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Tuition up 5 percent, 7 percent for Freshmen

New cost for first year students is \$12,210 per semester

Mikel Fitterman
Guest Reporter

Students returning to Embry-Riddle for the fall semester can expect to come back to a five percent tuition increase. The Board of Trustees approved the increase in 2005,

and also mandated a seven percent tuition raise for incoming freshmen. And while students may groan about the increased cost of attending Embry-Riddle, it is lower than the national average.

According to Dr. John Johnson, interim president, the university is currently "85 percent reliant on tuition." Tuition provides a vast majority of the budget of Embry-Riddle, and as operating costs rise, tuition must rise as well. In the 2005-2006 school year, public universities experienced a 7.1 percent increase in tuition, while private schools rose 5.9 percent, according to the College Board.

Currently at Embry-Riddle, the endowment fund makes up a small portion of the school's budget. Due to small graduating

classes, alumni donations are not as high as with larger universities, so the budget remains tuition driven. Student government association president Nate Clapper stated that, "ideas are in progress to start shifting costs of the university from the students to the school's endowment" and other resources. SGA will continue to have input to the Board of Trustees and work to keep tuition increases low.

Johnson agrees with the executive board of SGA, stating that in the future they will make "every effort to keep tuition increases to approximately the Consumer Price Index plus one or two percent." The Consumer Price Index (C.P.I.) is used as a method of measuring inflation, varying throughout the year as a gauge for financial

decisions. By following the C.P.I., the Board of Trustees could ensure that the rise of tuition stays on pace with inflation.

As well as following the Consumer Price Index, there are other steps Embry-Riddle can take to help keep the level of tuition increases low. Johnson recognizes that students are graduating with growing levels of debt, saying that "what we have to do is put the brakes on big increases in tuition and look for other sources of revenue to run the University. I would like to get the tuition level down from 85 percent to 70 percent of the budget over the next five years. We can do it by increasing money coming in from research, partnerships with industry leaders, fund raising ... and developing global partnerships with Doha [Qatar], Dubai [United

Arab Emirates] and China. This would certainly help to grow our endowment."

Currently, it is unclear if more tuition increases are being considered for the 2007-2008 school year. The SGA executive board will continue to be a student resource and have input into these decisions, according to Clapper, and encourages students concerned about decisions being made at the university to become involved with student government. Although it is difficult to accept a tuition increase when most students have ever-increasing student loans, this year's tuition increase is average when compared to other private universities. By increasing endowment funds and research partnerships, Embry-Riddle's administration hopes to keep these increases to a minimum in the future.

Too many freshman, too few rooms

Spencer Conklin
Staff Reporter

The housing crunch is on. The University has admitted 1,369 students so far, and housing has only space for 1,200 freshmen beds. The housing department has already received 1,100 housing contracts, which is 200 more than the same time last year. This shows a

22 percent increase from last year. "This year things are a little tighter than they have been," said Tom Hilgers, Embry-Riddle's Director of Housing.

Since the housing deadline has already passed on June 15, students who are still turning in contracts are not guaranteed housing on campus. The estimated total of new incoming students is 1,500. Although this number is 300 higher than the standard fresh-

men housed on campus, it is estimated that 300 of those will live off campus. These 300 students have already been turned away from living on campus.

Unfortunately, there simply is not enough housing. Due to the large incoming class the housing department has already turned away all new incoming students over the age of 21. Housing has also turned away all graduate students. The 80 returning students who

are on the waiting list for upper classmen housing are expected to not be provided with housing due to space constraints.

In order to compensate for this amount of students, two floors of Woods Hall and one half of a floor in Adams Hall have been converted from double occupancy to triple occupancy. This will provide the housing department with 47 additional beds from the 47 additional rooms they converted. The first floor south wing of O'Connor Hall has been set aside for new incoming transfer students this year instead of returning students.

Concern regarding housing three people per room instead of two has always been present with the "third-man out syndrome" being cited. The theory behind this syndrome is that an even number of students per room is healthier mentally than three students, because two students can pair up but with three, one student can sometimes feel left out. "It's a tough situation," according to Mary Conklin MD, LPC, a psychology professor at Rockford University. "It's the concept of couples, two people work better together than three," she says. If living in triple occupancy rooms freshmen year hurts retention or grades has never been looked into by the housing department. "We don't have any data to suggest it's worse," Tom Hilgers said.

Students are chosen to be in the three occupancy rooms depending on when they turned in their housing applications. If they turned them in before the June 15 deadline they will not be placed in a triple occupancy room. If they turned in their applications late after June 15 they may be placed in one of the three occupancy rooms.

The housing department estimates within four to six weeks of the semester starting the third student in those triple occupancy rooms will be able to move into a double occupancy room. They will not need to remain in a triple occupancy room throughout the semester. In the past some students have declined to move out of the triple occupancy into a double occupancy.

Freshmen rooms cost \$2,050 regardless of double or triple occupancy. This policy is so that the students will be able to move out of those rooms into a double occupancy if they choose to do so. If the housing department is unable to find the space to move those students then the University will look into reducing costs for those rooms that are triple occupancy.

ERAU Pres. Search continues

Brian Case
Editor-in-Chief

The Presidential Search Committee of the Board of Trustees has narrowed the list of University Presidential candidates down to two. Air Force Lt. Gen. Michael M. Dunn and Interim President Dr. John P. Johnson have been selected from the list of four, published July 11 in *The Avion*.

The search committee met on July 17, following campus visits by each of the four candidates. The candidates met with student leaders, faculty and staff members at Daytona Beach and Prescott, Ariz. Members of the University community were encouraged to submit comments via erau.edu. Following a review of those comments, the committee narrowed the possible candidates to two.

The final decision will be made at a special meeting of the Board of Trustees. According to Deborah Praver, who is in charge of Board Operations for the President's Office, a meeting date will be selected in about a week, and the meeting will likely occur by the end of summer.

Lt. Gen. Dunn is currently the President of the National Defense University in Washington D.C. He has served there since 2003, which has several parallels to Embry-Riddle. For example, the National Defense University has two campuses, with a network of distance learning centers. Dr. Johnson has served as University President since Dr. George Ebbs resigned in 2005. Prior to that, Johnson was Provost and Chief Academic Officer at Embry-Riddle since 2003.

For full biographies of each candidate, plus excerpts from their interviews with *The Avion* staff, please see *Campus News*, page A2.



FILE PHOTO

FRESHMEN DORMS LIKE WOOD Hall are feeling the pressure of a large incoming class. Housing contracts are up 22 percent, forcing three students to room in a space designed for two. Housing hopes to move most of the students into two bedroom living conditions as space becomes available later in the school year.

Faculty salaries increase 4 percent

Brian Case
Editor-in-Chief

Faculty salaries are up four percent, but some professors may receive as little as a two percent increase in pay.

"We gave a four percent raise to all the faculty and staff for the coming year. Two percent is to be given across the board, and a two percent will be available for merit," explained Interim University President Dr. John Johnson.

The heads of each department will decide the merit pay. Faculty and Staff members may receive a three, four or more than four percent raise, based on their performance evaluations. The cost of living, as measured by the U.S. department of labor, is up 3.6 percent.

According to Johnson, faculty salaries are "above average," but Embry-Riddle needs

to do better. "My goal is to get to the 70th percentile nationally for faculty and staff," said Johnson.

Deciding faculty salaries is a complicated decision influenced by many factors. "Money is tight," explained Dr. Blaise P. Waguespack, Daytona Beach faculty member to the Board of Trustees. In addition to balancing faculty salaries with the University budget, salaries have to be competitive in order to attract top faculty and retain experienced professors.

"Technically in the faculty handbook ... it doesn't mention the idea of a cost of living increase at all," said Waguespack.

Salary compression is another factor in determining compensation. Salary compression is the narrowing of wages between new and experienced professors. The merit pay portion of the raise allows for more equitable pay for those professors who made positive contributions to the University.

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Three Embry-Riddle vets. take new positions

Campus News, A2

Space Shuttle Discovery returns safely

Space Technology, A5



Non-stop laughs with "My Super Ex-Girlfriend"

Entertainment, A8

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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
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www.avionnewspaper.com

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ERAU presidential search narrows



Lt. Gen. Michael Dunn

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 aeronautical 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.

This biography was previously printed in the July 11 issue of The Avion Newspaper.



Dr. John Johnson

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 some portions of this report.

This biography was previously printed in the July 11 issue of The Avion Newspaper.

Hinebaugh named First Year Advisor



Jenny Hinebaugh

Chris Cole
Managing Editor

Jennifer Hinebaugh is the new First Year Academic Advisor for the Department of First Year Programs at Embry-Riddle. She is replacing former advisor Kelly Austin.

The First Year Programs office is a place where academic advisors, student assistants, peer mentors and tutors help students find answers to questions and aid them in their transition to university life.

When asked what drew her to the position she said, "I have taught the UNIV 101 class for the past two years and have truly enjoyed working with the students." Jennifer began her career at

Embry-Riddle as Marketing Manager at the Extended Campus in January of 2003. From there she moved to Daytona Beach in the summer of 2004 and began working as the Assistant Director of Alumni Relations.

When asked if she had any goals for the upcoming fall semester Hinebaugh replied, "My main goal for the fall is to have fun with the students and let them know that the First Year Programs is a student friendly environment where they

can learn and grow."

The First Year Program offers students assistance with their transition to university life, as well as helping to map out a plan of study based on student's needs and interests.

"... First Year Programs is a place where [they] can learn and grow."

- JENNY HINEBAUGH

Assistance in registration for classes, offering study groups and tutoring are just a few of the things the First Year Program offers to students at Embry-Riddle.

First Year Programs is located in the Doolittle Annex with office hours from 8 a.m. to 9 p.m.

Veteran ERAU VPs head new divisions

Press Release
Embry-Riddle

Daytona Beach, July 12, 2006 - Embry-Riddle Aeronautical University has created two new divisions in its effort to reorganize functions and seek savings across the university. They are University Relations, headed by Ken Stackpoole, and Global Planning and Program Development, headed by John Metzner.

Stackpoole, who was vice president of Government Relations for the past three years, has been named vice president of the University Relations division, which encompasses university-level public relations, brand and image marketing, government relations, and corporate relations.

Metzner, who most recently served as vice president of External Relations, will be responsible for Global Planning and Program Development. Among his projects is the Daytona Beach Research Park being proposed by the university to help attract large and small corporations to the local area. The park would be adjacent to both Daytona Beach International Airport and Embry-Riddle. Metzner is also the university's emissary on international development projects. Stackpoole has been at

Embry-Riddle for 25 years. One of his high-profile projects in recent years was to organize the Southeast SATS Lab Consortium, which involved Florida industry, universities, and governments in NASA's Small Aircraft Transportation System program.

Before that, he was special assistant to the president, chairman of the Flight Technology department, an instructor pilot and examiner, faculty member, and speaker of the Faculty Senate. He served on the boards of the Florida Aviation Trades Association, the Florida Aviation & Aerospace Alliance, and the Arizona Chamber of Commerce. He is also active with the National Research Council's Transportation Research Board as the chair of the Committee on Intergovernmental Relations in Aviation.

Stackpoole earned a B.S. and an M.S. in Aeronautical Science at Embry-Riddle and a Ph.D. in Public Affairs at the University of Central Florida.

Before rejoining Embry-Riddle in 2003, Metzner spent 12 years abroad. In Germany, he was the managing director of MCI Engineering. He helped establish the Technology Parks in Abu Dhabi and Dubai for the Higher Colleges of Technology, which attracted 20 companies



John Metzner



Ken Stackpoole

to set up business, training, and product-development operations. In previous positions at Embry-Riddle during the early 1990s, Metzner was director of International Program Development and director of the Aviation English Language Program.

Metzner has a B.A. in History, English, and Education and an M.A. in English Literature, both from Midwestern University.

Embry-Riddle Aeronautical University, the world's largest, fully

accredited university specializing in aviation and aerospace, offers more than 30 degree programs in its colleges of Arts and Sciences, Aviation, Business, and Engineering. Embry-Riddle educates more than 32,000 students annually in undergraduate and graduate programs at residential campuses in Prescott, Ariz., and Daytona Beach, Fla., through the Extended Campus at more than 130 centers in the United States, Canada, Europe, and the Middle East, and through distance learning.

Perstin answers critics rebuttals

Before I start rebutting the arguments that were posed to my first article, I must apologize for one thing. When I wrote the original article, I found out that it was way too big for the Avion to publish, thus I had to cut it almost in half in the last minute. Unfortunately, I've cut it down without careful consideration and thus some of the things I cut out took much of what I said out of context. I'll try to clarify some of those things in this article and answer some of my critics.

First, I would like to start with Mr. Jean's article. The committee I was talking about was the Council of Nicaea. It was during the meeting of that committee, when Constantine took over the leadership of the Christian Church and proclaimed his view of religion as law. His money and influence controlled the men at that committee, and eventually even after his death, the Christian Church in general. Constantine even ordered fifty copies of the scriptures (which he inspected) to be used by the church. The bible we have today, would eventually be generated out of those copies.

But even if we disregard all of that, Mr. Jean has yet to answer my argument. He has responded to a couple of the things that I said, but he completely missed my argument. My argument wasn't who, when or how the bible was voted in, my argument was of the fact that the bible was voted in by men (as Mr. Jean stated himself). In other words, all we know so far is that the bible was written by men who were inspired by god and their inspiration was given to number of other men to approve. Thus, Before we

even start critiquing the bible, we must first start with the assumption that the men who wrote the bible were actually inspired by god and didn't fabricate anything for their personal (or mutual) benefit.

When it comes to Mr. Jean's argument to which part we should use, he stated "the New Testament." Then he proceeded to criticize the fact that I mainly quoted the Old Testament. The reason for that is because that as I said before, I'm much more familiar with the Old Testament than the new one. I would argue his point of throwing out half of the bible because it doesn't apply, unfortunately that would take too much space and there are other things I would like to address in the short amount of space that I have. Besides, as I said before, that wasn't my argument. Mr. Jean, you were absolutely right when you said that in a debate club you should do research, however,

before you start your research, you should at least understand what the argument is about. When it comes to Mr. Schlieper's argument, I must say that I strongly agree. I assure you Mr. Schlieper that I would love to live in a world where people would stop saying "God said" or "the bible said" and start having an opinion of their own instead of following the rantings of people who by todays standards would be committed to a padded room for a very long time. I cannot wait for the time when people would stop crediting god for everything and give themselves some credit. A world where drug addicts and alcoholics will credit themselves for going clean and not god. Even a world where

rappers would credit themselves for writing a song. God and religion weren't responsible for six million Jews executed, Hitler was. And god wasn't responsible for you making yourself into a good person, you and you alone were the cause of that. I wish that more people would think that way, unfortunately very few do.

Lastly, I would like to respond to Mr. VonMinden's article. As he said, the bible was written by over 40 different authors (the number is actually estimated to be much larger than that, since even Genesis was written by more than ten), many of those authors were kings and powerful leaders. What are the chances that all those authors were really inspired by god and didn't fabricate stories to gain power over the people? I mean, throughout men's history, people fabricated stories and propaganda to generate control over the people., how can we tell if the bible wasn't such a publication? After all, it was the same book that was used to justify slavery, "white man's burden" and the Holocaust. I guess all those people didn't follow only the New Testament, but also glimpsed a few times at the old one. All the good things in the bible could be written by a five-year-old with a bit of common sense and someone will always find an excuse why we should not follow the bad things, or why they do not apply to us.

Also, I would like to quickly comment on how Mr. VonMinden ended his article: "on the day of judgment Jesus will pay for your sins or you will." I've done many things in my life, some I'm proud of and some, not so much. However, I take full responsibility for all of them, and if god ignores all the good things I've done (which ironically there are more of then many of those who claim to be Christian), and send me to hell just because I didn't let his son take the punishment, so be it. Committing a crime and letting someone else take the punishment for it, is something only a coward will do. I'd rather suffer in hell then live in heaven as a coward.

~Michael Perstin

~Michael Perstin

"I'd rather suffer in hell then live in heaven as a coward."

- MICHAEL PERSTIN

Stand Up!

A veto, a veto, my kingdom for a veto

Veto. A word not heard much since the Clinton Administration, was brought back into the public eye last week by President Bush. Bush picked a bill to veto that even many people in his party voted for. In fact the bill passed 63-37, and was supported by 19 of 55 republicans, including Senate Majority Leader Bill Frist, and co-sponsor of the bill Arlen Specter, Judiciary Committee Chairman. Those two represent quite a big rift in the ideology of the party.



Chris Tezak
Columnist

The bill itself would allow frozen embryos in birth clinics, that would otherwise be destroyed, be used for stem cell research. Basically a resource that would otherwise sit in a freezer and be thrown away, would instead be used for invaluable medical research, which could benefit millions. Even Gov. Schwarzenegger believes its important, and allotted \$150 million for its research. What is wrong with this picture? What made the veto even more entertaining were the people Bush surrounded himself with at the press gathering. A group of families who had children from donated embryos. As if this group of people would be affected. The bill is not saying that every donated embryo will be used for research, just the huge number of cells destined for a dumpster. Embryo donation is great and I am all for it, but not as a reason to block such an important piece of legislation.

While stem cells are a huge part of the future of medical research, a more pressing problem has arisen in a Congressional bill. Many republicans on Capitol Hill for some reason are beginning to think the best way to stop the courts from ruling against the laws they pass, is to legislate the courts out of the process. The House passed a bill, which

would prohibit federal courts from hearing any cases regarding the use of the phrase "under God" in the pledge of allegiance. The idea seems inherently unconstitutional, and frankly stupefying. What person in their right mind would even consider sponsoring said bill. Do they actually think it will pass? Personally if this bill gets through the Senate, which I believe it has no chance of doing, I would start looking for schools in another country because all hope would be lost for our legislative system. The simple idea of the possibility of one branch of government simply legislating out the other branch is so Orwellian I feel the need to purchase 535 copies of 1984 and go to Capitol Hill to hand them out. This years elections should be interesting, and with acts like these, the republicans in the House are fighting against themselves. Legislation like this makes no friends with the public.

Speaking of courts, a Federal District court made an excellent ruling for the public last week. The court allowed the Electronic Frontier Foundation (EFF), a group who fights against digital rights and technological issues, to proceed with their lawsuit against AT&T for their part in the NSA wiretapping allegations. The court ruled the Government

could not use the State Secrets clause to block the lawsuit. This ruling is a huge step for the EFF and fight against the invasion of the privacy of the citizens of this country. Almost undoubtedly the ruling will be appealed, but with this precedent there is a chance the lawsuit will go through and we will actually find out the extent to which the programs were used on the general public.

"I feel the need to buy 535 copies of 1984 and go to Capitol Hill ..."

-CHRIS TEZAK

All or nothing is not right

First of all, what is tolerance? I think tolerance can be defined two ways or a combination of both. Tolerance: allowing freedom to express one's ideas or opinions without forcible retaliation. Also tolerance can be defined as the liberty to act or tolerance of behavior.

Throughout history there is a general acceptance of the first definition. Whether they put into practice is a different story, but the second is never held. Our laws in America will back this idea.

In America, a man can believe whatever he wants, but he cannot act any way he wants. Without a doubt there are immoral actions that are a threat to the common good. Of course,

rather than being tolerated, our laws restrict such behavior. Also, there is a difference between tolerating people and tolerating ideas. To say that every idea is equally valid is absurd. (If you disagree with my last statement you have proven my point soundly).

Mr. Sulton writes. It is not a matter of proving that my religion is right and that your religion is wrong. Who am I to make that distinction... and who are you (Bagby and Hofle)?

Well, Mr. Sulton, who are you to say "who are you to say"? Who are you to correct their correction if correcting in itself is wrong? The implication is that judgment and communication on such issues is not proper. I do not


know Dr. Bagby or Mr. Hofle, but if they represent the kind of world class students or professors that Embry-Riddle produces they are intelligent, reasonable human beings capable of looking into such matters and coming to a sensible conclusion. The truth of the matter is that all religions cannot be true. Think about this. If "all religions are true" then Christianity is true. Christianity says that this is the only way and all of the others are false. No Christian source will say otherwise. Check www.solarministry.com, or better yet, check the Bible. No one likes a person who cannot admit they are wrong, including the Bible. The "all religions are true" statement carries with it the seeds for its own destruction. Dr. Bagby and Mr. Hofle are well within reason and their freedoms to say another religion is false or that theirs is correct. With evidence and reason one can come to a conclusion that a religion is true or false.

~Wiljariette Hernandez

"... there is a difference between tolerating people and tolerating ideas."

-WILJARIETTE HERNANDEZ

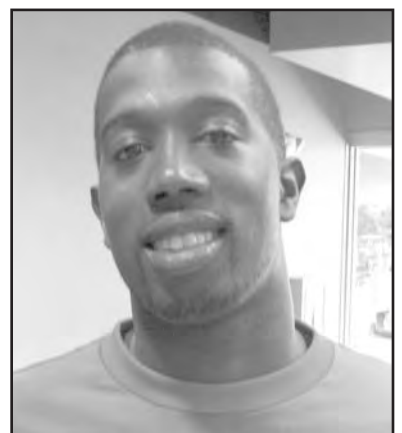
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Student Forum

The Avion asks: "If you could survive on only five foods, what would they be?"
—Compiled by Spencer Conklin



Brian Kaiser
Freshman
Aviation Business

Dewayne Jenkins
Freshman
Aviation Business

Sabrina Karniej
Senior
Aeronautical Science

Steve Dorton
Sophmore
Safety Science

Michelle Brown
Senior
Aerospace Engineering

Marie-Emmanuelle Ricour
Grad Student
Aerospace Engineering

"Definatly one of their chicken wraps, oatmeal cream pies, milk, you got to have milk, and then country fried steak."

"Bananas, rice, cheese, chicken, and artichokes."

"Diet Coke, Dunkin Donuts, coffee, popcorn, and sushi."

"I could probably do it with mac & cheese and hot dogs. Frosted Flakes are pretty nice. Nice scotch and Krystal Burgers."

"Oranges, definatly need bread, water, beef and rice."

"Cheese, bread, Nutella, sushi and boeuf bourguignon"

World's first 'successful' Ornithopter flight

Joseph Poznanski
Guest Reporter

A team at the University of Toronto Institute for Aerospace Studies made history earlier this month by constructing and flying a very special aircraft: a plane that flaps its wings like a bird, rather than gliding like traditional fixed wing aircraft. Called an ornithopter, this aircraft concept has been around for centuries, but until now, has been mostly unsuccessful in its practical application.

Professor James DeLaurier, who headed the team, flew the craft approximately a third of a kilometer in 14 seconds, a record for such aircraft as it flew entirely under its own power and did not take advantage of such things as launching from a cliff as have other ornithopters in the past. Technically, DeLaurier's aircraft is considered a "jet-assisted" ornithopter as it is powered by a small jet engine. The 'Flapper,' as named by the team, weighs in at just less than 800 pounds, making it amazingly light yet sturdy.

The first recorded idea of making a mechanical version of a flapping bird was by Roger Bacon, followed by the ideas and drawings of Leonardo da Vinci around 1490. Ornithopters powered by large rubber bands and gunpowder charges were created in France in the 1870s, but it was not until the middle of the twentieth century that ornithopters began to appear that could fly after being towed by other aircraft.

Scaled down models of these aircraft have been used in such things as driving birds away from airports and as unobtrusive spy planes, since they can be painted and shaped to look like indigenous birds rather than a less discreet and less natural jet powered glider.

One of the benefits an ornithopter has over traditional fixed wing aircraft is its more efficient use of the



FOR THE FIRST TIME in history an ornithopter successfully flew and sustained powered flight for a third of a kilometer and 14 seconds. The jet powered "Flapper" achieved flight by flapping its wings similar to birds.

aerodynamic principles of lift and thrust; the problem with construction is creating mechanisms that can withstand such heavy abuse and still be light enough to permit the craft to

take off under its own power. Also, occupants of ornithopters would seem to be subjected to a very jarring ride as the fuselage drops every time the wings flap unless technology is devel-

oped to lessen this effect.

Throughout history, the idea of flying like a bird has captivated great thinkers alike to devise ideas to duplicate it in human flight; now, with Professor

DeLaurier's July 8 flight, it is shown to be finally within the realm of plausible practicality that such craft can exist. Whether just for hobby or for more serious reasons, ornithopters

will become more and more prevalent as our technology improves, bringing us close and closer to the goal of someday flying by flapping our mechanical wings, just as birds do.

World gets ready for famous Oshkosh air show

Spencer Conklin
Staff Reporter

AirVenture 2006 in Oshkosh, Wis. began on July 24 and runs for the week until July 30. It's the biggest air show of the year and spouts about 2,500 show aircraft alone. For the one week that Oshkosh occurs the Class D airspace becomes the busiest airport in the world, landing and departing more aircraft than the usual busiest airport, Chicago O'Hare International.

Sponsored every year by the Experimental Aviation Association, this is the 53 year that the fly in has occurred. Starting in Milwaukee, Wis. and then moving to Rockford, Ill., they ended up in Oshkosh, Wis. in 1969. The show has been held there ever since and continues to grow every year. Every year more than 750,000 aviation enthusiasts show up to see the planes, browse the convention center, and watch the world famous air show.

"If you look at the lineup of air show performers who have

flown at AirVenture through the years, it is a list of the very best aerobatic pilots in the world over the past three decades," said Tom Poberezny, EAA President and AirVenture Chairman.

Starting with the Liberty Parachute Team, the airshow progresses every day into other pilots including the AeroShell Team with their T-6s, Dave and Tony Kazian who are world famous wingwalkers, Sean Tucker in his bright red Extra, and others. The most famous is Patty Wagstaff, who is considered to be if not only the best, but the most infamous aerobatic pilot in the world.

The event attracts so many people that the Federal Aviation Administration is forced to re-write the rules for arrival procedures into Oshkosh. The 32 page NOTAM outlines the regulation changes. General aviation aircraft fly in, land, and then park next to the runway in the North 40 camping grounds with thousands of other aircraft. They pitch a tent under their wing then

head into the show.

AeroShell square is a central location to Oshkosh and holds the aircraft you usually only see on TV or in the books. This year the square is scheduled to hold the HondaJet, C17 Globemaster III, 'Duggy' the DC-3, Lockheed Super Constellation, Ford Tri-Motor, and dozens of other famous aircraft from around the world.

The show also includes a flymart for those who want to buy airplane related items or anything else you could be looking for. The convention center brings in hundreds of companies from around the world. Anything that is airplane related can be found at Oshkosh.

Any pilots at some point in their career should take the pilgrimage to Oshkosh at least once to experience the planes, people, and excitement in the air. It's a one of a kind event that no other airshow has ever come close to recreating. Pack your bags, load the plane, and take off to see the world's greatest aviation celebration.



OSHKOSH, WISCONSIN READYS TO pack its field with airplanes sitting inches from each other. For a week long air show from July 24 to July 30.

AOPA looking for exemption on fuel

Tommy Chen
Aeronautica Editor

With the Clean Air Act requiring vehicles that use lower octane methanol fuels to have at least 10 percent renewable fuel added into their fuel, the Aircraft Owners and Pilot Association (AOPA) and the Experimental Aircraft Association (EAA) are currently trying to get exemption for the

rule. This request for exemption is due to the fact that ethanol will harm the aircraft engine systems.

After much testing by AOPA and Cessna, it's been concluded that the ethanol in the system significantly reduces the engine life. Also, the ethanol additive has a tendency to absorb a large amount of water, which will damage and lower engine performance for all reciprocating engine aircraft.

Aside from the harm it will do to the aircraft, AOPA is worried that it will affect the growth of the new sport pilot certificate. Because most of the sport pilot aircraft are powered by low-grade automotive fuel.

Another group that's worried about this change are owners of older aircraft that specifically run on automotive fuel. Those owners have went through the trouble of

obtaining supplemental type certificates (STCs), are now hoping that there would be the choice to purchase unblended fuel.

Currently for states (Montana, Idaho, Missouri) that have already adopted the blended fuel are trying to allow waivers or made concessions. That would allow people to have waivers to purchase the unblended fuel or have unblended fuel available along with the blended fuel.

First shipment of Eurocopters for US Army

World's leading supplier is contracted for over 300 helicopters

Joseph Poznanski
Guest Reporter

Eurocopter announced on June 29 its first true military contract with the U.S. Army by winning the bid for production of some 322 UH-145s in the Light Utility Helicopter (LUH) category. Though the company has been a considerable supplier to the U.S. government for the past 20 years, this was the first time such a major contract has been signed, which has estimated cost of \$2 billion.

Starting in November, Eurocopter is to begin delivering helicopters to the U.S. Army as well as simultaneously expanding their American facility and increa-

ing staff to accommodate the new production workload.

Eurocopter is the United Kingdom's leading supplier of law enforcement related helicopters, making up 71 percent of total helicopters used. Countries such as China, Australia, Korea, Russia, Japan, Algeria, Germany, Switzerland, Spain, Croatia and Albania all have purchased helicopters in the past or have current contracts, making Eurocopter a company universally respected in the field of helicopter development and production.

Some of the most popular models Eurocopter sells include the EC120, the NH90, the Panther, Cougar, and Tiger series, and the EC145.

Eurocopter is wholly owned by EADS, or the European Aeronautic, Defense and Space Company, which has broken Eurocopter into three entities: Eurocopter, the main 'parent' company, Eurocopter Deutschland, based in Germany, and Eurocopter España, based in Spain. Their plants are located in Madrid in Spain, Dounaworth, Kassel, and Ottobrunn in Germany, and La Courneuve and Marignane in France.

New longer and thinner model A350

Joshua Brown
Staff Reporter

Last week at England's Farnborough International Airshow Boeing's biggest rival, Airbus, announced plans for a new airplane, the Airbus A-350XWB. The XWB, which stands for Extra Wide Body, is intended to be Airbus' response to Boeing's B-777ER and the recently announced B-787 Dreamliner as Airbus is trying to simultaneously compete with two families of Boeing aircraft. Airbus executives say they will not consider whether or not to go ahead with the project until Fall 2006.

The original A-350, based on Airbus' very successful A-330, was set to compete directly with Boeing's B-787, but was very unsuccessful as the Dreamliner was wider, faster and more fuel-efficient. Furthermore, the A-350

earned only a quarter of the profit garnered by the B-787. According to Airbus, the new A-350, built from scratch, will be six percent more fuel efficient than the Dreamliner.

In the first six months of this year, Boeing outsold Airbus 10-1 for aircraft in the 777-sized category. Airbus hopes that their new plan, if they decide to go along with

it, will pull sales away from B-777. The A-350 will be smaller than the B-777 and larger than the Dreamliner. According to a press release, Boeing's Vice President Mike Bair, who heads the 787 program, said, "...trying to shrink and stretch the aircraft to compete with two families of Boeing planes will involve compromises that will make the A350XWB

less-than-ideally suited to compete."

The downside of the new XWB lies with the costs of creating a new airplane from scratch; an airplane that had been in the works. The development expenses for the A-350 will be around \$10 billion and would not be released until 2012, roughly four years later than the release of the Dreamliner.

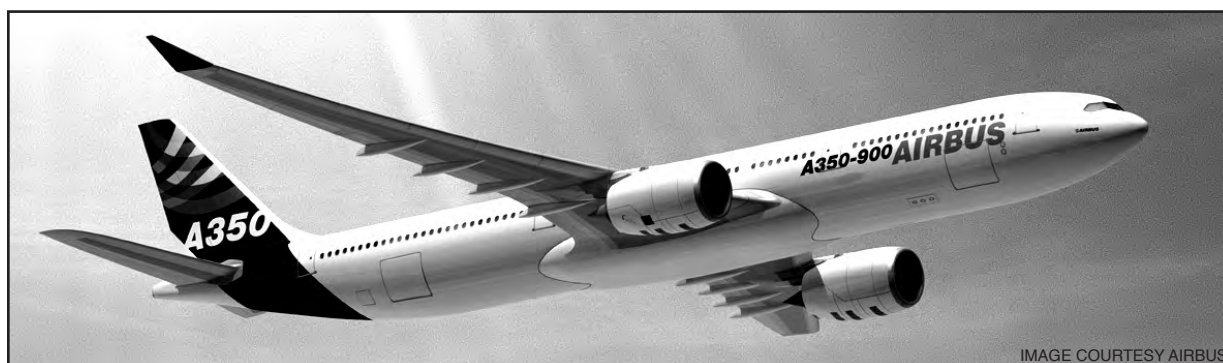


IMAGE COURTESY AIRBUS

With Discovery home, focus turns to Atlantis

Alec Bishop
Staff Reporter

After 12 days 18 hours and 37 minutes in space, the space shuttle Discovery landed flawlessly at the Kennedy Space Center's Shuttle Landing Facility on July 17. During their nearly two week journey, Discovery astronauts traveled an estimated five million miles in orbit and completed all of their mission objectives. Attention now shifts to the launch of Atlantis in just over four weeks, and the resumption of construction of the International Space Station for the first time in four years.

STS 121 succeeded in testing various shuttle safety improvements, repairing a rail car on the International Space Station, and producing outstanding high resolution images and video of the orbiter during its Fourth of July launch.

The crew awoke at 1:08 a.m. EDT to "The Astronaut" by Something Corporate as Commander Steve Lindsey made final preparations for Discovery's deorbit burn. After some initial uncertainty as to whether a landing at Cape Canaveral was viable due to early morning thunderstorms, flight controllers gave Discovery permission to execute their deorbit burn at 8:07 a.m. EDT which would lower their velocity to allow for reentry into the Earth's atmosphere.

Discovery's landing track took them over the Pacific Ocean, making landfall over Guatemala, continuing through Mexico towards Southwest Florida. Residents over central and south Florida awoke to the jarring double-sonic booms created by the supersonic descent speed of the orbiter as it passed over the state headed for an on-time touchdown at 9:14 a.m. EDT.

A minute later, Commander Steve Lindsey gave the "wheels stop" announcement and the mission of STS 121 came to a close.

After landing and closeout, the

crew of Discovery did a walk around of the orbiter for a post-flight inspection. "I have been on four flights, and this is the cleanest vehicle I have ever seen," said Lindsey. "We had two major objectives and we accomplished both of them, and we are ready to assemble the [International] Space Station."

Lindsey referred to the next shuttle flight, which could launch as early as August 27. The Shuttle Atlantis and the seven-member crew of STS-115 will carry the second set of enormous solar arrays to be attached to the station; the first has been in place since 2000. It will be the first new piece added to the orbiting outpost since late 2002.

NASA engineers and space flight directors were more than pleased with the substantial aerodynamic changes that STS-121 tested dealing with the protuberance air load ramps on the external fuel tank. These ramps were ultimately removed after a significant amount of foam loss was predicted by engineers.

In terms of optical improvements to range cameras and shuttle observation, STS 121 was the most photographed space shuttle flight in the history of the program. Over 100 high definition digital video as well as film cameras were used to track every step of the mission, most notably Discovery's ascent into orbit. The films were used in analysis for determining whether Discovery sustained any sufficient damage during launch from pieces of foam being ejected from the external fuel tank.

Discovery's most important objective was to supply the International Space Station with much needed necessities as well as an extra crew member. More than 28,000 pounds of cargo were delivered to the station in addition to European Space Agency astronaut Thomas Reiter. Combined with Russian astronaut Pavel Vinogradov and American astronaut Jeff Williams the crew of the International Space Station now has a crew of three members for the first time since May 2003.

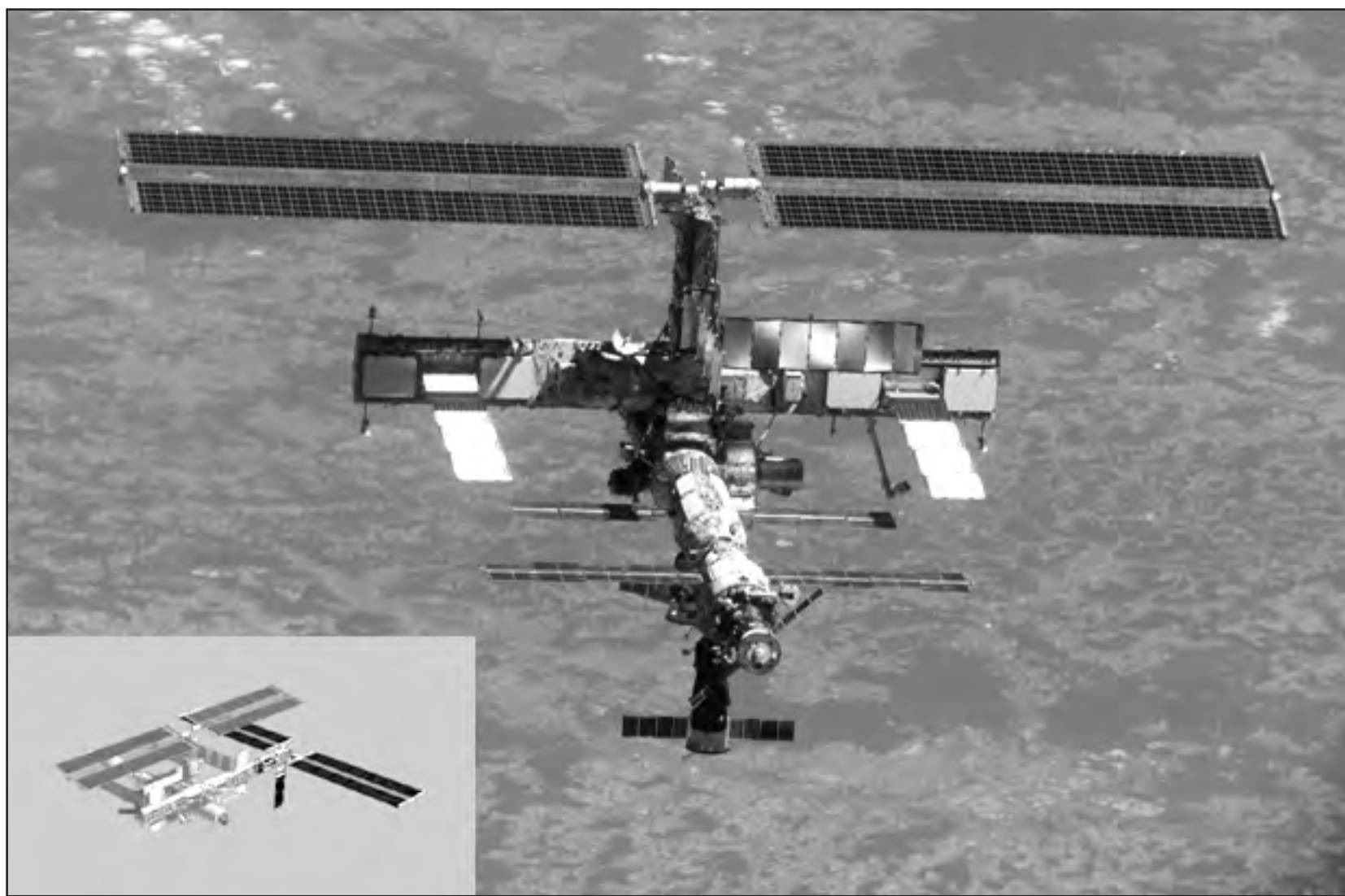


PHOTO AND GRAPHIC COURTESY SPACEFLIGHT.NASA.GOV

THE INTERNATIONAL SPACE STATION as photographed after Discovery undocked from the outpost July 15. The graphic at the bottom left shows how the station will appear following the STS-115 flight, due to launch August 27. The second solar array set nearly doubles its size.

Continuing with the return to flight program, Discovery astronauts also tested various techniques on repairing the orbiter should the need arise due to foam striking the underside of the shuttle. Using the shuttle's 50 foot robotic arm, astronauts experimented with various techniques on repairing the reinforced carbon-carbon segments

that protect the nose cone and leading edge of the wings.

President George W. Bush congratulated the astronauts on a successful mission and thanked them for their work in furthering America's "Vision for Space Exploration". This vision sets the framework for NASA to return human beings to the moon and then

venture to Mars. Discovery's successful mission has set the stage for finishing the construction of the International Space Station.

Atlantis' August 27 date is the earliest opening of a daylight-providing window that closes Sept 14, though that window has shrunk to Sept 7 to allow a Russian Soyuz rocket to

ferry the next ISS crew, Expedition 14, to the station.

If Atlantis launches foam free, the daylight restriction on launch and ET separation over the north Atlantic may be lifted. As of now, the Shuttle flight to follow Atlantis, STS-116, is a night launch scheduled for 6:52 p.m. on December 14.

Flashback: 30 Years on Mars

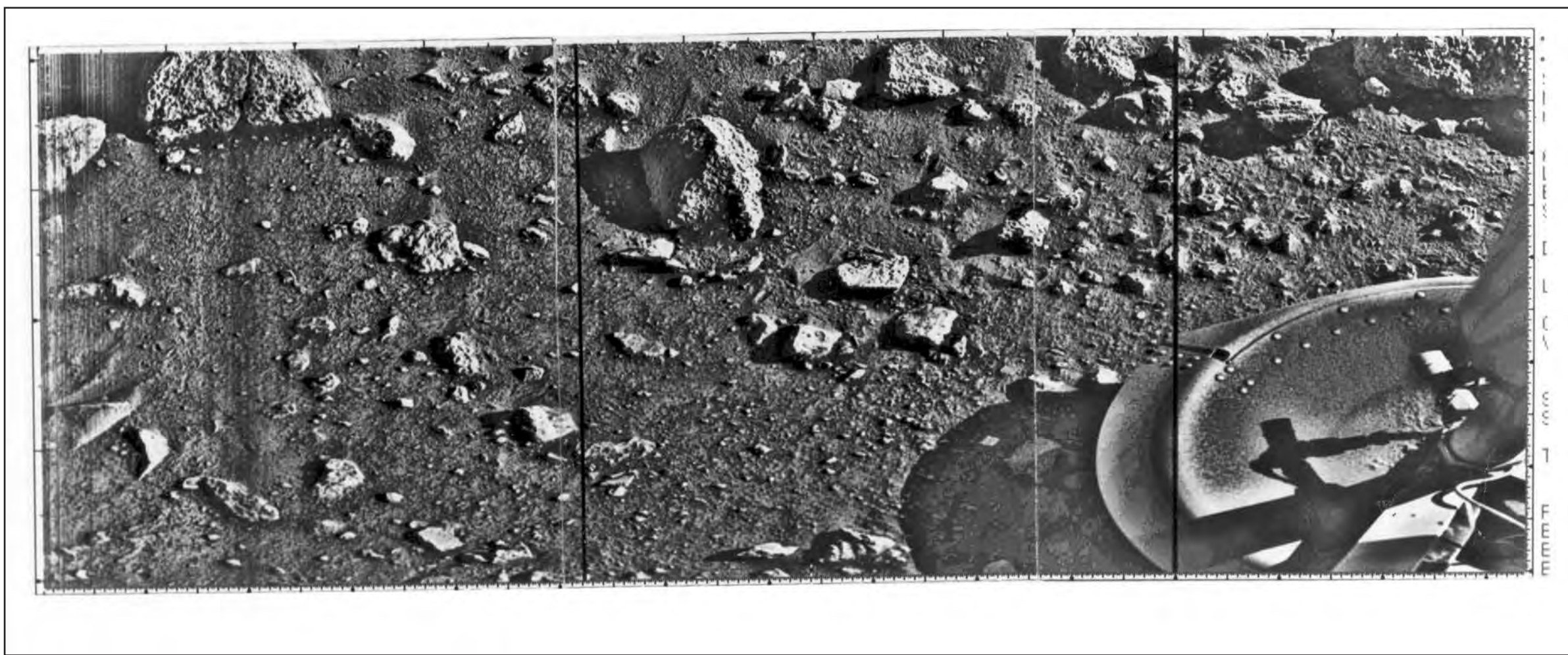


PHOTO COURTESY GRIN.HQ.NASA.GOV

ON JULY 20 1976, a human-made robot named Viking 1 made the first successful landing on Mars. The raw image above is the very first image sent back by the nuclear-powered lander, as downloaded on landing day. Thirty years later, Viking 1 and 2 remain the first two of just five successful Mars landings. It took 20 years before Mars Pathfinder and its little Sojourner rover revisited the planet on the fourth of July, 1996, and today, Mars Exploration Rovers Spirit and Opportunity, the fourth and fifth landers, continue to explore the Martian surface. Still going strong, they are each nearing 1000 days on the Red Planet.

Inflatable Bigelow module safely on orbit

Ben Cooper
Space Technology Editor

Bigelow Aerospace is riding high on their idea and hope for orbiting an inflatable space station. A Russian rocket successfully lofted their first module into orbit July 12, which then inflated as planned soon after.

Known as Genesis-1, the solar-powered eight-foot module (fully inflated) is a prototype for what Bigelow hopes to be one of many conjoined to form an on-orbit space complex open to paying customers in the future. They hope to have a fully functioning space station by 2015.

Having had what appears to be a complete success on the first try so far now makes the private company the favorite for forming the first private space station over the road.

The idea for an inflatable living module was born at NASA, which intended to have such a module

as part of the International Space Station originally. Known as the TransHab Module, NASA scrapped the idea and sold the concept, which was picked up by newly-formed Bigelow Aerospace in 1999.

Work is already underway for Bigelow to launch its second module, Genesis-2, before the end of 2006. Bigelow then hopes to launch a much larger, full-size prototype next year.

Also onboard Genesis-1 is a NASA experiment, known as the GeneBox. The tiny laboratory is experimenting with genetic activity and proteins in microgravity.

Bigelow has so far invested about \$75 million on their project, with much more needed over the next ten years before they have an operating space station in place. Estimates suggest the company will need a half-billion dollars to complete the plan.

Several hundred photos by Genesis 1's 13 onboard cameras have been downloaded so far, showing the module is in good health.

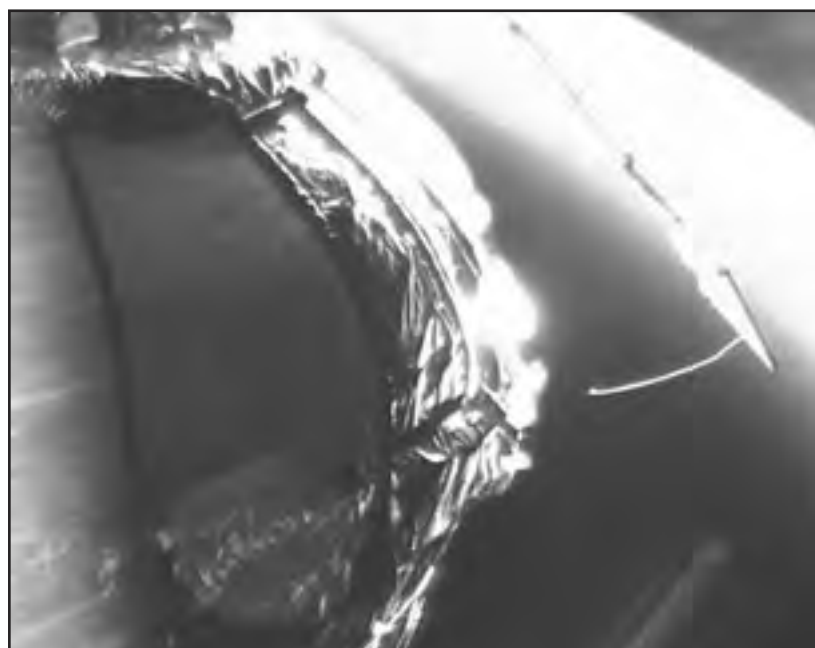


PHOTO COURTESY BIGELOWAEROSPACE.COM

THE EIGHT-FOOT INFLATABLE MODULE known as Genesis-1 is seen in this on-orbit digital still image after its successful launch and deployment July 12.

Upcoming Cape launches

Delta 2, Shuttle Atlantis up next

The next launch from Cape Canaveral could happen as early as August 20, as a Delta 2 rocket is readying to launch the twin STEREO sun-monitoring spacecraft for NASA. Meanwhile, Atlantis is looking at August 27 for its first flight in four years.

NET August 20 Delta 2 NASA's STEREO twin sun-studying craft Launch time: 3:52 p.m. EDT 15 min. window	November 2 Atlas 5 STP-1/Orbital Express USAF satellites Launch time: evening EST
NET August 27 Space Shuttle Atlantis STS-115 / ISS flight Second set ISS solar arrays Launch time: 4:30 p.m. EDT +/- 5 min. window	November 27 Delta 2 NASA's THEMIS Five Earth-studying craft Launch time: early morning EST
September 14 Delta 2 Next GPS satellite Launch time: TBD	NET December 14 Space Shuttle Discovery STS-116 / ISS flight Third ISS port truss segment Launch time: 6:52 p.m. EST +/- 5 min. window

EDITED BY BEN COOPER

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WORD SEARCH

- Houston Astros
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- Milwaukee Brewers
- St. Louis Cardinals
- Chicago Cubs
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The Riddle of Life

By Jonathan Mettin

Epic Battles of Our Generation.



Klyde Morris

Aviation's Only Ant!™

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 - "Can't get enough of that ____ ."
 - "You can go cuckoo too!"
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 - "Crunchy, sweetened multi-grain cereal with apple and cinnamon."
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 - Snap, Crackle, Pop.
 - "Follow your nose... where ever it goes."
 - "How do they cram all that Graham?"
 - Fred Flintstone
 - "Two Scoops."
 - (snap, crackle, pop) + Chocolate = ____
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HOUSING / ROOMMATES

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HOUSING / ROOMMATES

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TDG's One-X released



Three Days Grace: One-X



TDG's anger trend lives on with One-X

Jonathan Mettin
News Editor

Three Days Grace follows up their self-titled debut album with *One-X*, a 12-track sophomore effort that doesn't

show any marked improvement over its predecessor but doesn't show any major signs of weakness either.

Three Days Grace was an incredibly angry album. *One-X* isn't as angry, but is still a far cry from bunnies and sugar cookies. While the typical follow-up to an anger or I-hate-life album offers a light at the end of the tunnel (see Linkin Park's *Meteora*, for example), Three Days Grace prefers to wallow in their misery. Perfect examples are the songs "Pain," where they say how they prefer to live in pain rather than feel nothing, and "Riot," which encourages anyone who has anything to complain about to start breaking things. Don't get me wrong, the songs aren't bad, but they don't have the punch of the first album, which had songs that directed their anger at something concrete, like "(I Hate) Everything About You."

Anger aside, *One-X* is a somewhat solid album that has some really good tracks. The best track on the album is the single "Animal I Have Become," but other tracks also stand out, most notably "Get Out Alive" and "Over and Over." The biggest setback of the album is that the listener never gets in a groove, with the tracks alternating from hard and heavy to misery ballads constantly.

The album doesn't start off particularly strong, which will turn



some listeners off. "It's All Over" is a decent opening track, but it needs a high-energy follow-up, which the woe-is-me "Pain" doesn't deliver.

It's a little over three minutes long, but moves so slowly the casual listener will think they've been hearing it for six or seven. For those who stick it out, the album rewards them with the awesome "Animal I Have Become." It slows down a bit for a few tracks before reclaiming the energy with the final few songs.

One-X is a decent second album from a band that is incredible on their first album and on stage. Fans of the band will want to pick it up, but the casual listener would be better served getting their first album.

One-X has a half-dozen good songs on it, but the other six fade into the background pretty quickly.



"Super Ex-Girlfriend" produces super laughs



Spencer Conklin
Staff Reporter

It's ok to break up with your girlfriend as long as your girlfriend doesn't happen to have super powers. Uma Thurman plays Jenny Johnson, an art gallery dealer who happens to have secret super powers and is known across town as G-Girl.

Matt Saunders, an architect, played by Luke Johnson, meets Jenny on a subway one day and saves the day by catching a criminal who tries to steal her purse.

This leads to a whirlwind relationship that Matt questions from the start if it's a right move.

Jenny turns out to be a paranoid, obsessive and controlling girlfriend who watches Matt's every move and suspects him of not caring for her constantly. Things intensify when Matt is nearly killed by G-Girl's arch enemy, Professor Bedlam who is played by Eddie Izzard.

Jenny is forced to reveal her

secret identity to Matt who is stunned. They continue dating for some time until Matt finally has to admit that Jenny isn't the right girl for him.

He breaks up with her which she doesn't take well. Determined to make his life miserable, she goes through every way possible to make his life miserable messing with every aspect of his life. The hilarity of what she does will keep you laughing throughout the movie.

Meanwhile, Matt is secretly in love with his assistant, Hannah Lewis who is played by Anna Faris. She is dragged into the middle of the breakup and her world falls apart. There are several other great characters in the movie, including Rainn Wilson who plays Matt's best friend and Wanda Sykes, the manager at the architect firm who is out to get Matt at every turn on a sexual harassment charge.

The movie is absolutely hilarious throughout. The banter between the characters will make you fall out of your seat. It's a fast paced

movie and at only 95 minutes it's not a long one, but every minute was well written. You won't regret seeing this movie.



My Super Ex-Girlfriend



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Get your K. Clarkson fix at the Addicted Tour



Jonathan Mettin
News Editor

It probably would sound a lot better if I said it was my girlfriend forced me to go or that I had to drive my little sisters there. It can't be good for a college guy's reputation to say he wanted to go see Kelly Clarkson in concert. The truth is, it was my idea, and you know what? It was awesome, and I would go again.

The original American Idol has hit the road on her Addicted Tour 2006 following the continued success of her second album, *Breakaway*, which hit stores in late 2004 and continues to churn out the singles. So far, the album has spent 84 weeks in Billboard's top 100, currently sitting at no. 47 with over six million copies sold. While playing many of her familiar hits, Clarkson also brought out several covers, and even gave fans a sneak peek at some of the songs that will appear on her as-yet-untitled third album, which is due out early next year.

The L.A.-based band Rooney is opening on the Addicted Tour. A mix of Bowling for Soup's sound and the lyrics of Fall Out Boy, the five-man band has a decent stage presence and has some good tunes during their half-hour set, including "Paralyzed" and "I Don't Think So."

Clarkson kicks off her set with the title track of the tour, opening with a violin intro before the band hits the power chords of "Addicted" and Clarkson lets her voice carry

the song through to the next song, "Behind These Hazel Eyes," with no perceptible break in rhythm. After a slight pause, Clarkson launched into "Maybe," a high-energy rock song that will appear on the new album.

Contrary to what many people might expect from the show, there's no choreographed dancing, no elaborate stage theatrics and no costumes that have become the norm at some popular concerts. The dancing is limited to Clarkson and her band winging the occasional move, the stage consisted of a curtain and eight small monitors, and Clarkson performed in jeans and a t-shirt. There's nothing to distract you from the music, and it speaks volumes about Clarkson's vocal talent - her voice and her stage presence carried that show.

The concert stopped one guitar solo short of a Monsters of Rock show as Clarkson tore through a rocked-out version of "Gone" and "Any More," another new song that features an absolutely sick bass line and a vocal performance that rivaled some of the best female rock vocalists - ever. It's that good; let's just hope that the studio version is as good.

After a break where Clarkson told the audience to expect her third album to be a mix of blues and rock, she did a half-hour acoustic set, including soulful versions of her hits "Because of You" and "Thankful" as well as a cover of Ray LaMontagne's "Shelter," among others.

She kicked the concert back into high gear with a power set that started off with "Miss Independent,"

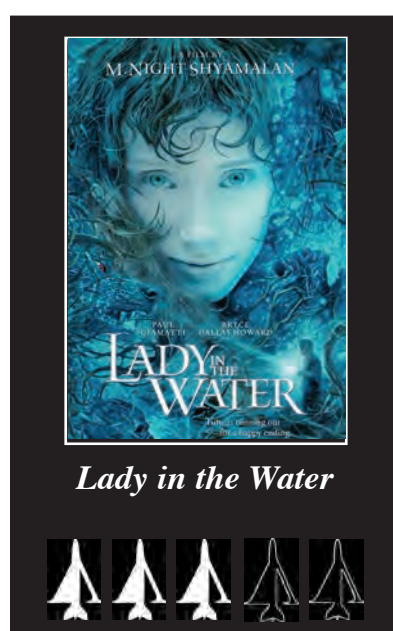
off of her first album. After keeping the energy going for a few songs, she turned it down a notch for "Beautiful Disaster," using its closing notes to launch into "Hear Me" before continuing into the new tune "Yeah" and the teen anthem "Walk Away."

Clarkson came out into the crowd for an acoustic rendition of "Breakaway," prompting the lighters and cell phones to come out before she returned to the stage to close the concert with "Since U Been Gone," pouring all her remaining energy into the song and driving the crowd of almost 20,000 into a bouncing frenzy.

My one complaint about the concert was that it was a bit too short. Although she covered all but one of her singles (the *Idol*-penned "A Moment Like This") as well as numerous covers and new tracks, her set lasted just under an hour and a half with no encore - a bit of a disappointment considering I had just heard Bon Jovi do a three-hour set two nights before with a four-song encore. Considering Clarkson's relatively small catalog of songs, however, I can look past this shortcoming.

The Addicted Tour will greatly please all of Clarkson's fans, as well as fans of rock 'n roll and of soul. This girl pours her heart and soul into her act, and her talent makes it a real treat to watch her. She's not currently scheduled to come anywhere near Daytona for a while, but keep your eyes peeled: she is a show worth catching.

The "Lady in the Water" can't swim in theatres



Lady in the Water



Joseph Poznanski
Guest Reporter

M. Night Shyamalan's latest film, "Lady in the Water", is again a tribute to his mastery of detail in weaving an unbelievable story in a completely believ-

able setting. However, this may be the breaking point for many audiences, who have already had their imagination muscles stretched thin from the fantasy elements of his earlier films.

The story is told from the standpoint of perpetually confounded maintenance man/building manager Cleveland Heep (played by Paul Giamatti, whose credits have been mainly supporting roles in such films as Saving Private Ryan, Big Momma's House, Planet of the Apes, and Paycheck) as he realizes something is amiss: issues are beginning to develop from the apartment complex's ill-kept pool. These issues solidify as Bryce Dallas Howard's character of 'Story', the supernaturally beautiful sea-nymph who resides in a cave below the pool.

A new twist on the old theme of mermaids, 'Story' is a 'Narf', a creature whose sole purpose in life is to be the Muse for a certain individual, in order for that individual to accomplish something that helps the human condition on a global magnitude. The catch is that evil, too, has an incarnate form: a wolf/grass mixture called a 'Scrunt' that feeds

on 'Narfs' as did the Morlocks to the Eloi in H.G. Wells "The Time Machine." The mythology grows and grows, as the 'rules' are made clear and the players identified. Turns out that all the diverse characters presented as living in the apartment complex all have their roles to play in this fairy tale; the challenge is to find which ones are which.

This is the clearest theme presented in the film: "Every being has a purpose," 'Story' says. In true M. Night Shyamalan style, the apartment complex is a world unto itself, and its denizens are completely reliant upon each other as they are drawn into this bizarre quest/fairy tale.

The best thing this film has going for it is a mixture of the occasional tongue-in-cheek humor, 'Signs'-like horror sequences, and out-and-outright strangeness; however, the myths of Narf-vs-Scrunt seems too unwieldy and childish to make a true thought-provoker, as in his other films.

All in all, probably a better film to watch as a DVD rental during an impromptu Shyamalan film marathon, rather than an individual feature.

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