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An Award Winning Newspaper by Students for Students.

THE AVION

A Division of the Student Government Association

Embry-Riddle Aeronautical University Daytona Beach, Florida

TUESDAY

September 6, 2005

www.avionnewspaper.com

Volume CXIV • Issue 1

Section A

CAMPUS NEWS A2

ERAU and DBCC have started a joint program that allows students to get their Associates Degree before coming to Riddle.

OPINIONS A4

Letters to the Editor from various readers discuss points in a previous article regarding the Board of Trustees of ERAU.

METRO A7

A new city ordinance in Daytona Beach is facing resistance from unhappy apartment complex owners.

SPORTS A10



The women's volleyball team won six out of the eight games that they played in the last two weeks.

Section B

SPACE TECH B2



The first Pluto craft has undergone several critical tests this week in preparation for its launch on Jan. 12.

AERO B3



Qualtech Systems Inc. was awarded Pratt and Whitney's Joint Strike Fighter engine diagnostic software contract.

DATA TECH B4



Microsoft bounds into the IPTV market after making a deal with SBC and Scientific-Atlanta to make there software.

SCIENCE B5



More than five million people aged six and over have problems with bedwetting, caused by lack of control over the sphincter muscle.

E-GAMING B6

New FPS F.E.A.R. promises, to be one of the best since Half-Life 2; we have the preview to show you what's in store.

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It's all about chocolate this week in the Diversion's page: Where to go, special recipes and interesting chocolate facts.

ENTERTAINMENT C3

We look at the 10 albums you should have bought in the last academic year.

COMICS C4

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Women's Volleyball win 6 of 8



BILL CAMPBELL/AVION

EMBRY-RIDDLE VOLLEYBALL HAS caught a lot of opponents by surprise this season. After a dismal 3-30 season in 2004, the Eagles have gone 6-2 to open 2005, with the only losses coming to nationally-ranked Hastings and NCAA Division II Florida Tech. For a full account of the first eight games, please see Sports on page A10.

ERAU student survives Katrina

Mahmoud Khatib
Guest Reporter

To say that Embry-Riddle student Mohammed Elsegeiny has been to hell and back would be an understatement.

His experience is just one of the countless stories of survival after category five hurricane Katrina pounded the Gulf Coast Sunday night and early Monday, killing hundreds, perhaps thousands of people.

A senior in Aerospace Engineering and a New Orleans native, Mohammed abruptly left Daytona Beach and flew home last Thursday when his father was hospitalized and had to undergo a quadruple-bypass heart surgery. He had no idea that Katrina would leave his family without a home and strand him at New Orleans International Airport.

"I was originally supposed to fly out on Monday," said Mohammed. "When I realized that Katrina was coming right for us, I rescheduled my flight for Sunday morning. But it didn't make a difference."

On Saturday, Delta Airlines stranded Mohammed by canceling all flights. Mohammed said that Continental and United Airlines continued flying until Sunday.

"Delta screwed me and many others. They jumped ship before anyone else," said Mohammed. He ended up riding out Katrina at the airport.

"The wind didn't scream, it growled. A bunch of windows at the airport were blown out. I heard crashing sounds and I thought the concrete itself was coming apart, but it was just the aircraft boarding ramps collapsing," said Mohammed.

Monday morning revealed a city in ruins. Mohammed and other people from the airport went outside to look around.

"Everything was destroyed," said Mohammed. "Cars and buildings had no windows and trees and street lights were lying around everywhere."

The airport fared no better. Water and debris covered the runways, there was no power, radar was knocked out and there was no air traffic control.

Mohammed said, "The airport restaurants gave out food and drinks to people but they soon ran out. The toilets wouldn't flush and they overflowed."

Mohammed spoke to some local police officers who came to the airport. They said that they had nothing to go back to. They described the smell of raw sewage as overwhelming, but that it hid the odor of decaying bodies.

Mohammed had no way of contacting his family. All phone lines were either jammed or knocked out.

The airport was turned into a hospital and Mohammed ended up helping airport staff

Please see "SURVIVOR" page A3

Students rallying to aid victims

Brian Case

Business Manager

Hurricane Katrina is shaping up to be the worst natural disaster to hit the United States in over a century. Now Embry-Riddle students, motivated by the gripping

images of the victims of hurricane Katrina, are rushing to give what they can to those in need. This week, the University will launch a coordinated effort to collect donations from students, faculty and staff to fill an 18-wheeler with much needed supplies.

"Fill the Truck," as those in charge are calling it, started when Air Force ROTC students began collecting for the hurricane victims. The truck was donated by Jet Transport, Inc., and it is estimated that \$15,000 to \$20,000 will need to be collected to fill it. The money will be used to buy pallets of water and generators. Sam's Club has agreed to donate the water at cost. "They're going to give us a pretty good deal," said Brian Beears, a member of Air Force ROTC and a primary organizer of the collection drive.

Enough money to buy four pallets for water has already been collected, but the largest effort will be today through Friday. Students can make donations at a fundraiser barbeque to be held Thursday from 12 p.m. to 2 p.m. All the food was donated, so every

dollar collected will go towards filling the truck with supplies. Faculty and staff members are being encouraged to make donations through payroll deductions.

Students can also donate food and other much needed supplies like dippers at one of several drop-off locations around campus. The Volunteer Network has collection points in the Student Center cafeteria and information desk, and the Housing Department has one in Student Village atrium. All donations will be sent to the Second Harvest Food Bank in Daytona Beach, then to the disaster area.

Clubs and organizations are encouraged to sponsor a pallet of water and fundraise on their own. "It's really a university effort," said Aaron Clevenger, Assistant Director of Student Activities, about all the organizations involved.

According to the Dean of Students, Cathy Deaner, 33 students have been identified as being from areas hit by Hurricane Katrina. The students have been contacted to see if the University can be of any service.

"They're going to give us a pretty good deal"

- BRIAN BEEARS

Chief Justice Rehnquist dies at 80

Levi Jordan

National News Editor

Chief Justice William Rehnquist, who had been receiving chemotherapy and radiation treatment for thyroid cancer, died at his suburban Virginia home surrounded by his three children. Rehnquist served on the court for 33 years, steering the highest court in the land in a fundamentally different direction from the liberal court of the 1960s headed by Chief Justice Earl Warren. During his tenure, Rehnquist charted a conservative course for the court. He led the court during a period in which it was called upon to help decide a presidential election and preside over an impeachment trial.

President Bush learned of the death shortly before 11 p.m. Saturday, the White House said. "The Chief Justice battled thyroid cancer since being diagnosed last October and continued to perform his duties on the court until a precipitous decline in his health the last couple of days," Kathy Arberg, the court's spokeswoman said.

William Hubbs Rehnquist was born in Shorewood, a suburb of Milwaukee, on October 1, 1924. His father was a paper salesman. Rehnquist married Natalie Cornell of San Diego, and they had a son and two daughters.

After serving in the Air Force in World War II, Rehnquist attended Stanford University, where he earned a bachelor's degree, followed by a master's in political science in 1948. He received another master's in government at Harvard in 1950, before returning to Stanford for a law degree. He moved to Arizona after graduating first in his class from Stanford University Law School in 1952 and clerking for Supreme Court Justice Robert Jackson. His friends described Rehnquist as warm and witty, with a love for poker.

Please see "REHNQUIST" page A6

ERAU's AE takes number one again

Ryan Jones

Staff Reporter

For the sixth year in a row, U.S. News & World Report's 2006 America's Best Colleges ranked Embry-Riddle Aeronautical University as the number one in the category of Aerospace/Aeronautical/Astronautical Engineering for institutions where a master's degree is the highest level offered.

"At Embry-Riddle, we strive for excellence in all facets of aviation and aerospace higher education," said University President George H. Ebbs. "That we have again been acknowledged by U.S. News & World Report for our efforts is a continuing source of pride."

Embry-Riddle has held this top spot ever since 2001, when the magazine's college rankings became specific enough to differentiate between the major engineering disciplines recognized by the Accreditation Board for Engineering and Technology (ABET). Additionally, Embry-Riddle's aerospace engineering program is not compared with all other universities because the magazine separates generally larger national universities that center around research from generally smaller universities that are focused on education.

SGA President McCook said, "This shows that our university is maintaining our place at the top level in the aerospace engineering program and continuing to move forward with a strong commitment to undergraduate and graduate education."

The top three national universities in the category of aerospace engineering



JAMES WHITE/AVION

EMBRY-RIDDLE'S AEROSPACE ENGINEERING program was ranked number one for the sixth year in a row in the category of of Aerospace/Aeronautical/Astronautical Engineering in institutions where the highest degree awarded is a Masters.

Please see "U.S. NEWS" page A2

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By students, for students.

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ERAU to share degree with DBCC

Mary Van Buren

ERAU Press Release

Daytona Beach, Fla., July 28, 2005 -- Embry-Riddle Aeronautical University and Daytona Beach Community College have partnered to create the Blue-Gold Connection, a program that helps Florida high school graduates pursue a two-year associate degree at DBCC and then transfer to Embry-Riddle for another two years to earn a bachelor degree at the school's Daytona Beach or Prescott, Ariz., campus.

The dual-admissions program, which launches this year, is open to any graduate from a Florida high school who has completed the full-time undergraduate application process for Embry-Riddle or is a currently enrolled DBCC student who applies to Embry-Riddle before earning 30 credits at DBCC.

"Blue-Gold students will attend a special orientation at Embry-Riddle at the beginning of their first term in the Blue-Gold Connection so they can become comfortable with the Embry-Riddle campus," said Gary Hamme, Embry-Riddle vice president of enrollment management. "We welcome them to take part in college activities here throughout

their two years in the BGC program." One of the major advantages of the new program is that it makes a bachelor degree from Embry-Riddle, whose graduates are sought after by the leading high-tech employers in the nation, attainable for the student who may lack the academic qualifications or financial means to be a full-time first-year student at the university.

Under the BGC arrangement, a smooth transition between the two schools is ensured by assigning an advisor from Embry-Riddle to each student at the start of their study at DBCC. The students are encouraged to enroll in a DBCC associate of arts transfer program to maximize the number of credits accepted by Embry-Riddle.

BGC students can choose from 24 bachelor degrees offered by Embry-Riddle's Colleges of Arts and Sciences, Aviation, Business, and Engineering. They may also take part in an Embry-Riddle co-operative education/internship in those majors that offer such programs.

Graduates who earn a 2.5 cumulative GPA at DBCC will receive a \$4,000 BGC Graduate Achievement Grant from Embry-Riddle. The grant, which is equivalent to what an in-state resident would pay for



DAYTONA BEACH COMMUNITY COLLEGE and Embry-Riddle are teaming for the Blue-Gold Connection, a program that allows students to earn an associate degree at DBCC and a bachelor's at ERAU.

the cost of an associate degree program, is awarded in \$2,000 installments in the junior and senior years at Embry-Riddle. In addition, BGC students are eligible for admissions incentives and need-based financial aid.

For more information, contact the Blue-Gold Connection coordinator at (888) 409-3728, (386) 226-6100, or univadm@erau.edu.

Embry-Riddle Aeronautical University, the world's largest, fully accredited university special-

izing in aviation and aerospace, offers more than 30 degree programs in its Colleges of Arts and Sciences, Aviation, Business, and Engineering. Embry-Riddle educates more than 30,000 students annually in undergraduate and graduate programs at residential campuses in Prescott, Ariz., and Daytona Beach, Fla., through the Extended Campus at more than 130 centers in the United States, Canada, Europe, and the Middle East, and through distance learning.

"U.S. NEWS" from Front

where the highest degree is a doctorate are Massachusetts Institute of Technology, Georgia Institute of Technology and the University of Michigan.

"We've worked really hard to get here," said Dr. James Ladescic, Embry-Riddle professor of aerospace engineering. "This is not just an overnight success and many people made this happen."

Ladescic said that the success of the aerospace engineering program has "taken time to propagate," adding that the commitment to "quality first and excellence in the classroom" created the foundation for this recognition. He said this quality comes from the program's core faculty who have worked to develop the curriculum for 20 or more years.

Ladescic said, "Dr. Curtis is a hero in my mind." He said that Curtis is greatly responsible for growing the program. He also connected the success of the program with other longtime professors who continue to advance aerospace engineering education including Drs. Eastlake, Gupta, and Radosta as well as professors Novy and Weavil. Additionally, Ladescic said that "we have tremendous new faculty" who are the future of the aerospace engineering teaching faculty.

The report said that for the engineering departments, "The rankings are based solely on a peer survey of deans and senior faculty that asked them to rate each program they are familiar with on a scale from 1 (marginal) to 5 (distinguished)." Of engineering schools where the highest degree is a bachelor's or master's degree, Embry-Riddle's Daytona Beach campus ranked 11th overall in the nation with a peer assessment score of 3.4. In the same category, the Prescott campus received a 3.2 and placed 14th overall.

In the category of "Southern Universities - Master's: Top Schools" Embry-Riddle's Daytona Beach campus moved improved from 19th place last year to 13th place this year. The scoring breakdown for the "Best University" category are as follows: Graduation and retention rates (25 percent), reputation (25 percent), faculty resources (20 percent), student selectivity (15 percent), financial resources (10 percent) and alumni giving rate (5 percent).

Of additional interest, U.S. News & World Report published Embry-Riddle's gender ratio as 82 percent male, whereas the Colorado School of Mines is a slightly more balanced at 77 percent male. Students unhappy with these statistics may consider transfer to the Texas Woman's University, which is 94 percent female. Coincidentally, this is the opposite of the Virginia Military Institute, a school that is 94 percent male.

Remembering Krystal Koch



SARAH MANSELL SIGNS THE guestbook at a memorial service for Krystal Koch (inset) on Aug. 31. Koch was killed on July 28 when her Cessna 172 crashed shortly after takeoff from Key West International Airport. The NTSB is investigating the crash but has found no cause as yet.

Hickey awarded for research

Colleagues hail him as "outstanding"

Phyllis Salmons
Faculty Reporter

Dr. Michael Hickey, Professor in the Physical Sciences Department and Associate Dean of the College of Arts and Sciences, was named the 2005 ERAU Outstanding Researcher at the 2005 Commencement Ceremony. Hickey is beginning his fourth year at Embry-Riddle.

In his fairly short time at ERAU, Hickey has made significant advances in his own research program while simultaneously contributing in a substantive way to the research environment within the Department of Physical Sciences (e.g., student research mentoring), the College of Arts and Sciences (faculty research mentoring), and for the university at large (significant funding, a large supercomputer for all to use, publishing and presenting papers at major conferences, thereby furthering the Embry-Riddle name).

Almost \$2.0 million of federal research grants have been awarded to ERAU with Hickey as the Principal Investigator.

Born in South Africa, Hickey obtained his B.Sc. (honors) in physics from La Trobe University in Melbourne, Australia, in 1979, and his Ph.D. in space physics there in 1986. Soon afterwards he came to the United States, first working at NASA's Marshall Space Flight Center in Huntsville, Alabama, in the Space Station Program, and later moving to the University of Alabama in Huntsville. He moved to Clemson University in 1998 and then in 2002 came to ERAU. He is a member of the American Geophysical Union and the American Meteorological Society. "As Embry-Riddle continues to gain stature as a comprehensive university, more and more of our

faculty are becoming actively involved in research, scholarship and creative endeavors," said Rodney Piercy, Dean of the College of Arts and Sciences at ERAU. "Dr. Hickey has set a powerful example for his colleagues within

the university and has fortified our reputation among the members of the university community. Within the college of Arts and Sciences, he is one of our finest scholars and truly deserves recognition as an Outstanding Researcher."

Hickey's main research is in the numerical simulation of atmospheric acoustic-gravity waves in the upper atmospheres of Earth, Jupiter and Saturn, often in collaboration with internationally renowned scientists (like Professor Gerald Schubert at UCLA and Dr. Richard Walterscheid at The Aerospace Corporation).

He is particularly interested in describing how the waves heat or cool planetary upper atmospheres, and also how they affect chemistry and chemical composition in the mesopause region of Earth. Two numerical models developed by Hickey have been extensively used to describe these waves, and more models are currently being developed with his Ph.D. student and also with Dr. Harihar Khanal of the ERAU Mathematics Department.

Hickey's research is cutting edge and is attractive to young scholars. He collaborates with well-known people in the field, and is involved in exciting planetary atmospheres research trying to understand very recent observations from NASA probes. He is often invited to review journal papers and to review proposals submitted to federal agencies, and last year was invited to chair a NASA panel review. He also helped initiate the joint PhD program with the University of Central Florida and he recently became the director of Embry-Riddle's Teachspace program. One of his most prominent achievements was the acquisition of a large supercomputer to help support all computational research across campus.

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"Dr. Hickey has set a powerful example ... he is one of our finest scholars" - RODNEY PIERCY

Tom Flemming
Sports Editor

Recently chosen by USA Today as an Academic All-American, 18-year-old Ryan Olson has decided to attend Embry-Riddle. Like his sister in 2002, Olson was one of 20 students nationwide to be recognized by the publication.

The Embry-Riddle freshman was also recently honored by MIT's Lincoln Laboratory; choosing to congratulate his performance in the Intel International Science and Engineering Fair by naming an asteroid after him.

With a passion for aviation and aerospace, Olson's exposure to the school came during his junior year when he participated in the Careers in Aviation summer program. Olson said, "It was a fun program that gave me a broad view of the tremendous opportunities Embry-Riddle offers me in the areas of aerospace research, robotics and flight."

But Embry-Riddle can't be credited with his interest in those fields; that distinction has been reserved for an inspirational speech by astronaut and ex-senator John Glenn, and a retired engineer who acted as a mentor for the younger Olson.

Olson will be pursuing a double

major while here in Daytona. Having already earned his private and commercial pilot's licenses with an instrument rating, he will be enrolled as an Aeronautical Science major as well as Aerospace Engineer. Though a tough load to carry, Olson is not new to challenge. While in high school, he earned an associates degree in general studies, was a math and physics tutor, an Eagle Scout and captain of the varsity tennis team. Olson has also won awards at competitions sponsored by NASA, Intel and Siemens Westinghouse as well as participating at the International Space Olympics in Russia.

Libbey retires with honors

Phyllis Salmons
Faculty Reporter

Dr. James Libbey, a professor of Social Sciences in the College of Arts and Sciences, received two awards of distinction at the Spring 2005 Commencement Ceremony. Libbey was named the recipient of the 2005 Outstanding Teaching Award recognizing excellence in teaching and he was named Professor Emeritus for his exceptional service to the university. "Professor Emeritus is a title that the university reserves for its most outstanding faculty at retirement," said Rodney Piercey, Dean of the College of Arts and Sciences at ERAU. "Dr. Libbey is a talented scholar and a brilliant teacher, as evidenced by his winning the 2005 Outstanding Teacher Award. His long service to Embry-Riddle Aeronautical University on the faculty of the Humanities and Social Sciences Department and to the ERAU Faculty Senate help to identify Dr. Libbey as one of the finest scholars ever to retire from our university." Libbey is a specialist in U.S. his-

tory, with expertise in Russian/East European history. Of the five books he has written, four are on Russian/American relations. He joined Embry-Riddle in 1993 and since then has received seven appreciation awards from graduating seniors as well as the 2005 Outstanding Teacher Award.



Dr. James Libbey
Professor

Libbey earned a Ph.D. in History from the University of Kentucky, an M.A. in History from Eastern Kentucky, a B.S. in Education in History and Government and a B.A. in History from Miami University. Libbey's specializations include U.S. History, Russian/East European History and Russian American Relations.

Each year Outstanding Teacher Award Selection Committee collects information pertinent to the nominees' education, performance, and teaching excellence. Finalists also undergo a personal interview allowing them to express their teaching philosophy and commitment to their students and the university.

Having taught at Embry-Riddle for 12 years, Libbey said, "Being named professor emeritus and the recipient of the Outstanding Teacher Award was a great high point in my ERAU

career. It's a wonderful accolade upon my retiring."

The 2001 Recipient of the Outstanding Teacher Award, Dr. James Ladesic of the Aerospace Engineering Department said, "We pride ourselves on being a teaching University and I really believe that pride is warranted. To be singled out and recognized as one of the best among so many truly outstanding teachers is more than I ever expected to have happen in my teaching life. It is something I treasure and I will never forget. I'm sure Dr. Libbey feels the same."

Libbey insists ERAU students helped make him an Outstanding Teacher. "I believe we have the most highly motivated and goal driven students that can be found anywhere. This fact alone makes working with these folks a daily pleasure and makes the job of teaching them a truly satisfying experience."

Now that Libbey has retired, he is not resting on his laurels. "I am doing research for a biography about Alexander DeSeversky. He was a Russian pilot who is credited with designing the first all-metal trainer and the first fighter aircraft," said Libbey. Sounding happy with his new routine, Libbey continues to reflect upon the past while reaching for the sky.

"SURVIVOR" from Front

move chairs and supplies.

By Tuesday, the situation was getting worse. While the runways had been cleared, the water level in New Orleans was rising.

"When I saw people putting up sandbags around the airport, I knew the levees broke," Mohammed said. "The airport was surrounded by water and we were completely cut off."

"I asked them when flights would resume," said Mohammed. "I was told, 'when power is restored.' So I asked them when power would be restored. They said two months."

Hungry, dehydrated, and desperate, Mohammed went in search of supplies with a group of men from the airport.

"We went through the back door of a hotel," said Mohammed, "and found a stash of bottled water. We took as much as we could carry."

Mohammed felt that such measures were necessary for survival. "None of us cared. We were thirsty. People at the airport were thirsty."

Later that day, there was an announcement that American Airlines would be sending a relief aircraft with supplies and medical personnel and it would be able to fly some passengers out of New Orleans.

"They started boarding the plane and I got in line," said Mohammed,

"but they stopped letting people in just before they got to me. I didn't think I'd get on the plane, but they were counting seats. They said they could take 34 more people

and I got on the plane. A lot of people were left behind."

Mohammed said that he couldn't believe he had made it out of New Orleans.

"Everyone on the plane was in shock. The situation started to settle in when we heard the news. We realized just how fortunate we were to be on that plane," said Mohammed.

The plane landed in Dallas and everyone was given a room at the five-star Gaylord Hotel and Resort.

Mohammed woke up in the very early morning on Wednesday in hopes of contacting his parents in New Orleans.

"I got through and spoke to my mother. She was still in the hospital with my father and they were fine, but the hospital said that they would have to evacuate everyone," said Mohammed. "But I couldn't get in touch with my brother. We think he's in Baton Rouge."

It was at this time that Mohammed learned about his home in New Orleans.

"It's under water," said Mohammed. "And my father's business, that's under water, too."

Mohammed arrived in Daytona Beach on Wednesday afternoon. He is exhausted and already behind classes but he has more important things on his mind.

Mohammed doesn't know how he and his family will cope with the disaster.

"My father is in the hospital and his business is gone. The school where my mother worked is gone. Our home is gone. My family doesn't have any income anymore. I don't know how I'll be able to pay for my tuition," said Mohammed.

"My family needs help," said Mohammed. "New Orleans needs help. Louisiana needs help. We all need all the help we can get."

It will be a long time until Mohammed's life, and the lives of everyone affected by hurricane Katrina, returns to any sense of normalcy.

"When I saw people putting up sandbags ... I knew the levees broke."
- MOHAMMED ELSEGEINY

Orientation 2005



JONATHAN METTIN/AVION



JONATHAN METTIN/AVION



ZACH MAHONE/AVION



JONATHAN METTIN/AVION

THE 2005 NEW STUDENTS orientation featured some staples of past orientations, like hypnotist Tom DeLuca (far left). DeLuca used to power of suggestion to convince several Embry-Riddle students that several insane scenarios were actually true, including being from an alien world and hearing music from shoes (second from left). Another orientation event that returned was the annual luau at the pool (second from right), including a belly-flop contest. One new addition was illusionist Craig Karges (far right), who read minds and performed telekinetics.

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THE NOTH FACTOR

Common courtesy nowhere to be found

Recently it seems like courtesy may, in fact, be something like Regis Philbin's career: *dead*. Several instances have recently proven that people will actually go out of their way to make things tough on other people. I honestly cannot understand their behavior. Consider the examples that follow.

Recently I went to see a movie with four friends. The theatre was fairly packed, and there was only one area open in the upper seating. In that area, there was a section of seven seats; there were three empty, then two filled, and another two empty. It seemed like a situation that could resolve itself. "Certainly," I thought to myself, "I won't end up craning my neck for the next two hours, angry that I paid \$7



Christopher A. Noth

Columnist

down ISB so aggressively that it took me more than a mile to get from the right lane to the left. Even more frustrating, those people that were so busy getting around me just ended up next to or even behind me at the red light.

Letting someone who is flowing with traffic get over usually costs little or no time. Granted, if you're a high-powered executive making \$300 dollars an hour, letting one car over one lane (figuring on a 12 second productivity loss) would cost you an entire dollar. If however, you were an average American, making around \$27 an hour, the same transaction would cost about \$0.09.

Simply letting off of the gas for a second to let someone over would save some gas; I suspect at least 9 cents worth (which is less than 8 tablespoons at \$3/gallon.) However, people are not logical - they

are reactive and emotional. Still, I can think of few excuses for driving so aggressively; certainly a missing limb is appropriate, as is the imminent birth of a child. Neither of these could have applied, though, because I was west of the hospital, headed west.

It is not that hard to be courteous in the day-to-day. If someone has a signal on, let them over. If someone is trying to get off of an elevator, wait for him to exit before you try to enter. Common courtesy is not all that common, but easily could be. The next time you find yourself given the choice to be courteous, remember: failure to do so could result in another sloppily written column in *The Avion*.

“People will actually go out of their way to make things tough.”
- CHRISTOPHER NOTH

“It is not that hard to be courteous in the day-to-day.”
- CHRISTOPHER NOTH

Students on the Board of Trustees

Prescott faculty rep. takes issue with Avion report on Board

heard by Board members. Perhaps there are better ways, perhaps not. Third, I was misquoted and I am bothered that no one at the paper attempted to contact me to verify the words Chancellor Price put in my mouth. I did not place the conversation in terms of "conflict of interests." And, as per the confidentiality of the meeting stated above, I will not at this time say in what context my statements were made.

Overall I thought this reporting was sensational, full of speculation and inappropriate. When the ad hoc committee has begun its work, then an article might be appropriate. For now, I caution your readers to draw any conclusions that the Board of Trustees wishes to silence anyone. On the contrary, the Board is deeply committed to the success and health of this University, thus the very reason for this past summer meeting.

~Dr. Valerie Adams
Prescott Faculty
Representative to the Board of Trustees

In regards to a recent story about the Board of Trustees and faculty/student representation, I would like to set the record straight ("Trustees giving students the boot?" Aug. 2). First, the discussions held at the last Board meeting were in confidence and I am saddened and surprised that anyone not in the room had "full reports" or that anyone in the room shared exactly what was said. Second, the discussion of representation was broadly discussed and initiated by the consultant. No decisions were made and, as the *Avion* article reported, an *ad hoc* group has been established to explore the best ways for student and faculty voices to be

Rep. concerned over possible 'divorce' within ERAU family

A recent story concerned the Board of Trustees Retreat held this past July. A consultant selected by the university administration led this retreat. Before the retreat, the consultant conducted a survey and had personal interviews with key university administrators and BOT members, including student and faculty members. At no time during the communications I had with the consultant before the retreat was the removal of faculty and student members from the Board an issue. It was not until nearly mid-way into the day of the retreat this issue arose. I can state I was completely surprised by this suggestion and stated my concerns about how such an option may be perceived.

I feel dismayed that this clearly pre-determined agenda item was not communicated from the outset of the process. I say this was pre-determined because clearly the list of board suggestions released by the consultant represents the standing positions of the sponsoring group. Why this

position, the removal of faculty and student members from the board, was not communicated from the beginning of this process can only lead to speculation on the motives of those pushing this agenda.

I can state unequivocally I am opposed to such action and rightly believe this would be seen as a major setback in faculty and student relations with administration and Board of Trustees. I do not share the opinion of the Prescott faculty member expressed that day reported in your story and expressed my concerns to the group and individual Board members throughout the day.

The day of the retreat a long list of issues concerning Board operations were developed. I am afraid that some administrators are fast tracking the removal of the faculty and students as they see this as easy action to get done and therefore "progress" could be shown. However, more serious issues exist and such actions will now be sidetracked due to this contentious and unnecessary debate over student and faculty membership on the Board. Many administrators mention the existence of an ERAU family, why are we now contemplating this 'divorce' that will forever alter the university.

~Dr. Blaise Waguespack
Daytona Beach Faculty
Representative to the Board of Trustees

Read the article on the Avion's newly redesigned website, www.AvionNewspaper.com

Media consolidation hurts America

Networks and newspapers should ask the hard questions

deal, the government continues to remain unchallenged, and the public remains uninformed. With such an arrangement, any criticism of the broadcast industry or the government by a politician can easily result in the end of a political career. Of course, the public would normally be alerted to such scandalous dealings by listening to reports in the mass media. However, for obvious reasons, almost no coverage of this betrayal of democracy has received coverage.

Let's take a current example. On August 8, I happened to be watching FOX News in a dentist's waiting room. The announcer spoke:

“Today, the president signed a long awaited energy bill”. My first thought was ‘Who exactly was long awaiting this bill?’ The announcer continued to communicate to the audience the White House’s position on the need and value of this bill - exactly as the White House had explained it to the reporter, I’m sure. I have heard some well-placed criticisms of this bill, but not while listening to this ‘news’ report. Now, when FOX says: “We report, you decide”, they really mean it. Therein lies the problem - and it’s not just with FOX.

Before this ‘cozy arrangement’ existed, journalism meant *investigative* journalism. A reporter’s value lay in his ability to pursue leads, check facts, press valuable sources for guarded information, ask questions that needed to be asked, and ultimately, give the ordinary citizen the truth about what was going on and what their leaders were saying. Now there is almost no investigative journalism. In its place are plenty of opinion-based news shows. Aside from the ‘cozy arrangement’ forces at work, consider this: Investigative journalism is a costly endeavor - opinions are free. Why should a news empire pay the costs associated with real

investigation when they can get away with voicing an opinion? ... And the opinion is theirs! This new concept of news consists of reporting what each side said without the thorough vetting of the statements that we used to take for granted. They report, you decide. - But based upon what?

Think it's not that important? In 1968 after a tour of Vietnam, Walter Cronkite, CBS-TV news anchor known as "the most trusted man in America," (and with good reason), declared: "There is no way this war can be justified any longer." This declaration influenced the American people to withdraw support of the war and bring the soldiers home. What was startling at the time was that Cronkite broke one of the cardinal rules of journalism - *leave your opinions out of it*. When asked how often is it acceptable for a reporter to voice an opinion, Cronkite replied, "Perhaps once in a career". Obviously, this standard of journalistic ethics has no place on the new American landscape.

Skip ahead to January 29, 2002. In his 'State of the Union Address', President Bush begins to make his case for war by declaring that the U.S. "will not permit the world's most dangerous regimes to threaten us with the world's most destructive weapons."

- suggesting that Iraq had such weapons and that they were threatening us. *Silence*. The Bush administration now begins a campaign of connecting the attacks of September 11 with Saddam Hussein. *Silence*. In June of 2002, President Bush publicly introduces the new defense doctrine of pre-emption - reserving the right to attack any nation if the president feels the U.S. is "threatened". *Silence*. January 28, 2003 - In the 'State of the Union Address', the president declares that the U.S. will attack Iraq even without a UN mandate. *Silence*. Declarations about

Saddam Hussein's purchases of uranium from Niger - about aluminum tubes for uranium enrichment - about mobile missile launchers - all without merit - *Silence again*. March 20, 2003 - The U.S. launches operation 'Iraqi Freedom' and we are at war. Where were the 'hard' questions? Where was the demand for evidence? Where were the investigations into the arguments that were presented as the case for war? With the mass media now largely a mouthpiece for the government's position, we were presented with each White House briefing as if it were the unbiased truth. If there really is a 'left wing, liberal media', they were asleep at the switch. The men and women serving in Iraq deserved better as did we all.

When legislation labeled the 'Patriot Act', suggests that opposition is unpatriotic, it's time for journalists to weigh in. When dissenters of governmental action are demonized for the act of dissent, it's time for journalists to weigh in. When the machinations of the federal government are obscured by discussions about religious expression and subjective morality, it's time for journalists to weigh in. The first amendment of the U.S. constitution guarantees the fundamental right of citizens to be informed about all sides of an issue without governmental interference. Yet, the very government we have empowered to protect this right has used the power of its office to undermine it. Thomas Jefferson captured the issue perfectly when he said: "If it were left to me to decide whether we should have a government without a free press or a free press without a government, I would prefer the latter." He understood that governments are inherently corruptible and that we the people must be ever vigilant against tyranny.

~Mike Potash

“Now there is almost no investigative journalism.”
- MIKE POTASH

Ad offensive to women

I feel compelled to express my disgust and register a complaint about the advertisement placed by the Daytona Pilot Zone in the "Welcome Back" edition of the *Avion*. Far from an accurate reflection of the culture that Embury-Riddle espouses, this ad portrays libidinous men (ostensibly pilots and air traffic controllers) ogling absurdly large-breasted women while surrounded by huge quantities of beer. The FAA and ERAU have clear "bottle-to-throttle" safety guidelines that this ad all but advocates flouting in favor of macho aerobatics and womanizing. Of the two women in this ad, one appears to be dressed as a flight attendant of the kind only found on the pages of porn magazines.

This is particularly disturbing in light of the fact that the university is making so many

efforts to attract and retain female students, many of whom are or aspire to be pilots. What message does this ad send to students who are, many for the first time, facing decisions about responsible alcohol use and sexual relationships? What message does the staff of the *Avion*, and the university as a whole, send by accepting such an ad when also confronted with how to handle alcohol abuse, date rape, sexual harassment and other common college campus plagues?

It is my hope that members of the ERAU community, male and female alike, will boycott this store in protest against their blatant sexist insensitivity and *laissez faire* attitude toward genuine safety concerns.

~Jessica L. Schilder
Program Manager
ERAU Career Services

Student Forum

The Avion asks: "What was the worst movie you saw this summer and why?"

—Compiled by Zach Mahone & Ryan Hattan



Andrea Monroe
Aeronautical Science
Freshman

"Open Water. It just sucked. I didn't like it."



Jordon Kiser
Aeronautical Science
Freshman

"Stuck on You. Worst plot ever. I walked out. I would pay not to see it again."



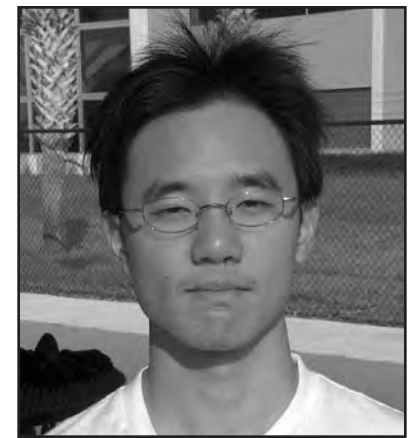
Jackie Burant
Aeronautical Science
Junior

"War of the Worlds. Wasn't all it was hyped up to be. It was just massive Earth destruction."



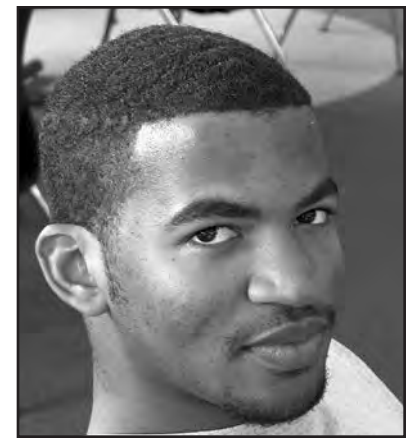
Jacob Stump
Aeronautical Science
Sophomore

"Stealth. They were all pretty bad this summer, but this one didn't have enough Jessica Biel in it."



Aaron Pifer
Aeronautical Science
Freshman

"Charlie & the Chocolate Factory. I didn't like Johnny Depp and the acting was overexaggerated and horrible."



Henley Joseph
Aeronautical Science
Freshman

"Herbie Fully Loaded. I only went because of a girl."

Tripling in dorms only option

ERRSA president addresses concerns of residents

Many of you have been concerned about the tripling that is occurring this semester in the residence halls. So, I thought that it would be best if we got all the facts straight on what is really going on here. At the end of spring this year, we were faced with the possibility of having an extremely large freshmen class. This is what initiated the discussion of modular housing. The reason why we didn't end up getting them is not all that complicated.

There was no feasible way that we could have gotten them ready in time for fall. There simply wasn't enough time to obtain the permits, and have them delivered and set up by the beginning of the fall semester. After that, there was discussion about possibly having some installed for spring. That idea was scrubbed after the university realized that the class we were expecting was far

smaller than anticipated and the resident population always decreases during the spring semester. Faced with the choice of what direction to go in at this point, the university decided that a new permanent building was a much better investment than temporary modules. Why should we spend the money on temporary buildings when we can put it toward a new residence hall?

Now some of you are thinking about McKay and Chanute. Yes, McKay and Chanute have seen better days, but the decision has been made to renovate them. Chanute has received a new surface on its parking lot, while McKay Hall's interior and exterior have been painted. Both residences have received new doors for the rooms. The University has also decided to plant trees around both residence halls to create a more inviting atmosphere. Also, in order to combat the severe mold problem in McKay, the bathrooms are going to be modified and the carpets replaced. The debate right now is between new carpet or a hard surface. The hard surface would be easier to clean and therefore cut down on the mold growth.

Now, about that tripling in the Student Village; many of you feel that it's unfair that the tripled students pay the same price as those in a double.

It was proposed to divide the cost of the tripling among the rest of the residents. This is really not the answer because 150 people would be affecting the rest of the residents. The fact is triples in the village are temporary. Once spaces become available on-campus, students are given the opportunity to relocate to an open space within the residence halls.

So how did students end up in a dreaded triple? Housing has stated that those students who turn in their contracts late are the ones who will be placed in tripled rooms. They also stressed that they don't like tripling people but don't have a choice when faced with more students than rooms to put them in. They want to be able to provide housing for all the people that want it. These triples are temporary in most cases and it's not as bad as one might think. The fact of the matter is housing has been doing it this way for years. Residence life is not for every one but I assure you from my experience, we have one of the best ones around. All on-campus residents are in good hands.

~Michael Ferullo
Embry-Riddle Resident Student Association
President

Stand Up!

A new column on politics and government

Welcome to Stand Up! This column will be a weekly discourse on all things political and governmental, well at least my opinion of them. Many people who read this will most likely see me as a ranting liberal. I would just like to say, I form my opinions with the information in front of me, and if that makes me a liberal than so be it.

The recent disastrous events of Hurricane Katrina have brought to light many things that I feel have disenfranchised the American public. I hate to use such a catastrophic event to tie together political issues but it just so happened that a natural disaster brought together three problems I have with the current administration. Bush's lack of a real energy policy for this country, the fact that, instead of helping the battered South, our National Guard are in another country, and that George Bush has broken a very conspicuous record.

That record is of course, the vacation record for a president in office. That's right: Bush has taken off more days in five years than any other president has, even in a full two terms. Bush has nearly accumulated one full year of vacation time, 336 days. Sorry to bash Bush, but that's just plain ridiculous. That accounts for almost 20% of his presidency. How can anyone get anything done if one-fifth of time you're not doing anything.

The second of the three links is the lack of support that the

hurricane-ravaged states have received in the days after Katrina. Now I know that this is not any one person's fault but the sum of many, but I think that thousands of National Guard normally stationed in Louisiana and Alabama could have helped just a little bit.

The National Guard should be a domestic outfit for reasons like those which have occurred this week. We should not send the National Guard off to foreign countries to fight wars when we need them at home to help the American public, which in my opinion should be the government's first priority.

Lastly the wild inflation in the price of gas shows an incredible deficiency in this country's energy policy. A new oil refinery has not been built in the U.S. in nearly 30 years. Now we are paying the price. With 25% of the nation's oil supply and 10% of the refining capability knocked out, we see how we were teetering on the edge. With no relief in sight for the knocked-out refineries, there is no place for gas prices to go but up, and with winter approaching the demand for heating oil will only complicate things more. I just hope this administration can come up with some real ideas that will bring our energy policy into the modern era and not in the Stone Age. If not than we are doomed to be victims of any hiccup in the oil production chain. Well that's what I have to say so until next week, stay informed and Stand Up!

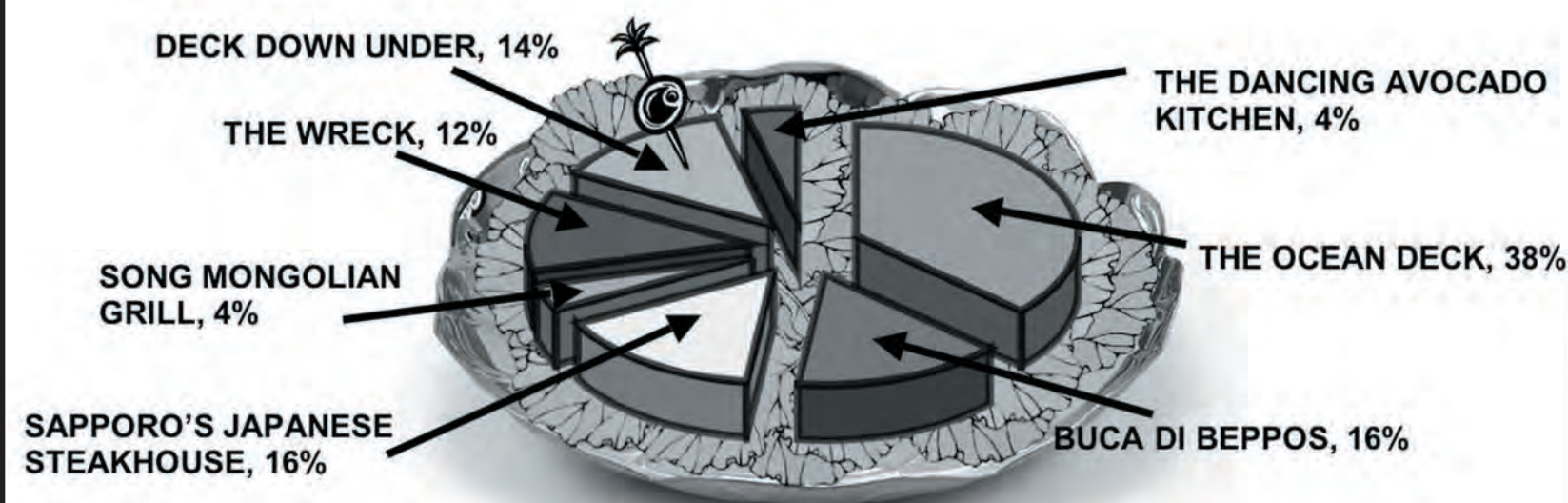


Chris Tezak
Columnist

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GRAPHIC COURTESY RYAN JONES

“
Bush has nearly accumulated one full year of vacation time, 336 days.
”

- CHRIS TEZAK

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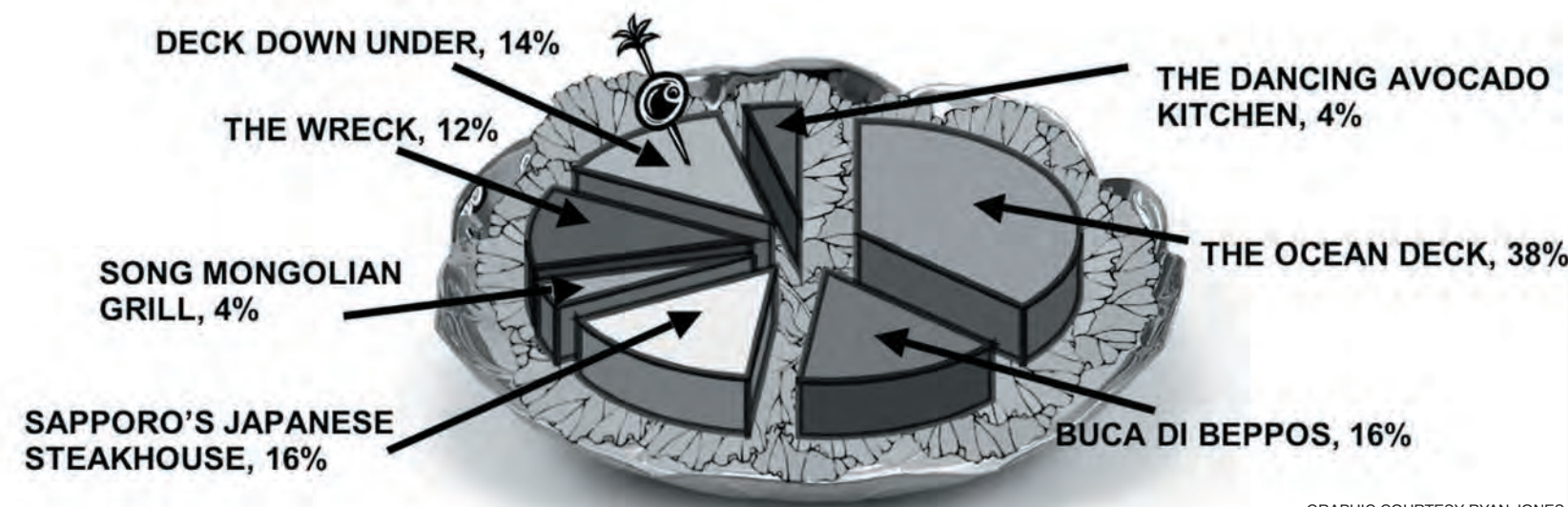


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Storage

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Hurricane Katrina decimates Gulf Coast region

Levi Jordan

National News Editor

With just over half the season in the Atlantic basin over, the 2005 Hurricane season continued to set records by producing 13 named storms before Sept. 4, one of which became a raging Category 5 hurricane and the costliest natural disaster in U.S. history.

When the remains of Tropical Depression no. 10 continued to produce active thunderstorms and convection, forecasters kept a weary eye on the system as it approached the Bahamas. Once out of the heavy shear environment that previously decimated it, the system met with warmer waters and near-perfect conditions for tropical development.

On the evening of Aug. 24, an Air Force Reconnaissance aircraft flew into the area of broad low pressure associated with the remnants of Tropical Depression no. 10 and found a low-level, closed circulation of low pressure. The satellite photos showed the system becoming better organized, and by that afternoon, Tropical Depression no. 12 rose from the meteorological ashes of its predecessor, the failed Tropical Depression no. 10.

This new depression quickly developed into Tropical Storm Katrina on the morning of Aug. 24, after its winds reached 39 mph. and was aimed directly at Florida. Katrina was just 35 miles off the coast between Fort Lauderdale and Boca Raton and moving west at about 6 mph when the Hurricane Center upgraded a storm, officially making it the second hurricane of the year to strike Florida.

The eye of the storm made landfall

about 6:30 p.m. between Hallandale Beach and North Miami Beach and, in doing so, became that area's first direct hit since Hurricane Cleo 41 years ago. The storm also came ashore exactly 13 years ago in Miami. Katrina's eye even passed directly over the National Hurricane Center, but the storm's destructive path was even more unwelcomed news for residents of the Gulf Coast, who were hit this year by Tropical Storm Arlene and Hurricane Dennis after being battered by Hurricane Ivan last Sept.

Some communities in Florida's Panhandle are still rebuilding from Dennis, which early estimates indicate caused about \$2 billion in damage when it came ashore last month.

Hurricane Katrina killed 11 people in the Sunshine State before heading into the Gulf of Mexico on a collision course with New Orleans, a city it would leave flooded, devastated and in ruins. The storm surprised many as it grew to encompass half the Gulf of Mexico and intensify into a Category 5 hurricane.

The warm waters of the Gulf, which are approximately 2 degrees warmer this year than on average, fed the storm as it trekked towards the Big Easy.

In the early morning hours of Aug. 29, Hurricane Katrina was bearing down on the city of New Orleans

after strengthening into a fearsome Category 5 storm with maximum sustained winds of 175 mph. As the storm approached the coastline it weakened slightly and its eye-wall integrity fluctuated, sparing the Gulf Coast the worst of its fury. The hurricane made its second landfall just south of New Orleans on the Mississippi Delta and then made a slight turn to the right which completely destroyed Biloxi, Mississippi.

As Katrina's winds began to rip the city of New Orleans apart and shred it to pieces, the city's famous levee system began to crumble. Several deadly ruptures occurred which allowed raging water from nearby Lake Ponchartrain and the Mississippi River to flow directly into the city. The famed Superdome in downtown New Orleans, where the late Pope John Paul II once spoke to thousands, was used as a hurricane shelter.

Once Katrina had passed, residents emerged to find more than 80% of New Orleans underwater and without power, running water or food. The roadways had been shattered and clogged with debris and the bridges into the city had been destroyed. Thousands of people were left stranded as food and water became scarce commodities. In the days that followed, desperation turned to anger as looting and violence spread throughout the city.

The Emergency Management Agency's response to the disaster was slow and disorganized,

thereby adding to the frustration and disbelief. As countless more people died after the storm, aid finally began to arrive in into the city center by Friday morning, a full four days after thousands of people had been left stranded and cut off from the rest of the country. Hundreds of people were left alone on their rooftops begging to be rescued as National Guard helicopters struggled to cope with the magnitude and scale of the relief effort.

The mayor of New Orleans, Ray Nagin, said he expected the death toll in his city alone to soar into the thousands. The storm shut down the city and its oil refineries, which caused gas prices across the nation to soar in response. In some places in Virginia, regular gas was being sold at \$5.89. The president ordered the strategic oil reserve, which is kept for emergency use only, to be tapped to ease the pressure on consumers.

Hurricane Katrina was the 11th named storm of the busy 2005 Atlantic hurricane season, with more than three months left to go. By contrast, in the past 60 years, the average number of named storms in an entire season was just 10, according to statistics from the National Oceanic and Atmospheric Administration.

The large number of early storms prompted forecasters to update their estimates of hurricane activity this year, projecting that as many as 21 named storms might develop. Historically, the busiest months for tropical activity are Sept., Aug. and October, in that order.

"This may well be one of the most active Atlantic hurricane seasons on record," National Oceanic and Atmospheric Administration Director David Johnson said in a statement.

"This may well be one of the most active Atlantic hurricane seasons on record"

- DAVID JOHNSON



PHOTO COURTESY WWW.NOAA.GOV

THE EYEWALL OF HURRICANE Katrina is seen in this photo taken from a NOAA P-3 Hurricane Hunter turboprop aircraft on August 28, 2005. NOAA Hurricane Hunter aircraft conducted ten flights into and around the eye of Hurricane Katrina.



PHOTO COURTESY LANDSAT.USGS.GOV

DOWNTOWN NEW ORLEANS IS seen in these before and after satellite photos taken on August 24 and 30 respectively. More than 80 percent of the city remains flooded after at least three separate levees were breached by the rising waters of Lake Ponchartrain to the north and the Mississippi River to the south. Even though the eye of Hurricane Katrina passed several miles to the east of the city, the storm surge brought by the storm was enough to overpower most of the city's drainage system. The subsequent lack of electricity meant that pumps used to drain the area were inoperable as millions of gallons of water flooded the city.

Iraqi Sunnis protest constitution

Minority objects to role of Islam and federalism

Chris Tezak

E-Gaming Editor

The Iraqi constitution has been a battle between the many groups, both political and cultural in Iraq. Now after the draft of the constitution has been tapped out the Sunni's are raising their arms in protest.

The main points of protest to the draft, which the Shiites and Kurds finished without the approval of the Sunnis, are the institution of federalism, references to the Baath party, and the declaration of Iraq as a Islamic state but not an Arab state.

According to Iraqi law the draft that was approved last week can't be changed by the use of amendments, but as the American ambassador Zalmay Khalilzad points out, there is room for "edits."

"I believe that a final, final draft has not yet been, or the edits have not been, presented yet, so that is something that Iraqis will have to talk to each other and decide for themselves," said Khalilzad.

Though contrary to what Khalilzad has said, a Shiite lawmaker, and member of the constitution drafting committee, declared that "no changes are allowed to be made to the constitution" except for "minor edits for language."

The Sunnis are calling for a unified action against the draft and the coming referendum. They urge that the charter does not do enough to strengthen the role of Iraq in the Arab world. They are even

attempting to sway radical Shiite cleric Muqtada al-Sadr to their cause.

Ambassador Khalilzad has recently showed that the Bush administration is looking for a unified draft of the constitution by being present with many high ranking Sunni officials.

Though Khalilzad makes it clear he is not there to force any changes upon the people of Iraq.

"With regards to the constitution, as I said before, if Iraqis among themselves, in the assembly and those from outside, decide to make some adjustments compared to the draft that was presented three, four days ago, it's entirely up to them," Khalilzad said.

The major issues of Federalism and the declaration as a non-Arab state are providing the most conflict. The Sunnis worry that federalism will bring an end to the country due to infighting that could occur between the various tribes and provinces.

The Sunnis, as well as other Arab nations in the region, also worry that the declaration of Iraq as an Islamic but not Arab state, a concession to the non-Arab Kurds, could bring more unrest to the region.

Arab League Secretary-General Amr Moussa said officials were trying to make contact with Iraqi authorities "to ensure that the Arabism of Iraq is stressed in the Iraqi constitution that will be put to referendum."

The Sunnis could block the draft through the referendum if 3 of the 18 provinces vote no by a two thirds majority. With Sunnis being the majority in four provinces this is a realistic possibility.

Further strengthening this scenario was a protest including hundreds of Sunnis with signs reading "No to Federalism, no to dividing Iraq," that occurred north of Ramadi.

REHNQUIST from Front

Rehnquist was the chief adviser to Attorney General John Mitchell under President Richard Nixon, who nominated him to be an associate justice of the Supreme Court on Oct. 29, 1971 to fill the vacancy created by the retirement of Justice John Harlan. Sen. Birch Bayh, D-Ind. led a filibuster to try to block Rehnquist's confirmation. But eventually the Senate voted 68 to 26 to put him on the court. Rehnquist took his seat on Jan. 7, 1972.

President Reagan nominated Rehnquist to be Chief Justice in 1986, sparking another Senate fracas and a three-day filibuster.

Rehnquist's chief adversary, Sen. Edward Kennedy, D-Mass., charged that his "career of relentless opposition to fundamental claims involving issues such as racial justice, equal rights for women, the freedom of speech and the separation of church and state places him outside the mainstream of American constitutional law as an extremist who should not be confirmed as chief justice."

So polarizing and distracting was the battle over Rehnquist that it drew the fire of liberal advocacy groups away from Judge Antonin Scalia, whom Reagan had nominated to fill Rehnquist's associate justice slot.

The Senate ended up confirming Rehnquist as chief justice by a 65 to 33 vote, with 16 Democrats voting for him. The same Senate then voted unanimously to confirm Scalia, who has proven to be as much of if not more a conservative than Rehnquist.

Rehnquist, who belonged to a loose, 5-4 conservative majority, was the second-oldest man to preside over the nation's highest court. Early in his tenure, he often was the lone dissenter, despite the presence of two other Republican appointees. He served on the bench under seven American presidents.

Rehnquist followed the legal philosophy of judicial restraint, which interprets the U.S. Constitution narrowly. He believed the only rights protected by the Constitution are those specifically named, and that justices should consider the framers' original intent when making rulings.

The chief justice strongly supported states' rights, and usually took a state's side when it was sued over

violating federal law on issues such as age discrimination or the Americans with Disabilities Act.

He supported the death penalty, homosexual rights and free speech.

Rehnquist's most important decisions came in 1995 in a case called United States v. Lopez and in a 2000 decision, Morrison v. United States. Writing for the court in the Lopez case, Rehnquist said Congress could not use the Constitution's Commerce Clause (the basis of its power to regulate interstate commerce) to justify a law, the Gun Free School Zones Act of 1990, which made it a federal offense to possess a firearm within 1,000 feet of a school.

Defending the law, Clinton administration lawyers contended that the presence of firearms near schools posed a threat to teaching, which in turn resulted in a less productive work force. And that in turn jeopardized the American economy, they contended.

The gun law, he said, was in reality "a criminal statute that by its terms has nothing to do with 'commerce' or any sort of economic enterprise, however broadly one might define those terms.... The possession of a gun in a local school zone is in no sense an economic activity that might... substantially affect any sort of interstate commerce."

Rehnquist was also a scathing critic of racial preference programs. In a dissenting opinion in a 1979 case involving a white steelworker who was blocked from an on-the-job training program reserved for black workers, Rehnquist wrote, "there is perhaps no device more destructive to the notion of equality than... the quota. Whether described as 'benign discrimination' or 'affirmative action,' the racial quota is nonetheless a creator of castes, a two-edged sword that must demean one in order to prefer the other."

Shortly after Nixon named him as an associate justice, Rehnquist and Justice Byron White were the only dissenters in the landmark Roe v. Wade case (1973), which established that a woman's right to an abortion was protected under a woman's right to privacy. Rehnquist lambasted the court's decision, which for the first time held that the Constitution gave women the right to get an abortion.

Rehnquist also voted to

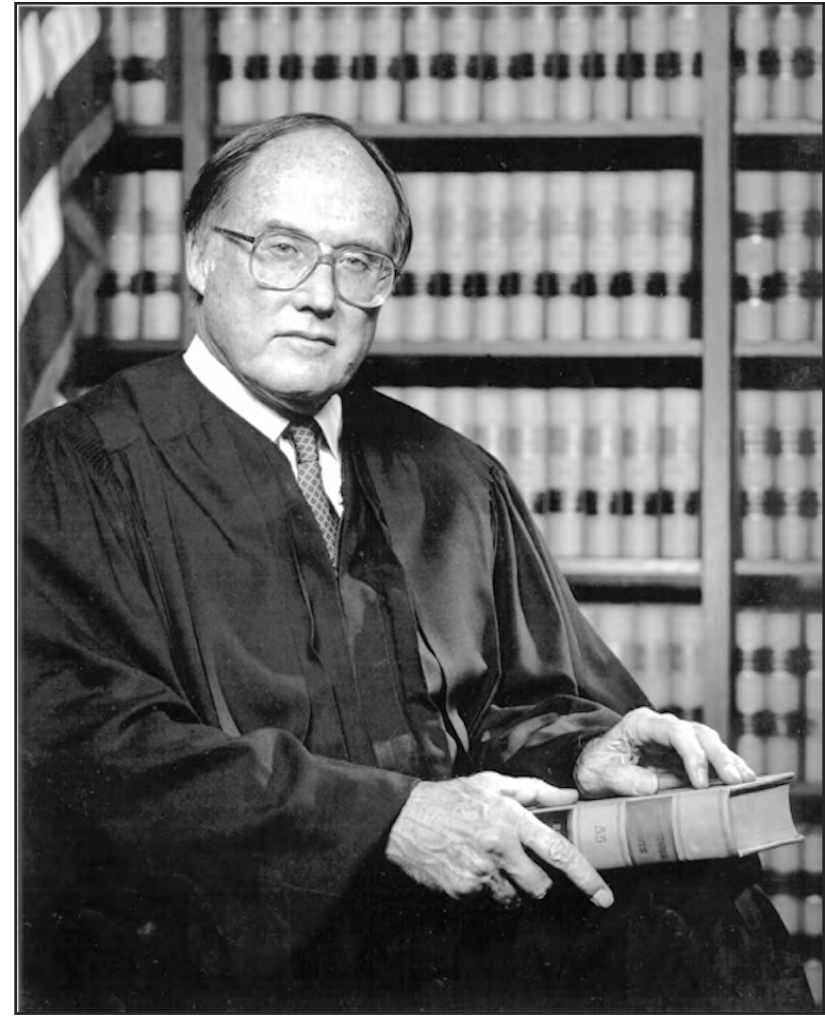


PHOTO COURTESY WWW.USCOURTS.GOV

CHIEF JUSTICE WILLIAM REHNQUIST served as head of the highest court in the land. He was appointed to the Supreme Court in 1972 by President Nixon and in 1986 he was tapped by President Reagan to replace Warren Burger as Chief Justice.

effectively halt the recount in the 2000 presidential election in Florida. The Florida Supreme Court, he said, had erred in ordering a recount of ballots that voters had failed to mark clearly or had not punched through, leaving the now-famous "dimpled chads."

"In a Presidential election the clearly expressed intent of the legislature must prevail," Rehnquist wrote. "Florida statutory law cannot reasonably be thought to require the counting of improperly marked ballots...."

Rehnquist's most high-profile political role came in 1999 when he presided over the Senate impeachment trial of President Bill Clinton. Although he couldn't have known it at the time, Rehnquist helped bring on Clinton's impeachment by joining the other justices of the Supreme Court in ruling that Paula Jones was entitled to press her suit against Clinton while he was still serving as president.

The court announced in October of 2004 that Rehnquist was being treated for thyroid cancer.

Rehnquist adjourned the court in late June 2005 amid speculation that he would resign before justices reconvened in October for the new term.

He quickly dispelled that myth, saying, "I want to put to rest the speculation and unfounded rumors of my imminent retirement," he said in a written statement. "I am not about to announce my retirement. I will continue to perform my duties as chief justice as long as my health permits."

After Rehnquist began his cancer treatments, he worked at home until March 21, causing him to miss oral arguments in a number of cases.

He attended President Bush's inauguration January 20 to administer the oath of office, but stayed on the platform for less than 15 minutes. With the death of the chief justice, President Bush will have the opportunity to make a second appointment to the Supreme Court after recently nominating Judge John Roberts.

Local Briefs

A Jacksonville man is charged with throwing bleach on a 9-year-old girl. Johnny Ray Tanner, 48, is being held in jail in lieu of \$20,003 bail. Officials say he is mentally retarded, however, he remained in jail two days after he allegedly threw the caustic liquid upon the girl. Tanner is due back in court to face a felony battery charge on Sept. 22. According to the police, the girl suffered redness and swelling on her left hip and buttock. Her clothes were discolored by the bleach, as well.

"Dogs of all faiths welcome," is the motto of Hymns and Hounds, a dog-friendly church in Orlando. Worshippers who don't want to leave their dogs behind when going to church on Sunday can now take them to a "doggie church". "Yappy Hour" begins after the sermon. It is when dogs on leashes socialize with other dogs and enjoy refreshments.

Three Panama City high school students face felony charges for allegedly hacking into the school computer system to "fix" some grades. Their act allowed a failing junior to pass an entire grade. Sherriff's investigator Paul Vecker states that school officials found out about the hacking about a month ago when a computer technician discovered that the system compromised. He also went on to say that the students mostly changed their friends' grades and attendance records by small increments to avoid being noticed. Investigators say that the teens did help a student pass her junior year by changing her F to a B. School officials said the teens are suspended from school pending the sherriff's office investigation completion. They have not said, however, what, if anything, will happen to those students whose grades were altered.

The new Daytona Beach apartment ordinance encounters resistance from all

Jonathan Mettin
Editor-in-Chief

The City of Daytona Beach has met significant resistance in its attempts to pass the Residential Rental Licensing Ordinance (RRLO).

If adopted, the RRLO would impose an annual rental tax of up to \$100, a city inspection of apartments every 18 months and a database containing names, birth dates, driver license numbers and signatures of many renters in the city limits.

According to Deputy City Manager Paul McKittrick, the RRLO is intended to strike at blight, "one of the root causes of crime."

"It stemmed from discussions last year about crime," he said, "About what prompts crime, promotes crime."

He went on to say "deteriorated neighborhoods" and "poorly maintained property" are components of that equation.

According to McKittrick, the first version of the RRLO was "very comprehensive," including every renter in Daytona Beach. While McKittrick denied rumors that the city would maintain records of social security numbers, he did say that other, none-sensitive information, such as driver's license information, would be kept on file by the landlords.

"Should some need arise where we need information about the tenant, we can get it from the landlord," he said.

The RRLO would also mandate that landlords not rent to convicted sex offenders if children live in the same complex and that there would be a maintenance inspection every 18 months to make sure there are no code violations.

McKittrick denied rumors that the inspections would be unannounced, saying that the city would give the tenant and the landlord ample warning. "The fact of the matter is that we never do that," he said, citing that no state law gives them authority to do that.

He maintained the necessity of the inspections, saying that "if there are serious violations, it is the responsibility of the local government to step in and get these problems corrected."

He cited the "broken window theory" - that cleaning up run-down neighborhoods contributes to less crime - and its success in New York City under Rudolph Guiliani.

Several groups, including apartment complex owners and civic groups, have lashed out against the ordinance.

"Not only would this ordinance make renting more expensive but it would allow an unbelievable invasion of your privacy," said the Apartment Association of Greater Orlando (AAGO) in a July 2005

release. "It is almost as if the city presumes you are going to break the law because you rent!"

Vivian Beach, the leasing manager for the Barrington Apartments at 875 Derbyshire Road, attended a public hearing on the RRLO on Aug. 3 with a sign that read "When did renting become a crime?" The ordinance was initially to be voted on then, but the vote has been pushed back until Oct. 5 after the renters and landlords from across the region filled the first floor of City Hall on the corner of Orange and Ridgewood Avenues. The AAGO even sent four busloads of members from Orlando to the hearing.

"I went so our voice could be heard and then they didn't let us speak," she said. "The mayor was quite curt."

Beach said that the ordinance was initially formed to combat what she calls "slum lords," people who rent out rooms in their home to drug dealers and prostitutes, but has gone too far.

"I think it's gotten all blown out of proportion," Beach said, saying that the bill should be targeting "owners of the run-down projects that have turned into crack houses" and don't really

apply to multi-family apartment communities.

Bonnie Belz, the property manager of the Water Club Apartments 1225 S. Beach Street, agreed with Beach, saying that she believes the RRLO should focus more on homeowners who rent out than large apartment communities.

"I don't believe that residents should have to pay more for inspections every 18 months," said Belz, "We already run background checks."

Belz went on to say that she's "not for it," saying that it is unacceptable "how their [the residents'] privacy would be invaded."

At a public hearing on the RRLO on Aug. 24, another version of the ordinance was introduced.

Prompted by the crowd at the Aug. 3 meeting, McKittrick said a second, "simpler" version was considered. The second version does not apply to apartment complexes of five units or more, where "a database already exists."

Such units are already supposed to receive routine inspections under Florida law, and the new RRLO would be "regulating those who aren't regulated,"

focusing mostly on duplexes and single-room rentals.

This second version would also be cheaper to implement, requiring a fee of between \$20 and \$25 per unit. It would also not have a database of tenant information nor semi-annual inspections, but would still forbid renting to convicted sex offenders.

"This version is much less effective," McKittrick said, saying it fails to strike at the "root causes of crime," but said renters would probably support this amended version more.

At the Aug. 24 meeting over one hundred residents made appearances, many of them landlords who rent out houses they own but do not live in themselves, to protest the bill.

The new RRLO excludes complexes of at least five units and homeowners who rent out rooms, but still includes rental homes and buildings of four units or less.

Angie Bomba, the property manager for Marina Vista Apartments at 705 S. Beach Street, said she supports the new version.

"We run your credit," she said, "We run a background check. What they are trying to do [in the first version of the RRLO] apartments already do."

"There are already codes in place," she said, "If they'd just enforce them we wouldn't have a problem."

"What they are trying to do apartments already do."
- ANGIE BOMBA

Tomoka Farms Road to get plumbing installed

City wins two-year battle

Ryan Jones
Science Editor

The city of Port Orange - located just south of Daytona Beach - has recently won a two-year battle with Volusia County

officials allowing the city to install plumbing for water services along the sparsely developed Tomoka Farms Road.

In exchange for permission to install the waterlines, the city of Port Orange has given up the power to determine which area residents can hook into the lines and where fire hydrants will be placed.

The controversy and stonewalling over these points of contention

were fueled by residents' concerns that the new services would facilitate urban sprawl.

The residents' intention is to direct new development toward existing community centers of residence and business and away from agricultural and natural landscapes preventing waste and runaway sprawl.

County Manager Cindy Coto said, "Both sides were reasonable and gave a little bit. This agree-

ment provides some assurance that the rural village residents were looking for, that they won't be forced to connect or be annexed (as a part of the city). It puts the responsibility in our hands."

The county is establishing that whenever possible, new development will be kept within already urbanized areas, which means that the rural and forested areas will remain as they are.

Port Orange's City Council is expected to approve the agreement Sept. 20th followed by the County Council on Sept. 22.

Once this is accomplished, City Manager Ken Parker said that the city will drop the lawsuit it filed in August 2004 after it was denied permission to build the first phase of lines along the county right of way along the road.

Parker said, "This was a successful day for everyone."

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Pi Kappa Alpha Sport Aviation learns how to sew

Christopher Cole
Pi Kappa Alpha

We would like to welcome all the new and returning students to Embry-Riddle Aeronautical University this semester on behalf of the new Lambda Mu chapter of Pi Kappa Alpha fraternity. Chartered last spring, the Lambda Mu Chapter of Pi Kappa Alpha is the newest and largest fraternity on Daytona Beach's campus.



Composed of men from all degree programs, we are 100 percent involved on campus, either in clubs and organizations or in ROTC and SGA.

Other than being a social fraternity, we also give back to the community, with over 3,600 hours

of community service logged since Spring of 2003, we also sponsor Florida Blood Bank Blood Drives, ERAU Acafellas, and the ERAU Women's Volleyball team. We've also raised and donated over 100,000 dollars to the United Way of Volusia, and the United Way of Volusia honored us with the 2005 Humanitarian Award.

Being involved in sports is another activity we take pride in and we earned the right to be 2004/05 All-Greek IFC Intramural Champions.

We wish you good luck with this semester and hope to see you at a number of our events this year.

Also, Pi Kappa Alpha is having a big event this fall, so ask brothers for more details.



PHOTO COURTESY SPORT AVIATION CLUB

ERAU STUDENTS TESTING THEIR skills at pawnee and rib stitching. The rib and fabric stitching classes were offered last Thursday. This will be one of many free workshops the Sport Aviation Club will be offering to students this semester.

Jason Radcliffe

Sport Aviation Club

To most people there is a questionable connection between fabric stitching and flying, but for the Sport Aviation Club it is all too clear.

Having a fleet of classic airplanes calls for unique methods of metal skin and rivets, these planes rely on reinforced fabric to be stitched directly onto the wing spars and fuselage. Complete re-covered and painted airplanes look brand new, and if kept in a hangar, can last for years.

"It's an art form that they don't teach in A&P school anymore. The best place to learn [rib and spar stitching] is in a club like this where skills are passed down hand to hand. Few groups are organized to share this valuable experience like we do, it's free knowledge," said Pat Anderson, club advisor.

The rib and fabric stitching class, offered last Thursday in the Aviation Maintenance hangar, is one of many

free workshops to be offered this semester. This attests to the Sport Aviation Club's goal of offering opportunities to everyone, even those who don't fly, from aviation maintenance all the way to business students.

All club airplanes are rebuilt and maintained under the supervision of licensed A&P's; anyone with practical knowledge of mechanics or preventive maintenance skills is welcome. "Coming full circle with piloting skills and wide varieties of aircraft knowledge is what it's all about, that is what you call solid airmanship," said Matt Myers, club PR officer.

Thanks to strict government standards and regulations all airplanes, especially classic crafts, are airworthy and safe. Surprisingly to some, most aerobatic airplanes are of steel tubing construction and fabric covered, offering strength with light weight. So broaden your horizons, get out there and enjoy thrilling adventures with the Sport Aviation Club.

New alternative club on campus - UROK Sigma Chi Welcome

Josh Ballard
UROK

Here at Embry Riddle Aeronautical University, we pride ourselves on being the nations leading aviation educational institution. We have technologies that other universities do not, a beautiful campus, and a diverse student body that fills every classroom like it was a bag of Skittles. There are organizations on campus that encourage students to vote, become a member of an athletic club, even shoot paintballs at each other. This year at Embry-Riddle a group of students took it upon themselves to start a student-to-student outreach program. What is the difference between this outreach program and others?

All my life I knew that I was different from all my friends. I had this feeling inside that I was attracted to the same sex, but being from a community where things like this were looked down upon, I suppressed my actions of wanting to explore this unfamiliar territory. I was terrified that I was going to lose everyone I

was close to if I was honest with them and myself. I pondered the thought of telling my friends, family, even talking to the wall if it would listen, about the conflicting feelings that I was experiencing, but I never had the courage to just spit it out.

Then it came time to move to college-the land of freedom without complete parental control. Before I left home I felt that I needed to tell my parents about this secret that I had been keeping. I needed to tell them I was gay. So, what did I do? I told my mother first, considering I lived with her and thought she'd take it better than my father, and she did. My mom said she had her suspicions, but just dismissed them because I had a girlfriend for the past 4 years. Overall though, she took it pretty well. My dad on the other hand, flipped out. I got the "you're a disappointment...it's your life, you can ruin it however you want to...I'll never accept it" lecture. My dad broke down and started to cry, something that I never thought I'd see him do. I was devastated. Here was my coming out and one of the people I cared about the most, one

person whose approval I desperately wanted turned me down. From there, it was basically off to college.

There was this unresolved, unspoken black cloud that just lingered in the air between my dad and me. But as time passed, the visits to and from home became shorter, spending quality time with one another wasn't as frequent, and my dad started to miss our conversations about needless things. Even though it was something he did not approve of at all, and it's still a touchy subject to this day, he started to come around. This was something I never expected, my father who broke down in tears when I told him I was gay, was asking me if I was seeing anyone and if I was being safe.

Seeing the difference in our program now? I'm not saying that every gay person is as fortunate as me in regards to the "coming out" stage of their life, but that's why other students and I felt it was important for those who were unable to come out at home or in college have people they could turn to for whatever the reason may be. Officially named UROK,

this student born organization was made campus wide with the new fall entrants. The members of this organization were hand picked and went through a thorough screening process, with the help of staff & faculty, before being selected as a peer mentor. It's been publicized in the dorms, many offices around campus, and its continuing to expand! Many of the faculty, staff, and students around campus say it's something that should have been initiated a long time ago. UROK is COMPLETELY CONFIDENTIAL! Anything that is discussed stays between the peer mentor you're paired up with and yourself. Again, all information is kept private.

For those of you who are able to relate to this article, and would like to contact this organization, urok@erau.edu is the email address. For those of you whom this article does not relate too, just remember that we live in a diverse community and in order for it to operate, we must all recognize that diversity does exist in every aspect of our lives.

Gilligan

Sigma Chi

Well, another year brings another guy who has to write these articles. This year it so happens, we picked the best guy ever to do it.

Let me first get the obligatory crap out of the way and say welcome back to school, and for you freshmen, welcome to riddle. Or as most of us like to call it...hell. Over the summer there have been a lot of changes to the Sigma Chi Fraternity. Most of these changes are evident as you walk around our house. Because of a few very generous brothers the place has been remodeled, re-carpeted and re-occupied. We also now have an almost entirely new crowd living there this year, with the exception of Milton, who has decided that good old 520 South Ridgewood is now his permanent domicile. Even with all these changes, our house still remains a place where no matter how hard some try, only I can seem to get laid there...from your sister. By the way, anyone out there that thinks bringing

their younger sibling into town is a good idea, consult Skinny and Vito and they might be able to offer testimony to the contrary. I'm trying real hard here at the whole humor thing but it really doesn't work when I'm just sitting in front of a laptop listening to crappy music after the weirdest night in my life. It was so weird I can't even write about it because its no where near appropriate, plus I'm still not entirely sure it happened. Unbelievable. So please just be polite and take a break from the article and pretend to laugh for me. Thanks.

For all of you out of the social loop, Sigma Chi will once again be welcoming students back to school the only way we know how on Friday the 9th. So for further info on that, talk to any brother you see walking around campus and I'm sure they'll fill you in. Oh yeah, we're also conducting Derby Days this year. I'll write more about that next week. I realize this article sucks but I'm the one that turns them in so you will all listen to whatever rant I feel like going on from now until December. Until then, stay sexy and stay single.

AOPA Pilot Town Meeting

featuring Phil Boyer, President of AOPA will discuss issues important to private pilots and the general aviation community.

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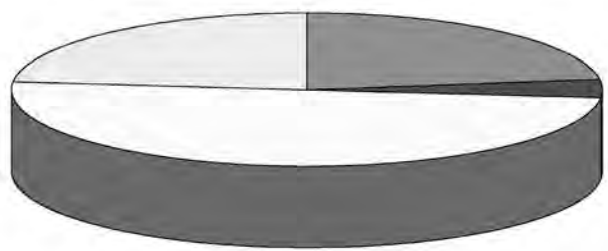
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The SGA Budget for Fall 2005

SGA BUDGET BY CATEGORY



Operations
Unallocated
Divisions
Clubs

Total Budget: \$376,040
(\$85 per student x 4424 students)

Operations	23%
Clubs	23%
Divisions	50%
Unallocated	4%

Divisions (percents are of total)

Touch-N-Go	35%
Avion Newspaper	20%
Eagles FM	5%

Operations (percents are of total)

SafeRide	5%
----------	----

Fixed

Salaries	9%
Benefits	2%
Rent	0.3%
Telephone	0.4%
Supplies	0.3%

Swank Movie 2%

Other

Incentive	2%
Composites	0.3%
TFO	0.3%
Banquet	0.7%

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Volleyball wins six out of eight

Early season success helps Eagles double last year's wins

Jonathan Mettin
Editor-in-Chief

Embry-Riddle volleyball caught many opponents off-guard in the first two weeks of the season, jumping out to a 6-2 record behind new head coach Joslynn Gallop.

After losing a close opening match to NCAA Division II Florida Tech (31-29, 30-26, 30-27), the Eagles destroyed Edward Waters College (EWC) in the home opener 30-9, 30-4, 30-5, setting a single-match university record for service aces. Embry-Riddle then hosted the Trip Sports Beach Blast, winning all three of its games on Friday and two more on Saturday before losing the championship to Hastings College.

"I thought we played awesome," freshman starter Jenni Nelson said. "I think we gel well. When we're together we just perform."

The Eagles kicked off their season in Melbourne on Aug. 25 against the Florida Tech Panthers. While all three games were fairly close, Embry-Riddle lost in three sets. However, the game seemed set the tone for the season: the team was hitting the ball harder, especially returning outside hitter Daniela Brazolino and new faces Nelson and Janelle Marinos. There were also noticeably fewer errors, and an almost total lack of double touches – the bane of the 2004 squad. In addition, the new members were prevalent on the court: Nelson, Marinos and freshman Marissa Gonzales all got the start.

Riddle showed some serious spunk, with a much more aggressive playing style than last year's 3-30 squad. The team is also much more unpredictable, with several players

capable of digging, setting and spiking. Marinos logged 10 kills and 13 digs, while Nelson and Brazolino both posted nine kills in the effort.

"They're great," Nelson said. "You give Janelle a ball and you know it's not going out. She makes very few errors."

The Eagles returned to the court for their home opener on Aug. 31 against the Tigers of EWC. The game opened with a 5-5 tie, but then the Eagles went on a rampage, outscoring the Tigers 25-4 in the remainder of game one before dominating the next two games. Embry-Riddle held the Tigers to a single kill the entire night, with the majority of EWC points coming from ERAU faults.

The Eagles recorded a school-record 42 service aces in just three games, shattering the old mark of 24. Marinos also set the school individual record with 19, eclipsing Heather Burnett's 1996 record of 17. Embry-Riddle hit an astounding .517 percentage for the match, including .571 by Ashell Curtiss, .538 by Brazolino and .714 by transfer student Mia Jaramillo, and held EWC to a meager team total of negative .314.

Embry-Riddle hosted the Trip Sports Beach Blast tournament on Sept. 2 & 3, playing both NCAA Division III and NAIA opponents. The Eagles secured a semifinal spot on the opening day, winning their three matches against Baruch (30-17, 30-18, 30-19), Pikeville (30-20, 30-28, 30-10) and Kentucky Wesleyan (30-14, 30-19, 30-28). Marinos logged 55 kills and 37 digs on the day. Brazolino also had 37 digs, adding 29 kills. Gonzales put up 104 assists while Nancy Salb, a crowd favorite, laid out for 26 digs.

Day two of the tourney saw the Eagles square off with Fontbonne, who fell 30-28, 20-30, 30-18, 30-22 to the relentless offense of ERAU. The squad then played Pikeville again in the semifinal round. Pikeville, unlike their prior showing against the Eagles, gave Gallop's team a run for their money, taking the match to a deciding game five before the Eagles

secured the victory 30-19, 27-30, 30-23, 31-33, 15-8. The Eagles then took on Hastings, which the NAIA has ranked as 30th in its preseason poll, in the championships, where the larger Hastings team (in terms of height and membership) rotated in fresh six-foot-plus players every other rally to neutralize the Eagles' spike and win 32-30, 30-25, 30-21. After the game, both Marinos and Gonzales were named to the all-tournament team.

While many fans have attributed the team's newfound success to the new members, the team's members say that each member is essential. Marinos mentioned several returners, including Brazolino and Curtiss, as well as "Jenni [Nelson] with the 'whoop,'" referring to Nelson's signature spike.

"Everybody has to be responsible,"

Gallop said, adding "I'm very happy with all of them."

"Even a superstar needs a supporting cast," she continued. "We're only going to be good if all six or seven are good." She praised Gonzales in particular, saying "she puts up a great ball to set ... for her to be a freshman and already do what she's doing."

"It was good competition," Marinos said. "Both teams went all out." The Eagles return to the ICI court on Friday at 7 p.m. to host Webber International in conference action.

Marinos and Nelson both have high hopes for the 2005 squad.

"We'll definitely win our conference," Nelson said. "We want to go to San Diego."

"We're going to shock the whole world," Marinos said. "We're going to nationals."



JANELLE MARINOS, WITH EYES on the target, slams the ball south during the Eagles' match against Pikeville. The women hosted the Trip Sports Beach Blast, in which they went 5-1 to take second.

Our own world-class sprinter

Tom Flemming
Sports Editor

The words world class athlete and Embry-Riddle do not usually find themselves in the same conversation, let alone the same sentence. No Eagles athlete has ever made it to the Olympics and few Embry-Riddle athletes have graduated to the professional ranks, but freshman sprinter Eddie Beckwith could be the first. As a high school senior Beckwith missed qualifying for the 2004 Olympics in the 400 meter dash by 0.32 seconds. His personal best 46.12 seconds would have been good enough for a semi-final appearance at the Athens Games.

Beckwith, who admits that he's been coached by two people, God and his mother, transferred to Wilford Woodruff Academy in Orlando after his sophomore year of high school where he quickly gained national attention.

During his senior year at Wilford Woodruff Academy, Beckwith suffered a pulled hamstring that kept him out of competition for most of the season. He returned in time to make quick work of district and state sprinters on his way to a Florida state title in the 400 meter dash.

Beckwith sprinted into the 2004 Golden South Classic hoping for another win; with a run of 47.14 seconds Beckwith took the title while the second place finisher crossed the line almost a full second later. But despite his early success as a sprinter Beckwith's road to Daytona Beach has not been without its bumps.

Everything was going well for the senior who had scholarship offers from schools such as Princeton and Yale, but a minor paperwork mistake kept him from accepting a full ride to Princeton.

"Coach called me, 'Eddie, welcome to the team,' it was great, I was celebrat-

ing. Then I got the letter the next day, 'We cannot accept you due to a late application,'" Beckwith recalls.

Beckwith, who had planned on taking a year off to train, then decided he would use the year off to work. But with no commitment to Princeton the next fall he had to begin searching for another college.

"So I asked myself, 'What do I want to do?'" said Beckwith, "Do I want to go to school for sports or the education?" What I really wanted was the education." His mind was made; Beckwith decided on Embry-Riddle.

With education his first priority, Beckwith plans to continue his studies at Embry-Riddle until he receives a master's degree in aerospace engineering before continuing his pursuit of a Ph.D. elsewhere. "I'm going to run hard, stay in college, work over the summer to pay for it all so I can finish eventually."

Beckwith already owns several Eagles records which include the 200 and 400, meters as well as one that may not make it into the record books.

During practice one day the freshman chose to try the long jump, an event that the Eagles had not competed in until the NAIA Region XIV meet in April and that Beckwith had not practiced since high school. He quickly, and in a laid-back manner, set the school record.

Beckwith went on to finish third in the 400 meter dash at the NAIA Region XIV meet. He finished behind two unattached runners, while finishing ahead of top sprinters from NCAA Division I schools like Brown, the University of Miami and Connecticut.

Less than a year into his career at Embry-Riddle Beckwith has left impressions; many of them obviously left by quick feet. But these feet cover more than just the campus walkways and someday he hopes they grace a track in Beijing at the 2008 Summer Games.

“
**Do I want to go
school for sports or
the education?**

- EDDIE BECKWITH ”

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The Avion, September 20, 2005

Device cuts fuel usage by 40 percent, emissions by 92?

Bob Scheid

News Editor

A 20 pound box, roughly the size of a DVD player, may revolutionize the way cars work.

Joe Williams Sr., a Canadian entrepreneur, has spent the last 11 years perfecting a device which can produce hydrogen on the fly for use in automobile engines of all types. The new system, dubbed the H2N-Gen (short for "Hydrogen Generating Module"), can be installed under the hood of any car or truck without major modifications. There, a small reservoir of distilled water and chemicals such as potassium hydroxide is exposed to an electrical current from the car's battery, which produces free hydrogen through electrolysis.

Hydrogen is known to increase the efficiency of combustion. When the hydrogen is introduced into the combustion chamber, a more complete burn of the fuel is achieved, decreasing fuel consumption by 10 percent to 40 percent. Almost all pollutants are eliminated. The process can work on diesel engines, gasoline engines, and propane and natural gas systems.

Standard internal combustion engines burn fuel at about a 35 percent efficiency rate; only a third of the fuel is completely burned in the chamber. With the addition of hydrogen, however, this can be boosted to at least 97 percent, reducing fuel usage, emissions, and even engine wear and oil requirements.

None of this is new. What is new about the H2N-Gen is how it makes hydrogen on the fly, not storing it in high pressure or low temperature bottles, both of which are dangerous and very difficult to manufacture with present technology. Instead, the hydrogen is made as needed and flows immediately to the combustion chamber.

All the maintenance that the unit requires is adding distilled water every 80 hours of

engine usage. Testing indicates that the unit itself will last at least 10 years.

This is all coming from a small office that has 15 people and has invested only \$7.5 million in the past decade into the project. At the same time, Williams believes that if this works, "I think Bill Gates and our group will be shaking hands. It's that big."

Innovative Hydrogen Solutions, Williams' company, recently submitted the H2N-Gen to Wardrop Engineering Inc. of Toronto for third party verification, a "proof of concept." Wardrop specializes in testing and development; not only did the H2N-Gen pass with flying colors, Wardrop is seeking to become an equity partner in the company.

Wardrop product development manager and co-owner Richard Scheps said that "At the time we first saw it, it seemed too good to be true. But for everything we're seeing it seems really good. It does work. So we're moving into phase two. Refinements and further testing."

If everything works as predicted, the system could be on the market in the next six to 12 months.

In the meantime, though, Williams continues to work to give his product legitimacy and publicity by submitting it to other tests. For example, the Canadian

Environmental Technology Verification (ETV) non-profit company is testing the device; while the ETV approval is not necessary to market the unit, Williams is not going to market without it. But when the H2N-Gen makes it to market, it should

make up for lost time.

"We're marketing a 20-pound unit for \$7,500," said Williams. "That's the maximum price it will be. The average truck out there today will get their money back in eight months at the latest." He said that Canadian National spends \$11 billion a year on gas; the minimum benefit would be about 10 percent, saving the company \$1.1 billion a year, by way of example.

But that's just one company. There are



PHOTO COURTESY WWW.MACK.BC.CA

THOUGH THE DEVICE IS expected to cost around \$7,500, the new technology will initially be marketed to large-scale trucking companies. Each will receive one of the new H2N-Gen devices free-of-charge in exchange for a fraction of the fuel savings each trucking company realizes during the products first few years of use.

more than one billion combustion engines in the world today, so even with a very small fraction of the market operating a device at the lowest advertised benefit would mean huge profits for Innovative Hydrogen Solutions, along with lower fuel usages for the world, lower greenhouse gas emissions, and many other benefits.

Williams, however, isn't planning on selling it at first. His idea is to install the unit into every car, truck, or train engine in a certain company for free, and to be paid a fraction of the money saved from fuel costs for the next few years.

Competition is already growing. Other companies are developing their own packages using the same concepts to make similar devices. Hy-Drive, a company run by Tom Brown, began selling its own model last year; but at the same time, the device was large, heavy and unreliable and cost \$11,500. He only sold 55 of them. He said that an updated version is under development but is not yet on the market. It still weighs 70 pounds and is 4,000 cubic inches, so large that it must be attached to the side of a truck cab. It appears that Williams has a command-

ing lead in the area, though he says 12 competitors would not be able to fill the whole market.

If the technology is really possible, as it appears to be, it could revolutionize the transportation industry, and numerous other fields. Williams believes that this is a very nice connector between gasoline-powered vehicles and a pure hydrogen vehicle, but that's all it is. Meanwhile, prototype cells that are one-eighth the size of the current model are being designed; if you buy a car in the next five years, it might just have an H2N-Gen on it.

Apple does it again with iPod Nano

Billy Fischer

Staff Reporter

When the original iPod was released nearly four years ago, "1,000 songs in your pocket" sung the tune of the amazing size and capacity that Apple's trademark music player showcased. When the iPod Mini came out in February of last year, the smaller music player stunned everyone with its compact design and style.

A year and a half later, Apple has done it again. Less than half as thick and half as heavy as the mini, the new iPod nano is 62 percent smaller; by far the smallest and most sophisticated of the full-featured iPods. This time, "1,000 songs in your pocket" refers to that tiny fifth pocket

in most jeans that nothing else fits in. Roughly the size of a business card, (if only you trim it to be a fifth or so thinner) and not much thicker than one (an incredible 0.27 inches thin), the newly designed iPod nano incorporates the classic white face (also available in glossy black) and metallic-finished back of its full-sized big brother.

One major advancement from the Mini is the Nano's color display. The more costly iPods already transitioned to full-color displays, having exceptional clarity and a high resolution. The newly designed display, while smaller (at only 1.5 inches diagonally), has

an even higher resolution and can actually fit one more line of text than the iPod Mini's larger display. These displays even come with the power to show off your music's album art and all of your favorite pictures in stunning quality imported directly by iTunes on Macs and PCs.

Another big change to the new iPod is the type of storage it uses. In the past, all iPods, with the exception of the iPod Shuffle, have relied on hard disks. The Nano's music and pictures are saved to a more compact and efficient flash-based memory, like that found in the Shuffle and many USB drives. The baseline model has a two-gigabyte storage capacity (approximately 500 songs) and costs the same as the original iPod Mini, at

just \$199. A four-gigabyte model capable of storing 1,000 songs or up to 25,000 photos costs \$249. Not only do the flash chips allow for more compact designs; the lack of moving components allows for complete protection from skipping and takes less energy to operate. Fit snugly somewhere inside the miniscule frame, is a battery capable of at least 14 hours of nonstop use.

Even the top-of-the-line iPod (\$399, 60 gigabytes) must be envious of some of the new features crammed inside the iPod Nano. A slimmer Apple click wheel, designed for the much smaller face, allows you to take advantage of the brilliant menu layout, famous in all iPods, and has all of the Nano's new features a thumb's scroll away. Podcasts, Audiobooks, calendars, contact information, alarms, world clocks, notes and games are just a few of the huge features that come with the new mid-level iPod.

Big sound is not something new to these small MP3 players, but in the Nano's case, you might find its source to be a little upside down at first. The headphone jack is now on the bottom edge of the player, adjacent to the off-center standard iPod connector port, that is familiar to all full-featured iPods. This change orients the Nano's controls and display more naturally when holding.

This new headphone configuration also allowed Apple engineers to get creative with some of the accessories they are rolling out with the new iPod. Taking from the popularity of the iPod Shuffle, the optional lanyard headphones (\$39) allow the nano to be worn in a clutter-free manner by integrating the earbuds into the iconic white cord. And since it would be hanging inverted, controlling the player as normally only requires lifting the 1.5 ounces hanging from around your neck.

Other notable accessories for the iPod Nano are the very stylish armbands (\$29), which make listening to tunes while working out much more convenient, and the first Apple branded protective shields, dubbed "tubes" (5-pack, \$29). Both of these are available in a wide variety of bright colors, if you prefer the fashionable hues iPod Mini came in.

Apple's CEO, Steve Jobs, is hoping to make this smaller iPod the new must-have, since they have taken a calculated risk by eliminating what was the most popular MP3 player in the world - the iPod Mini. They can rest easy, though, because the iPod Nano's "impossibly small" design should prove to be incredibly big in all the right ways.

... impossibly small.

- IPOD ADVERTISEMENT

Recent purchases show bright future for VoIP

Chris Tezak

Managing Editor

Voice-over-Internet-Protocol (VoIP) is a burgeoning technology that allows users to call others over the Internet,

much like a simple phone. Well, the race is on for big companies to catch a piece of the market, and after the purchase of Skype Technologies by eBay, the floodgates will open.

Skype Technologies, which eBay bought for the sum of \$2.8 billion, is one of the current leading VoIP providers along with Vonage. Microsoft and Yahoo have taken a dive into the market by buying Telemo, a San Francisco-based company, and Dialpad Communication respectively. Google has already gotten its feet wet with Google Talk.

Many analysts believe that VoIP services may be the next big thing. "The next several years should be full of these kinds of acquisitions," says independent telecom analyst Jeff Kagan. "Telephone service is a great add-on service to a variety of businesses. The rules have changed; since companies offering VoIP can be acquired by non-phone companies, there are many more possibilities."

In the United States there are 1,100 VoIP providers, according to telecom peripheral maker Sandvine, with a total of 2.8 million residential subscribers. Though these numbers seem low, analysts expect the numbers of subscriptions to rise to 17.5 million people by 2008. Telecom giants such as News

Corp., Verizon and Comcast are also dumping loads of capital into VoIP. Comcast and Verizon already offer their own brand of VoIP, and there is a great possibility they may buy out smaller companies to increase their user base or improve their technology.

With the ease at which companies can start a VoIP company there will no doubt be a flood of providers into the market. "The barriers of entry in the phone business used to be prohibitively high, and the phone companies were, in effect, monopolies," says Synergy Research Group President Jeremy Duke. "VoIP technology brings down the barriers to entry and levels the playing field. You and I could start up a VoIP phone company tomorrow, and the product we would offer would not be any different than Skype's or Vonage's."

By buying Skype, eBay has created a very powerful Internet commerce system. "By combining the two leading e-commerce franchises, eBay and Paypal, with the leader in Internet voice communications, we will create an extraordinarily powerful environment for business on the Net," said eBay chief executive Margaret C. Whitman. The founders of Skype, Niklas Zennstrom and Janus Friis, have been known to the U.S. entertainment industry as crooks because of their creation of Kazaa. But now they will be allowed to continue running Skype, which runs on much of the same P2P technology that Kazaa did.



VoIP... brings down the barriers to entry and levels the playing field.

- JEREMY DUKE



NASA unveils new plans for lunar mission

NASA committed to reaching lunar surface again by 2018

Nicole Titus
Staff Reporter

This past Monday, NASA unveiled plans to return humans to the moon by 2018 at a staggering cost of \$100 billion.

Before the end of the next decade NASA will send astronauts back to explore the surface of the moon. However, this time we'll be staying permanently. NASA plans on building a moon base which will eventually pave the way for journeys to Mars and beyond.

The new lunar program will build on the best of shuttle technology and the Apollo program combined.

The first step in the return to the moon will be development of a new crew exploration vehicle (CEV). Even though the design for the CEV looks a lot like its predecessor from the Apollo program, the CEV will be the safest, most reliable, advanced and affordable vehicle ever developed for human space exploration purposes. The CEV crew capsule will be three times as large as the Apollo capsule and will be able to hold four crew members for lunar missions and up to six for Mars missions.

The crew capsule will be capable of ground landings and, if necessary, will be able to make water landings. After each landing, the heat shield will be replaced and each capsule will be re-used 10 times.

Think of it as Apollo on steroids.

- MICHAEL GRIFFIN

NASA plans on using a shuttle-derived launch vehicle for the new moon missions. They will use two different launch vehicles; one will have heavy-lifting capabilities and will be responsible for transporting the lunar lander, supplies and equipment to low-earth orbit (LEO). This rocket will be approximately the same size as the Saturn V rocket, and will have a pair of longer shuttle solid rocket boosters (SRB's) and a modified external tank. The second rocket will be an extended SRB and will carry the CEV into LEO. This vehicle will be much safer than the space shuttle because it will have an escape rocket on top of the capsule if launch problems develop. There will also be very little chance of damage to the crew capsule from launch vehicle debris.

After launch the CEV would then dock in LEO with the previously launched payload, and head off to the moon. The new spacecraft will have solar panels to provide power and the lunar lander will carry enough propellant to be able to land anywhere on the lunar surface.

After the three day trip to the moon, all four astronauts will climb into the lunar lander, leaving the capsule to wait for them in orbit. The astronauts will then land and explore the lunar surface for up to seven days. They would then blast off from the moon, dock with the capsule and travel back to Earth.

One of the most significant advances to the spacecraft will be its ability to use liquid methane in its engines. The use of methane as fuel will be very significant to the success of Mars missions. The Martian atmosphere is abundant with methane and could easily be converted into propellant. This technology has yet to be perfected though.

With a minimum of two lunar missions per year, eventually the crew will be able to stay for periods up to 6 months and utilize the moon's resources. The most likely location for an outpost will be the lunar south pole because of concentrations of hydrogen thought to be in the form of water ice.

With these plans, NASA will gain a huge jump on developing a mission to Mars. NASA will already have the heavy-lift system, the crew capsule and propulsion systems needed to get there and make use of the Martian resources. The lunar outpost will also give NASA its needed practice of "living off the land". NASA Administrator Michael Griffin was extremely optimistic and excited about the administration's new endeavors saying, "think of it as Apollo on steroids."

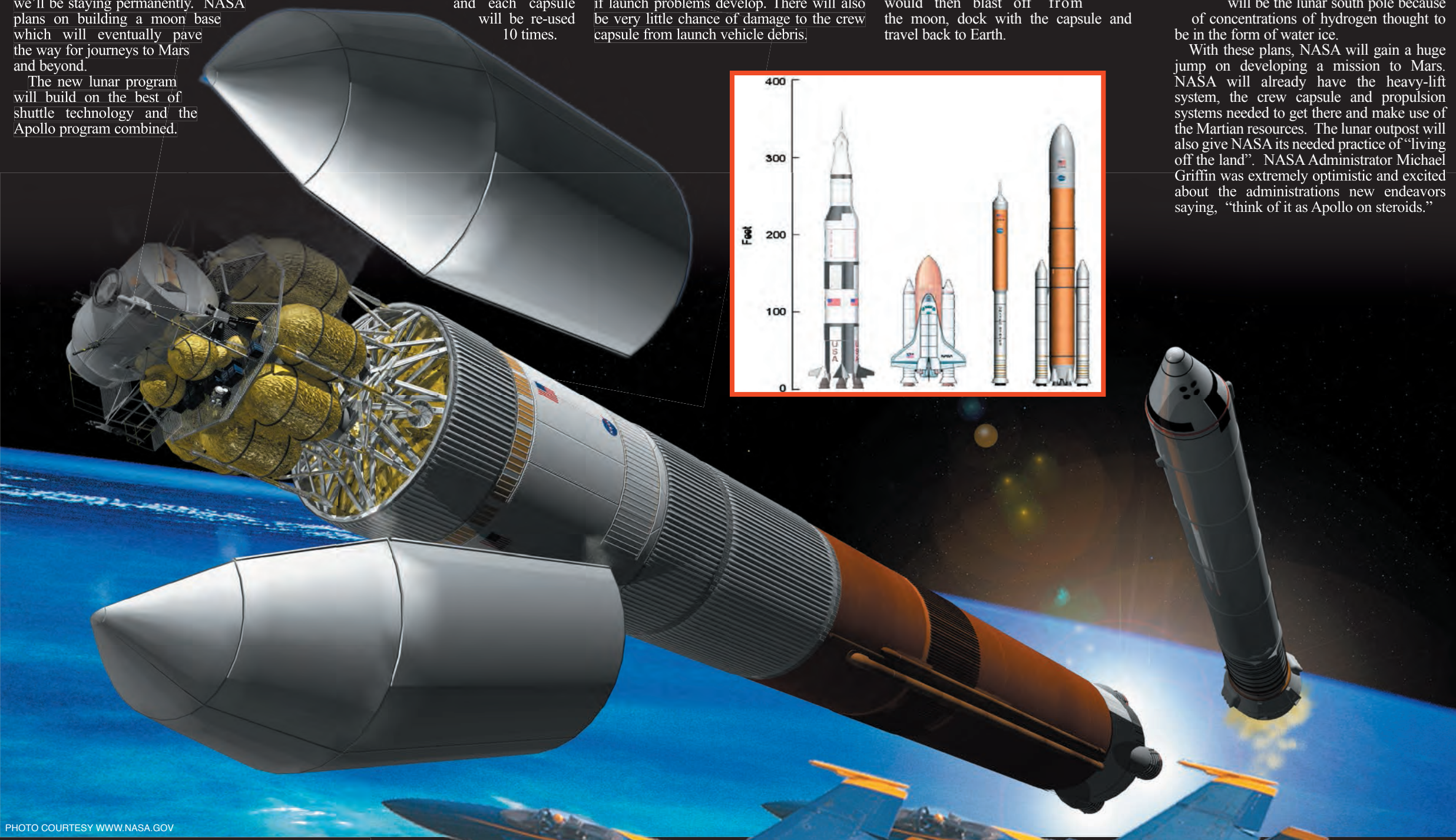
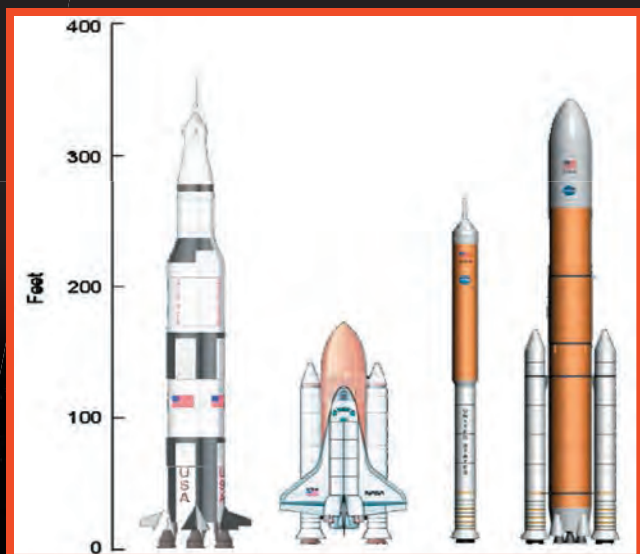
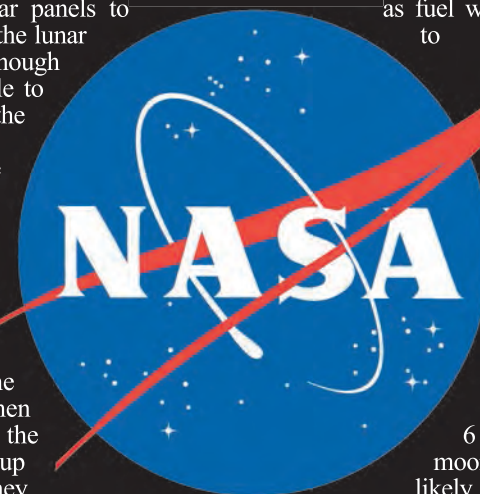


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Google Print in jeopardy

Brian Case
Business Manager

Google's massive effort to take digital scans of millions of books has hit legal trouble. The Author's Guild, which represents professional writers and publishers, has filed a lawsuit to stop the project, citing "massive copyright infringement."

Known as Google Print, the project was conceived to include the text of books in Google search results. Some publishers have given Google explicit permission to use their works in Google Print.

The legal trouble comes from Google's ambitious library project. Google is currently scanning the full text of books at many prestigious libraries, including Oxford University and the New York Public Library. Google has an option to remove works the publisher or author does not want to include in Google Print, which made the lawsuit against Google surprising. Google has suspended scanning of books until November to give publishers time to compile lists of books prohibited books.

"Many of Google Print's chief beneficiaries will be authors whose backlist, out of print, and lightly marketed new titles will be suggested to countless readers who wouldn't have found them otherwise," said Susan Wojcicki, a Google vice president, in a statement.

Books that fall under current copyrights are only viewable in small "snippets." If a user wants to see more, they are referred to online retailers and libraries. Books that fall under public domain are viewable in their entirety. Most works published before 1922 fall under public domain.

"This is a plain and brazen violation of copyright law," said Author's Guild president Nick Taylor. "It's not up to Google or anyone other than the authors, the rightful owners of these copyrights, to decide whether and how their works will be copied."

The class action lawsuit seeks damages as a result of the reproduction of copyrighted works, as well as an injunction against further copyright infringement.

The Heart of Florida Airshow

Ryan Jones
Science Editor

The first annual Heart of Florida Airshow, held Sept. 24-25 at the Gainesville Regional Airport, featured the Blue Angels as well as many other spectacular demonstrations of flawless aviation mastery and skill.

Embry-Riddle aerospace science student John Hayes, who attended the airshow, said he came for the military action, particularly the Blue Angels. He also came to see Fat Albert, the C-130 transport that supports the Blue Angels, take to the skies in a short takeoff demonstration of its JATO rocket system.

In addition to the roar of the Angels' F-18's filling the sky with their world renowned stunt performance, there was a tactical demonstration of the F-15's amazing climbing, high speed, and turning capabilities. The F-15 eventually joined in formation flight with an F-86 Sabre for a heritage flight around the airport.

A shiny silver, piston-powered bomber flies past the crowd. It's a B-25; the

same type of airplane Doolittle flew off the deck of the U.S.S. Hornet on a daring raid of Tokyo more than 60 years ago. He thought he would be court-martialed, but with the success of the mission, inflicting a powerful psychological blow against the enemy, he was hailed as a hero for doing what many believed was impossible. The aircraft, each laden with deadly cargo and a full tank of gas, needed to actually bounce off their front struts, similar to a pogo stick, to get airborne off the carrier deck. As the announcer continues to elaborate on the important history of this aircraft, the past comes alive as the sleek craft turns and seemingly waves goodbye to

the awestruck crowd below. Next, the sounds of different aircraft fill the ears of the crowd. Red and white Boeing Stearman biplanes fly in formation and take center stage before veering skyward amid a plume of white smoke. "It must be intense to fly in an open-cockpit biplane upside down, to feel like you're going to fall out," said Embry-Riddle student Mike Sullivan after witnessing the Red Baron Pizza Squadron maneuver in barrel rolls and hammer head turns above the awestruck spectators. Bryan Regan, a pilot with the squadron

See more photos on page B5!

See "AIRSHOW," page B5



Mobile phones get new version of virus protection



F-Secure Mobile Anti-Virus

Available for
Nokia 60, 80 and 90 Series
Symbian OS Smartphones

(Other phones expected soon)

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subscription

IMAGE COURTESY WWW.NOKIA.COM

MOBILE PHONE VIRUSES ARE becoming an increasingly common problem that mobile customers are forced to deal with. Companies like F-Secure are attempting to gain a marketshare in mobile virus technology, an niche in the technological industry which is almost certain to eventually gain the same importance and widespread use as PC virus software as a necessity.

Katrina strikes shuttle tank facility

Tank repairs to be completed at KSC, March launch questioned

Bob Scheid
Chief Copy Editor

NASA officials said last week that Katrina was dealing damage to their facilities in and around the Gulf Coast. The sites affected included Stennis Space Center near Biloxi, Miss., and the Lockheed Martin Michoud Assembly Facility (MAF) in New Orleans. The MAF endured 125 mph winds and lots of water during the passage of the storm, but as of last Friday was reported to have sustained no major damage to any of the facilities or the External Tanks that the Space Shuttle uses to reach orbit. There was some roof damage and an inch of water in a security building, and many minor leaks were reported in several buildings. Because of road conditions, helicopter flyovers were necessary to evaluate the situation. However, there were nets set up below the roof to catch any falling debris, and

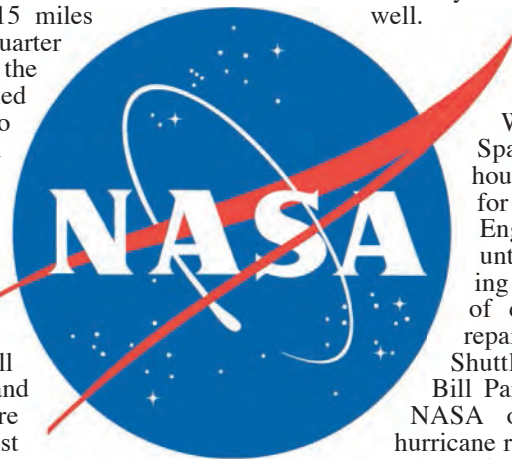
four large, dieselpowered pumps would help to clear the compound of water if serious flooding had occurred. No damage was sustained by any of the several External Tanks under construction.

Located about 15 miles from the French Quarter of New Orleans, the facilities opened their doors to employees, NASA officials and local firefighters for shelter. While no injuries or deaths were reported by last Friday, some of the staff members were still unaccounted for, and many workers are believed to have lost their homes.

At Stennis about a thousand employees, family members and civilians took refuge in the six main buildings of the area. Following the storm, the complex became a headquarters for FEMA, and preparations were made to accept more people as the storm passed. Food and supplies were brought to the center to be handed out to those sheltered on-site.

Much more damage was sustained by this area than at the MAF, as all commercial

electrical power has been down for some time and backup generators are providing limited power to the facilities. Many homes of employees of the Stennis Space Center were destroyed or severely damaged as well.



The MAF is not expected to begin operation before this Wednesday. The Stennis Space Center, which houses the testing facilities for the Space Shuttles' Main Engines, has been closed until further notice, pending a complete assessment of damage and necessary repairs or assistance. Space Shuttle Program Manager Bill Parsons was made Senior NASA official in charge of hurricane recovery efforts.

It was also announced last week that other NASA facilities were being reviewed to see which would be capable of refitting the existing tanks at Michoud, as well as three more already at Cape Canaveral. These tanks will incorporate the new redesigns implemented after the flight of Discovery this summer revealed that the foam insulation problem still exists. Kennedy Space Center is the likely alternative to MAF while the facility is out of commission.

Bob Scheid

Chief Copy Editor

BBC news reported Friday that a Finnish security firm has created a new program that protects some mobile phones from viruses, a new threat that is expected to grow into a nuisance as large as Windows viruses.

The new software monitors operations on the phone and scans downloaded files and other data, like that on memory cards, for potential threats.

Richard Hales, UK manager for F-Secure, stated that "Handset to handset is a good way to deliver viruses." This has been proven in recent months, as an outbreak of these phone-hopping viruses was recorded at a Live8 concert as well as the Helsinki World Championship athletic meeting. These viruses spread quickly in such a densely-packed area of people.

More viruses are appearing all the time, as well as new variants of old ones that are surfacing once again.

Many mobile phone viruses are spread using the Bluetooth short range radio system on many "smart" phones. Cabir and Commwarrior are two common viruses that use this method of propagating; Commwarrior can also spread using multimedia messaging systems.

" [Mobile viruses] ... always require a certain degree of user interaction.

- OLLIE WHITEHOUSE "

Partial protection can be achieved by turning off the Bluetooth option on phones so equipped. Also, they are not autonomous like normal PC computer viruses; Ollie Whitehouse, technical manager of Symantec, noted that "they always require a certain degree of user interaction."

He went on to say that the release of these new anti-virus programs was "timely," because these outbreaks in the "wild," or public, is a first in cell phone history. Most cell phone viruses existed only in laboratory situations. Now, however, "We have at least seen that the threat exists."

The new software is especially necessary because of the nature of cell phone software. It is extremely hard to update the onboard operating systems to close loopholes and other problems. And although Bluetooth-equipped phones only make up about 10% of the phones today, that number is sure to increase as time goes on.

Symantec released a free download of antivirus software in March of this year for Nokia phones running the Symbian OS, one that is relatively susceptible to viruses. F-Secure, however, is thought to be the first company to release such a program to the general public.

Massive growth in air travel demand expected

ACI Director hopes incentives will spur construction of new airports

Michael McGraw
Staff Reporter

A new study from Airports Council International (ACI) concludes that passenger demand for air travel could surpass available airport infrastructure by 1 billion passengers in the year 2020. Such a figure could result in "heavy congestion and a general deterioration in the quality of service at airports," the report finds.

Through 2020, average annual growth in passenger traffic is expected to be up by 4.1 percent, while freight tonnage and aircraft movements will increase annually by 5.4 percent and 3.5 percent, respectively.

Even over the next three years, the report finds that growth will be

unprecedented and that short-term capacity issues may develop. Hubs in North America and Europe are already beginning to realize these issues, the report claims.

While solutions for these problems are not easy to come by, the report suggests several steps that the ACI believes should be taken in order to negotiate through the capacity issues. Some suggestion are aimed at the long-term while others might offer immediate respite. One such recommendation is that governments enable airports to build new capacity on a "fast-track" basis. In general, the report suggests that "economic incentives and a flexible regulatory environment" are needed in order for airports to continue to be able to deliver high levels of service.

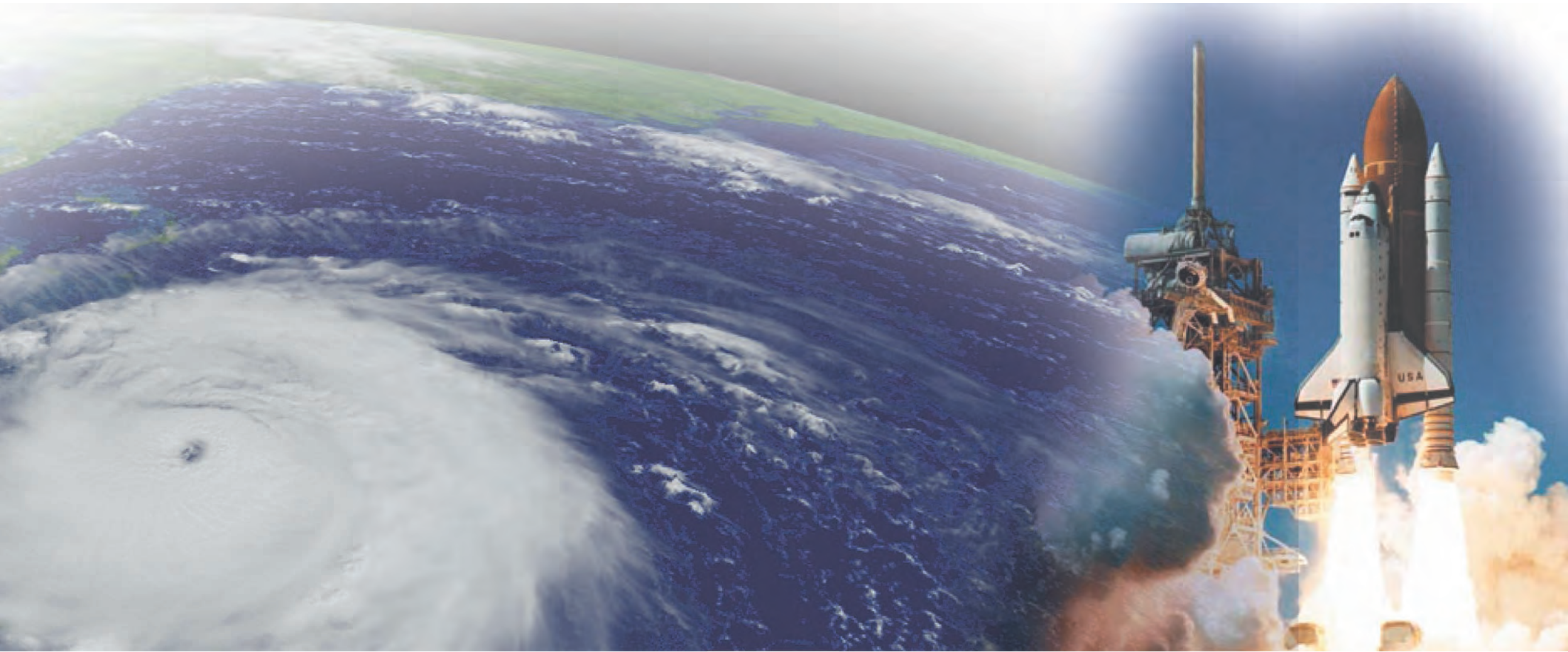
Although ACI-member airports spent over \$31 billion last year to build new capacity, ACI Director General Robert Aaronson believes those efforts are not enough.

"Regulatory, political, and environmental barriers to building new infrastructure could stifle the air transport industry," he said. Aaronson

hopes to see growth in an environment in which legislation creates commercial incentives for quick and efficient construction of new airport and air traffic control infrastructure.

" ... a general deterioration in the quality of service at airports.

- AIRPORTS CNCL. INTL. "



First Pluto craft will uncover 'New Horizons'

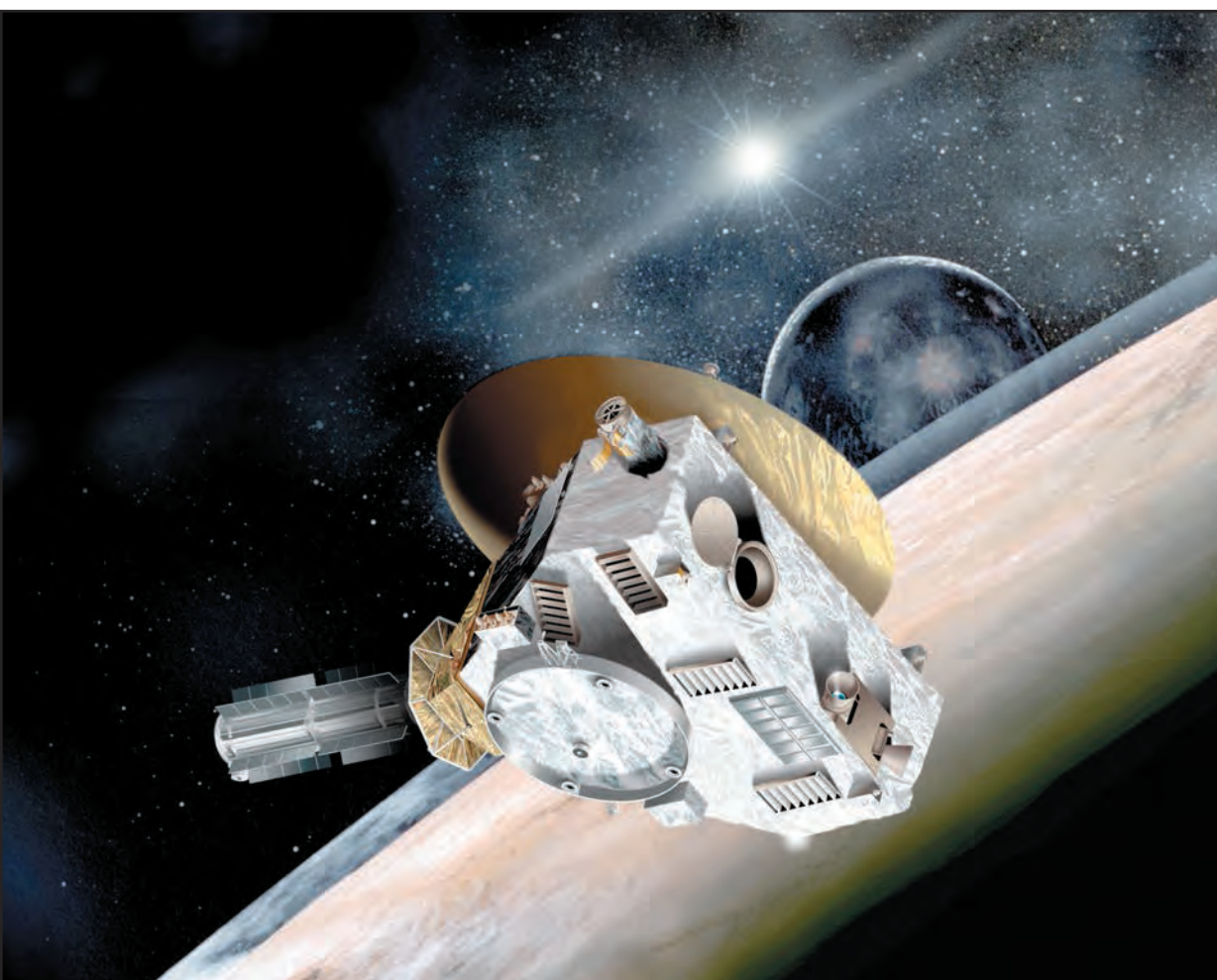


PHOTO COURTESY PLUTO.JHU/APL/ESA

THE NEW HORIZONS SPACECRAFT is seen in this artist's rendition zipping past Pluto and its moon Charon in 2015. The world's first mission to Pluto and beyond will hopefully provide us with the first ever glimpse of what the tiny world looks like, nearly 90 years after its discovery.

Phil Larson
Staff Reporter

The first ever mission to Pluto underwent several critical tests this past week in preparation for its launch Jan. 11. The New Horizons spacecraft is designed to explore Pluto and its moon Charon, as well as objects in the Kuiper Belt at the "edge" of our solar system. The Kuiper Belt is a group of frozen rocks, some larger than Pluto, which lies beyond the orbit of Neptune. Its existence has sparked debate over the years as to where the planets end or if there are more beyond and including Pluto. New Horizons is due to reach Pluto in 2015 if it utilizes the first 23 days of its Jan. 11 to Feb. 14, 2006 launch window, using Jupiter for gravity assist. If it launches after

Feb. 2, Jupiter will be out of reach and New Horizons will not reach Pluto until 2019 or 2020. The trip through the solar system will be the fastest ever, reaching Jupiter in just 13 months. It will get its assist for the largest Atlas rocket in history, an Atlas 5 booster utilizing for the first time the maximum five strap-on solid rocket boosters to leave earth. Before New Horizons is launched another essential milestone must be met. Because of the nature of New Horizons, a deep space mission, the lack of solar energy beyond the distance of Mars means the spacecraft must use another nuclear fuel. The approval to use a radioisotope thermoelectric generator (RTG) that provides the electrical energy to operate the spacecraft's mechanical and electronic

systems in the cold darkness of deep space must be gained from either the President's science adviser or the President himself. Any mission that plans to use an RTG endures a rigorous safety analysis administered by the U.S. Department of Energy (DOE). Also, experts from government, industry, and academia are involved as part of a Presidential nuclear safety launch approval process to evaluate the DOE's analysis. Approval is expected as with past missions that flew with RTGs, the most recently of which was Cassini, and protests of the launch and use of nuclear fuel are expected to follow. The spacecraft is being built by project scientists at the Johns Hopkins University's applied Physics Laboratory at Laurel, Maryland and is part of NASA's New Frontiers program.

New Mars craft on track

Brian Case
Business Manager

NASA's Jet Propulsion Laboratory made a critical course correction to the Mars Reconnaissance Orbiter last week, putting it on track to rendezvous with Mars in March 2006. Built by Lockheed Martin and launched Aug. 12 aboard an Atlas V rocket from Cape Canaveral, the primary mission of the MRO is to take the most detailed images of the Martian surface to date. Those scans will enable scientists to better select landing sights for future missions. The MRO will also serve as a high-speed communication relay for future missions. Once it arrives at Mars, the MRO

will descend to a low orbital altitude and begin taking pictures with the most powerful camera to ever reach Mars. NASA expects that surface details as small as a kitchen table will become visible. In addition, the craft contains five other scientific instruments to measure the atmosphere, scan underground, and look for water, ice and water vapor. Upon arriving, it will take NASA an additional six months to modify the orbit of the craft and descend it to a low orbit using a technique known as aerobraking. MRO will make a series of calculated descents into the upper atmosphere, slowing the craft down by friction with the air. Aerobraking is nothing new to NASA; it was used successfully on the Mars Global Surveyor and Mars Odyssey orbiters.

MRO should start taking pictures in November 2006. It will complete the scientific phase of its mission over at least 24 months, the equivalent of one full Martian year. The first mission to make use of the MRO as a communications relay will be Phoenix, a lander targeted for the north pole in 2008. The MRO is outfitted with a wide antenna dish and extra powerful amplifier to send data back to Earth at 10 times the speed of any previous mission. The critical course correction was made Aug. 27, when it fired all six of its main engines plus six thrusters. The next time the main engines will fire will be in March, when a 25 minute burn will slow the MRO and place it into orbit around the Red Planet.

Spaceport will see changes

Bob Scheid
Chief Copy Editor

NASA and the Pentagon have released reports recently detailing the changes that will be made to the Kennedy Space Center over the next few decades, as the Shuttle program winds down around 2010 and the next generation of orbiters and other manned spacecraft take their place. Foremost on the list are the new variants of the Shuttle systems. These new rockets will use several lessons learned by NASA in the last few decades, and will also mark the debut of some new concepts as well. For example, a new two-stage rocket, consisting of a single Space Shuttle Solid Rocket Boosters with an upper stage and manned capsule could be ready for its test runs by 2011. With only a gap of about one year between this potential vehicle and the retirement of

the Space Shuttle, NASA can maintain its progress towards President Bush's goal of returning to the moon. Also, a new heavy-lift vehicle in the 100-metric-ton-class may be available using existing resources and technologies by around 2014. The Saturn V-size vehicle will incorporate the orange Shuttle External Tank with large payloads mounted on top. The Shuttle-derived options are preferred to current expendable rocket designs, because they are expected to be cheaper, safer, and could fly sooner. "I think it's right if we get started soon," said former astronaut Charles Precourt, now vice president for strategic programs, strategy, and business development for ATK Thiokol, the company that manufactures the SRBs. "It's still reasonable, given that we could be using components in place today and you could fly a test flight in a few years

without too much trouble." With these changes to the programs come changes to the landscape. Once the Shuttle retires, the landing strip at the Cape will no longer be needed, and the special facilities to manufacture the heat resistant tiles (which were damaged on and led to the destruction of the Columbia in 2003) and thermal coverings would also become obsolete. The Orbiter preparation and work buildings are likely to be shuttered. Because of these new directions and systems, NASA is predicting that perhaps as many as one third of its 14,500 person workforce at Kennedy may be forced to leave, as well as among the contractors for Shuttle operations in private companies. NASA does believe that these new programs will secure jobs for younger generation of engineers, though; about one third of the workers for the Shuttle program are old enough to retire by 2011.

Demated, Destacked & Demoted



PHOTO COURTESY KSC.NASA.GOV

THIS FISHEYE VIEW OF *Atlantis* hanging in the 53-story Vehicle Assembly Building at Kennedy Space Center was taken after being demated from its boosters Sept. 2. The orange External Tanks will be modified more before Shuttle flights resume in 2006, with *Discovery* now taking *Atlantis*'s place.

Viewing launches from the Cape

Ben Cooper
Space Tech. Editor

There may not be a more welcome sight to new students at Embry-Riddle than the thunderous roar and unbelievable light show put on by a fifteen-story rocket rumbling into space. And you are at no better university to have that chance, with just a one hour drive to the prime United States launch site. Launches are beautiful, and like nothing else in the world. No photo or video can replicate what you see in person. A night launch, in fact, is literally so bright that it lights up all of Central Florida and is nearly blinding to look at with the eye. Launches of the space shuttle are on hold until mid-next year at the earliest. But just as thrilling to see in person are the many unmanned expendable launch vehicles sent into space all year long, carrying a range of payloads from commercial to military to scientific. So where is the best place to watch an unmanned launch? The most scenic spot, Jetty Park, is also the closest. But the view is only good now-a-days for Delta 2 launches. The time-lapse photo in the background shows a Delta 2 shooting into the night with

NASA's Spitzer Infrared Telescope. Jetty Park is the northernmost point of Cocoa Beach in the city of Cape Canaveral, and features a launch viewing pier extending nearly 1000 feet out into the Atlantic. The view is great from the very end of the pier, just 2.5 miles from the Delta 2's pad, 17. To access this site, take Interstate 95 South to Exit 205, heading east on the Beeline. Exit at the Big Green Sign marked Terminal B/South Cargo Pier. Turn left at the exit and follow the road all the way to the park entrance. There is a five dollar fee to park, and it is recommended that you arrive at least an hour before launch time. Walk out to the very end of the pier. For Delta 4 and Atlas 5 launches, the best viewing spot is right on the Beeline where it meets Port Canaveral's cruise ship terminal. Exit at Big Blue sign marked Terminal A. North Terminals, loop around and over the drawbridge, and then pull off in the grass where the road curves sharply right and goes under the overpass. Although distant (eight miles for Delta 4, twelve for Atlas 5) the rockets are very powerful and should provide a thrill nonetheless. An alternative for Atlas 5 viewing,

at just five miles from the pad, is Playalina Beach in Merrit Island Nat'l Wildlife Refuge; however, it tends to close if the payload is for NASA (such as the Pluto mission). For Playalina, use I-95 Exit 215 and go left, through Titusville and over the drawbridge into the refuge. Stay on this road (Beach Rd.) all the way to the beach. There is a \$5 entrance fee. Should the refuge be closed, the view from just outside the gate is similar to that of Port Canaveral, at roughly 13 miles away. Finally, how will you know what's going on when you get there? Many people around you will likely have scanners so you should be aware as to how the countdown is progressing by word of mouth. You can also purchase your own radio scanner. Set your scanner to one of the following: 148.4850 is the photo and video trackers relay and is usually active.

A backup is 146.9400, an amateur ham rebroadcast of the televised countdown. Neither are active 100% of the time. Just remember, launches can and will be scrubbed, as is the term for postponed in the space community. It is best to check launch update sites such as SpaceflightNow.com's "mission status center" up until the moment you leave, to see how the weather is fairing or if any technical problems are being worked. Otherwise, enjoy the launch, as it will not be a site (or sound) you soon forget. The editor attends every launch and is a veteran of dozens over the years. Further questions regarding launch viewing and photographing launches can be sent to coope18f@erau.edu or sent through my website at www.LaunchPhotography.com

PHOTO COURTESY BEN COOPER/AVION

Upcoming Cape Launches

Year of delays, postponements

Only two launches remain from Cape Canaveral in 2005, capping nine total if both get off the ground. This number is down from 14 in 2004 and about 17 in a typical year when the Shuttle is flying. This is also due to the fact that three vehicles, the Titan 4 and the Atlas 2/3, made their last flights this year. Remaining are a Delta 4 with the NASA and NOAA GOES-N weather satellite, which scrubbed on two consecutive attempts in August. The launch is now scheduled to take place Oct. 6 at the earliest during a sunset launch window from 6:50 to 7:40 p.m. A Delta 2 with the first modern-block GPS satellite is also set to launch, though there is currently no specific date for the mission. It could occur as early as late September, and the launch window will be around midnight ET. Check www.SpaceflightNow.com for the latest updates.

NET Late Sept. Delta 2 Next GPS sat. Roughly midnight EDT 30 min. window	January 11 Atlas 5 NASA's New Horizons First mission to Pluto 2:07 p.m. EST 120 min. window
NET Oct. 6 Delta 4 medium NASA/NOAA GOES-N weather sat. 6:50 p.m. EDT 50 min. window	NET March 4 Shuttle Discovery/STS-121 ISS flight 3:21 p.m. EST +/- 5 min. window

EDITED BY BEN COOPER

JSF to have engine diagnostic tools included



PHOTO COURTESY WWW.LOCKHEEDMARTIN.COM

THE JOINT STRIKE FIGHTER, otherwise known as the F-35, is photographed mid-flight during a Lockheed Martin training mission over the desert. The Joint Strike Fighter will be the military's largest replacement aircraft, for a wide variety of aircraft that will provide a universal design for the United States Air Force, Navy, and Marines, as well as the United Kingdom's Royal Air Force and Royal Navy.

Bob Scheid
Chief Copy Editor

Qualtech Systems Inc., a small engineering company based in Connecticut, announced last Tuesday that they had been awarded Pratt & Whitney's Joint Strike Fighter (JSF) engine diagnostic software contract.

Pratt & Whitney's Prognostics and Health Management (PHM) Engineering Manager Steven Budrow said that they selected Qualtech "on the strength of their technical solution, maturity and hands-on experience" regarding the integration of diagnostic software into military aircraft. He said that the Qualtech technology is able to quickly diagnose information as being positive or negative to the engine's health.

The software contract, which was loosely defined as providing fault isolation development tools and other components of a PHM program, "is a pretty big deal" for

the company, said Vice President of Engineering Somnath Deb.

The programs are designed to deliver "a monitor-based reasoner that looks at all the HRCs, or Health Resolution Codes, in real time, in flight, and assesses the health of the engine," said Deb. It is not a normal failure diagnostic tool, though; it not only shows "what's wrong with the system, but what's right with it.... It's not just diagnosis of disease, but so of certification of health."

The JSF's F135 engine contract is the latest in a line of engine projects that Qualtech has received. They also worked on software for the F119 engine, from which the F135 was derived, as well as turbine engines for Sikorsky helicopters like the UH-60. However, Deb noted that "we are modeling ... a lot more detail" into these engine programs, because they are higher performance than helicopter engines.

Pratt & Whitney has already begun assembly of their first JSF flight-test engine.

LAN Airlines selects Pratt & Whitney 6000 engine

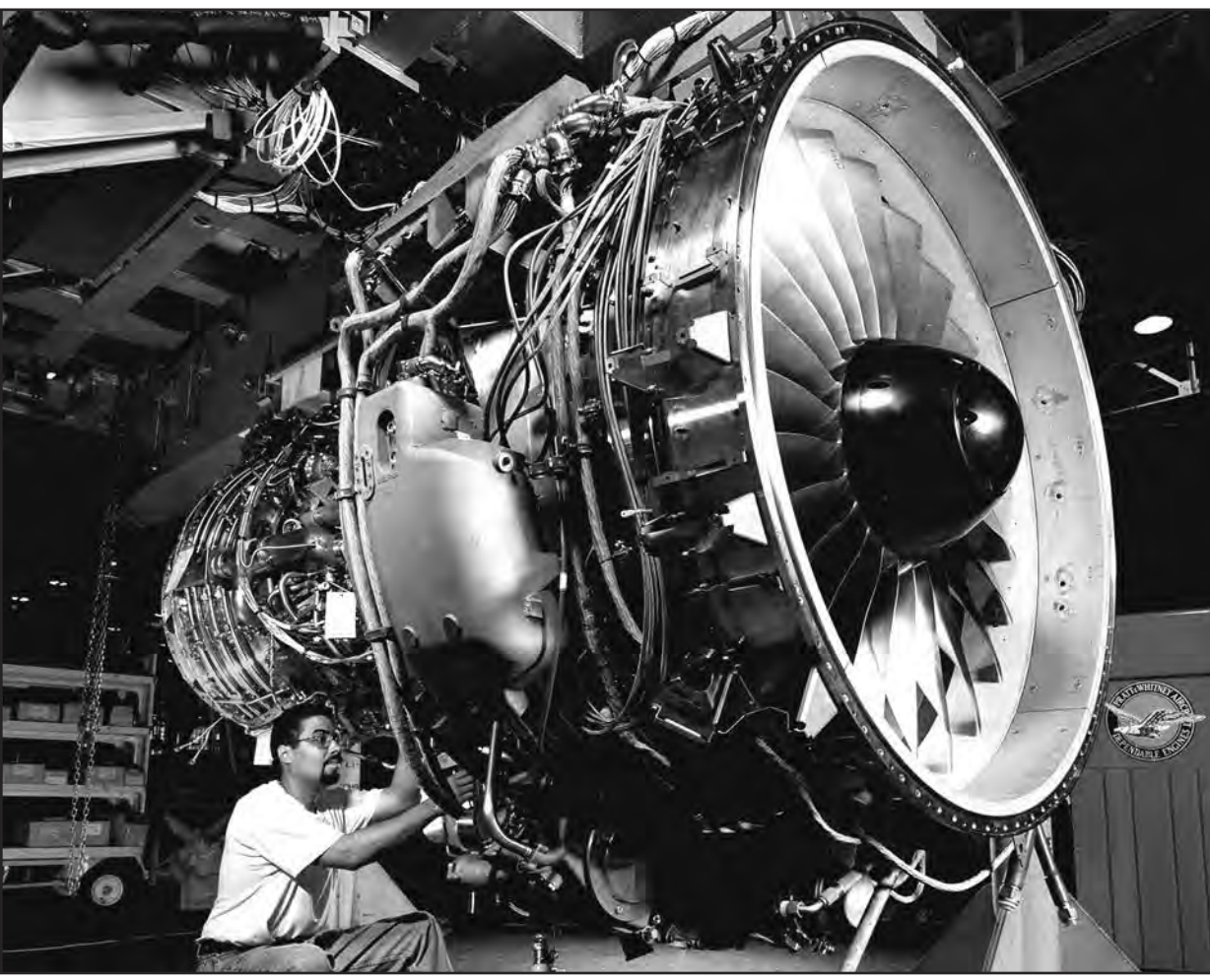


PHOTO COURTESY WWW.PRATT-WHITNEY.COM

THE PRATT & WHITNEY PW6000 is the newest engine to be produced by P&W. The PW6000 has an engine thrust rating of 18,000-24,000 pounds. The engine is specifically engineered for smaller aircraft seating 100 people or less. It is currently only being offered for the Airbus A318 aircraft.

Brian Case

Business Manager

LAN Airlines, based in Chile, will be the first airline to use Pratt & Whitney's newest turbofan engine, the PW6000. Pratt & Whitney claims the PW6000 will offer the lowest total cost of ownership for the 100-passenger Airbus A318 aircraft.

LAN has agreed to purchase 34 engines (including four spares) for its 15 firm orders for Airbus A318s. LAN has additionally agreed to 56 more engines (including six spares) if the airline exercises an option for 25 additional A318s.

Pratt & Whitney expects

flight testing on the A318 to be completed soon. The European Aviation Safety Agency is expected to issue certification on the engine soon after. The engine will go into service late 2006.

Bringing to PW6000 to the market was marked with difficulty. Pratt & Whitney intended for the PW6000 to be offered with the first A318s in 2003, but it failed to meet fuel targets.

That forced Pratt & Whitney to take the engine off the market and redesign it, delaying the launch of A318. Airbus completed certification with CFM International's CFM56, but major customers Air China and American Airlines were forced to back out.

Pratt & Whitney was forced to redesign the compressor section to increase efficiency. Pratt & Whitney designed the PW6000 to meet the demands of airlines running short flights six to eight times a day. The engine is designed with four fewer stages, and life-limited parts in the compressor and turbine are designed to be replaced at the same time.

Despite being redesigned over fuel burn rates, the PW6000 still uses more fuel than the CFM56. With oil prices on the rise, that may drive airlines to choose CFM power plants, but Pratt & Whitney insists that reduced maintenance costs make the PW6000 a more affordable choice.

USMC awards CH53 contract

Brian Case

Business Manager

The U.S. Navy recently award Sikorsky Aircraft a \$43 million contract to continue work on a new helicopter for the Marine Corps. This latest contract is in addition to a \$34 million contract awarded last December.

The work is part of the Marine Corps' Heavy Lift Replacement (HLR) program. It calls for 156 new helicopters based on the CH-53E design. The first delivery is expected in 2014, but the timetable may shift with Defense Department budgets.

Current CH-53E helicopters are capable of transporting up to 16 tons of cargo 50 nautical miles and returning. They

typically carry light armored assault vehicles onto land, but can also be used to retrieve downed aircraft. The CH-53E can be refueled in flight, extending its range.

The new CH-53 that comes out of the HLR program will have increased range and payload capacity at a lower operating cost. The addition of a new CH-53 will extend the operating life of the Navy and Marine Corps' heavy lift helicopters beyond 2025.

The current fleet of CH-53E's was last produced in 1999, and will reach the end of their service life in 2010. In addition to the problems associated with an aging fleet, several CH-53s have been lost in the war in Iraq and Afghanistan. That has forced the Navy's hand, and now they are

taking the rare move to bring back three helicopters from retirement.

The helicopters have been in retirement at Davis-Monthan Air Force Base in Tucson, Arizona for 11 years. They will go through a modernization process expected to take nearly two years to complete. If necessary, the Navy may recall an additional two helicopters.

Once complete, the Navy and Marine Corps will both use the HLR.

The House Armed Services Committee said in a statement that the future will likely hold similar missions for the Navy and Marine Corps.

The most recent budget calls for cutting money from the Marine Corps' HLR program, and increasing the budget for a joint heavy lift project.

Coast Guard airlifts to the rescue



PHOTO COURTESY WWW.USCG.MIL

A UNITED STATES COAST Guard helicopter is pictured rescuing a woman in New Orleans from the devastation of Hurricane Katrina, and the subsequent flooding. The Coast Guard, along with the U.S. Marines Corps, have been conducting helicopter rescues all week from the Gulf Coast.



PHOTO COURTESY WWW.MARINES.MIL

A US MARINE CORPS CH-53E is shown with a main gearbox removed at the Futenma Marine Corps Air Station in Okinawa, Japan. The Marines recently awarded a replacement contract for the CH-53 aircraft.

Ireland uses disposable cards

Christopher Cole
Staff Reporter

Permanent TSB, a retail banking division of Irish Life & Permanent plc, teamed up with Irish companies, 3V Transaction Services and Alphyra, the International Credit card Company, and VISA are now going to offer a disposable credit card to Irish citizens.

The 3V Voucher is designed for people to purchase goods and services over the Internet or by phone as if they were using a traditional credit card, because they have originally been restricted to credit card holders.

Once registered with the service you can purchase cards in denominations no smaller than 20 euro and no greater than 350 euro. The 3V Voucher is a 16-digit prepaid VISA debit number, which is printed on a receipt/voucher. The number can then be used to shop anywhere online or by phone that accept an ordinary VISA card.

"The 3V voucher will open up the opportunity to purchase online to hundreds of thousands of Irish People. There are specific deals available on the Internet in particular that have not been available to these people and this product provides them with the availability

to access them. In Ireland as many as 67% of the adult population do NOT own a credit card.

Also many customers are currently reluctant to give their permanent credit card details on the Internet due to security concerns. This new voucher will enable both sets of people to avail of all the benefits of shopping online or on the telephone in a controlled prepaid way and without any security issues." Said Seamus Minogue, Head of Financial Services with Alphyra.

"Within the next 12 to 18 months we plan to launch the product in UK, Germany, France, Holland, Belgium, Spain, Sweden, Italy, Greece, Romania, Poland, Austria and the Czech Republic and onwards as Alphyra's European expansion continues. This is another major innovation Alphyra is involved in and an ideal fit with our retailer base. It is one of a range of financial services products alphyra will be bringing to market."

Kieron Guilfoyle, CEO of 3V Transaction Services, said "Extensive market research had demonstrated a significant demand for virtual credit voucher; this is a genuinely innovative product which we believe will resonate with consumers here in Ireland and internationally."



Microsoft hitches on to IPTV

Chris Tezak
E-Gaming Editor



Television as we know it today has been basically an unchanged entity for many years. Now with the HDTV explosion new technologies are also coming to the forefront.

Internet Protocol television (IPTV) is a growing technology which sends TV signal in a digital packet from across digital cable lines. The advantage is that you can send this information via a home or business network to any computer, television set or even PDA that is connected to that network.

This seamless connection allows for the viewing of a single show on multiple devices without interrupt. In its current form though it will still resemble modern cable in the fact it will use a receiver box set on top of a TV set.

The latest develop in this technology is the agreement between Microsoft and Scientific-

Atlanta, a major TV set-top device maker, to work together to provide service. Microsoft would provide the software and programming while Scientific-Atlanta would provide the set-top boxes. The boxes would allow people to control and update all their digital devices and content, and it would support telecom giant SBC's version of IPTV.

SBC is devoting \$4 billion to their version of IPTV and it is expected to begin broadcasting either later this year or early in 2006. According to Maribel Lopez, IPTV analyst for Forrester Research, SBC is playing matchmaker. "The telecom providers are playing a large hand in dictating who should partner together," she said. "It makes sense they want all those players working together."

The major benefit of IPTV for the major

telecommunications companies is that they will be able to offer all-encompassing service with phones, internet, and television. The benefit for the consumer would most noticeably be a larger library of programming and specialized channels much like satellite radio currently uses.

According to Multimedia Research Group the number of global IPTV subscribers is expected to reach 25 million by 2008 and pull in an estimated \$7.2 billion. Microsoft, who is expanding their influence in other markets, is poised to be the main provider of software for burgeoning technology with working relationships with SBC, Motorola, Verizon and Scientific-Atlanta.

Ed Graczyk, marketing director for Microsoft TV notes that there are still steps which need to be accomplished for a polished version of IPTV to hit the market. "A lot of what we and our partners are doing is getting all of the pieces of the puzzle together in time to support these deployments," said Graczyk.

Advertisement

Hitachi release 8GB microdrive



THIS WEEK HITACHI RELEASED a 8GB microdrive, the largest capacity in its one inch form factor. The drives weighs 13 grams and has a rotation speed of 3600 rpm. The 3K8 as its known will be widely available in the coming months.

Want to increase your Avion experience? Head to *The Avion Online* where you can find polls, forums and links to everything you need on campus, as well as extended coverage for some stories and sections. Go to www.avionnewspaper.com and get the full Avion experience.

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Plutonium production to begin Army gets green

Bob Scheid
Chief Copy Editor

A federal nuclear research compound just outside of Idaho Falls may become the sole producer of plutonium-238 for NASA and national security industries, according to the administration of Idaho Gov. Dirk Kempthorne last Monday. Provided certain conditions are met, the administration has agreed to transfer all the production, development, and manufacturing of plutonium "space batteries" into the 890-square-mile complex by around 2010.

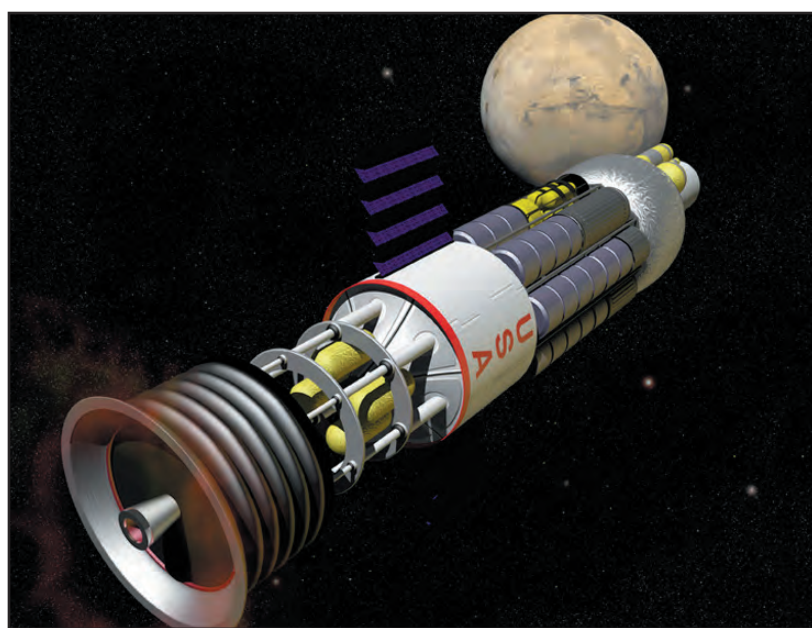
Existing supplies of Pu-238 are dwindling, and treaties prevent Russian-produced plutonium from being used in defense applications. As a result, the Bush

administration wants to use the Advanced Test Reactor at the \$300 million facility to produce 11 pounds of plutonium per year for 35 years, starting in 2010.



Current plans require the waste to be stored atop the Snake River Aquifer, which is the main supplier of water for people and irrigation for 10000 square miles in southeastern Idaho. Plutonium-238 is ill-suited for use in nuclear weapons (its heavier isotope, Pu-239, is much better), but its extremely long decay period and the large amount of heat that is generated during this time makes it very good for use in long-term, stand-alone batteries. These are used in deep-space probes and other places where stations are not easily accessible to replace batteries, like undersea surveillance devices for the Navy.

Plutonium-238 is ill-suited for use in nuclear weapons (its heavier isotope, Pu-239, is much better), but its extremely long decay period and the large amount of heat that is generated during this time makes it very good for use in long-term, stand-alone batteries. These are used in deep-space probes and other places where stations are not easily accessible to replace batteries, like undersea surveillance devices for the Navy.



PLUTONIUM POWERED SPACECRAFT ARE expected to be an important part of NASA's future fleet of interplanetary exploration probes. New production facility for the fuel will be in 2010.

Thomas Flemming
Sports Editor

Despite vast differences in opinions on any ecological subject, the environmentalists and the Pentagon have begun to work together, attempting to find a happy medium.

Defense Secretary Donald Rumsfeld has asked for a balance in observation of ecological safety and military safety. Claiming that some efforts to preserve the environment can endanger military personnel, Rumsfeld said, "When those concerns are not balanced, the consequences can be unfortunate."

Though seldom on the same page, the military has begun to make their case for scaled back environmental laws. In 2002, the Pentagon asked Congress for exemptions or delays in meeting requirements to a number of environmental laws.

After initial objections, stemming from Congress' Government Accountability Office reporting in 2002 that they could not find much support for the Pentagon's claims,

Congress has now granted five of the eight original requests.

Using the red-cocked woodpecker as an example of successful compromise with pleasant results, Rumsfeld mentioned several projects that both sides are working fervently on.

The Pentagon believes that last week's Conference on Cooperative Conservation serves as a great opportunity for both sides to gain. Areas saved from urban sprawl can be secured for endangered species while the military can also use the area for training devoid of noise restrictions.

Problems in the past have arisen when the military trains over residential areas. Low-flying disturbs people below, and on the other side of the debate, the military does not appreciate the intrusion of light from surrounding cities during night exercises.

Assistant Deputy Undersecretary of Defense Alex Beehler makes his case for the compromise, saying that military bases once considered remote are now the habitats of all 1,268 endangered and threatened species because their grounds are less disturbed.



Video game treats child bed-wetting

Ashley Moore
Diversions Editor

It's two o'clock in the morning and instead of getting up and running to the bathroom, more than five million U.S. children ages six and older wet the bed.

Bed-wetting is one of the age old self-esteem issues that plagues children all over the world, and the only cure is time or, in some extreme cases, a synthetic version of the hormone vasopressin which reduces the production of urine at night. The glitch in youth's self-esteem can cause them to decline sleepers at the risk of embarrassment as well as cause an over whelming sense of disappointment which can lead to a decrease in grades and a lack of concentration in school work.

The cause of bed-wetting can usually be traced back to genetics as

well as a malfunction between the brain and bladder; two organs that are suppose to work together to signal that the child's bladder is full.

Dr. Howard Bennett, a bed-wetting expert, suggests that children susceptible to bed-wetting should exercise their sphincter muscle several times a day. Strengthening the sphincter muscle which controls urination will help children hold urine through the night. Dr. Patrick McKenna has taken such extremes to help children overcome bed-wetting that he developed a computer game to help children exercise their sphincter muscles. The pelvic muscle-strengthening computer games are designed to help children enjoy the time they spend fighting bed-wetting. As a last resort Bennett suggests talking to a doctor about medication such as vasopressin, that will help children fight the urge to wet the bed at night.



Native American ruins found in Ohio

Michael McGraw
Staff Reporter

Archaeologists have uncovered new ruins at the Fort Ancient State Memorial in Ohio. During preliminary work for an erosion-control project, an unknown circular structure was detected by a magnetometer, which is used to show disruptions in magnetic soil particles.

Although it is currently unclear what exactly the find is, one possibility is that the circular structure is the remains of a ditch that held a series of posts or other kinds of structure. A second possibility is that it is an earthwork, which in layman's terms is a fortification made of earth.

The earthworks at Fort Ancient, which is located in Warren County on the Little Miami River, were

built by the Hopewell Indians, who were an indigenous people that inhabited the area nearly 2,000 years ago. Their earthen structures stretch for nearly 3.5 miles on 100 hilly acres. The area was dedicated as an Ohio State Park in 1891.

The Ohio Historical Society hopes to team up with scholars to attain funding to further study the new find in order to learn more about the Hopewell people. The planned erosion-control project, necessary due to water runoff in recent years, is slated to continue albeit with alterations to prevent any disturbance to the newly discovered area.

According to the site's manager, Jack Blosser, the last major discovery at the Fort Ancient site was in 1998, where several homes were uncovered during excavation for a museum and garden.



ARCHAEOLOGISTS HAVE UNEARTHED NATIVE ruins throughout the nation such as this ancient Anasazi village in New Mexico. Often, an excavation for building purposes reveals historical treasures.

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A little girl, clone soldiers ... sounds like F.E.A.R.

A preview of the highly-anticipated FPS thriller

Andrew Peng
Staff Reporter

One of the most anticipated games of this year is *F.E.A.R.*, or First Encounter Assault Recon developed by Monolith Productions. It promises not to be another boring and linear first person shooter, but instead promises a rich atmosphere, immersive game play, and hyper-realistic AI.

For the preview I grabbed 647 megabyte from FilePlanet.com and installed it. For reference, the computer running the demo has 1gb of RAM, an X800 XT PE video card, a P4 2.8D CPU and two 120gb hard drives in RAID 0 configuration. I am running Windows XP Pro with Service Pack 2 and the latest Windows Updates, with ATI Catalyst version 5.8.

Loading the game takes approximately a minute. It does not take substantially longer to load as compared to *Half Life 2* or *Doom 3*. The game throws you in the storyline as a force of paranormal soldiers infiltrate and take over an

aerospace compound. Previous attempts to take back the compound were met with complete failure as entire squadrons were eviscerated without effort by the opposing force. You are part of a team of elite commandos trained to deal with paranormal encounters.

On my computer the demo runs quite well with the settings maxed out, averaging about 25-32 FPS during the duration of the demo. However, there were events where the computer was chugging because 1gb of RAM was not enough. 1gb is very playable, but more would be better.

Video quality was impressive, with detailed surfaces and realistic smoke and fog. One major feature of the graphics engine is how it handles special effects live, such as smoke, particles, and sparks. Shoot out a power cable and sparks fly.

The game engine also allows a deformable environment to an extent. For example, if you were shot while standing in front of a wall, you would see blood stains and holes in the wall. The game also takes advantage of the latest in Transform and Lighting technology found in many new video cards. Shadows are accurate and rendered in real-time, and shiny surfaces reflect as they should.

The game supports surround sound audio, but I did not have a set of surround speakers to test it with. Audio quality with stereo sound was excellent. There were many subtle details in the game, such as a

Preview facts

- Release Date: 10/18/05
- Developer: Monolith Productions, makers of *No One Lives Forever* and *The Matrix Online*.
- Publisher: Vivendi Universal.
- ESRB Rating: Mature
- Demo available at gamespot.com as well as most major download sites and will take up 647MB of space



IMAGE COURTESY CHRIS TEZAK

quiet whisper here or a skittering in the dark there that add up to make the game a spooky and unnerving experience. Terminate an enemy and the unnatural scream that it utters before its death is enough to send a chill down anyone's spine. Play it in the dark and it may be creepier than *Doom 3*.

The game play is another aspect that is expected to be ground breaking. The AI engine utilizes intelligent controls that allow the enemy to out-think and out-pace you in battles. During one battle scene with the enemy across an office space, the enemies would hide behind tables and desks, only to pop out when you stop firing.

When a heavily armored assault unit approached me, less armored units would hide behind the heavy unit and wait patiently for me to stop firing before swarming out to attack.

Overall, the game looks promising. There are some minor issues to be worked out, such as how it stutters heavily when it needs to load extra graphics, or the massive memory usage. These can be corrected with more efficient memory management from within the game. A strong start, but only the final product, to be released later in fall of 2005 will tell how it really is.

For a video clips and hi-resolution screenshots, visit the Avion online at www.avionnewspaper.com.



IMAGE COURTESY CHRIS TEZAK

My summer with Guild Wars

Chris Tezak
E-Gaming Editor

Hello, My name is Chris, and I am addicted to *Guild Wars*. "Hi Chris." As of this article I am 14 hours 25 minutes sober, hoping to make it to 24 hours without logging on.

My addiction started last June with the allure of amazing gameplay, free online play, and spectacular graphics. Boy, was I not disappointed. The game delivered in every way, shape and form, blowing me away with great landscapes, and flawless gameplay. I knew from day one I was going to be a slave to this game.

I have since made four characters in an effort to unlock all the skills, spells and items for the PVP competitions that reside in the game. My guild, the War Helmets, and I are gearing to start making a name for ourselves in the tournaments and

competition areas. So my sobriety will most likely not last that long.

But honestly I don't care because I am OK with my addiction.

I bought this game for \$49.99 and I have got more than my moneys worth out of it. With a huge update coming out in the near future, Sorrow's Furnace, the game will have a completely new area and tons of more gameplay.

I have not enjoyed another game more than

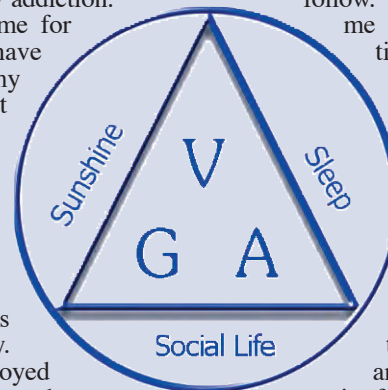
Guild Wars. The skill interface, the strategy, the difficulty and the endless hours of gameplay, all combine to make a truly spectacular experience. The game is almost as addictive as *World of Warcraft*, although they are two completely

different styles of games.

The end games PVP is ever changing and always interesting to follow. In fact it reminds me of my last addiction, *Magic the Gathering*, I know very lame. I broke that habit after spending far to much cash.

But the problem with *Guild Wars* and why I checked in to Video Gamers Anonymous is that

anonymous is that its free. The only thing I lose is time, though I think it is worth every bit of it. The game is one of the best I have ever played and everyone owes it to themselves to at least give it a try. Be careful though or you may be checking in to Video Games Anonymous.



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IT'S ALL ABOUT

CHOCOLATE

THIS WEEK ON

DIVERSIONS, PAGE C2

Keep yourself happy between classes and after homework with ... chocolate



PHOTO COURTESY WWW.FUDGELOVER.COM

Did you know ...

Chocolate contains phenylethylamin and serotonin, which are known to lift moods and increase energy. Although controversial, some researchers say it could be categorized as an aphrodisiac.

Good chocolate can be found right off of Beach Street

Mirakel Mayoral
Metro News Editor

Daytona Beach is known for NASCAR, Bike Week, and ... chocolate?

Angell & Phelps, the local chocolate factory and candy store on Beach Street features its own handmade chocolates, a factory tour, and its own café right next door.

Angell & Phelps is a local treasure in Daytona Beach, and has been around since 1925. It is part of the Daytona Beach tradition.

The store is a family-run business, owned by Dr. Alvin Smith, and run by his wife, Ann, and his son, Alvin Smith Jr.

The recipes used are the same ones that were used in 1925. There are no preservatives, only handmade personal chocolate. They cater to different requests, such as chocolate molded into specific items for clients or friends, as well as just selling gift boxes and their usual selections.

The chocolate factory makes dark chocolate, milk chocolate and a few white chocolate selections as well. They include chocolate covered potato chips and pretzels, chewy caramels, truffles, assorted chocolate covered nuts, creams, and nonpareils.

The store is so popular in the area

that they have two other locations in New Smyrna Beach and Ormond Beach, but their main factory location is in Daytona Beach.

If a person is unable to take the tour at the candy shop, they can take the virtual tour, and place orders at the Angell & Phelps website - www.angellandphelps.com.



PHOTO COURTESY GOOGLE.COM

TASTY WITH NUTS, CARMEL and peanut butter, fudge has swept the nation from the San Francisco Fudge Factory to Jimmy's Chocolate Factory in Pompano Beach, Fla.

Ashley's Assertion

Speaking of chocolate, has anyone checked out the black tie mousse cake from Olive Garden? It's creamy, highly chocolaty, and very rich in taste. The black tie mousse cake is one of those desserts that you don't share, and take a couple days to eat. Of course, though, an Olive Garden dessert is just a quick remedy if you can't make it to Whetstone in St. Augustine for some of their famous fudge.

A day in St. Augustine perusing the small, quaint shops downtown could only be topped off with a necessary visit to the "fudge shop", as my sister and I call it. I know that if I were trying to impress a girl with my appreciation of beauty, my love for art, and taste for fine chocolate, I would definitely make the 45-minute trip to St. Augustine... wink wink!

Women love to window shop, and a stroll downtown would be

a perfect day trip for a budding relationship. Let's be serious, women eat all that cute stuff up. I would even be willing to bet that if a man suffered through a day of window-shopping and what not, your appreciative female would suffer through lunch at a sports bar watching the games. A doggy bag of chocolate could even make for an interesting evening.

Now if you'd like a more localized first date, but still want to stay in the sweet zone, Angell & Phelps is a local chocolate factory that gives tours. Angelle and Phelps is located on Beach Street across the street from the library and would be a fun place to check out before heading to Martinis for one dollar martinis from 5 p.m. to 6:30 p.m. The Beach Street chocolate factory is closed on Sundays but Martinis' happy hour goes on seven days a week.

Now on to Freshmen ... I know it is going to be very tempting

your first few weeks in college to indulge in all the local bars and clubs, but don't. As a student that has been living in Daytona for three years I have two words of advice ... PACE YOURSELF!

Daytona might seem new and exciting now, but very soon it is going to lose its novelty and you will be stuck in the same rut the rest of us are: bored with the beach, tired of driving to Orlando, and sick of the local clubs.

Instead research other things to do in Central Florida so that you can resort to the local bars and clubs for the most treacherously boring nights. For instance, there are a lot of state parks in area where you can go tubing, canoeing, swimming, fishing, and just have a great time.

This might seem lame but you can have a good time anywhere with the right people. So find the right people and have a wonderful semester.

Tons of chocolate produced everyday in St. Augustine

Sam Lawrence
Guest Reporter

Along with being the nation's oldest city, St. Augustine is known for many other exciting things, including Whetstone Chocolates. In 1967, Henry Muller Whetstone and his wife Esther began making and selling hand-dipped chocolates.

They quickly outgrew the tiny candy and ice cream store and moved into a larger facility. There, Whetstone Chocolates was born. Today, the facility is world-renowned for its production capabilities of 25,000 pounds of finished candy in an eight-hour shift. The molding line alone can produce 500-1,800 pieces of candy per minute, or roughly

100 pounds per hour.

Currently, the factory is closed for tours as the company relocates into a larger facility, although the store and ice cream parlor are still open for business.

When the factory reopens, tourists will be able to walk through glass hallways above the factory, being allowed to experience exactly how everything is produced. A quick movie will also be shown, giving a little more insight into the chocolate-making process.

Upon completion of the tour,

each person receives a complementary chocolate shell-what more could you want!?

Whetstone is located on 2 Coke

Road, St. Augustine, Florida.

Take Interstate 95 North to St. Augustine and follow U.S. 1, exit 298. Travel North on U.S. 1 for 14 miles, turn right on FL 312. Make the next right onto Coke Road, Whetstone will be on the right.

The office is open Monday through Saturday, 10-5. For more information, please call (904) 875-1700. Visit www.whetstonechocolates.com.

"The molding line alone can produce 500-1,800 pieces of candy per minute ..."

- SAM LAWRENCE

Dip into a chocolate fountain

Pablo Frias-Almonte
Guest Reporter

The chocolate fountain is usually offered for various activities by Catering, a division of the Dining Services department. Sometimes, however, it is requested.

A chocolate fountain is a stainless steel tub, usually three or four levels high, in which chocolate is melted. The melted chocolate trickles from the top of the fountain to the bottom and creates a fun yet tasty center piece for chocolate lovers to dip fruit and pretzels into.

Whenever anyone wants to use the chocolate fountain, they must keep in mind that it cannot be reserved for less than 100 people. The price per person for the chocolate fountain is \$4.

If the customer wants only the chocolate fondue, without the fountain, the price is \$2.75 per person. This basically means that the chocolate fondue can be provided

for a minimum of \$275, the fountain being available for a minimum of \$400. The reason it costs more for the fountain than the fondue is that it takes more chocolate to run the fountain and is considerably heavier and more difficult to maintain.

The chocolate fountain comes with 5 lbs. of regular milk chocolate, and specialty items including: pineapples, strawberries, honeydew melons, cantaloupes, shortbread cookies, and pretzel rods. The chocolate fountain must be reserved two weeks in advance, and can be used only for on-campus functions.

Dr. Ebbs is the only person that can make off-campus reservations. If a cancellation is necessary, it must be made four days prior to the activity for a refund.



Some of the problems that the chocolate fountain is prone to have are problems with leveling, which cause the chocolate to flow to the lowest side.

This causes overflowing and temporarily interrupts the mechanism, which makes the fountain work. Another interesting setback of the fountain is that it cannot run using white chocolate.

Due to the fact that the fountain needs to run for 30 continuous minutes to function properly, only regular milk chocolate can be used. White chocolate has been attempted before, but since it doesn't heat up adequately, it tends to harden as it flows within the fountain, essentially clogging it, and making it unusable.

"... it cannot run using white chocolate."

- PABLO FRIAS-ALMONTE

Ten '04-'05 albums that that you should own



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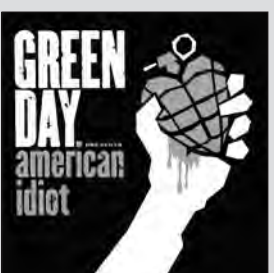
*The White Stripes
Get Behind Me Satan*



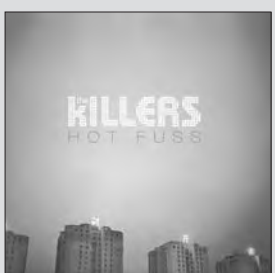
*Linkin Park & Jay-Z
Collision Course*



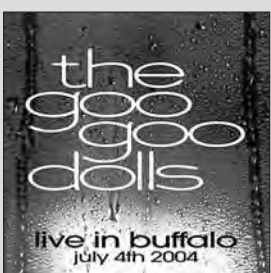
*Devils & Dust
Bruce Springsteen*



*Green Day
American Idiot*



*The Killers
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*The Goo Goo Dolls
Live in Buffalo*



*Kelly Clarkson
Breakaway*



*Evanescence
Anywhere But Home*



*Avril Lavigne
Under My Skin*

Gabe Dixon Band's live EP: bare bones



Daniel Clark
Guest Reporter

At first listen, the Gabe Dixon Band's new EP, *Live at World Café*, comes off as bare. It is void of harsh beats and mutated instruments, which are all-so common these days in main stream music. The pureness and crispness of the vocals, resting mainly on Gabe Dixon's deep voice, are striking as they are heard through an amazingly nice live recording. The music is not for the pop culture that is curtain. What is not curtain is the sound of the band. The tracks come of somewhat like counting crows with less energy and a simpler set of instruments. All should appreciate this methodic toned music. It's not a secret that a combination of good vocals, decent lyrics, and a few classic instruments works well for bands. The lyrics in whole do the song justice, but the short syllables and sometimes weak rhythms show the need for growth.

There is no wonder why this band is not mainstream yet. The music feels like it is a kin to a larger animal and until the band grows up they will never make it into any billboard. If fan base is based solely on the fact that the bands site at www.myspace.com/gabedixonband has only 2000 friends, compared to many other artists having 90,000 or more. Even the hot girl on myspace has more than 2,000 Riddle men. This band is lacking a major album or a memorable song and you will not find one in this EP. The lyrics in whole do the song justice, but the short syllables and sometimes weak rhythms prove that Gabe Dixon Band is maturing. It seems like it is stepping through puberty.

The impression is that this music should be played only in a dim lit room in which it was recorded. A pleasant band with major potential, but lacking that spark that is necessary for it to become a heartfelt band. The vibe of the band is one that cannot be appreciated on a CD. The best bet is to see the Gabe Dixon Band in a dark jazz club or bar live. The album is also available online at gabedixonband.com in full.

Entertainment Forecast



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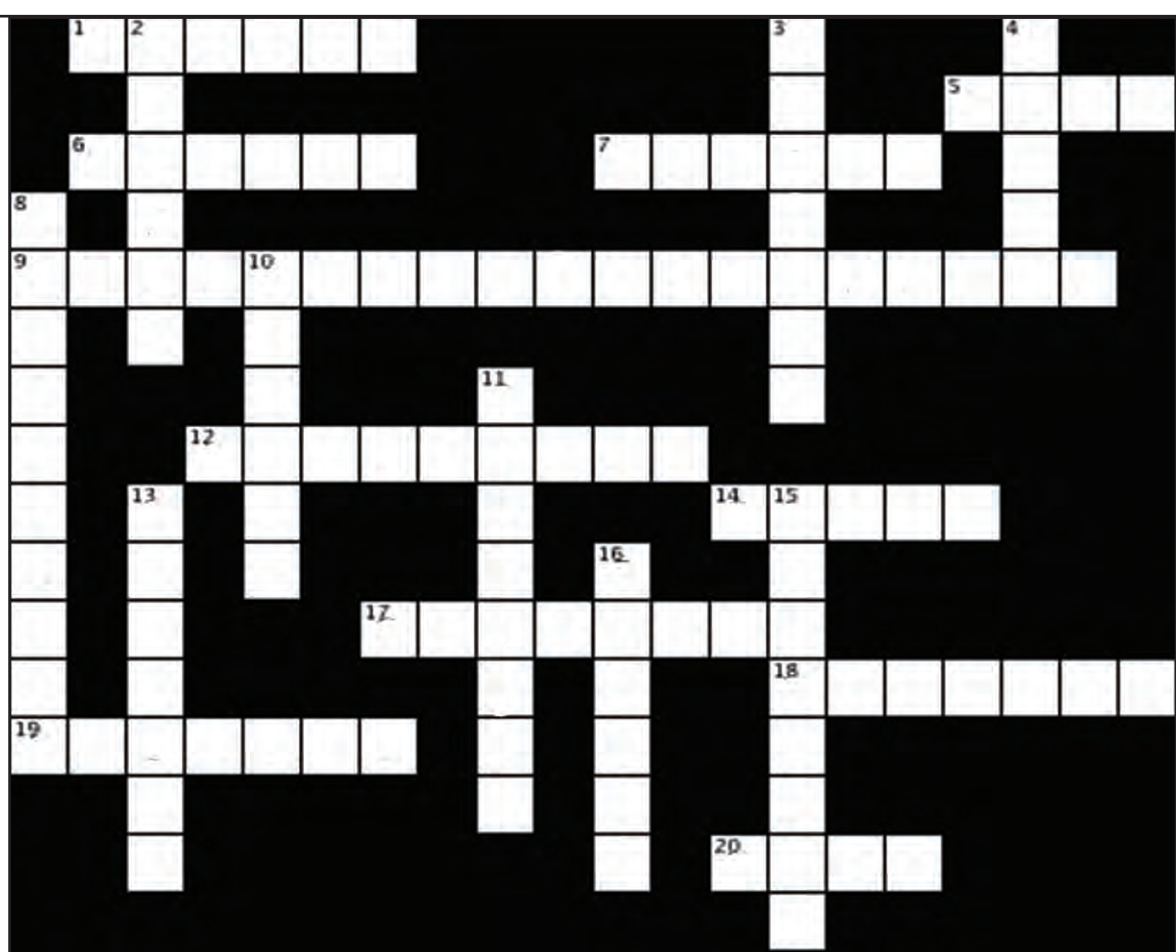
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- Across
- hidden, concealed, beyond comprehension
 - Sean Brody: "Get out of the water!"
 - to shackle, put in chains
 - worsen, diminish in value
 - Al, Peggy, Kelly, Bud
 - Danny Tanner, Joey Gladstone, Jesse Katsopolis
 - a supporting bar
 - Michael Jordan, Bugs Bunny
 - Skeeter, Fozzie, Rowlf
 - food lover, a connoisseur of food
 - A 1991 Steven Spielberg Movie

- Down
- 'Norm,' 'Woody,' 'Cliff'
 - to limit
 - to beg, to get by begging
 - improve, make better
 - to attribute, to a cause or source, ascribe
 - The Conner Family, TV Series
 - to bless, make happy
 - Chris Farley, David Spade, Brian Dennehy
 - zeal, ardor, intense emotion



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APARTMENTS/ ROOMMATES

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The Avion Newspaper

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American Radionic Co., Inc.
Local manufacturing company, four openings. First, second and Weekend shifts. Looking for people with mechanical skills to operate and maintain high-speed, precision, Swiss-built capacitor winding machines. In person / send resume: 32 Hargrove Grade Hargrove Industrial Park Palm Coast FL (386) 445-6000 Turbo@AmericanRadionic.com

SERVICES OFFERED

Stretch Your Fuel
High gas prices have you up and in the dumps? Learn how to save money at the pumps with Fuel additive. Need energy with a boost? Try XS Energy Drinks. With dual fuels, you'll be able to take care of both. Contact Eric Ainge for more information. (386) 405-2289.

SERVICES OFFERED

Auto Hail Repair
Leasing companies will charge you for hail damage to your vehicle. Fix it before you return it. We come to you. Call us! (352) 207-0629.

Hurricane Katrina Relief

Be sure to help out the victims of Hurricane Katrina. Drop off food, supplies, water and baby items to benefit hurricane relief. Bins will be placed around campus and at the Volunteer Network in Student Center Rm 112. Also check out the hurricane relief barbeque on the West Lawn, noon to 2 p.m. Food will be donated by Sodexo and 99.1 EaglesFM will DJ. All donations will benefit victims of Hurricane Katrina.

Let's Go Flying
Need your Private, Instrument, Commercial, Multi, CFI, CFII, MEI, High Performance, Glass Cockpit, Diesel Engine, Complex or rental checkout? Come fly with me. Quality planes, good prices. hernande@erau.edu. (386) 334-3973.

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Full	\$69 ⁹⁹ Ea. Pc.	\$89 ⁹⁹ Ea. Pc.	\$99 ⁹⁹ Ea. Pc.
Queen Set	\$149 ⁹⁹ Set	\$229 ⁹⁹ Set	\$249 ⁹⁹ Set
King Set	\$199 ⁹⁹ Set	\$319 ⁹⁹ Set	\$349 ⁹⁹ Set

*SOLD IN SETS ONLY. MATTRESSES CAN BE SOLD SEPARATELY AT SIMILAR SAVINGS.

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Aircraft Rental

The **ERAU student rate** for aircraft rentals at Epic is as follows:

BE-76 Duchess	\$151/hr
C-182T	\$129/hr
C-172RG	\$92/hr
C-172SP	\$88/hr
C-172R	\$72/hr
C-152	\$48/hr

Block rates are also available. Show your current ERAU student ID to receive these special rental rates.

Sim Training

Enhance your skills, practice procedures, instrument refresher, interview preparation, proficiency checks, in the **AST HAWK** Level III SIM at Epic. It has two video screens, force feedback, and an instructor station. This is the most reasonably priced sim around at **\$57/hr** including instructor. Need a sim instructor? Contact Laura Buck at 386-235-6722 or write Laura-Buck@epicaviation.com.

Written Exams

Take any FAA written exam at Epic's **LaserGrade** testing facility. Every test is only **\$60**, and ERAU students receive an additional **10% off**. Call Roxy at 386-428-8715 to schedule your exam. Testing hours are M-F 9am - 5pm, and on weekends by appointment.

LaserGrade

Did you know...

The cruise fuel consumption of a 172 with Centurion 1.7 engine is 4.5 gal/hr.*

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* For more information on the Centurion 1.7 engine by TAE, write Garren-Sizer@epicaviation.com or visit www.centurion-engines.com.



glass 172s

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you can find clearw're at these locations.

The Clearwire Store - 2200 W. International Speedway Blvd. (Next to Carrabba's) - Daytona Beach - 255-8001

Cellular Express Plus - Volusia Mall - Daytona Beach - 252-3077 • CompuSys - 926 S. Ridgewood Ave. - Daytona Beach - 238-1692

InTouch Communications - 627 Beville Rd. - South Daytona - 756-1400 • J&R Electronics - 1096 N. Hwy. U.S. 1, Ste. 108 - Ormond Beach - 672-4941

MayCom Communications - 1783 S. Ridgewood Ave. - South Daytona - 767-7763 • MayCom Communications - 1392 W. International Speedway Blvd. - Daytona Beach - 253-7370

Networking Magic - 4240 S. Ridgewood Ave., Ste. 3 - Port Orange - 322-0797 • Owen's Computer Connection - 4606 Clyde Morris Blvd., Ste. 1-F - Port Orange - 788-0859

RST Computer Services, Inc. - 1739 Ridgewood Ave. - Holly Hill - 677-9888 • TECHWORKS - 240 Ridgewood Ave. - Holly Hill - 248-2234

VANN DATA Services, Inc. - 1801 Dunn Ave. - Daytona Beach - 238-1200 • Wireless Dimensions - Volusia Mall - Daytona Beach - 255-4008