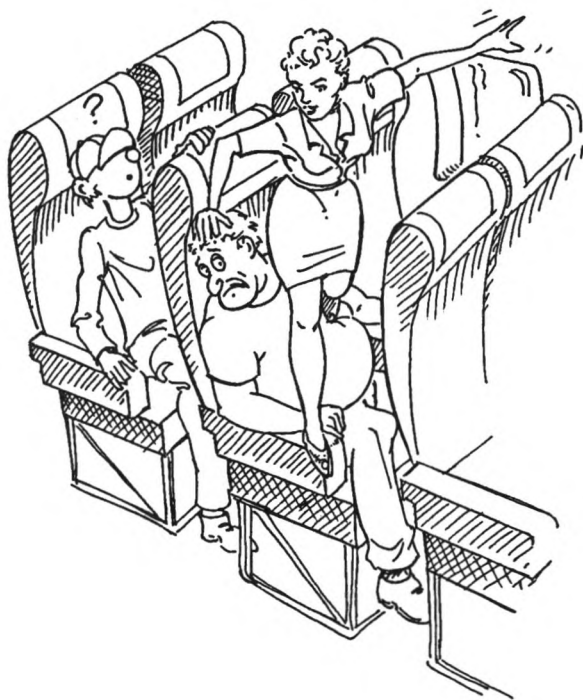
A colleague of mine does his best to eliminate the competition altogether. Always on board with the first crush of passengers, he'll covertly disconnect one of the adjacent seat's safety belt straps. In the chaos of boarding, the "broken" belt is discovered and the would-be occupant is often reassigned to another seat.



Another major snag with tandem seating has to do with getting in and out. This is a hassle in a movie theater, but most folks, once seated, stay put. On a ten or eleven hour flight, staying put will, more than likely, involve some pain.

My wife, renowned in medical circles for her almond-sized bladder, uses the "Wallenda Escape." Using this technique, named after the famous aerialist family, she gingerly steps her way across the armrests to the aisle. As jaws and drinks drop, she explains that she "didn't want to disturb anyone."

Of course, class distinctions in assigned space also apply to the fore-aft axis. First class has few rows, thus accommodating full-sized humans.

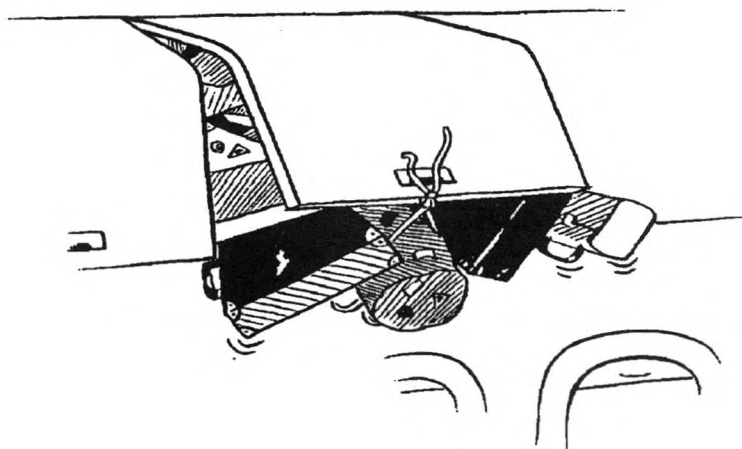


You can easily recognize the fortunates in the advanced classes: they're the ones wearing those stylish airline slippers as status symbols.

Business class (which means "Keep the screamers away from my laptop computer!") accommodates persons of a limited size. The legroom in economy class, you've discovered by now, won't hold a view of the floor, let alone an extremity or two. As for slippers, you'll just have to settle for the napkins that stick to your socks.

The seats, especially the ones ahead of you, have been installed with deeply tiltable backs and unstable,

retractable tray-tables to further limit your comfort level. Annoying, sputtering air nozzles have been conveniently installed right above your head, just out of reach. Next to them are high intensity lights that point only toward your eyes. Finally, you're surrounded by low quality, high volume speakers; these serve to transmit unintelligible but vital cockpit announcements. More on these in a minute.



Storage incapacities compound the seating limitations. First of all, you must have noticed that you were the only passenger to comply with the carry-on luggage regulations. (The others are probably laughing at you.) Airline officials report attempted cabin storage of everything from automobile transmissions to dinette sets. Small wonder that there was no room for your shoulder bag in the overhead compartment. You are told to stuff it, so to speak, where your feet won't even fit—under the seat in front of you. Unconfirmed reports say that this is the Federal Aviation Administration's method of forcing passengers into the safer, fetal position during flight. If that wasn't bad

enough, you are now coping with the knowledge that directly above your skull, tons of luggage, skis and bowling balls are stowed behind a plastic door with an Erector Set lock. The potential discomfort of clear air turbulence just took on frightening new proportions.

Seeing Waco From The John

The ultimate in spatial economy has to be the airplane's restroom. Unless you've been living in a camper for the past decade, this takes some adjustment. The overall effect simulates John Glenn's cramped Friendship 7 spacecraft. At least he got a window. He could also potty in his suit, but we needn't go into details here.

In addition to bringing the word OCUPADO into the collective American consciousness, these aircans also introduced the faucet that stops flowing when you lift your hand—presumably to wash it—from the handle. What's missing is an electric, warm air hand dryer labeled, as they were at Denver's Stapleton Airport, DO NOT OPERATE WITH WET HANDS! Then you could not wash your hands under the faucet and not dry them too.

The other amenities of the bathroom are also impressive. Sometimes, small, matching bottles of lotion, toilet water and special soaps are provided. You'll notice that the caps have been taken away. Either some frequent flyer is building a gigantic collection of bottle caps, or the airline removes them to discourage theft. Darn, just when the black market for encrusted, half-filled plastic bottles was starting to peak.

My favorite item is the used razor blade depository. Is this some kind of sick recycling effort? If so, it is doomed; only about one person in 470,000 still uses those blades that fit through the little depository slots. Another of one of life's missed opportunities.

Then there's a flight attendant call button—in the restroom. Just what would you be doing that required the help of a flight attendant? Further, how could he or she possibly get in there and accomplish much? Okay, okay, I've seen smiling couples come out of there, too, but I can't believe that's in a flight attendant's job description.

"As a courtesy to the next passenger, please use your towel to wipe off sink and counter" is an encouragement not to leave the john in the condition you found it. I'd rather that my fellow passengers concerned themselves more with the basics—like flushing the toilet.



And, in case you're wondering, no matter how many times you look deep into the toilet while flushing, you are not going to see the ground...though a friend of mine swears that he once spotted Waco, Texas.

Crew Cuts

All of those neatly clad folks in the cabin are there to ensure your comfort and/or safety. There are, we hope, more of them up front to fly and navigate the plane. From airline to airline, their attitude and demeanor vary.

It is important to remember that the folks in the cabin are called "flight attendants." (We don't say "stewardess" anymore, not even in our smirking little quips.) On international flights, there are sometimes flight supervisors and pursers aboard. These are, apparently, specialist jobs. The significance of these positions is, to us passengers, invisible.

Some airlines require broader contributions from their employees. I witnessed perhaps a landmark in versatility performed by a Turkish Air employee in Athens. She sold us tickets in a downtown office, issued us boarding passes on the airport's main level, examined and detached the passes at the gate, and even boarded the plane to personally bid farewell to the passengers!

The cabin crew has a difficult job. Passing out drinks, meals and headsets doesn't look so tough, you say? Try babysitting 300 cranky, uncomfortable, PAYING customers after nine stuffy hours aloft. Good luck! Add to that their serious safety responsibilities and their

own fatigue from days of travel, and you've got a grueling job.

Obviously, it's also no picnic to fly and direct the plane on a long-haul flight. In spite of the machine's wondrous capabilities, pilots really do stay awake to influence the craft's movements, I think.

True, they only give you a few clues. Like those little announcements about just passing over Lake Barnswallow or the Administration Building for Butte County. No matter; the worthwhile sights are always on the other side, remember? Or, when the plane is suddenly thrashing about and they reassure you that it's "only a little clear air turbulence." For all we know, the captain (why aren't there ever any majors or colonels?) has jerked the controls after spilling coffee on his crotch. Whatever it was, he reassures us that it's all going to be okay.



Part of the reassurance is in the voice. Pilots have to practice that down-home drawl. They can't all come from West Virginia. Legend has it that megahero Chuck Yeager first set the standard while Maching up the skies over Edwards Air Force Base, and we should be glad he did. Imagine a spaced-out, Southern California voice explaining an air-bump like this: "Whoa! Narly vapors today, Dude!"

Safety

Of course, because the machine can't really fly, you are safe onboard. Nevertheless, your cabin crew will insist upon performing the primal rites of flight: the safety instructions. The law requires them to do it, so sit quietly, watch and listen attentively. Sometimes this is performed on videotape. It's a nice touch, but it deprives the crew of its brief opportunity for stardom. I like to quietly hum the Supremes' "Stop in the Name of Love" while watching their coordinated, Motown backup-singer gestures.



My favorite part is the life vest demonstration. That sucker has straps all over the place. Some go under your arms, another between your legs, then they all magically connect through some metal loop near your navel. We're instructed to not pull the red inflation tag until "outside the aircraft," which means in the water, right? Then if it doesn't work, we have a quarter-inch bagpiper's tube to slowly and calmly inflate the thing ourselves. Uh huh. To assist in attracting search parties, the vest is equipped with a half-watt signal light and a whistle that can't even be heard during the demonstration. Again, because we're safe on-board, these little inconsistencies offer only entertainment value, not cause for concern.

Employees of Pacific Southwest Airlines (PSA), now part of USAir, had a reputation for offering their own interpretation of the safety pitch. The best delivery I saw was by a crew member named "A.J." He said things like, "For those of you who haven't ridden in an automobile since 1954, this is how you operate a seatbelt."

He referred to a water landing as a "splashdown," and advised us that "the cushion warming your cheeks becomes your waterwings." In case of cabin oxygen loss, you were to "put on your own oxygen mask first, and then the masks of accompanying children..if they've been good." Much to the disappointment of its regulars, the airline now plays it straight.

Sometimes, though, the humor is accidental. On an American Airlines flight I heard an unusual announcement: "For those of you who are first-time flyers, please keep your safety belt fastened while you are seated." Does that mean that the rest of us are

supposed to fly around the cabin when we hit an air pocket? Another set of confusing instructions has to do with smoking. First they tell us that cigars and pipe smoking are not allowed, only cigarettes. Then, when we prepare to land, they tell us to “extinguish all smoking materials.” I don’t venture much into the smoking section, but maybe I should. I’d like to know what the folks back there are puffing!

For handy reference, you are provided with a card summarizing emergency procedures. You will note that this card tells about 500 bits of information using simple, two- color drawings. Masterpieces they’re not, but they do get the job done. Makes you wonder why more stuff isn’t communicated that way. Like nuclear physics or open heart surgery.

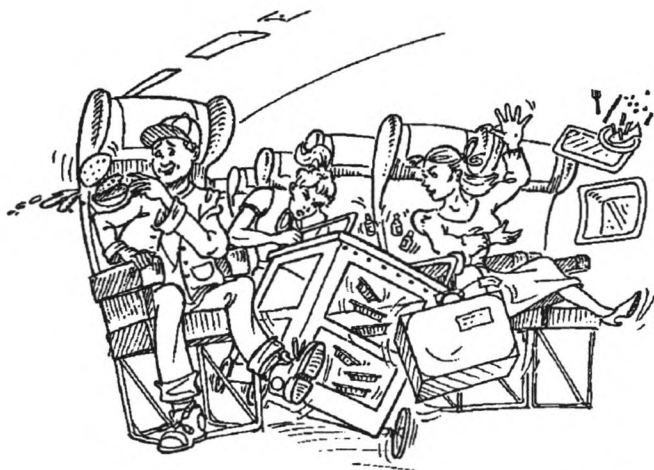
Are You Listening?

You thought this was going to be a passive experience, right? Nay nay. We are going to test your alertness to the important introductions and early performance provided by your host airline and friendly(?) crew. Once you answer the questions (no peeking during the test), check the results with your boarding pass, crew and/or fellow passengers. Give yourself 10 points for each right answer; if you score less than 60 percent, you’d better confirm that you’re on the right plane!

Sanity Check

1. What is your flight number? _____
2. What color is your baggage claim check? _____
3. At what gate did you board this plane? _____
4. What color is the plane? _____
5. What is your seat number? _____
6. What is the captain's name? _____
7. Name your cabin's flight attendants? _____
8. Name of the inflight magazine? _____
9. What is the duration of your flight? _____
10. What is your cruising altitude? _____

Well done. Now you're probably hungry for that great airline "kwee-zeen." The next chapter will help you enjoy it even more.



2

Eating and Drinking

The War Cart

Notice that I didn't call this section "dining." For, inspite of the airline industry's reasonable efforts, flight chow continues to be a disappointment, at least in economy class. (Behind those iron curtains separating the classes, there is some real food — in real dishes — being served.) Your only hope for quality food on an aircraft is in Erie, Colorado, where a posted greeting near a parked airliner-turned-cafe acclaims, **YOUR FIRST GOOD MEAL IN A PLANE.**

Part of the problem is the tight seating. Trying to cut the alleged meat while holding one's elbows tight against the body requires surgical skill. Raising the severed glob to one's mouth is best performed with a

double-jointed shoulder.

Then sometimes you get plastic utensils. These fragile, implements of consumption add a certain tension to the already strained process. The sickening "snap" of a plastic knife has brought many a hearty traveler to tears. But it's not the piercing plastic shrapnel that threatens the victim; it's the thought of calling the flight attendant—now dispensing meals like Frisbies—that evokes major anxiety. Typically, the reply is a terse "I'll be back," which is stewardese for "You'll get it sometime before you reach customs."

And who can blame them? On short flights, they are up against severe time constraints. On one seventy-minute Frankfurt-to-Paris flight, the Air France crew (sometimes jokingly called "Air Chance") started herding out the service carts while the plane was still climbing from takeoff. The otherwise smart and stylish attendants, straining against the forces of physics, looked more like Volga boatmen than space-age service specialists. But the meal and accompanying wine got efficiently dispensed. Bravo!

That cart is, indeed, a monster...an armor-plated weapon, scientifically designed to crease any sorry objects (especially feet and shoulders) that slightly trespass into the aisle. It also serves as sort of a Checkpoint Charlie, keeping the passengers in place during the food and beverage service. Only a strong will and/or full bladder compels an attempt at the Sliding Cart Pass. The alternative is the Flight Attendant Retreat, not a maneuver often seen. No, normally the impatient flyer must squeeEEEEEEze past, thrusting his or her buttocks into the faces and dinners of three or four others. Not a pretty sight.



The (Soft) Drinks Are On The House

Prior to receiving something to chew, you will receive a beverage. The alcoholic beverages are costly but legitimate; soft drinks are free, meaning you already paid for them. Fortunately, they can't do much to destroy a bottled or canned beverage. They can, however, ration it out slowly.

The soft drinks are especially sparse. Eight ice cubes in a four-ounce plastic glass leave room for about a mouthful of liquid. When that's gone, you can try using the dreaded call button. Then again, why should you need more? The dry, recycled cigarette smoke you're inhaling and exhaling every 10 seconds isn't bothering you, is it? Besides, you wouldn't want to cause a restroom visit, would you??? It's little wonder that ice cube chewing has become so popular.

You can ask for your drink without ice. That gets you about two ounces of lukewarm fluid...a modest but important victory. An alternative is to ask for simple ice water. They hate that. First, they have to go get it — too complex to have on the cart. Second, because they don't often actually have cold water on the plane, they pour hot water over ice cubes. Yes, you end up with clear, tepid water, but you get four full ounces of it!

My wife is one of the bold ones who asks for the entire can of life-preserving soda. Some attendants actually comply (bless 'em) while most confirm that there isn't enough Coke on the machine to accommodate such folly.

During the movie or slow moments of the flight, when the War Carts are at rest, you may get a drink at one of the "galleys". Those are the camper kitchens where your meals are stored and assembled. There the cabin crew relaxes, smokes and talks about the nastier passengers. If you approach quietly, you can probably still hear them grouching about your request for a whole can of soda.

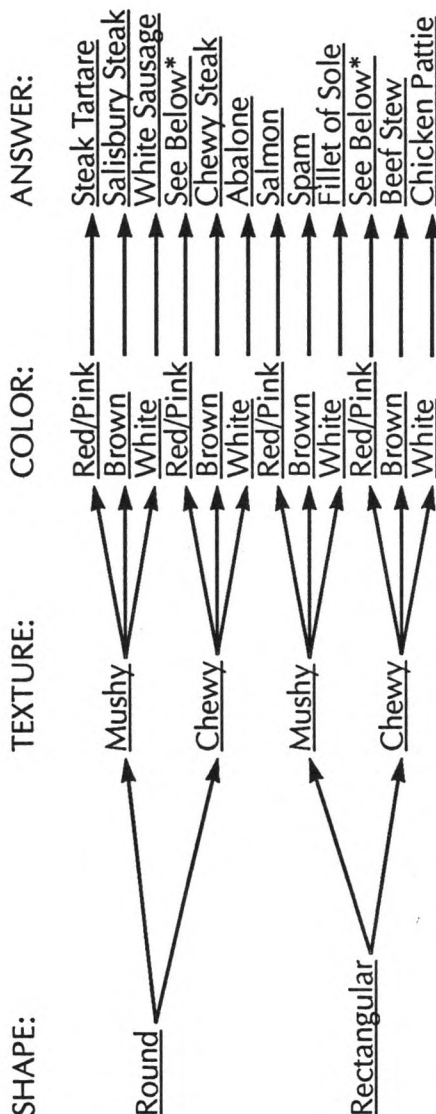
"It's Chicken, Right?"

The food is the star of the show, and they sometimes even offer different selections. When offered the inevitable choice of beef or chicken, I always want to answer, "Could I first see what they look like?" In anticipation of my question, however, the main course is cleverly hidden under some secret sauce. Seems appropriate for what I like to call mystery meat. Often, the mystery continues right through the meal.

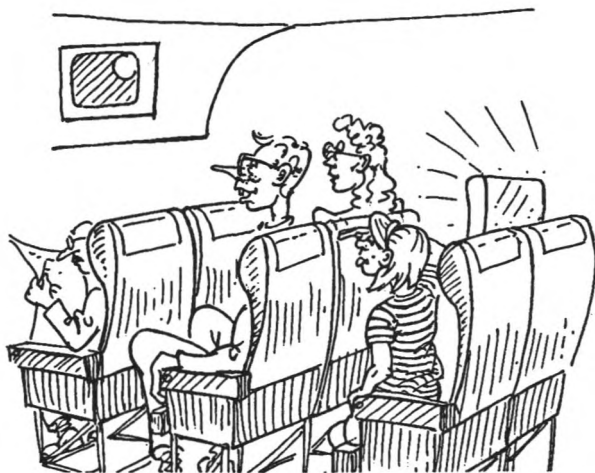
Following extensive research and evaluation, I offer the chart on the next page as a solution to this problem. Its clinical application has exposed serious inaccuracies in those glossy, preprinted menus offered by some airlines. You are, therefore, highly advised to disregard all printed and verbal claims regarding an entree's source creature.

GUESS THE MEAT

INSTRUCTIONS: Start by determining the meat's shape; then move to the right to "Texture" and "Color". The meat will be identified on the far right column. Circle the answer and keep this page for your attending physician's reference.



*May either be undercooked pork or lamb. Apply the bounce coefficient test. If dropped from height of 14", pork will bounce approximately 5"; lamb only 2-3".



3

They Call It “Inflight Entertainment” That Magazine In Front Of You

It's appropriately stashed next to the airsickness bag in that versatile seatpocket/trash container before you. Hidden deeply among the advertisements for rental cars, resorts and travel aids, you may find articles about exciting and unusual places. Unfortunately, the articles about places you care about were used up decades ago. Now, in their desperation to produce this monthly fishwrap, they've resorted to less familiar locales—places that you'll probably never again hear about, let alone choose to visit, like Chad and Andorra.

There are also other magazines available to you, or at least there were. If this is the first you are aware of them, they have long since vanished. Give it a shot.

Go to the back of your cabin and in a small, eye-level compartment you may find something to read. Most likely you're left with obscure publications like *Adventures in Orthodontia* or *Chilean Manufacturing Techniques*.

Getting back to the airline's magazine, the route maps in the back—the ones tracing your path across the globe—are of some value. You'll be comforted to know that a herd of Nordic yaks may vaguely acknowledge your brief incursion into their airspace. The maps also show places where you'd rather be going, or places to avoid. Last, they show the locations of exciting and unusual places, like Chad and Andorra.

For the lonely, there is the "reader service." This section, found way at the back, allows you the opportunity to get on more junk mail lists. By simply completing a pre-printed "bingo" card, you can give your home address to the magazine's 47,000 hungry advertisers. What an opportunity! I've always preferred to honor a fellow colleague or close friend with this opportunity. That's why I always bring my address book on board.

The best part, though, is a two-word statement often made on the magazine's cover: "Complimentary Copy." That means, I guess, that you don't have to pay for it, and/or you're supposed to take it with you. Go ahead, add some more weight to your New Zealand adventure. Upon arrival, you may need something to combat jet lag.

Besides, when that travel-worn document reaches your coffee table back home, your friends will be pretty impressed with your literary breadth.

Bag-o-Stuff

I mentioned the airsickness bags. I know that they're not part of the entertainment. They do, however, offer some interesting possibilities. First, they are great for holding one's seat. When the Slumber Scavengers—those sleepy seat-stealers resembling "Mad Max" characters—start to roam, it can be dangerous to visit the biffy or merely stretch your legs.

Before stepping away, it helps to inflate or partially fill the barf bag (mashed potatoes and gravy preferred), close it sloppily and leave it on the seat. Even the sleepest interloper will be ward off by those evil spirits.

If the crew finds your little message, they will treat you more gingerly and give the loaded sack special attention. Having worked in United's flight kitchen, my mother attests to the regard afforded these off-loaded, fully-loaded bags. She likens their cautious disposal to a nuclear physicist's handling of plutonium.



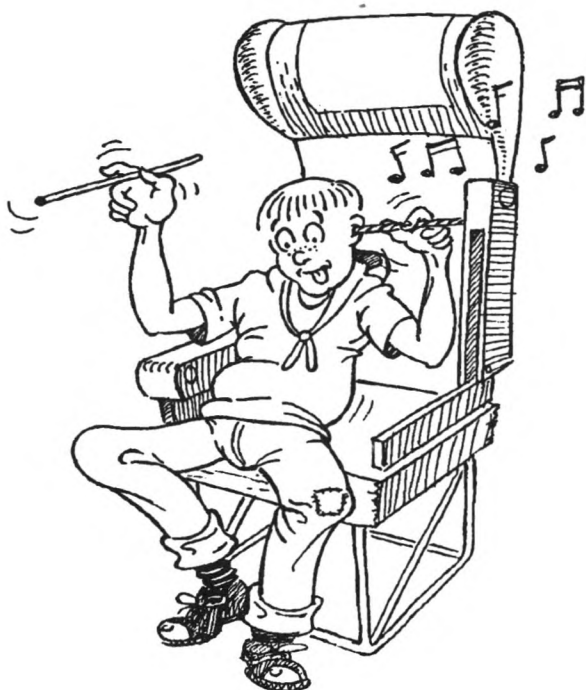
If you don't use the bag on board, take it with you. Consider it our new home version of The Bag-o-Stuff Game. These resealable, plastic-lined sacks make great lunch bags. As is the case aboard the plane, their distinctive markings discourage incursion by unauthorized persons, especially those refrigerator raiders at work.

Music and Other Jibberish

The modern age has produced many miracles, some of which benefit you on this journey: radar, computers, radio communication, food preservation, ultra-light materials, etc. If you shelled out three or four dollars for a headset, however, you are experiencing one of the engineering marvels of our time. It is nothing more than a tubular, plastic apparatus that creates an airlink from your armrest to your ears.

The armrest's tubular connection runs deep into the bowels of the aircraft where three-inch transistor radio speakers squawk out the various entertainment selections. No, Doris, there are no other wires or speakers involved, although recently some carriers have begun to use real electronic headsets. Those are far better devices, but they take the sporting out of the sound system.

With the air versions, you can hear the movie using your own headset (we got some nice ones on the BMW museum tour in Munich), or you can improvise. My son invented the "direct" method. Sitting in one of the center/interior seats, he folds up the seat's arm and listens directly to the headset sockets. Full volume helps. He's also been known to use straws to aid in the



plane-to-ear connection. That's not recommended, but colorful all the same. With either technique, his neck will cramp after a few moments, but, he says, it beats paying a few bucks to rent twenty cents worth of plastic. He's got a point.

Ironically, all of this effort allows us access to noise we'd otherwise avoid. But it's not for a lack of choices. Here's a real listing from an airline offering.

Channel 1: *Tribute to Sir Georg Solti on His 75th Birthday*

Channel 2: *Music for Chamber Orchestra*

- Channel 3:** *Music Till Dawn (Sinatra, etc.)*
- Channel 4:** *A Celebration of Valentine's Day*
- Channel 5:** *Deja Vu (Oldies)*
- Channel 6:** *Flightline (Executive talk)*
- Channel 7:** *Audio Insights (Motivational topics by a named commercial enterprise)*
- Channel 8:** *Crain's American Business (More exec talk from a magazine)*
- Channel 9:** *American Jazz Tradition, or American in Paris (French), or Japanese Contemporary.*
- Channel 10:** *Accent on Germany (German)*

I didn't understand most of this stuff, and I wasn't in the mood for the rest. If I can find something enjoyable on the radio, why can't I on these things too? Maybe I miss the interrupting pace of radio, the DJ, the humor, or (heaven forbid) the commercials. I may not be normal (hold those comments), but these choices don't appeal. The miraculous headset, in my opinion, is only useful for the movie.

The Flick

I'm a big film fan, so the movie is the highlight of the flight for me. I can't imagine what long flights were like before TWA (called kiddingly by some Europeans

"Try Walking Across") first introduced the flight-flick in 1961. Now airlines are experimenting with small video screens alongside the tray-tables on seatbacks. Those individual "television seats" will soon be offering you viewing choices — a very welcome concept. For now, we'll have to be content with a flicker of entertainment buried among a barrage of commercial broadcasts.

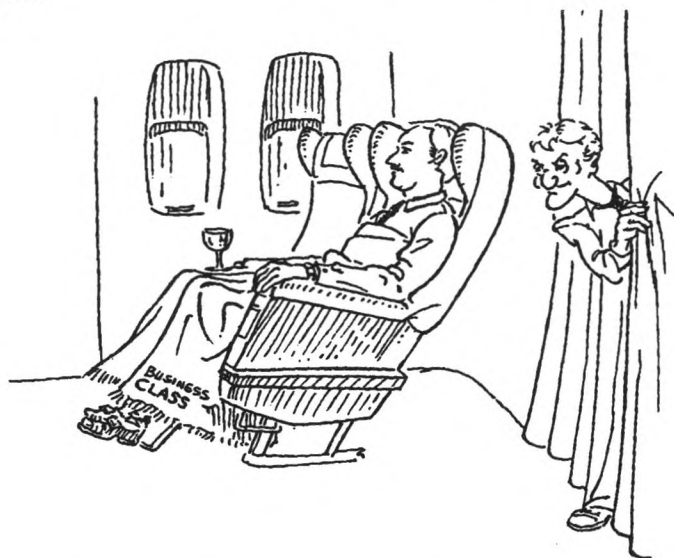
Many major carriers show big-budget productions called something like "In The News" or "Around The Globe." They disseminate brief, colorful stories or travel capsules, then quickly turn to selling the resort, city, country or product funding the show. In many cases, it's nothing more than sheer promotional material. Being a captive audience starving for minor intellectual stimulation, we're a good target for this stuff. I shut it off; I'd rather continue looking in the magazine for interesting places to visit, like Chad or Andorra.

Don't you wonder about the criteria for inflight movie selection? Obviously, they have to choose general interest stuff; documentaries about, say, tumbleweed wouldn't make it. Also, they can't be too raunchy, although editing and dubbing can reduce an "R-rated" humper to a romantic comedy.

Finally, there's the subject matter; Irwin Allen's tragedy thrillers, especially those involving mass transportation (like airplanes), won't make it to that 2'x 4' screen in front of you. You also won't see films with heavy political or religious overtones. Airline customers have lots of differing beliefs and opinions.

Sometimes, different films are shown in different

sections. That can mean that first class (or even another economy section) is watching Robert DeNiro's latest winner while you're stuck with "Gidget Gets A Nose Job." If you are quick and clever enough, you can slide into another section for film viewing; the moves into first or business class are better performed under the cover of darkness. A move to the toilet, followed by the slide through the curtain, has worked well for me. The reverse is executed as the credits start to roll.



Darkness, be it for "section sliding" or merely comfortable movie viewing, is not always available. Despite crew requests to close the window shades during the film, there is always some clown who absolutely must continue to stare into the cloud-covered daylight. Later, when you are up stretching your legs, you might bump into him. Introduce yourself, and exchange business cards; we've provided you some in Chapter 7. Then, put his name and

address on one of those reader service bingo cards. Help make his flight a memorable one, too.

Whatever the movie, enjoy it. It's a major distraction during an otherwise long, boring flight. If you've already seen it, here's a chance to take a new, more critical look. Also, people always ask what movie you saw; you look like a real dud if you don't remember.

We've provided a form to help you be a movie critic. With it, you can write a review just like those guys on television. You'll sound really smart when your friends ask about the film. You will also be able to divert their attention from those marks on your cheek — the ones caused by listening to the movie directly from the armrest.

MOVIE REVIEW

(Movie Title)

Clearly, this story was written by a _____ for audiences with a _____ intelligence level. The basic premise of the film was _____ and developed in a _____ fashion. Contributing to this _____ impression was the _____ and _____ directing. Nearly every scene had its _____ moments.

The performances of the primary players made me want to _____. I can't recall such a _____ performance since _____. The rest of the cast should share the _____ for this overall _____ performance. The movie's total "look" reminded me of _____. The costumes were taken right out of _____ and the sets created an air of _____. The ending was a real _____; it left me feeling _____ to the point of _____. All in all, I give this film _____ stars.

KEY TO RATINGS

- (no stars) Stinks on ice.
- * Stinks on snow.
- ** Marginal, tolerable. My meal stayed down.
- *** Pretty good stuff even though the heavy sex and violence was cut out.
- **** Very good. I could recommend it to someone who trusted me.



4

Sleep, Beautiful Sleep

Maybe It's Best Not to Try

Whether or not you can sleep on an airplane has a lot to do with you and a little to do with the situation. We all know folks who could nod off during their own wedding. They don't need help; they probably didn't even make it to this chapter. We'll not concern ourselves with them.

On the other hand, some of us need the quiet serenity of our own bedwombs before slumber is likely. Except for chemical assistance (not recommended), there isn't much that will bring soothing sleep to us on an airplane. In fact, I quit trying. The urge to sleep is, however, a powerful one. You may choose to give it a chance, so I'll discuss some helpful techniques.

Reading helps some people. Just continuing with this book may do it for you, in which case it will serve a valuable purpose. For some, reading makes the eyes tired but does not induce sleep. So, we press on.

Positioning the body can help. Leaning back your seat that full four degrees will help to remind your body of real comfort. Placing your head against the next seat, the bulkhead (that's the wall or window), or against the shoulder of the next passenger might also offer comfort. It may also prompt a peculiar glance.

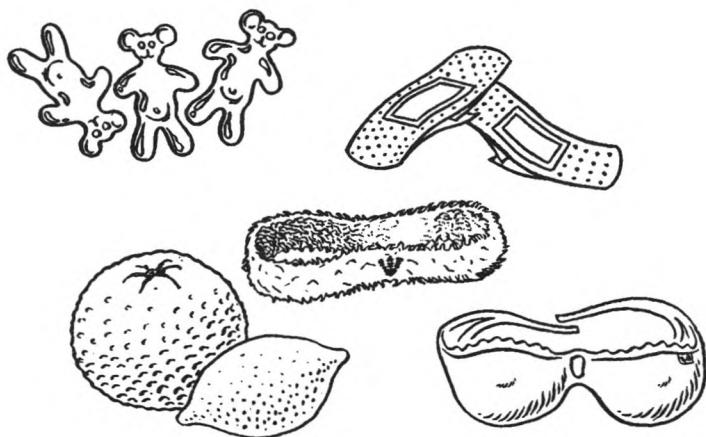
If you brought along one of those inflatable pillows, now is the time to get it out. Obviously, success at attaining an empty adjacent seat would be of great help now. (Aren't you sorry that you disregarded my friend's seatbelt trick described in Chapter 1?)

Okay, so you've tried this stuff already, and you're still wired. Now we'll get into some bigtime tactics, known only to the most serious flyers, the most desperate cases.

Start by again reminding yourself that you probably won't see this snoring lot again. The following process won't be easy and it won't be attractive; sleep may be serene on the inside, but it's ugly on the outside.

You'll need five props — normal things found somewhere on board. Here's a list; get each one or its alternate, and then we'll continue.

IMPORTANT SLEEP PROPS



- Gummi-Bears, -Worms, etc. (Children's candy)
- Adhesive bandaids (Masking tape will suffice)
- An orange (Lemon will work if you are small)
- A lady's brassiere (Large size preferred)
- A terrycloth headband (Handkerchief or scarf okay)

(Just keep repeating: "I'm sleepy and I'll never see these people again.")

Now, there are four issues that, using these props, we will deal with. They are noise, light, head droop and drooling. Noise and light are easy enough, we'll just block them out. It's in anticipation of the drooping and drooling that we'll get creative.

Here we go. Follow the sequence of pictures and instructions closely:

SLEEP PREPARATION SEQUENCE

1. Place the lady's bra around your seatback, cups forward, straps over the top. Clasp it loosely.

("I'm sleepy and I'll never see these people again.")



2. Place the terry sweatband over your head, just below your ears. It should follow your jawline around the front of your head.

(“I’m sleepy and I’ll never see these people again.”)



3. Pack one Gummi-Bear lightly into each ear, being careful only to seal the opening, not clog the hearing canal.



- 4. Open the bandaids and place one over each eye.**
("I'm sleepy and I'll never see these people again.")



- 5. Place the orange under your chin.**
("I'm sleepy and I'll never see these people again.")



6. Reach back over your head, pulling the bra down and over your forehead.



7. Now relax and go to sleep.
(Sweatband collects drooling; Band-aids eliminate light; Gummi-Bears eliminate noise; Bra and orange prevent head droop.)



Just hope that you wake up before the rest of the passengers!



5

Being There

Speaking Up, Their Way

The fact that you are still awake, or your tension-filled nap was brief, gives you the chance to perform some last minute preparations for your destination. In traveling, as in the Boy Scouts, being prepared can have its merits. The most obvious place to begin is with your ability to communicate with all those "foreigners" out there.

Be advised that Americans are not expected to try other languages. It's not that their hosts wouldn't appreciate it; they are just used to the typical Yanks who, unfortunately, expect them to speak a foreign language (American) in their own country. There's even a joke that asks the following questions:

What do you call someone who speaks two languages?

Bilingual.

What do you call someone who speaks more than two languages?

Multilingual.

What do you call someone who speaks only one language?

An American.

You may have noted that I didn't refer to the dominant U.S. language as "English." Our cousins in England speak something rather different. It is said, in fact, that we are "two common peoples, separated only by a common language."

If you are an American or some other single language speaker, we are going to help you be a refreshing exception to the American travel tradition. You will become fluent in a foreign language, at least ten phrases worth. If you want to be really exceptional, you can learn the phrases in six different languages and maybe get a job at the United Nations!

Language Guide

ENGLISH

Please
Thank you
Excuse me
Yes
No
Good morning
Good evening
Good-bye
Do you speak english?
Where is McDonalds?

SPANISH

Por favor
Gracias
Disculpeme usted
Si
No
Buenos días
Buenos noches
Hasta la vista
Habla usted ingles?
Donde esta McDonalds?

FRENCH

S'il vous plait
Merci
Excusez-moi
Oui
Non
Bonjour
Bonsoir
Au revoir
Parlez-vous anglais?
Ou`est McDonalds?

GERMAN

Bitte
Danke
Entschuldigen Sie
Ja
Nein
Guten Morgen
Guten Abend
Auf Wiedersehen
Spechen Sie english?
Wo ist McDonalds?

ENGLISH

Please
Thank You
Excuse Me
Yes
No
Good morning
Good evening
Good bye
Do you speak english?
Where is McDonalds?

CHINESE (PHONETIC)

Ching
Sieh Sieh
Dui bu chi
Shzu
Pul schzu
Chow
Mahn wun
Chye chen
Nee woy Chiang ing wun?
McDonalds chye na lee?

JAPANESE

Dozo
Arigato
Shitsurei shimasu
Itai
le
Ohayo gozaimasu
Konbanwa
Sayonara
Eigo o hanashimasu ka?
McDonalds wa doko desu ka?

ALL OTHER COUNTRIES

Aw Kumon
Aw Rite
Ow ta da Way
Ap Zlootly
Yagotta Bjokn
Wass Apnin
Wass Apnin
Ketcha Latr
Wud Jasay
(Point to open mouth)

IMPORTANT NOTE:

As with your native language, when not understood, simply repeat the phrase more loudly.

Funny Money

Next to language, the foreign currency exercise is the most confusing part about visiting another country. First we have to remember the name. "Guilder," for example, sounds more like a sheetmetal tool than a currency. To mystify you further, it's abbreviated "Dfl" or "fl" by the Dutch. Of course the foreign bills also look funny, although most are far more colorful than American currency. There are birds, artists, even Braille imprints. Sometimes there are different sized bills for different amounts. I find that useful even though the big ones stick out of my wallet.

The coins are a pain, too. You'll feel really stupid trying to read them while paying for something. Most of us just end up handing the shopkeeper a fistful and letting him sift out the buttons, lint and other currencies. Exchange counters won't always accept coins for other currencies. That means you either spend them or carry them for the duration. My wife uses this reasoning to load up on sweets and munchies before a border crossing. For this exercise, she used to like East Bloc countries even better. There one had to exchange and spend a certain amount of local units for each day in-country. It sounds simple until you examine the available goods. Woolworths, by comparison, starts looking more like Neiman-Marcus. If we were still funny-money rich when nearing the border, she loaded up on Commie Cola and Baby Olga bars. The guards probably thought we came there just to buy the stuff.

Getting back to currencies, the exchange rate business is the most alarming part. It's like seeing brakelights while driving in the fast lane to receive a dinner bill

for 39,200 of anything! I had that experience. Fortunately, my bill was in Italian lira and equalled only about \$29.00 at the time. After seeing those big numbers, though, a sandwich in Paris for “98” or a wienerschnitzel in Munich for “25” looked like a freebie. By simply changing countries, I had become a much better shopper. What a guy.

My sister found another positive point of view. When exchanging her bucks at the border, she’d say, “Oh this is a better deal. You get more of these things than dollars.” Uh huh.

In Chapter 9, I’ll simplify global economics to my own, rather lame terms. I hope, this will help us both to better understand the subject. For now, just remember to divide the foreign price by the exchange rate you received at the border. Thinking much more about it will just mess you up.

Let’s Pretend That Money Planning Helps

Now we’ll help you to approximate the amount you’ll be spending during this little outing. You may prefer not to know, in which case you should jump blissfully to the next section. It’s entitled, appropriately, “Drop ‘til You Shop.”

For you, the courageous, I’ll provide a simple little planning guide. It will help you decide how much local currency to get when entering each country. You may ask, “Why not just keep changing the whole wad at each border crossing?” First, it’s a lot of cash to carry, and some of the larger bills are the size of place mats. Second, a currency always costs you more than its

redemption value. You lose a fraction on every unit bought and subsequently sold. You also pay a fee to the moneychangers that is often a percentage of the transaction; the more you exchange, the more you pay them. Finally, there's Gordon's Axiom. It states simply: "The More You Exchange, The More You Spend." You need to save something for the ride home. Don't forget those headsets and that spectacular inflight entertainment!

On the following four pages I have given you four money planners. Complete them in order of the countries you'll be visiting. If you are visiting more than four countries, you needn't worry: you'll be out of money by the time you get there anyway.

The Money Planner

My estimates for spending in _____.

(Country Name)

The Need	Dollars* Per Day	x	Number of Days	=	Total* Dollars	x	Exchange Rate	=	Total Local Needs
Food	\$ _____	x	_____	=	\$ _____				
Hotel	\$ _____	x	_____	=	\$ _____				
Transport	\$ _____	x	_____	=	\$ _____				
Tours	\$ _____	x	_____	=	\$ _____				
Gifts	\$ _____	x	_____	=	\$ _____				
Misc.	\$ _____	x	_____	=	\$ _____				
Totals	\$ _____	x	_____	=	\$ _____	x	_____	=	_____

* or your home currency if other than dollars

The Money Planner

My estimates for spending in _____.
(Country Name)

The Need	Dollars* Per Day	x	Number of Days	=	Total* Dollars	x	Exchange Rate	=	Total Local Needs
Food	\$ _____	x	_____	=	\$ _____				
Hotel	\$ _____	x	_____	=	\$ _____				
Transport	\$ _____	x	_____	=	\$ _____				
Tours	\$ _____	x	_____	=	\$ _____				
Gifts	\$ _____	x	_____	=	\$ _____				
Misc.	\$ _____	x	_____	=	\$ _____				
Totals	\$ _____	x	_____	=	\$ _____	x	_____	=	_____

* or your home currency if other than dollars

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Tours	\$ _____	x	_____	=	\$ _____				
Gifts	\$ _____	x	_____	=	\$ _____				
Misc.	\$ _____	x	_____	=	\$ _____				
Totals	\$ _____	x	_____	=	\$ _____	x	_____	=	_____

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Tours	\$ _____	x	_____	=	\$ _____				
Gifts	\$ _____	x	_____	=	\$ _____				
Misc.	\$ _____	x	_____	=	\$ _____				
Totals	\$ _____	x	_____	=	\$ _____	x	_____	=	_____

* or your home currency if other than dollars

Drop 'Til You Shop

You've told all of your friends about the cultural experience that you are about to enjoy. You studied your destinations; you know, for example, the year in which King Elgor was assassinated causing the Partovian purge. You are ready to take a new look at you own homeland from afar. Your quest is one of renewal and perspective.

BUNK! You and the 300 other Renaissance enthusiasts on this ship are, in truth, just out on a gargantuan shopping spree. Sure, you'll check out a cathedral and gawk at some Java Man artifacts, but it's Queen Mother Consumption you're really after. That's okay; your secret's safe with me. I'm here to help, remember?

Let's talk first about what to buy. Each country has its specialty items...the things that all the locals sell but none of them own. These make unique and/or interesting gifts. For your reference, I've provided a list of them and their native countries on the next page.

Rather than really buying something overseas, the airline and the airports provide a selection of goods called "duty-free" items. Yes, you can buy stuff while just sitting here on the plane! These foreign products, ranging from liquors to pen sets, are placed on sale with the lure of lower prices.

These alleged discounts are achieved by the elimination of tariffs normally paid when placing the products for sale in your home country. In some cases, there are legitimate savings but, as with all shopping, a keen eye for value is required. Not all items are

SHOPPING SPECIALITIES BY COUNTRY

Austria	Leather goods, wooden crafts, porcelains
Belgium	Lace, crystal, leather, fine linen
Bulgaria	Ceramics, embroidered clothing/linens, rugs
Czechoslovakia	Bohemian glass and crystal, gems
Denmark	Silver, porcelain, ceramics, glassware
Finland	Glass, porcelain, hand blocked fabrics
France	Clothing, perfumes, gloves
Great Britain	Porcelain, pewterware, sterling silver
Germany	Hand carved clocks, steins, toys, figurines
Greece	Pottery, silver and copper items, embroideries
Honk Kong	Clothing, silks, electronic items, embroideries
Hungry	Porcelain, silverware, handmade pottery, lace
Iceland	Wool, whalebone carvings, sealskin articles
Ireland	Tweeds, linens, woolens, knits, lace, rugs
Italy	Leather goods, gloves, glassware, jewelry
Japan	Pearls, gems, silk paintings
Luxembourg	Crystal, china, liqueur, wine
Netherlands	Pottery, crystal, pewter, wooden shoes
Norway	Silver and enamelware, ceramics, woodcarvings
Poland	Dolls, handwoven rugs, handicrafts, carvings
Portugal	Cork products, lace, hand- knit sweaters
Romania	Handwoven fabrics, woodcarvings, embroideries
Spain	Jewelry, woodcarvings, porcelain, linens
Sweden	Glassware, ceramics, furniture, carvings
Switzerland	Watches, clocks, typewriters, chocolate
USSR	Chess sets, books, fur hats, wooden dolls
Yugoslavia	Handmade items: crystal, jewelry, pottery

bargains. It's better to know what you want, comparison shop, then buy duty-free products on the way home if they represent the best deals. This way you won't have to carry them throughout your trip.

Now you know what's out there. The next challenge is to decide who gets what. Ah, we have a planner for that, too. It's a very simple form, but it provides an overview of what's ahead. Once you complete this list, you'll wish you'd brought along a pack mule or at least twice as much money. If the latter is the case, go back over the list and trim it down. No one says that you HAVE to spend as much as you list. (Remember, you can always eat the list when you finish your shopping. With luck you won't be forced to.)

If you get really desperate for gifts, chocolates are popular...even the ones you bought at the airport with leftover coins. Last, when you must spend money, make sure you get plenty of credit for it. In most countries, a single dollar buys lots of their currency units. Leave the price tags on your purchases. With a 14,950 sticker on it, even an ashtray becomes a very impressive gift.

Duty Calls

Oh yes, you do need to concern yourselves with customs limits. This is only of serious concern in the U.S. where the customs questions are nearly as long as the lines. In most other civilized locations, you can just slide through the green "NOTHING TO DECLARE" passage. Put on your best angelic, wide-eyed look and strut smugly through. The same effort in the States will get you a strip search.

Shopping List & Gift Planner

[illegible]

*Or other home country currency if not dollars.

The table on the following page summarizes the duty-free limits, as of this writing, for U.S. residents and non-residents entering the United States. There are some other details you ought to consider.

- **To prevent the introduction of plant and animal diseases to the U.S., you can't bring in fruits, vegetables, plants, meats or livestock. I smuggled a fantastic sausage out of Hungary, but it was confiscated after I showed it to customs in Los Angeles. Obviously, I learned an important lesson there; I'll let you guess what it was.**
- **Products made from endangered species are also prohibited. You'll have to pass on that durable dinosaur briefcase.**
- **The customs folks also watch for (and take) products carrying trademarks imitating a registered brand. Be careful bringing in those \$30 Rolex or Gucci watches.**
- **Here's something to try: apply the customs exemption allowed for all duty-free articles to cars as well. If you can convince the customs officer that your new Mercedes cost less than \$400, it's duty-free!**
- **Switchblade knives are normally prohibited "except for use by a one-armed traveler"...obviously a break for handicapped muggers.**
- **Finally, if you are an American be advised that all foreign-made articles can be taxed every time you enter the U.S. That's robbery! To avoid this bit of double-dipping, you'll need to be able to prove that**

U.S. Customs Limits

General Merchandise:

U.S. residents: up to \$400 in value, including the items listed below, when purchased as gifts or for personal/ household use.

Non-U.S. residents: personal property and gifts up to \$100 in value, plus the items listed below.

Currency:

No limit but you must report \$10,000 or more
(Like you'll really be carrying this much!)

Cigarettes:

200

Cigars:

100 (50 for non-residents)

Wine/Spirits

1 Liter (Persons over 21 years.)

Perfume:

No limit (150ml for non-residents)

each article was purchased before your most recent departure. Bill of sale, appraisal or insurance documents will work, but that's not what you want to haul all over the globe. It's easier to scratch the heck out of your valuables; then no one worries about charging duty on them. If you're not into mangled jewelry, maybe it's better to just leave them at home. If something happens there, you will at least have kept the robbery within your own neighborhood.

Driving

It's like driving here but different. Avoid it if you can. If you do drive, be careful. Note: in some places, they drive on the other side of the road. In these places, just pretend you're the oncoming traffic, but driving backwards.

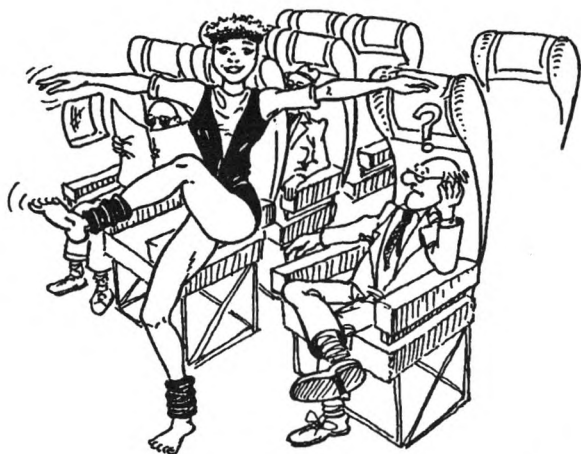
Here's To Good Friends...

There are lots of books out there that will tell you how to avoid offending your foreign hosts, and I've given you the most important language bits. What you need now is some vehicle for encouraging others to approve of you, to seek out your friendship. You could just throw your money around, but we are trying to avoid those nasty gringo habits. Better is a cold brew and a warm toast with the locals. Granted, I didn't give you the words for ordering suds, but surely the utterance of "beer" will be understood by most upright creatures. As for the toasts, find the one(s) you need in the following list. Some are hard to pronounce, but the alcohol will help that. They all mean something like "to your health." Honest. Trust me.

TOASTS FOR VARIOUS LANDS

Austria, Germany
Belgium, France
China
Czechoslovakia
Denmark, Norway
Finland
Greece
Hungary
Italy
Japan
Mexico
The Netherlands
Poland
Portugal
Spain
Sweden
USSR

Prost
A votre santé
Kai pei
Nazdravi
Skaal
Kippis
Eis Ten Hygein Sois
Egeszsegedre
Salute or Cin Cin
Campai
Saludi
Proost
Nazdrowie
Sande
Sa Cudi
Skal
Za Vas



6

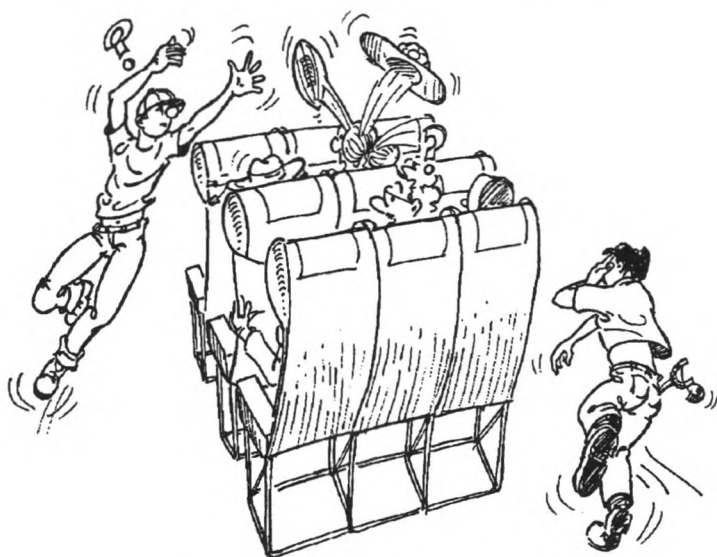
Fitting Punishment: Your Health

Stretch It Out

This chapter should begin with a discussion of nutrition, but we already know that “healthy airplane food” is a contradiction in terms. The only nourishment you’ll get on this cruise will be from that Snickers bar you smuggled aboard.

We will start, then, with another important topic: exercise. A doctor once told me that one’s circulation, regularity and general well-being are enhanced by exercise during long trips. In truth, it was our veterinarian and he was referring to cats in cars, but I’m sure that the same principle applies to humans.

Aircraft have limited capacity for accommodating most types of exercise, even if you have other interested participants. I have seen college students try American football with unfortunate results. It went something like, "Okay, this time fake a buttonhook by the turbaned guy then I'll hit you cutting toward the movie screen. On two." The moves were nice but the toss errant; an old lady caught a football in the back of the head. Game called on account of bad vibes.



Even many individual exercises—pole vaulting, javelin throwing, skeet shooting, etc.—are prohibited by the plane's confined space. High diving is possible, but only for the very serious. Accordingly, we will limit our activities to simple stretching, bending and walking. Remembering some other doctor's advice about moderation (or was it a bartender?), we will provide a range of exercises for the beginner to the Olympic

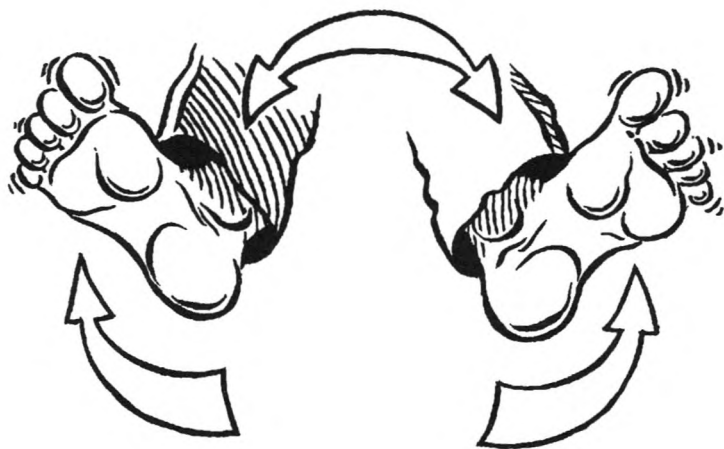
hopeful. We don't want you to overexert yourself, just become better prepared for the rigors of touring. Utilize only the exercise level suited to your current condition. The writer, cartoonist, publisher and Boy Scout who sold you this book deny any responsibility for injury resulting from the following regimen.

ONBOARD EXERCISES

Level 1 - You have never exercised.

A. Lower Body: Leg Rotations

Lift and rotate feet at the ankle, first clockwise for ten repetitions, then counter-clockwise ten times. For additional, intellectual stimulation, rotate feet simultaneously in opposite directions. If luggage and trash inhibit movement, move toes in the manner prescribed.



Level 1 (continued)

B. Upper Body: Arm Rotations/Headroll

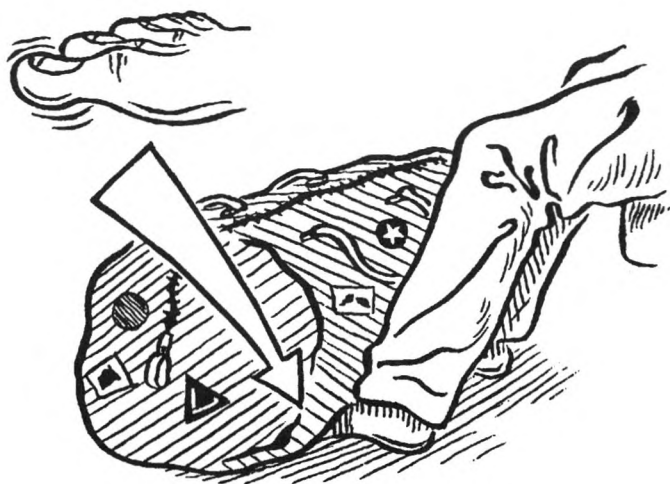
Hold arms forward to the seat in front of you. With one hand, push against the stowed tray table. With the other hand, turn and return the tray table latch 10 times. Switch hands and repeat exercise. If seatback is reclined and too close for stretching arms, perform the same operation with your mouth.



Level 2 - You have seen someone else exercise.

A. Lower Body: Isometric Leg Lifts

Leaving your feet beneath your 75-pound carry-on bag, perform a lifting motion with your toes. Hold for moderate ten count. Repeat five times.



Level 2 (continued)

B. Upper Body: Isometric Stomach Stretch

With your chair in its frozen, upright position and your feet flat on the floor, push firmly against your seatback with your upper body. Hold for ten count; repeat five times. For added motivation, push the seat's recline button while performing the exercise. (The seat will not budge, but you'll feel better giving it this additional try.)



Level 3 - You have considered doing some exercise.

A. Lower Body: The "Bump and Run"

Walk to the restroom, read the OCCUPIED sign and return to your seat being careful to bump the reclined seat ahead of you with each pass. (The latter element offers some isometric benefit.) Repeat five times or until the person seated before you threatens an isometric exercise on your face.



Level 3 (continued)

B. Upper Body: Arm Thrusts

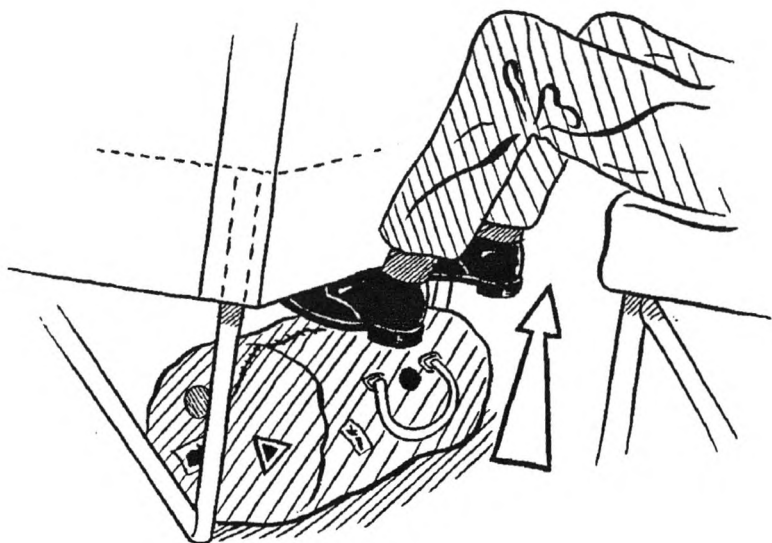
Repeat step A above, being careful to eliminate the isometric part(s). After reading the OCCUPIED sign, however, pound on the door with both hands. Caution: Do not repeat this exercise. The resulting strain could be hazardous to your health.



Level 4 - You actually exercised once.

A. Lower Body: The Chair Lift

Placing your feet carefully between your luggage and the seat bottom in from of you, lift forcefully with both legs until the seat disengages and moves upward at least 12 inches. Hold for a five count, return the seat and its occupant to the floor and mutter, "Wow, what turbulence."



Level 4 (continued)

B. Upper Body: Backbends (With Vitamin Intake)

Approach the galley area and grovel for a glass of orange juice. Place the full glass on the floor. Turn away from the glass and place feet together. Bending backwards at the waist and using only the mouth and teeth, retrieve and drink the juice. Return the glass to the floor in the same manner. Repeat until unconscious.



Now you're ready for those lines at the Louvre.

Meditation 1A

After a brisk workout, a meltdown is in order. Realizing that you've already tried most other relaxation techniques, I thought a more trendy eastern method might be required. You have already set out on a great adventure; there's no better time to experiment.

Meditation is making your mind receptive to a higher and more fundamental reality, far beyond your worldly thoughts and idea of things. It isn't just sitting and staring at your hand, or using your will to escape for a time to a beautiful but imaginary world.

Meditation has been called "the soothing of the restless ripples of your mind so that truth—like a full moon on a clear lake—can be reflected there." Your mind ceases its interminable talking. Rather, it listens to the universe. Heavy stuff, huh?

This state is achieved by freeing the mind from all thought. (My mind's been like that for decades.) For normal people, this requires a peculiar mix of intensity and passivity—the active elimination of thought bathed in the serenity of cerebral equilibrium.

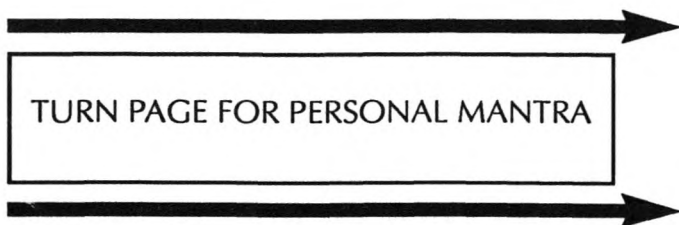
Try it. Loosen restrictive clothing (not all of it), close your eyes and sit comfortably and heavily in your seat. Breathe slowly and deeply. Practice releasing thoughts as they enter your mind, refusing to allow them to fully form. Soon they will be reduced to mere sparks and eventually disappear. You will experience harmony and inner joy, commune with the universe, receive inner guidance, and remember all those things you forgot to pack.



This is, obviously, a very brief overview of meditation; it may be insufficient for you to obtain the desired results. Even the experts call upon a focus word or "mantra" to help them concentrate. According to Webster, a mantra is "a mystical formula of invocation or incantation." Actually, it is a simple word or sound that directs your attention away from thought.

Some people have personal and very private mantras; some use simple sounds such as "OM."

To help you focus and concentrate, we have, through extensive research and computer analysis, selected for you a personal mantra. This mantra was matched with the spiritual conditions at the exact time and location where this specific book was placed on sale. Based upon current knowledge, this word represents the best possible vehicle for enhancing your meditation experience. Using this personal and secret mantra, you have access to all the secrets of the universe. Free your mind of all worldly thoughts and concerns. Turn the page for your ticket to internal peace.



Your personal mantra is the word:



Good luck with your relaxation.

It's Not the Jet That's Lagging

In a few hours, you'll face perhaps your most serious health issue: jet lag. Strange name isn't it? Sure, the plane makes you cranky and restless, but after arrival it's your body clock's conflict with local time that is the culprit. Maybe the illness should be called "time fog," "sleep lag" or "the clock bends."

A solution would be to put the world on a single clock. There's no reason that noon couldn't occur at the same time everywhere. The sun doesn't have to be directly overhead to eat a tuna sandwich. No law says that we must schedule sleeping hours during the darkness. Look at those who work on graveyard shifts, or take the Swedes in summer as another example. They understand this stuff.

Under “World Standard Time,” daily business hours would occur at the same time, allowing governments and businesses around the world to better communicate. Productivity improvements would be fantastic; unemployment, inflation, even world hunger would vanish. (I’m on a roll now!)

The hard part would be to decide who would get the “high” noon—the noon with the sun overhead. The World Wrestling Federation could hold some kind of global grapple-off to decide, or we could award it to the Olympic Games medal count winner. (It’ll be a starry lunch in Sri Lanka if we use this method.) Over my place would be nice. After all, it’s my idea.

Until WST is implemented (I’ll keep you posted), it’s best for you to cope with sleep lag the old fashioned way, with massive doses of alcohol. Just kidding, alcohol actually causes more problems than it solves. It’s a controlled use of food, drink, rest and exercise that is the solution. Here are my all-kidding-aside tips for moderating jet lag’s effects.

1. During your flight, set your watch for the current time in your destination. Begin to think in local terms.

2. Drink lots of noncarbonated, non-alcoholic liquids. Airplane cabins have very low humidity. You’ll need to combat dehydration.

3. Eat lightly. Your meals will probably occur out of normal cycle. Heavy meals make it harder for you to re-establish a normal cycle at your destination. After

arrival, don't eat between meals, especially during the first couple of days.

4. Limit intake of sweets; sugar tends to exaggerate energy and mood swings.

5. Aboard the plane, sleep if you can during your destination's nighttime hours. If it is daytime there, avoid sleep if possible and stay exposed to the light.

6. At your destination, try to sleep at the appropriate, nighttime hours. Long naps and early bedtimes only prolong your body's disorientation. Take a short nap when absolutely necessary.

7. If you wake up in the middle of the night, stay relaxed and in bed. Read if you must. You will likely fall back to sleep after several minutes. Getting up and attempting to be productive will only further confuse your body clock.

8. Don't try to be too active during your first full day. Take a short walk to get fresh air.

9. If traveling abroad for only a few days, attempt (as is practical) to stay on your home country's schedule.

Jet lag is typically more of a problem when traveling east—losing hours rather than gaining them. Some

experts believe that the body clock's cycle is actually longer than 24 hours. For it, a longer day is more natural than a shorter one.

Whichever direction you fly, expect some diminished mental and physical capacity. Remember, some of us are like that all the time. During that "diminished" time, my World Standard Time proposal will make a lot of sense to you. If you figure out who's in charge of that stuff, send them a postcard expressing your support. Better yet, call them up. Chances are that it'll be during their wee hours, and our point will be dramatically and personally demonstrated. Nice touch.



7

Leading the Heard

Hot Topics

This chapter will get you moving about the cabin and serving as the social catalyst for the twelve of you still awake. Yes, it's time to interact with your fellow passengers! Of course you have nearly nothing in common with these people, and you hope never to see them again. That's fine. These things will just add to your interpersonal confidence. Also, they're almost as numb from the flight as you are; the collective intellect level equates to that of maybe one gerbil. You'll be quite the star.

Knowing just what to talk about is the hard part, though. Your lint collection is safely stored at home, and just describing it seems so understated. You shine

also in astrophysics but that's tough to explore without a chalkboard. Not much left, is there?

In the past few hours, you've traveled higher and farther than your family's previous ten generations combined. During the process, you've studied foreign languages, currencies, health matters and advanced relaxation techniques. Certainly there is *something* that you can discuss.

If you're still uncertain, the following ideas will help. These are really basic, yet of primary interest to the others aboard. Surely you will strike a responsive chord with their use.

Ideas For Discussion Topics

1. The screaming baby(ies)
2. The screaming, vomiting baby(ies)
3. The meal (You may be the only one who knows what that was.)
4. The plane's bizarre color scheme
5. The stuff people carried on
6. Dealing with leg cramps
7. Those interesting magazine articles
8. The pilot's accent

- 9. The possible whereabouts of your/their luggage**
- 10. The movie (Refer to your notes.)**
- 11. The crowded restrooms**
- 12. The flight attendant's body**
- 13. Your whereabouts (See Chapter 8 for tips.)**
- 14. Previous trips abroad (Make them up.)**
- 15. A good book your reading (Heh heh)**
- 16. Ways to get some sleep**
- 17. Your late arrival**
- 18. Your destination(s)**
- 19. Jet lag (Try to get their support for World Standard Time.)**
- 20. Things to do differently on the return flight**

C'mon now, don't be shy. Get out there and become the raconteur you were born (or at least coached) to be. If, however, you're still squeamish about socializing, move on to the next section. It's the graduate course in conversation.

The Envelope Please...

Now I don't normally encourage folks to be untruthful. It could damage our country's moral fiber and, according to all those cereal commercials, fiber is one of the major issues of our time. In a few minutes, though, you'll have the capability to entertain these bored, desperate people by assuming other identities. As is customary toward entertainers, they'll applaud you for having provided a little diversion. They'll also have an interesting story to tell others, even if they later discover your spiel.

It's not just speculation that brought me to these conclusions. About twenty of us on a Frankfurt - London hop experienced this firsthand. Not long after takeoff, word spread around the cabin that the young, well-dressed guy seated behind me was Michael Jackson.



Before long, teenaged girls were shooting photos and trading seats to sit nearer to him. I got a photo and an autograph myself.

I had been living overseas for about three years at the time, and the *Thriller* album hadn't yet made it to the hinterlands. I, therefore, had no way of knowing that Michael Jackson now looked more like Diana Ross. When I arrived in California and saw his picture plastered everywhere, it was immediately clear that we had been entertained by an imposter. To my surprise, I was more amused than angered. Sure, I had some worthless pictures, but the flight had passed more quickly and more pleasantly. Besides, it was my curiosity and desire for distraction that caused the excitement, not Mr. Nobody's willingness to play along. That's show biz!

Now that you are free to suppress your guilt, here's how to become a minor celebrity. On the following ten pages, I've provided profiles of "famous" identities. These aren't real people — I can't make you look like Mel Gibson or Cher without a little more notice, you know. These are fictitious people with unisex names and glamorous occupations like acting, professional sports, big business, etc. All you need to do is select the one most appropriate for your dress and general appearance. Then study the tips provided, grab a prop or two and just start hanging around the galleys and aisles.

When you start to panic or you run out of story, just glance at your watch and state that you've "gotta get back to reading some contracts." That'll serve as an appropriate way to end the conversation. Then just go back to your seat and avoid photographs.

PROFESSIONAL ATHLETE



Robin Thompson

Endorsements, Promotions & Personal Appearances

2965 Wilshire Blvd.
Hollywood, CA 92324

(213) 555-7776

ROBIN THOMPSON

BASIC RESPONSIBILITIES:

**Play professional tennis at international events.
Endorse products and work as teaching pro in the off-season.**

WHY ON THIS PLANE:

**Visiting a medical specialist at the plane's destination.
Sustained an injury at recent Davis Cup competition.**

OTHER INFORMATION:

A new line of clothing is being introduced bearing your name. You've been selected to promote a new lite wine.

JARGON/PHRASES TO USE:

Carbo' loading, beta levels, tendonitis, top seed, endorsements, volley, Wimbledon.

WARDROBE & PROPS:

Sweat clothes, tennis shoes, racquet, sunglasses, bandaged elbow, ice pack, slight limp.

SECRET AGENT



Security International, INC.

Chris Dempsey

4924 Seymour St
Alexandria, VA 22314

(703) 555-3440

CHRIS DEMPSEY

BASIC RESPONSIBILITIES:

Gather intelligence regarding activities of foreign governments and their representatives.

WHY ON THIS PLANE:

Following a gray-haired man in first class who's suspected of involvement in a recent, third world government overthrow. He is carrying secret documents to sell to a foreign power.

OTHER INFORMATION:

Following suspect to a dropoff point. Photographing exchange, then following recipient, establishing his/her identity, and reporting to Bureau Chief in Washington, D.C.

JARGON/PHRASES TO USE:

Contraband, the Company, infiltrate, surveillance, tail, mole, the cold, cover, operative.

WARDROBE & PROPS:

Trenchcoat, sunglasses, lump under coat, gadgets (hidden microphones), toothpick.

POLITICIAN



State of Nebraska

Francis Davis
State Secretary

1 Capitol Mall
Lincoln, NE 67553

(402) 555-1964

FRANCIS DAVIS

BASIC RESPONSIBILITIES:

Candidate for U.S. Senator-Nebraska. Member of governor's cabinet and part of state's powerful political machine.

WHY ON THIS PLANE:

Traveling abroad to create image of international expertise.

OTHER INFORMATION:

Being taken by limousine to party with U.S. Ambassador and local dignitaries. Expect lots of press attention. Ultimate national office aspirations.

JARGON/PHRASES TO USE:

Deficit, trade imbalance, foreign exchange instability, current administration, nuclear reductions.

WARDROBE & PROPS:

Dark suit, business shirt or blouse, tie.

BUSINESS EXECUTIVE



CLEVECO COMPANIES, INC.

Jan Cleveland, CEO

6854 Technology Dr.
Boston, MA 01218

(617) 555-9980

JAN CLEVELAND

BASIC RESPONSIBILITIES:

Chief Executive Officer of a multinational, \$200 billion conglomerate.

WHY ON THIS PLANE:

Visiting foreign subsidiaries and companies for possible acquisition.

OTHER INFORMATION:

Being chauffeured to a Board of Directors' presentation regarding that country's largest retail chain.

JARGON/PHRASES TO USE:

Convertible debentures, PE ratio, profit margins, stock splits, dividends, return on equity.

WARDROBE & PROPS:

Slacks, neat shirt/blouse, briefcase, calculator, gold pen, reading glasses.

HOLLYWOOD CELEBRITY



Kelly Jaynes, ASCAP

Represented by the
R.B. Jackson Agency

2965 Wilshire Blvd.
Hollywood, CA 92324

(213) 555-7776

KELLY JAYNES

BASIC RESPONSIBILITIES:

Appear in films, television and stage productions.

WHY ON THIS PLANE:

Traveling to foreign location to shoot scenes for a movie starring you, Kurt Russell and Jessica Lange.

OTHER INFORMATION:

Upon arrival, going to studio press conference on the set of "Crisis Internationale."

JARGON/PHRASES TO USE:

Summer stock, "the rushes look great, darling", script, "the part is a real stretch", agent, variety, top billing, analyst, reviews, detox.

WARDROBE & PROPS:

Sunglasses, scarf, script, cocktail, mirror, makeup.



8

Puzzling Stuff

If, as suggested in the last chapter, you assumed another identity, you were either invigorated or humiliated by the experience. Either way, your adrenaline is now pumping; you've achieved your "second wind." Being careful not to break that wind, we're going to challenge your wit and knowledge with some puzzles. Most are about foreign places, so you'll learn something useful for your overseas visit. Good luck with the games. Because you have lots of time on your hands, there are no time limits. If you get stuck or want to check yourself, the answers are in the appendix at the back of the book. Most important, don't become discouraged. Even the most experienced traveler will find some of the puzzles difficult.

A. STATES BY LETTERS

Below are spaces in which you are to write the names of each of the United States. Each underlined space like this holds one letter. You'll notice that the short state names are listed first, then the larger ones. For example, three states have only four letters, three states have five letters, and so on. Fill the blanks with state names in the order listed. The first answer has been filled in to help you.

(4 Ltrs)

IOWA

OHIO

UTAH

(5 Ltrs)

(6 Letters)

(7 Letters)

(8 Letters)

(9 Letters)

(10 Letters)

(11 Letters)

(12 Letters)

(13 Letters)

B. STATE THE COUNTRY'S SIZE

Below are listed nine U.S. states and the District of Columbia. Opposite them are listed ten foreign countries. You are to match each U.S. location with the country most nearly approximating its area in square miles. (There is at least 10,000 square miles between sizes.) Write the letter of your U.S. selection to the immediate left of its corresponding country number.

U.S. States/D.C.	Foreign Countries
a. Colorado	___ 1. Poland
b. Maryland	___ 2. Liechtenstein
c. Tennessee	___ 3. Portugal
d. California	___ 4. Luxembourg
e. Maine	___ 5. Iceland
f. New Mexico	___ 6. New Zealand
g. Alabama	___ 7. Japan
h. District of Columbia	___ 8. Czechoslovakia
i. Wyoming	___ 9. Ireland
j. Indiana	___ 10. Great Britain

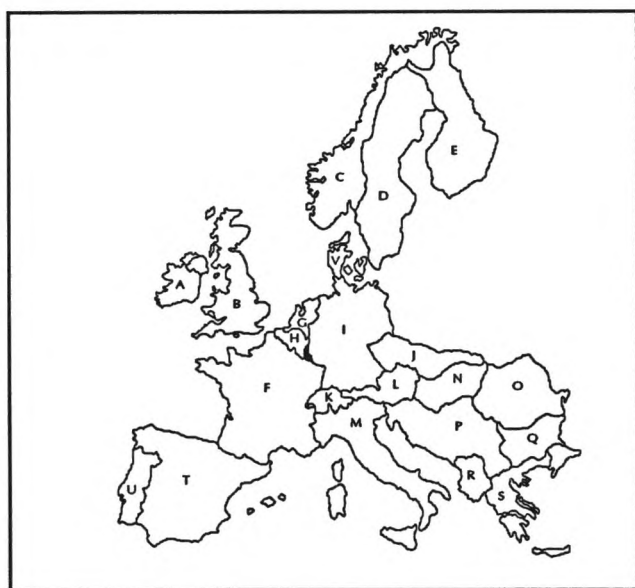
C. YOU BOUGHT IT, YOU NAME IT

Imagine that you are starting a new airline. Because it's your \$32 billion that purchased all of the aircraft and equipment, you get to name the airline and design its symbol or logo. We've provided some real airline logo samples as inspiration.



D. SIXTH GRADE GEOGRAPHY

This exercise will make you wish you'd studied harder in school. See if you can name the European countries drawn below.



EUROPE

A	_____	L	_____
B	_____	M	_____
C	_____	N	_____
D	_____	O	_____
E	_____	P	_____
F	_____	Q	_____
G	_____	R	_____
H	_____	S	_____
I	_____	T	_____
J	_____	U	_____
K	_____	V	_____

E. CAPITAL SCRAMBLE

Here are 35 capital cities from around the world. You must simply unscramble each. Skill levels have been indicated for measuring your own knowledge.

Beginner Level: REYKJAVIK

Easy Level:	TOATAW	AVNINE
	KNKAGBO	ISOAF
	ALMI	AROCI
	NOBN	LUSOE
	SHNETA	BDLNIU
	KOOTY	LOOS
	HILDE	NAAAMP

Difficult Level: RSLUSESB

GUPREA	LNAAMI
KLHINSEI	DASEBTUP
SAAACCR	PIIEAT
RAAWWS	NIBOLS
ARESTCHUB	SCWOOM
MLOKCOTSH	OGNNORA
NAAARK	BLADEREG

Expert Level: GNNPOCAEEH

XUMORLGUBE
RETSMMADA
PIGRONEAS
NJIGIBE

F. POPULATION ORDERING

By placing a number from one to fifteen in front of each country name, rank this list in order of population, number one being the largest. Between any two countries, there is a difference in population of at least ten million people.

- ___ PAKISTAN
- ___ CANADA
- ___ INDONESIA
- ___ UNITED STATES
- ___ SINGAPORE
- ___ POLAND
- ___ INDIA
- ___ CHINA
- ___ THAILAND
- ___ THE NETHERLANDS
- ___ USSR
- ___ BRAZIL
- ___ VIETNAM
- ___ MEXICO
- ___ JAPAN

G. TODAY OR TOMORROW

What time is it in other parts of the world when it is noon (EST) in New York? Even if you're not sitting in Manhattan, this could be important to you. Do your best to match these ten locations with their appropriate times. The asterisk (*) next to a time means it's the next day.

LOCATION	TIME
a. Amsterdam, The Netherlands	___ 1. 2:00pm
b. Auckland, New Zealand	___ 2. 7:00pm
c. Buenos Aires, Argentina	___ 3. 1:00am*
d. Hong Kong	___ 4. 6:00pm
e. Honolulu, Hawaii	___ 5. 10:00pm
f. Istanbul, Turkey	___ 6. 5:00am*
g. Karachi, Pakistan	___ 7. 7:00am
h. London, England	___ 8. 8:00pm
i. Moscow, USSR	___ 9. 2:00am*
j. Tokyo, Japan	___ 10. 5:00pm

H. WEATHER YOU KNOW

This one is a toughie. Listed here are ten world locations and average weather conditions for the month of July. Match each location with its corresponding weather.

LOCATION	AVERAGE TEMPERATURE (DEGREES F) AND RAINFALL
----------	--

- | | |
|----------------------------|-------------------------|
| a. Buenos Aires, Argentina | _____ 1. 82, 15 inches |
| b. Harare, Zimbabwe | _____ 2. 66, 2.1 inches |
| c. Hong Kong | _____ 3. 56, 3.4 inches |
| d. Los Angeles, USA | _____ 4. 50, 2.2 inches |
| e. Miami, USA | _____ 5. 81, 6.7 inches |
| f. New Delhi, India | _____ 6. 57, 0 inches |
| g. Paris, France | _____ 7. 85, 2.8 inches |
| h. Rome, Italy | _____ 8. 75, 0.4 inches |
| i. Singapore | _____ 9. 86, 7.1 inches |
| j. Sydney, Australia | _____ 10. 72, 0 inches |

I. BUCKING THE SYSTEM

(And you thought you'd had enough of this stuff in Chapter 5!) In the following puzzle, your challenge is to match countries with their currencies. Again, we've provided skill levels for your own reference.

COUNTRY

CURRENCY

Beginner Level:

- | | |
|--------------|-----------------|
| a. Barbados | _____ 1. Dollar |
| b. Canada | _____ 2. Dollar |
| c. Ethiopia | _____ 3. Dollar |
| d. Fiji | _____ 4. Dollar |
| e. Singapore | _____ 5. Dollar |

Easy Level:

- | | |
|-----------------|------------------|
| a. Afghanistan | _____ 1. Franc |
| b. France | _____ 2. Ruble |
| c. Japan | _____ 3. Afghani |
| d. USSR | _____ 4. Rand |
| e. South Africa | _____ 5. Yen |

Difficult Level:

- | | |
|------------|-------------------|
| a. Greece | _____ 1. Drachma |
| b. Hungary | _____ 2. Pound |
| c. Austria | _____ 3. Peseta |
| d. Spain | _____ 4. Shilling |
| e. Egypt | _____ 5. Forint |

Expert Level:

- | | |
|-------------|-------------------|
| a. Poland | _____ 1. Lek |
| b. Bulgaria | _____ 2. Zloty |
| c. Kenya | _____ 3. Lev |
| d. Peru | _____ 4. Shilling |
| e. Albania | _____ 5. Sol |

J. THE TOP ATTRACTIONS

Everywhere in the world there are interesting people, buildings, events and natural wonders. In this quiz, we'll test your knowledge of some of the more famous ones. Match the 50 attractions on the left with the 25 countries on the right. Two attractions go with each country.

- | | | |
|----------------------|---------------------------|-------------------|
| 1. Versailles | 26. Ginza District | ___ a. Australia |
| 2. Raffles Hotel | 27. Tut's Treasures | ___ b. Austria |
| 3. Mt. Kilimanjaro | 28. Bouchart Gardens | ___ c. Belgium |
| 4. Kon-Tiki Museum | 29. Temple of Heaven | ___ d. Canada |
| 5. Rijksmuseum | 30. Del Prado Museum | ___ e. China |
| 6. Spanish Steps | 31. Victoria Harbor | ___ f. Denmark |
| 7. Waterloo | 32. Bolshoi Theatre | ___ g. Egypt |
| 8. Tivoli | 33. Emerald Buddha | ___ h. England |
| 9. Prater | 34. Wasa | ___ i. France |
| 10. The Matterhorn | 35. Great Barrier Reef | ___ j. Germany |
| 11. Loch Ness | 36. Skansen | ___ k. Greece |
| 12. Ming Tombs | 37. Ayers Rock | ___ l. Hong Kong |
| 13. Harrods | 38. Moulon Rouge | ___ m. Ireland |
| 14. Great Pyramid | 39. Temple of Dawn | ___ n. Italy |
| 15. G.U.M. | 40. Viking Ship Museum | ___ o. Japan |
| 16. Lake Toba | 41. Nairobi Wild Preserve | ___ p. Kenya |
| 17. Pompeii | 42. The Little Mermaid | ___ q. Neth'lands |
| 18. Blarney Castle | 43. Black Forest | ___ r. Norway |
| 19. Stanley Market | 44. The Parthenon | ___ s. Scotland |
| 20. Mannequin Pis | 45. Anne Frank House | ___ t. Singapore |
| 21. Stonehenge | 46. Spanish Riding School | ___ u. Spain |
| 22. Jet d'Eau | 47. St. Andrews Golf Club | ___ v. Sweden |
| 23. Guinness Brewery | 48. Imperial Palace | ___ w. Switz'land |
| 24. Acropolis | 49. Hofbrauhaus | ___ x. Thailand |
| 25. Mallorca (Isle) | 50. The "Stampede" | ___ y. USSR |

K. OVERSEAS CONNECTIONS

The object of this exercise is to fill the columns and rows with country names. The names will read only from top to bottom and from left to right. The puzzle has corner letters provided and the appropriate number of letters for the correct answers indicated by underlines.

L	_ _ _ _ _ _ _ _ _ _										N				
-	V	_ _ _ _ _ _ _ _								A					
-	-	N	_ _ _ _ _ _						A	-					
-	-	-	F _ _			I	-	-	-	-					
-	-	-							-	-					
-	-	-							-	-					
-	-	-							-	-					
-	-	L	_ _ _ _				A	-	-	-					
-	M	_ _ _ _ _ _ _ _								A					
G	_ _ _ _ _ _ _ _ _ _										A				

L. FOREIGN FOODS

Below you are to match the 24 country or location references on the left with the foods on the right, creating the name of a familiar (more or less), edible product. That food product will merely bear the location's name, not necessarily be from there. Example: French...Toast, or Italian...Dressing.

Locations

- a. Canadian
- b. Guinea
- c. French
- d. Spanish
- e. English
- f. Danish
- g. Polish
- h. Swedish
- i. Russian
- j. Dutch
- k. German
- l. Swiss
- m. Irish
- n. Belgian
- o. Hungarian
- p. Hawaiian
- q. Welsh
- r. Mongolian
- s. Mexican
- t. Chile
- u. Brazilian
- v. Iraq
- w. Maltese
- x. Turkey

Foods

- ___ 1. Stew
- ___ 2. Waffles
- ___ 3. Nuts
- ___ 4. Pot Pie
- ___ 5. Beans
- ___ 6. Bacon
- ___ 7. Punch
- ___ 8. Steak
- ___ 9. Pig
- ___ 10. Relleno
- ___ 11. Rice
- ___ 12. Pastries
- ___ 13. (o') Lamb
- ___ 14. Meatballs
- ___ 15. Muffin
- ___ 16. Falcon
- ___ 17. Choc Cake
- ___ 18. Toast
- ___ 19. Apple Pie
- ___ 20. Rarebit
- ___ 21. Dressing
- ___ 22. Sausage
- ___ 23. Barbeque
- ___ 24. Goulash

M. HOW FAR CAN YOU GET ON HAMBURGERS?

In the language guide provided earlier, a reference was made to the universal American food source: McDonalds Restaurants. While not yet established everywhere, they are increasingly visible in foreign lands. The company has now "served" over 85 billion (85,000,000,000) hamburgers. In a fit of bizarre curiosity, I wondered how many cows it took to make those burgers, and, if standing nose-to-tail, how far that line of cows would reach. (I told you it was bizarre.)

Your challenge, with some guidance, is to calculate these figures. Just fill in the blanks with guesses and, using a calculator or basic mathematics (if you remember that stuff), just complete the required computations. Your reward will be some awesome trivia for that next "can you top this" session with your in-laws.

A. 85,000,000,000 burgers divided by ____ burgers per pound equals _____ pounds of raw hamburger.

B. Given: the average 1100 pound cow provides 150 pounds of hamburger meat.

C. The total pounds of burger needed (A) divided by 150 pounds of hamburger meat per cow equals _____ cows.

D. The average cow measures ____ feet from nose to tail.

E. The number of cows (C) times the average cow length (D) equals a resulting total length of _____ feet.

F. Total feet (E) divided by 5,280 feet per mile equals a length of _____ miles.

Other serious (approximate) distances for your reference:

- | | |
|--|----------------------|
| 1. The current longjump record: | 29 feet |
| 2. The distance around the equator: | 36,000 miles |
| 3. The U.S. population stacked one on top of the other: | 201,988 miles |
| 4. The distance to the moon: | 210,000 miles |

N. WHERE IN THE WORLD

We have another sanity check for you. It is designed to help you evaluate your flight's progress. Unless you're sitting by a window, it'll also get you out of your seat. By now you deserve a stretch.

Using the charts on the next three pages, you will be able to establish your approximate whereabouts. Start on the left by identifying your departure or destination point. Move to the next column where your time aloft should roughly match one of the choices. Then, look out a nearby window to determine the color of the "terrain" (land or water) below you. This is tougher at night or with extensive cloud cover. The fourth column will state your approximate location; the fifth will recommend an appropriate action or reaction. If you're concerned about the accuracy of this chart, you can relax. It is likely that your plane's navigator is using it too!

U.S. to Europe

U.S. DEPARTURE POINT	HOURS ALOFT	COLOR OF "TERRAIN"	YOU ARE	YOU SHOULD
EAST COAST	3	Green	Flying the wrong way	Expect warmer weather
		White	Over Greenland's tip	Plan to be a little late
		Blue	Over the North Atlantic	Relax, assume all is OK
	6	Green	Over Scotland	Prepare for arrival
		White	Over Scotland - Winter	Hope it's winter
		Blue	Approaching Scotland	Forget your connecting flight
	9	Green	Over North/Central Europe	Be headed for the East Bloc
		White	Over Northern Europe - Winter	Hope to land soon
		Blue	Off course	Re-read safety instructions
MIDWEST	3	Green	Over NE Canada	Enjoy the view
		White	Over NE Canada - Winter	Avoid whiteout
		Blue	Over Davis Strait	Plan for early arrival
	6	Green	Over Greenland	Take this rare picture
		White	Over Greenland - Winter	Shudder
		Blue	Over the North Atlantic	Hope you've passed Greenland
	9	Green	Over Scotland	Blame the airline; you're late
		White	Over Scotland - Winter	Hope it's not Iceland
		Blue	Over the North Sea	Wonder where the UK went
WEST COAST	3	Green	Over Southern Canada	Read on, more slowly
		White	Over Southern Canada - Winter	Be watching the movie
		Blue	Lost/On the wrong plane	Take valium/Hope for Hawaii
	6	Green	Just leaving Eastern Canada	Be getting really bored
		White	Just leaving Eastern Canada - Winter	Continue reading
		Blue	Over the North Atlantic	Be reviewing life vest procedures
	9	Green	Over Scotland	Be preparing for landing
		White	Over Iceland	Be glad you don't live there
		Blue	Between Iceland and Scotland	Go back to sleep

Europe to U.S.

U.S. DESTINATION POINT	HOURS ALOFT	COLOR OF *TERRAIN*	YOU ARE	YOU SHOULD
EAST COAST	3	Green	Circling over Scotland	Get dizzy
		White	Circling over Greenland	Get dizzy and white-out
		Blue	Somewhere over the Atlantic	Relax. Read on
	6	Green	Still circling over Scotland	Get noxious
		White	Still circling over Greenland	Wonder why it's not green
		Blue	Approaching the U.S. coastline	Relax. Read on
	9	Green	Over Iowa; you overshoot NY	Develop a taste for corn
		White	Still circling over Greenland	Develop a taste for reindeer
		Blue	Circling over the Atlantic	Develop a taste for shark
MIDWEST	3	Green	In a slow climb over Scotland	Plan to be late
		White	Slowly passing Greenland	Plan to be not as late
		Blue	On course (?) over the Atlantic	Hope it's really the Atlantic
	6	Green	Just entering Canadian airspace	Rejoice, they found North America
		White	Just entering Arctic airspace	Assume they are taking the polar route
		Blue	Approaching Canadian coastline	Relax. Try to sleep
	9	Green	On target for your destination	Relax. Fill out custom forms
		White	Can you pronounce "igloo?"	Develop a taste for blubber
		Blue	In the Bermuda triangle	Hope this isn't the Twilight Zone
WEST COAST	3	Green	Over Scotland, maybe	Listen for bagpipes
		White	Over Iceland, maybe	Order ice
		Blue	Over the Atlantic, maybe	Watch the movie
	6	Green	Over NE Canada, maybe	Ignore it. It'll go away
		White	Over NE Canada-Winter	Hope that it's winter
		Blue	Over the Atlantic, maybe	Be strong. Be positive
	9	Green	Looking at Idaho	Not stare, it's impolite
		White	Looking at a very cold Idaho	Share a toast to potatoes
		Blue	Looking at a splashdown	Clutch your seat cushion

U.S. To Tokyo, Hong Kong, Singapore, Australia, etc. (and reverse)

U.S.	DEPARTURE POINT	HOURS ALOFT	COLOR OF "TERRAIN"	YOU ARE	YOU SHOULD
ALL		5	Blue	Over the Pacific	Slow down; you are getting through this book too fast
		8	Blue	Over the Pacific	Start to get a sore butt
		11	Blue	Over the Pacific	See if you can still walk. Move around the cabin



9

You Might As Well Learn Something That Currency Stuff, Again

It's come to this. You are now even willing to learn something useful in order to keep your mind active. Conversely, this chapter may be just the thing to dropkick you to unconsciousness. Either way, I commend your perseverance and fortitude. May your efforts be rightly (or wrongly) rewarded. May your knowledge be expanded, your cocktail party banter be enriched and, most important, your colleagues be impressed. We'll start your education with those currency details I warned you about earlier.

To explain currencies, I'll use a simple analogy. Let's say that things in the world may only be purchased with apples. Each country has been blessed with

plenty, but each country's apples, while flavorful, are consistently different in size from the other countries.

For simplicity, we'll say that U.S. apples are the normal apple size, but

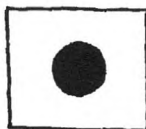
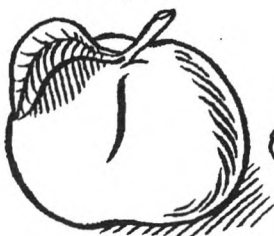
Italy's apples are the size of peppercorns,

France's the size of crab apples,

Germany's like lemons,

England's like grapefruit, and

Japan's apples are like peas.



To buy something in any of the countries, it takes an equal weight, not number, of apples. A soft drink anywhere costs, say one-third pound of apples. (Forget about grams for now.) To buy a Coke, it then takes:

1 American apple,

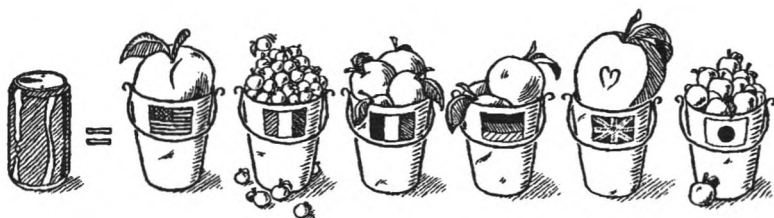
1400 Italian apples,

6 French apples,

2 German apples,

1/2 English apple, and

130 Japanese apples.



Each place we'll get our Coke, but with different numbers of apples or amounts of "local currency." The relationship of one country's apple size and purchasing power to another's is its "exchange rate." Giving the various types of apples different names, one American apple or "dollar" is worth two German apples or "marks;" 1400 Italian apples or "lira" will get you 1/2 English apple or 1/2 "pound sterling."

What about “currency fluctuations?” For our purpose, those are changes in the relationships of the apple sizes. In a certain year, better weather might cause French apples, for example, to grow a little larger. It would then take fewer of them to equal a given weight and fewer to buy American apples/dollars and American goods. Conversely, French goods would become more costly to Americans because each dollar would bring fewer francs and French goods. In currency terms, the French currency just got stronger, while the American currency got weaker.

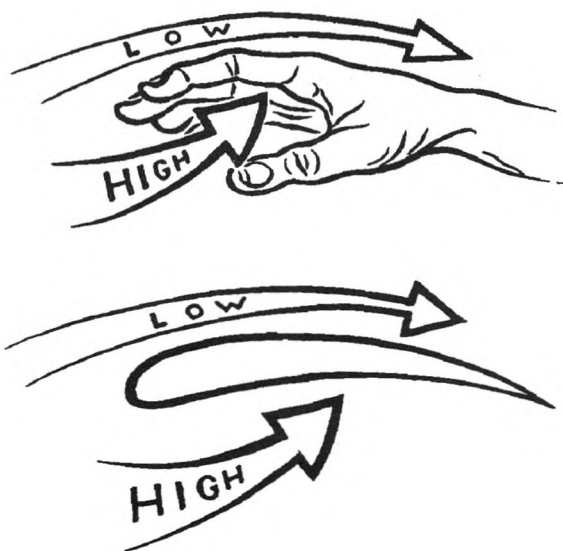
I got lost myself these past few pages; hopefully, they made some sense to you. If not, just remember to apply the dollar exchange rate. Then you can panic in your own currency.

How (Supposedly) This Sucker Flies

At the very start I mentioned my disbelief at this notion of flying machines. Teletransportation, the dismantling and reassembly of molecules, is far more believable, I said, than a 400-ton metal bird. In retrospect, I think it is appropriate for you to consider the facts and decide for yourself. Hence, I am providing here one conventional explanation of how airplanes were developed and how they (chuckle) fly.

A lot happened in manned flight long before the Wright stuff occurred in 1903. Human flight began with balloons and evolved to gliders. The critical concepts of thrust, drag and lift were outlined early in the 1800s, as was the idea of an arched or curved wing. The main idea was that a wing’s shape—its upper surface slightly arched—caused lift to occur.

As kids, we all experienced this: our curved hand, held out a moving car's window, was pushed upward in spite of our attempts to keep it pointed straight ahead. This happens because air flows faster over the curved upper surface, somewhat like the outer edge of a turning wheel that must rotate faster than points close to the center. The faster-moving air creates an area of low pressure (partial vacuum) over the hand; that low-pressure area attracts air under higher pressure, like the air under the hand. The result is upward pressure (lift) on the hand, or airplane wing.



As early as the 1850s people were riding in gliders and, more important, sometimes surviving their unpredictable landings. Initial forward movement (thrust), necessary to create airflow over the wing, was provided by gravity or pulling; gliders were launched from hills, typically with the help of winches or tugging people and beasts.

Steering was a pretty crude affair. The earliest pilots used only body movements to try to guide the glider's path. "Wing warping" — the changing of the wing's shape — was the earliest mechanical means of guidance.

In the second half of the nineteenth century, movable pieces of the craft's wings, called "ailerons," were being operated to deflect air and change a glider's course. The pilot maneuvered cables to activate these devices. Eventually, "elevators" on the rear wings and a "rudder" on a vertical tail were added for increased control. Now we had a craft with lift and guidance, but we still lacked a method for maintaining forward thrust.

In old movie clips, you have seen that man first tried to emulate a bird's powered flight by means of machines that flapped. The flapping motion of a bird's wings does, indeed, provide thrust. These mechanical adaptations, however, were unable to also provide the wings' critical lift characteristics. These "ornithopters" flopped more than they flapped. Those who were to achieve powered flight stuck with the glider designs. Among them were the Wright brothers.

Orville and Wilbur gathered all relevant data and incorporated the most promising ideas into the design of their flying machines. They developed their own calculation methods for optimizing thrust, lift, propeller efficiency, airframe design and construction methods. The application of the automobile engine helped the Wright brothers solve the difficult thrust problem. Failing, however, to secure an auto engine with the suitable power-to-weight ratio, they built their own. Clever guys.

Supposedly, the rest is history. Jet engines were tried in 1939 and rockets were applied to powered flight in the following decade. The physics of flight, they claim, be it in the Wright Flyer or 747, are the same. Because Orville was able to propel his 145 pounds aloft for twelve seconds, therefore, you can travel thousands of miles in this steel building. Sure. You decide for yourself.



If We're Really Flying, How Do We Know Where We Are?

The question alone further testifies to the lunacy of manned flight. Now, I'm not one of those "If God Had Wanted Us to Fly S/he Would Have Put Ailerons on Our Butts" types; I really do try to consider the facts. This business of getting around once airborne, however, is even more mystical than lifts and thrusts. Once again, I'll give you the facts. You can form your own judgments.

It works by "Air Traffic Control," and it involves a complex meshing of technical wizardry and human skill. When pilots fly long distances and in uncongested areas, they rely primarily upon airspace protocols and onboard and ground-based navigational aids to track their own progress and avoid other air traffic. Hence, they generally navigate their way through the skies. Over busier locations, however, they are in "control zones" — areas where airspace movements are managed by air traffic controllers.

The controller communicates with the aircraft by use of radio. He also monitors equipment that locks onto each craft's transmissions, giving the direction of its flight. He is constantly supplied with weather data, and he has the intended flight plan of all airplanes passing through his/her airspace. Another form of radar (PPI) projects each plane's position and bearing on a set of superimposed features on a screen. The specific signal from each aircraft can be distinguished, even tagged with its call letters, and tracked on the ground.

Finally, on board each plane is another radar system — a transponder — that receives ground signals and automatically sends a reply. The signal is received at the control center and also tagged and tracked. Using all of these resources, standardized procedures and extensive experience, the controller monitors the plane safely through his or her airspace. Once through, the procedure begins as the craft enters a new control zone.

The future of navigation somewhat reflects the past when sailors and early navigators performed "celestial navigation" to determine their location. When

completed, the Global Positioning System (GPS) will use twenty or so man-made celestial bodies (satellites) to enable a small onboard computer to calculate the craft's position anywhere over the globe.

As for the landing, the basic system uses a controller to bring the plane into final landing approach, but instruments guide the landing process. A fixed set of electronic transmissions instruct the aircraft regarding alignment to the runway and correct descent path. Each transmission is also converted to an audible frequency which serves as additional pilot instruction of on- or off-path approach. On final approach, two successive "marker beacons" tell the remaining distance to the runway. They can guide the craft to within 200 feet where landing may be completed visually.

On more sophisticated aircraft, a video screen creates a visual image of the runway. Nearly as though he was playing a video game, the pilot can virtually land the craft by doing so on the screen. An even more fantastic system, possibly in use on your aircraft, can coordinate the approach, "flare" the airplane (level it out for landing), control power, land the aircraft, reverse the engines and even apply the brakes. As one pilot joked, "The hardest thing I have to do is shut off the autopilot so I can turn the aircraft off the runway."

With increased loads on airports, "stacking" is sometimes practiced. When the captain says, "We've been asked to circle for about ten minutes due to airport congestion," you've just been stacked. In these cases, the controller directs waiting air traffic to a holding area and has them circling above each other until final approach can be made. The planes are

separated vertically by at least 1000 feet, and they are called, lowest plane first, to land in the order stacked. Planes just joining the stack circle above the waiting craft. I told you it was complex. Teletransportation seems more plausible, doesn't it?

Now It's Your Turn

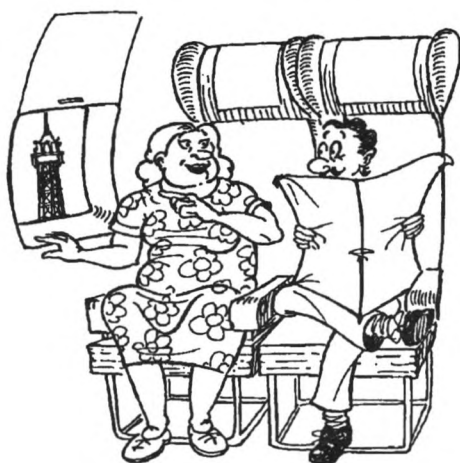
All of this time, I've been feeding you information and even drawing some conclusions for you. Now it's time for you to come up with some answers. Below are some age-old questions — issues that have troubled the best thinkers of all time. You must ponder these questions and formulate possible explanations. Your reward for these discoveries is the opportunity to write a corresponding book on your return flight. What a deal: I ask questions and you make a bundle. (Please send royalties to my publisher.)

QUESTIONS OF THE AGES

1. Why is toilet paper described in terms of "facial quality?"
2. Why is a person from the Philippines called a "Filipino"?
3. Why is one soldier called a "troop?"
4. Would pineapple juice, without the flavor of its own tin can, taste normal?
5. Why can only children open childproof containers?



6. Why do "one-size-fits-all" garments fit no one?
7. Why do those monstrous, five-ton gravel trucks have "Do Not Push" signs on the back?
8. If companies have more than one vice president, why don't countries?
9. If dolphins are so smart, why do they swim in their own toilet?
10. Why aren't you asleep by now?



10

You've Almost Made it!

And What If It's Not So Great?

Hard to believe, isn't it? Here you are, about to deplane at another time and place. The past few hours, with the help of this book, seemed more like, well, a few hours. What joy we reap when our minds are stimulated by the profound! Your toil, research, investment and sacrifice are about to reward you with the cultural experience of a lifetime. Your excitement is almost unbearable. But in the back of your mind, there's this gnawing question: "What if something goes wrong?"

Far from home, some peculiar things can happen. Even with a guided tour, you're out of your circle of comfort — your own environment, patterns, support systems.

Combine these inconveniences with jet lag and strange foods, and you've got a formula for lots of discomfort. You can relax, though. Dr. Gordon is going to help you anticipate and cope with the most likely problems.

Just being totally out of touch with home causes me heartburn. Even after 13 years of foreign travel, I feel disoriented if, after a few days, I don't make some connection back to the States. The local papers don't help much, and the television just gives me noise or something to stare at. I've given up on the tube as a news source. On a sad day in 1981, I needed a newspaper to understand why French television was showing all of that footage on John Lennon.

I think that the best ways to stay in contact are by English-speaking radio broadcasts, newspapers, and the occasional phone call.

My primary overseas news connection is the Armed Forces Radio Network; it was especially useful during the '91 Gulf War. On the hour, I can often be found winding the car or hotel radio knobs in search of an AFN hourly news summary. Granted, I learn more than I'll ever need to know about the military's pay appropriations and leadership shuffles but, on the whole, it's a nice source of news. Another limitation is that these broadcasts are beamed only in areas where American troops are stationed. Unless glasnost really gets out of hand, AFN won't be of much help in the former East Bloc. In places like that, I search for Voice of America broadcasts. In other locations, I listen to the BBC, BFBS (British Forces Broadcast Service) and Canadian Forces Radio. If you are near a radio on the hour, crank the tuner until you find something in English.



I'm also a big fan of the *International Herald Tribune*. It's a newspaper that's printed overseas and is a composite of articles written for the major American dailies like the *Washington Post* and *New York Times*. It has timely and detailed reporting without the stench of "local" news, like liquor store robberies and muggings. Its foreign news is also well written and thought provoking. The classifieds in the *IHT* are even entertaining; you can learn the costs of flats on the Champs Elysees and classic cars in Belgium. It's available at airports, train stations, tourist shops and the expensive hotels where those first class and business class passengers are staying. *USA Today*, due to its electronic publishing methods, can also be found overseas. It's more colorful and just as informative as the *Tribune*.

Major American magazines can also be found in foreign countries. These are lighter-weight versions of their domestic counterparts with greater emphasis on international news. Due to my travel schedule, I've often read both versions of the same issue. Frankly, the international version is the better of the two, unless you absolutely must know about items like the U.S. Cheerleading Championships.

The most personal and expensive way to connect with home is by telephone. But be careful: you can spend a fortune in any currency when you reach out and touch someone. If you call collect, they'll be waiting to touch you back, and firmly, when you return home. Calls are most expensive when dialed from your hotel.



Hotels typically charge for, but don't inform you about, hefty surcharges. You can sometimes hear the meter clicking every few seconds; that's the sound of your spending money plopping into your host's pocket. The lesson is to keep calls brief and, better yet, Americans can use an American telephone service provider's foreign toll-free numbers to use their credit card. You can also make calls from post offices or rail station telephone centers. Then collect calls or direct credit card calls needn't threaten your finances or your health.

Even If You're Hopeless, You're Not Helpless

Experts, whoever they are, claim that 20% of overseas travelers encounter health problems; they also say that one in every fifteen requires medical care. Having lived and worked overseas, I've been treated by doctors in various locations. (They're probably fine, but I stay away from foreign dentists. Too many spy movies, I guess.) Generally speaking, I've had good luck getting care abroad.

The exception occurred when my son and I suffered from terribly sore throats and a sleep-impeding cough. We soon learned that Sunday is not the optimum time in Amsterdam to get medical help. The only remedy we could secure was a foul, brown liquid that had no beneficial effect, in spite of regulated doses. It did foster a vivid family memory though; I can still see my other son's perverse joy in reminding us when it was "canal water time" again.



There are international medical aid programs that you can join. These connect you with a network of overseas clinics with English-speaking doctors and, if necessary, evacuation services. Unfortunately, this service is arranged before departure; it's not much good to you now. Without the aid of such a network, I've reached doctors through the phone directory, the hotel desk clerk and tourist information center. I haven't yet tried the services of the nearest consulate, but I would if all else failed. Best of all, my medical insurance has always reimbursed the cost of my overseas treatment. Yes, even the "canal water" was covered. Save those receipts.

Each year, thousands of us tourists also get arrested or detained while abroad. Most infringements involve visa problems or business improprieties. Obviously, you are subject to the laws of your host country. Don't

try one of those "...but I'm an American (or whatever) citizen and I'll not be treated this way" numbers. I've taken some liberties with visas, even behind the former Iron Curtain, and I've never had any problems. That's not a smart idea, however. There's too much risk to mess with foreign governments, especially hostile ones. My days of stretching the rules are over; I hope yours never begin. If you do need legal help, it is best arranged through your consulate.

Off You Go !

It's final exam time. I know you're not in the mood for this, but you must retain the critical concepts of this book. Adult learning principles suggest that a final reinforcement device encourages maximum retention. Besides, they are simple, multiple-choice questions. You can fake your way through them just like you did in high school. Here goes.



FINAL EXAM

(Circle the letter by best answer. The answers can be found in the appendix.)

1. The best way to make the adjacent seat vacant is:

- a. Put shaving cream around your mouth and bay like a dog**
- b. Make frequent reference to yesterday's participation in the National Chili Cookoff**
- c. Disconnect one of the seatbelt straps prior to passenger arrival on board**
- d. Take a baby on board with you**

2. The people wearing this airline's slippers are:

- a. Flight attendants**
- b. First/business class passengers**
- c. The airline's bowling team**
- d. Thieves**

3. You may safely use the flight attendant call button:

- a. When your life depends on it**
- b. When you offer him/her money**
- c. When you have built a close personal relationship with the crew**
- d. Never**

4. The captain's accent is from:

- a. Des Moines**
- b. Chad**
- c. Jupiter**
- d. Pilot school**

5. The only way to determine your entree's origin is:

- a. Taste it**
- b. Coroners' report**
- c. Use the "Guess The Meat" chart**
- d. None of the above - Not possible**

- 6. Completing the “bingo” card in the airline’s magazine will bring you:**
- a. Fame and fortune**
 - b. Misery and heartache**
 - c. Pain and suffering**
 - d. A mailman with a hernia**
- 7. An important step in encouraging sleep is:**
- a. A pill**
 - b. Two pills**
 - c. A bullet**
 - d. A book by an amateur**
- 8. U.S. Customs prohibits the duty-free import of:**
- a. Nerf shotguns**
 - b. Drugs**
 - c. Sausages**
 - d. All of the above**

9. Meditation requires that you sit peacefully and:

- a. Think**
- b. Concentrate**
- c. Hallucinate**
- d. Drool**

10. Jet Lag is caused by:

- a. Jets**
- b. Clocks**
- c. A virus**
- d. French kissing**

11. When it's noon in New York, in Andorra it is:

- a. Noon, WST**
- b. Dark**
- c. Dull**
- d. Wednesday**

12. The plane can fly because:

- a. You paid a bundle, and it had better do so**
- b. The pilot said so**
- c. Orville Wright wouldn't lie**
- d. All of the above**

13. Now that you've finished this book, you should:

- a. Rejoice**
- b. Bring suit against the publisher**
- c. Write a heated letter to the author**
- d. Use it overseas for toilet paper**

With our help, you've studied your plane, your crew and the entertainment (intended and otherwise) that they provided for you. You prepared for your destination(s), learned some details about their cultures and developed a new appreciation for many important ideas, like teletransportation and World Standard Time. You are a much "rounder" person physically, if not intellectually, as a result of our time together. Airplane food will do that to you. I sincerely hope that the book has lived up to its title's promise—helping you endure, maybe even enjoy, this flight.

Appendix

Answers to games and puzzles.

A. STATES BY LETTERS

4: OHIO, IOWA, UTAH

5: IDAHO, TEXAS, MAINE

6: ALASKA, HAWAII, KANSAS, OREGON,
NEVADA

7: FLORIDA, GEORGIA, WYOMING,
ARIZONA, INDIANA, NEW YORK, VERMONT,
ALABAMA, MONTANA

8: NEBRASKA, COLORADO, OKLAHOMA,
ILLINOIS, MICHIGAN, KENTUCKY,
ARKANSAS, VIRGINIA, MARYLAND,
MISSOURI, DELAWARE

9: LOUISIANA, NEW JERSEY, NEW MEXICO,
TENNESSEE, MINNESOTA, WISCONSIN

10: CALIFORNIA, WASHINGTON

11: NORTH DAKOTA, SOUTH DAKOTA,
MISSISSIPPI, RHODE ISLAND, CONNECTICUT

12: WEST VIRGINIA, PENNSYLVANIA,
NEW HAMPSHIRE

13. NORTH CAROLINA, SOUTH CAROLINA, MASSACHUSETTS

B. STATE THE COUNTRY SIZE

f	1
h	2
j	3
b	4
c	5
a	6
d	7
g	8
e	9
i	10

D. SIXTH GRADE GEOGRAPHY

A	Ireland
B	Great Britain
C	Norway
D	Sweden
E	Finland
F	France
G	Holland
H	Belgium
I	Germany
J	Czechoslovakia
K	Switzerland
L	Austria
M	Italy
N	Hungary
O	Romania
P	Yugoslavia
Q	Bulgaria
R	Albania

S	Greece
T	Spain
U	Portugal
V	Denmark

E. CAPITAL SCRAMBLE

Beginner Level:
REYKJAVIK

Easy Level:
OTTAWA
VIENNA
BANGKOK
SOFIA
LIMA
CAIRO
BONN
SEOUL
ATHENS
DUBLIN
TOKYO
OSLO
DELHI
PANAMA

Difficult Level:
BRUSSELS
PRAGUE
MANILA
HELSINKI
BUDAPEST
CARACAS
TAIPEI
WARSAW
LISBON

**BUCHAREST
MOSCOW
STOCKHOLM
RANGOON
ANKARA
BELGRADE**

**Expert Level:
COPENHAGEN
LUXEMBOURG
AMSTERDAM
SINGAPORE
BEIJING**

F. POPULATION ORDERING

8	Pakistan
13	Canada
5	Indonesia
4	United States
15	Singapore
12	Poland
2	India
1	China
11	Thailand
14	The Netherlands
3	USSR
6	Brazil
10	Vietnam
9	Mexico
7	Japan

G. TODAY OR TOMORROW

c	1
f	2
d	3

a	4
g	5
b	6
e	7
i	8
j	9
h	10

H. WEATHER YOU KNOW

c	1
g	2
j	3
a	4
i	5
b	6
e	7
h	8
f	9
d	10

I. BUCKING THE SYSTEM

Beginner Level:

b	1
d	2
c	3
e	4
a	5

Easy Level:

b	1
d	2
a	3
e	4
c	5

Difficult Level:

a	1
e	2
d	3
c	4
b	5

Expert Level:

e	1
a	2
b	3
c	4
d	5

J. THE TOP ATTRACTIONS

35, 37	a
9, 46	b
7, 20	c
28, 50	d
12, 29	e
8, 42	f
14, 27	g
13, 21	h
1, 38	i
43, 49	j
24, 44	k
19, 31	l
18, 23	m
6, 17	n
26, 48	o
3, 41	p
5, 45	q
4, 40	r
11, 47	s
2, 16	t
25, 30	u

34, 36	v
9, 22	w
33, 39	x
15, 32	y

K. OVERSEAS CONNECTIONS

L	I E C H T E N S T E I											N
U	V	E N E Z U E L									A	
X	I	N	I G E R I					A	U			
E	E	E	F I J I					L	S			
M	T	P						G	T			
B	N	A						E	R			
O	A	L	I B Y A					R	A			
U	M	O N G O L I									I	
R												
G	U A T E M A L											A

L. FOREIGN FOODS

m	1
n	2
u	3
x	4
s	5
a	6
p	7
l	8
b	9
t	10
d	11
f	12
v	13
h	14
e	15
w	16
k	17
c	18
j	19
q	20
i	21
g	22
r	23
o	24

M. HOW FAR CAN YOU GET ON HAMBURGERS?

Answers will vary based upon assumptions. Assuming 5 burgers per pound and cows 7 feet long, the answer is 150,252 miles.

Answers to the Final Exam

1	c
2	b
3	d
4	d
5	d
6	d
7	d
8	d
9	b
10	b
11	a
12	d
13	d



About The Author...

John Gordon is an American businessman and aviation enthusiast. He has spent the last thirteen years living and traveling abroad as International Personnel Director for high-technology firms. He is also a freelance writer and video producer; his *STRATEGIC JOB SEARCH* two-part videotape program is recognized as the best of its type. He currently lives in Germany with his wife, Julie, and youngest son, Andy.

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