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## Avion 2006-06-20

Embry-Riddle Aeronautical University

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## Sonja Taylor named Dean of Students

Brian Case  
Editor-in-Chief

After serving as interim Dean of Students for nine months, Sonja Taylor has been offered and has accepted the position permanently. Overseeing every aspect of student life from housing to student activities, campus ministry to health services, the Dean of Students and the Associate Deans play a critical role in student life on campus.

Taylor began working at Embry-Riddle 21 years ago in 1984. "The University looked really different back then," Taylor said. Taylor was hired into the Housing Department, and shortly after became the Director of Housing in 1987. "I worked very closely with the students back then, and luckily I still do," she said. "I can think of no other place I'd rather be."

In 1984, housing consisted of only Doolittle and McKay halls, Chanute and another off-campus apartment complex on US 92 across from the flea market. "It had the largest swimming pool in Daytona Beach," according to Taylor. Back then the

campus was made up of a lot of veterans and older students, and many lived off campus. In the late 80's, policy was changed to give all freshmen the chance to live on campus. "Research ... showed that the freshman that did live on campus had higher retention rates," said Taylor. Taylor was with housing when the student village was built in the 90's, doubling capacity. "We still have waiting lists of 200-300 students who want to get in."

When Taylor took over the Dean of Students office, she started by making efficiency changes. "I consolidated two offices. Prior to taking this position there was the Dean of Students office and an Office of Student Services. The two offices ... had the same mission ... yet had two different staffs. To me it didn't make a whole lot of sense," she said. Taylor now describes the Dean of Students office as a "one-stop shop," with the added benefit of money savings through efficiency gains.

Another key issue was to change the image of the Dean of Students office to make it a "friendlier place and a more welcoming position." "You don't have to be in trouble to come to the dean's office," she

said, acknowledging that the Dean carries the responsibility to be visible. "The Dean needs to get out too," she said. "We [the Deans] need to get out there, have lunch in the cafeteria, be in the SGA office ... we need to be visible," she said, adding that there is "still a long way to go."

"The biggest challenge is finding out what it is the students really want and need from the University," Taylor said. "Our job is to meet your needs ... and finding out what you need is our biggest challenge. The key to that is for us to listen. Part of that is creating opportunities for you to tell us what you need. What I hope to do over the coming years is to start working with our key groups on campus, first and foremost is the SGA, also the RAs ... I would love to hear what students feel like we need to do for them."

"I think that's a very important role the dean of students can provide," she elabo-

rated. "Listening to the student body and sharing that information with the administration, it's a challenge. It's hard some times to hear what students have to say because they are so busy. I'm looking for as many opportunities I can find ... to hear what students have to say," she said.

When asked if Embry-Riddle suffered from a lack of school spirit, Taylor replied, "I'll be honest with you I don't know the answer to that question," adding that she would "be curious to know what the student perception is about that."

Taylor elaborated that school spirit exists in pockets, like clubs and student led engineering projects. "When I go to homecoming events and I see the students who are out there having a good time, I get all excited and I think we have great school spirit. Then I'll go to a basketball game and see a small crowd and think 'why on earth aren't our students at

the basketball game?'" she said.

Taylor said her one goal for students is for "every single student could get involved in some kind of activity." "Students who are involved in student activities have much higher satisfaction rates," she explained, adding that increasing participation is "a major goal for us." To accomplish this goal, Taylor hopes to enlist the many clubs, Greek organizations, Resident Advisors and academic staff to work on the unified goal of increasing participation.

Working at a university as specialized as Embry-Riddle adds complexity to the everyday challenges of being the Dean of Students. "Our challenge is to survive the ups and downs of the aviation and aerospace industry," she said. "Universities are businesses ... we're in the business of serving and educating students."

Taylor summed up her mission as increasing the value of the college experience. "I think there's a lot of benefit in getting involved," she said. "I welcome the opportunity to work with student groups." Taylor appreciates regular input from students. "My door is open any time," she said. "The Dean's office isn't just here for problems."

**"The Dean's office isn't just here for problems."**  
- SONJA TAYLOR

## 2006 parking plan adds new decals and details

Brian Case  
Editor-in-Chief

By October, construction will be underway on the new residence hall, academic building and fitness center. This means big changes for student parking that will last until construction is finished.

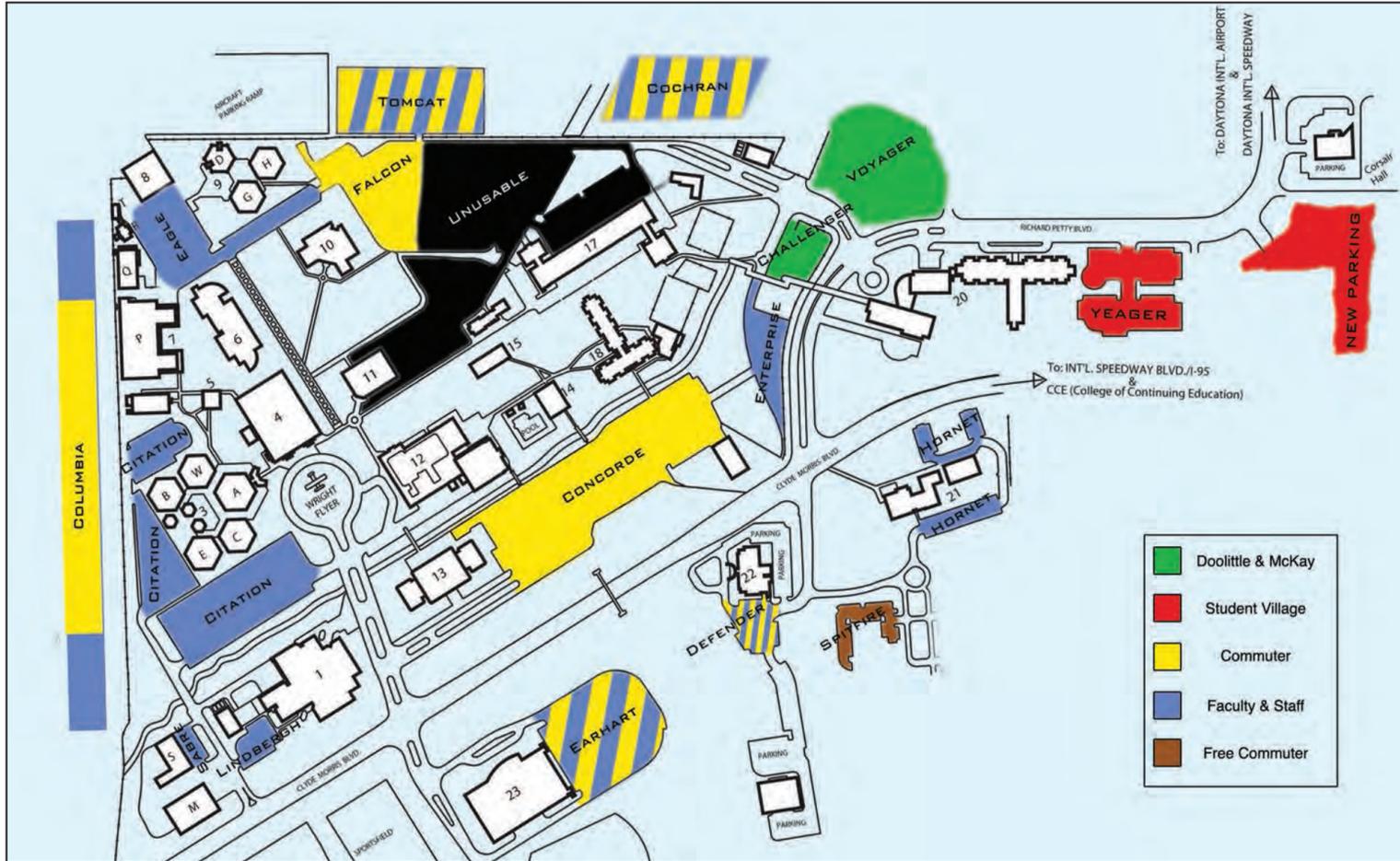
On campus residents will be the most affected. Freshman are being asked, but not forced, to reconsider bringing cars. Residents of Doolittle and McKay will no longer be allowed to park in front of their dorms. Instead they will park in Voyager, across the street from the Student Village. Student Village residents will be issued red decals and have to park in Yeager or a new gravel parking lot near Corsair Hall on Richard Petty Blvd. The new lot will have a minimum of 339 spaces, lighting and an emergency phone.

Commuter students will no longer have access to Armstrong lot or "almost two-thirds of Falcon lot," according to Richard Amato, Manager of Parking and Traffic Services. To make up for the lost spaces, new commuter parking will be added in part of the aircraft ramp and the portion of Concorde lot formally for Doolittle residents. Cochran lot, formally open to McKay residents, will be only for commuters and employees.

"All the lots that are changing ... are going to be restricted 24/7," said Amato. That means Doolittle residents tempted to park in front of their dorm rooms on the weekend will be subject to being ticketed.

A fifth, brown decal will be created for the Spitfire lot, and be available for free. Any commuter student willing to park near the track and field is eligible for the free decal, a \$35 savings. "The SGA did a survey and we got back some good results," explained Amato.

The new parking plan will undoubtedly take some getting used to, but Amato is confident there will be enough space to accommodate students.



**THE 2006 PARKING PLAN** compensates for the lost parking in Armstrong, Falcon and Mustang lots (shaded black). Student Village students will be issued red decals and be required to park north of the Student Village. Lots with changes will be in effect all hours of the day, weekdays and weekends.

## Embry-Riddle alumnus dies on patrol in Mosul, Iraq

Melanie Pugh  
Business Manager

The Embry-Riddle family is mourning the loss of another cherished member. U.S. Army Lt. John Shaw Vaughan made the ultimate sacrifice for his country in support of Operation Iraqi Freedom, becoming the twelfth fallen hero to have graduated from Embry-Riddle and perished during Operations Enduring Freedom and Iraqi Freedom. Vaughan, 23, graduated from the Daytona campus in May of 2005 and received his commission from the U.S. Army at the same time.

Vaughan, of Edwards, Colo., was stationed at Fort Wainwright in Fairbanks, Alaska. He served as a platoon leader for the Army's 2nd Battalion, 1st Infantry Regiment, 172nd Stryker Brigade Combat Team and deployed

to Iraq in early May for a six-month tour. Vaughan lost his life June 7 while encountering enemy small arms fire on patrol in Mosul, Iraq.

While at Embry-Riddle, Vaughan earned a B.S. in Aviation Business Administration with a concentration in airport management. He served as a Battalion Commander for ROTC and was one of three AROTC members to complete jump training and earn paratrooper wings at Fort Benning, Ga.

Vaughan is survived by his mother, father, and sister. A memorial service was held June 11 in Colorado; a second service was held June 16 in Quincy, Fla. at his grandmother's house. A motorcade procession led Vaughan's casket from Quincy's National Guard Armory to nearby Hillcrest Cemetery, where he was laid to rest in his dress blues uniform. The Army ROTC office at the Daytona Beach campus was closed June

16 to allow staff members to pay respect at the funeral.

Fellow ERAU and AROTC alumnus, Forest J. Lightle IV, wrote of the service, "My life is forever changed because of you and the awesome realization today that we are one family and one life. Buncha' grown men crying on each others' shoulders! A Captain from your unit was there and had the highest words of respect for you and the mission you accomplished in your short time with your men."

Vaughan is remembered by his peers for being outgoing, adventurous and enthusiastic, but above all, an excellent leader. Just days before deploying to Iraq, Vaughan closed a post on his website by writing, "Okay, that is it for now, everyone stay chill, and keep supporting our boys in the 'box', because they need it. Love you all!!" Those that knew him know he would still wish for the same.



PHOTO COURTESY JOHN SHAW VAUGHAN

**LT. JOHN SHAW VAUGHAN** with a Kurdish boy in Iraq.

### Military Deaths

- Archuleta, Tamara - Class of '03
- Ayala, David - Class of '05
- Contreras, Aaron J. - Class of '03
- Das, Eric B. - Class of '03
- Feistner, Curt D. - Class of '02
- Kennedy, Kryan E. - Class of '02
- McGinnis, Brian D. - Class of '02
- Scherkenbach, Chris - Class of '05
- Smith, John D. - Class of '03
- Vaughan, John S. - Class of '05
- Watkins, William R. - Class of '02
- Weeks, Jamie D. - Class of '05

Campus News . . . . . A2  
Opinions . . . . . A3  
Aeronautica . . . . . A4  
Space Technology . . . . . A5  
Comics . . . . . A6  
Classifieds . . . . . A7  
Entertainment . . . . . A8

**A New look for the Flight Complex**  
Campus News, A2

**Airlines to Airbus: We want a refund**  
Aeronautica, A4



**Discovery crew ready for July 1 liftoff**  
Space Technology, A5

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By students, for students.

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# GRW Flight Center Renovation

Spencer Conklin  
Staff Reporter

The interior renovation of the Gill Rob Wilson Flight Center is finally underway. The Board of Trustees halted the former project, which was set to gut both the upstairs and the downstairs of the D building this summer, several weeks ago. The board decided to shelve a renovation of the building in favor of building an entirely new flight center in the parking lot adjacent to the Fleet Maintenance Center will be the new local for the new flight center.

Flight Records, which was formally housed in the D building, was moved earlier this year to the G building. The space that Flight Records used to occupy will now be used to expand the flight planning area that students use. Formally, the flight planning area was simply too small to house the mass of students that would flight plan between noon and 5 p.m. during the week.

In order to ease the congestion, the flight department decided to continue with the renovation, but on a smaller scale. The walls between the flight planning area and flight records have been torn down. The downstairs floor of the D building will now be one large room for the flight department.

New paint and a new drop down ceiling will be installed. Carpeting will be laid which will keep the room quieter. The flight planning station will be expanded to help students have the space they need for planning. New monitors will be installed to display current weather information. A lounge area with new furniture will be provided in the former flight records room so that students have a place to wait between flights or while waiting for an aircraft. The windows facing the flight line will be tinted so that



THE GILL ROB WILSON Flight Center began renovation last month. Pictured here is the demolished wall between the former location of Flight Records and the Flight Planning area in preparation for the expansion and upgrade intended to accommodate the growth of the flight department.

students and personnel can watch the aircraft come and go.

As part of the school's agreement with Daytona International Airport, a new door system will be installed to access the flight line. Two doors will be set up; in order to open the second one the first one has to be closed. This will prevent personnel from piggybacking onto the flight line.

The budget for the renovation

and upkeep of the D building over the next three years is set for \$400,000 which is a fraction of the original complete renovation cost. Set to be completed before August 15, the upgrades should help to increase efficiency to the current flight line while the new building is under construction. Currently, the flight dispatch and planning area has been moved to its temporary summer location in G102.

So far the temporary move hasn't caused any issues for flight operations. That is mostly thanks to the renovation occurring during the summer when flight operations are lower than during the fall and spring semesters. The flight department is determined to ensure that the renovation will be complete by the fall semester so that students will have a large enough area to flight plan.

# Comedy troupe celebrates birthday

Anthony Vareha  
Special to *The Avion*



RANDOM ACTS OF INSANITY, the Daytona based improv troupe pictured above, celebrates their first anniversary by performing at the Daytona Beach Playhouse. Playing four nights, the troupe hopes to help raise money for the playhouse and provide laughter for all.

It's going to be the funniest birthday party ever, and the members of Random Acts of Insanity Comedy Improv Troupe and the Daytona Playhouse can hardly wait.

To celebrate its first Anniversary, Random Acts of Insanity (RAI), the comedy troupe that has performed regular shows here at Embry-Riddle, is scheduled to perform four nights (June 30, July 1, July 7, and July 8) at the Daytona Playhouse. Proceeds from ticket sales and concessions will benefit the playhouse, which is celebrating its 60-year anniversary this year.

In late June 2005, the nine founding members of RAI performed their first public show in the IC Auditorium. That first modest audience was comprised mainly of curious friends and family members. From this small audience, a fan base was born.

The shows consist of short comedic skits created from improv games like those made popular on TV's "Whose Line is it Anyway?" The suggestions for each game are gathered from the audience each night, making each show a unique experience. With each game drawn from the input of the audience, each performance is tailor-made for the crowd in attendance.

Over the past year the audiences have grown rapidly, as have the troupe's membership. Now with 13 members (many of which are current and former ERAU students), a diverse selection of improvisational games, and fans that recognize them around town, the skilled players are pros at keeping the laughs coming all night.

"We're really excited to have the troupe performing here," said Jerry Doty, Daytona Playhouse president.

Doty and the entire Daytona Playhouse organization hope that bringing the improv troupe to the theater will help inspire younger community members to get involved with their organization, while bringing laughs to every age group in attendance. Random Acts of Insanity, with its players heavily involved in local theater, is proud to lend a hand.

Following each show there will be an opportunity for audience members to meet and mingle with the troupe, as they celebrate their birthday out on the town after each and every show.

Embry-Riddle has known for a year what the rest of Daytona is about to find out: Random Acts of Insanity is funny.

Performances are scheduled for June 30, July 1, July 7, and July 8. All shows are at 8 p.m. Ticket prices are \$10 for adults and \$8 for all guests 18 and under. Two sets of free tickets will be given away in two different online contests. For more information on how to win, visit the official troupe website at [www.randomactsofinsanity.com](http://www.randomactsofinsanity.com) or the troupe's MySpace page at [www.myspace.com/randomactsofinsanity.com](http://www.myspace.com/randomactsofinsanity).

The Daytona Playhouse is on Jessamine Blvd, just West of Halifax Avenue, three blocks north of the Seabreeze Bridge. A map can be found on the troupe's website.

For more information about the Daytona Playhouse and to purchase tickets, visit its official website at [www.daytonaplayhouse.org](http://www.daytonaplayhouse.org) or call (386) 255-2431.

# On campus vehicle burglaries Briefly...

Spencer Conklin  
Staff Reporter

Between May 26 and June 5 there were five burglaries into vehicles on campus. The thefts involved a variety of items, including stealing stereos, iPods, CDs, and theft of Buick LeSabers. At this time there have been no positive arrests or recovery of any items that were stolen.

Last year at this time there were no incidents like this which makes this an unusual situation.

The thefts occurred to vehicles that were left unsecured by students occurring mainly in the Yeager and Falcon lots. There was no discrimination between vehicles housed on campus verses off campus. The thefts were following a series of well publicized vehicle break-ins by the Daytona Beach media that were

occurring on the Daytona Beach Community College campus.

Several arrests have been made by the Daytona Beach Police Department however they have not been positively linked to the thefts that occurred on campus. Undercover Daytona Beach police officers have been patrolling and monitoring lots on campus in the past few weeks in order to help to reduce the amount of thefts.

It has been speculated that the thefts were the result of a ring of thieves that moved to ERAU after being spotlighted by the media and now have possibly moved on to Brevard where a series of similar burglaries have begun to occur.

A short time ago the University changed its policy regarding closed circuit monitoring of public locations on campus to allow for such monitoring if approved by the Chancellor for that specific location.

The Campus Safety Department is already preparing to set up camera monitors in the post office and to monitor the flight line.

The University has made the decision not to set up any permanent closed circuit monitoring of parking lots on campus for several reasons from requiring more personnel to equipment cost and liability. The liability concern is that if there is a theft, rape or any other incident in a monitored lot, the school does not want to be held responsible if they don't respond to the threat.

As a result, no permanent cameras will be set up but a permanent mobile wireless camera will be available for quick deployment in any lot that there has been a string of burglaries in that they feel needs more monitoring. This wireless camera is expected to be available and deployed within 90 days.

Brian Case  
Editor-in-Chief

Embry-Riddle is leasing office space from Halifax Medical Center to temporarily house the Extended Campus Headquarters.

The space is in the largely vacant Atlantic Campus of Halifax Medical Center. The Atlantic Campus is located on the west side of Clyde Morris Blvd, north of Halifax Medical Center.

The Extended Campus leases space in the industrial park across the street from the speedway. Embry-Riddle was informed earlier this year that the lease would not be extended. The Board of Trustees is evaluating where to place the Extended Campus permanently, either incorporated into a new flight complex or in a stand alone facility on the south side of the airport.

## Intolerance causes controversy, not religion

I have been a reader of *The Avion* for six years, first as an undergraduate student, then as a graduate student, and now as a two-time alumnus, but cannot remember the newspaper being used as a medium for a public discussion of religion. As an alumnus, I appreciate the well-written responses and subsequent debates spawned by students and faculty as a result of Dr. Bagby's initial opinion piece (Apr. 11, 2006). I cannot fault Dr. Bagby for utilizing *The Avion* opinion section to voice his opinion and am in no position to criticize him for doing so. However, I am thankful that other Embry-Riddle professors have also utilized the section to provide a balance to his view for the student body and, thanks to the advent of *The Avion* online edition, worldwide readership. I believe it is important to mention that although I am not in Daytona Beach, Florida, or even the southeastern United States, I have been able to follow this dis-

ussion by checking my e-mail and reading *The Avion* online from afar. It is equally important for those of you who submit published opinion pieces, with your names attached, to realize the potential magnitude and impact of your words on not only your community on Embry-Riddle's campuses, but the global community who may be touched by you and affected by your words. These few words submitted by a handful of students and faculty, whether it is their intention or not, affect Embry-Riddle's image domestically and abroad. Having said that, please allow me, for the first time in six years of readership, to submit to you my opinion:

What is it that the writers of these opinion pieces have really been discussing? To echo what Professor Carney and Dr. Schlieper have written, the ability of our student body and faculty to practice tolerance in a world that often struggles to do just that has quietly served as the basis

of this discussion.

It is not a matter of proving through research and quotes taken out of context that Jesus is right or Mohammed (Peace be upon Them)

“  
**Intolerance is the epitome of racism, sexism, anti-Semitism, and ethnocentrism...**

- JAMES E. SULTON ”

Intolerance is the epitome of racism, sexism, anti-Semitism, and ethnocentrism that is too often seen in the world today! My dear reader, I encourage you to respectfully close your sacred texts for a moment and pick up current newspapers, news

magazines, books, and peruse the Internet. After a short review of these current sources of information, you will undoubtedly read about conflicts like those in the Sudan where hundreds of thousands have been killed and even more have fled their homeland. And why? Intolerance.

The arena of education is one that is unique to others as it charges its participants—students, professors, and administrators alike—with great responsibility. Students are expected to come ready to learn not only in classes, but also from one another. Embry-Riddle attracts some of the best and brightest students from around the globe who are interested in aviation and aerospace

because of its name and the global image it has worked hard to establish since 1926. The relationships I have been fortunate enough to establish on campus as a result of the unique student body and faculty are invaluable and I encourage every student to take advantage of and celebrate ERAU's diversity. Embry-Riddle professors are afforded a luxury that many K-12 teachers in this country can only dream of having—students for the most part who are not forced their education, but instead are willing and excited to learn. Being born an American, I cannot fathom the amount of courage that is needed to travel thousands of miles away from home without friends or family to a university in the United States, a land that is completely foreign to some international students and professors, for a quality education and better way of life. Imagine the shock and humiliation that a student or faculty member who has made this journey feels when

they discover that the ideals and beliefs of their elders are wrong and that they have walked through life being misguided.

Embry-Riddle should continue to provide all of its students with a welcoming environment and treat each with deserved respect. To that end, I feel as though Dr. Bagby may have hastily written his Apr. 11 opinion and unknowingly used careless rhetoric in expressing himself. The obvious effect of these words is dismay felt by some students, professors, alumni, and university supporters. Therefore, I feel as though a published apology will not only allow his students and colleagues to feel more comfortable in his presence, but will also help to settle the minds of those affiliated with our beloved institution. Educators are a role models and leaders. Please lead tomorrow's aviation and aerospace professionals by example and by righting your wrong.

~James E. Sulton, III

## Is it word of God or word of man?

Now, before I begin with my article, there are a few things that I want to get straight. First, everything I say is true, if you don't believe me, look it up. Second, if you believe in God, especially if you believe that the Bible is the word of God and should be followed to the letter, chances are that you'll get offended. If you have a closed mind and you don't want to hear anything that will contradict your predisposed idea of God and religion, stop reading. Nothing that I will say will convince you otherwise and you'll probably be wasting your time. Also, to save space, I have only included the places where I got the quotes in this article, not the actual quotes. So having a Bible or Google near by might prove to be useful. Now that I got this out, let's begin, shall we?

First, let's look at the Bible itself. Even if we disregard all inconsistencies and contradictions in the Bible, there is one aspect of the Bible that unfortunately not many people know. There is one aspect that basically proves that the Bible was a man made creation. The Bible as we know it today was actually voted in by a committee. The word of God was voted in by a committee in the 4<sup>th</sup> century, under the Roman Emperor Constantine (the first Christian emperor) who assembled a committee to put together a single book that will be used by all Christians in the nation. So the

committee sat down and decided which books should be considered holy and which ones should not. So as you see, the Bible *must* be the true word of God. After all, it was voted in by men. As someone who actually read the Bible (the original Hebrew scripts) I can tell you one thing for sure: *nothing* will turn you

“  
**The word of God was voted in by a committee...**

- MICHAEL PERSTIN ”

into an Atheist faster than reading the Bible. Nothing! Now that we've gotten that out of the way, let's look at the people that say that the Bible should be taken literally. I've heard more than one person say that the Bible is the literal word of God and thus should be followed to the letter. Many of them say that the Bible should be used as a guide for life and morality. Okay, no problem. I do however have one question; What part of the Bible are you going to use?

Many Christians like to quote Leviticus 20:13, which talks about homosexuality and that homosexuals should be put to death. Fine. But what about the Deuteronomy 21:18-21 or Matthew 15:4 who talk about killing disobedient children? So I guess we can stone the gays, as long as disobedient children are

next in line. Don't want to kill your kids? You're in luck. The Bible has alternatives. For instance Proverbs 13:24 or Proverbs 22:15, even Proverbs 23:13-14 has some good parenting advice.

But how come I never heard these quotes come out of someone's mouth? All I hear is how great God is. I mean, all these passages are written in the same Bible. Together with other great parenting advices such as Exodus 21:7-8. Any proud parents out there that have daughters? If your daughter doesn't have any summer plans, try selling her into slavery.

I can sit here and go on and on about other great advices that the Bible gives us about other things in our lives (such as rape for instance, in Deuteronomy 22:28-29), but there are other things I want to discuss.

Now, I know that many people that read my article will immediately say that these parts should not be taken literally. Okay, but if that's true, how do they know? I mean, I've read the Bible and I didn't come across any line that said “The following should not be taken liter-

ally,” or “Everything bad should not be taken literally.” How do you know what should or should not be taken literally? Simply, you don't! You either take everything literally, or you take nothing.

I also know that many Christians will probably say that without the Bible there would be no morals in the world. Well, we just took a very short look at some of the great morals of the Bible. But I'm sure that all those Christians are probably talking about the famous Ten Commandments. Well, I guess that they are right. I mean, we would have never realized that it's bad to kill and steal without the Ten Commandments. And forget about respecting your parents, we would have probably never figured that one out by ourselves. It feels good when we know that when in doubt, we have the Bible to rely on for moral guidance. I mean, it's not like people would start killing, torturing and pillaging in the name of God and the Bible, right?

Now, I do not have problems with theists. If you have faith in God and you believe that this faith makes you a better person, good for you and I wish you all the best. Whatever your reason for believing in God, make sure that it's the right reason. If you can't find a good reason, you might want to start rethinking your beliefs.

~Michael Perstin

## 28th Amendment?

So, burned any flags lately? No? Seen any flags burned lately? Ever? Me neither.

Apparently, the U.S. Congress has, and is offended. So offended, in fact, that Congress may act to amend the U.S. Constitution to grant congress power to prohibit flag desecration, an act that has for decades been protected as freedom of expression.

For those of you who need a refresher course in civics, here is your guide to constitutional law in one paragraph. The constitution contains 27 amendments. For Congress to amend the Constitution, the House and Senate must each ratify the measure by two-thirds. The measure then moves to the states, where three quarters of the state legislatures must ratify the measure within seven years. The Senate bill (Senate Joint Resolution 12) would require 67 yes votes. It has 60 sponsors attached to it, including Florida Senator Mel Martinez.

The strange fact of the matter is, virtually no one is going to be affected by this law. Flag desecration is against the law already in many states. In 1989, the Supreme Court heard *Texas Vs. Johnson*, and ruled the laws as unconstitutional, setting the stage for today's constitutional amendment debate. Most of these laws are still on the books, but not enforced. Although no one is quite sure how many flags are burned each year, but Congress once estimated the number at seven. Doesn't Congress have more

important tasks? The Budget deficit is on track to hit \$9 trillion soon (9,000,000,000,000 - 12 zeros). The wars in Iraq and Afghanistan are not near completion, Medicare and Social Security has the potential to bankrupt the budget, and inflation is on the rise. Presented with these many challenges, Congress has this year debated two constitutional amendments: Prohibition of gay marriage and flag desecration. No wonder Congress has an approval rating of 21 percent.

The question Congress should be asking is, do they want to be remembered as the first to place a congressional limit on first amendment freedoms? Previous amendments have freed the slaves, granted women the right to vote, and changed the fundamental principles of government, like how long the President can serve.

It's easy to stand up for what's popular, and obviously burning the flag has never been a respected form of speech. Burning the flag is ineffective and the poorest choice for expression. Nonetheless, it should remain legal if necessary to preserve freedom in America. If this amendment were to be the Constitution's twenty-eighth, the United States would no longer be the world's leader in guaranteed personal freedom. To truly protect our flag, prevent it from becoming an empty symbol, and defeat the flag desecration amendment.

~Brian Case

## Stand Up!

### World Cup, sponsorship, and Dianetics?

Well here we are, in the heat of World Cup fervor. A time where I wished I was able to not do anything for the first 6-8 hours of the day and watch every match on TV (even though our sports broadcasters are pretty terrible at covering soccer). I love watching the beauty, camaraderie, and true passion for the game unfold in a mix of colorful crowds and nationalism (the good kind).

But here, in the U.S., something always seems to be missing. I guess it's the overall lack of appreciation of soccer or maybe the fact that it is called soccer and we have our own football. In truth, though, it is hard for me to understand why there is such a strong dislike of the game. I have heard so many names for soccer players ranging from pansy to field fairy in the many

years I have played and watched the sport; I am actually intrigued. Is it because in the U.S., a country always striving to be number one, we don't have a very accomplished soccer team and people don't want to associate with it? Or is it maybe, an old guard attitude that will change when current generations get older? Who knows, but I think it's the first one. If the U.S. won a world cup or did well at the international level, people might care.

But enough of that sad subject and on to my real topic; the fact that in every stadium in Germany, from Gelsenkirchen to Kaiserslautern, you will find Budweiser on tap, and McDonald's

fries ready to serve. Wait a minute. Reverse, that's right boys and girls, in a country in the dictionary next to beer, Budweiser is the “official” beer of the World Cup.

It's ironic if you think about it. The U.S., which doesn't care much for the sport but loves those advertising dollars, is able to sell a drink, which many people in this country think is awful, in a country where beer is a national past time and regulated by federal laws. As far as McDonald's goes, I am not even going to say anything because it just hurts myself and our country's standing in the rest of the world.

On a sponsorship side note,

and the reason for the title. I stumbled upon an article this week announcing the Church of Scientology would be sponsoring a NASCAR team. When I read this I first laughed out loud and then checked to make sure it was not a joke. Then when I realized it wasn't I thought to myself who are they marketing to? NASCAR, a sport seen by many to be for the uneducated, with a car sponsored by a cult who caters to only people who have enough money to pay for their programs. I think they are wasting their money, but then again I don't think they should exist either, so waste away I guess. Of course, maybe it's a match made in Xenu and we'll see thethans floating around with Dale Earnhardt Jr. jackets on, it's anyone's guess really.



Chris Tezak

Columnist

## National Language

The last issue of *The Avion* contained an opinion article that I wrote concerning the complete waste of taxpayers' money in passing an amendment establishing English as the official language of the U.S.

In the article, I proclaimed that English is the official language here and that the congress should tend to the business of improving

the country. The article was submitted entirely in the English language with the exception of the title, which was deliberately in Spanish to make a point. It should be noted that *The Avion* staff found it necessary to replace the Spanish title with an English one. Now are you convinced?

~Mike Potash

**Want to add your two cents? Send your letter to the editor from The Avion's website, [www.avionnewspaper.com](http://www.avionnewspaper.com)**

## Student Forum

The Avion asks: “Now why would you go do a thing like that?”

—Compiled by Nicole Titus



**Timothy Murray**  
Junior  
Aeronautics

“I got beaten up by six hookers in Sicily.”



**Jason Garrick**  
Senior  
Engineering Physics

“I flipped a plane and crashed it and then kicked it.”



**Sasha Duff**  
Junior  
Human Factors

“Because I didn't know you were supposed to mix that with that.”



**Avi Gallen**  
Senior  
Business

“Because of the ratio.”



**Sam Lemberger**  
Freshman  
Aeronautical Science

“Cause I'm British I could get away with murder.”



**Jason Nemerovsky**  
Freshman  
Aeronautical Science

“It wasn't me; it was the Brit!”

## Airlines to Airbus: We want our money back

### Airbus CEO under investigation for illegally selling stock

Spencer Conklin  
Staff Reporter

With the world's largest commercial airliner, the Airbus A380, originally set to be

delivered by the end of this year, the announcement of a delay in production has brought a crash to Airbus' stock. Several customers have already begun slapping penalties on the European aircraft manufacturer in the sum of millions of dollars. The company CEO, Noel Forgeard, is also under investigation regarding the possible illegal use of information regarding the delays for stock sales.

Due to production issues the first shipment of the A380 has been moved from December to January. The company also predicts that they will be unable to deliver the full orders for the year 2007 and

will instead be limited to only nine aircraft. This has been due to the difficulty in installing electrical wiring systems throughout the aircraft. This delay is expected to affect the production of the A380 until the year 2009 when catch-up can be played to bring the orders and deliveries to their expected levels.

When the European Aeronautic Defense and Space Company (EADS), the head of Airbus, was alerted of the problems the stock plummeted for Airbus. With a 26 percent loss in value, the stock price fell to 18.80 euros (\$23.63). At this same time, Boeing's stocks rose 6.5 percent to \$82.01.

Noel Forgeard, the French co-chief executive of EADS, is being investigated for possibly knowing that delays were imminent and selling a majority of his stocks. The sale, which took place in March, netted him 2.5 million euros (\$3.1 million). Three of Forgeard's children work at EADS and also sold their stocks along with several other top EADS managers. This was three months before the problems with the aircraft were announced. A spokesman from the Airbus Union confirmed that workers had known in March that there would likely be delays.

The two other co-executives of EADS, Arnaud Langardre and

Manfred Bischoff, demanded that Forgeard stop any public announcements after he had stated that the problems regarding the A380 had primarily come from the German factories. His statements have caused outrage from the workers based in Germany. With already tense relations due to the production delays, the statements by Forgeard regarding who is to blame regarding the delays have inflamed the already heated relations between the multi-national company.

With the announced delays several airlines have already begun to demand compensation from Airbus. Singapore Airlines, which was set to receive the first shipment of the A380s, has demanded some sort of rebate for the delay. To make matters worse for Airbus, Singapore signed a deal with Boeing for 20 787-9 airplanes worth a total of \$4.52 billion.

Emirates Airlines has announced that it may reconsider its order of 45 A380s from Airbus. Several other airlines have publicly announced they are seeking talks with Airbus regarding their current deals, including Qantas which has ordered 12 A380s and is now demanding some of their money back.

Langardre and Bischoff have declared this situation a "crisis" at Airbus. Rumors regarding the possible request of aid from European countries for support given the financial situation Airbus is in have been surfacing, and Airbus has confirmed that they have been talking to spokesman from the governments regarding aid.

The A380 is the second project to falter for Airbus, following problems with the A350 which was set to compete with the Boeing 787 Dreamliner.

## Boeing receives orders for 747-8

Joshua Brown  
Staff Reporter

After nearly four years of dropped sales, Boeing is going to sell a passenger version of the infamous B-747.

For almost 38 years, the 747 has been a staple for numerous international freight and passenger carriers. Passengers have favored the safety and comfort of this four-engine giant, which at the current moment, is the largest commercial jetliner in service. As companies began looking at ways to trim operating costs, the 747 began losing popularity and Boeing introduced its newest passenger jetliner, the B-777. After its introduction on June 2, 1994, the B-777 reduced long-range flying costs by \$3,000 per flight hour.

It seems that Boeing has been on the verge of closing the door on the B-747 production program as it phased out older 747s and only kept the ability and equipment to manufacture the 747-400, its latest version. However, late last year, Boeing committed to updating the -400 series with its newest model, the 747-8, as this plane has a great reputation among cargo carriers.

The 747-8 passenger plane, also known as the Intercontinental, will be able to hold up to 450

passengers in a three-class configuration, which is roughly 34 more passengers than the 747-400 could hold. It is planned to use

the new fuel-efficient engines of Boeing's 787 Dreamliner, also a brand new plane in development scheduled to enter service in 2008.

At the request of the customer, Boeing has declined to name the buyer. Boeing's last passenger 747 order was in November of 2002.



PHOTO COURTESY BOEING

## FAA to impose new landing rules

### New landing distances prompted by Chicago accident

Tommy Chen  
Staff Reporter

By this winter, the FAA may have new landing distance rules placed on short runways all over the US. This change was prompted by the Southwest accident at Chicago Midway International Airport last December. Where a Southwest 737 slid off the end of the runway and killed a 6-year-old boy in a nearby vehicle.

The rule calls for airlines to calculate landing distances for poor

runway conditions before the aircraft takes-off. A 15% buffer is to be added to the normal landing distance. This will help regulate how most airlines deal with contaminated runways because it's never considered before takeoff. Also, most airlines don't recalculate for the change or use simple but inadequate calculations in the air.

A new federal law was enacted just prior to the accident, which requires the installation of either 1000-foot buffer zones or EMAS (Engineered Material Arresting System) by 2015. There's also a possible push to have these systems installed on the nation's short runways before the deadline.

These new rules aren't official yet, as the FAA waits to see if the NTSB is satisfied with the recommendations. The decision will be finalized within the next few weeks during the public hearing for the Southwest accident. Even though it isn't official yet, most airlines are already working on safety programs that revolve closely around the change.

# JOIN THE AVION NEWSPAPER



Meetings  
Every Tuesday 7 p.m.  
2nd Floor Student Center

**THE AVION**  
A Division of the Student Government Association  
Entry-Point: Agricultural University, Daytona Beach, Florida  
TUESDAY September 27, 2005  
Volume 11  
Issue 4

**Women's soccer beats Florida Tech**  
Cathy Lesnik (right) celebrates after scoring the Eagles' second goal on Friday over Florida Tech. (Photo by Kelly Morgan)

**Hurricane season 2005 to rush Alpha Beta Gamma**  
Storms to get Greek names if season names on

**ERAU charging students for SkyFest**  
The air show is not part of the University's budget.

**Angels in the Heart of Florida**  
The Blue Angels were on the job for the inaugural Heart of Florida Air Show, which was held in Ocala, Florida.

**FSC Standings**  
1. SCAD (24-1 FSC, 4-1 Overall)  
2. Northwood (15-2, 2-1)  
3. Daytona State (14-2, 2-0)  
4. Embry Riddle (14-4, 3-0)  
5. Thomas (10-1, 1-0)  
6. St. Johns (10-1, 1-0)

**Hurricane Rita skirted Florida**  
Hurricane Rita skirted Florida last week as it Category 2 before it only hit land, where it has already been downed 20 named storms.

**Eagles V-ball takes home four wins**  
Sports, A10

**Burnout Revenge & X-Men reviews**  
E-Gaming, B6

**Table of Contents:**  
Campus News.....A2  
National News.....A2  
Opinion.....A3  
Student Organizations.....A3  
Sports.....A7  
Space Technology.....B1  
Data Technology.....B3  
Science.....B4  
Aeronautics.....B4  
E-Gaming.....B6  
Arts & Life Cover.....B6  
Interview.....C2  
Entertainment.....C3  
Columns.....C4  
Classified.....C5

No experience necessary

## Shuttle Discovery set to resume flights July 1

Alec Bishop

Guest Reporter

Following the traditional, but far more extensive than usual Flight Readiness Review (FRR), Shuttle program managers and NASA administrator Michael Griffin gave the go-ahead Saturday to send Discovery back into orbit July 1. Launch is scheduled for 3:48 p.m. EDT, with a five-minute launch window on either side of that time.

When Discovery launches on the first shuttle flight in almost a year and just the second since the Columbia disaster in early 2003, it will ferry supplies and a third crewmember to the International Space Station. Discovery's crew will also test for the second time on-orbit repair techniques that may help prevent future disaster.

Engineers and managers reviewed the complex array of equipment necessary to send the orbiter into space, and completed an intricate risk analysis assessment with respect to all items of the associated mission. They then gave the OK to proceed with launch of Discovery. When asked about the meeting, NASA Administrator Michael Griffin stated, "We had two full days of an intensive Flight Readiness Review... It was spirited and one of the most open, yet non-adversarial meetings I've had since returning to NASA."

Following the FRR, which some called the best in the program's history, they acknowledged that they are flying despite objections from some.

NASA engineers and other groups say that pieces of foam coating and ice from the external fuel tank still pose a threat to the shuttle and should be fixed now rather than later. Subsequent to the Columbia tragedy, in which a 1.6 pound piece of foam from the external fuel tank hit the wing during launch, NASA concluded that the piece of foam was large enough to create enough damage to allow superheated plasma to enter into the spacecraft despite the presence of insulated, heat shielding tiles on the underside of the orbiter.

This led to the modification of the external fuel tank and a redesign of the Protuberance Air Load Ramp—a structure on the external fuel tank that allows laminar airflow over the sides of the tank.

Concerning engineers now are structures known as ice-frost ramps which were covered by the now redesigned Protuberance Air Load Ramp. On previous launches of the orbiter, pieces of ice have been known to break off from this structure and could potentially damage the shuttle in such a way to pose a threat upon re-entry. In fact, the ramps are now classified as "probable/catastrophic," meaning that through the end of the lifetime of the Shuttle program, they will almost

down, you should not be surprised."

Air Force Col. Steve Lindsey, a veteran of three previous space shuttle flights including the highly-publicized John Glenn return to space in 1998, will command his crew to deliver much needed supplies to the International Space Station. Additionally, astronaut Thomas Reiter will join the already-present Expedition 13 on board the space station.

Reiter will become the first European member of an Expedition crew and remain onboard with the Expedition 14 crew through their takeover in October. He is expected to return on a future shuttle flight in December, but whether he remains onboard next month is dependent on the outcome of the launch of Discovery.

Should a chunk of foam or other problem indicate another lengthy downtime for the shuttles, Reiter may return as part of the STS-121 crew.

Joining Lindsey on the 115th space shuttle flight are Pilot Mark Kelly, making his second spaceflight; Mission Specialist (MS) Piers Sellers, also on his second flight; and MS rookies Lisa Nowak, Stephanie Wilson and Michael Fossum.

The three-day countdown for launch July 1 will begin on June 28 at the T-43 hour mark. No significant delays to the launch are anticipated.

But the main concern for the July afternoon launch will be the weather. Thunderstorms regularly form at that time, though Florida has been under a dry spell for several months now.

As Discovery must launch during a time period when the release of the external tank, just over eight minutes into flight, is in daylight, launch must occur between July 1-19. This daylight launch rule is expected to be lifted following two foam-loss-free flights. In fact, the launch of Discovery now planned for Dec. 13 is at night.

For those interested in viewing the launch from a much closer perspective than your dorm room window, see the box at right.

Space Technology Editor Ben Cooper contributed to this report.

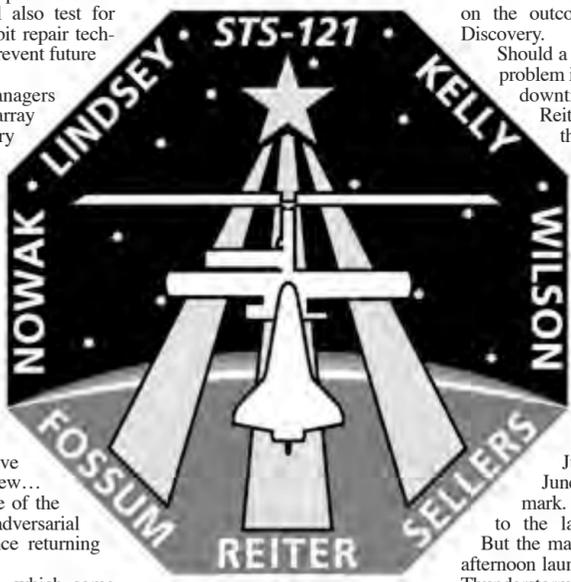


PHOTO COURTESY BEN COOPER/SPACEFLIGHTNOW.COM

**THE SEVEN-MEMBER CREW** of the Space Shuttle Discovery speaks at Launch Pad 39B before the traditional countdown dress rehearsal and emergency escape practice. Left to right are Mission Specialists Michael Fossum, Lisa Nowak; Pilot Mark Kelly; Commander Steve Lindsey; MS' Stephanie Wilson, Piers Sellers and Thomas Reiter of the European Space Agency, who will remain aboard the ISS for several months.

### Viewing the Shuttle Launch

#### Titusville offers prime viewing

If you were not able to get the now-sold-out tickets to view the launch from the NASA causeway (by way of the Kennedy Space Center Visitors Center), then Titusville, along US 1 by the Indian River, is the best and closest place to view. Anywhere from Rt. 406 in the North (the bridge that leads into the Merritt Island National Wildlife Refuge) to US 50 in the south, about a five mile stretch, offers prime riverside viewing. Get there early (before 10 a.m. would be a good idea) and stake out a viewing spot, and more importantly a parking spot. Some landowners will charge to park, so bring cash. The distance to Launch Pad 39B from here is 11 miles, and is clear across the water. A more comprehensive launch viewing guide can be found on my website at [www.LaunchPhotography.com](http://www.LaunchPhotography.com).

Updates on the launch can be found at [www.SpaceflightNow.com](http://www.SpaceflightNow.com).

#### DIRECTIONS

To get there, take I-95 south for 40 miles to Exit 220 (Rt. 406). Go left off the exit until you hit US 1. You can go past there and find a spot near the bridge or in Space View Park, where the Space Walk of Fame is, or turn right on US 1 and find a spot further down along the river.

If you have a scanner, use frequency 146.9400 to follow the countdown broadcast. 148.4850 is a second frequency. The launch will also be broadcast on NASA TV (campus channel 52), news channel 13 and all the cable news networks.

EDITED BY BEN COOPER

## Oklahoma granted spaceport

Brian Case

Editor-in-Chief

Could Oklahoma be the next Kitty Hawk? What about the next Cape Canaveral? A dusty former Air Force station in Burns Flat, Oklahoma became the second inland licensed commercial spaceport earlier this month, with plans for a commercial passenger space launch in 2007. The sixth facility licensed by the Federal Aviation Administration, Burns Flat is the first to have a launch corridor in the National Airspace System, free from military restricted airspace.

The spaceport is run by the Oklahoma Space Industry Development Authority (OSIDA). OSIDA boasts over 13,500 feet of runway, 300 feet wide, one of the largest in the United States. OSIDA has constructed six full size airport hangars, built a control tower and has a full crash rescue facility;

features Oklahoma hopes will attract industry start-ups.

Burns Flat has already won its first customer: Rocketplane Limited, Inc. Since opening their first office in 2004, RLI is developing their reusable space vehicle called the XP. RLI employs 60 people, and hopes to have a launch vehicle ready by 2007.

The FAA's Office of Commercial Space Transportation is in charge of licensing spaceports in the United States. The first license was issued in 1996, and a total of five other spaceports have been designated by the FAA: Spaceport Florida at Cape Canaveral Air Force Station, California Spaceport at Vandenberg Air Force Base, Mojave Airport in Calif., Wallops Island, Va. and Kodiak Island, Alaska. Before a spaceport is licensed, the FAA must conduct an environmental survey and establish what changes are necessary to the National Airspace System. Oklahoma may hope

to steal some of the space thunder from Mojave Airport, where SpaceShipOne made its historical first commercial passenger flight into space. Scaled Composites, led by Burt Rutan, won the X-Prize and its \$10 Million cash reward in 2004, and is working on SpaceShipTwo for Virgin Galactic in Mojave. Burns Flat brings competition to the U.S. commercial space flight market for the first time, and New Mexico may be the next state to be licensed by the FAA for commercial space travel. Work is already underway to create the Southwest Regional Spaceport in Upham, N.M.

New Mexico has allotted \$9 million (\$4 million for the facility) to create the spaceport. The other \$5 million is to establish the X-Prize Cup, an incentive for development of commercial space vehicles. New Mexico believes the spaceport has the potential to add up to \$500 million to the New Mexico economy.

### Delta II to launch June 21

#### Microsatellite Technology Experiment onboard

The Space Shuttle is not the next launch from the Cape. As of press time Sunday, a Delta II was still on schedule to launch Wednesday evening from Launch Complex 17A at Cape Canaveral Air Force Station. Onboard the rocket, two small satellites and a new Navy-developed upper stage that will be tested as part of the DARPA Microsatellite Technology Experiment program, or MiTEX.

The four-hour long launch window opens at 5:34 p.m. and closes at 9:34 p.m. EDT. Weather forecasters are predicting overall good weather for the launch, with just a 30% chance of violating weather constraints due to lingering thunderstorms in the area.

Check [www.SpaceflightNow.com](http://www.SpaceflightNow.com) for the latest on the launch.

#### LAUNCH VIEWING: THE BEST SITE

Delta 2s are the best unmanned rocket launches to see, and Jetty Park is the most beautiful launch viewing site, as well as the closest the public can get to any rocket launch. It is 3 miles away from Pad 17A. From that short distance in Jetty Park, Delta 2 launches are considerably loud and very scenic as they rise up and out over the Atlantic in front of you. The Delta 2 is also the fastest rocket to launch from the Cape and presents the most of what you would expect from a rocket launch. The 1200-foot launch viewing pier was built for just this experience.

The launch will also be broadcast on NASA TV (campus channel 52) and news channel 13.

#### DIRECTIONS TO JETTY PARK

Leave no later than two hours before launch. Take I-95 south about 55 miles to Exit 205 The Beachline (formerly the Beeline) EAST towards 'Canaveral: Cape-Port-AFS.' Stay on for about 15 miles. There are two exits for Port Canaveral, the first is a big BLUE sign and the second is a big GREEN sign, marked exits A and B respectively. Take the second exit, the giant GREEN sign marked TERMINAL B (South Cargo pier, etc). After you exit, turn left at the light and follow this road (George King Blvd.) to the end, where the entrance to Jetty Park is.

There is a \$5.00 cash parking fee. After you park, walk out to the very end of the pier. The best, unobstructed view of the launch pad is in the final 100 feet of the pier.

EDITED BY BEN COOPER

### Icy Enceladus sprays water

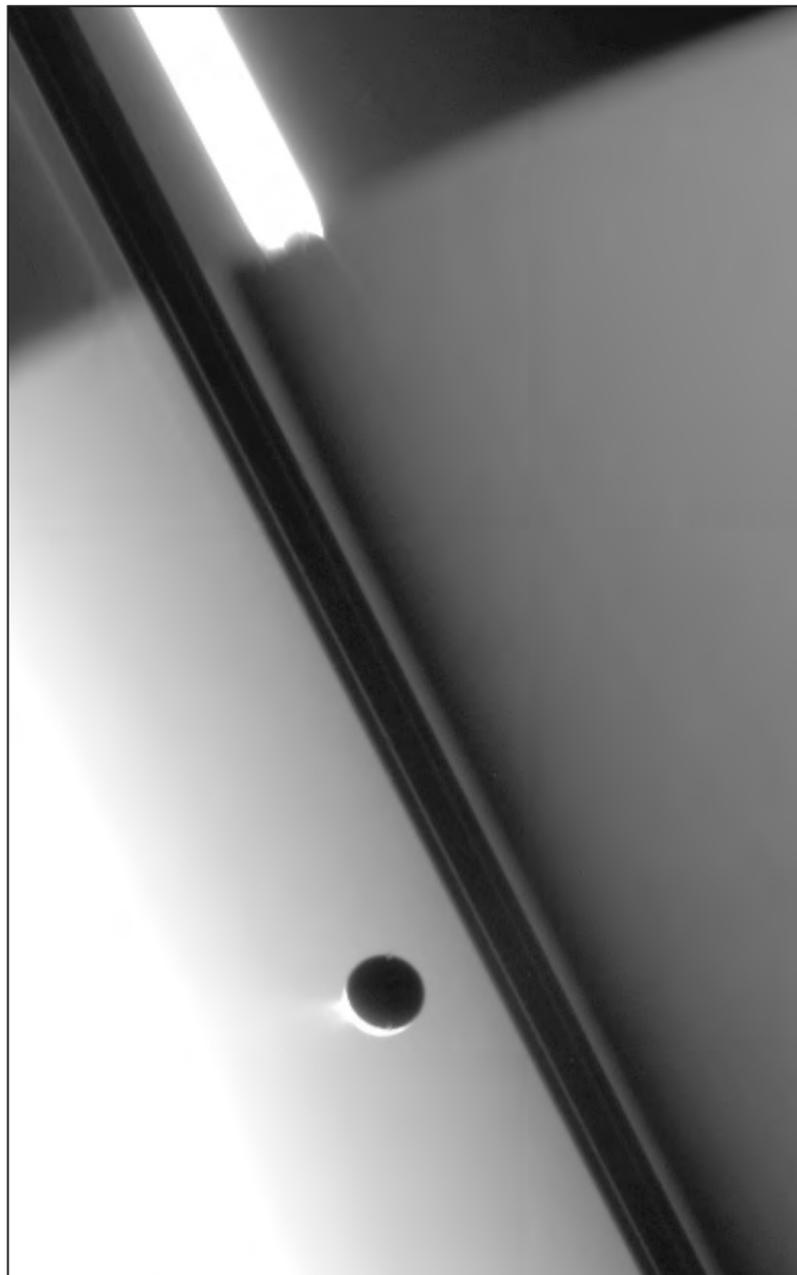


PHOTO COURTESY JPL/NASA.GOV

**SATURN'S RINGS AND MOON** Enceladus, gushing ice-water particles into space, are seen in this dramatic view from the Cassini spacecraft, now passing the two-year mark at Saturn.



### HOUSING / ROOMMATES

#### Female Roommate Wanted

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Freshly painted, single level, split floorplan 2 bed / 2 bath end unit with bonus 3rd room that can be used as an office, home gym, guest room, etc., full size W/D, 2 parking stalls and in-ground hot tub in backyard. Located less than 3 miles south of ERAU on Clyde Morris, \$1300 month (includes water). Perfect for roommates. No smoking or pets. Call 386-671-1053.

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### SERVICES OFFERED

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#### Beautiful House For Rent

Grand Preserve of LPGA, 4 miles from Embry Riddle, great location. 4 bedroom, 2 full bath, dining room, living room, TV room, kitchen nook, walk in pantry room, laundry room, 2 car garage, closed in patio with lake view, community pool, beautiful neighborhood, a must see. \$1400 a month. Available June 1st. Call Sean 386-295-5686.

#### Beachside House for Sale/Rent

Students, great beachside pool home 2BR/1BA near Dunlawton Bridge. 1 large bedroom, 2nd bedroom perfect for computer room or can fit pull out sofa. Want a unique place to live and study? Go to college and live in the perfect Florida bungalow...get the best of both worlds. For sale at \$259,900 or will rent at \$1500. Owner/Agent. Call Brenda Benz, RE/MAX All Pro Realty 386-871-7701 for details.

#### Roommate Needed

One room available late June to early July -- San Marco Apts: 2 bedroom, 2 bath, washer & dryer in apartment, cable and DSL internet. Rent will be \$300 plus half of the utilities (which is about \$100). No lease required. Call Drew at 201-951-5849.

#### Flight Instruction

Do you want the BEST flight instruction in town? Call Drew Bolin, CFI, CFII, MEI. I do all single and multi-engine certificates and ratings, complex and high performance endorsements, IPCs, and BFRs. Cell: 201-951-5849. Work: 386-255-7506.

#### Beachside Home/Apartment

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#### Furnished Room for Rent

Furnished bedroom with king size bed located in an ERAU neighborhood at Townhouse North. Located on the corner of Clyde Morris and Big Tree Rd. Very clean and comfortable. Beautiful backyard and den. Six minutes from ERAU. For more info contact Mrs. Short at 767-2300.

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All I'm saying is that I was in that 15-minute spot for NO MORE than 10 minutes. But noooooo. I mean, seriously. I just wanted a bagel. A stupid bagel. I even left my hazard lights on. \$35 bucks a year for a parking sticker and what does it get me? Ooooh, wooww, the *Tomcat Lot!* The lot is practically in Tampa. I'm better off parking at the Prescott campus!

**Friday June 30<sup>th</sup> - Saturday July 1<sup>st</sup>**  
**Friday July 7<sup>th</sup> - Saturday July 8<sup>th</sup>**

**8:00pm - 9:30pm**

**AT Daytona Playhouse**

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(Schedule an appointment with your program manager in Career Services for mandatory advising session before 6/21)

Monday, 6/26 Continental Airlines preselected interviews  
Aeronautical Science  
Co-ops/Interns for Fall 2006 semester

Tuesday, 6/27 Continental Airlines preselected interviews  
Aeronautical Science  
Co-ops/Interns for Fall 2006 semester

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Career Corner

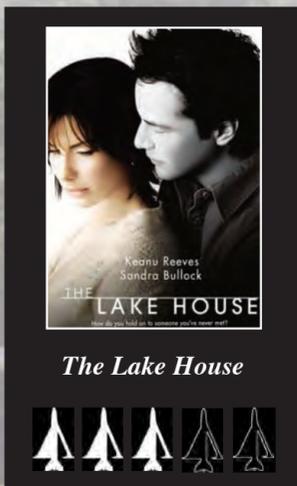
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“Lake House” needs fixin’ “Nacho Libre” hits theaters

Spencer Conklin  
Staff Reporter

The Lake House seeks to explore the idea that people can fall in love across not distance, but time. Kate Forester, starred by Sandra Bullock, is living in our current year of 2006 as a doctor in Chicago. She leaves a note in the mailbox of a completely glass windowed lake house she has just left as she moves downtown. Alex Wyler, starred by Keanu Reeves, is the son of a famous architect who built that house. In the year 2004 he buys the house and moves into it, but he discovers the note left by Kate.



The Lake House



is cute, the characters and their relationships are quite undeveloped. Alex has a rift with his father who, years before, pushed his mother to the point of leaving their family and never returning. You can tell that Alex is deeply hurt by this, but the movie never

explores this deep relationship or how it shaped Alex.

Kate leads a lonely life with no friends outside of those who she communicates with at work. Her former boyfriend was a possessive freak who she broke up with while he still continues to knock at her door.

Bullock manages to pull off showing how lonely she is, but the character also feels underdeveloped. You want to feel bad for her, but have trouble doing so because you never see who she really is.

Focusing more on the communication itself, the story shows how time can be a paradox, how by communicating actually affects how things turn out for Kate in the future. The story leads to a climax when Kate finds out that Alex trying to meet her will lead to his death and she races to the lake house to let him know this at the last minute.

Overall, the Lake House was a cute romance flick but lacked depth of character or plot. Don't go expecting a deep movie that will make you want to come back a second time.

5 Airplanes wows listeners



Regina Spektor  
5 Airplanes



Don Macanlalay

Photography Editor

As a big fan of Regina Spektor, I must say wow. Okay, I know this may sound biased in my opinion

but “Begin to Hope.” Spektor’s latest and first big studio release, is amazing. You couldn’t hope for more with very heartwarming piano tunes and lyrics. Obviously, she’s come a long way from the New York City café circuit.

With “Hope,” Spektor’s music is radically different from her previous CD “Soviet Kitsch.” On her new album, Regina’s voice is unique, whimsical and as beautiful as ever.

The new CD doesn’t lose any appeal from her recent stuff with an emotional honesty never really efficiently used before. Although a lot of songs on the CD border the pop sound, it’s merely a small departure to spread her musical palette.

It’s not as completely piano driven as I would like but “Hope” opens up with three catchy tunes titled: “Fidelity,” “Better” and “Samson.”

The first is an oddball song lined with synth driven pianos, followed by a more mainstream sound.

“Samson” becomes the gateway to the rest of the CD with a more piano driven anti-folk sound.

Her offbeat voice and soulful piano playing ways ignite the rest of the album with songs like “Edit” and “20 years of Snow.”

Even though the album is slowly pushing her into the commercial music circuit, the essence of her music will always be there. Her songs are backed by solid drums that go wild in “Hotel Song.” As for fans asking about the synthesizer? Well, it’s still there wandering in the background enhancing her piano playing.

Regina Spektor’s new CD is the one to get for those who want something a little less pop-driven than Imogen Heap or a little less mellow than Norah Jones. All in all, if you’re looking for something different, in a good way, this is the CD to pick up and check out.

Afterwards, go tell all your scenster friends about the new music you’ve found.

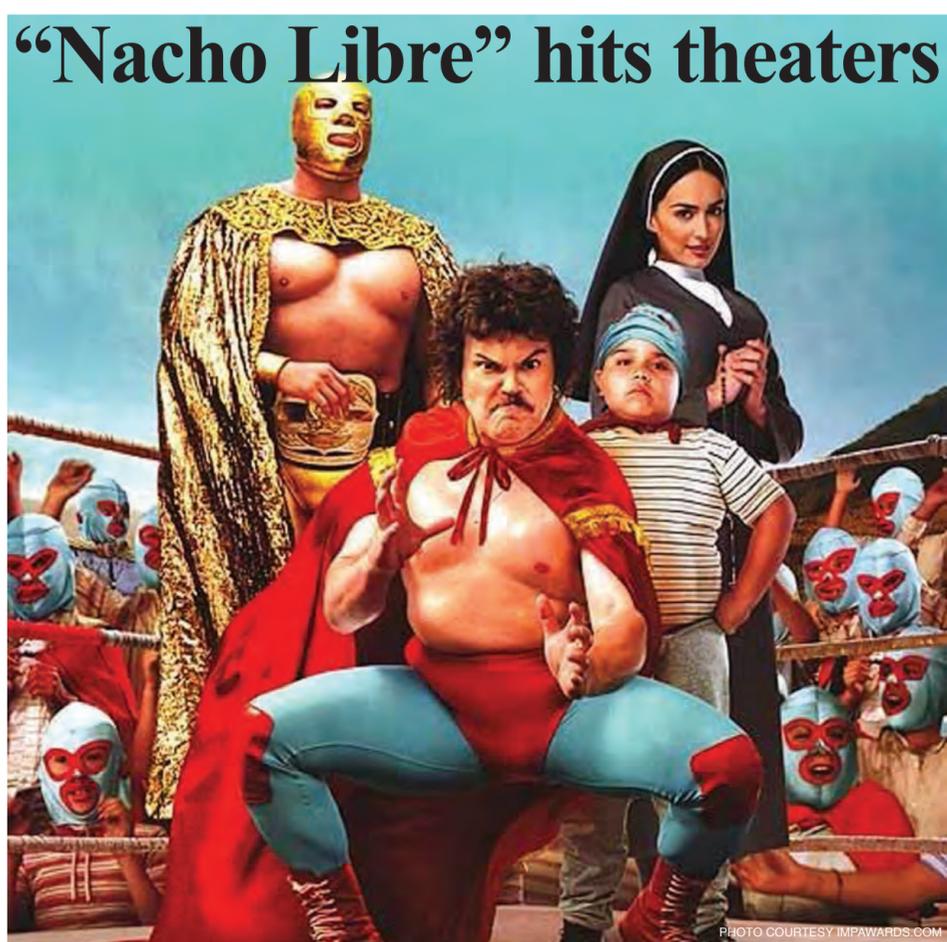


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Nicole Titus  
Staff Reporter

If you find yourself quoting movies like “Old School”, “Anchorman”, “Wedding Crashers” and “Napoleon Dynamite” on a semi-daily basis, then “Nacho Libre” is the movie for you. Like “Napoleon Dynamite”, “Nacho Libre” is another story about a dreamy misfit in search of recognition and love in a bizarre land, filled with crazy cartoon characters.

Jack Black plays Nacho, a half-Mexican, half-Scandinavian Friar Monastery cook from Oaxaca who moonlights as a masked wrestler.

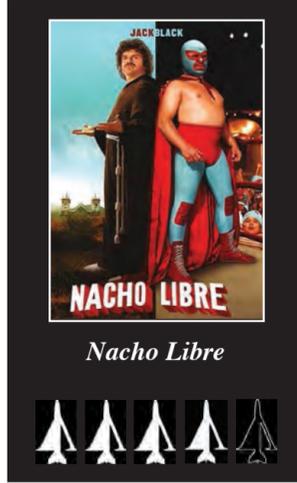
But much like Napoleon Dynamite, the movie lacks a decent plot, which most audiences would agree, with this kind of movie, the

number of laughs is more important than how interesting the plot is.

So with that in mind, the movie, with its ridiculous antics and dim-witted humor, provides continuous bouts of laughter, but doesn’t offer many roll-in-the-isle moments. Although the best random joke in the movie was when Nacho baptized Esqueleto, his incredibly skinny wrestling partner (played by Héctor Jiménez) without his permission before a match. This haphazard moment supplied the audience with giant laughs that rolled on and on.

In general, the movie was entertaining and probably one of the best Jack Black comedies ever. So far this summer, Nacho Libre is the funniest movie to grace the theaters this summer.

Be ready to hear numerous Nacho Libre quotes in the near future.



Nacho Libre



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