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THE AVION

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Embry-Riddle Aeronautical University · Daytona Beach, Florida

One Free Copy per Person

‘Liftoff of the Space Shuttle Discovery...’



THE SPACE SHUTTLE DISCOVERY clears the tower and begins its ascent towards space. After two launch attempts had to be cancelled July 1 and 2 due to thunderstorms, the weather cooperated for a July 4 launch. For full coverage, please see **Space Technology**, page A5.

Pres. search nearing an end

Brian Case
Editor-in-Chief

Over seven months has passed since the resignation of University President Dr. George Ebbs. After an extensive national search, the Presidential Search Committee of the Board of Trustees has decided on a short list of presidential candidates, including two U.S. Air Force Generals, Interim president Dr. John Johnson and the current Provost of the Florida Institute of Technology.

Nine members of the Board of Trustees form the search committee, including the current board chairman and the incoming chairman. The committee is lead by James Henderson, and includes five advisory members: two students and three faculty.

In the spring, search firm Witt/Kieffer published the official position announcement, detailing the desired qualifications of the next president. The candidates were selected based on their leadership history, knowledge of higher education, understanding of aviation and space, and fundraising ability.

Over 75 nominations and applications were received for the position. Witt/Kieffer selected 28 resumes to present to the search committee, of which eight were selected for interviews. Of those eight, four were invited to visit the campuses.

Over the past two weeks, each of the four candidates visited the Daytona Beach and Prescott campuses. At each stop, every candidate met with the campus Chancellor, Deans, Faculty Senate and Student Government Association leadership. Faculty and Staff were also given time for open forum, and asked to leave feedback about each candidate on the University website.

The faculty representative to the committee is Dr. Blaise Waguespack. Waguespack has been a member of the Board of Trustees since 2004. He emphasized that students and faculty have been involved in every stage of this process.

According to Waguespack, the search committee will meet again July 17, now that the campus visits have concluded. The search committee will likely choose a candidate to recommend to the full Board of Trustees. A meeting date for the full board has not yet been set, although a decision is expected no later than early to mid August.

For full coverage of the four candidates, including excerpts from their Avion interviews, please see page A2.

Staff reporter Spencer Conklin contributed to this report.

Flight Dept. adds Garmin G1000 equipped Cessnas

Brian Case
Editor-in-Chief

It's an overcast afternoon, but the fresh paint on our new Cessna 172 still shines brightly. Our ride today is N447ER, a Cessna 172 Nav III, equipped with Garmin G1000 glass cockpit and two-axis autopilot, what the FAA terms a "Technologically Advanced Aircraft."

Cessna 447 is one of four glass cockpit aircraft sporting Embry-Riddle blue paint on the aircraft ramp. According to Flight Department Chairman Frank Ayers, 12 more will arrive before fall, as part of a three-year process to replace nearly every conventional instrument Cessna.

As we board the airplane, we test the standby battery and arm it for use. The G1000 has two batteries, giving the pilot extra time to make a landing in the event of an electrical malfunction. There is also a standby attitude

indicator, airspeed indicator and altimeter. Following our system test, the onboard Attitude and Heading Reference System (AHRS) and Air Data Computer (ADC) initialize, and the Primary Flight Display (PFD) comes to life. The presentation is elegant, and you are immediately impressed by its capabilities.

My pilot today is I.P. Singh. Singh has been working at Embry-Riddle as a flight instructor for five years, and is one of the pilots training ERAU instructors in the G1000. Each instructor attends 10 hours of ground school, spends six hours in a Frasca Flight Training Device, and conducts two flights.

Today's flight plan is simple – a takeoff from runway 25R, followed by vectors to the VOR runway 16 approach, where we will circle for a landing on runway 25R. As we roll down the runway, the airspeed tape rolls faster towards rotation speed. A few hundred feet off the

Please see "G1000," page A2



I.P. SINGH (LEFT) AND N447ER following a demo flight of the Garmin G1000 (right).

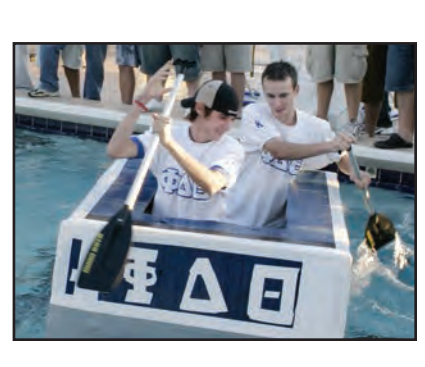
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Two fraternities moving into Chanute

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By students, for students.

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Dr. Tom Vickers, Professor of Humanities

Contact Information

Main Phone
(386) 226-6049

Advertising Manager's Desk
(386) 226-7697

Fax Number
(386) 226-6727

E-mail
avion.newsroom@gmail.com
Submission deadline: July 21

Website
www.avionnewspaper.com

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Who will be our next president?



Lt. Gen.
Michael M.
Dunn, USAF

WHY DO YOU WANT TO BE PRESIDENT OF ERAU?
“I have the right stuff.”

WHAT SETS YOU APART FROM THE OTHER CANDIDATES?

“I doubt you’re going to have another candidate who understands the aviation industry the way I do.”

WHAT DO YOU FEEL YOU CAN DO FOR THE UNIVERSITY?

Make Embry-Riddle known outside of the aviation industry and “raise Embry-Riddle to new heights.”

Spencer Conklin

Staff Reporter

With over 50,000 people from over 130 countries in his rolodex, Lieutenant General Michael M. Dunn has certainly had his share of life experiences. Currently he serves as the President of the National Defense University in Washington, DC, but feels that Embry-Riddle Aeronautical University is the next Presidency he would like to accept.

Dunn holds a bachelors of science in astronautical engineering, masters in systems management, and a commercial instrument rating. He feels that Embry-Riddle is a right fit for him. “I doubt you’re going to have another candidate who understands the aviation community the way I do,” he said.

Dunn has a strong political and managerial past. In 1997 he was the Director of Plans and Programs at the Headquarters Pacific Air Forces in Honolulu, HI. His jobs included strategic and operations planning for over 25,000 persons around the world. In 1999 he became the Deputy Chief of Staff for the United National Command and US Forces Korea, in Seoul, Korea. The organization had 37,000 employees and included 16 nations. He was the lead negotiator with the North Koreans at the DMZ. Dunn also advised talks between the US, North Korea,

South Korea and China. In 2001, he became the Vice Director for Strategic Plans and Policy at the Pentagon. He provided advice on all issues of national security to the civilian government, which includes the President, Vice President, Secretary of State, Secretary of Defense and the National Security Advisor.

Since 2003 Dunn has been the President for the National Defense University. Since beginning his tenure he has moved to make multiple changes at the National Defense University, which has some parallels with Embry-Riddle. The National Defense University is comprised of two campuses, with an extended campus. Dunn has made sure to be involved in every aspect, including still lecturing in classes on campus. He has worked to add over 35 courses to each campus in the past year alone. With only a small budget increase he has expanded course offerings to include those for already enlisted and active military personnel.

Dunn spearheaded the construction of a building program to add classroom space and parking for the Washington DC campus. The construction budget was \$150 million. Dunn increased the number of international contracts with the college, expanded the connection with the business sector, and overseen the certification of a new masters degree for the university.

Holding a degree in engineering and a pilots license, Dunn feels that Embry-Riddle is the right spot. Originally from Daytona Beach he has family all around the area. He understands the challenges Embry-Riddle faces with fundraising as it can often be hard to get money donated to a government university as he has done. Dunn has been a big supporter of Embry-Riddle since they moved to Daytona in the 1960’s. He loves the school and says he’ll always been a big fan.

If selected as President Dunn says, “I really need to sit down and talk with all the stakeholders, the faculty, chancellors, deans, etcetera before I can make any real solid judgments.” He intends to work hard to get Embry-Riddle known outside of the niches in the aerospace industry that it is renowned for. “I just know I am a perfect guy for the job. If selected, I’ll do the best I can to serve” he said.



Maj. Gen.
William F.
Hodgkins,
USAF (Ret.)

WHY DO YOU WANT TO BE PRESIDENT OF ERAU?
“You can have a true positive impact as president.”

WHAT SETS YOU APART FROM THE OTHER

CANDIDATES?
“My style of leadership would stand out.”

WHAT DO YOU FEEL YOU CAN DO FOR THE UNIVERSITY?

“Initially open, reopen and fix lines of communication.”

Spencer Conklin

Staff Reporter

With a top secret security clearance and a \$250 million annual budget Major General William F. Hodgkins has had his share of responsibilities. Having just retired as the Director of Plans and Policy for the North American Aerospace Defense Command, better known as NORAD in Colorado Springs, CO, he wants to return to his educational roots and become the next President of Embry-Riddle.

Hodgkins has a bachelors in education and a masters in educational administration, so he knows the education system. With his entire family in education Hodgkins says “If it’s [education] in your blood, it’s there.”

Hodgkins has worked all over the world. He was the Commander of the 325th Fighter Wing for the United States Air Force in Panama City, FL. In the CEO-equivalent position he was responsible for a base of over 4,000 personnel, \$250 million plus budget, and \$5 billion in assets. He then became the Deputy Commander of the Combined Air Operations Center 7, for the North Atlantic Treaty Organization, NATO in Larissa, Greece. He was the CEO-equivalent for directing and executing air security for NATO’s southern region. In 2004 he planned, coordinated, and directed the NATO security plan for the Athens Olympic Games.

Prior to retirement, Hodgkins was the Director for NORAD. Responsibilities included directing all planning efforts for the US-Canada organization in regards to Homeland Defense Aerospace Warning and Aerospace Control. His managerial skills led to unprecedented performance ratings for the USAF criteria. He was selected based on his process improvement and organizational excellence to judge the USAF Team Excellence Award competition. The international community has recognized him for his ability to organize, map, and set up initiatives to achieve an organization’s mission, vision and goals.

Hodgkins educational work history includes the presidential equivalent for the USAF undergraduate/graduate-level education system. The degrees awarded in this system included air traffic controllers, intelligence officers, as well as aerodynamic principles and combat aviation for USAF pilots. He was a key developer of the Homeland Security/Defense Education Consortium, which is a nationally-recognized partnership of higher education institutions offering degrees in Homeland Security and Defense.

Hodgkins noted that he wants to go back to education, and the President position is something he’s very interested in. A President’s position is one that he believes is a spot of power that good or bad can be done from. “You can have a true positive impact as President,” he said. With his twenty years working with aviation and aerospace Embry-Riddle is a fit he thinks is perfect.

Hodgkins believes you need to enjoy being out and meeting with people and talk to them. “My style of leadership would stand out,” he said. Hodgkins believes in an open door policy and added “You better be willing to back it up.”

If selected as President Hodgkins said that he would “Initially open, reopen, and fix lines of communication” inside and outside the university. He feels that the new President needs to become grounded and then see what is ahead.

When the Board of Trustees announces the new president, visit www.avionnewspaper.com for full coverage.



John P.
Johnson,
Ph.D.

WHY DO YOU WANT TO BE PRESIDENT OF ERAU?

“I believe that my strengths are such that it will compliment the needs of the University”

WHAT SETS YOU APART FROM THE OTHER CANDIDATES?

“I think I have a lot more university management experience, and understand how universities operate better than several of the candidates.”

WHAT DO YOU FEEL YOU CAN DO FOR THE UNIVERSITY?

“Strengthen our core competencies in aviation and aerospace.”

Spencer Conklin

Staff Reporter

Already the Interim president of Embry-Riddle, John P. Johnson, Ph.D., is ready to continue his tenure here as the full-fledged President. Having worked in education since 1968, Johnson said that “I feel that I am very well qualified to assume the position of President.”

Johnson holds a bachelors and masters from Florida State University. His Ph.D. comes from Kent State University. In 2003 he was the Chief Academic Officer and Professor of Arts and Sciences at Embry-Riddle. When the former president, George H. Ebbs, Ph.D. resigned in November of 2005 from the University, Johnson was named the Interim President by the Board of Trustees.

In 1971 John was the Head of the Department of Speech Pathology and Audiology at the Hillside Hospital, OH. As the Director he recruited staff, prepared budgets, and expanded the services at the hospital. Johnson became an Assistant Professor of Speech, Hearing Science, and Clinic Director at Bowling Green State University in 1975. In 1977 he became an Associate Professor of Speech, Hearing Science, and

Coordinator of Graduate Studies at Lamar University. 10 years later Johnson became the Dean for the College of Professional studies and a Professor at Northern Kentucky University. While at Northern Kentucky University he established new graduate programs, increased funding from grants, and developed a Youth Enrichment Program for young people from under-served and disadvantaged communities. In 1991 Johnson became the Dean of College of Health Professions while continuing also as a Professor of Physical Medicine and Rehabilitation at the Medical University of South Carolina. His list of accomplishments includes creating the first faculty practice plan, increasing salaries, diversifying the revenue, and tripling the college budget. In 1999 Johnson became the Vice President for Academic Affairs at Texas A&M University. He established new degree programs, obtained private funding, secured grant funding.

Johnson became the Chief Academic Officer for Embry-Riddle in 2003. He developed a discipline-specific promotion and tenure criteria, new faculty workload and compensation policies, and worked to enhance communication within the University.

“Having served as the Interim president of Embry-Riddle for the last seven months, and having worked here since late 2003, I think I have a better understanding of the University’s needs and priorities,” Johnson said. If selected as President, Johnson wants to move the University away from a tuition driven budget. Currently, the University is 85 percent tuition driven and in the next five years Johnson wants to lower it to 70 percent. He hopes to develop new partnerships with Doha, Dubai and China which would help to grow our endowment.

Johnson uses a collegial management style. “Decisions that are important to the University should be made after the faculty, staff and students have the opportunity to provide input,” Johnson explains. He also hopes to develop a Ph.D. program within the next few years and strengthen the master degree programs. If selected for the next Presidency Johnson says “I feel I can do a good job for everybody, and hopefully make this a better place to live and work.”

Editor-in-Chief Brian Case contributed to this report.



T. Dwayne
McCay, Ph.D.

WHY DO YOU WANT TO BE PRESIDENT OF ERAU?

“I’ve been training in aeronautics to be president most of my life.”

WHAT SETS YOU APART FROM THE OTHER CANDIDATES?

“I think Embry-Riddle and I fit each other really well.”

WHAT DO YOU FEEL YOU CAN DO FOR THE UNIVERSITY?

“I can understand the aspirations of the individuals involved in the organization.”

Spencer Conklin

Staff Reporter

“I’ve been training in aeronautics to be President for most of my life,” T. Dwayne McCay, Ph.D., said. An engineer his whole life, McCay holds a bachelors of science in physics, a masters in aerospace engineering, and a Ph.D in aerospace engineering and applied mathematics. His managerial training includes the NASA Management Development Program.

McCay is currently the Chief Academic Officer and Executive Vice President of the Florida Institute of Technology, a school that has a college of engineering, aeronautics, business, science, and psychology and liberal arts. McCay holds a private single, multiengine, and instrument airplane rating.

In 1973 McCay worked for ARO Inc., at the Arnold Air Force Station, TN. He was an engineer working with the development of advanced diagnostics for all forms of flow regimes. The team that he managed worked to design and engineer rocket propellant supply systems. In 1978 McCay began working as a research scientist for studies in tactile missile systems. He worked on their signature prediction and used wind tunnel simulations, missile performance/plume signature tradeoff studies, and gas dynamic flowfield prediction scheme developments.

In 1981 he began work for the NASA George C. Marshall Space

Center where he researched into transfer of energy to propulsion systems by high energy lasers. He was responsible for design improvements for hydrogen/oxygen and hydrocarbon/oxygen engine technology programs. He was also the head of the Propulsion Division which included five branches, liquid engines, turbo machinery and combustion devices, space propulsion, solid rocket motors, and propulsion analysis.

McCay moved to the University of Tennessee Space Institute in 1986 where he worked from an Adjunct Professor up to the Vice President and Dean. He was responsible for the oversight of assets valued at over \$125 million and a budget of approximately \$15 million. He became the Vice President for Research and Information Technology at the University of Tennessee and was responsible for all computational facilities, networks, and information technology. McCay directed a budget of \$45 million and oversight responsibility for another \$60 million. During his tenure McCay was also the Vice President for Federal Relations and a Professor of Engineering Science and Mechanics.

McCay is currently the Chief Academic Officer and Executive Vice President of the Florida Institute of Technology. He is directly responsible for all matters relating to academic affairs, research and intellectual property, enrollment, student affairs, IT, strategic planning, accreditation, federal and stat relations, student services, and a budget of \$110 million. McCay is also still a Professor of Physics, Space Sciences, and Mechanical and Aerospace Engineering.

“I think Embry-Riddle and I fit each other really well,” McCay says having been a vice president of a school that highly relates to Embry-Riddle. His feelings regarding leadership are that “Usually a collection of 100 minds is better than 1.” McCay prefers to be collegial and collaborative.

“I can understand the aspirations and individuals involved in the organization,” McCay says due to his background in the aerospace and aviation community. He has been involved in many fundraisers and has been well trained to bring in the money. McCay feels that he can understand the aspirations of students and find the resources to make their dreams come true.

Brophy resigns safety position

Spencer Conklin
Staff Reporter

After nine years of employment, Grant Brophy, Director of Flight Safety, has resigned over a difference of opinion regarding the administration of flight safety on campus along with several other personal reasons. Flight safety has been moved from the Chancellor's oversight to the Dean of the College of Aviation.

"I didn't agree with the restructuring," Brophy said. "I decided it was time for me to depart." During his tenure at Embry-Riddle Brophy has worked to significantly reduce accident rates 50 percent. In the past nine years there have been three flight fatalities. Brophy has worked to increase student awareness of flight safety and incident reports. In 2005 the accident rate at Embry-Riddle was 1.4 accidents per 100,000 flight hours compared with the general aviation accident rate of 6.22 accidents per 100,000 flight hours in 2004.

At one point, the flight department and flight safety both reported directly to the Chancellor. Oversight of the flight department was moved to the Dean of the College of Aviation, but the flight safety department was not moved and continued to report directly to the Chancellor. Dr. Brady worked with the Chancellor and President to move the Flight Safety Department under his authority this year. This allows the Dean of the

College of Aviation, who controls the assets in the aviation department, to control the safety aspect of the department.

Brophy's difference of opinion stems from a concern that having the flight safety department report to the person responsible for the department allows a bias in decisions that will be made regarding flight safety. Having been involved in aviation safety his entire career, Brophy believes that this set up creates a possible safety concern in the flight department.

However, the Chancellor and Brady feel that by having the person who directly controls the resources in the flight department have the safety director report to him, decisions can be made more rapidly and efficiently. Other aeronautical universities use the same system with high safety ratings.

David Zweggers, manager of flight team 5, has been named the interim director of flight safety while a search is conducted to find someone to fill Brophy's position permanently. Zweggers has no plans to make any changes to the flight safety system at this time.

As for the concerns over flight safety with the change in the chain of command, Brophy feels that there is no immediate concern. Flight safety will change little in the short term. However, regarding possible long-term consequences, Brophy says, "Only time will tell."

Four new Cessnas due this month

"G1000" from Front

ground, Singh clicks on the autopilot and we make our way towards Ormond Beach. We keep an eye on the weather with a radar uplink from XM, and we watch for traffic on the integrated Traffic Information Service (TIS) display. It's a lot of heads-down time, but it's hard not to stare at the huge moving map and digital engine display.

Each of the planes comes with a trial of the XM service, which includes radar and lightning data. After the trial period expires, the University would have to subscribe each plane to the service. The

G1000 doesn't incorporate ADS-B, a technology Ayers hopes to see in the Cessnas by January.

Without lifting a finger, the G1000 identifies the signal from the Ormond Beach VOR using the Morris code identifier automatically. Eight miles from Daytona Beach, we begin our descent. As we approach the Volusia Mall, we turn left to fly our downwind leg of the traffic pattern. Singh clicks off the autopilot and greases the landing despite a quartering gusting tailwind.

The 16 G1000 aircraft will cost students the same to fly as the old Cessnas. Students can expect to fly a mix of conventional and

glass aircraft. The new system will likely take students a long time to get used to. Singh emphasized that instructors should sort the various systems into "must know versus good-to-know" to not overwhelm students in the air. Another concern is how each course's syllabus will have to be adapted, and how the FAA's Practical Test Standards will have to change to reflect the growing inclusion of glass cockpits. According to Ayers, Embry-Riddle is working with the FAA in this process.

The entire fleet of Piper Seminole fleet is still equipped with conventional instruments, and the

Flight Department faces a choice between ordering glass cockpit Seminoles or a new type of aircraft altogether. The leases on half the Seminole fleet expire at the end of the year, and if the University elects for glass cockpit Seminoles, they would be equipped with an Avidyne avionics suite. Also under consideration are Diamond DA42s with G1000s. The DA42 would only consume 11 gallons per hour, a significant price savings.

For now though, everyone is talking about the new G1000, the biggest change to the fleet in years.

Staff reporter Spencer Conklin contributed to this report.



Embry-Riddle to test Greek housing at Chanute Complex

Nicole Titus
Overseas Correspondent

This fall, Embry-Riddle will be providing Greek housing for two of the newest fraternities on campus. The Chanute Complex, an off-campus residence hall, will become home for 12 fraternity brothers for the next two semesters.

The Greek housing will be an "experiment" run by Embry-Riddle in an effort to improve Greek relations between the fraternities

and sororities, as well as to examine the feasibility of a potential Greek Village, something many other campuses around the country have.

According to Wikipedia.com, Greek housing is unique among most campus organizations, and members of social fraternities and sororities often live together in a large house or apartment complex. This serves two purposes. First, it emphasizes the bonds the members share as "brothers" or "sisters." Second, the house serves as a central location for fraternity events.

At the beginning of the spring semester, all the fraternities and sororities were told to self identify themselves as interested in being involved in the housing as well as provide, 6, 8 or 14 students for the residence hall. Six groups were interested, but only two were able to gather the number of people necessary to occupy the residence.

The Pi Kappa Alpha fraternity and the Phi Delta Theta fraternity will be the first Greeks to be involved in Chanute Complex "experiment."

Each fraternity will have four

apartments each and live on opposite sides of the building.

The Greek housing will be treated like any other residence hall on campus, with a resident director, two resident advisors, and each resident will be expected to follow the same rules as any other on-campus resident.

The Assistant Director of Greek Life, Aaron Clevenger, will also be living in the residence with the students. When asked why he was moving into the hall, he told *The Avion* that, "It will be a great

chance to gain experience for future housing responsibilities".

The president of the Pi Kappa Alpha fraternity, Matt Salvino, is very excited to have this opportunity to be involved in University Greek housing. "The brother's feel that this can be a proving ground that Greek's can cohabitate in the same area and get along given the chance" said Salvino.

When asked how Pi Kappa Alpha felt about sharing a residence with Phi Delta Theta, Salvino responded "... who better than another fraternity that

has not had the chance yet to develop any bad habits ..."

If this trial run is successful, the Greeks are hoping it could lead to a future Greek park on-campus or off, one of the ultimate goals for Greek life here at Embry-Riddle. According to Salvino, "In speaking with other Chapter's around the country it seems like so much of their activity surrounds their house or their Greek housing."

The Avion was unable to contact Dave Mills, the Phi Delta Theta President for comment.

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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

Don't just read the headlines...

Tuesday Evenings
7 : 00 p.m.
Endeavor Conference Room

come write them!

Russian airplane crashes on landing in Siberia

124 dead, 68 hospitalized, Putin declares national day of mourning

Joshua Brown
Entertainment Editor

Early Sunday morning around 7:50 a.m., an Airbus A-310, belonging to the Russian airline S7, slid off a wet runway in the Siberian city of Irkutsk, killing at least 124 passengers and sending 68 more to hospitals. According to airline spokesman Konstantin Koshman, the flight, which originated in Moscow, was carrying 201 people including eight crewmembers and 14 children under

the age of 12. Many were on their way to Lake Baikal for vacation. “I saw smoke coming from the aircraft. People were already walking out who were charred, injured, burnt...” stated Mikhail Yegeryov, a witness to the incident. “I asked a person who was in the Airbus what happened, and he said the plane had landed on the tarmac but didn’t brake. The cabin then burst into flames. Upon landing, the A-310 swerved off the runway and ran through a 6-foot-high concrete barrier. As if that wasn’t enough, it then slammed into a compound of one-story garages coming to rest a short distance from some small houses. In a press release by the Associated Press, Transport Minister Igor Levitin faults the wet runway as the cause of the accident. “The aircraft veered off the runway. There was rain; the landing strip was wet. So we’ll have to check the clutch and the technical condition of the aircraft,” Levitin reported to Russian state television. Firefighters fought against the flames for more than two hours as

two fuel explosions worsened the situation. The front end of the plane was crumpled as “it was traveling at a terrific speed”. President Vladimir Putin declared Monday a national day of mourning and sent his sympathies to the friends and family of the victims. After the plane came to rest, Flight Attendant Viktoria Zilberstein opened the emergency exit in the aircraft’s rear to allow passengers to escape the burning wreck. Other passengers including a pilot were rescued by firefighters. The transport minister announced that both black boxes had been recovered. Levitin further stated that, “the pilot had radioed ground control to say the aircraft had landed safely and then communication cut off.” Family members and friends arrived at Moscow’s Domodedovo airport, from which the flight had originated. One man’s brother, wife and 4-year-old son were on the ill-fated flight. Unfortunately they were not on the list of passengers that had been hospitalized.



American Airlines utilizing effective fuel saving measures

Andy Kwok
Staff Reporter

American Airlines employs a micromanagement business strategy to minimize their fuel consumption. For an airliner that has about 2,500 domestic and international flights per day, these measures can save up to three billion gallons of fuel per year. For instance, pilots were instructed to taxi around the airport with only one engine turned on, a

measure that would save about \$4 million a year. Reducing the aircraft weight by removing unnecessary items on board to lower fuel consumption was another tactic implemented. Excessive food galleys were removed to reduce weight. Fresh water carried on board for coffee and flush was reduced by half because they were unnecessary. The extra room from the removal of food galleys was replaced with four seats for some planes.

Passengers were instructed to lower the shades as much as possible so the aircraft would remain cool to increase air conditioning savings. Currently, the carrier began to install eight foot winglets on 20 of their Boeing 757 aircrafts to reduce wing drag during flight to increase flight range and fuel efficiency. The airliner expected to save about three million gallons of fuel annually or the equivalent of 100,000-140,000 gallons per aircraft annually with these winglets. American Airlines planned expand the winglets installation program to their fleet of 737s in the future. The company has also parked 27 aged gas-guzzling MD-80 jets since July to remove excessive capacity and lower fuel consumption. The carrier would save \$10 million this year by parking half of its MD-80 fleet and about \$60 million in the next few years if the MD-80s remain out of service. Overall, the company reduced its aircraft fleet from 770 planes down to 699 planes in past three years. The carrier currently operates on six types of planes instead of 14 types three years ago. The effect of these measures was proven to be promising with a reduction of 84 million gallons of fuel consumption and \$161 million in savings. Airliner’s meteorologists and programmers also assisted to make the flights more fuel efficient by selecting new routes which would encounter more favorable winds. In addition, overseas routes will also be chosen over land routes for shorter flight routes. “What we’re attempting to do here is to use the least amount of fuel to get from point A to point B,” American dispatcher Frank Pascale told *MSNBC*.



AMERICAN AIRLINES IS PUTTING into practice new measures to reduce fuel consumption by their airplanes. Things like taxiing with one engine instead of two and keeping shades lowered to reduce air conditioning use are some of the things the airline is using.

Delta reexamining long distance routes

Andy Kwok
Staff Reporter

Delta is repackaging its services for long-distance routes after reviewing customer service surveys from its competitors and its former low-cost carrier Song. Data appears to show that a better flight experience would attract more consumers, even at a slightly higher fare. Aside from providing a better product to its costumers, Delta also hopes to boost revenue and maintain customer loyalty. The airline recently noticed a significant decline in customer satisfaction as it removed onboard items including free meals, snacks, pillows, blankets and other flight services. “As Delta continues its transformation to become a more customer-focused airline, we are incorporating the best of Song into the best of Delta,” Delta CEO Gerald Grinstein told *Atlanta Business Chronicles*. Delta renovated 100 of its 477 planes including some of its

Boeing 757s and 737s, to reinstate the services for its costumers. This renovation included 48 Boeing 757-200 aircraft from Song, the low-cost carrier that was created in 2003 and merged with Delta last May. The renovation of the former Song aircraft focused on adding 26 first-class seats. Fifty of the aircraft included the installation of cabins with leather seats, digital televisions with 24 channels, interactive video games and audio systems with a bank of over 1,600 songs for all passengers. Transcontinental flights are the first to boast the reinstated services. It will be limited between certain east and west coast cities including New York City, Boston, Atlanta, Cincinnati, San Francisco, Seattle and Los Angeles. Domestic routes that exceeded 1,750 miles will also receive similar upgrades within the next two years. The fares for the renovated flights including the new services have not been announced, but is expected to be comparable to the United Airlines’ counterpart with similar services offered.

Southwest possibly changing open seating policy

Mikel Fitterman
Guest Reporter

After 35 years of a controversial yet often-lauded open seating system, Southwest Airlines announced that it is conducting trials to test out a more conventional way to board passengers. In an experiment starting July 10th at San Diego International, passengers on about 200 flights will have assigned seats; the experiment is estimated to last four to six weeks. One of the few major carriers to post consistent profits since 2001, Southwest has always used an open seating boarding system. Passengers may check-in at the airport or online up to 24 hours before a flight and receive a boarding pass labeled either A, B, or C. In this first-come-first-served boarding process, passengers with A group boarding passes are given the first choice of seats, followed by B group and C group. Although open seating has provided Southwest with one of the fastest turnaround times in the industry, not all customers appreciate the system. Southwest hopes to counteract the “cattle-call” connotation that competitors have used, as well as to lure business travelers who want to avoid the hassle of early check-in. Currently, the boarding process takes 25 minutes on average. The trial being conducted in San Diego

should serve to give Southwest an idea of how assigned seating will affect boarding times. Several other airlines have switched from their own traditional back-to-front process, where passengers are loaded back rows first, to a “zoned” boarding. United, for example, boards passengers with window seats first, then those with middle seats, and customers with aisle seats last, calling their system by the name “Wilma”. Delta uses a similar system as United, boarding window to aisle, back to front. As operating costs soar, almost every major carrier has researched how boarding affects turnaround time, and thereby the profit each airplane can make. After implementing their new and improved reservations system, Southwest decided to test assigned seating out of San Diego because of its diverse mix of short, medium, and long distance flights. Even though their computer reservations system can handle both assigned seating and international flights, Chief Executive Gary Kelly states that no immediate changes will be made. Kelly said that open boarding will remain the norm for the airline until 2008 at the earliest. Southwest officials want to investigate the affects of assigned seating thoroughly before changing from a procedure that has worked for the company thus far.



PHOTO COURTESY BOEING.COM

Discovery in orbit successfully; lands July 17

Phillip Larson
Staff Reporter

The monkey is officially off NASA's back.
A defining day for NASA's future has come and gone with the launch of Discovery, STS-121, on July 4.
This launch was the most questioned, scrutinized, and thought out in the entire history of NASA—even more so than STS-114, the first

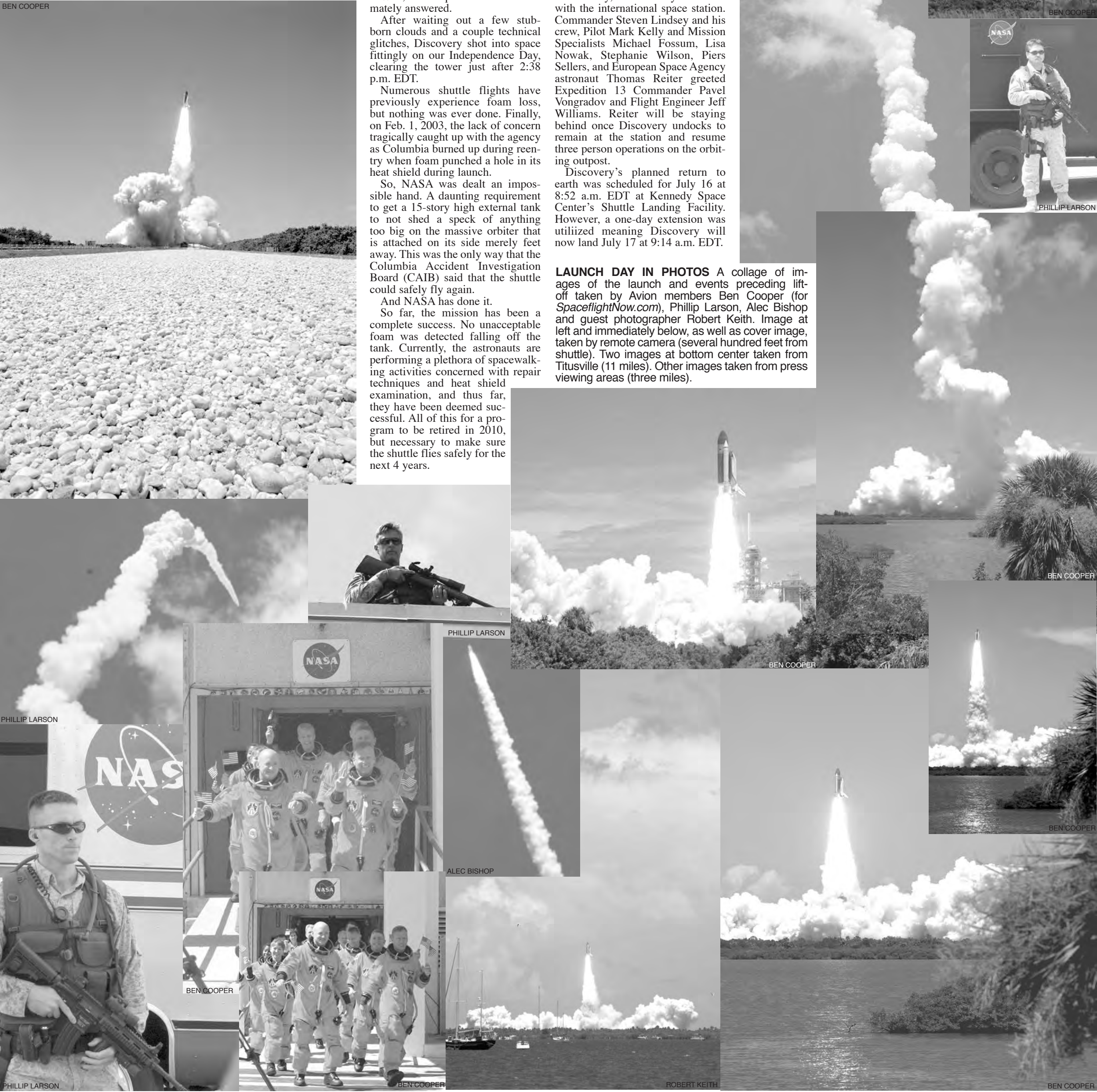
Return to Flight mission more than a year ago. This was it. The space station and the looming shuttle retirement in 2010 could not suffer another year delay if more problems cropped up with the external tank and foam. It was gut-check time for NASA.
The direction of NASA's future hinged on this single event. Was the shuttle going to fly safely, free from foam debris, and allow NASA to once again launch orbiters at a regu-

lar pace and finish the ISS to fulfill their international obligations? Or would their be a final hiccup that would expel the last breath of air from the dying program, a misstep that would surely make NASA Administrator Michael Griffin prematurely shut down the program, putting in question the future of the international space station, the Hubble Space Telescope, and even the competency of the entire U.S. space program?

Well, those questions were ultimately answered.
After waiting out a few stubborn clouds and a couple technical glitches, Discovery shot into space fittingly on our Independence Day, clearing the tower just after 2:38 p.m. EDT.
Numerous shuttle flights have previously experience foam loss, but nothing was ever done. Finally, on Feb. 1, 2003, the lack of concern tragically caught up with the agency as Columbia burned up during reentry when foam punched a hole in its heat shield during launch.
So, NASA was dealt an impossible hand. A daunting requirement to get a 15-story high external tank to not shed a speck of anything too big on the massive orbiter that is attached on its side merely feet away. This was the only way that the Columbia Accident Investigation Board (CAIB) said that the shuttle could safely fly again.
And NASA has done it.
So far, the mission has been a complete success. No unacceptable foam was detected falling off the tank. Currently, the astronauts are performing a plethora of spacewalking activities concerned with repair techniques and heat shield examination, and thus far, they have been deemed successful. All of this for a program to be retired in 2010, but necessary to make sure the shuttle flies safely for the next 4 years.

Over 100 highly detailed cameras shot the launch for the sole purpose of watching for harmful foam, and several more are on Discovery's robotic arm and on the station for examination in orbit. This data will be combed through for weeks to determine wholeheartedly if the mission was indeed safe and successful. However, all preliminary signs point to a danger-free launch and NASA is almost ready to proclaim the shuttle safe for future flights.
Thursday, Discovery docked with the international space station. Commander Steven Lindsey and his crew, Pilot Mark Kelly and Mission Specialists Michael Fossum, Lisa Nowak, Stephanie Wilson, Piers Sellers, and European Space Agency astronaut Thomas Reiter greeted Expedition 13 Commander Pavel Vongradov and Flight Engineer Jeff Williams. Reiter will be staying behind once Discovery undocks to remain at the station and resume three person operations on the orbiting outpost.
Discovery's planned return to earth was scheduled for July 16 at 8:52 a.m. EDT at Kennedy Space Center's Shuttle Landing Facility. However, a one-day extension was utilized meaning Discovery will now land July 17 at 9:14 a.m. EDT.

LAUNCH DAY IN PHOTOS A collage of images of the launch and events preceding lift-off taken by Avion members Ben Cooper (for *SpaceflightNow.com*), Phillip Larson, Alec Bishop and guest photographer Robert Keith. Image at left and immediately below, as well as cover image, taken by remote camera (several hundred feet from shuttle). Two images at bottom center taken from Titusville (11 miles). Other images taken from press viewing areas (three miles).

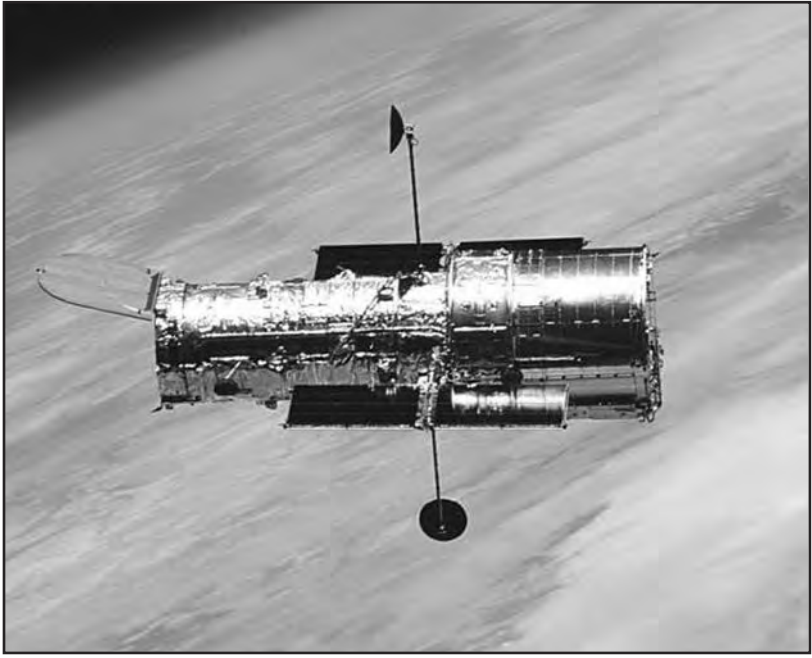


Hubble back online after computer scare

Alec Bishop
Guest Reporter

After orbiting the Earth for nearly two weeks without enough power to operate critical functions, the Hubble Space Telescope came back online June 30 after engineers from NASA decided to utilize a backup power source. On June 19, sources from the Advanced Camera Survey group stated that it was necessary to shut down the telescope after abnormally high voltage readings "exceeded the acceptable range."
Ed Ruitberg, deputy associate director for the Astrophysics Division at NASA's Goddard Space Flight Center, stated, "This is the best possible news. We were confident that we could work through the camera issue, and now we can back to doing more incredible science." The camera, better known as the ACS camera, has increased the focal power of Hubble by a factor of ten and has yielded the sharpest images yet. Installed in March of

2002, the ACS camera is able to detect light from the ultra violet to infrared spectrum. The power supply issue affected 2 critical detectors used for imaging.
Had the power switch over not have been successful, engineers would have been forced to isolate the problem by examining each detector individually to solve the issue. Senior scientists at the Goddard Space Flight Center liken the issue to a laptop having problems with its charger. Dave Leckrone, senior project scientist, said, "...you have an adapter you plug into the wall and it provides correct voltage to your charger on your laptop. [The problem] is something like that power adapter."
The ongoing uncertainty about the space shuttle program has left Hubble scientists to improvise ways to fix problems as they arise on the Telescope. Additionally, NASA's dwindling budget has prevented Hubble from receiving the full attention that those involved so desire.
This article adapted from CNN.



THE HUBBLE TELESCOPE WAS shut down after scientists noticed dangerously high voltage readings. After engineers switched to backup power sources, the Hubble can now utilize its new ACS camera.

Upcoming Cape launches

Shuttle flight schedule back on track

With a problem-free flight for Discovery so far, shuttle program managers say Atlantis is on track to resume actual Space Station construction August 28 or 29 and for the rest of the Shuttle fleet to resume normal operations. Two more flights are planned this year, including the first night-time shuttle launch in four years this December.

NET July 30
Delta 2
NASA's STEREO
twin sun-studying craft
Launch time: 2:55 p.m. EDT

NET August 28
Space Shuttle Atlantis
STS-115 / ISS flight
Second set ISS solar arrays
Launch time: 4:07 p.m. EDT
+/- 5 min. window

September 14
Delta 2
Next GPS satellite
Launch time: TBD

October 19
Delta 2
NASA's THEMIS
Five Earth-studying craft
Launch time: 1:53 a.m. EST

Early November
Atlas 5
STP-1/Orbital Express
USAF payloads
Launch time: TBD

December 13
Space Shuttle Discovery
STS-116 / ISS flight
Third ISS port truss segment
Launch time: 7:17 p.m. EST

EDITED BY BEN COOPER

The Bible, a moral guide for all

I've heard more then 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?

I do not know who they are but the Bible is the most unique among all works. The Bible was written by over 40 different authors including kings, fisherman, peasants, philosophers, poets, statesman, doctors etc.... It was written over a span of 1,500 years and over 40 generations. It was written in a variety of different places including prisons, palaces, in the wilderness, while traveling, in the rigors of military campaigns etc.... It was written during times of war and peace and in different moods from the depths of sorrow and despair to the heights of joy. It was written in Asia, Africa, and Europe in Hebrew, Aramaic, and Greek and yet the Bible has one consistent message and theme, which is the redemption of man through Jesus Christ our God. The Bible is a guide for life and morality and should be followed to the letter. All scripture is inspired by God and profitable for teaching, for reproof, for correction, for training in righteousness (2 Timothy 3:16).

The Bible is a reliable collection of historical documents written down by eyewitnesses during the lifetime of other eyewitnesses that report supernatural events, which took place in fulfillment of specific prophecies and claim to be divine rather than human in origin. More information about the Bible can be found at www.solarministry.com video podcast page.

Mr. Perstin wants to ask the hard questions about the Bible, particularly the Old Testament laws for the nation of Israel. But does he want to hear the hard answers. Keep in mind this is not a one paragraph answer. There are a lot of principles for these types of laws but let us not be "chronological snobs", just because we are "modern" and find these ideas strange and inconvenient. Here is a little of much information about the principle behind the Old Testament Levitical laws. There is a God. He chose the Israelites that they would be a light and blessing to all nations. This theocracy (i.e. governed or led by God) was tem-

porary. The laws and culture set the theological context for the messiah, Jesus. The Israelites were to practice holiness in every area of their lives including what they ate, what they wore, business ethics, medical treatment, sanitation, sexuality, family life, war etc.... We all know the more depraved a society gets the more laws they need to keep order. These laws were temporary and specific to the time of Israel being molded by God. You may not like what the Bible has to say about homosexuality or grossly disobedient children who are wildly out of control gluttons and drunkards but it does not follow that the Bible is in error. It is like this. "I don't believe in God." "Why?" " B r u s s e l l sprouts." "Why on earth would you not believe in God because

of Brussell sprouts?" "They taste disgusting." "I agree with your assessment of the taste but what does that have to do with God." "I don't believe in a God who could create something distasteful to me." This kind of argument about Old

Testament laws is reduced to mere tastes. You do not like the taste therefore the Bible is false. This is not clear thinking. Mr. Perstin also mentions the Ten Commandments and how obvious they are. He is correct. You are breaking the obvious moral code. You have lied and therefore are a liar. You have stolen and therefore are a thief. You have used God's name to express disgust in place of a four-letter filth word and therefore committed blasphemy. You have looked with lust and therefore are an adulterer. You have hated and therefore are a murderer." We are all in big trouble on judgment day and will receive justice when sent to Hell. But God loves you and made a way through repenting and trusting in Jesus Christ alone to save you. God does not weigh the scales, He looks at the motive and/or the action and then issues punishment for crimes like a good judge should do. Jesus took your punishment for you please realize this and accept it and follow Him. One last thought: on the day of judgment Jesus will pay for your sins or you will. In this matter God says, "thy will be done". Embry-Riddle produces the brightest and most intelligent students in the world and I trust they will consider these reasonable issues.

~Nathan VonMinden

“
*The Bible is a
guide for life ... and
should be followed
to the letter ...*
- NATHAN VonMINDEN”

“Ethik,” a lesser known perspective

I have great sympathy for Michael Perstin's column "Is It Word of God or Word of Man?" and I have as great a sympathy and respect for James Sulton's comments; but I want to point out also that Christians can manage to climb out of the Bible-shyster role into a responsibly acting freedom. The options are not between Biblical literalism and godlessness; such would be a false dilemma.

Executed in a NAZI prison, Dietrich Bonhoeffer is the author of "Ethik." This book was edited by his student Eberhard Bethge, published posthumously, and is available also in English under the title "Ethics." Bonhoeffer's theology offers alternatives for Christians. Bonhoeffer begins by pointing out the awesome act of God's becoming fully human in Jesus Christ. In that merger of humanity and divinity, God judges humanity in himself and thus restores it to its paradisiacal condition, the condition before the fall. Such a condition is a condition of freedom and individual responsibility. What does that mean?

For Bonhoeffer, humans now can live from the center and the fullness of life without crouching around the borderline conditions, trying to find "thou shalt not" and "thou shalt" and "the Bible says" statements. By having become fully human in Jesus Christ, God understands being human. It's OK to be human, in other words. What Christians can learn from God, thus, is this very act of compassionate, deep empathy in the other's circumstance – the very same act of empathy that drove God's becoming fully human

in Jesus Christ. Hateful hectoring of others is not part of such a free and responsible Christianity.

Quoting Martin Luther, Bonhoeffer says that following the Ten Commandments [or any "Bible says" reflection] is the way of obedience; however, in freedom, Christians create their own set of commandments. Being "good" is simply to "live," overcoming altogether any good-evil dichotomy. Jesus does not love a moral codex; instead, he loves all people of all backgrounds when they are moved by just causes. We know we are not practicing fully responsible and fully free Christianity when we point fingers and attempt to identify "evil" persons or "evil" systems or "evil" countries or even "evil" deeds. Full and deep empathy is the ticket, not vilification.

The image of deep empathy for Bonhoeffer is God's full humanness in Jesus Christ, but is this commitment to full empathy really bound by denominational affiliation? I think that this image works as an ethical alignment whether I see it as a metaphor from an atheist perspective or whether I see it as profound metaphysical event from a believer's perspective. The result, namely a deeply compassionate empathy for our fellow creatures in this world, is going to be the same. I would never go so far as to suggest that religion does not have the potential for tolerance; I would go so far as to suggest that a good bit of work is yet to be done before religions permeate humanity with such a potential. And I have seen surprisingly little evidence of ongoing work from the clergy or

from denominations toward that end; the actual work being done by clergy and denominations appears to polarize more than it appears to connect.

Bonhoeffer, by the way, does agree also that prayer is a private

matter and that public prayer is a thing of shame. I wonder whether anyone ever really listened to either Bonhoeffer or Jesus. And that's my only "But the Bible says" argument here.

~Reinhold Schlieper

To read The Bible is not to understand

Before I begin, I would like to say that yes, I am a Christian and member of the Church of Christ. However, I am not writing this letter to rebuke others or take any sides. This letter is in regards to writer Michael Perstin, who claims to have read and know the entire bible, the original Hebrew scripts, mind you. I have tried to stay silent about his article, but I couldn't resist, for what he claims to be true of the bible is completely wrong, and thus may hurt those who don't know the bible. I hope he and others read this, so they may have a clear picture and a correct understanding of the Christian religion. Again, I am not writing to rebuke or to take any sides, but to correct errors from other's misunderstandings.

First of all, Michael Perstin begins by claiming that the bible is man-made with the only evidence of declaring that "Roman Emperor Constantine assembled a committee to put together a single book (the Bible) that will be used by all Christians in the nation, and decided which books should and should not be in the Bible." If Michael did complete research, he would have found out that the committee literally had nothing to do with the assembling of a Bible. It was 60 years after Constantine's death that the council in Carthage made a decision in 397 A.D. However, long before there was even a Constantine, 21 books were already acknowledge and read

by Christians, these included all 4 Gospels, Acts, Peter, Revelation, Paul, etc. However, at the same time, many authors were writing their own books regarding Jesus Christ, and thus the council was formed to decide which books at the time were only written by people lying about authorship, but the council was already late in deciding this, because the books that were trusted and the ones that had been finished were already widely known. So in conclusion, Constantine did not assemble the books to form the Bible, the Christian Bible was already there long before Constantine, and the council at Carthage only decided to officially name "which books were false," but Christians at the time already knew the answers long before the council's decision.

Secondly, Michael claims to have read the Bible, the original Hebrew text, I commend him for doing so. As an avid bible reader, I have read the bible in entirety in two or three different versions, but never having the chance to read the original Hebrew text. However, Michael does not "know" the bible, reading and knowing is two different things. Any one can read it, but not many can understand it. This is the reason why we Christians study and read the bible daily. For if Michael knew the bible, he would not have asked, "What part of the bible are you going to use?" Then he makes references of

Stand Up! Net Neutrality, why you should know about it

First of all I would like to congratulate Italy on their deserved World Cup victory, and ask the question, what did Materazzi say to Zidane to incite that vicious head-butt.

Now to the topic at hand, Net Neutrality. An issue, me being a tech junkie, have followed quite closely over the last few months, but I am not sure how much attention it as garnered in the mainstream. The battle being waged in Congress right now is over the idea telecommunication companies have the right to charge a tiered fee for users and websites to use their Internet pipelines. Basically what the Telco's want is to be able to charge websites fees to get a "high speed" connection, or they are relegated to a sub-par connection, or banned from the service provider. Many Internet luminaries are scared, and rightfully so, this practice will stifle innovation since upstarts will not be able to pay the fees to allow them to keep their pages up. John C. Dvorak, a famed columnist and tech guru for PC Magazine, even went as far as saying we could be witnessing the end of the "golden age" of the Internet.

Net Neutrality is the combative legislation many companies like Google, eBay, and Yahoo are backing. The main idea behind Neutrality is putting Internet regulation in the government's hands and not allowing the Telco's to

determine what flows through the Internet. Users would have to pay more for certain services, websites would have to pay increasing fees for bandwidth not only to their server provides but also the Telco's, and the big companies could also force customers to use their proprietary services over a third party product. Google, in fact, sees this legislation as such a danger they threatened to file anti-trust suits if the tiered structure is implemented.

The Senate Commerce Committee voted two weeks ago to not include the Net Neutrality amendment, after master porker Ted Stevens R-Alaska, most noted for the hundreds of millions of dollars he was able to appropriate for the so called "bridge to nowhere" in Alaska, made an awe-inspiring speech in front of the committee. I encourage any person to do a Google search for the transcript of his speech as it will give you a good laugh. It is a display of true idiocy none should miss.

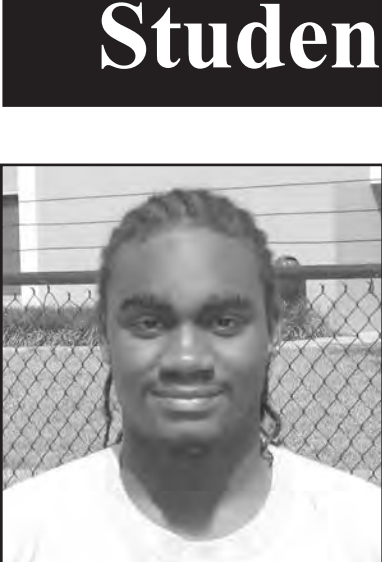
The Democrats in the Capitol have taken a stand for Net Neutrality and hopefully they will fight to block any legislation that comes across the floor of the Capitol. This is a very confusing topic, but one everyone should be aware of. I encourage everyone to read up on the subject and contact their representative and tell them how they feel, for the sake of the Internet as we know it.

“
*I am not writing
to rebuke or take
sides, but to correct
errors ...*
- IVENS JEAN”

Want to add your two cents?
Send your letter to the editor
from The Avion's website,
www.avionnewspaper.com

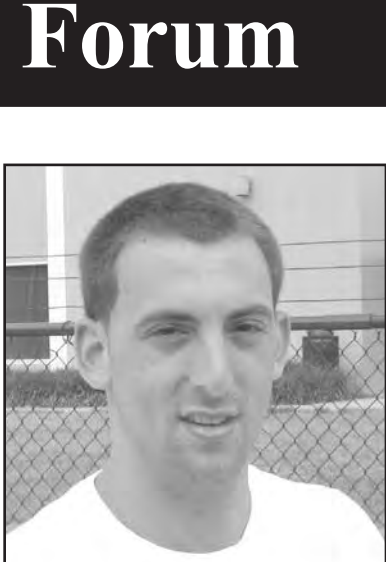
Student Forum

The Avion asks: "If you could bring three things to space, what would they be?"
—Compiled by Christopher Cole



Paul James
Freshman
Aeronautical Science

"Water Babies, Frisbee, Cell phone"



Ross Fallacaro
Freshman
Aerospace Engineering

"Ho-Ho's, Beer, Women"



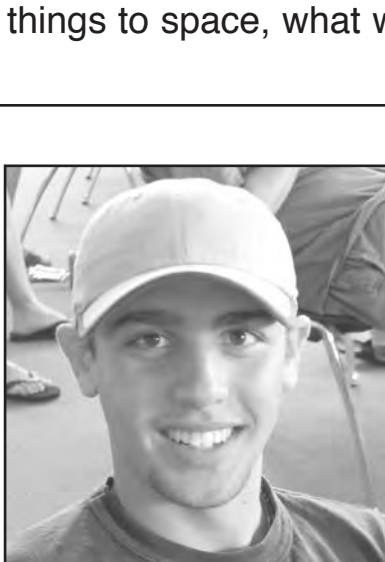
Selene Richardson
Senior
Aeronautical Science

"Camera, Squirt Gun, Skittles."



Kristen Claus
Senior
Aerospace Studies

"Laptop, Soap, Temperpedic"



Maximiliano Ali Speranza
Freshman
Aviation Business

"Soccerball, Girlfriend, iPod"



Adam Tester
Freshman
Aeronautical Science

"Camera, Super Soaker, Xbox"

HOUSING / ROOMMATES

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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.



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HOUSING / ROOMMATES

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PORT ORANGE - 5 miles from Embry-Riddle, right off Clyde Morris. Nice neighborhood. 2 rooms available Aug.1. 550mo./400mo. Both includes util. Full house privileges. Inground pool. Washer/dryer. Non-smoker. Call (412) 853-4122.



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Freshly painted, single level, end unit with split floorplan, 2 bedroom, 2 bath plus bonus room in between that could be used as an office, home gym, guestroom, etc. available now. Unit has all major appliances to include full size washer/dryer, two 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.

HOUSING / ROOMMATES

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HOUSING / ROOMMATES

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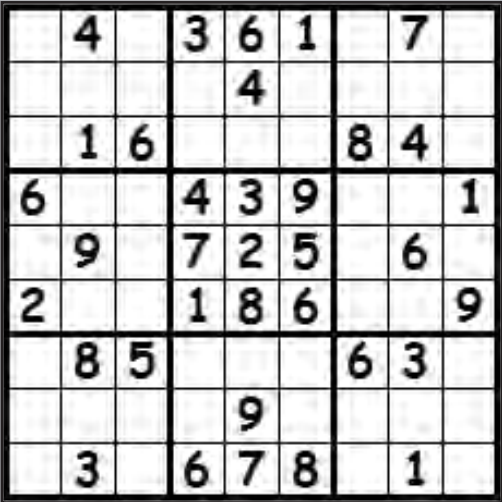
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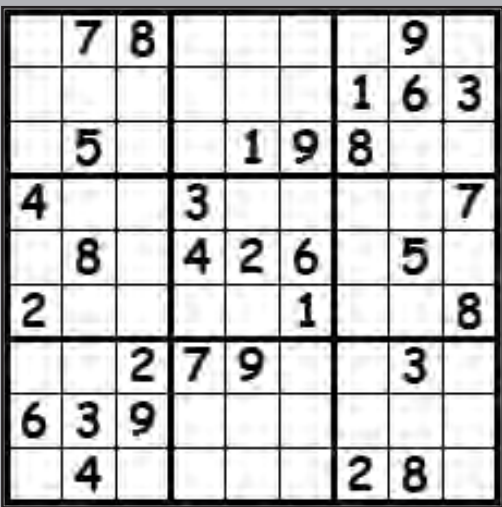
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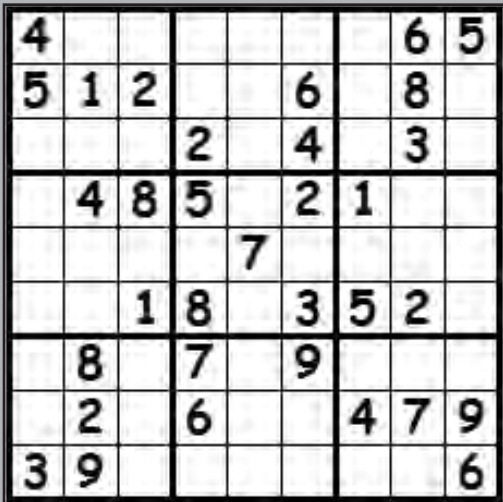
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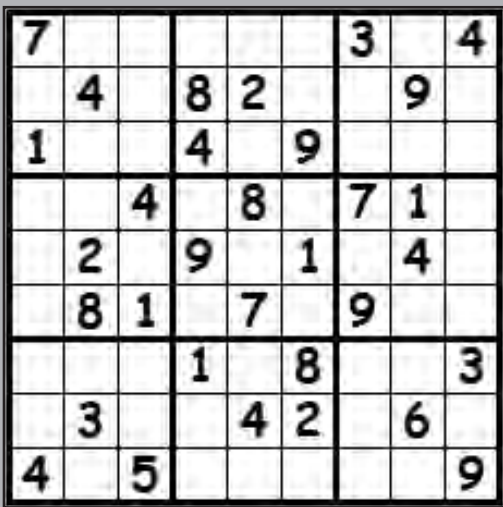
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Medium



Medium



Hard



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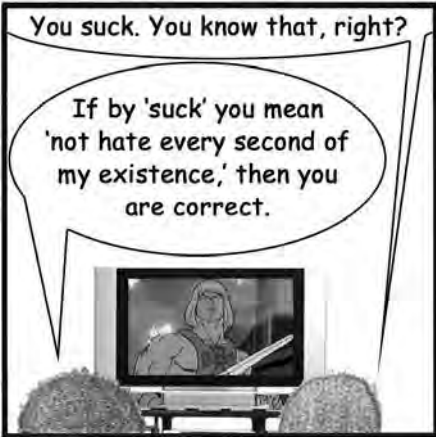
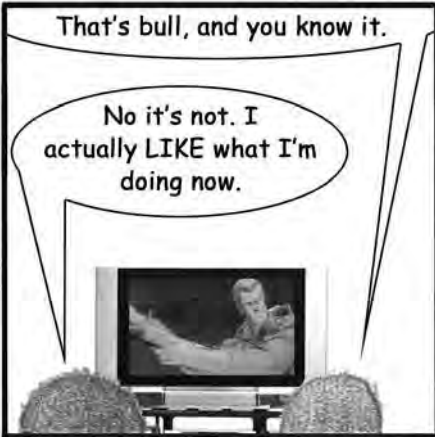
Ohio

Nebraska

The Riddle of Life

By Jonathan Mettin

Major Issues.



by Wes Oleszewski



THE PRSIDENTS OF THE UNITED STATES OF AMERICA

Across

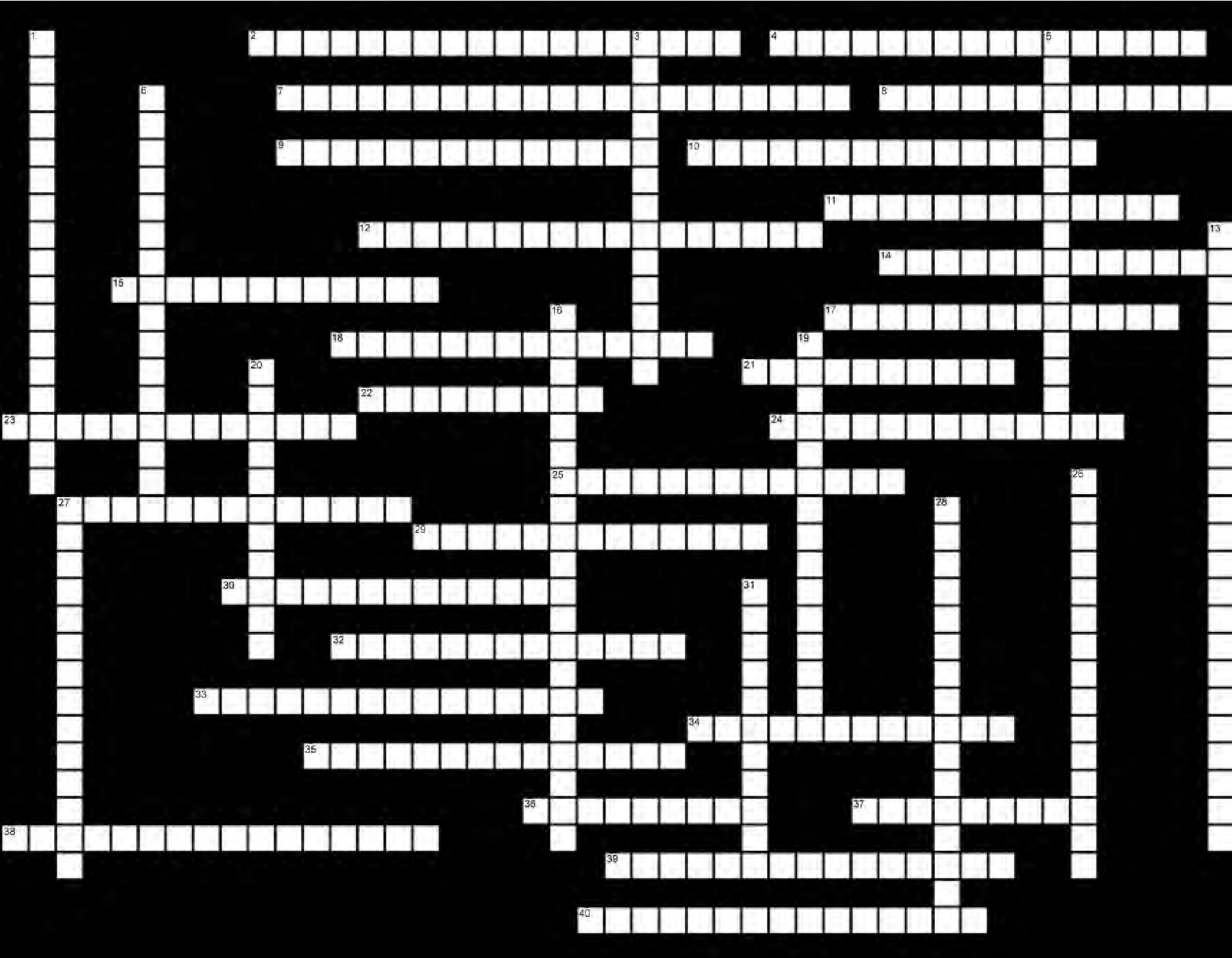
2. "The Gipper"
4. His grandfather was "Old Tippecanoe"

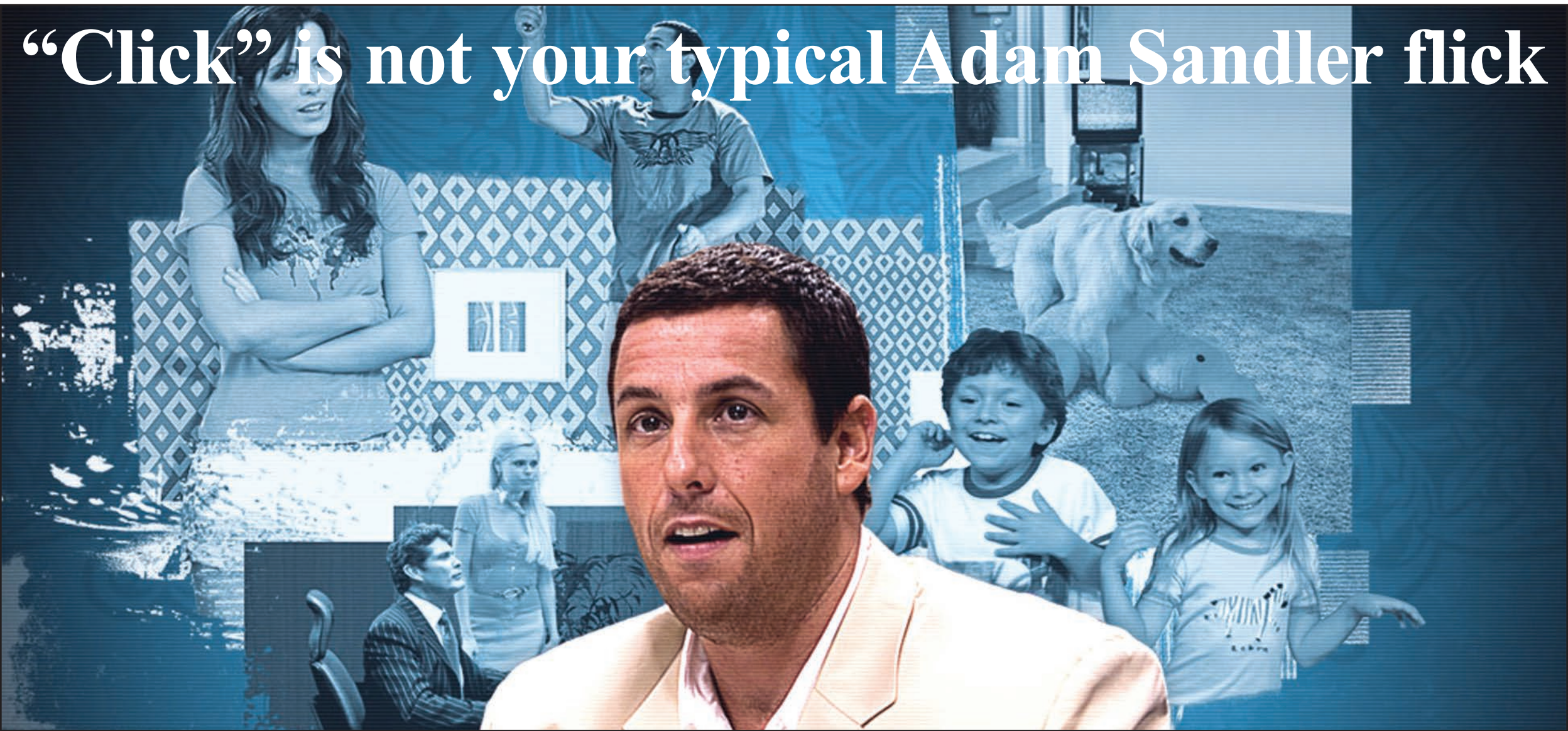
7. 25th President
8. Stock Market Crashed during his Presidency
9. Became President on August 3, 1923, at 2:30 in the morning

10. 100-day war, President
11. Shot July 2nd, 1881
12. "Trust-Buster"
14. Enacted the first general Federal immigration law.
15. His middle name is Milhous
17. "LBJ"
18. Died: April 15, 1865, at Peterson's Boarding House
21. "Poppy"
22. 11th President
23. On April 2, 1917, asked Congress for a declaration of war on Germany
24. "Old Hickory"
25. 8th President
27. Teapot Dome Scandal
29. Symbol of Union victory during the Civil War
30. "Old Rough and Ready"
32. "Old Buck"
33. Defeated John C. Fremont in 1856
34. "Father of the Constitution"
35. 14th President
36. First to become President because of a presidential death
37. Born: October 30, 1735, Massachusetts
38. "W"
39. "Jimmy"
40. the 22nd and 24th President

Down

1. "Jerry"
3. Came after Lincoln
5. 19th President
6. "Ike"
13. Elected President in 1932
16. Died because of his inaugural address
19. First President who was the son fo a President.
20. 27th President
26. 3rd President
27. "Bill"
28. His Vice President was John Adams
31. Defeated Rufus King in 1816





“Click” is not your typical Adam Sandler flick



Click



Melanie Pugh

Overseas Correspondent

The tagline reads, “What if you had a universal remote that could control your universe?” Much isn’t left for interpretation as Adam Sandler and an all-star cast show their audience just how it’s done in “Click,” and it’s everything you wouldn’t expect.

The 107-minute screenplay writ-

ten by Steve Koren and Mark O’Keefe and directed by Frank Coraci, has something for everyone. It is decidedly outside of Sandler’s typical genre, but likely to please his maturing fan base. Also featuring a few sappy scenes, it has just enough tear-jerker effect to fall short of chick flick status, yet still please a sentimental audience.

“Click” revolves around over-worked architect Michael Newman (Sandler), who is overwhelmed and discontent with his current state of affairs. He is in a seemingly perpetual give-take relationship with his job, has no time for the important things in life (stay tuned for an epiphany or two), and doesn’t like where he appears to be heading. Also disgruntled is Newman’s wife Donna (Kate Beckinsale) and their two kids, who trudge through Missing Father Syndrome at cancelled camping trips and missed sporting events.

After one exceedingly stressful evening, Newman gets fed up and heads to Bed Bath & Beyond to find a universal remote in hopes of simplifying his life. He finds his way to Morty (Christopher Walken), a quirky clerk in the Way Beyond section, who offers Newman just what he’s looking for— or so he thinks. There’s only one catch (mentioned); there are no returns. A series of twists and turns ensues and the

simplifying part is questionable.

The remote offers life functions, with Newman’s favorites including fast forward and mute. Upon clicking menu, Newman is able to flash back and observe any chapter of his life, given that he had autopilot mode off and actually experienced it. When his young children witness their dog getting a little more than PG-13 with a stuffed duck, they ask what is going on; Newman responds by saying, “Something you shouldn’t know about for at least 10 to 30 years.” Nodding to his son Ben, he adds, “You, ten,” and to his daughter Samantha, “You, thirty.” When he realizes that the remote has caused enough time to lapse that this is no longer a long-term idea, he comes to the prompt realization that the remote is more of a cause than a solution to his problems. He begins the race to turn things around before it is too late, if it isn’t already.

“Click” is an excellent portrayal of Sandler’s more serious side, and one of his best works yet. Beckinsale also puts on a stellar performance, but is almost unrecognizable without her trademark accent. The movie also features a cameo by The Cranberries as they perform “Linger,” and appearances by Henry Winkler, David Hasselhoff, and a disguised Rob Schneider. “Click” is definitely not your typical Adam Sandler flick, but in this case, that’s quite alright.

Simple pleasures of Prada

Phil Larsen

Aeronautica Editor



The Devil Wears Prada



Prissy, skinny, and hot. Those are the words that came to my mind after watching “The Devil Wears Prada”.

For me, a guy who knows as much about fashion as Will Ferrell knows about being serious, this movie was entertaining, humorous, and a bit thought provoking. To be honest, going into this film, I wasn’t even completely sure what Prada was. Of course now I know it’s a clothing and fashion brand—much too high class for someone like me. I wasn’t ashamed to not know what it was.

The film begins with a just-out-of-college young lady looking for a job in journalism. Her real aspirations are to be a writer, but

she needs money and experience. Andy (Anne Hathaway) interviews at a highly touted fashion magazine in New York City whose editor-in-chief is the much ballyhooed Miranda Priestly (Meryl Streep). Andy immediately does not fit in — potential coworkers ridicule her dress and show off their uptight, New York fashion personalities in hilarious mannerisms.

Miranda, going against all of her fashion instinct, hires Andy as her assistant. The movie takes off from here as Andy faces many tribulations at her new job. She is trying to balance a social life (boyfriend included) with her new, demanding job and thinks about quitting more than once. Andy is faced with several decisions that lead the audience through the gut wrenching life that goes along with the fashion business.

Miranda has Andy doing impossible tasks. Andy embraces each challenge, not to please Miranda or her coworkers, but to prove them wrong. They doubted that she would last a week, but she ends up outperforming all of their expectations.

Meryl Streep does a great job of playing the evil boss. Anne Hathaway’s performance is basic, but well done. The supporting cast contains the usual repetitive performances of a film like this; however, Andy’s coworkers make the film funny and more interesting than her friends in the outside-of-fashion world.

I found myself laughing enthusiastically several times. The storyline was good. The humor was witty. The performances were okay. Overall, this film was an excellent fashion oriented presentation. To anyone not interested in fashion or modeling, it is still an entertaining film. I found it somewhat remarkable how people devote their lives to fashion and let it engulf their being. It is an interesting story with well placed emotion and humor.

If you see this film, I assure you that you will be entertained. It is a fresh summer flick that will keep your attention throughout its entirety.

Hide the rum, Captain Jack Sparrow returns



Pirates of the Caribbean
Dead Man's Chest



Mikel Fitterman

Guest Reporter

Everyone’s favorite swaying, stumbling pirate is back in theatres this week in “Pirates of the Caribbean: Dead Man’s Chest”. Since the dawn of time, the word “sequel” has brought terror to the hearts of movie watchers. You can get great sequels, like “Empire Strikes Back”, or you can get horrible

sequels, a la “The Lost World: Jurassic Park”. While not as spectacular as the first “Pirates”, “Pirates 2” delivers in a tremendously entertaining way.

In “Dead Man’s Chest”, Orlando Bloom’s Will Turner and Keira Knightley’s Elizabeth Swann once again team up with Johnny Depp’s Captain Sparrow to swashbuckle their way out of Sparrow’s problems. Arrested for aiding the pirate, Will and Elizabeth are thrown back into a dangerous adventure to save themselves from execution at the hands of the British government. A new power-hungry Englishman wants Jack’s mysterious compass for an undisclosed, but decidedly dishonest, purpose. Sending Will to search the seven seas for Jack, Elizabeth escapes from the prison to take after Will. She and Will are drawn into life-threatening drama all of Captain Jack’s making, this time battling with Davy Jones himself.

“Pirates 2’s” acting is strong with its central cast. Depp’s performance as Jack Sparrow is just as hilarious as with the first movie, giving the audience a reason to laugh through the vast majority of the movie’s two and a half hours. The time flies, as viewers are drawn into swordfights, treasure hunting, and extremely creepy “beasties”. Knightley and Bloom give another great performance as lovebirds Will and Elizabeth, rife with bedroom

tension after being arrested just prior to their wedding. Bill Nighy is unrecognizable but convincing as the haunted and cruel Davy Jones. The supporting cast fills in the movie well, combining characters from the first “Pirates” (the once-undead duo of Pintel and Ragetti provide hilarious comedic moments) with new ones, including Tia Dalma, a mystical woman that the main characters seek out for advice.

Those who have never seen “Pirates of the Caribbean: Curse of the Black Pearl” should see it before going to watch the sequel. The movie jumps right into the story with no explanation or back story to help viewers who have not seen or do not remember the original. Another word of advice, stay through the end of the credits for one last scene.

Finally, the audience should not expect any sort of closure at the end of “Dead Man’s Chest”, as this movie leads right into what will be third “Pirates of the Caribbean” movie, “At World’s End”, due out next year.

While echoing a bit too much of the first “Pirates, Dead Man’s Chest” carries on the story of Captain Jack Sparrow through an entertaining, swashbuckling adventure worthy to be a Pirate’s sequel. Get out the popcorn, fill up the drinks, and have fun watching “Pirates of the Caribbean: Dead Man’s Chest”.

JULY SPECIALS

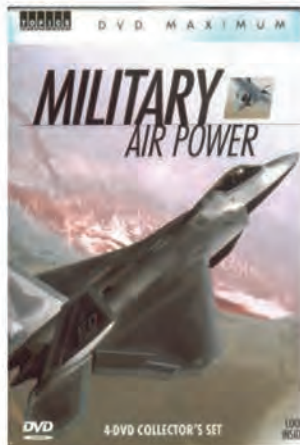


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