

2-3-2004

Avion 2004-02-03

Embry-Riddle Aeronautical University

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THE AVION

A Division of the Student Government Association

Embry-Riddle Aeronautical University Daytona Beach, Florida

TUESDAY
February 3, 2004

www.avionnewspaper.com
Volume CIX • Issue 3

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Professor boasts 50 years with ERAU

Chandler Titus of the AMT dept. worked at ERAU since 1953

Phyllis Salmons

ERAU Heritage Project

Of all the people connected with Embry-Riddle, past or present, only one man who boasts of a 50 year affiliation – Professor Emeritus Chandler Titus of the Aviation Maintenance Technology Department. Impressive, considering that the originating company was founded 77 years ago – Titus has worked here 65 percent of that time.

When asked how he first became interested in aviation, he said, "Being born in 1924, the era when the Embry-Riddle Company was begun (1926) and Lindbergh made his famous transatlantic flight, I grew up with aviation." He remembered how his grade school teacher in Vermont would allow the class to go to the windows if a plane flew over.

Titus served in the Army Air Corps during World War II. In the military he earned certificates from the Non-Commissioned Officers School U.S. Air Force and the Administration of Military Justice. He served as a flight engineer for the Douglas C-124, Lockheed 749, the Douglas C-54, the Boeing B-17 and SA-16.

Titus left the Air Force after 10 years and concentrated on his family. He and wife Peggy, who recently celebrated their silver anniversary, settled down in south Florida and reared two children. His son, Donald, now works in a printing business in Maine, and daughter Linda, an Embry-

Riddle graduate, works as a dispatcher with Federal Express in Memphis. Titus proudly pointed out, "Linda graduated on a Saturday in Daytona Beach and reported to work in Memphis the following Monday."

Newly married in 1953, Titus found himself looking for a job. "I was looking for a business located in a Miami building known as 'The Chicken Coop.' While there, I saw the Embry-Riddle School of Aviation office, so I stopped in to ask if they offered a course that I wanted to take. Turns out they asked me to fill out an application."

In short order, the chief instructor hired him. "I can remember my first day," said Titus. "When I introduced myself to Embry-Riddle President Isabelle Mackay, she looked over at my supervisor and said, 'Where'd you find this one?'"

Titus worked while continuing his education, earning his Federal Aviation Administration certificate for airframe and Powerplant in 1954, for ground instructor in 1956 and later, his Designated Mechanic

Examiner Rating.

When Embry-Riddle moved to Daytona Beach 40 years ago, Titus chuckled, "When we packed to move north, we brought everything that wasn't tied down. I remember unloading a few 55-gallon garbage drums with the Miami trash still in them." When the current campus was under construction, Titus said, "I saw them pour the concrete for P Building where the AMT department is now located."

Now a senior instructor and chief inspector at ERAU's FAA approved repair station, Titus' role at Embry-Riddle is truly unique. "In our repair station, we work on engines from the ERAU fleet, evaluating and testing them. Students enrolled in AMT and Avionics are trained on the very engines that Embry-Riddle students fly," said Fred Mingle, the ERAU Director of AMT and Avionics.

See TITUS on A3

So that's where the noise is coming from...



CHRISTOPHER COLE/AVION

No. 10 SUN TRUST RACING Pontiac Riley overtakes the Mastercar Ferrari 360GT. No. 54 Bell Motorsports Pontiac Dorian was the winner. Rain caused a yellow flag for over two hours and a delay for three hours. Speedweeks began last weekend with the Rolex 24 and culminates with the Daytona 500 held Sunday, February 15.

ERAU and BCIT sign agreement

Jonathan Mettin

News Editor

Embry-Riddle Aeronautical University and the British Columbia Institute of Technology have signed a memorandum of understanding to foster the growth of joint academic programs in aviation, according to a press release late last week.

Under the agreement, the two institutions will cooperate on education, research and exchange programs. The main focus of these programs will be aircraft maintenance, technological management and aviation business administration. ERAU and BCIT have also agreed to exchange graduate students, undergraduates, faculty and staff.

"Cooperative programs with leading international universities make each institution stronger," said Dr. James Cunningham, Assistant Vice President of Academic Affairs at ERAU.

"We are proud to partner with BCIT in this exciting new venture."

"Aerospace students will benefit greatly by being able to access the combined resources made possible by this agreement. This significant partnership will also serve to enhance the scope of research and learning opportunities available in the near future as BCIT's new aerospace technology campus is developed," said BCIT President Dr. Tony Knowles.

BCIT Aerospace, located next to Vancouver International Airport, is the main aviation training facility in Canada and has graduated 5,000 students. BCIT has a student population of 50,000 at their main campus located in Burnaby, British Columbia. Besides aerospace studies, BCIT also specializes in trades, business and the health sciences.

The goal of the program is to have an equal number of students and faculty from each institution participate in the exchange program.

To be considered for the program, students must have completed one year of study and can spend a maximum of one year at the host institution.

USS Florida commander speaks at ERAU

Cmdr. Dave Duryea talks about nuclear power program

Levi Jordan

Staff Reporter

Last Monday night, the Commanding Officer of the *USS Florida*, Commander Dave Duryea, spoke to Embry-Riddle students about life as a naval officer, the awesome size and power of the U.S. fleet, especially nuclear submarines, as well as the prestigious Tweeddale Scholarship Program.

The event commenced at 8:15 p.m. with an introduction by the Naval Reserve Officer Training Corps Commanding Officer, Captain Ted Wasyliw. A video presentation detailing the many ways in which the U.S. Navy and Marine Corps are engaged in the War on Terror was then shown to students. Wasyliw then

took a few minutes to speak briefly about the Tweeddale Scholarship and explain some facts and statistics about the new Navy ROTC program here at Embry Riddle Aeronautical University.

The floor was then turned over to Cmdr. Duryea who went on to lay out more details about the scholarship, which will be awarded to two Embry-Riddle students every year.

The Tweeddale Scholarship is a scholarship awarded to Navy ROTC students who are interested in pursuing a career in nuclear power in the Navy. "The program is designed to get nukes," said Wasyliw.

The scholarship pays for all tuition, fees, books and includes a monthly stipend. Candidates will go before a Selection Board of Deans on Mar. 12 and selections will be announced by Apr. 27. The scholarships will then commence in the fall.

Cmdr. Duryea also went on to describe the process towards commissioning, which includes two cruises. After commissioning, naval officers will proceed to Nuclear Power School for 24 weeks before continuing onto a Nuclear Power Training Unit for 26 weeks.

Both have an excellent pass rate of 92 percent and 93 percent respectively. "It's a hefty course load, but the success rate for the program is very high," said Duryea.

Once completed, naval officers will then embark on a 36 month tour onboard one of the most feared and powerful members of the U.S. fleet, a nuclear

powered submarine. During his presentation, Duryea described the capabilities and specifications of the *USS Florida*, whose homeport is Norfolk, Va.

The actual submarine has a crew of 170 and is longer than two football

fields. It also holds two mini subs, each capable of delivering eight Navy SEALs anywhere along a shoreline, completely undetected.

U.S. Submarines carry 54 percent of the nation's strategic arsenal of nuclear weapons and are capable of delivering them within minutes to any enemy around the world.

Also present at the event was Lieutenant Chris Wendt, a graduate of the Navy's Nuclear Power School, and currently an assistant professor at Naval ROTC here at Embry-Riddle.

Wendt described some personal experiences in the program and the value of the scholarship itself. The event ended at 9:30 p.m. with closing remarks from Wasyliw.

Duryea himself was a benefactor of a Navy scholarship which earned him a degree in Geo-Mechanics and a commission in the U.S. Navy.

Anyone interested in applying for the Tweeddale Scholarship or any other Navy scholarship should contact Lt. Chris Wendt at Naval ROTC here on campus or visit Embry Riddle's NROTC webpage at <http://www.erau.edu/db/rotc/nrotc/>.

“It's a hefty course load, but the success rate... is very high”

- Cmdr. Duryea

Embry-Riddle prepares to teach the teachers

Jonathan Mettin
News Editor

As part of Embry-Riddle Aeronautical University's new TeachSpace initiative, the university and NASA have come together to run a five-year training program. The goal is to train 10,000 high school teachers to make math and science more engaging for students by using human space flight and exploration.

The project will consist of a three-day workshop in July at the Daytona Beach campus. Teachers selected for the program will receive instructional materials, one hour of graduate credit, housing, meals and a \$100-per-day stipend.

"With this teachers-teaching-teachers concept, we believe the program will eventually reach one million high school students," said Dr. Rodney Piercey, Dean of the College of Arts and Sciences at the Daytona Beach campus and a founder of the program.

In the next four summers, ERAU plans to expand the program to its Prescott, Ariz. Campus and to selected locations in its Extended Campus network. In that period a



potential 10,000 teachers will be trained through the program.

Teaching Science and Technology Inc. and McGraw-Hill Publishers, also partners in the TeachSpace initiative, will develop materials for the workshop and maintain a support website.

"In order to participate in the TeachSpace workshops, teachers must be nominated and selected based on merit and leadership

potential. Ideal candidates are mid-career teachers who are recognized by their colleagues for their dedication, effectiveness and leadership. Nominees must be eager to bring human exploration topics to their students."

The TeachSpace website is www.erau.edu/teachspace. For more information, contact Joe Mosca at (386) 226-6617 or e-mail him at moscaj@erau.edu.

TITUS From Front

"Titus' teaching environment is not the traditional classroom - board and chalk - it's 'live work.' His students know every nut and bolt in our engines. People's lives are affected by our work!"

In his time with Embry-Riddle, Titus has seen everything go full circle several times over in the administrative structure.

Even the name has changed from Embry-Riddle School of Aviation to Embry-Riddle Aeronautical Institute, then to Embry-Riddle Aeronautical University in those years. "There has always been a Riddle run-around," said Titus, "so some things will never change."

Titus has vast experience with curriculum planning and instructional media in his field. He has formulated and written master lesson plans and comprehensive examinations while planning and constructing current and relevant training aids.

His input on portions of the UCLA core curriculum evolved into today's Part 147 Regulations.

Titus has served as Maintenance Manager (48 years) and inspector (nine years) for the ERAU/ERAU-FAA approved repair station. Over the years he has performed maintenance, repair and alterations on aircraft such as the Piper J-3 through PA28-140, Aeronca 7EC and related series, Cessna 140, 150, 170, 172, and related series, as well as Continental Engines: A, C, E and O series, Lycoming Engines O-235 through O-540 series and Pratt & Whitney R-985 engines.

He has been honored with a number of awards, including the Air Medal (1949), the Medal for Humane Action (1949), the FAA Southern Regional Maintenance Technician of the Year Award (1984), the FAA Charles Taylor Award (1998) and several Embry-Riddle employee awards.

Though he is now Titus' supervisor, Mirgle was a student of his

years ago. "He is an Embry-Riddle person and his interest in the university has never waned. He talked me through several bad times over the years." Everyone remembers Titus, Mirgle said, "When I travel and talk to former Embry-Riddle faculty and students, everyone asks about him."

With Embry-Riddle's current interest in documenting history, colleagues look upon Titus as a valuable resource. Recently, a Heritage Project display case with Embry-Riddle historical artifacts was placed in the lobby of P-Building. As the display was being constructed, one of the AMT faculty members saw the empty case and said, "That's about the right size for us to display Chandler Titus."

Even at age 80, Titus still puts in a 30-hour work week. When asked about retirement plans, Titus said, "I don't know how to retire. I cannot think of anything I'd rather do." Ask around, and you will frequently hear one thing -- Chandler Titus is an Embry-Riddle treasure.

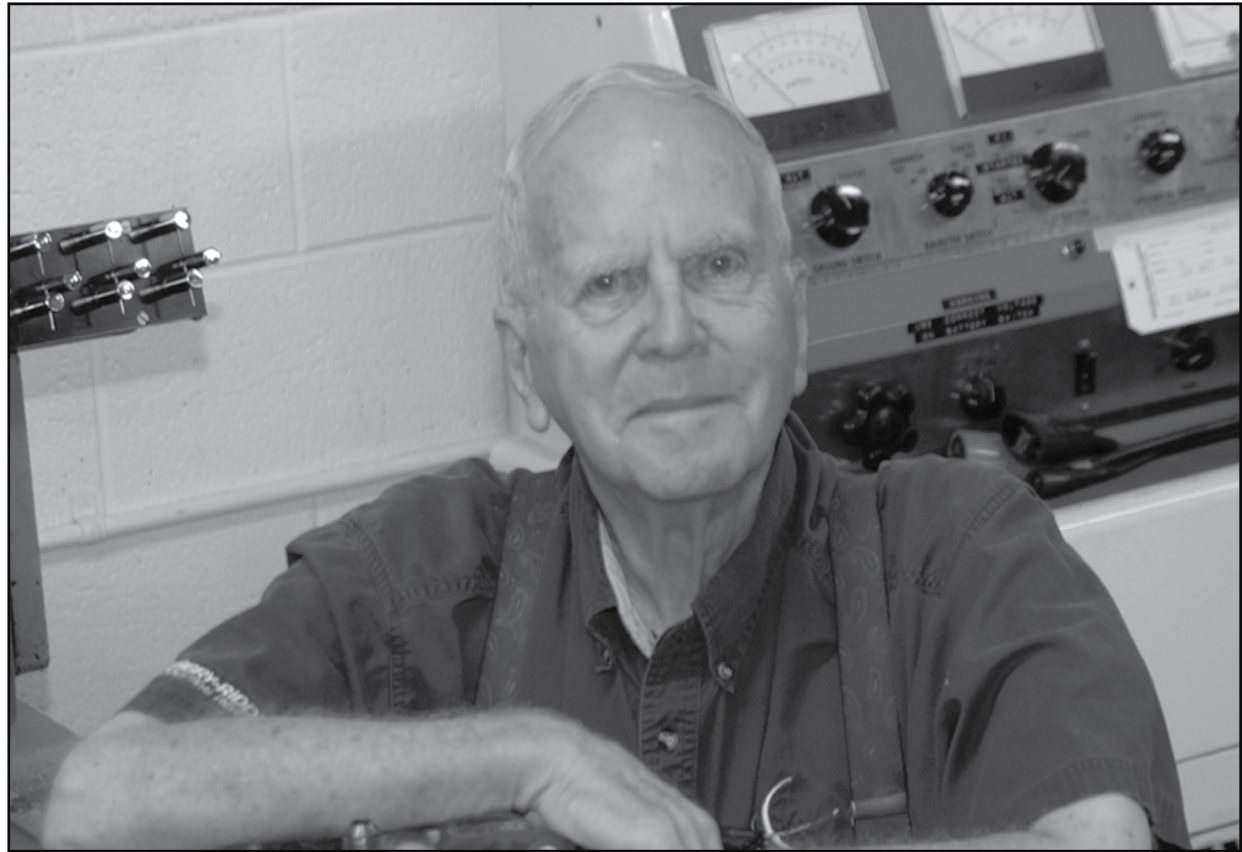


PHOTO COURTESY ERAU HERITAGE PROJECT

CHANDLER TITUS IS A titan at Embry-Riddle Aeronautical University. At 80 years old, he continues to work hard in educating students about the tricks and the trades of aviation maintenance.

From The Avion News Editor

As many of you know, the first issue of the semester contained an article concerning the Sallie Mae Corporation. In the article, I wrote that Sallie Mae ended its relationship with Embry-Riddle's Financial Aid Department, affecting 914 students with a combined total of \$7.9 million in financial aid. In my research, I interviewed several members of the university administration and also had access to a two-page-long e-mail concerning the situation.

I firmly stand by the truthfulness

of my article, and assure the reader that all my facts are represented exactly as they were given to me in the interviews and exactly as they were written in the e-mail.

That being said, I must admit that I committed a journalistic shortcoming. The ultimate goal of the newspaper is to be objective, and as such I should have contacted the Sallie Mae Corporation for their side of the story. Although the original version (that is, the article before it was edited and cropped for space issues)

of my article did contain quotes taken from the e-mail, I should have contacted Sallie Mae for direct quotes of the situation.

I have since contacted Sallie Mae's Vice President of Communications, Tom Joyce, concerning the situation. I owe you, the reader, a sincere apology for failing to bring you the best quality of news possible, which is my duty both as News Editor and Staff Reporter.

Jonathan Mettin



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Bush's justified space mission

"Let's send a mission to Manhattan before we send a mission to Mars." That's the summary of Democratic presidential hopefuls' arguments against President Bush's new space agenda. Americans seem to be falling into the trap of believing that space exploration steals money

“Imagine a mission to Mars requiring only \$5 billion per year.”

— MARK J. SOPPET

that could be lobbied at America's social ills. A poll conducted by ABC News showed that around 60 percent of Americans oppose the plan. Even among self-described Republicans, 48 percent oppose while 42 percent support.

It's no wonder that so many Americans oppose the plan when the media is throwing around wild and uninformed guesses like "one trillion dollars."

A true estimate of exploring the moon and Mars is much less frightening when viewed under the microscope of logic and reason.

When the first President Bush proposed exploring the moon and Mars in 1989 NASA came back to him in 90 days with an estimate of \$450 billion. Such a number, taken at face value, sounds high, and Congress immediately rejected it. What would America get for its \$450 billion? First off, the costs would be spread over the 30-year interval from 1989 to 2019, when the Mars landing was to occur.

Further, that \$450 billion would have allowed the space shuttle program to continue for thirty years, assembled a space station before 1995, returned humans to the moon by 2000, established a lunar base in the early 21st cen-

tury, and landed humans on Mars by 2019.

Still, there was room for improvement in that plan. In 1993, after Mars advocate Robert Zubrin "agitated the system," NASA determined that a mission to Mars (which completely ignored the space station and the moon) would cost \$50 billion, spread over as few as ten years. Imagine a mission to Mars requiring only \$5 billion per year. Right now, the shuttle program costs nearly \$5 billion per year, and the space station costs another \$2 billion on top of that. If we play our cards right, retiring the shuttle in 2010 and withdrawing from the space station before 2018 we will free most of the funds for the current Bush space program.

If exploring Mars can be made inexpensive, then where in the world did the media get the "one trillion dollars" figure? Have they taken a page from Austin Power's nemesis, Dr. Evil? There are two forces at play here. First and foremost is the idiocy and laziness of reporters, who are inclined to repeat rumors instead of doing research.

At least one self-appointed expert, the New Republic's Gregg Easterbrook, came up with an inflated figure based on a poor understanding of how the original \$450 billion was spent. Likewise, Eleanor Clift of *Newsweek* declared that NASA's Spirit rover somehow "proved" that humans aren't needed to explore space. Perhaps it takes a scientist, or at

least a rocket geek, to understand that the slowly moving rover will not cover a vast area on the surface of Mars, a planet with as much land area as the earth. Yet Ms. Clift received her comeuppance when the rover suddenly went into the Microsoft-like state of rebooting itself 60 times per day.

The other motivation behind the media backlash against the Bush space plan is a genuine, partisan desire to see the plan backfire and to get a Democrat elected this November. If a Democratic president were in the White House when the Columbia disaster took place, that president would have been faced with the same choices that President Bush had: continue with "business as usual" that killed 14 astronauts and accomplished very little, end manned spaceflight entirely or propose a revamped, scientifically-relevant and ambitious space program. The road that President Bush chose is the only acceptable choice. Had this decision been made by a Democratic president, fellow Democrats would have supported this option.

Our current president does have the backing of some congressional Democrats, but practically all of the presidential challengers have chided the new space plan. Even John Glenn, a former Democratic presidential hopeful, stepped forward to express his disapproval of a new space program. All politicians from all parties should analyze the benefits of a reinvigorated

space program for themselves rather than taking the opposite position of their rivals. The 83 percent of journalists who vote Democrat should not let the rhetoric on Capitol Hill influence their reporting of objective fact.

The actual cost of the space program will be determined by how efficiently NASA and the contractors operate. On this front, there is reason for pessimism. Due to the unchecked defense mergers of the 1990s, practically all of the prime contractors that NASA once enjoyed have been incorporated into either Boeing or Lockheed Martin. With this duopoly poised to reap the benefits of space exploration, it leaves little chance that innovative or cost-effective engineering solutions will be found.

The 1993 study produced by NASA would not have been possible if it was conducted by engineers who worked according to the established paradigms that gave us the \$450 billion figure in 1989.

When John F. Kennedy challenged the United States to reach for the moon, he led a nation that would "bear any burden" to meet its expectations. Yet America in the 21st century is shying away from reclaiming JFK's mantle because we've become too obsessed with our money. The remedy is visionary leadership—leaders who will use the bully pulpit of their positions to win America's support and to force the contractors to meet reasonable goals.

—Mark J. Soppet

“The road that President Bush chose is the only acceptable choice.”

— MARK J. SOPPET

Dubya, Al Gore, and Michael Moore

As I read the first issue of *The Avion*, I finally realized the complete evil the Bush administration has caused in the entire universe. Dubya did steal the election, that is of course, if you haven't read the Constitution any time lately.

You see, the framers did not like the idea of the people having direct authority as to who was president because the people are dumb and ill informed; so instead they gave that duty to state electors. States have enough power to steal an election and shove the presidency to whoever receives the greatest number of electoral votes, one George W. Bush. He rigged and stole the election, but nobody believes me, at least not those who have some understanding of the Constitution.

Bush is still evil. I mean, look at Mars. I know he was there before the lander. How do I know this you ask? Isn't it obvious, there are no trees. He has already been there, chainsaw in hand, and cut down all the old growth trees of the Mars Intergalactic Forest Refuge. Darn Bush's environmental policies! Halliburton has obviously beat NASA there and stole all the oil too (When I first wrote this, it was a joke, but now Clarence Page believes it wholeheartedly). But wait! (Mars Lander camera pans left) is that the Luxor? And the Bellagio next to it! It's a hoax. Bush has set up a giant scam in hopes to secure an already secure election.

Not only is Bush evil, he has been beat on hard and repeatedly with the stupid stick. He has only led our troops through two highly

successful wars. He brought the economy steaming back to record highs. Conservatism works every time it's tried. His economic policies kept inflation at record lows (1.3 percent in 2003), doubled the child tax credit, reduced the marriage penalty, phased out the death tax, lowered taxes on capital gains, stock dividends, and small businesses to create incentives for job creation and lowered taxes for every American who pays income taxes.

Meanwhile we lowly informed Americans bow to the omniscient knowledge of Al Gore, mind you, he did invent the internet. I have a little story about Gore. Al Gore couldn't pick George Washington out of a lineup. In a highly publicized stop at Monticello during Clinton's 1993 inaugural festivities, Gore pointed to carvings of George Washington and Ben Franklin and asked the curator: "Who are those guys?" He was surrounded by TV reporters and cameras. "Only three newspapers reported the gaffe" (Slander, Ann Coulter). You can check out the video on <http://www.rushlimbaugh.com>. Gore also needs to be informed that Zebras have stripes, not spots. ("A zebra cannot change its spots.")

—speech on the Senate Floor in 1991) Should I go on? Ok, but only for the hard-line conserva-

tives. I am having fun. Let's talk about college. Gore went to Harvard, Dubya to Yale. Bush was not smart enough to get into Yale by himself, right?

Quite the opposite, actually. Gore's daddy was a prominent U.S. Senator and Bush Senior was an unknown congressman on the verge of losing his first senate race. Both graduated. Let me just say that Bush's dad was much happier with Dubya's grades than Gore's dad was with Al's. They both went onto graduate school.

Bush earned his MBA at Harvard and Gore failed out of Divinity and dropped out of law school at Vanderbilt University.

Michael Moore has now given his highly coveted endorsement to General Clark (the Clinton puppet). Moore explains that you cannot win a war against a noun. As far as I know, Al-Qaeda, Saddam Hussein, the Taliban, Germany, Great Britain (The Revolutionary War), Mexico and the Soviets are all nouns. In fact, they are proper nouns. Moore needs a remedial course in fifth grade grammar. Moore isn't the only one that needs extra lessons.

Now back to the Democrats. Let me take the position of Terry McAuliffe and give the liberal manifesto. "Everybody, except the rich, are miserable." There are no jobs and there is no health insurance. Schools do not have any

money. Kids in school are starving because of the school lunch cut backs in 1995. Social Security is almost bankrupt and Bush wants to take that money and give it to Halliburton so they can go to Mars and get oil.

Medicare is also at risk. Everybody is losing their health insurance except the rich, and nobody is doing anything about it. Medicaid is at risk, and we need more welfare. Only rich people got the tax cuts, and they didn't even want them. Republican special interest groups are too powerful. Corporations have too much influence with republicans. The economy may be better, but it is better the wrong way. Rich and powerful forces are out to get Americans. Minorities, particularly Hispanics, are hardest hit this year and, oh yeah, Halliburton is evil.

We don't have friends. Nobody likes us because George W. Bush is arrogant and won't say nice things to the French. We're scared to vacation in Paris because Bush doesn't care about the French or France and hates everything that comes from there. We wished the French loved us, but they hate us, so that makes us feel horrible. We can't depend on anybody in this country to protect us, because we want to get rid of the military. We want to get rid of the threat we pose to the rest of the world so that the French will like us. The United States shouldn't be in Iraq; we should have never gone to Iraq, and WATCH OUT your job is being outsourced to Iraq.

—Jack Dupell

“Bush is still evil. I mean look at Mars.”

— JACK DUPELL

Euorpe's religious choice

When somebody talks about the separation of church and state, most Americans will probably recall the controversy about displaying the Ten Commandments in a courthouse or criticism of the Pledge of Allegiance for mentioning God.

In Europe, things are a lot different. During the last few years, there has been a frightening wave of xenophobia reminiscent of an era that led to the systematic genocide of millions of people. The news has brought us stories of synagogues that have been fire bombed and immigrants who have been lynched. However, it seems increasingly clear that Muslims have been the primary targets of hate crimes as well as recent legislation against "religious symbols" in the classroom.

France has passed a law banning Muslim girls from wearing the headscarf in public schools in the interest of preserving France's "secular tradition." "Discreet" religious symbols, including a small cross or Star of David worn around the neck would also be made for Sikhs. However, Muslims are offered no such leniency.

In fact, many Muslim girls have been wearing bandannas as an alternative to the headscarf in order to blend into society, but French leaders want bandannas to be banned as well. Even beards, sported by many Muslim men, may end up being banned if they are considered signs of faith.

Even more disturbing is talk in the Netherlands about trying to create a European version of Islam, which would be completely secularized with all aspects of faith being internal. Religion would have no part in daily life, and these Muslims would be completely European in culture and in practice (so there would be nothing wrong with drinking beer or going to a strip club).

Two weeks ago, thousands of Muslim women around the world protested against the bans, which is an obvious infringement on

their religious freedoms. The West was outraged at the Taliban for forcing women to wear the veil, yet strangely silent when France is forcing women to take it off. The fact is Muslims in France are being denied their fundamental rights.

For many Muslim girls, it is as if France is deliberately attacking their chastity and making them come to school in bikinis. Muslim women see the headscarf (and the unrevealing clothing that goes along with it) as liberation from men who see women as sex objects and judge them by their curves. A ban against headscarves would not only violate religious rights, but also womens rights.

European governments need to take a serious look at what they are doing. If it wants minorities to assimilate with the majority, denying minorities their rights is the wrong way to do it. This will lead to further alienation and will only widen the divide. European governments need to be tolerant and accept diversity.

For the separation of church and state, France and other European countries seem to have adopted atheism as the state religion and are forcing it down the throats of students whether they like it or not.

It is one thing to keep teachers from preaching in the classroom, and another to prevent students from practicing their religious beliefs altogether. Preventing a person from reading the Bible is just as bad as forcing a person to read the Bible.

A free society is one that allows people the right to choose. European governments need to stand by the principles of a free society, and that means allowing Muslim women the choice of whether or not they want to wear the headscarf in classrooms. If you would like more information about this information, go to

•<http://news.bbc.co.uk/2/hi/euorpe/3416091.stm>
•<http://news.bbc.co.uk/2/hi/euorpe/3417429.stm>

—Mahmoud Khatib

The Noth factor

Too many grammar mistakes

Have you ever found yourself dumbfounded by poor grammar? Listening to a traffic report a few mornings ago, I heard a newscaster say, "There is problems and slow traffic around the turnpike." The last time I checked, problems, a plural noun, required the verb form *are* instead of the form *is*. Equally inappropriate is the use of modern slang when speaking with an authority figure. If a professor asks if you will be prepared to give your presentation tomorrow, do not reply "fo' sho'" or "for shizzle." Unless, by some off chance, you happen to be *Snoop Dogg*, it's simply inappropriate.

Childish words can also help make even the smartest people sound like complete heathens. I was tempted to tell a sophomore at this fine institution that he should "go see his mommy," after he told me (in a serious voice) that he had "a belly-ache." If it was up to me, no one over the age of seven would be allowed to have a *belly*. They would only be allowed to have stomachs. Frankly, how you speak when you are around me is none of my *beeswax*, and

certainly your grammar *idn't* my *bid'ness*, but if you tell me I'm being *expecially* harsh, I will make it my business to help you organize a kick-ball game on I-95.

Mispronunciations grate on my nerves as well. Don't *aks* me why I get frustrated; I *prolly* won't tell you. No matter how politely you might ask me, I refuse to hit the *exscape* key or to make some *expresso*. Even if it is of *upmost* importance, I will not run from a *nuclear* chemical spill, nor will I visit the *library* to learn about *supposably* interesting topics. The time has come. We must start teaching people how to speak properly so they sound somewhat educated. Mispronounced words reflect poorly on the speaker. Even though I might be condescending and egotistical, when someone butchers an entire sentence, I can't help but think, "Wow, what an idiot!"

To find out more about commonly mispronounced words, visit <http://www.yourdictionary.com/library/mispron.html>.

—Christopher A. Noth

Student Forum

The Avion asks: "What would you like to see on *The Avion's* web site in the future?"

—Compiled by Mike Marano



Robert Duvall
ASM
Freshman

"A surf forecast."



Jonathan Tarud
Aeronautical Engineering
Junior

"More of the cities hot spots."



Jaime Dobrzynski
Aeronautical Science
Sophomore

"Links to hot models around the world."



Dan Ritch
Aeronautical Science
Freshman

"More student-drawn comics."



Colin McCann
Aeronautical Science
Freshman

"More Classifieds."



Jason Lang
Engineering Physics
Junior

"More reporters to the colloquia."

Stormrider Surf Club update

SAE

Campus organizations available to you:

- Aviation/Aerospace**
- American Institute of Aeronautics & Astronautics
 - Eagles Flight Team
 - Future Space Explorers & Developers Society
 - International Society of Air Safety Investigators
 - Mars Society
 - Ninety-Nines, Inc.
 - Society of Civil Aviation Technicians
 - Sport Aviation
 - Women in Aviation, International
- Ethnic/Cultural**
- Ascendants League
 - Caribbean Students Association
 - Indian Students Association
 - Korean Students Association
 - Latinos Unidos
 - African Students Association

- Honor Society**
- Alpha Omicron Alpha
 - Omicron Delta Kappa Honor Society
 - Sigma Gamma Tau (Aerospace Engineering)
 - Sigma Pi Sigma (Physics)
 - Sigma Tau Delta (English)
- Military**
- Arnold Air Society
 - Eagle Wing
 - Naval Aviation Club
 - Scabbard and Blade
 - Semper Fidelis Society
 - Veteran's Association

- Professional/Academic**
- American Association of Airport Executives
 - American Society of Civil Engineers
 - Association for Computing Machinery
 - Human Factors and Ergonomics Society
 - Mathematical Association of America
 - I.E.E.E.
 - National Society of Black Engineers
 - Order of Omega
 - Robotics Association
 - Society of Automotive Engineers
 - Society of Physics Students
 - Society of Women Engineers

- Service**
- Alpha Phi Omega
 - Circle K International
 - Up till Dawn

- Special Interest**
- Amateur Radio Association
 - Anything Goes Anime Club
 - Art Club
 - Culinary Club
 - Embry-Riddle Resident Student Association
 - GALBA (Gay-Straight Alliance)
 - Gamer's Guild
 - The Green Party
 - Model United Nations
 - Muscle Car Association
 - Music Company
 - Pep Band
 - Red Rope
 - Riddle Players
 - Riddle Riders
 - Scuba Diving Club
 - Silver Wings
 - Southern Crosswinds
 - Sport, Compact & Import Car Club
 - Student Alumni Association
 - Study Abroad
 - Vintage Life Club
 - Weather Club
 - Wild Riders
 - Triathlon Club
 - Water Sports Club
 - Wrestling Club

- Religious**
- Catholic Student Union
 - Christian Fellowship Club
 - Fellowship of Christian

Josh Taylor

Surf Club Vice President

The Embry-Riddle Surf Team has actually been around for a good number of years, although dormant. Last year it started up again. We haven't had the structure that other clubs have had. We've basically taken a group of people and started the club on our own from the ground up, thanks to a few dedicated people. This club was started for surfers, but its not limited to them. We do all sorts of things besides surf. Since the surf is weather dependent, its not always there. All you pilots can identify with that. We don't always surf, but we always have a good time.

With a limited budget from Student Activities we were definitely limited to what we could do. We managed to head out to Typhoon Lagoon in Orlando. You might ask, where is the ocean? Well the club rented the wave pool for a three hour session. That's right they jacked up the waves for us and we surfed a perfectly formed wave for three hours. It was a blast. We are planning another Typhoon Lagoon trip this semester.

We also went to Sebastian Inlet on a camping trip. Everyone there had a great time, and there wasn't even surf for half the trip. So when surfers can go on a trip with no surf

and still have fun, you know you're in the right place!

This year started off a little slow, with everyone getting into school and adjusting again, plus the club losing a strong officer due to graduation. But we still managed to pull it together and go on a spectacular camping trip to St. Augustine. There is so much to say about this camping trip! We expected thigh to waist high waves for the weekend. What we got was a different story. We surfed Saturday and Sunday with at least chest high waves, sometimes a little over head high. I am a tall guy, and when it's head high for me, its big. We absolutely had a blast. The night life of St. Auggie wasn't bad either with Flagler College being there. Over Christmas a few guys managed to scrap together a few bucks and went down to Costa Rica for a week. They came back and reported they never wanted to surf Florida again, just clean, crystal clear barrels down there. We do try to plan a trip like that every semester but money is a big factor.

As told before we don't all surf. The E.R.S.T isn't limited to surfers. Most of us skate, so we try and head to a skate park or two every now and then. Even snowboarders and skiers are mixed in there. We are actually trying to get a trip planned this winter to go

snowboarding. So basically we aren't just a bunch of surfers just trying to surf. We do other things. Our motto is, "Do anything just as long as your having fun doing it." So come on out to our next

meeting. It's in A-115 Feb. 11. That's a Wednesday. Or if its easier for you to stop by O'Connor 237, talk to Josh or Adam. Any questions can be emailed to erausurfteam@yahoo.com.



ERAU Stormrider Surf Club

THE SURF CLUB ENJOYS Sebastian Inlet's camping site as well as the waves. The Surf Club is not solely a surfing club. It also has members that partake in skating, snowboarding and other activities.

Theta Phi Alpha

Kyra Ko

Theta Phi Alpha member

We would like to extend a warm welcome to nine lovely ladies. Congratulations to Michelle Cohen, Liz Croyle, Bobbi Feller, Laura Hoefflich, Liz Hudson, Meryn Nagel, Virginia Palacios, Ilana Slotsky and Ashley Strahan for becoming the newest pledge sisters of Theta Phi Alpha!

Recruitment Week was a

blast with the banana split party, bonfire and s'mores party held at the beach. We had so much fun. A big thank-you to Bri and her recruitment team for a job well done.

On Jan. 28, we got to meet more than 20 potentials who had applied for Theta Phi's Sweetheart position. Congratulations to our new Sweetheart.

Lastly, we would like to wish our sisters Tracy, Shannon and Maggie happy birthdays! Hope you all had an awesome time =>).

Delta Chi's long weekend

Jaybles

Delta Chi member

As the Beatles sang, "It's been a hard day's night, and I've been working like a dog. It's been a hard day's night; I should be sleeping like a log." This was definitely our mentality last weekend. In an attempt to profit from the race weekend Delta Chi spent 16 hours at the Rolex 24. That's right, 10 hours of pretzels and lemonade on Saturday and six hours

of it on Sunday. Now some would say that that isn't bad at all. But as a good Fraternity always should, we mixed business with pleasure and on Saturday night we rode Lady Luck to Jacksonville for some clubbing at 8 Seconds country themed club. We enjoyed ourselves late into the night and finally drove back to Daytona to arrive at the crack of dawn. Just in time for our second shift at the race track.

Now this whole time you have to remember that in the back of

our heads we all know that the big game is on the horizon, and that every second we are working to fundraise for the fraternity is one second that is being taken away from getting ready for the game. A sad relationship of give and take. You're screwed if you do, screwed if you don't. Well needless to say despite the complaining and discontent among the brothers we worked the track and were even able to have a hell of a weekend. I know this guy did.

Alpha Xi Delta still recruiting

Alpha Xi Delta wants to congratulate their newest members, Carli Weber and Mary-Katherine Adams! They were pledged-in on Jan. 30.

We are continuing to recruit girls for the spring semester and are holding two events this week. Wednesday, Feb. 4 come to

McKay volleyball courts at 5 p.m. and Thursday, Feb. 5 meet in the UC circle at 6 p.m. for a pajama party. Come dressed in your pajamas! Any girls interested are welcome and encouraged to come on out and see what AΞΔ is all about.

Happy birthday to Lauren on Feb. 2, Megan on Feb. 3, Nora

on Feb. 6, and Elizabeth Webb on Feb. 8!

Congratulations to Jodie McCalla on a great job opportunity with Boeing! We wish Jen Shaw luck in the future, and you better come back and see us. We love you!

Valentine's Day Grams

Sponsored by: Theta Phi Alpha

Next week is Valentine's Day. Send a Valentine Gram to your loved one! Buy a rose, chocolate Kisses and a card for only \$3 in the UC all week long.

Valentine's Day Flower sale

Sponsored by SIAA

Flower orders will be taken in the Student Village, UC or via e-mail to vanneec6@erau.edu

Assorted Colored Roses	Red Roses
1 rose- \$3	1 rose- \$4
3 roses- \$7	3 roses- \$10
6 roses- \$15	6 roses- \$21
9 roses- \$24	9 roses- \$30
12 roses- \$28	12 roses- \$35

Deliveries will be made on campus only. However there will be a \$1 delivery fee. All other orders may be picked up at the UC at the flight deck Saturday, Feb. 14 from 9 a.m. to 10 a.m.

Other deliveries must be dealt with case by case. For more information you may contact Edward Van Ness at (732) 995-1999 or vanneec6@erau.edu

Are you interested in a full contact sport?

Join the ERAU Football Club!

E-mail: Drury35c@erau.edu

Sigma Chi's weekly update as told by Milton

Milton

Sigma Chi member

Well, January is over and now we look forward to another month closer to getting out for the summer. It's now February, month of the gopher, and my favorite holiday, Valentine's Day. From my experience, and I know for sure that I'm not the only guy at this school who feels this way, this isn't exactly my idea of a good time. Can't say I really remember having an actual Valentine since elementary school, and even then I think my teacher was just being nice to me. Good news is, it's only two months away from April Fool's Day a.k.a. yours truly's birthday. Now that's a holiday.

Well as most of you know pledging period is in full swing. All three of our pledges look excited to hopefully one day become brothers of Sigma Chi. That wasn't a misprint. I said three. But they are a good three, Beta Bro... I mean Beta Omega. Sorry Moose, I got off track there for awhile. Good game.

If you noticed a bunch of Sigma Chi's on campus this past weekend, don't be alarmed. It was our annual Province Meeting for all the Sigma Chi chapters in Southern Florida. It was great to meet some new faces and then after the business was done to just go out and get destroyed. My wallet will certainly take a hit due to a terrible round of poker at the expense of the peanut. Yes, the FFG's are the ticket agents and

the peanuts are the pilots. There, I said it. But what I won't agree to is ever eating chunky peanut butter again. That is just one sick joke. It's a conspiracy. The jelly has been brainwashed from your sleaze.

Good news everyone. The pool has finally been cleaned out. Luckily, we had the Crocodile Hunter swing by and get rid of our little alligator problem. Steph has even volunteered to be the first person to test it out, so if you see her around the house, just give her a little love tap right into the pool. This week in eviction notices, the Sparky's got tossed out of their new apartment. Neighbors complained of loud noises at all times of the night. Sparky, you stud! In the world of golf, our own Ms. Muffet has appar-

ently taken the degree from Riddle and is going to make a life out on the LPGA tour. But, I'm not quite sure they allow U's on every hole. Speaking of celebrities, two of our very own tried out for the *Real World* in Ft. Lauderdale. Moose and Ace weren't winners in *MTV's* eyes, but they sure made an impression on Peaches. I'm a little iffy on the details, but it involved marshmallows. You know Peaches, you should really talk to Jack Ryan. I've never seen anyone with an oral fixation like that. I also hear from Farva that he really likes his back door broken into. But enough about that. I need to talk about something serious. The Hasian Invasion and their leader, Hummer, the Gossip Queen from Manila, have been secretly

trying to invade this fraternity. Their axis of girl talk must come to a halt. Speaking of the Far East, we have figured out Stumpy's growth problem. I know you don't like them, but eat your Rice-ies, Stumpy. We don't want you to spend the rest of your life doing jumping jacks under fold out couches. Shopping for clothes marked "Infants 6-9 months" has to stop.

Since everyone is becoming health conscious around the world, it has become apparent that even Saber has been trying to slim down. He has been running and is trying out for the Ale House Marathon. A one mile run, followed by the downing of Zingers, five pitchers and an entire pack of Camels. And he currently holds the world record.

- Athletes**
- Shelanu Jewish Club
 - Muslim Student Association

- Sports**
- Aiki O'Kami Society
 - Baseball
 - Crew Club
 - Diving Eagles Scuba Club
 - Golf Club
 - Ice Hockey Club

- Inline Hockey Club
- Iron Eagles Rugby Club
- Jiu Jitsu Club
- Karting Club
- Kickboxing Club
- Lacrosse Club
- Rock Climbing Club
- Skydiving Club
- Stormriders Surf Club
- Swim Club
- Tae Kwon Do Club

- Triathlon Club
- Water Sports Club
- Wrestling Club

- Fraternity/Sorority**
- Alpha Eta Rho
 - Alpha Phi Alpha
 - Alpha Phi Delta
 - Alpha Xi Delta
 - Delta Chi
 - Delta Sigma Theta

- Kappa Alpha Psi
- Lambda Chi Alpha
- Omega Psi Phi
- Phi Delta Theta
- Sigma Alpha Epsilon
- Sigma Chi
- Sigma Pi
- Theta Phi Alpha
- Panhellenic Association
- Interfraternity Council
- Pi Kappa Alpha

VISIT STUDENT ACTIVITIES FOR UPDATES ON CAMPUS ORGANIZATIONS

Sports B2
 Aeronautics B4
 Student Life B5
 Data B6
 Classifieds B7



Spirit heals, Opportunity gets ready

Shyamal Addanki
System Manager

The Martian rover, Spirit, continued taking pictures after recovering from a slight technical difficulty. NASA engineers are still nursing it back to health while its sibling rover, Opportunity, prepares to roll off its landing platform within a few days.

Spirit transmitted a picture on Saturday that showed the position of its robotic arm. "The arm is exactly where we expected," said Jennifer Trospen, NASA's Jet Propulsion Laboratory's mission manager.

The arm is still in the same position it was when the rover developed communication problems on Jan. 22.

Engineers at NASA sent commands on Sunday for the rover to resume its scientific examination of Martian soil.

An instrument called a Moessbauer spectrometer is attached to the tip of the robotic arm and is ready to sample a rock nicknamed "Adirondack." The spectrometer will reveal the minerals present in the rock. Spirit is also going to take and send more panoramic pictures of nearby rocks.

"We know we still have some engineering work to do, but we think we understand the problem well enough to do science in parallel with that work," said Trospen.

Several attempts have been made to get a full set of data related to the problem that the rover encountered,

but the attempts have only been partially successful. The engineers are contemplating formatting the rovers flash memory in the next few days.

On the other side of Mars, Opportunity's landing platform has successfully tilted forward using its airbags. This basically turns the platform into a ramp allowing for the rover to roll onto the surface.

"The tips of the egress aid (a reinforced fabric ramp) are now in the soil. That makes egress look perfect. It's going to be an easy ride," said JPL's Matt Wallace, mission manager.

"We know we still have some engineering work to do."
 - JENNIFER TROSPER

"It's going to be an easy ride"
 - MATT WALLACE

During Sol 6, the Martian day that started Sunday at 1:26 p.m. EST, the rover was commanded to lower the middle pair of its wheels and to release its robotic arm from its stowed position.

Meanwhile on Mars, the crew of the Apollo 1 mission will be memorialized by having landmarks named after them.

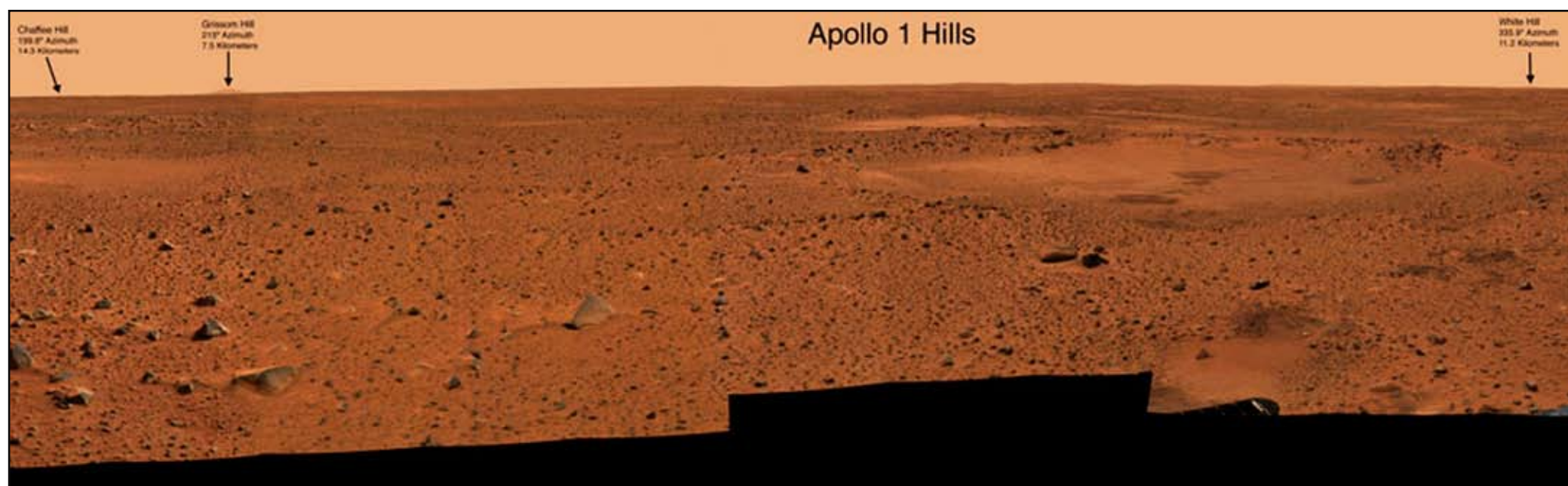
Gus Grissom, Ed White and Roger Chaffee perished in a flash fire during a launch pad test of their spacecraft at Kennedy Space Center 37 years ago.

"Throughout recorded history explorers have had both the honor and responsibility of naming significant landmarks," said NASA administra-

tor Sean O'Keefe. "Gus, Ed and Roger's contributions, as much as their sacrifice, helped make our giant leap for mankind possible. Today, as

America strides towards our next giant leap, NASA and the Mars Exploration Rover team created a fitting tribute to these brave explorers and their legacy."

Three hills have been named after the crew. "Grissom Hill" is located 7.5 kilometers (4.7 miles) southwest of Spirit's location. "White Hill" is 11.2 kilometers (7 miles) northwest of Spirit, and "Chaffee Hill" is 14.3 kilometers (8.9 miles) southwest of the rover.



THE CREW OF THE Apollo 1 mission were memorialized by having hills named after them. From left to right: "Chaffee Hill" 14.3 kilometers (8.9 miles) from Spirit, "Grissom Hill," 7.5 kilometers (4.7 miles) from spirit and "White Hill" 11.2 kilometers (7 miles) from the rover.

NASA spends week in reflection of past accidents

Levi Jordan
Staff Reporter

Jan. 27, 1967; Jan 28, 1986 and Feb 1, 2003. Three dates, falling within the space of a week, mark some of the most disastrous days in the history of the US space exploration.

As the National Aeronautics and Space Administration prepares to undertake its most historic challenge yet, the world is reminded this week that success does not come without failure nor sacrifice.

It was in the evening hours of Jan. 27, 1967 that America lost its first three astronauts on the job. A capsule full of oxygen and three American astronauts best met their fates with one spark and a few seconds of horror. The nation mourned and moved on to land a man on the moon a mere eighteen months after that tragedy.



It was in the early morning hours of Jan. 28, 1986, almost exactly 19 years later to the hour that America would lose some of its best again. A bitterly cold Cape Canaveral, a faulty O-Ring and tons of explosive fuel came together that fateful morning to end the lives of seven stars and America's journey into the heavens for more than a year. Thirteen years later, the same

machine that failed us, brought mankind back into space, permanently.

It was also in the early morning hours of Feb. 1, 2003 that a small chunk of foam dealt America a huge blow and took the lives of seven more astronauts. Yet even with this great tragedy, the exploration and permanent habitation of space continued with another amazing feat of engineering.

The International Space Station echoes the greatness of its predecessor, St. Augustine, Fla. This small tourist town on the Space Coast was the first permanent habitation of what explorers five centuries ago called "The New World." This gateway to the new world belonged to the superpower of the time, Spain. Times have changed and the United States of America is now a superpower, yet ironically, more than four centuries later, the gateway to our "New World" is located just a few miles south of St. Augustine.

There has been triumph and tragedy, success and sacrifice, but through all the surprises and superpowers, the human spirit endures. Today we are faced with the greatest challenge yet, leaving this world and landing on another. Undoubtedly, there will be failure, but it is the price we pay for exploring new worlds and sailing this new ocean.



NASA ADMINISTRATOR SEAN O'KEEFE presided at the dedication of the memorial for the fallen heroes of the space shuttle Columbia. While the ceremony was closed to the general public, NASA TV broadcasted it live.

Public protests over Hubble decision

Telescope's fate incites fury

Jonathan Mettin
News Editor

Two weeks after NASA announced the imminent end of the famed satellite, the American public has bombarded them with suggestions to save the Hubble Space Telescope.

On Jan. 16, NASA said it would not send the shuttle to service Hubble in 2006, a mission considered to be essential for the orbiting craft to continue functioning. Instead, the space agency will focus on President Bush's plan to send manned missions to the Moon and Mars. The remainder of the space shuttle's missions will be

used to complete construction of the International Space Station, before the shuttle itself is phased out.

Hundreds of e-mails have been sent with suggestions on how to save the telescope, including asking the Russians for help and towing Hubble to the International Space Station.

Bruce Margon, Associate Director for Science at the Baltimore-based Space Telescope Science Institute, which operates Hubble for NASA, says they are considering all ideas, and setting up a website to help them take the sug-

gestions. "They are enormously concerned, they are perplexed, they are angry," he said.

Margon called the idea of towing Hubble to the space station "impractical," citing the vast difference in orbits. He also said that it was unclear whether or not Hubble would function there because of the drag from the small amount of the atmosphere present at the station's altitude.

Senator Barbara Mikulski (D, Md.) said that she was shocked by the

"They are enormously concerned, they are perplexed, they are angry."
 - BRUCE MARGON

decision, considering Hubble's contribution to science, and relayed this in a letter to NASA Administrator Sean O'Keefe.

"I ask you to reconsider your decision and appoint an independent panel of outside experts to fully review and assess all of the issues surrounding another Hubble servicing mission," she wrote.

The 2006 mission was supposed to be the fifth and final mission before Hubble's retirement in 2010.

NASA does plan to send an unmanned rocket to Hubble to guide the telescope back to Earth, eventually crashing it into the Pacific. NASA originally planned to use the shuttle to retrieve Hubble for display in the Smithsonian.

"That's part of the heartbreak," Margon said. "Something is going to have to visit Hubble anyway."

Similar planetary system detected

Amanda Emmerling
Staff Reporter

Vega, a star three times larger than the Sun and 25 light-years away, has astronomers concluding the disc of dirt and large planet encircling it is similar to our solar system.

"The shape of the disc is the clue likely to contain planets," says Mark Wyatt, one of the astronomers conducting the study at the Royal Observatory in Edinburgh, Scotland. "Although we can't directly observe the planets, they have created clumps in the disc of dust around the star."

Computer modeling techniques show a planet orbiting Vega at about the same distance Neptune

is orbiting the Sun in our solar system. The large orbit of this planet leaves room for small rocky planets, like Earth, to exist. For their study, the astronomers used the Submillimetre Common-User Bolometer Array (SCUBA) attached to the James Clark Maxwell radio telescope in Hawaii. Together they made one of the most sensitive cameras in the world.

According to a report published in The Astrophysical Journal, the Vega system may have evolved like our solar system with planets like Neptune forming close to the sun, and then pulled out to a further orbit by interactions with other smaller planets like Earth. If this is the case, then it may mean Vega has a planetary system like our own.

FAA says MD-80 fleet safe from engine crack

Michael McGraw
Staff Reporter

The Federal Aviation Administration announced Jan. 26 that engine cracks plaguing the Japanese airline Japan Air System (JAS) do not pose a problem for airlines in the United States.

The Japanese carrier has been forced to cancel hundreds of flights each day due to engine cracks found on 17 of its 25 MD-80 jetliners. The cancellations are expected to continue while aviation officials in Japan sort through the problem.

The engine in question is the Pratt & Whitney JT8D-200, which is a modern version of the most popular commercial jet engine in aviation. The engine has a history of reliability and safety.

Pratt & Whitney said that they will get to the root of the problem quickly.

Preliminary reports point to the cause as a method of repair performed on the engines, which appears to be confined to the carrier. Sources say that other airline operators of the aircraft model probably won't find the engine cracking on such a scale.

Minor engine cracking is com-

mon. Aircraft can fly safely with such cracks as long as the operators periodically check the cracks to ensure that they have not grown. However, the cracks discovered in the JAS involved a two-inch long blade that guides the compressed air within the engine.

American Airlines, which operates 335 MD-80 aircraft, encountered similar cracks only five times in the past nine years. The cracks were reported as being minor and were repaired during routine maintenance.

As a precaution, the FAA's maintenance inspectors will review repair records for U.S. operators.



DAVE WONG/AVION

AMERICAN AIRLINES, OPERATING MD-82 aircraft (shown above), uses the same engines as the MD-80. The airline encountered the same engine cracking problems but claimed it to be very minor.

EADS tanker deal awarded to Airbus

Lauren Jakobsen
Staff Reporter

The British defense ministry decided on Jan. 26 to exclude Boeing Co. from a tanker aircraft deal, instead choosing rival Airbus.

This deal is almost identical to actions taken one year ago by the U.S. Air Force, excluding Airbus from a \$25 billion deal to replace its fleet of tankers. However, neither company is guaranteed to see government action soon.

"We need to ensure that the deal offers value for the taxpayer," British Defense Secretary Geoff Hoon said in a written statement. "Final decisions will not take place until the contract negotiations have been satisfactorily concluded."

Negotiations are expected to take months because the British's efforts to replace their fleet of tankers is 27 months behind schedule.

Boeing's previous plans to deliver tankers to the Air Force have been put on hold due to a possible conflict of interest.

If this deal goes as Airbus and

the European Aeronautic Defense & Space Co. (EADS) hope, then it would be Airbus's first journey into the tanker segment of the aircraft market. Up to this point in time, Boeing has been the leader since the 1950s. Airbus has increasingly challenged Boeing; last year they took the lead in the commercial aircraft market and delivered more planes than Boeing for the first time in history.

"Boeing is naturally upset at the

Boeing is naturally upset at the outcome. However, they are hopeful...

- PAUL GUSE

outcome," company spokesman Paul Guse said. "However, they are hopeful that the U.S. Air Force tanker program will go forward."

Last year, Boeing proposed that a militarized version of their 767 aircraft

replace the aging tankers in both the U.S. and Britain. Their current tankers are several decades old and used to refuel other aircraft in midflight.

Morningstar analyst Nicolas Owens said, "Boeing may not have been surprised by the development. I am not sure they were banking on getting [the UK contract] in the first place. It's a hit competitively but not necessarily financially."

Small airports face tough times ahead

Mohammad Ali Siddiqui
Guest Reporter

The post-9/11 airline industry has a tough challenge to face, survival. Faulty airline business models, which were in place long before the attacks, are something we don't hear of too often. Charging a premium for commuter services after scaling them back is one way major airlines have begun to hurt and possibly cripple small airports nationwide.

With the emergence of discount carriers like JetBlue Airways, Frontier Airlines, AirTran Airways and Spirit Airlines, the big guys are having a hard time, too. By concentrating on popular routes, United Airlines and Delta Airlines have come up with

their own variants of cheap carriers: Ted Airlines and Song Airlines, respectively. But in order to survive, the airlines have had to slash prices for the major routes and make up for it by raising them on the less frequented ones.

This is driving people away from small airports, and for Arnold Palmer Regional Airport, Pa., this could devastate its capital budget. Having boarded only 10,382 passengers last year, perilously close to the Airport Improvement Program fund cutoff of 10,000, it could lose up to \$1 million of federal funds.

In 1998, it served 25,000 customers and had nine US Airways Express flights per day. Now, it's down to only four flights per day. That's fewer total seats and also fewer seats at

peak times. If passengers leave by 6:40 a.m., they could connect with a whole bank of flights at 8 a.m. in Pittsburgh, but that's not going to happen with the present 7:40 a.m. flights.

Some airports, like Lehigh Valley International Airport, Pa., saw a 25 percent increase in passengers thanks to regional carrier Southwest Airlines. But because US Airways continues to charge a premium for connecting flights out of Lehigh Valley, passengers would rather go over to Philadelphia where it costs only \$348 for a round trip ticket to San Francisco, rather than Allentown where its almost double for the same ticket.

"About half of our market is either driving to Philadelphia or to Newark [NJ]. There's a dramatic leakage of Pennsylvania fliers and

Pennsylvania dollars out of the state because of these pricing policies," said Lawrence Krauter, president of the lobbying group Aviation Council of Pennsylvania. "The way the airlines have constructed their business models is not to favor spoke airports. They want to attract people to the hub airports, because it's a unit-cost issue." Major airlines hope to become more efficient by making more seats available for passengers at hubs.

David Castelvetter, spokesman for US Airways, explained why: "The buying behavior of our customers has changed. There was a day when a customer was willing to pay a premium for non-stop service or to pay a premium to fly direct [from a smaller airport], but all that has changed."

EU accepts Airline Passenger Rights Bill

Michael McGraw
Staff Reporter

Last Monday, the European Union gave their final approval to legislation requiring airlines to give passengers more compensation when hit by delays, canceled flights or overbooking.

Beginning in 2005, all airlines that fly to and from EU airports will be forced to compensate all inconvenienced passengers 250 euros (\$312 USD) for flights under 1500 km,

400 euros (\$500 USD) for flights between 1500 km and 3000 km and 600 euros (\$755 USD) for flights greater than 3000 km. This affects airports in the current 15 member nations of the EU, as well as airports in 10 other countries that will join the EU in May.

The legislation affects all flights that are canceled for commercial reasons. However, those flights canceled because of bad weather, technical problems, strikes, "credible risks of terrorism" and other circumstances outside an airlines's

control would not require the airline to compensate the passengers in such a way.

Airlines whose flights are delayed for at least two hours, no matter what the reason, will be required to compensate passengers in the form of free meals and phone calls. If a flight is at least five hours late, the passenger must be offered either full compensation of the ticket price (if the flight no longer serves a useful purpose, such as getting to a meeting) or a rebooking on the earliest flight available. Overnight delays

will require that airlines pay for a hotel room for the inconvenienced passengers.

European airlines, especially budget carriers, opposed the legislation citing that the bill will lead to a rise in ticket prices. Airlines were also angry that other modes of transportation would not be forced to obey the same rules, however the EU has stated that they will draft similar rules for railroads and ferries.

Ireland and the United Kingdom both opposed the bill, and Germany abstained from the vote.

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Safeguarding your computer MyDoom virus web outbreak

Michael Perstin

Special to the Avion

I doubt that you will find anyone today that doesn't have at least a broad definition of a computer virus. The first thing that comes to mind when you hear the words "computer virus" is a small program that hurts the computer. Even though this is true, not every virus is designed to hurt your computer.

A virus is a program that is attached to another file or sent as a stand-alone file and gains an unauthorized access to a user's computer. Once the user clicks on the infected file, the virus is executed. At that moment the virus copies itself to a location on the hard drive, usually the Windows directory. Once there, the virus starts working and doing what it was programmed to do. This normally happens invisibly to the user.

Viruses fall into many different categories. Malicious programs, viruses that hurt your computer, are only one of the many categories that viruses fall into. They are considered by many to be the least feared of virus groups because they hurt only the computers that they infect.

Usually these files need help to infect more computers by attaching themselves to different files that are later run on another computer, unless the viruses are located on an unprotected network, in which case they use the network to copy into different computers and infect them.

Another group is worm viruses. These spread the quickest and are considered by many to be the most feared and powerful viruses. They usually cause minimal damage to the computer itself but much more damage to the person that uses it.

I know this sounds a bit confusing. How can a computer virus hurt the user? Easily. Worm viruses, also sometimes referred to as a "Trojan horse," opens a back door in the user's computer that will allow the creator of the worm, also called a "cracker" or "hacker," to enter into

the computer and do nearly everything he wants.

Once inside the computer, the cracker can delete, edit, execute files and find different passwords on the computer. Also, the cracker can use keylogging functions that will allow the cracker to see everything you type. If you order something online, the cracker can see your name, address and even your credit card number. The worm viruses are usually sent by e-mail.

How can users prevent viruses from entering their computers?

One of the main things you can do is not open e-mails or files from unknown or suspicious addresses. When opening an e-mail from an unknown source, remember, if something seems too good to be true, it probably is. If you get an e-mail that says you've won a lot of money, and you have to click on a link, chances are the link can lead you to a page that might download a virus into your computer without you noticing. Even though many e-mail providers have filters and firewalls that will prevent people from sending you viruses, hackers have found ways around specific word filters, often by adding random letters

to the title. You might receive an e-mail that looks like this: "dfsdf-Watch people having sexhklui." If you receive an e-mail like this, the e-mail is probably spam and probably contains a virus. Even if you just view a picture online, the picture is downloaded to your computer into the internet cache. If the picture file is infected, it will infect your computer. If you have a file that you've downloaded from an unknown source, like KaZaa, scan the file carefully before you open it.

Second, install an anti-virus and/or

a firewall on your computer. The anti-virus program will scan your files and try to repair them if they are infected with a virus. The firewall will setup a barrier between your computer and the internet.

The barrier will stop different types of attacks on your computer from the internet, allow you to monitor which programs connect to the internet and allow you to restrict internet access of a program.

A very important thing to remember after installing a firewall or an anti-virus is to update often (at least twice a week). Scan your computer at least once every two weeks. I recommend starting the scan at night before you go to sleep. When you wake up the scan should be done and the results displayed.

The final step is to backup your data. Anything important on your computer, especially files you've been working on for a long time, should be backed up. To backup files, take the files you need and copy them onto CD-R/CD-RW or ZIP disks. If you have small amounts of information that you need to keep with you, use floppy disks.

There are many programs that will help you protect your computer, such as spyware searching programs and registry editors. I strongly recommend NOT using registry editors unless you are sure of what you're doing, since modifying the Windows Registry without knowing exactly how to do it can cause programs to crash and stop working.

All of these programs have their pros and cons. The only way to find the right program is to download the trial version and try it. If your computer does get infected by a virus, just give a call to the desktop support in the IT department. They'll be happy to help you fix it.

Please remember, if your computer has a virus, it doesn't just hurt you, since many viruses can overload the network and cause network crashes or damage to other computers on the network.



Michael Perstin

Special to the Avion

On Jan. 24, 2004, the World Wide Web was hit by the MyDoom virus (also known as the Novarg virus), the biggest mass-mailing virus to date. Even though the virus is a worm, a virus that opens a way to gain unauthorized access to the infected computer, many people believe that the virus wasn't created for that purpose.

Once the virus infects a Windows-running PC, like any other worm virus, it installs a program that allows the computer to be controlled remotely. The program forces the infected PC to send data to the SCO group's web server, beginning Feb. 1 and ending on Feb. 12.

The SCO group has incurred the wrath of the Linux community for its claims that important pieces of the open-source operating system are covered by SCO's Unix copyrights. IBM, Novell and other Linux backers strongly dispute the claims.

The company's website was slow to load on Monday afternoon, a SCO spokesperson acknowledged, but the site was still accessible from the World Wide Web. As a response,

the SCO group has offered a prize of \$250,000 for information leading to the arrest and conviction of the virus' writer.

The virus itself gains access to an unprotected PC through an infected e-mail. The e-mail usually contains a subject line such as "Mail Delivery System," "Test" or "Mail Transaction Failed." The body of the e-mail contains an executable file and a statement such as, "The message contains Unicode characters and has been sent as a binary attachment" or "This message cannot be represented in 7-bit ASCII encoding and has been sent as a binary attachment."

MessageLabs, a company that filters e-mail for other big companies has reported filtering about 1.5 million infected e-mails which were sent to some of their customers from unknown sources. According to MessageLabs, one out of every twelve e-mails contained the virus. E-mail servers that are set to filter out executable files (files that have a .exe extension) weren't harmed by the virus as much as the other servers. The virus primarily uses .exe extension but can use others as well.

After infecting the unprotected computer, the virus copies itself to the hard drive and searches for

e-mail in Microsoft Outlook files, HTML files and even regular text files. Once the virus has scanned the PC for e-mail addresses, it starts sending copies of itself to the e-mails it gathered, trying to infect them. The virus also looks for the KaZaa shared folder and copies itself there, using names such as Winamp5, icq2004-final, Activation_Crack, Strip-gril-2.0bdcom_patches, RootkitXP, Officecrack and Nuke2004.

Even though the virus does minimal damage to the infected computer, it hurts the user much more. If the user is on a network, the virus will try to send itself to other users using the network, considerably slowing it down.

The ERAU IT department is requesting every user that didn't install an anti-virus program on his PC to do so as soon as possible to prevent the virus from spreading on the network.

If you do not know where to get an AV program, the school provides all of its users with a free copy of McAfee Anti-Virus. If you are using an AV program, don't forget to update it and scan your computer as soon as possible. Symantec released an update for Norton Anti Virus on Jan 26.

"If your computer does get infected by a virus, just give a call to ... in the IT department"

- Michael Perstin

Ol' Skool Game of the Week: Tecmo Bowl

Darrin O'Brady

Data Technology Editor

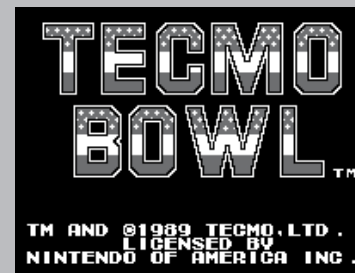
With Super Bowl fever still fresh, the Ol' Skool Game of the Week is Tecmo's 1989 *Tecmo Bowl*.

One of the first football games, *Tecmo Bowl* offered over 12 teams, one player season play, as well as two player head-to-head. While the game featured players' names and numbers, it did not include actual team logos. Players had four plays to choose from, usually two running plays and two passing plays.

The graphics were ... well just remember it was on the Nintendo, even though I liked the

crowd full of two different people (blue and red). The soundtrack included one of the best tunes for on-field action, a tune for touchdowns, a tune for field goals, a tune for turnovers and even a halftime show with pictures of cheerleaders.

One interesting note: Tecmo's *Tecmo Bowl* did not include any team from New England, and Carolina was not even a thought. Make sure and check out *Tecmo Bowl*'s sequel, *Super Tecmo Bowl*.



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APARTMENTS/ ROOMMATES

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\$215/month + 1/3 electric, phone and cable internet. 2.5 miles from E-RAU. Contact Daryl 239-9694. Available Now!

Roommate Wanted
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2BR/1.5BA, 2 balconies, 3 minutes to ocean. Walking distance to restaurants and shopping. Furnished- \$850 (incl. utilities) Unfurnished- \$700 (incl. water) Call 386-427-8371 or 386-689-3873.

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2001 Dodge Ram 1500 4x4 SLT
Black/silver, quad cab, 72K, clean, excellent condition, minor scratches. 6" suspension lift, 36/14.5/15 Super Swamper TSL, CD, running boards, power locks/ windows/mirrors. \$15,000.

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Tour Guide needed by Admissions Dept. Call Nicole Arslanbas x6126

Clerical/Engineer Trainee, PT with local construction company

- See Student Employment for details on off campus jobs.

Avion Classifieds

*If you do not see your advertisement in this issue, please contact the Avion Staff at (386) 226-6049.

*The Avion runs classified ads for 2 weeks. If you would like your ad to run longer, you will need to fill out a classified form again.

*The Avion does NOT accept classified advertisements from businesses of any kind!

*To place an ad, visit the Avion in the John Paul Riddle Student Center (Suite 280)

The Comic Editor's Campus Comic of the Week

As we know, stories are always funnier when they are true....

by Jonathan Mettin



On eBay last week...



Want to ride in style on the open sea? This Colossus-class aircraft carrier can be yours for \$7,000,000, plus customs fees and ATF approval.



And for a real waste of time and money, the fully automatic Humprey the Humping Dog, complete with *ahem* graphic sound effects, goes for \$39.99.

Riddle Dude by Andrew Fama



Klyde Morris Aviation's Only Ant!

by Wes Oleszewski

