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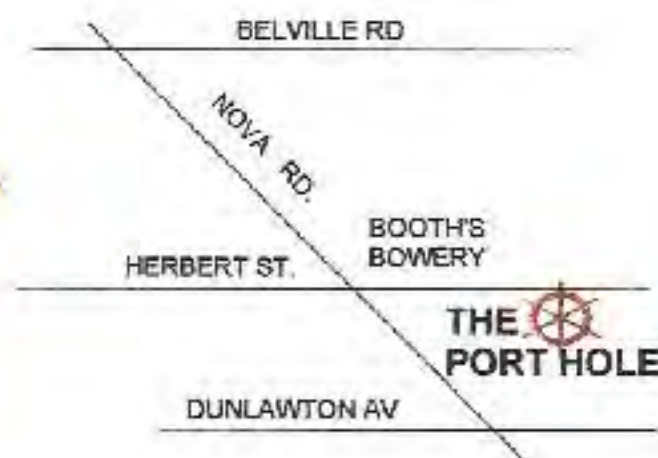
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THE AVION

A Division of the Student Government Association

Embry-Riddle Aeronautical University Daytona Beach, Florida

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ERAU launches upset flight training

American Champion Super Decathlon added to fleet

Mike Kasica
Copy Editor

Embry-Riddle students who have been out on the aircraft parking ramp at the flight line recently may have noticed a new, very different looking aircraft. It's a high wing airplane that sports a blue and white paint scheme, but it looks unlike the other aircraft. Aside from the paint, there's one other easily detectable difference—it's a tail dragger.

This aircraft is a brand new American Champion Super Decathlon, N562ER, owned by Embry-Riddle. It is currently on loan from the Prescott campus, where they have an identical aircraft. Its sole purpose is for the new upset flight training program, FA-215, offered by the flight department.

The goal of the upset program is to teach

students what to do in the event of an unusual aircraft attitude. This is achieved through various aerobatic maneuvers, including inverted flight, loops, hammerheads and aileron rolls.

"This isn't an aerobatics course," said Eric August, head of the upset program, "it's to teach students what to do if they find themselves in an inadvertent deviation from their intended flight path."

Each maneuver is designed to teach the student different aspects of recovery—what to do and what not to do in the event of an inadvertent unusual attitude. Such an attitude can occur when following a large airplane and getting caught in its wake turbulence.

"There are two types of pilots, those who have experienced deviations from their flight path, and those who will," said August. "You can teach a student things in the airplane that you just can't show them in a simulator or during a classroom presentation. Actually feeling the way the airplane feels and responds to control inputs is the best way to learn."

The course is currently offered to ERAU students, preferably with at least a private pilot's license, or close to earning it. As FA-215, it is worth one elective credit.

Though new to the Daytona Beach campus, a similar program has been offered at Prescott for about two years. The level



MIKE KASICA/AVION

WHAT'S WRONG WITH THIS PICTURE? Absolutely nothing, if you're enrolled in the new *Upset* flight training program. This specially designed Super Decathlon aircraft which belongs to the ERAU Prescott Campus is a master of aerobatics.

of interest in Daytona is increasing, and program officials would like to see all flight students partake in this very valuable learning experience. Upon completing the course, the student will receive a Certificate of Completion for upset flight training.

The upset program is very different from the other flight courses currently

offered at Embry-Riddle. As opposed to the flight-block method, the program is more flexible to the student's needs. It is also a reasonable expectation to complete the course in 14 days, with a total cost around \$1400. The course structure includes a groundlab and approximately 6.6 hours of flight training in the Super Decathlon.

Touché



SHYAMAL ADDANKI/AVION

THE RIDDLE PLAYERS DUEL during their latest play entitled *The Musketeers*. The performance was held last week in the IC Auditorium. The play earned a decent audience as the room was almost half-full during the performances. The Riddle Players put an interesting twist on the original play as all the Musketeers were played by female performers.

Reasoning behind *The Avioff*

The Avioff is a once a year satire distributed at or around April 1 -- April Fool's Day.

As such, it is intended to be a nice change of pace. Numerous organizations and/or administration policies are made fun of.

It's meant to satire. Whether it be the administration, Greeks, ROTC, academic policy, the flightline, or any other subject, we're ready to parody it.

Emails received have been about 50-50 in support for *The Avioff*. However, I have also noticed that, by word of mouth, most people look forward to and enjoy *The Avioff*. It's also intended to point out the "other side" of campus life. The administration often portrays the "perfect campus," when in reality it definitely is not.

In a good will gesture to the administration, I agreed to remove *The Avioff* from newstands in leau of the Open House. They have been re-distributed, however, so don't worry.

If you would like to give feedback about *The Avioff*, please send an email to editor-in-chief@avionnewspaper.com. I also encourage you to take the online poll regarding *The Avioff* at <http://www.avionnewspaper.com>.



Lucas Crouch
Editor-in-Chief

I would like to thank the following staff who were not mentioned in the Issue 9 article, "Many thanks for No. 1 honors:"

Professor Barbara Cameron; Mike Kasica, Copy Editor; Tom Kiley, Copy Editor and Mark Soppet, Copy Editor

College of Business sponsored kiosk opens at DAB

Information booth provides in-depth info. to passengers

Tom Flemming
Sports Editor

"No other airport has any manned facility like this," said Embry-Riddle Professor Seth Young.

On Wednesday Mar. 30 at 11:30 a.m. an information kiosk, sponsored by ERAU, was officially opened to the public at the Daytona Beach International Airport.

"Every other airport I've been to, all the flight information is given on what are called flight information display systems that are provided by the airline," said Young. "The airlines will update them whenever they get a

chance, we update them every ten seconds."

The kiosk will provide the customers with in-depth information on their flight that the airline cannot always provide. One can track any airplane across the country, whether it is coming into their local airport or not. On the tracking screen, one will see the speed of the aircraft, it's flight tag (identifying the aircraft), and it's departure and estimated arrival times.

Unlike the information provided to the customer by the airlines, this information will always be current and accurate.

In addition to the basic flight information, the kiosk will provide weather information for the entire country, provided by the national weather service. The kiosk will be manned by volunteers from the university who will be able to analyze the weather information provided to make educated decisions about flight delays or other possible

problems throughout the day.

Airport field trips, guest speakers from airport management and doing research projects involving the airport have been taking place for the better part of five years, but on Wednesday, Daytona Beach International Airport officially became a teaching airport. "Teaching [students] in a classroom can only teach them so much. Getting them out [to the airport] just extends the education," explained Young.

Young later emphasized that, "The majority of airport management is customer service," and that through this program the students have a chance to learn that, as well as the technical knowledge they will learn in the classroom.

Plans for the kiosk include the later addition of the ability to listen to air traffic control. This provides the customer with even more knowledge about their flight, ensuring

their security with the airline.

A project about the history of aviation in Volusia County is already underway. Displays will be put in several places around the airport, and again there will be students provided to explain the project and its outcome.

Arlene Smith, the assistant to the director of aviation at Daytona Beach International Airport, kicked off the opening with a speech applauding the efforts by the airport and the school to set up the "Teaching relationship" that was being introduced.

Dr. Irwin Price cut the ribbon on the ceremony adding, "Academia, educational institutions and airports are primary necessities for economic development." Dr. Price later voiced his appreciation in the teaching program explaining his experiences throughout his career with similar situations and their benefits to the students and the community.

After the ceremony, demonstrations were held to inform the almost 40 visitors that attended the opening.

"To succeed as a business we must partner, and we couldn't have found a better partner than Embry-Riddle Aeronautical University," said Smith.

No other airport has any manned facility like this

- SETH YOUNG

THE AVION

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ERAU welcomes future students

Jonathan Mettin

News Editor

Hundreds of incoming freshmen came to the Daytona Beach campus of Embry-Riddle Aeronautical University on Saturday to take a look at their future college in the ERAU Spring Open House 2004.

The day started promptly at 8 a.m. with check-in at the ICI Center, along with a complimentary continental breakfast and an activities fair.

The audience was asked to take their seats at nine, when Director of Enrollment Management Michael Novak and Chancellor Irwin Price welcomed the international crowd

to campus. A student panel was also on hand to offer insight into college life.

The high school seniors and their families were then able to attend presentations given by ERAU's various colleges and departments throughout campus. The engineering department performed lab demonstrations, while others had question-and-answer sessions with the program director.

After lunch was served in the Student Center, the visitors were

treated to several optional activities. Representatives from the Reserve Officer Training Corps detachments

were on hand in the ROTC Center to discuss military scholarships and opportunities available to ROTC students, while in Spruance Hall future students could visit Financial Aid and Admissions, or pick up their Eagle Card early. The math assessment test was also administered, informing students of what math they would be taking in the fall.

Several ERAU students were also on hand to give campus-wide tours, including the residence halls.

"It's just awesome," said incoming freshman Garrett Burke, who traveled to campus from northern Texas with his father Randy. "[This campus] is like a kind of homey feeling."

The LaSota family from Reading, Pa. agreed. "I love the campus," said future ERAU student Ray LaSota, Jr. His father, Ray Sr., echoed his statement.

"The students we've seen seem happy to be here," said Ray's mother, Kim.

The incoming freshmen will get to experience college life for real on Aug. 25, when freshman orientation begins for Fall 2004.

“
The students
we've seen seem
happy to be
here.
- KIM LASOTA ”

Riddle players present *Musketeers*

Tim Hatcher & Kyle Palmer

Staff Reporters

Wednesday, March 31 marked the opening performance for this semester's spring production of *The Musketeers*. The Riddle Players Theatre Company performed this popular play based on the 1840 Alexandre Dumas novel *The Three Musketeers*, and adapted for stage by Richard Uskert, in a half-full auditorium.

The play closely outlined the famous novel as the audience watched Gascon D'Artagnan, played by Darcy Hume who seeks a position in the King of France's prestigious group of Musketeers. Upon his arrival in Paris, D'Artagnan quickly becomes an apprentice to the three most feared Musketeers, Porthos (Jessica Pavia,) Athos (Kerri Rottner) and Aramis (Christine Pasun). The four quickly embark upon a journey which takes them across France and England when D'Artagnan is asked by his landlord Jocke Bonacieux (Frank Arban) to find his missing wife Constance Bonacieux (Jane Moehlenbrock) and to prevent Cardinal Richelieu (Matt Muller) from seizing power.

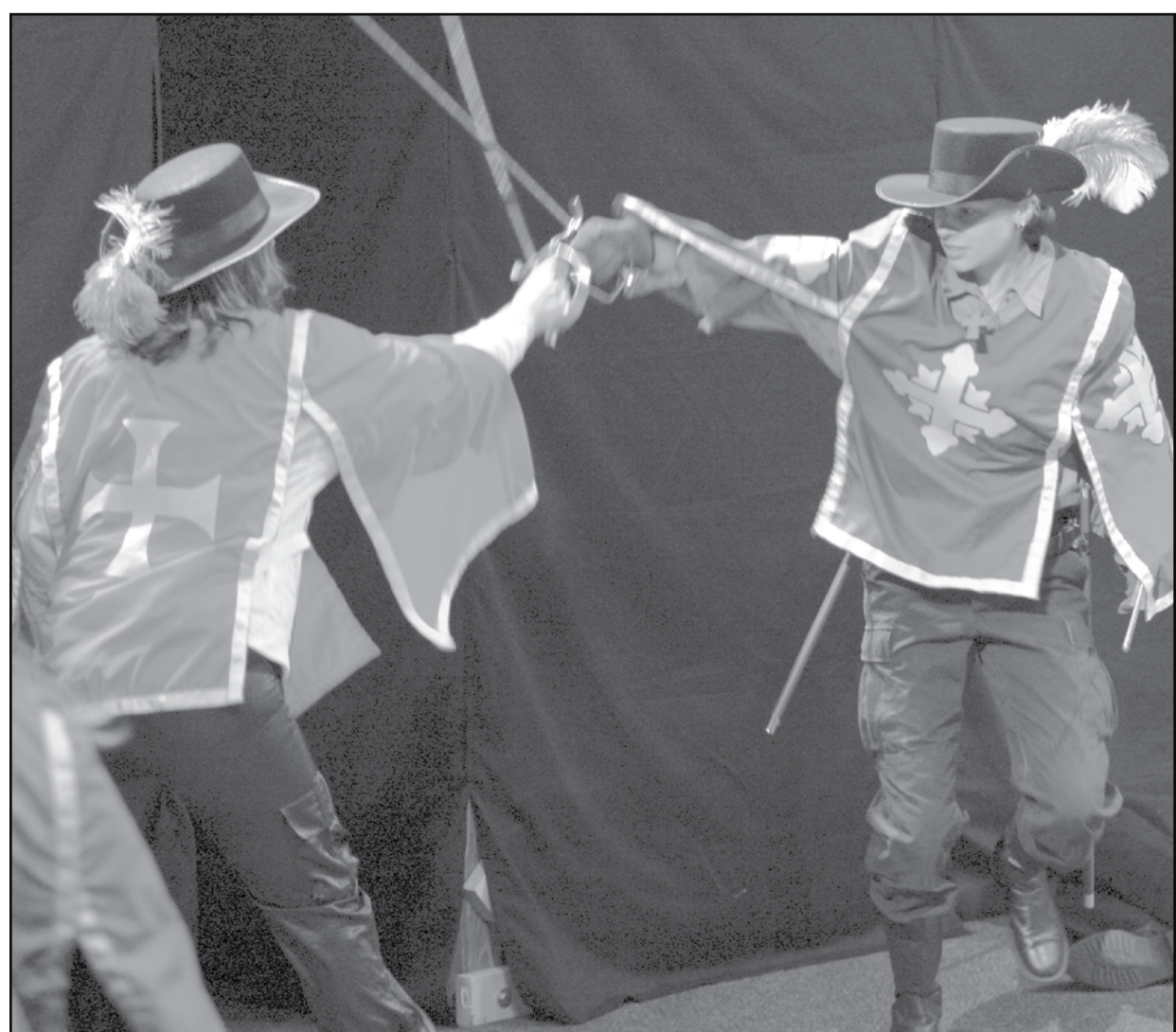
During their adventures the Musketeers encounter the spy Milday de Winter (Elizabeth Hudson) who will stop at nothing to disgrace Queen Anne of Austria (Samantha Dumont) and take revenge upon the Musketeers. In all, the play lasted approximately three hours and endures countless scene changes as the crew reenacts Richard Uskert's play.

Although the play seemed to be well done by the Riddle Players, the audience seemed to suggest that there were a slight number of holes in the

story line, due to the fact that females played the Musketeers, which are usually male roles, and that the main protagonist, Gascon D'Artagnan

, was also played by a woman. This did nothing to change the main storyline except that there was a slight bit of adaptation to the roles

which could have come from any number of things such as shortage of males willing to participate in the production.



THE RIDDLE PLAYERS PERFORM a swordfight scene during their play *The Musketeers*. The Riddle Players put a unique twist on the story as the Musketeers were played by female performers.

Eye in the Sky



A BELL 206-L LONGRANGER helicopter belonging to the Volusia County Sheriff's Department landed on the West Lawn last Wednesday. The helicopter is used by the department to aid in the apprehension of criminals and to help the officers to better serve the community.

Navy ROTC to march in parade

Press Release

Navy ROTC

Embry Riddle Aeronautical University's Navy and Marine Corps Reserve Officer Training Corps would like to invite you to our first annual Color Parade and Awards Ceremony on Tuesday April 20, 2004 at 4:45 p.m.

The Parade will take place on the ERAU soccer field adjacent to the ICI Center and will include an awards ceremony in which awards from the unit, as well as local and national organizations, will be presented to outstanding midshipmen.

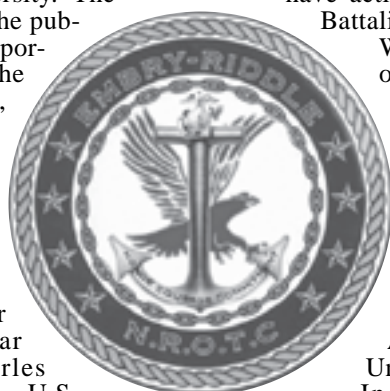
This year's historic Color Parade

will be the first in an annual tradition by the Navy and Marine Corps here at the university. The parade will offer the public an excellent opportunity to witness the professionalism, esprit de corps and pride of the Midshipman Battalion for their unit and the armed forces.

This year's Guest of Honor will be Rear Admiral Charles Stanley Williams, U.S. Navy (Ret.). Also in attendance will be Brigadier General Tom Adams, U.S. Marine Corps

(Ret.) as well as representatives from several organizations that have actively supported the Battalion.

We encourage anyone who is interested to come out and support the Midshipman Battalion as we commemorate the end of our inaugural year here at Embry Riddle Aeronautical University. In case of inclement weather, the ceremony will be held inside the ICI Center.



Jugglers perform at IC

Christopher Cole

Advertising Manager

Jason and Matthew Tardy of the juggling team called "Two," brought their talent to the IC last Tuesday.

"It was a really fun show," said Matt Cauthen, chairperson of Touch-N-Go. "I wish there was more people though."

A raffle was held before the performance, but due to the small turnout it took twelve draws of raffle tickets before a winner was declared. The winner won a brand new Playstation 2.

Once the show began, Jason and Matt awed the crowd with their juggling skills. "I've seen a lot of cool things in my life, but that was awesome," said Pete Valley after the skit they called *Dusk*, where the two turned out the lights and juggled with homemade glowing juggling clubs across the room.

Each routine had its own unique name for it. For example, during the routine called *Band-Aid*, Matt juggled three sharp knives. The jugglers had other routines which included *Not Easy*, *Different*, *Velocity*, *Now*, and *Stretchy*.

"Not bad," is all that Matt Salvinio had to say about the show, even though he was one of the audience members who was most involved with the show, giving feedback during Matt and Jason's show.

Matt and Jason began their juggling career ten years ago in Maine, when a juggler came to their high school to put on a show, and they got hooked. Now, they are doing shows across the country and are based out of Rochester, N.Y.

The show was sponsored by Touch-N-Go Productions. "Touch-N-Go is presenting Christopher Titus in the ICI Center on Saturday, April 10 and the doors will open at 7:15 p.m.," said Jason Armstrong. "Get there early because seats are expected to fill up."

Wright Flyer Simulator

Press Release

ERAU Communications

A Wright Flyer simulator on loan to Embry-Riddle Aeronautical University April 7-11 will give participants the chance to experience the excitement of the Wright brothers during their historic flight at Kitty Hawk, N.C., just over 100 years ago.

The simulator, which is a full-size replica of the Wright Flyer, will be supervised by Embry-Riddle students in the first-floor atrium of Embry-Riddle's Aviation Building. It will be available 8 a.m. to 5 p.m. April 7-9 (Wednesday, Thursday, and Friday) on a walk-in basis. Reservations for use of the simulator April 10-11 (Saturday and Sunday) should be made by calling 386-226-6849 during the week. The exhibit is free and open to the public.

To use the simulator, a person lies on the bottom wing, controlling the wings with hip action and the elevators with hand movements. While the

aircraft stays stationary, a computer screen displays the shifting Kitty Hawk landscape that corresponds to the user's movements, creating the illusion of flight, and realistic engine noise is generated.

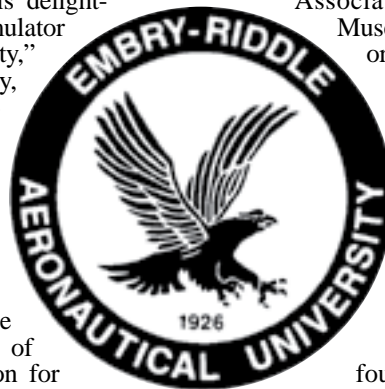
"Embry-Riddle is delighted to share this simulator with the community," says Dr. Tim Brady, dean of Embry-Riddle's College of Aviation. "Getting the chance to feel what it was like to pilot the Flyer is a once-in-a-lifetime experience that will give all of us new appreciation for the skills and courage of aviation's pioneers."

Orville Wright, at the controls of the Flyer on Dec. 17, 1903, is credited with making the world's first flight in a powered, heavier-than-air machine. The aircraft covered 120 feet in 12 seconds. He and his brother,

Wilbur, made three more flights that day. The longest, by Wilbur, was 852 feet in 59 seconds.

The touring exhibit of the Wright Flyer simulator is a project of the EAA (Experimental Aircraft Association) AirVenture Museum, a not-for-profit organization based in Oshkosh, Wis. As part of its educational mission, the EAA produced the exhibit to celebrate the 100th anniversary of the Wright brothers' historic flight at Kitty Hawk.

The EAA was founded in 1953 by individuals interested in building their own airplanes. Through the decades, the organization has expanded its scope to include aerobatic aircraft, antiques, classics, contemporary manufactured aircraft, helicopters, ultralights, and warbirds.



Ernie takes third in contest

Ryan Geoffroy
Guest Reporter

In other news, Ernie the Eagle, Embry-Riddle's own beloved mascot, took home third place last Thursday at the 2004 Chik-fil-a Cheer and Dance Collegiate Championship. Ernie had been preparing for this all year, making props, music and choreographing his routine. The mascot division competition consists of a 90 second skit which is judged on originality, crowd involvement, pantomime, characterization and prop use. Contestants must first qualify by video and out of all the entries received only the top 6 get to compete at Nationals in Daytona. The competition results were as follows: Truman from U of Missouri 8.73, Buzz from Georgia Tech 7.95, Ernie from Embry-Riddle 7.75 followed by Cocky from USC and Ms. Wuf from NC State.

Ernie's skit consisted of an animated duel between our beloved mascot and an invisible bee, and involved a copy of *The Avion*, a five foot fly swatter, and a cardboard bazooka.

The winning skit was a bit of fluff in which Truman had to rescue the Chik-fil-a cow from the clutches of the evil Jay Hawk. When

asked how he felt ranking so high among other big name schools, Ernie just gave me a blank stare and a high five.



ERNIE THE EAGLE TOOK third place in this year's Chik-fil-a Cheer and Dance Competition. While he may have taken third in competition, he is number one to many Embry-Riddle students.

Professor talks of gamma rays

Tom Kiley
Copy Editor

On Saturday, Apr. 3, the third annual Fred Elston Memorial Relativity and Gravitation Symposium (ERGS) was held in the auditorium of the IC Auditorium. The event, which took place at 8 p.m. and followed a reception sponsored by the Society of Physics Students, was free and open to the public.

This year's speaker was Dr. J. Patrick Lestrade, a well-known astrophysicist whose area of expertise lies in remote sensing of deep-space gamma-ray bursts. Dr. Lestrade holds several degrees including a Ph.D. and an M.S. in Space Physics and Astronomy, both from Rice University. He also holds an M.S. in Physics from Purdue University and a B.S. in Physics from Louisiana State University.

Lestrade's presentation, entitled "Gamma-Ray Bursts: Signals of Warped Space-Time," addressed not

only how and why gamma-ray bursts (GRBs) occur, but also the role they play in our current understanding of the universe. How and why GRBs occur is a very mysterious subject because so very little is known about them. One thing Dr. Lestrade made very clear during his presentation was that one defining aspect of GRBs is their colossal size. They are the largest known explosions to occur anywhere in the universe.

A gamma-ray burst occurs when a specific type of collapsing star forms a black hole at its center. Rays are emitted and jets of matter come streaming from opposite ends of the star at nearly the speed of light. These jets collide with surrounding gases and other debris which causes additional emissions of photons.

A GRB can release an amount of energy approximately equal to 10^{52} ergs per second. To put things in perspective, the sun gives off approximately 10^{41} ergs every year. These figures imply that the largest of gamma-ray bursts can release about

the same amount of energy in a single second as the sun would in 100 billion years!

Dr. Lestrade has published more than 65 papers and currently has several NASA contracts. He also played a pivotal role in the design and construction of a portion of the Compton Gamma Ray Observatory (GRO), one of NASA's four great observatories. He and a group of French scientists conducted the Burst and Transient Source Experiment (BATSE) onboard the GRO. BATSE detected almost three thousand gamma-ray bursts during its nine-year lifespan before finally splashing down in the Pacific Ocean in 2000.

Dr. Anthony Reynolds, the organizer of the event, was happy with the turnout. "Dr. Lestrade did an excellent job," said Reynolds. "He took a difficult subject like astrophysics and brought it down to a level of basic science that everyone was able to understand and enjoy. It was very informative and I think the students really got a lot out of it."

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Twelve things I hate about you: improvements for Riddle

I've been at Riddle a long time, longer than I care to admit (just ask my parents). Over the years, I've seen some things change—some for the better, some for the worse, while other things stayed the same, some of which *should* have changed. I know every university has its problems, especially a dynamic and growing school like Embry-Riddle. No learning institution is perfect, but here are the 12 areas I feel need most improvement:

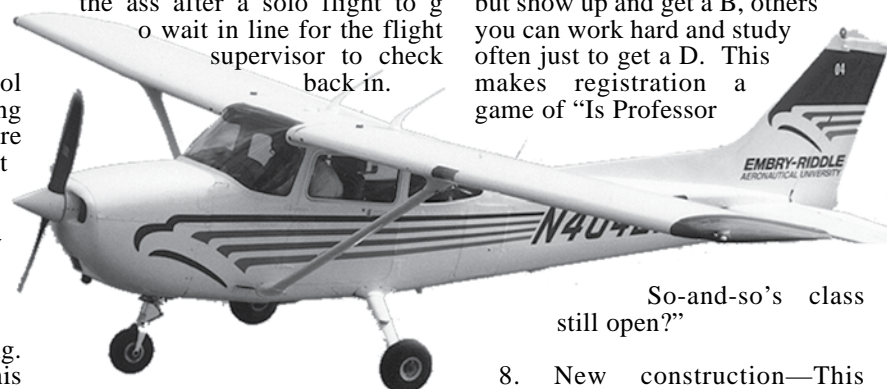
1. Parking—This has actually gotten better over the past few years, believe it or not. My main gripe here is the dirt parking lot behind the COA building. There is no legitimate reason this isn't paved. I actually lost a filling driving here. Yes, Riddle, you'll be getting *that* bill!

2. School spirit—This was covered in a previous Opinions letter written a few weeks ago. It amazes me how many people don't "get involved" with something on campus. Put down your remote, your Playstation, or whatever else and join *The Avion*, the Karting club, or some other organization.

3. The infamous Riddle Runaround—This hasn't changed one bit. It still sucks. I'm glad I'm graduating this semester, just to escape its wrath. The lack of communication between departments is absurd and frustrating. This needs immediate attention, before it pushes someone a little too far...

4. ETA—Anyone that was involved in the flight program

before the advent of this atrocious system knows it's one of man's worst inventions. It makes simple things difficult. It makes checking in for a flight an exacting science, and is a total pain in the ass after a solo flight to go to wait in line for the flight supervisor to check back in.



So-and-so's class still open?"

5. The mail center—You can keep your little cubby-hole-junk-mail collection system. Anything important goes to my apartment, which is why I never checked it more than once a semester. I also didn't appreciate the nasty note you put in there. You contribute to ERAU's problems.

6. The new degree programs—Hey Embry-Riddle! Ever hear of "Do one thing, and do it better than anyone else?" You used to... but now I'm beginning to wonder. And yes, my diploma WILL say "Aeronautical" on it! Instead of focusing on adding a new degree program or two every semester, try improving deficiencies in the ones you already have. The CRJ course for example, where the seats in the sim are a death trap and none of the course

books agree on limitations. It's a \$3500 disaster.

7. Discontinuity of course sections—This is a big one. Its all about WHO teaches the course. Some sections you can do nothing but show up and get a B, others you can work hard and study often just to get a D. This makes registration a game of "Is Professor

where, but you criminals are the worst. Sure I'll accept your \$10 buy-back of my only-used-once \$120 physics book. You crooks know you're going to sell it next week for \$80. How do you sleep at night? Maybe some competition ruining your communist regime would change your tune! And we thought Microsoft had a monopoly!

11. Dining services—I know you aren't paid well, but with the exception of the staff at Propeller's... would you feed that crap to your family? Then don't expect me to eat it!

12. Litterbugs—This is ultimately a student problem. I'm sick of seeing trash and cigarette butts all over campus. There are plenty of trash cans and ashtrays for you to use. Your laziness is not an excuse to litter. Embry-Riddle is fortunate enough to have a beautiful campus, and you know as well as I do, that the building and outdoor maintenance crews work VERY hard to keep it nice.

Be responsible, be an adult, and be neat.

Some of the things I mentioned would be easy to fix or change, some would require more effort. Embry-Riddle will never be perfect, but it can be better. I'm sure I missed a few things, but these are what I, as an Aeronautical Science student, have had the most trouble with lately.

—Mike Kasica

It amazes me how many people don't 'get involved' with something ...

—MIKE KASICA

Welcome to [Riddle], home of the migrating speed bump.

—MIKE KASICA

A senior reflects: Freshman year at Embry-Riddle Aero. Univ.

Recently, I was eating lunch in the UC when I overheard some of the younger students complaining about our university. I thought to myself, "How can these kids complain about some of these things? If only they knew how much different things are from when I got here." This is when I decided two important things. One was that I had finally become the old guy on campus. The more important one though, was that I needed to remind people where the University was not even five years ago. So here it goes. Here is what I remember.

license was a set cost, the Cessna only put students back \$65, and then \$80 an hour (changes every year). The Mooney was flown for complex time, and only one ID was required to fly (nobody ever asked to see it).

I remember when Deland had the CATER program, the Simulation Complex had not one, but two, full motion simulators, and the instructors were leaving so fast that the flight department actually didn't have enough of them for all of the students (I waited a month and half for my private instructor).

I remember when each flight license was a set cost ...

—LEE BARTHOLD

I remember when ROTC was in the small building next to Doolittle, the current ROTC building was the Daytona Beach Health Center, IT was in the building in the Doolittle parking lot, and all aviation classes were taught in the Airway Science Building.

I remember when the Student Village had a real convenience store, no Einstein's Bagel's, a smoothie booth, and was definitely not all you can eat.

I remember when the ICI Center was just the Fieldhouse, the only tennis courts on campus were next to Doolittle, the baseball team did not have a field on campus, and soccer had to play home games in Ormond.

I remember when the Eagle's name was Ernie, the "Dirty Bird" or "Fighting Chicken" was the logo for the athletic department (you can still see it on the basketball scoreboards), and the Flagler rivalry was so heated that the mascots actually fought at a game.

I remember when nobody's reg-

istration was done online, tuition was a few thousand dollars cheaper per semester and was not supposed to go up for enrolled students, the school was 14 percent female (it's only 17 percent now but every little bit helps), and even the athletic department was Embry-Riddle Aeronautical University (it's ERU now).

These are the changes I can remember. Some of them for the better, some for the worse, but at least things are changing. Try to consider these things next time you complain about the school. Try to remember that things will continue to change as the UC is remodeled and a track is built.

If you don't like the upcoming changes, try to actually do something about them instead of complaining to your friends or of course you are free to leave. If you are happy about the upcoming changes, stay, and enjoy your years as much as I have enjoyed mine.

—Lee Barthold

A yearly Avion tradition, *The Avioff*

Shyamal Addanki

Columnist



Last week, a satirical publication called *The Avioff* was distributed for April Fool's Day.

The Avioff is meant to be humorous, from the first page to the last. There is nothing that is meant to be taken seriously at all, other than the disclaimer on the front page that says nothing is meant to be taken seriously, seriously.

Certain people however, seem to take a lot of offence to the paper. I understand that, but if you find that *The Avioff* upsets you, then stop reading. The fact is that *The Avioff* is targeted primarily at the college student, and college students find it hilarious. If you are not a college student, don't read the *Avioff* and don't try to tell us that nobody likes *The Avioff* when I can walk into a classroom and see at least five student reading *The Avioff* and laughing about it.

Think about it, would your great grandparents like the comedy stylings of George Carlin? Then lets agree that not everyone can appreciate *The Avioff*, but that is no reason to condemn it.

Tom Flemming

Columnist



Made odvious by my partners endorsement of *The Avioff* there have been some complaints about this year's issue. But more importantly, there have also been rumors about an effort to cancel *The Avioff* permanently.

The annual April Fool's issue has in past years offended some of its readers, but as my partner pointed out, it is a satirical issue. It has also become an Embry-Riddle tradition going back the late 70's.

In an attempt to censor the paper, the Student Representative Board will discuss the possible admonishment of *The Avioff* early Tuesday afternoon.

Only through the use of certain reliable sources within the SGA did the paper find out that this has become an issue. Being that this has become the decision of the SRB I felt it my duty to inform the students of this issue. Although there may be a few that disagree with *The Avioff's* humor, there could not be enough to warrant such a drastic change.

THE NOTH FACTOR

Mobile phone junkies

Opera Software, of internet browser fame, announced this week that cellular telephones will be able to start and control recording devices remotely. That's right, if you meant to tape *Tail Daters* and accidentally forgot, a new phone will allow you to start taping from anywhere. Essentially, the phones function as a remote control.

I will admit, I have been skeptical of new developments in mobile phones. In the case of camera phones, I couldn't see the utility; however, then it occurred to me, people always have their phones with them, but sometimes forget to bring a camera along. I can't tell you how many times I've gone to out and thought "Man, I wish I had my camera."

Still, though, I am more than skeptical. I have never found myself hanging out with friends, thinking, "Man, if I only had my remote." Even worse, I know what's going to happen: regardless of the fact that these devices are possibly the dumbest thing since the Segway, I bet these phones are going to be hotter than pet rocks. Then, one morning, when I'm driving myself to pick up some food, an SUV is going to swerve in front of me because someone forgot to tape their favorite episode of *The Christopher Lowell Show*.

Even worse, people walking in front of me will just stop. They'll whip out their phone because

they can't miss one episode of *American Idol*, and they'll just stop. Then, I'll nearly trip over them, because, as everyone knows, people can't walk and operate a cellular telephone at the same time. I can't wait until I'm having dinner with someone and, TV schedule becomes more important than our conversation, just as phone calls do.

Most importantly, this new technology represents two changes in human culture that I absolutely detest. This technology will expand the importance of television in our lives. Television has its place, but it is in the living room, or the kitchen, but not the highway or the supermarket. Equally frustrating, these phones will degrade the patience of the average person even further. As if cell phones hadn't done a great job of making people painfully impatient already, these new phones will make things even more instantaneous and degrade tolerance levels even further.

Instead of stupid cosmetic features, phone makers should work to incorporate useful technologies in phones. Consider how useful a phone with GPS color maps and full, non-restricted, internet access could be (we're getting there, but we're not there yet). Phones don't need instant messengers or games; they are phones. When Bell invented the telephone, it had one purpose: to place calls. Cellular telephones are no exception.



Christopher A. Noth

Columnist

Student Forum

The Avion asks: "What did you like or dislike about *The Avioff*?"

—Compiled by Darren O'Brady



Will Bossio
Aeronautical Science
Sophomore

"The squirrels with guns. They're mad, I tell you!"



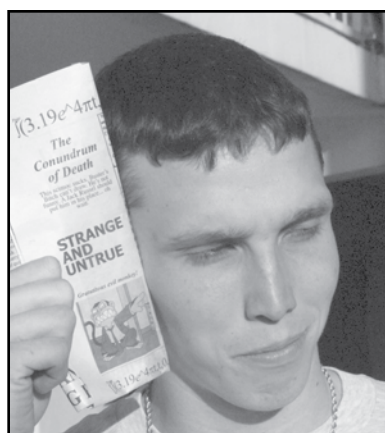
Shawn Bittner
Aerospace Engineering
Junior

"I liked that it really said what the student body was thinking. I especially liked the pilot hater article."



Jolene Washick
Aerospace Engineering
Sophomore

"I liked the 'UFO secret uncovered-scientist awed' photo because it was out of the ordinary, which is funny."



Steve Boyd
Air Traffic Control
Freshman

"The evil monkey!"



Drew Bess
Business Administration
Freshman

"Spin off on the marijuana was funny as hell."



Vicki Graf
Meteorology
Freshman

"I thought it was funny, but at the same time potentially insulting to some groups."

The Astronomy Team is on a mission

Ben Schrieb
Astronomy Team member

Imagine a clear, crisp, warm night. The stars twinkle above and as you gaze at them, you are intrigued and drawn in by them. Maybe this is because humans have always been in awe of the cosmos and that as a student at Embry-Riddle you have always been in love of what has been above rather than what is in front of you. What if it was possible to explore and observe in detail the oddities and supernatural events taking place in space right from the university campus? As a leading aerospace university, Embry-Riddle holds a great scope for setting up an observatory for such a gazing to take place. It is apparent that many students and faculty have a strong

interest in astronomy. The school has professional telescopes and all of the proper equipment to facilitate projects and courses here. It is possible with our modern equipment to filter out background light and moisture that might interfere with viewing while on campus. The problem therein lies with getting a permanent spot to keep the equipment setup and operating at all times. With the sophisticated computer guided systems on these telescopes it takes at least six hours to set them up and then take down and store again. With an observatory

on campus this cumbersome and time-consuming work of setting them up every time for use could be discarded. And it would open up many opportunities for students, staff, faculty, and the community. Many professors and students take on projects and have hobbies that involve observing and documenting changes in the night sky. Also, an observatory would help students in various Engineering Physics and Physical Sciences courses here at Embry-Riddle to better understand the phenomenon they are learning about. Not only will it assist in these classes, but would be open

to all students who have an interest in astronomy. Regular sessions could be held at the observatory to instruct and show students current events occurring in space, such as the alignment of five planets within our solar system that recently happened. As a prominent member of the aerospace community it would be appropriate for Embry-Riddle to have an observatory not only for students, faculty and staff, but also for parents and peers of the community that expect a lot from a school of such high standing as Embry-Riddle. Take, for example, the over seven hundred parents and incoming students that attended two observations last year. With a permanent home for our telescopes and related equipment, these sessions would not have to be limited to just twice a year. Another notice-

able fact here is that in the winter time in the Northern Hemisphere and particularly Florida can have the best observation sites due to atmospheric stability and this is the reason why observers from Canada and elsewhere come to Florida. With a well equipped observatory right on campus, Embry Riddle could become the hub of the astronomical activity in the season. With such an interest from the community and students in gazing upon the heavens, it would just seem logical that Embry-Riddle would be a great place to build an observatory to house the sophisticated telescopes and equipment we already possess. Building an observatory here at ERAU would open up boundless opportunities for the students and the school alike, to cross the skies and reach for the stars.

“ An observatory at ERAU would open up boundless opportunities - BEN SCHRIEB ”

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
- Hawaii & Pacific Ohana
- African Students Association
- German Club

Honor Society

- Alpha Omicron Alpha
- Omicron Delta Kappa
- 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
- 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 Athletes
- Shelanu Jewish Club
- Muslim Student

Cheerleaders compete at the U.S. Open



ERAU'S VARSITY CHEERLEADING TEAM placed fourth at the U.S. Open National Cheerleading Competition Sunday Mar 28. This was the first time the team had performed in a competition since 2000 when they won the National Championship. The team plans on revisiting next year.

CARRIE ROSOLINO/CHEERLEADING

Sport Aviation Club hosts contest

Jim McDowell
Member

On Friday, Mar. 26, and Saturday, Mar. 27, the Embry-Riddle Sport Aviation Club hosted the Keystone Aerobatic Kickoff at Keystone Heights, Florida. This was the second year in which the club has hosted an aerobatic competition, with the first being at Flagler airport one year ago.

They are currently the only collegiate sport aviation organization to host their own International Aerobatic Contest, with many participating pilots from all over Florida and the United States. Aircraft flown in the event included such aerobatic capable machines as the Pitts Special, Sukhoi's SU-29, the Christen Eagle, and the Extra 300. The Sport Aviation Club has been offering competition aerobatic training in their Pitts S2B since it was donated to the club in 1997. The last three years has seen many sponsorships emerge from various companies including MT-Propeller, Champion Ignition, Goodyear Tire and Rubber, Lycorning, Hooker Harness, and National Parachutes. The generous support of these

and other sponsors has made it possible for the club to host their own contests and keep the S2B flying.

Many Sport Aviation members were able to compete at the Keystone Heights contest flying the club's S2B in categories ranging from Primary up through

“ We plan to host more aerobatic contests in the upcoming years - JIM MCDOWELL ”

Advanced. Members Lannah Straus, Amar Patel, and Bill Gailagher won first, second, and third place respectively in the Primary category. Member Devon Pym won the award for the highest scoring first time Sportsman category pilot. Finally, club members and aerobatic instructors Brian Kaufman and Gregory Bruyn won first and third place respectively in the Intermediate category.

We plan to host more aerobatic contests in the upcoming years, and is planning on traveling to the U.S. National Aerobatic Contest for the second year in September. Aerobatic instruction, competition flying, as well as upset training are continually taught to anyone who wishes to join the Sport Aviation Club at Spruce Creek airport in the Pitts S2B.

To learn more, visit www.erau.sportaviation.org for instructor contact information.

Varsity Coed Cheerleading tryouts this week!

Tuesday 7-9 p.m.
Wednesday 7-9 p.m.
Thursday 6-8 p.m

Tryouts will be held in the ICI center. Come dressed to workout and have a good time.

Xi Man Competition



ALPHA XI DELTA HELD their annual Xi Man Competition Wed evening. Matt "hot pants" Mazur won the competition with a dazzling rendition of "real good man" by Tim McGraw for the talent portion. Tiffany Fine seemed to enjoy what she saw. Congratulations Mazur!

SHYAMAL ADDANKI/ AVION

Association

- 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

Sports

- 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



by Wes Oleszewski

Panel 1: SOUTHWEST IS KILLING US AND THEY DO IT MOSTLY BY RUNNING AROUND AND ACTING HAPPY. WE NEED TO FORCE OUR PEOPLE AT USAIRWAYS TO ACT HAPPY. **RIGHT.**

Panel 2: ...TAKE THIS DART GUN AND STEEL SNARE THAT WE BORROWED FROM THE FLORIDA DEPARTMENT OF ALLIGATOR CONTROL AND GO OUT THERE AND CATCH ONE OF OUR CUSTOMER SERVICE AGENTS.

Panel 3: BRING 'EM IN AND SEE WHAT'LL MAKE 'EM SMILE. **BUT... BUT... ...A PERSON COULD LOSE AN ARM OR A LEG DOIN' THAT!**

Panel 4: JUST MOVE SLOWLY AND DON'T WEAR ANY LOOSE CLOTHING.

Panel 5: MISSION ACCOMPLISHED! WE'VE CAPTURED ONE OF OUR USAIRWAYS CUSTOMER SERVICE AGENTS... **EXCELLENT.**

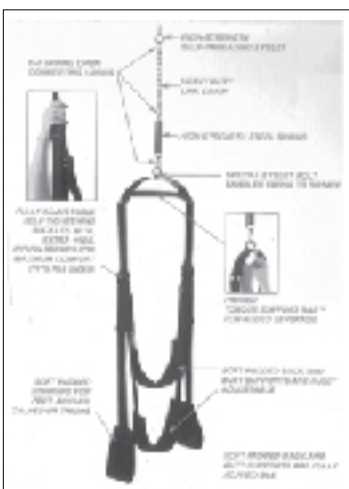
Panel 6: ...A REAL NASTY ONE TOO. WAS WEARING A BUTTON THAT SAID "I HATE YOU." IT TOOK FOUR DARTS TO BRING THE BEAST DOWN. **WOW.**

Panel 7: THE GLEE SQUAD HAS ALREADY STARTED THE INTERROGATION... **VERY GOOD.**

Panel 8: LET'S SEE... WHAT'LL MAKE YOU SMILE?... **UNTIE MY HANDS AND I'LL SHOW YA'.**

An "On eBay last week" EXTRAVAGANZA!

Want to scare some neighbors into thinking you're a peeping tom? These fake security cameras sweep back and forth and come complete with a red LED light for only \$2.95 a pop, with the option to buy as many as you want.



The love swing. \$69.95. Need I say more?

REV IT UP!



This former NASCAR racer has been converted into a Daytona 500 simulator. Only \$8,500!



These magnetic rings, for \$16.95 a set, are designed to let you live forever. 100% satisfaction guaranteed. Money back guarantee for the first 30 days. Anyone else smell a scam here?



DUMB CRIMINALS... GOTTA LOVE 'EM

Christopher Jansen, who was put on trial for drug possession in Michigan, said he had been searched without a warrant. The prosecutor said the officer didn't need a warrant because a bulge in Jansen's jacket could have been a gun. "Nonsense," said Jansen, who happened to be wearing the same jacket that day in court. He handed it over so the judge could see it. The judge discovered a packet of cocaine in the pocket and laughed so hard he required a five minute recess to compose himself.

IN OTHER AUCTIONS...

- THE WEB SITE [HTTP://WWW.SADDAMHUSSEIN.COM](http://www.saddamhussein.com): \$15,000.
- HAND-CARVED WOODEN COFFIN WITH JESUS RELIEF ON LTD: \$3,000.
- FOUR CEMETARY LOTS IN A BALTIMORE CEMETARY: ALSO \$3,000.
- IN SOMETHING NOT SO MORBID, A GARAGE BAND MEMBER HAS LAID CLAIM TO THE NEWLY DISCOVERED PLANET SEDNA. BIDS START AT \$4,000, OR YOU CAN BUY IT NOW FOR \$10,000. (IF YOU CAN FIND A USE FOR) 1,766 PAIRS OF READING GLASSES: \$7,999.99.
- 25,000 POUNDS OF VARIOUS "LABORATORY" CHEMICALS, STREET VALUE OF \$1 MILLION: \$30,000.

What did the five fingers say to the FACE?

SLAP What...

I'm Rick James

B T H

Chappelle SHOW

by Chris Cole

STRANGE BUT TRUE

- The pornography industry in the United States releases an average of 211 new "hardcore" titles a week. That comes out to a new film every 47.77 minutes.
- Most toilets flush in E flat.**
- Men, at any given time, carry an average of \$175 on their person. The average woman carries half of that.
- The average weedwhacker creates as much ozone pollution as a car running at 70 m.p.h.**
- The average chainsaw produces as much pollution as a car running at 200 m.p.h.**
- There are more television sets in the U.S. than there are people in the United Kingdom.
- The cruise liner Queen Elizabeth II moves only six inches for each gallon of diesel that it burns.**
- Every day, more money is printed for the game Monopoly than for the U.S. Treasury.
- Coca-Cola was originally green.**
- It is impossible to lick your elbow.
- About 75 percent of the people who read that last statistic will attempt to lick their elbow to prove me wrong.**
- $111,111,111 \times 111,111,111 = 12,345,678,987,654,321$
- Forty percent of party guests snoop through the house's medicine cabinet.**
- The average cost of raising a medium-sized dog to age 11: \$6,400.
- Mel Blanc, who played the voice of Bugs Bunny, was allergic to carrots.**
- The state with the high percentage of people who walk to work: Alaska.
- The percentage of Africa that is wilderness: 28%.**
- The percentage of North America that is wilderness: 38%.**
- More deer are killed by drivers than by hunters in the United States.
- The band Linkin Park got their name from a "Lincoln Park" near their homes. When they formed the band, they purposefully misspelled "Lincoln" because they could not afford to buy www.lincolnpark.com.**

OH MY GOD - IT'S SO **BIG!**

THAT'S RIGHT, BABY, THE COMICS ARE A FULL PAGE THIS WEEK! THANKS TO EVERYONE WHO CONTRIBUTED AND GAVE THE RIDDLE OF LIFE A WEEK OFF!

Girls & SPORTS
by Justin Borus and Andrew Feinstein

Panel 1: I BOUGHT MY GIRLFRIEND THE BOOK "FOOTBALLS FOR DUMMIES"

Panel 2: I JUST COULDN'T STAND EXPLAINING THE SAME RULES OVER AND OVER

Panel 3: AND SHE LIKED IT? SURE, SHE REALLY APPRECIATED MY HONESTY

Panel 4: SO LAST NIGHT SHE BOUGHT ME "SEX FOR DUMMIES"

A student's perspective: What it's like to be *upset*

Mike Kasica
Copy Editor

I was offered an opportunity to fly the airplane on a typical first-lesson flight with instructor Eric August. For those of you who do not know Mr. August, he has about 25,000 hours of flight time in various types of military and civilian aircraft, and is more passionate about flying than anyone I have ever met. This man loves to fly and it is quite evident. Instructor pilot Carolina Lenz is also authorized to instruct in the Super Decathlon.

From the moment I walked out to the airplane, I noticed some very distinct differences between this flight and any other I have ever had at Embry-Riddle. Mr. August and I performed a thorough preflight of the aircraft, and I received a precise briefing on what we were about to do. He then handed me a parachute, and instructed me on how to put it on, and how to use it. This is required by the Federal Aviation Regulations anytime the aircraft will intentionally exceed 30 degrees of pitch or 60 degrees of bank.

Next, I climbed into the back seat, (this is a tandem seat airplane, one front and one back seat) and Mr. August helped me strap in. A student's first flight will be in the back seat of the aircraft to familiarize the student with the airplane's controls and feel, subsequent flights will be in the front seat. There's a lot more than just a lap and shoulder belt in this airplane, it uses a multi-point safety harness. With the parachute on and wearing the safety harness, it's still very comfortable. The airplane is controlled via a stick, much like that of a fighter jet, as opposed to a traditional yoke.

After ramping out and receiving our taxi clearance, we taxied to runway 25R. We performed our run-up and were cleared for take-off. We departed 25R, and made an immediate turn to the south practice area, towards the aerobatics box. Once there, Mr. August turned us inverted, to check the tension of our safety harnesses before performing any other maneuvers. Over the next 30 to 45 minutes, we performed hammerheads, aileron rolls, inverted flight, loops and some knife-edge flight. This is the most fun I've ever

had legally, but at the same time, I was learning.

Mr. August let me fly the airplane, feel its control pressures, and showed me that this airplane is very capable of doing "what YOU want it to do." I immediately noticed how precise the controls felt, much like that of a helicopter. At times during the flight, we experienced G-forces from approximately -1 to +4. Holding a large camera while pulling 4 Gs isn't easy.

I have never flown inverted before, nor have I ever performed any of these maneuvers. I was amazed at how smooth the ride was. There was no harsh bumping or jarring, no sore neck, and when changing the G-forces, Mr. August always skillfully applied the controls so smoothly and precisely that the gradual change in pressure I felt was very comfortable. He thoroughly briefed every maneuver, and made sure I was ready before beginning any change in attitude.

I not only had a great time, but I'll fly with more confidence now, even after just one flight. I've now experienced positive and negative G-forces, and I have a better

understanding of how the airplane responds to each. For a pilot, this is the most fun you can have with your clothes on.

This was an exciting, thrilling, fun and educational experience. I feel this is a very valuable course

to anyone who flies, especially those who aspire to be professional aviators. You will gain valuable knowledge and flying skills that may one day not only save your life, but also the lives of your passengers. Oh...and you'll have a blast doing

it too, I promise!

The author of this article would sincerely like to thank Mr. Eric August and Mr. Ken Doucette for their professionalism and the opportunity to experience the upset program first hand.



MIKE KASICA/AVION

MEET THE NEWEST ADDITION to Embry-Riddle's fleet, an American Champion Super Decathlon, N562ER. Upset training course instructors are Eric August and Carolina Lenz.

Problems plague industry U.S. Army plans to expand

Michael Sullivan
Staff Reporter

Students of Embry-Riddle are constantly reminded of the steady financial decline of the airline industry since September 2001. Right now may be one of the hardest times the airline industry has ever faced, judging from comments made at the annual FAA Aviation Forecast Conference in Washington by Air Transport Association (ATA) CEO James May and Airports Council International North American president David Plavin.

According to the reports, the heart of the problem is the rising price of oil. "At thirty-seven dollars a barrel, the price of oil is killing this industry," said May. When ticket costs remain relatively unchanged, and fuel costs continue to rise, the profit margin becomes increasingly thin.

The passenger screening process is

another problem contributing to the decline of the industry. "The time for talk is over," added May, "we need plans in place today to move more travelers through airports without screening delays." Making matters worse, airport construction itself

" U. S. aviation law and policy are driving airports and airlines in different directions. "

- DAVID PLAVIN "

leads to delays. Congestion at the airports will not support the higher volume of passengers needed for airlines to stay in business. Therefore the airports need to change and become

more efficient for the airlines to have any chance at survival.

The designs of airports such as Los Angeles International are criticized for being too focused on design rather than on efficiency and cost effectiveness.

Consider the reconfiguration of LAX for example. Consolidating the screening and check-in processes will cost an estimated \$9 billion to \$12 billion; compared to the \$2 billion to \$3 billion that the ATA requires. The layout of most high-volume airports has remained the same as when they were first commissioned. Many were converted from air bases after World War II. Space for expansion is scarce and runways continue to be very difficult and expensive to build.

U.S. aviation law and policy are, says Plavin, "driving airports and airlines in different directions. The federal government must play a more facilitative role, where we can be mutually supportive."

UAV to extend more types of weapons

Michael McGraw
Staff Reporter

The U. S. Army has announced that it plans to expand the types of weapons fired in tests from unmanned aerial vehicles (UAV). The Army's interest was prompted by the use of Predator UAV aircraft by non-Army forces in recent military operations.

The technology is being developed by the Army's Aviation Applied Technology Directory (AATD), which is charged with developing technologies for Army aviation. Already, the Army has

launched Ballistic Anti-Armor and Viper Strike munitions from the Hunter UAV. AATD also has plans to launch 70-millimeter rockets from its Vigilante test bed, which is a small, unmanned rotorcraft. Tests with the Vigilante are expected to take place over the summer.

Non-lethal UAV weapons are also being considered. These include intense heat or sound emitting devices. Lasers are being studied for both lethal and non-lethal purposes.

Unmanned vehicles are not the only thing that the Army is seeking to technologically enhance. The OH-58D Kiowa Warrior helicopter, which suffers from hard land-

ings because of weight problems, is also under the scrutiny of the AATD. A set of recommendations for shedding weight has been developed, including installing lightweight substitutes for certain equipment on board.

Other technologies that AATD is researching for the army include a more powerful engine for the Blackhawk helicopter, as well as a defense system against rocket-propelled grenades. The Army is also researching a possible means by which to prevent brownouts, which occur when a dust cloud prevents a helicopter crew from seeing the ground as they make their approach.



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Russia to send tourist to space Hubble update

Levi Jordan
Staff Reporter

Russia plans to send a third tourist to space

Russia has announced its plans to launch a third space tourist to the International Space Station within a year. Gregory Olsen, 58, the founder of Sensors Unlimited Inc. in Princeton, N.J., has hired Space Adventures, the company that brokered the first space tourist trip, millionaire Dennis Tito's flight in 2001.

The trip's \$20 million price is the same amount Tito paid in 2001 and South African Mark Shuttleworth paid in 2002 for strictly tourist trips. Space Adventures hopes to cash in on the interest in space.

It already offers trips aboard a Russian MiG-25 to "the edge of space," or 80,000 feet above the Earth, for about \$18,000. Olsen took one of these flights last year, which only intensified his appetite for space travel. "When you get up and you can see the curvature of the Earth and you look up and it's dark,

man that's just fabulous," he said. "It's a real thrill."

While onboard the International Space Station, Olsen will use his own infrared sensors, which detect varying levels of heat, to study and analyze pollution in the Earth's atmosphere as well as the health of agricultural systems on the ground. "I kind of feel this is a way of paying back," he said.

The remote sensing experiment is "really what the buzz is for me," he said, "as well as the kick of being in space for a week." Olsen also hopes to utilize the weightlessness of space to grow better versions of special crystals used in infrared sensors and other high-tech applications, though he has not finalized these plans.

Eric Anderson, chief executive of Space Adventures, of Arlington, Virginia, would not elaborate on his company's financial arrangement with the Russian government. The National Aeronautics and Space Administration is not complaining about its ISS partner's latest plan to collect a fare from a private citizen in exchange for a ride. "NASA has no problems with what the Russian space agency is doing because they're following procedures," spokesman Robert Jacobs said.

Space Adventures hopes to eventually send two tourists aboard a Soyuz flight flown by a Russian cosmonaut.

Doing so would mean there would be no room to bring a cosmonaut or astronaut home from the International Space Station on the return flight, which would extend an astronaut's stay on the station from six months to one year. The United States has been slow to accept the idea of space tourism however the House of Representatives recently passed a bill that would regulate commercial space flights. It allows for experimental trips, and release the government of indemnity in case of a fatal disaster during an experimental flight.

" NASA has no problems with what the Russian space agency is doing "
- ROBERT JACOBS



Michael McGraw
Staff Reporter

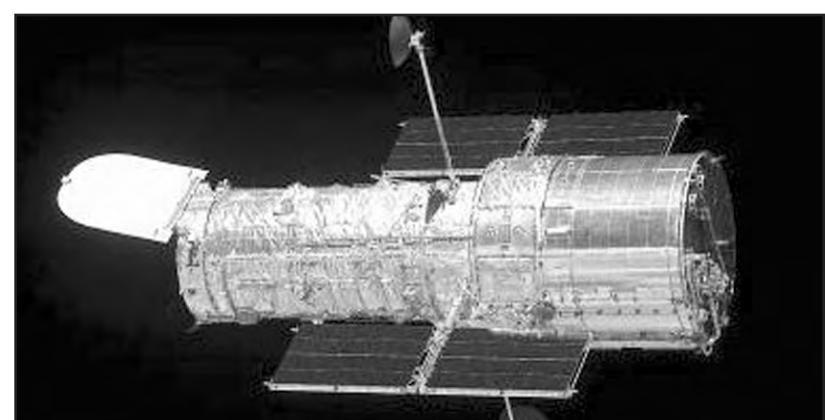
Two senators have called on NASA to continue preparations for a space shuttle flight to the Hubble Space Telescope. Senators Barbara Mikulski (D-MD) and Sam Brownback (R-KS) introduced legislation to the Senate last week, while an independent panel of scientists and engineers examine options for safely carrying out the mission.

Senator Mikulski, a long-term supporter of Hubble, is the ranking Democrat on the Senate panel that controls NASA funding. The Hubble is operated by two facilities in the state of Maryland. Senator Brownback is the chair-

man of the Senate panel with legislative oversight of NASA. He has stated that he would like to see NASA send another shuttle mission to the Hubble even if it would require cutting back some of its International Space Station plans.

However, NASA administrator Sean O'Keefe is strongly opposed to sending a shuttle mission to the telescope. In the wake of the Columbia tragedy, he would prefer other possibilities, such as robotic missions, as a means to extend the life of the aging Hubble.

The resolution follows a similar resolution introduced in the House of Representatives last month, which was co-signed by about 40 representatives.



Launch Schedule		Compiled by Alex Sidorov
Date: April 9 Launch Vehicle: Taurus XL Payload: ROCSAT 2 - Chinese remote sensing satellite Location: Area 576-E Vandenberg Air Force Base, California	Date: Late April Launch Vehicle: Proton Payload: Express AM-11 Russian communications satellite Location: Baikonur Cosmodrome, Kazakhstan	
Date: April 16 Launch Vehicle: Atlas 2AS Payload: Superbird 6 - Japanese communication satellite Location: SLC-36A, Cape Canaveral Air Force Station, Florida	Date: May 2 Launch Vehicle: Sea Launch Zenit 3SL Payload: DIRECTV 7S - TV broadcasting satellite Location: Odyssey platform, Pacific Ocean	
Date: April 17 Launch Vehicle: Delta 2 Payload: Gravity Probe-B - NASA's research satellite Location: SLC-2W, Vandenberg Air Force Base, California	Date: May 19 Launch Vehicle: Atlas 2AS Payload: AMC 11 - US communications satellite Location: SLC-36B, Cape Canaveral, Florida	
Date: April 19 Launch Vehicle: Soyuz Payload: Soyuz space capsule with Expedition 9 Location: Baikonur Cosmodrome, Kazakhstan	Date: May 19 Launch Vehicle: Soyuz Payload: Progress cargo ship Location: Baikonur Cosmodrome, Kazakhstan	

Launch times are subject to change. For up-to-date information, visit www.spaceflightnow.com/tracking.

Close-out for Moon property

Jonathan Mettin
News Editor

It sounds like a real estate buyer's dream - \$19.99 an acre of undisturbed, undeveloped land. Plenty of

" I don't consider myself a scam artist "

- DENNIS HOPE

"We believe what we're doing is real," Hope told the Associated Press. "I believe with every particle of my being that I'm selling land that belongs to me."

Licensed by the state of Nevada, Lunar Embassy has sold lunar land to over 2.5 million users in 80 different countries. Over 1,300 corporations have purchased plots, including the British supermarket chain Safeway, which resold 20,000 plots to grocery

shopper. "I don't consider myself to be a scam artist," Hope said. "I don't consider myself to be anything other than a businessperson that has found

an opportunity. "I'm no different than any other business person in the world. The only difference is the product that I sell doesn't exist here."

Recently, Hope began to sell plots on Mars and one of Jupiter's moons. Next on Hope's list: Mercury.

Hope believes that he has a right to sell extraterrestrial properties because of the 1967 United Nations Outer Space Treaty, which was drafted while the United States and Soviet Union were in the heat of the space race and decreed that outer space is the "province of all mankind."

Article II of the document states

that moons and planets are "not subject to national appropriation" Hope interprets that as saying that individual appropriation is legal.

Legal officers at the United Nations say that Hope's claim is without merit. But in Nevada, selling lunar land is perfectly legal and licensed in good standing, provided that the company pays its annual \$100 fee.

" I believe ... that I'm selling land that belongs to me "

- DENNIS HOPE

argue that our jurisdiction extends to the moon," said Tom Sargent, spokesman for the Nevada attorney general, "but we don't really think that." As long as no one complains, however, Lunar Embassy can stay in business.

X-prize competition heats up

Mark Soppet
Copy Editor

The first civilian spaceflight is expected by the end of 2004, according to Gregg Maryniak, director of the X-Prize Foundation.

Founded in 1996, the X-Prize Foundation aims to stimulate civilian space travel by offering a \$10 million prize to the first team who flies to 100 kilometers (62 miles) in altitude, the generally-accepted boundary of space. The craft must carry at least one human occupant and the ballast equivalent of two more human adults. The feat also must be conducted twice in fourteen days. All of this must occur before January 1, 2005, beyond which the prize will not be fully funded.

Twenty-seven teams from seven countries are vying for the X-Prize. Of these, nine have built hardware representative of their X-Prize design. Industry experts believe that Scaled Composites, led by designer Burt Rutan, is the odds-on favorite to win. The company's SpaceShipOne, a rocket-plane carried to launch altitude by a mothership aircraft, is the

only X-Prize contender to undergo flight testing. On Dec. 17, 2003, the SpaceShipOne fired its engine for the first time in flight, breaking Mach 1 and reaching 68,000 feet in altitude.

Other teams are in the hunt as well. The Canadian "da Vinci" spacecraft aims to launch under rocket power after being dropped from a high-altitude balloon. John Carmack, creator of the popular PC game "Doom" and founder of Armadillo Aerospace, hopes that his team's vertically-launched rocket can overcome Rutan's lead. Also submitting vertical takeoff rockets are Pablo de Leon of Argentina and



Starchaser, a British X-Prize team.

The ultimate goal of the X-Prize teams is not to win the \$10 million prize, but to make profit from subsequent tourist flights to the edge of space. This was the goal of space visionary Peter Diamandis when he started the X-Prize in St. Louis in 1996. Diamandis views the X-Prize as a modern version of the Orteig prize, which motivated Charles Lindbergh to cross the Atlantic and thus expand the commercial airline business. With this vision in mind, Charles Lindbergh's grandson Erik serves as one of the foundation's trustees.

HyTech, a supersonic-combustion ramjet. Unlike the hydrogen-fueled X-43A, the X-43C would use hydrocarbon fuels. The Air Force has not commented about its own plans on whether to continue the X-43C.

Admiral Steadle reassured lawmakers that NASA will continue its research into hypersonic flight. In the future, the bulk of hypersonic funding will come from the Office of Aeronautics, preserving the budget for the Office of Exploration Systems.

RS-84 was supposed to be a candidate engine for reusable launch vehicles. It would have produced over 1.1 million pounds (4,900 kN) of thrust, and been reusable for 100 flights. One design goal for RS-84 was a higher chamber pressure than

the comparable F-1 engine, used on the Saturn V moon rocket. Another goal was to avoid the creation of soot and tar, a problem with kerosene-burning rockets. This was key to ensuring the reusability of the rocket.

RS-84 was funded under the Space Launch Initiative, a technology development program whose original intention was a replacement vehicle for the space shuttle. RS-84 was imagined as the engine for winged booster rockets that would fly back to an airstrip after launch.

These X-43C and RS-84 programs were the first two high-profile projects terminated by NASA. More cuts are certain to follow as the agency progresses through its period of transformation.

NASA to cancel programs

Mark Soppet
Copy Editor

NASA is reassessing its priorities following the announcement of a new space vision for exploring the moon and Mars. The latest victims of this policy shift are the X-43C hypersonic aircraft and the RS-84 rocket engine. Rear Admiral Craig Steadle, head of the Office of Exploration Systems, made the announcement on March 18.

The X-43C was a collaborative effort between NASA and the U.S. Air Force, following up on the ongoing X-43A hypersonic aircraft. The X-43C would have been slightly longer and used a different powerplant: the Air Force-developed

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Risky Business?

Concerning future uncertainties of new technology.

DARRIN O'BRADY/AVION

India introduces Simputer Apple seeking iPod patent

Mark Soppet
Copy Editor

In India, scientists have finally delivered on a promise to create a low-cost, handheld computer. Called the Simputer, they will sell for U.S. \$220. The creators of Simputer hope their device will make computers accessible to the masses, as only 0.9 percent of Indian citizens own a computer.

Design of the Simputer began in 2001 at India's Institute of Science in Bangalore. The task of manufacturing the device shifted to government-owned Bharat Electronics, and the company Picopeda Simputers was formed to distribute them.

Affordable hardware and open-source software made the Simputer possible.

The system has a 206 MHz processor and 64 megabytes of RAM. It runs Linux as its Operating

Systems, while volunteers, in the spirit of Linux, wrote the rest of the software. Users will interface with the computer by writing on its screen, and the device can connect to the internet.

The Simputer costs less than half of what a desktop system would cost in India.

According to Swami Manohar of Picopeda Simputers, 50,000 of these handheld computers will likely be sold before March 2005.

Alex Sidorov
Space Tech Editor

Apple Computer is attempting to get a U.S. government patent for its iPod music player's user interface. Apple lists three inventors for the interface: CEO Steve Jobs, Jeffrey L. Robbin and Timothy Wasko.

Jeffrey Robbin moved to Apple in 2000 when the company Cassady & Greene was acquired by Apple.

The company was responsible for SoundJam software and encoding MP3 tracks from CDs.

Wasko is Apple's visual interaction designer, who came to Apple in 1997 from Next Software.

The patent request was filed Oct. 28, 2002 and the U.S. Patent and Trademark Office (USPTO) received the application for the patent on Thursday, Mar. 25 and assigned it patent application number 20040055446.

Such a patent is not an unusual one. According to Steven Frank, who is working with Apple to help them in their patent on behalf of the law firm Testa, Hurwitz & Thibault, the patent will "enforce proprietary architecture." Frank also mentioned that Apple is most likely to use its patent to block iPod knock-offs.

It takes about 18 months for USPTO publicly announce the patent request and two to three years to grant it, which means Apple could have its patent within six months. In granting the patent to a company, USPTO must look at the inventiveness at the time of the application. USPTO will also look at other applications, if there are any, and priority will be given to the one who first invents, not who files first.

THE TECH DIARIES: Pentium 4 vs. Hyper-Threading

About a year ago Intel introduced its new next-generation computer chips. The new chips include a revolutionary new multi-processing technology called "Hyper Pipelined Technology," or its more common name "Hyper Threading" (also called HT for short.) According to Intel, the new technology will make your computer work faster and will make multi tasking (opening and working on more than one application simultaneously) much easier.

The new technology will do so by making the computer think that there are two chips installed in the PC instead of one, even though there is only one chip physically installed. It will accelerate your system by taking program threads (strings of data that tell the system how to process the program data) and instead of processing them one at a time, the new chip will be able to take more threads at once, thus increasing the speed of a program and allowing you to use a few application simultaneously without losing much system performance. Intel says that the new processing technology

will increase your computer speed by over 25 percent.

When the new technology came out many people complained that it slowed down the computer instead of speeding it up. Intel came up with updates a few months ago and said that it has solved the problem and all users should experience good performance. But even after that, users kept complaining about slow speeds.



Michael Perstin
Data Tech
Co-Editor

So after listening to so many complains I've decided to take the matter into my own hands and test the new technology myself. I have used two laptops to check the hyper threading abilities.

The first computer was a Dell Inspiron 5150 with a 3.06 GHz processor with HT, a 30 gig hard drive, 512 megabytes of RAM and a 64 Meg nVidia GeForce FX5200 64 Meg video card. The second system tested was a Toshiba Satellite P25 with a 3 GHz processor with HT, 1 gigabyte of RAM, 80 gig hard drive and nVidia GeForce FX5200 64 Meg video card.

To test the systems I used two

benchmarking programs from Futuremark. The first program I used was the PCMark04 Pro. That program benchmarks the performance of the PC to see what are its maximum capabilities. To test the PC capabilities, PCMark04 does different daily tasks like compressing, extracting and coping files, checks the speed of the RAM and hard drive and also checks how long it takes the computer to convert video files. The second program is the 3DMark03 Pro. 3DMark03 is used to benchmark the video card and the 3D performance of the PC to see how it handles graphically-intensive games and videos. It does so by running demos of different games and movies and checking the average frame rate. I ran each program twice, once when HT was on and again when it was off.

When I ran PCMark04 on both computers, once with HT and then

again without, I saw major changes in the results. After going through and comparing the results of both tests I saw that while the computers were without HT, they performed as well as any other computer. But when I turned HT on, the difference was great. HT has greatly improved the performance of the PC. Almost all of the tests showed a performance increase by at least 20 - 25 percent. By seeing these results I've confirmed what Intel has been saying

about the new technology all along; it does greatly increase speed and performance.

However, the 3D tests showed a different story. As with the PCMark04 program, I ran 3DMark03 twice, once with HT and then again without. After running the program without HT, I was expecting some

major difference when I turned HT on. Unfortunately I was wrong. 3DMark03 showed almost no difference between the HT on and off results. With HT, I saw an increase of less than one frame per second and the program gave it an overall score of only 30 points better than the no-HT results (compared to the results from PCMark04 that gave an overall score of over 600 points over the no-HT results).

As you see, the results speak for themselves. The new Hyper Threading technology left the regular Pentium 4 in the dust when it came to system performance. However it slightly improved the 3D tests. I guess that this is where the slower computer complaints came from. In the end I want to say that if you want to buy a computer for work, the new HT technology is a must. But if you are a gamer that just wants to increase your gaming experience, you might want to stay away from HT for now and save yourself the money.

If you would like to test your own system or see how your system will perform compared to my tests, you can download the benchmarking program demos from the company website at www.futuremark.com

“
HT[Hyper-Threading] has greatly improved the performance of the PC.
”
- MICHAEL PERSTIN

OSGW: Risk

Darrin O'Brady

Data Technology Editor

For 40 years, Risk has sustained college students deep into the night, fulfilling their needs for world domination.

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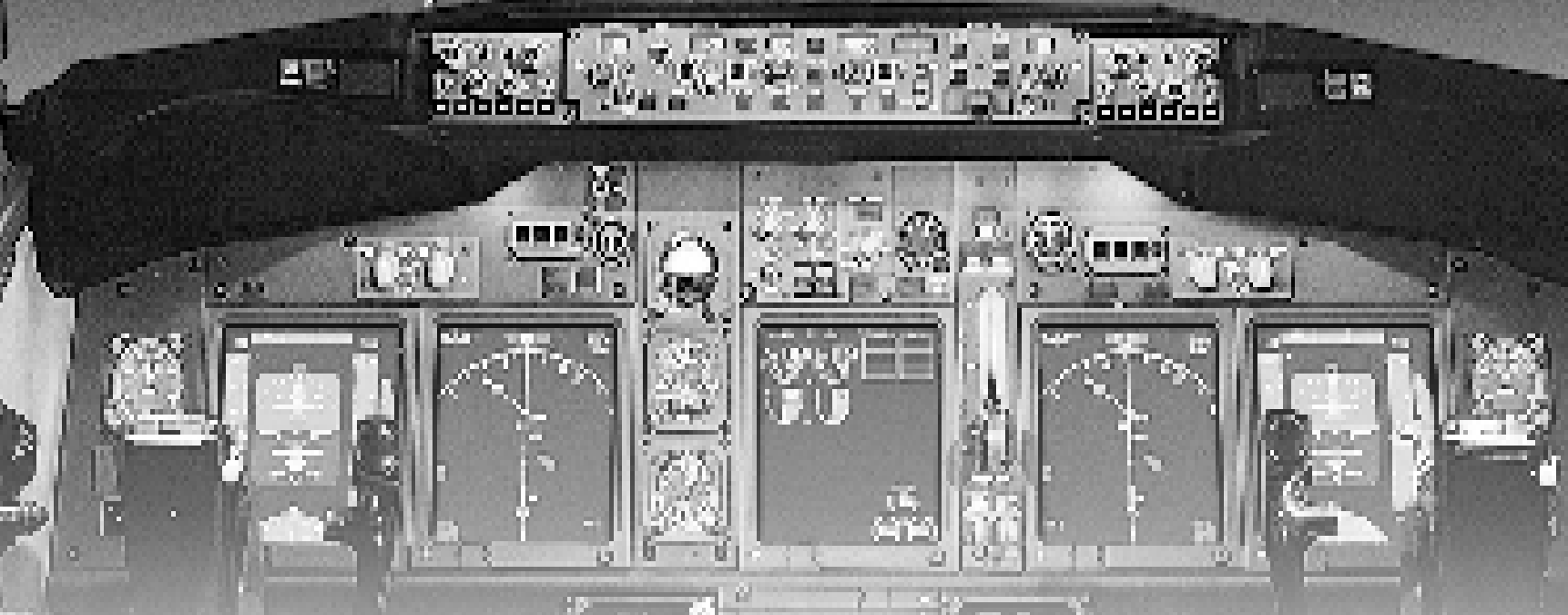
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