

6-14-2005

## Avion 2005-06-14

Embry-Riddle Aeronautical University

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An Award Winning Newspaper by Students for Students.

# THE AVION

A Division of the Student Government Association

Embry-Riddle Aeronautical University Daytona Beach, Florida

TUESDAY  
June 14, 2005

www.avionnewspaper.com

Volume CXIII • Issue 3

## Flightline changed for efficiency

**"It was a business decision," says Dean Brady**

Jonathan Mettin  
Managing Editor

The replacement of the flight department's top three officials was motivated by making the flight line more economical, according to Dr. Tim Brady, dean

of Embry-Riddle Aeronautical University's College of Aviation.

"It was a business decision to make the system more relative to the student and more efficient," said Brady.

In May, Brady announced that Flight Department Chair Dr. Richard Theokas, Chief Flight Instructor Ken Doucette and Assistant Chief Flight Instructor Pete Thing were removed from their positions due to "some issues in the flight department ... tied to flight leadership." This announcement was made at a flight department meeting on May 19, where Brady said this decision was made with the support of high-ranking university administrators.

"I knew about it, but I was not part of it," said Daytona Beach Chancellor Irwin Price. He also said that the Board of Trustees was not directly involved with the process but was "kept informed."

"There were some major problems and we believed that a change in management would bring some fresh ideas and make things better ... The easy answer is that it was viewed in the best interests of the flight department and university to do so."

"It was clear to us that things could and should be better," Price continued.

Brady said that the situation dictated removing the three from their positions. Asked if Theokas, Doucette and Thing

could have made the flight line more efficient, Brady said, "Had that opportunity been there it wouldn't have been necessary [to remove them] ... If you're so deep in [the system] it's hard to see the opportunities for efficiency."

"There are times when there may be expectations about things," Theokas said. "They made a decision that I feel was good for the university and ultimately for the department." He went on to express his hopes that the new leadership will "continue in the tradition of outstanding service to the students."

"It seemed cutthroat," said Student Government Association Vice President Brian Gambino, who is a flight student. "I didn't see it coming. I don't think they saw it coming."

Gambino says he was surprised by the announcement. "I thought it was a joke. I heard [about] it from another student." He said that the process seemed "furtive and secretive," adding that "it seems that student

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## Woolpert solicits '05 master plan ideas

**Students discuss master plan with Woolpert owner, offer input**

Jonathan Mettin  
Managing Editor

Representatives from Woolpert, Inc. came to Embry-Riddle's Daytona Beach campus on June 2 to discuss the university's Master Plan in an open forum.

The gathered students, mostly from the Embry-Riddle Resident Students Association (ERRSA) and the Student Government Association (SGA), discussed the setup with Woolpert owner Kenn Bullock and Project Director and Senior Designer Dave Pandoli. Woolpert has been working with the university for 15 years, according to Associate Chancellor Dr. John Watret, who chairs the masterplan committee. This is the fourth version of the Masterplan.

"You have to know roughly where you want to go," Chancellor Dr. Irwin Price said, but added that "things change according to opportunity."

"We are crunched for space on this campus," said Watret. He then added, "I think there is one free office on campus." Watret went on to say that because space was at such a premium, careful planning was necessary. "There's a domino effect as you move things around," he continued.

Watret, Bullock, Price and ERRSA President Mike Ferullo all said that new housing is an integral part of the campus's immediate future.

"We've got to have about 700 new beds and 300 more beds for graduate students," Bullock said.

Watret assured that new housing is in the works, with the coming modulars to be utilized until permanent dormitories are erected. He did admit, however, that new dorms are still in the planning phase and are two to five years down the road.

The location of the dorms has been debated, with some arguing that they should be centrally located on the campus while others say they should be located where the recreation field is now, between Corsair Hall and the Student Village. The area, on the corner of Clyde Morris Boulevard and International Speedway Boulevard, was a hot topic during the forum.

"This," Bullock said, circling the intersection on the map, "is the busiest intersection in Volusia County." He and Ferullo agreed that placing a structure in that location would make the university more visible, and both also said that an 'entry feature' to promote the campus would be a good idea, saying it would add a "wow" factor.

The much-debated student union was hardly mentioned at the forum. Bullock said that a facility such as the union would be best located near the center of campus, at

Please see "PLAN" page A2

### CAMPUS . . . . . A2



There are over 15 projects in planning, design or construction phases on the Embry-Riddle campus, and it is just the beginning.

### OPINIONS . . . . . A3

Christopher Noth, *The Avion's* columnist, comments on the new trust-inducing drug.

### SCIENCE & TECH . . . . . A4



## Intel?!

Apple computers is switching over to Intel as their new supplier for processor chips.

### SPACE & AVIATION . . . . . A5



The Space Shuttle Discovery was mated to its new external tank last week and is scheduled to roll back to the pad on June 14.

### ENTERTAINMENT . . . . . A6

Mr. and Mrs. Smith gets a 4.5 "Avions" from Jonathan Mettin, who describes it as a "romantic comedy with a massive body count."

### COMICS . . . . . A8

### CLASSIFIEDS . . . . . A9

### FEATURE . . . . . A10

Go outdoors! We describe six state parks in Florida and offer details such as admission fees and available features.

## Hanging out later?



MIJEONG YOONI/AVION

RIAD SIMON-ZAYRIK CLIMBS THE rock wall on the West Lawn last Wednesday. Sponsored by Touch-N-Go Productions, the event gave students on campus during the summer a chance to meet their campus entertainment representatives. TNG held a raffle for \$20 gift certificates for the students who managed to reach the top.

## First named storm makes landfall near Pensacola

### Arlene claims first life as girl dies in dangerous rip tide currents

Levi Jordan  
Staff Reporter

The first named storm of the 2005 Atlantic hurricane season developed on Thursday, June 9. It made landfall in the hurricane-battered state of Florida on Saturday a few miles west of Pensacola Beach. Tropical storm Arlene strengthened from a tropical depression that formed Wednesday evening after hurricane hunters were able to locate a low-level, closed circulation in a very active area of convection in the western Caribbean. By Thursday morning, that depression had maximum sustained winds of 40 mph and was reclassified as a tropical storm by the National Hurricane Center.

By 8 a.m. last Thursday, the storm was located about 190 miles south-southeast of the western tip of Cuba and moving north at about 8 mph. Arlene's center made landfall in western Cuba last Thursday night after the Cuban government issued a tropical storm watch for the western province of Pinar Del Rio to the capital of Havana.

The storm also caused heavy rains and squalls across the Cayman Islands as well as other parts of western and central Cuba. Very heavy rains, flash floods and mud slides were also reported in Nicaragua and Honduras, who only two weeks prior had suffered a direct hit by the first tropical storm of the

Eastern Pacific hurricane season.

After impacting Cuba, Arlene proceeded on a northern trajectory, triggering tropical storm watches and warning from the Florida Keys along the Gulf coast to New Orleans. Increased wave heights in the Gulf of Mexico and the stormy weather across the state led to dangerous rip currents on both the western and eastern coast of Florida.

Early Friday morning, a female Russian exchange student died after being pulled from the rolling waves off Miami Beach, officially becoming the first fatality of this year's hurricane season despite being more than 500 miles southeast of the landfall point.

Arlene was spinning off tornadoes in areas of southern Florida as it brushed by. In the Miami area Friday, the storm was causing battering waves, delighting surfers but causing dangerous rip tide currents. Authorities said the woman who was carried away by a strong rip tide was with a group of four people who went into the water just before 7 a.m. Another woman tried to rescue her, and rescue workers had to be rescued themselves by a Coast Guard boat. The woman later died at a hospital.

In the Panhandle, the Coast Guard said one of its helicopters rescued the five crewmembers of the fishing trawler *Happy Hour*, which was taking on water in 12-foot seas 21 miles southwest of Cape San Blas.

In Pensacola Beach, where many residents are still living in government trailers because of damage from last year's Hurricane Ivan, residents were in disbelief and shock. "It's pretty scary to me. I just kept hoping that we wouldn't have anything, but I don't know. It's awfully early in the year to be having this," said Margie Wassner, 57, who

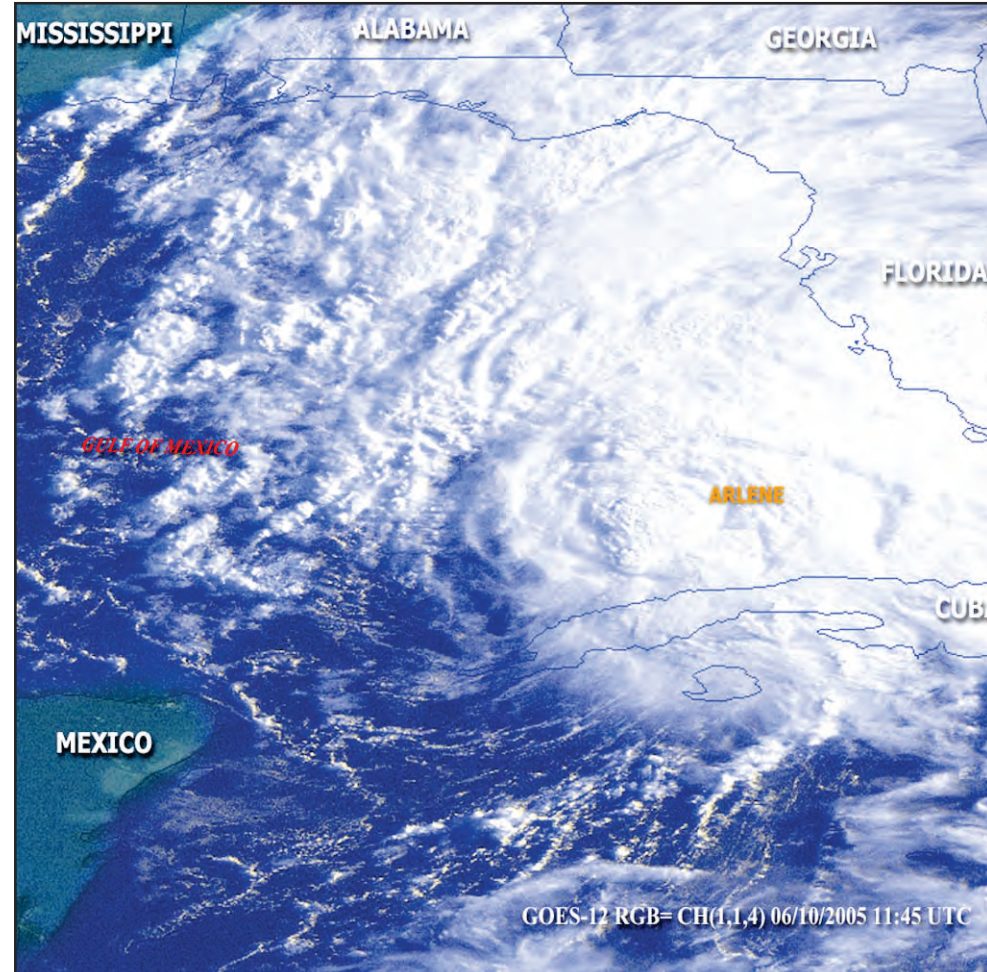
planned to ride out Arlene with friends.

Governor Jeb Bush declared a state of emergency as Arlene churned northward in the eastern Gulf of Mexico, prompting hasty evacuations in low-lying areas of three Florida panhandle counties. Santa Rosa and Walton counties asked for evacuations but had no estimates of how many people they covered. Escambia County's voluntary

evacuations covered up to 50,000 people.

The evacuation requests include mobile homes, manufactured housing and travel trailers such as those provided by the Federal Emergency Management Agency to Ivan's victims who are waiting for their homes to be repaired or rebuilt. Many

Please see "ARLENE" page A2



GOES-12 RGB-CH(1,1,4) 06/10/2005 11:45 UTC

PHOTO COURTESY NOAA.GOV

TROPICAL STORM ARLENE PICKS up where last year's hurricane season left off: targeting the coastlines of Florida. It made landfall just east of where major Hurricane Ivan made landfall which devastated the Alabama and Florida coasts.



## THE AVION

By students, for students.

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# Major renovation on campus

Brian Case

## Business Manager

The campus is abuzz with the sound of construction equipment, and it's just the begin-

ning. Students can expect a lot of change over the next year. Over 15 projects are in the planning, design or construction phases.

The most immediate projects will be additions and enhancements to athletic facilities. In preparation



JOE TESSITORE/AVION

ONE OF THE MANY construction projects underway is the brick-laying between the mailroom and the landing strip. The design will complement the new brick work on the West Lawn.

## “ARLENE” from FRONT

residents seemed to be taking no chances, as hardware stores said generators, flashlights and other hurricane supplies were in high demand.

Eight hurricane shelters were opened in the panhandle by Friday evening; however, officials said only about 200 people had sought refuge in Escambia and Santa Rosa counties, two areas hit hard last year by Ivan, and no one showed up at a shelter in Walton County. “I really believe there are a lot of folks that were looking at this and saying ‘OK, it’s not a hurricane, it’s not a Hurricane Ivan and we’re probably going to be OK to stay where we are,’” said Escambia County spokeswoman Sonya Smith.

At 8 p.m. on Friday, Arlene was centered about 295 miles south-southeast of Pensacola. Tropical storm-force winds extended up to 150 miles, mainly to the north and east of the center, thereby encompassing much of the state of Florida.

Tropical storms have top sustained winds of 39 mph to 74 mph. Hurricanes are strong tropical storms with sustained wind speeds upwards of 74 mph. Hurricanes are ranked on the Saffir-Simpson scale according to their maximum sustained winds as well as central pressure. Arlene’s lowest measured central pressure was 990 millibars, not low enough to generate hurricane force winds, but low enough to cause a storm surge of three feet to five feet above normal levels, along with dangerous waves near and east of where Arlene made landfall. Along the northern Gulf coast, water levels were about a half-foot above normal just prior to Arlene coming ashore, according to the Hurricane Center.

By noon on Saturday, more than 4,000 Gulf Power customers in Escambia County were blacked out, though most service was quickly restored. “It’s most-

ly been because of tree limbs that were weakened or cracked by Hurricane Ivan,” said John Hutchinson, Gulf Power’s general manager of public affairs.

Early Saturday afternoon, Arlene’s maximum sustained winds reached 70 mph, just shy of Hurricane status, as the storm approached the Florida-Alabama state line. Initial damage reports were minimal, although Arlene hit the same area that was devastated by Hurricane Ivan nine months ago and many feared it would set back efforts to rebuild homes still patched with flimsy tarps. The storm dropped upwards of five inches of rain in some areas, temporarily flooded a few roads and caused scattered power outages.

Arlene later weakened to a tropical depression and moved north across Alabama Sunday with top sustained winds of 25 mph. A flood watch was in effect for parts of Alabama, Mississippi, Tennessee, Kentucky and Indiana, but all hurricane and tropical storm warnings were lifted.

Arlene, the first named storm of the 2005 hurricane season, followed a very track similar to Hurricane Ivan, which hammered the Alabama coastline and parts of the Florida panhandle last September, killing 50 people. The first named storm of last year’s hurricane season was Tropical Storm Alex, which formed on August 1. It came within nine miles of the Outer Banks, North Carolina and later went on to set a record by becoming the first major hurricane to form north of the 40th parallel.

Within weeks, Florida was struck by Hurricane Charley, the first of four hurricanes to hit the state last season. It was followed by hurricanes Frances, Ivan and Jeanne. The four hurricanes damaged one out of every five homes in Florida. The storms caused about 130 deaths in the U.S. and are blamed for a total \$22 billion in damage.

## “FLIGHTLINE” from FRONT

advocates don’t stay [at the university] that long” when asked about Doucette in particular.

“It may have seemed sudden, but it wasn’t sudden. With personnel issues, you don’t broadcast things like this,” Price said.

Brady agreed, saying “It’s difficult to talk about personnel issues ... All the people involved were good people ... In fact, it was the hardest thing I have ever had to do. He was a dear friend and is a dear friend.”

“It’s no reflection on them,” he continued, “I felt like we were not getting the production out of our flight system. We needed to take a fresh look. That was the governing philosophy ... to step back and question everything.”

“I don’t take any of it person-

ally,” said Theokas. “My personal feelings are not relevant to the rest of the institution.”

Asked why he believed the changes were made, he said, “I have no clue.”

He praised Frank Ayers, the professor appointed to replace him, calling him a “great leader.” He went on to say, “I have nothing but absolute admiration for the guy.”

Theokas says that he’s focused on where he will go on from here and not dwelling on recent events. “I think rather than trying to assess the chances of what happened to us, I prefer to look back and say, ‘Wow, what a ride.’”

As for Gambino’s observation of the university getting rid of student advocates, both Price and Brady vehemently denied anything of the kind.

“That’s the exact opposite

for hosting the 2005 NAIA men’s soccer championships, the soccer stadium is receiving 1,015 grandstand seats. The stadium will also receive a new press box, a restroom building and a ticket booth. The project will be completed by Nov. 1, in time for the soccer championship, from Nov. 16-22.

Also scheduled to be complete by Nov. 1 is a track and field complex. It will be built on the northeast end of campus adjacent to Mainland High School. The bleachers currently in place at the soccer stadium will be moved to the track. Concession and restroom facilities will complete the project. The inner field will host all the necessary field events and will fit a standard size soccer field.

Three additional athletic projects are underway. The baseball stadium will receive new bleachers seating approximately 450 and a new press box. Drainage improvements will be made to new recreational field on Richard Petty Blvd. Finally, the racquetball courts are undergoing renovation. The courts are currently closed for maintenance and new flooring.

A project many students are grateful for is the expansion of Propellers Restaurant. Work began in May when the current structure was gutted. The kitchen will be expanded to increase capacity to alleviate the out-the-door lines at lunchtime. A wooden deck will be built to expand seating which will be covered by a metal roof. Misting fans will keep students cool from the summertime heat. Indoor and outdoor tables will seat over 100.

The concrete block building at the corner of Richard Petty Blvd. and Clyde Morris Blvd. is the new home for the counseling center. It will join health services this October in a combined facility called the wellness center. The space in the Tine Davis pool complex that the counseling center currently occupies will be

home to a new student fitness center.

New dorms may be a few years away, but expect to see six new modular dorms north of the student village. The first two structures will be ready by January 2006 and four more by August.

Over one year of improvements to the student center wraps up with the second phase of the beautification project. The area in front of the mailroom will feature new seating and colored pavers to match those near the west lawn. The sidewalk and bridge leading to the parking lot will be widened.

As if all that weren’t enough, several other projects are underway to improve the campus. The pipes stacked near the Willie Miller Center will provide chilled water to cool most of the buildings. The cool water comes from chiller plants located behind the Lehman Building and near the student village. Linking the buildings in a loop is expected to save tens of thousands of dollars annually.

Groundbreaking on a new administration building should take place within a year. It will be built adjacent to Corsair Hall on Richard Petty Blvd. All the administrative services that students need will be consolidated into Spruance Hall, making it a one-stop shop.

In the spirit of Las Vegas a fountain will be built in the pond along the ICI center. It will feature lights and movement that will be certain to catch the eyes of passing motorists. The fountain is being paid for by Helen Wessel, who funds artistic projects around campus. The sculpture that hangs in the Aviation Building atrium was funded with a donation by Wessel.

Keeping word on a promise made by new flight department chair Frank Ayers, the flight line will receive a facelift. The three buildings that make up the flight line are among the oldest facilities on campus.

## “PLAN” from FRONT

the crossroads between the academic, residential and social sectors of campus.

“We’re now committed to doing a student union,” said Price. “So now it’s more central to our plan.”

Price also commented on the need for more recreational space on campus and the looming issue of new housing. He also discussed a refurbished academic complex, replacing the E & C Buildings with “real labs,” including a biology lab. Watret agreed, elaborating on an expansion to the Miller Instructional Center to house the College of Business.

Several students took the opportunity to voice their opinion that parking was a severe problem on campus. Bullock flatly denied the issue, saying that Embry-Riddle’s parking situation was better than the majority of college campuses in the United States and that students had to accept the idea that they may have to walk

for 15 minutes – which, he added, is still below the national average.

“Parking garages are not an option,” he continued. When asked why by students at the forum, he replied, “Because the president and the chancellor said so.” He stated that to build a parking garage

would cost more than \$5,000 per parking spot.

Bullock also discussed creating a “united” College of Aviation by bringing the maintenance buildings closer to the other buildings used by the college. He also proposed moving the administrative offices currently in Spruance Hall to the coming administrative building to make Spruance Hall “one-stop shopping for all the student’s needs.”

Following the forum, Woolpert provided three revised versions of the plan, which are now displayed in the Student Center lobby for further student critique.

Watret said that there is student input at all levels of the Master Plan, citing SGA President Sara McCook’s position on the Master Plan Committee.

While Price, Watret and Bullock all agree the Master Plan is reasonable, they also stress that it will not be immediate.

“It takes time to raise money for these things,” Bullock said.

Watret agreed, but also points to the new fitness center as an example of the Master Plan in action, adding that students can expect to see the new laboratories in two years.

“This will all get done,” Price said. “These [buildings] are all going to happen in five years – ten years at the most.”

**We’re now committed to doing a student union.**

- IRWIN PRICE

**These [buildings] are all going to happen in five years ...**

- IRWIN PRICE

**They remove the fun from flying**

- BRIAN GAMBINO

**My personal feelings are not relevant to the rest of the institution**

RICHARD THEOKAS



## Dr. Phil a '100 Greatest' American?

The Discovery Channel recently asked Americans to choose their top 100 Greatest Americans in history, what they ended up with was a popularity contest. I am offended by some of the people that made this list. People like Dr. Phil and Pat Tillman should not find their way onto this list; neither has done anything to warrant this selection. In my opinion they should not have even qualified for selection.

That would be the first mistake that the Discovery Channel made, they allowed any name to be included in this list. For a good example I return to Pat Tillman, the former professional football player who turned down good money from the Arizona Cardinals to commit to the Army eventually becoming an Army Ranger. Tillman later died in combat in Afghanistan by friendly

fire. Now I apologize to those I may offend, but he doesn't deserve to be included in the top 100,000 greatest Americans let alone the top 100.

What makes him so great? Is it the fact that he gave his life in combat or the fact that he turned down money and fame to fight for his country?

If it's the first then every soldier who has ever died in the name of the United States of America should be included on this list, but you can't fit all of them into the top 100.

What about the latter, but you would also have to include every athlete the left their sport to fight in every war since the inception of professional athletics. Have people forgotten about baseball (America's pastime) nearly being shut down during both World War I and II because so many of their players left to fight.

What Tillman did was honorable and he is worthy of being called a hero, but definitely not one of the country's 100 greatest citizens in history.

What about Dr. Phil, the TV psychologist whose profited from several appearances on the Oprah Winfrey Show and turned himself into a VERY rich man?

I could go on griping about each of the selections that offend me, but that would quickly turn into a novel. So instead I will make my point quickly. I have a serious problem with including athletes who have done nothing but advance the popularity of their sport and team (i.e. Brett Favre), entertainers who have done nothing but boost the ratings of their networks and almost anyone else who has not made a major development in American

culture. I truly believe that there are more than 100 people that fit my simple criteria.

My objection to athletes and entertainers is not universal. People like Jackie Robinson have allowed this country, which does have a history of bigotry and racism, to accept minorities as equals by performing on the field or on stage deserve a place on this list. Creating Black, Hispanic and Asian heroes has allowed others of their race to live without fear of persecution.

I guess what embarrasses me the most is the thought that no thought was put into people's choices. The word "hero" is already thrown around too easily; to act just as carelessly about naming our countries top 100 citizens would be a disgrace.

- Tom Flemming

## THE NOTH FACTOR

### Don't trust me, trust common sense

Swiss researchers have made some rather important discoveries lately. In a socially irresponsible move, they chose to share their discoveries, rather than burn their findings.

The researchers discovered that a natural hormone, oxytocin, can also be used as a "trust drug." The hormone has been used for years to induce labor and stimulate lactation in mothers. Occurring naturally, the hormone is found at higher levels between two people who claim

Agence-France Presse report, lead author Ernst Fehr said the findings could help unlock cures for those with crippled social interaction but also conceded that "This finding could be misused to induce trusting behaviours that selfish actors subsequently exploit."

It seems to me that telling anyone that a drug exists that can induce trust is highly irresponsible. Used improperly, such a drug could be used to control groups of people. I would rather be continually run through a scalding automatic car wash than consider the possible implications of the politicians using the drug on the public.

The idea of car dealers getting a hold of the hormone also seems risky. One breath in the showroom could have me trusting a man I wouldn't otherwise trust to tie my shoes. "Oh, the cigarette burns in the seats make it go faster? I agree - they really are a feature worth an extra few hundred dollars. My old car didn't have that option, you're right."

I greatly fear the products that could be developed including the hormone. I can already hear the catch phrases: "Cubic zirconium - just as good, worth just as much." Perhaps more horrifying would be "Date Rape," the new fragrance from Calvin Klein.

Common sense shows that while there is room for the discovery to be used to improve the lives of some who suffer medically, it poses a significant risk to the general population. Releasing such information to the public is not a very wise decision, but, as Albert Einstein once said, "Only two things are infinite, the universe and human stupidity, and I'm not sure about the former."

"This finding could be misused to induce trusting behaviors ..."

- ERNST FEHR

Christopher A. Noth

Columnist

## What ever happened to 'the golden age'?

Less than a week ago, I was speaking to a friend on AIM about when Northwest Airlines will replace their DC-9's (an airliners.net favorite!). During our conversation, he was telling me all about how great the 777 and A340 were. He was simply awestruck by their large size and their "cool" glass cockpits. Then he started using all the airline jargon like multi-function display (MFD), aircraft communication and addressing radio system (ACARS), computer display unit (CDU), Autoland, etc. I'm sure he felt so proud of himself, using all the lingo like a professional, following the "newest-plane-on-the-market" fads, and idolizing the "BIG" planes, like the Boeing 747-400.

As I listened to his vile comments, I tried not to vomit in disgust. So, I simply asked a very basic question: "What do you think of the Boeing 727?" His response was simply despicable; something along the lines of "Who wants to fly THAT... that's an old plane." I was ready to spew anger right back in his face. How could someone possibly think that by being able to program a computer, on the "newest," "biggest" and "toughest" plane around, makes them a sophisticated pilot?

Clearly, there is a big lack of appreciation of what legendary

airline pilots used to do. Imagine stepping into the cockpit of, say, a Boeing 707. You are given a DP (Departure Procedure) that you have to HAND FLY. Not only that, but you do not have the luxury of an FMS or INS to do it for you. Then, you have to manually make fuel, distance and ETA calculations throughout the flight, using a calculator (aka. Whiz-wheel) and a piece of paper. Don't forget that you have a flight engineer behind you that you must coordinate with.

This scenario describes a typical airline pilot's workday in the 1960's. Clearly, this job takes nerves of steel and meticulous proficiency to undertake this flight.

Now, step ahead 40 years. Imagine sitting in the cockpit of a brand new, fresh off the line, Airbus A320. The captain programs the ENTIRE FLIGHT on his multiple control display unit or (, a laptop computer computes the weight and balance and the ETA is displayed on a screen in front of him. So, with all this automation, what does the pilot have to do in-flight? Well, some of them read a newspaper, some of them take a nap, some of them doodle on scratch paper (btw, I'm not joking).

To me, it's crystal clear which pilot is going to remain more proficient. The 1960's scenario was

the "golden age" of commercial aviation. The airlines that flew them were just as legendary as the planes that graced their fleets. Perhaps those "pieces of junk" were not so junky after all. It's a shame that today's young whippersnappers don't appreciate the true value these airliners and prop liners truly had.

So, what happened to our conversation on AIM? Simple, I made a challenge! I asked him, since he was such a hot-shot, glass-cockpit master, if he could do any of those tricks in a Lockheed Constellation. No glass-cockpit,

no GPS, no autoland, minimal autopilot function. Only paper charts, and a nav. radio allowed. To make a long story short, he was not the hot-shot pilot he thought he was. I'm certain his pride was hurt that day. I hope he realized, just because the planes are new, doesn't mean they are great.

The modern automation on today's airliners, I believe, has spoiled a lot of new-hire pilots. I'm certain the legendary pilots don't take it for granted as much as we do today.

- Joseph Balliro



PHOTO COURTESY WWW.AVIATION-HISTORY.COM

## Student Forum

The Avion asks: "With new Batman and Superman movies on the way, which do you prefer?"

- Compiled by Levi Jordan



**Cassie Iddings**  
Aerospace Studies  
Junior

"Batman! Superman is gorgeous but Batman's got a really hot car."



**Alexandra Brender**  
Aerospace Studies  
Freshman

"Batman, he's cool, mysterious and he's got the Bat mobile. The blue spandex doesn't do it for me."



**Christina Rosado**  
Aerospace Engineering  
Freshman

"Superman, there's just too many Batman movies."



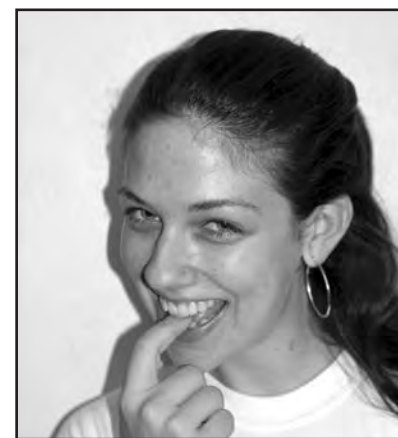
**Carrie Nickell**  
Aerospace Engineering  
Freshman

"Superman! His powers are natural and he can fly."



**Charlie Deleny**  
ASM

"Superman! I just always liked him. He's an actual superhero, not just some guy with money."



**Crystal Clements**  
Safety Science  
Sophomore

"Batman, cause its Christian Bale."

Advertisement

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cecilia@halifaxhabitat.org or (386) 257-9950

**Groundbreaking: Friday, February 25, at 5:00pm.**  
**Construction starts: Saturday, February 26, at 8:00am.**



## Apple decides to put Intel inside Tune to digital TV

### Intel roadmap is just a better fit, says CEO Steve Jobs

Shyamal Addanki  
Front Page Editor

In a bold move that has been rumored for a few years, Apple CEO Steve Jobs announced last week that the company would be switching over to Intel Corp. to produce their processor chips in the near future.

Apple currently uses PowerPC chips produced by IBM and have used them since the mid 90s switch from their old 64-bit Motorola processor. However, Apple has publicly expressed frustration with IBM over the last year with their PowerPC G5 processor, citing higher than anticipated heat levels. At the World Wide Developers' Conference (WWDC) two years ago, Jobs promised a 3 Gigahertz PowerPC as well as a G5 Powerbook, Apple's

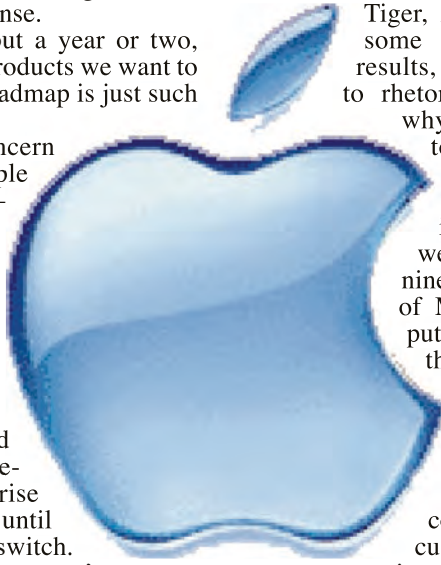
professional laptop computer. However, the extremely high power usage of the G5 has prevented the company from making these machines a reality.

This was the reason for looking at other options. In an interview with Reuters News Agency, Jobs said Apple had looked at its options and concluded switching to Intel made the most sense.

"As we look out a year or two, for many of the products we want to build, the Intel roadmap is just such a better fit."

A logical concern for most Apple users is the software compatibility across the change. However, Apple's operating system, Macintosh OS X, was actually written to be used processor independent, a surprise that Apple kept until announcing the switch.

In fact, at this year's WWDC in San Francisco, Jobs demonstrated all the key features of Apple's newest operating system, OS X Tiger, while running a machine using an Intel



Pentium 4 processor, a computing contradiction until now.

This comes third in line for major changes in the company, following the switch from Motorola's 64 bit chips to IBM's PowerPC chips ten years ago and the change from OS 9 to OS X about 4 years ago. Since the change to OS X, and especially after the introduction of Tiger, Apple has seen some very positive results, inducing Jobs to rhetorically question why things need to be changed again when everything is working so well. In the past nine months, sales of Macintosh computers have beaten the overall PC market growth rate.

"Because we want to be making the best computers for our customers looking forward," Jobs answered in his keynote address at the WWDC. Referring to the G5 powerbook again, he said, "When we look at Intel, they've got great performance, yes, but

they have got something else that is very important to us ... power consumption."

Besides the operating system, users do not have to worry about their application switching over. Applications that were programmed in Xcode should be able to switch over to running on the Intel chips in a few hours with some minor modifications to the code. Applications that cannot be modified will still run with the help of a program called Rosetta, which runs in the background and makes the application sync with the Intel chip. Rosetta was written specifically with the transition in mind and is nothing like running OS9 in the background of OS X. Rosetta does not physically load as a program and leaves a very small memory footprint.

Another key to a seamless transition is Mac OS X Leopard, which is scheduled to be released in 2006. While Jobs did not go into detail on Leopard, he did mention that its main purpose would be to help smoothen the transition into Intel even more. Jobs made it clear that Apple intends to continue fully supporting its PowerPC based machines for years to come.

Apple hopes to start delivering Intel machines this time next year and hopes to complete the shift by 2007.

### New form of television to soon start broadcasting

Brian Case  
Business Manager

The federal government put pressure on TV manufacturers last week to speed up the conversion to digital TV sets. Regulators are eager to move broadcasters to digital transmissions, reclaiming the spectrum in use today, which is ideal for wireless voice and data networks.

The new deadlines push the date that medium-sized sets – those 25 to 36 inches – require digital tuners to March 1, 2006. Smaller TV sets will require the tuners by the end of 2006, six months earlier than planned. The law requires that broadcasters give back their conventional broadcast spectrum by the end of 2006, but only if 85 percent of households are capable of receiving digital signals.

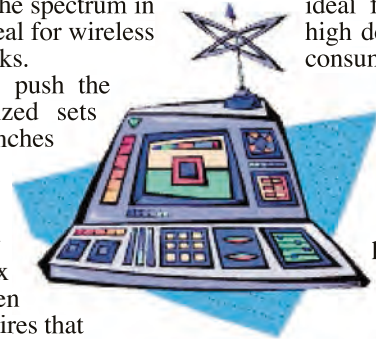
Digital TV sales have been slow, due in part to the increased cost over non-digital sets. TV manufacturers claim the additional costs add \$100 - \$200 to the price of a new set.

Stand-alone digital converters are also available, but those too can be expensive. High prices may be the result of low demand, which is expected to increase as the conversion deadline nears. Congress is also considering subsidizing the cost of converters for low-income households.

The transition to digital broadcasts will affect relatively few. Most people receive their TV through cable or satellite providers, which will continue to support sets with analog tuners. But for households that receive their TV over the air – an estimated 12 percent – sets without a digital tuner won't work after the conversion.

Digital transmissions are also ideal for transmitting in high definition. However consumers shopping for a new TV should be aware that not all digital sets are capable of receiving high definition programs. Some might end up paying extra for a digital set that works just as well as an analog one when hooked up to a cable box.

Once TV broadcasters vacate the airwaves they are using now, the federal government plans to auction them off to wireless providers. That is expected to net between \$10 billion and \$30 billion for the federal government.



## IBM computer explores human brain

### Will be among fastest super-computers in the world

Brian Case  
Business Manager

IBM's Blue Gene supercomputer is helping researchers unravel the human brain. The Ecole Polytechnique Fédérale de Lausanne (EPFL) in Switzerland has partnered with IBM to detail the neocortex, the area of the brain believed to be responsible for intelligence.

The computer system can reach speeds of 22.8 teraflops – meaning it can compute 22.8 trillion operations a second. That makes it among the fastest computers in the world, occupying a space the size of six refrigerators. "With certain simulations we anticipate that a full day's worth of wet lab research could be done in a matter of seconds on Blue Gene," said Henry Markram, the professor in charge of the project.

In the beginning, Blue Gene will aid scientists in making a software replica of the neocortex. It's in the neocortex that scientists speculate language, memory and complex thought reside. Once the replica is complete, scientists will be able to run real-time simulations of the human brain, then view the results in three dimensions. The experiment is expected to take 2-3 years.

The project also hopes to shed light on why the brain malfunctions, causing diseases like autism and schizophrenia. "Modeling the brain at the cellular level is a massive undertaking because of the hundreds of thousands of parameters that need to be taken into account," said Markram.

As part of the agreement made with IBM, Blue Gene will work on other projects as well. One such project also underway at EPFL is the research of proteins that play a role in Creutzfeldt-Jacob (mad cow) disease. Another will research future semiconductors.

"Blue Gene is by far the fastest supercomputing system in the world," said Tilak Agerwala, of IBM Research. "What really matters is not the power itself, but how it is applied to accelerate innovation and discovery in science, engineering and business."

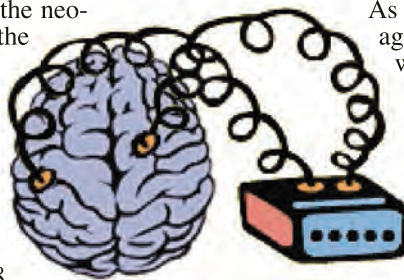


PHOTO COURTESY DOMINO.RESEARCH.IBM.COM  
IBM'S BLUE GENE SUPERCOMPUTER is among the fastest computers in the world. It will enable scientists to run real-time simulations of the human brain view results in three dimensions.

## Mosquitoes attack Skeeter season in full swing with summer rain showers

Boram Yoon  
Special to The Avion

The rain brought by hurricane season serves as a paradise habitat for mosquitoes. Mosquitoes thrive on the wetlands and variety of other places that are near shallow water such as ponds, marshes and swamps.

The rain, which will be expected until the end of the season, will create many of these habitats for the mosquitoes.

The mosquitoes are a nuisance to campers, hikers, hunters, walkers and nature lovers due to persistent and painful bites. Although they primarily feed on flower nectar or other sugar sources, female mosquitoes require a blood meal for egg production.

According to the American Mosquito Control Association, the stimuli that influence biting includes a combination of carbon dioxide, temperature, moisture, smell, color and movement.

When the female mosquitoes bite, they inject some of their saliva into the wound, causing swelling and irritation. The dMac Group, a medical organization, said that many can inject infectious microorganisms causing diseases such as dengue fever, encephalitis, yellow fever and malaria. Many of the diseases are prevalent more in other countries such as South America, Africa and Asia. The pest control responsibility taken on by individual persons and groups reduces the health risks of many of the diseases.

According to Reuters Health, New York, a recently developed fungus-based pesticide dramatically reduces the ability of the mosquitoes to transmit malaria by a factor of about 80 and with increased exposure, greater than 90 percent mosquito mortality rates were achieved.

Take proper precaution this summer while traveling to areas where mosquitoes are prevalent.



## Volcanologists predict eruption by studying ruins

### Devastation of the past gives clues to saving lives

Ryan Jones  
Science & Technology Editor

Mount Vesuvius, near Naples in Italy, is famous for the catastrophic volcanic eruption in 79 A.D. that buried the towns of Herculaneum and Pompeii. A modern eruption on such a scale as witnessed by the ancient Romans could kill as many people as the recent Indian Ocean tsunami, says a British researcher.

"Vesuvius is one of the most serious problems facing Europe," says Peter Baxter of Cambridge University's Department of Medicine.

Recently, Baxter collaborated with volcanologists and civil engineers on a study of the 1997 eruption on the Caribbean island of Montserrat. The lessons learned will help future disaster planners understand the human risks of eruptions and how to better prepare for evacuations.

The first signs of eruption at the Soufriere Hills Volcano in Montserrat were seen as early as 1995, but extreme damage didn't occur until 1997 when quick-flowing streams of hot gas and ash struck several neighboring villages.

It was this sort of eruption that buried Pompeii in 79 A.D.

Baxter is a member of the European Exploris project that, as well as investigating Vesuvius and Montserrat, is looking at the risks and hazards posed by Sete Cidades in the Azores and Mount Teide in the Canary Islands. His team looked at the effects of gas and ash flow. They discovered that flow from the volcano becomes even more damaging as it picks up debris and advances through buildings. Furniture, buildings and other materials quickly ignite and much like in a tornado become ammunition for further destruction.

The researchers have found that volcanic flow is not necessarily a "turbulent mess" as was often assumed, says Baxter. The pressure wave caused by the hot gas (as high as 300 degrees Celsius) is surprisingly low and causes much of the damage simply by entering buildings through open windows and doors.

The Montserrat study shows that heat-resistant coverings on windows and doors could greatly reduce damage to buildings since the gusts of hot gas is not likely to knock down buildings on its own.

Authorities in Naples, Italy will activate mass evacuation plans if Vesuvius threatens to blow its top. They estimate that five days will be required to completely clear the area of at-risk residents. Blasts of hot gas coming down the mountain may occur sooner than that. "We just don't know how much time we'd have. Protective barriers for windows might save lives," says Baxter.

While it would be expensive to retrofit buildings, barrier protection resembling the permanent hurricane shutters found on Daytona Beach area high rise buildings would mitigate much of the risk in the initial stages of eruption. This would allow residents adequate time to flee.

The question becomes whether or not volcanic eruptions can be accurately predicted. Baxter and the Exploris project members are using the Montserrat data to develop a computer model simulating an eruption of Vesuvius.

Baxter's efforts will be assisted by Lucia Gurioli of Italy's National Institute of Geophysics and Volcanology in Pisa who recently published a study of the effects of hot gas flows when Vesuvius erupted and annihilated Pompeii.

Gurioli measured the amount of magnetism left in unmelted in rocks and building fragments in the ruins to estimate the temperature of the falling Volcano debris. Her research team was able to map the temperatures throughout the remains illustrating how the shapes and arrangements of buildings and streets created a sort of turbulence that disrupted the flow cooling it in some places.

The scene painted by the research is bleak indeed.

Pompeii, which was less than six miles southeast of Vesuvius, was covered in approximately ten feet of rock and ash even before the hot gas flows finished off anything or anyone left. Changes in the flow around buildings didn't reduce the temperature enough to make the situation survivable; survivors of the raining ash would have burned to death, according to the research models.

Volcanologists with the US Geological Survey are now testing a prototype synthetic aperture radar system that will eventually be flown aboard satellites or aircraft. The technology can continuously transmit information regarding a volcano's ground movements to remote observatories.

"It's a tremendous tool because it gives a complete map of ground movements, and we don't have to go into the field to get it," said Dr. Dan Dzurisin, a geologist with the USGS Volcano Hazards Program. Also with the program, volcanologist Dr. Robert Tilling said that he's confident that such a system will soon be in operation and will be low cost enough so that it could be applied easily everywhere in the world.

Tillings is confident that any devastating volcanic blast will give fair warning before eruption. "No volcano is going to suddenly produce one of these humongous eruptions without giving a lot of signals."





## MCO starts registered travelers program

Christopher Noth  
Staff Reporter

Orlando International Airport will host the nation's first privately-run registered traveler program. The pilot program will allow registered frequent fliers to expedite the airport's security check process, being exempted from taking off their shoes, opening computer cases, and waiting in checkpoint lines.

To enroll, travelers must pay a fee of about \$100 and submit to fingerprinting, iris scan identification, and a government background check. Enrollment in the program will begin June 21; the program is being administered by Verified Identity Pass, Inc. and Lockheed Martin Corp.

While Orlando's program is the first privately-run project, the Transportation Security Administration (TSA) already operates five registered traveler programs in Boston, Houston, Los Angeles, Minneapolis, and Washington, D.C. The Orlando program will be different than the government-run programs, though.

TSA programs have enrollment limits (currently 10,000) which will not apply in Orlando. As well, the TSA program associates a traveler only with a specific airline whereas the Orlando program will not associate a traveler with any one airline, but with the airport itself.

The launch of the Orlando program is catching national attention in the airline industry. Aviation security leaders believe that if the Homeland Security Department does not take the lead in developing common standards for the programs, Orlando may become one of many unconnected programs. Most are pushing for a unified program; such a program could take guesswork out of technology budgeting for airports and simplify development strategies for security manufacturers.

L-3 Communications Vice President for Security and Detection Systems Patricia Krall said that "If [the security] industry can get an understanding of what the needs are, then I think we can better package the technology."

A unified program would also simplify the program for travelers as well. As Jim May, president and CEO of the Air Transport Association, pointed out, under the current system a registered traveler at one airport cannot use the registered traveler facilities at another airport. He said, "We can't have all of these different systems operating on different bases of information." Still, Homeland Security Secretary Michael Chertoff sees the Orlando program as a tool in building a national system.

Asked about the private sector launching registered traveler programs, he said the private sector "can help us construct an architecture that will be pro-privacy and privacy protective."

## Boeing alters P-8A wing

Ryan Jones

Science & Technology Editor

Boeing engineers plan to make an important improvement in the wingtip design of the P-8A Multi-mission Maritime Aircraft (MMA), which is scheduled to enter service in 2013 as a replacement to the Navy's P-3 patrol aircraft. The new design increases the jet's performance in the extreme weather conditions frequently encountered on naval patrol missions.

Originally, the MMA design included upward-pointing blended winglets, but the hazards of ice buildup in low altitude environments necessitated the change to raked (backswept) wingtips. Since raked wingtips are blended with the rest of the wing, they make it easier

to melt away ice, said Tim Norgart, Boeing's director of business development for the MMA.

Norgart said, "At 15,000 feet in bad icing conditions, the MMA with the raked wingtip will perform better. It'll stay out there on station longer."

The P-8A is basically a Boeing 737-800ERX specially modified to replace the Navy's aging P-3 Orion patrol aircraft.

The P-8A will serve in the same capacity as the Orion by performing missions such as anti-submarine warfare, anti-surface ship warfare and reconnaissance.

"We determined very early on, in actually the concept phase of the program ... that a winglet was beneficial to MMA," Norgart said. "Then, as we got into SDD [system development and

demonstration phase] and we started looking at doing our normal design trades... we determined that the raked wingtip is a better option."

While both types of wingtips are currently used on commercially available Boeing aircraft, the raked wingtip "presents a much easier solution," he said.

Norgart added, "When it doesn't cost you anything, you have to ask yourself, 'Why would you no do something like that?'"

Since higher pressure occurs on the underside of a wing (relative to the lower pressure upper surface), air tends to rush upwards around the wing's edges. This airflow creates a drag force that is substantially reduced by winglets and backswept wingtips resulting in increased flying range and reduced fuel consumption.

## FAA programs draw revenue

Bill Campbell

Staff Reporter

The largest modernization programs of the FAA have seen a combined increase of \$1.7 billion since they were last calculated two years ago, according to the transportation department Inspector General.

The FAA currently has 16 major modernization projects with a total of \$14.5 billion, about \$5.6 billion more than original estimates. Nine of the 16 have been delayed from two to 12 years, and eleven of the 16 have seen costs overruns.

The Inspector General reported there is still confusion over the total cost. Nine

of the programs "continue to have uncertain costs, schedule and performance baselines." Many are still "plagued by requirement changes, technical difficulties or reduced performance capabilities."

Most of the cost growth occurred before FAA established its Air Traffic Organization. Some of the increases come from ATO's efforts to set new baselines for some projects and name costs that had not been recognized before.

The report also called for the FAA to develop a comprehensive strategy for its major acquisition programs to ensure they're completed within cost and as scheduled. The FAA was scolded by the report to "get the most out of its limited resources."

They were urged to revalidate each program to assess its benefits, justify its continuation and estimate its total costs, and report these results to Congress.

The FAA's worst offenders for cost overruns have been the Standard Terminal Automation Replacement System (STARS) and Wide Area Augmentation System (WAAS). The STARS program, an air-traffic radar system, faces a crucial decision on its future next month.

The report repeated previous concern that FAA is spending a lot on delayed programs while it ramps up its massive en route modernization project. Spending on that project will reach \$30 million per month in 2007.

## Discovery ready to roll with new ET

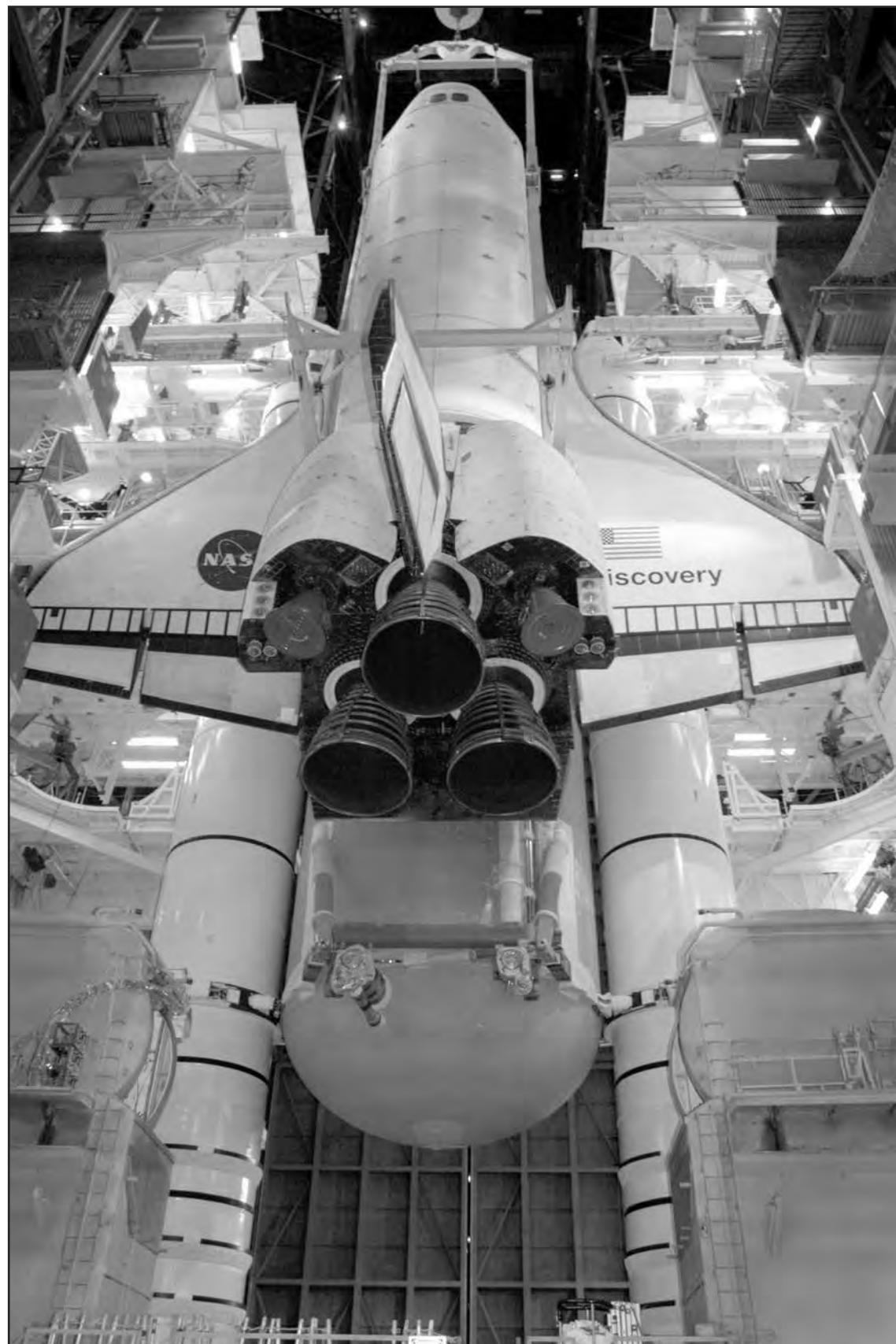


PHOTO COURTESY KSC.NASA.GOV

THE SPACE SHUTTLE *DISCOVERY* was mated to its new External Tank last week and is scheduled to roll back out to Launch Pad 39B June 14. Discovery is finally looking ready to fly on the long awaited Return to Flight mission during a launch period that runs from July 13 to 31.

## Star pair may prove E=mc<sup>2</sup>

Mijeong Yoon

Production Editor

About 1,600 light years from Earth in the constellation Cancer, there are two stars orbiting around each other that are making waves. It is said to be one of the best source of Einstein's theory of relativity.

The stars, believed to be a pair of white dwarf stars, were

discovered in 1994 by X-rays. With only 50,000 miles between them, these stars are the closest stellar pair ever discovered. It is predicted that the pair should emit gravitational waves, which is explained by Einstein's theory of distortions or warping of the fabric of space-time.

Though the waves haven't been detected yet, there is indirect evidence, said Tod Strohmayer of NASA's Goddard Space Flight Center. The

X-rays suggest that the dwarf stars are orbiting faster and faster and will gradually fall into each other at a rate of one inch per hour. This is determined by x-ray time shots and the stars blinking on and off every 5.4 minutes.

According to Strohmayer, the "spin-up" of these stars are giving off rotational energy which is radiated in gravity waves in all directions with a possibility of 100 times the energy of what Sun puts out in light.

## Next Cape launch

**DELTA 4 TO LAUNCH GOES-N**  
Thursday, June 23 at 6:13 p.m. EDT

A Boeing Delta 4-medium rocket will launch NASA and the NOAA's next-generation weather satellite GOES-N. GOES-N is the first of three modernized GOES weather satellites to be launched over the next few years and will provide more accurate storm and hurricane prediction as well as better everyday weather forecasting.

Launch is scheduled for 6:13 p.m. EDT and there is a 45 min. launch window stretching to 6:58 p.m. For the latest updates and the launch weather forecast, check [www.SpaceflightNow.com](http://www.SpaceflightNow.com)

### LAUNCH VIEWING

The closest public viewing is from Port Canaveral at eight miles from Launch Complex 37. Take I-95 South to Exit 205 EAST towards "Canaveral: Cape-Port-AFS." After 15 miles, exit BLUE sign marked "Terminal A: North Cargo Pier." Go over the draw-bridge and where the road curves sharply to the right and goes under the overpass (at the same time), pull off on the left (water) side of the road.

June 23  
Delta 4  
NASA/NOAA  
GOES-N weather sat.  
Launch time: 6:13 p.m. EDT  
45 min. window

August 10  
Atlas 5  
NASA Mars Recon. Orbiter  
Launch time: 7:54 a.m.  
120 min. window

NET July 13  
Space Shuttle Discovery  
STS-114  
ISS flight  
Launch time: 3:51pm if 13th

NET Sept. 9  
Space Shuttle Atlantis  
STS-121  
ISS flight  
Launch time: TBD

July 29  
Delta 2  
Next GPS sat.  
GPS 2R-M2  
Launch time: 3:57 a.m. EDT

Oct. 28  
Delta 4-Heavy  
DSP-23 / last DSP sat.  
First operational Heavy  
Launch time: night TBD

EDITED BY BEN COOPER

## IATA revises loss estimates for 2005

Christopher Noth

Staff Reporter

As airlines in the U.S. and abroad continue to pay escalating fuel costs, the International Air Transport Association (IATA) announced revisions to its expected industry-wide loss figures for 2005.

The group had previously forecasted losses of \$5.5 billion for 2005; now that figure has increased to \$6 billion. The forecast loss is

more than \$1 billion higher than the actual \$4.8 billion lost by IATA member carriers in 2004. It also expected that this year carriers will spend \$83 billion on fuel, a significant increase compared to only \$39 billion spent in 2003.

IATA Director General and CEO Giovanni Bisignani told delegates at the annual general assembly in Tokyo that "The extraordinary price of fuel is destroying our profitability."

Bisignani also pointed out

disappointment with profitable sectors in Europe and Asia, saying "[profit] margins are not acceptable for a \$400-billion industry."

Bisignani further concluded that while blaming governments was an easy solution, the airlines made mistakes.

"We focused too much on market share. We did not effectively match capacity to demand, gave away too much to the [global distribution systems], were slow to use the internet, were too weak with labor and were

not tough enough with suppliers," he said during the general assembly.

Still, Bisignani highlighted some recent success.

He said that in the last 10 years, airlines have made progress in tackling costs; more directly, fares in the U.S. and Europe dropped by 30%. In 2005, he predicts a 4.5% drop in non-fuel expenses.

Bisignani also noted that IATA statistics show that productivity has risen 34% since Sept. 11, 2001.

## Learjet found not liable for Stewart

Brian Case

Business Manager

A jury found Learjet not responsible for the death of golfer Payne Stewart last week. The \$200 million case was brought by Stewart's wife, Tracy, and her two children. Stewart and five others were killed in 1999 when their plane crashed in South Dakota.

The suit claimed that faulty manufacturing by Learjet was to blame for the accident.

Shortly after takeoff the cabin lost pressure for an unknown reason. Investigators believe the flight crew lost consciousness as the plane climbed to 46,000 feet on autopilot. The plane was intercepted by the Air Force and

National Guard, who were unable to make contact with the pilots.

They intercepting pilots reported the windows were frosted over. The plane remained out of radio contact until it crashed of fuel starvation.

The family contended that a cracked adapter allowed a pressure outflow valve to open, causing the cabin to depressurize.

Learjet defended itself by blaming now-defunct Sunjet Aviation Co. of Sanford who operated the Learjet 35, registered as N47BA.

They contended that the adapter was damaged in the crash, and that poor maintenance by Sunjet was to blame.

Learjet was cleared of any negligence in design or manufacture. The six-woman jury deliberated for over six hours.

## Return to Flight

**Discovery ready to Roll(out) & Rock(et)**

Launch of the Return to Flight Space Shuttle mission is on track for a July launch; the 13th at the earliest and 31st at the latest.

Discovery has been attached to a new external tank, with the operation being completed late last week. The shuttle will roll back out to Launch Complex 39B on June 14 and once more undergo final preparations for launch next month.

The payload canister goes to the pad June 13 and installation of Discovery's payload will commence later this week; installed will be the Raffaello Multipurpose Logistic Module filled with supplies, a replacement Control Moment Gyroscope for the International Space Station, and other supplies.

NASA managers last week ruled out a third tanking test as not necessary. They believe they understand the anomalies encountered during the two tanking tests and determined that the third test, which would take up extra time on an already-tight schedule, would not be needed.

Discovery's astronauts will arrive at Kennedy Space Center three days before launch and the countdown will commence at the T-43

EDITED BY BEN COOPER



## It's no secret that this road leads nowhere special



Christopher Noth  
Staff Reporter

The Secret Machines were among the many bands performing at Bonnaroo this weekend. Based on their newest EP, "The Road Leads Where It's Led," the band is an average of all this music. The band's sound is less than unique. Rather, The Secret Machines

combine elements of other independent bands, like Deathcab for Cutie and The Flaming Lips with elements of mid-nineties experimental music, like Radiohead.

The first few songs, including the title track and "Better Bring Your Friends," sound as if Morrissey had replaced Ben Gibbard as the lead singer of Deathcab for Cutie. There is also a strange element to the lyrics in the first few tracks. Lyrics like "Blowing all the other kids away" and "We communicate by semaphore" are just plain strange. The title track is a strange

story of some type of apocalypse.

As the EP continues, the band's sound changes somewhat. I found myself wondering if Modest Mouse and the White Stripes hadn't collaborated to create "Astral Weeks". While these songs prove that the band is a welcome relief from mainstream pop music, they lack what makes most indie music

**"... they are in no way creative, and therefore not artistic or successful."**

- CHRISTOPHER NOTH

enjoyable: originality. When the EP finally begins to wind down, the band expresses the truth about why they entered the music business. Of the six

tracks, the fourth, "Money (That's What I Want)," is by far the most sincere and original. This song is somewhat catchy and sounds as if it might have been conceived by talented artists.

Overall, however, the band brings absolutely nothing new to the music

scene. In a press release, Warner Brothers called the band's sound "neo-psychedelic" and claimed that success in live shows have transformed the band into a "word-of-mouth phenomenon" While success in the music business may be measured in ticket and album

sales, The Secret Machines should not be viewed as successful. Until the band makes something other than a remixed version of the last twenty years' independent and experimental music scenes, they are in no way creative, and therefore not artistic or successful.

## More of the same from City



Jonathan Mettin  
Managing Editor

Metalheads, rejoice: Avenged Sevenfold has not sold out. Everyone else, continue with whatever you were doing: if you didn't like them before, you won't like them now.

City of Evil lets you know in the first ten seconds of music what you are in for: heavy guitars, nonstop drums and neo-metal vocals. The samplings from their fuzzy-kittens-and-candy-apples-happy album include samplings such as "Beast and the Harlot," "Trashed and Scattered," "Burn It Down" and "Betrayed."

If you couldn't guess, this isn't a CD to listen to if you are trying to cheer up. If you are trying to get revved up to go totally psycho, this will probably help.

M. Shadows's vocals (I'm not joking - that's his name) are pretty good, giving his listeners an alternative to crazy metal screams.



PHOTO COURTESY MSOPR.COM

AVENGED SEVENFOLD'S NEW ALBUM, *City of Evil*, is a roaring hour and ten minutes of strong percussion and heavy guitars that the metal fans will love, but will probably not find many listeners elsewhere.

Zacky Vengeance and Synyster Gates (again - that's their names) are better than average on guitars.

If you like Iron Maiden or Blind Guardian, you'll like *City of Evil*. Otherwise, stay away.

## ENTERTAINMENT FORECAST

### MOVIES



Batman Begins  
June 15



Herbie: Fully Loaded  
June 22



War of the Worlds  
June 29

### MUSIC



Static X  
Start A War  
June 14



The Offspring  
Greatest Hits  
June 22



Fountains of Wayne  
Out-of-State Plates  
June 29

### LOCAL ENTERTAINMENT



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## Live 8 to begin 'walk to justice'

Paris, Berlin and Rome join London, Philadelphia

Jonathan Mettin  
Managing Editor

In statements released in five countries, activist and rocker Bob Geldof has announced over the past two weeks that the megaconcert Live 8 will be based in five cities and broadcast globally. The show is slated for Saturday, July 2.

Touted as the beginning of "the long walk to justice," Live 8 has been timed to coincide with the G8 Summit in Scotland. The summit is a meeting of the world's powers - the United States, Canada, Great Britain, France, Germany, Italy, Japan and Russia.

"This is not Live Aid 2," Geldof stressed in a statement posted on the concert's official website.

live8live.com. "The concerts are the start point for The Long Walk To Justice ... The G8 Leaders have it within their power to alter history. They will only have the will to do so if tens of thousands of people show them that enough is enough."

The BBC has announced that they will carry the concert on three of their television channels and two of their radio stations. American television networks will reportedly air the concert, although no specifics have been announced as yet.

With the exception of London, no tickets are needed for any of the shows. Tickets for the Hyde Park concert are being awarded by a contest on live8live.com.

The current list of performers and venues are as follows:

- |   |  |   |  |
|---|--|---|--|
| <b>Hyde Park, London</b><br>Mariah Carey<br>Coldplay<br>Dido<br>Keane<br>Sir Elton John<br>Annie Lennox<br>Madonna<br>Muse<br>Razorlight<br>Scissor Sisters<br>Sir Paul McCartney<br>Joss Stone<br>Stereophonics<br>Sting<br>Robbie Williams<br>U2<br>R.E.M.<br>Velvet Revolver<br>Bob Geldof<br>The Killers<br>The Cure<br>Snow Patrol | <b>Palais de Versailles, Paris</b><br>Jamiroquai<br>Craig David<br>Youssou N'Dour<br>Yannick Noah<br>Andrea Bocelli<br>Calo Gero<br>Kyo<br>Placebo<br>Axelle Red<br>Johnny Halliday<br>Manu Chao<br>Renaud | <b>Circus Maximus, Rome</b><br>Duran Duran<br>Faith Hill<br>Irene Grandi<br>Jovanotti<br>Tim McGraw<br>Nek<br>Laura Pasini<br>Vasco Rossi<br>Zucchero | <b>Museum of Art, Philadelphia</b><br>Will Smith (host)<br>Bon Jovi<br>Maroon 5<br>P Diddy<br>Stevie Wonder<br>Jay-Z<br>The Dave Matthews Band<br>Sarah McLachlan<br>Rob Thomas<br>Keith Urban<br>50 Cent<br>Kaiser Chiefs |
| <b>Brandenburg Gate, Berlin</b><br>A-ha<br>Crosby, Stills and Nash<br>Brian Wilson<br>Lauryl Hill<br>Bap<br>Die Toten Hosen<br>Peter Maffay   |  |   |  |

## Mr. & Mrs. Smith mixes romantic comedy with massive body count



John Smith is an engineer. His wife Jane works in finance. Their marriage is a happy one - until they find out that they are assassins contracted to kill each other. And you thought your parents had marital problems.

Brad Pitt and Angelina Jolie take on the title characters in Mr. & Mrs. Smith, a hybrid romance/action film that has something for everybody.

The movie begins with the couple attending a marriage counselor. While they seem perfectly normal, the audience gradually learns that the two are keeping secrets from one another. But when the two are assigned to take out the same target, they discover the other trying to do the same thing (they realize this after taking a shot at each other). Dinner that night gets a little interesting and "Honey, I missed you" takes on a whole new meaning. The rest of the movie follows the



IMAGES COURTESY ANGIE.JOLIE.FREE.FR  
ANGELINA JOLIE'S PERFORMANCE WILL attract a large male crowd to Mr. & Mrs. Smith.

**Mr. & Mrs. Smith**  
Jonathan Mettin  
Managing Editor

couple as they can't decide whether to make love or war.

Pitt and Jolie play off each other very well, combining sass, sex and silliness to create an energy you would expect to contracted killers to have in their love life. Their twisted relationship is the source of most of the laughs in the movie, especially during a no-holds-barred gun- and fist-fight where, as Jolie so eloquently put it, they "redecorated the house."

Jolie will be a large draw for the male audience, taking the opportunity in several scenes to wear the most salacious attire she can manage - including playing a prostitute whose torture games don't end too well for her john, a South American gun runner.

Vinyl and skin aside, Jolie's Mrs. Smith is a surprisingly deep character as she struggles with her attraction - she won't use the word "love" - for her husband and her duty to eliminate her target.

Pitt also delivers a great

performance, bringing his trademark rough charm and sly humor to this role. He also displays a rarer emotional side as he realizes that his enemy is his wife, not just another target.

Much like 2004's *The Incredibles*, Mr. & Mrs. Smith takes the mundane and puts it into an extraordinary context. In one particular scene the two escape a gunfight into an elevator. While the elevator goes up with your classic mundane elevator music, the two stand in a nervous silence while they await the doors to open to the next set of enemies. While in and of itself the scene is not very amusing, using it as a break in a gunfight leads to a very good laugh.

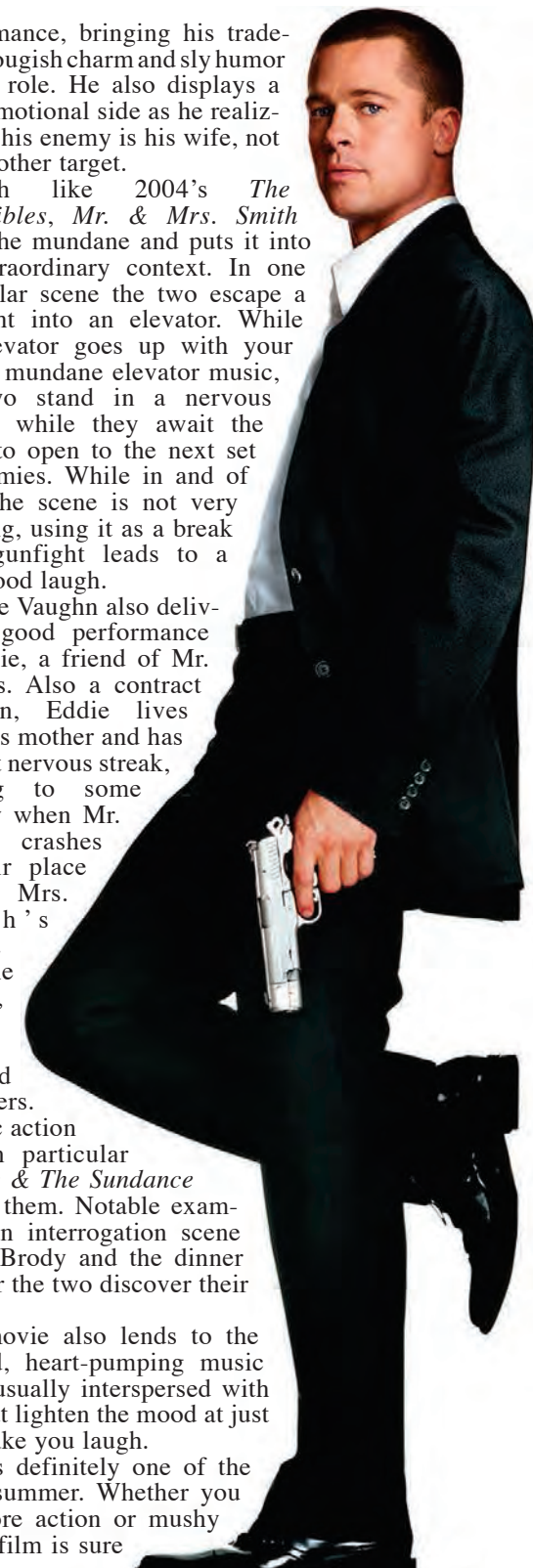
Vince Vaughn also delivers a good performance as Eddie, a friend of Mr. Smith's. Also a contract assassin, Eddie lives with his mother and has a slight nervous streak, leading to some hilarity when Mr. Smith crashes at their place after Mrs. Smith's

first attempt on his life. The action in the movie is first-rate, with rockets, bullets, grenades and comic insults flying back and forth between the lovers.

The movie takes classic action clichés (one scene in particular reeks of *Butch Cassidy & The Sundance Kid*) and has fun with them. Notable examples in the film are an interrogation scene with *The OC*'s Adam Brody and the dinner scene immediately after the two discover their spouse's true jobs.

The score in this movie also lends to the mood, with fast-paced, heart-pumping music for the action scenes, usually interspersed with cheesy love classics that lighten the mood at just the right moment to make you laugh.

Mr. & Mrs. Smith is definitely one of the must-see movies this summer. Whether you are looking for hardcore action or mushy romantic comedy, this film is sure to entertain you.



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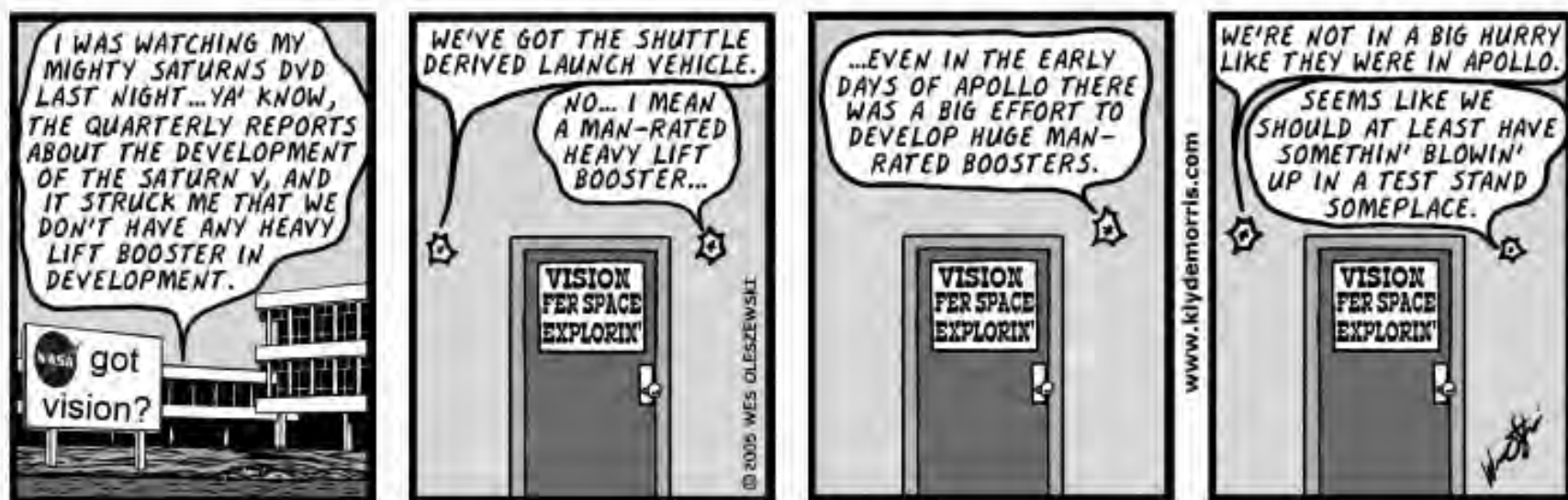
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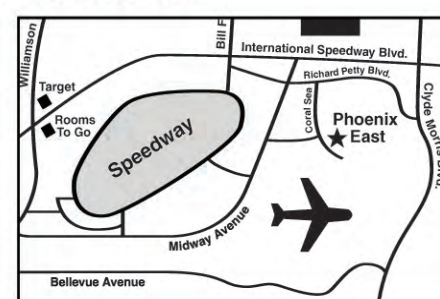
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## Around Florida

Florida Caverns State Park  
(320 miles from Daytona Beach)

Florida Caverns State Park offers a rare glimpse of enormous, dry air caverns. Guided tours are available daily, and last approximately 45 minutes. With an entry fee of only \$4.00, Florida Caverns State Park is a great bargain.

However, there is far more to see at Florida Caverns State Park than simply the caves. Nature trails abound and bike paths are around every corner. The hilly topography of North Florida offers a pleasant change of pace over the flat coastal regions.

If you'd rather explore the water, visitors can canoe the Chipola River. Canoe rentals are available for \$10.00 for a half day, or \$15.00 for the full day.

Campsites with both electric and water hookups are available by reservation. Campers can catch reprieve from the Florida heat at the Blue Hole swimming area. Fishing is also located nearby. There's something for everyone at Florida Caverns State Park.

~ Brian Case

If you love the outdoors, you should take a look at De Leon Springs. The park is located just north of DeLand on Highway 17. The spring has a unique concrete deck that surrounds the swimming area and springhead.

Most of the swimming area is shallow and is supervised by lifeguards from 8 a.m. until 6 p.m.

De Leon Springs has a long history that far exceeds its 20 years as a state park. Archeologists found an Native

American canoe in the spring that was 6,000 years old. In the 18<sup>th</sup> century the Spanish built a sugar mill that was later used by the Confederate army to grind corn.

Today the remaining mill building has been converted into a restaurant. The restaurant allows guests to cook their own pancakes on large griddles at each table.

The park also offers canoeing. Admission is \$5.00 per vehicle.

~ J. Tessitore

Blue Springs  
(29 miles)

A 40 minute drive from Daytona brings you to the home of the manatees. From November through March the sea cows gather in the clear waters of Blue Springs.

The State Park has the largest clear water run in Volusia County. Visitors can swim to the boil and peer down 80 feet into the cavern.

Visitors can rent tubes and float down the run for approximately a quarter mile to the roped swimming area. Passed this point the run continues for about a half of a mile before meeting the St. John's River. The run is home to many fish, including long nosed gar, tilapia,

mullet, sunfish and sailfin catfish. Turtles also can be seen in the run along with the occasional otter.

Blue Springs has an active history. The left bank of the run rises in elevation because it is the remnants of an Indian shell mound. In 1872 the Thursby's built a house on the mound. The family was initially orange growers; however, after a devastating freeze they decided to turn the area into a tourist hotspot. Cabins and boat docks were built to facilitate recreation. The house remains and has been restored to its original condition. Admission is \$5.00 per vehicle.

~ J. Tessitore

## Oscar Scherer State Park (192 miles)

Located just south of Sarasota, Oscar Scherer State Park offers a great deal of activities within the park and is located near many of Florida's valuable landmarks. The park can provide a day trip, but is best suited for weekend camping in its full-facility campground.

One of the primary highlights at Oscar Scherer is South Creek. The brackish creek flows from the North through the park and into the Gulf. The creek is an excellent place to spot wildlife and view some of Florida's more rare plant life. While canoeing in the gentle creek, visitors may observe mangrove trees,

giant leather fern, great blue heron, alligators and other wild- and plant life. Park visitors can launch their own canoes or rent from the park for \$5.00 per hour.

Lake Osprey, a 3-acre freshwater lake, provides an excellent diversion for visitors. The small lake is warm and its sandy beaches are suitable for swimming and snorkeling.

The park also features nature trails. The trails which run throughout the park are another opportunity for wildlife viewing. As the park's recently control-burned sections are restored, wildlife is more visible than in normal conditions.

Perhaps most importantly, the park is located near both Venice

and Siesta Key. Venice's Casperson Beach is host to the world's best shark-tooth hunting; as well, the island is host to Sharky's restaurant and pier - a highlight of any visit to Venice. Siesta Key, only a short drive from the park, is known as the world's "finest and whitest beach." The beach features soft sand that is cool to the touch from its high quartz content.

Oscar Scherer State Park charges an admission fee of \$4.00, a camping fee of \$24.20 per night and canoe rental of \$5.00 per hour.

~ Christopher Noth

## Highlands Hammock State Park (143 miles)

Highlands Hammock State Park is located near Sebring in the center of the state. It is one of Florida's oldest parks, founded in 1931 by local citizens. Once you arrive its clear to see what motivated the locals.

The hammock is made up of native hardwoods that offer

a pleasant change over typical Florida scrubland. Boardwalks offer visitors the opportunity to explore the hammock on their own, spotting birds and alligators. Guests also have the option of a guided tour for \$4.00 dollars.

The best way to see Highlands Hammock is by bicycle. Bring your own if you

can, or call ahead to reserve a rental. The park features a three-mile paved trail great for rollerblading too. For the more adventurous, there is also a six-mile off roadway trail.

Full-featured campsites are available with water and electric hookups. They are centrally located near the nature trails and visitors center. If your idea of camping is to

get away from it all, primitive sites are also available.

Highlands Hammock State Park charges an admission fee of \$4.00 and a camping fee of \$18.00 per night. Bike rentals are also available at the ranger station.

~ Brian Case

John Pennekamp  
Coral Reef (323 miles)

John Pennekamp Coral Reef State Park is located near Key Largo in the Florida Keys. Guided activities include glass bottom boat tours as well as snorkeling and scuba diving. Dive boats are available to take visitors to some of the best underwater site seeing in the world. All visitors are required to pay an entrance fee. The cost for one person is \$3.50, two people are \$6.00. Each additional person is only \$0.50. Pedestrians and bicyclists cost \$1.50 per person. Canoes and sea kayaks are available to explore the

winding mangrove creeks found throughout the park. Canoes cost \$12.00 per hour while single kayaks are \$12.00 per hour for singles and \$17 per hour for doubles. Full facility camping is available for \$26.00 nightly. Drive time from Daytona Beach is approximately five hours with a distance of 323 miles. Pennekamp serves as a great stopover on a trip to Key West and as a great place to explore premium natural wonders firsthand.

~ Ryan Jones

