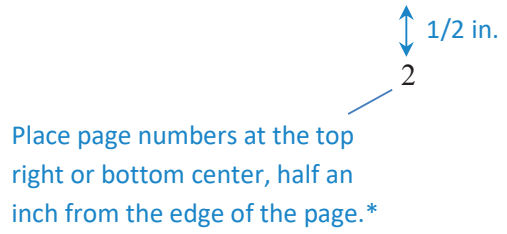
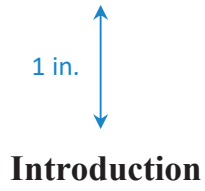




Set margins of at least 1 inch from the edge of the page on all sides (except above a page number in the header or below a page number in the footer).



Modern air passengers are unhappy about flying. Rather than marvel at traveling safely through the air at 30,000 feet, they complain of delays, small seats, and baggage fees. Instead of celebrating the ability to start one's day in Boston and end it in London, passengers complain of achy legs and long for a good hot meal. Why do travelers today focus on the problems of air travel instead of its wonders? How have we lost sight of the magic of stepping into a flying machine to transport us across continents and oceans?



Don't put a page number on the title page, but count it in the page numbering.

In papers that include front matter numbered with roman numerals, the title page counts as page i. Otherwise, it counts as page 1.

*In a thesis or dissertation, page numbers have traditionally been placed (1) in the footer for front matter pages and pages in the text and back matter that have titles (such as a chapter opener) and (2) in the header for all other pages. However, most schools now require a consistent placement of page numbers throughout a paper.

It turns out that such disillusionment is not specific to the airplane. In fact, initial wonder at technological feats—from the radio, to the automobile, to the television—is almost always eventually lost, usually at a moment when the technology has become accessible enough to lose its aura of exclusivity.

From Awe to Shrugs

Airplanes were a technological triumph, but in the early years of commercial flight they also demanded an imaginative leap on the part of anyone contemplating a trip, as Clara Lanahan explains in *The Psychology of Flying*. "Flying through the air, with nothing but a few inches of metal below, was a difficult concept to comprehend," Lanahan writes.¹ Airplane travel required humans to accept the idea that they belonged not only on the ground, but in the air. The idea of flying thus evoked feelings of wonder and awe, which airlines capitalized on in their advertisements.

Other scholars have taken up the idea that flight is so unnatural to humans that we must think in profoundly new ways before we adapt to the technology. For instance on his piloting blog *Way Up There*, Jackson T. Afertapian writes that "the human mind cannot fully reconcile

