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Flight Teams repeat at Nationals

Prescott take first place, Daytona takes third

Brian Asbury
Editor-in-Chief

For the second year in a row, the Embry-Riddle Flight Teams took two out of the top three places at the National Intercollegiate Flying Association's (NIFA) 2008 Safety and Flight Evaluation Conference (SAFECON) held May 1 to May 10 in Murfreesboro, TN. The Prescott Team took first place with the Daytona Beach team placing third, an exact repeat of SAFECON 2007. This makes the seventh national championship for the Golden Eagles Flight Team from Prescott. The Eagles Flight Team of Daytona last won first place in 1992.

The Eagles of Daytona placed third in the

Instrument Flight Rules (IFR) simulated flight event, second in the Certified Flight Instructor (CFI) event and aircraft recognition. Team member Dan Demmery took first place in the ground trainer event and the navigation team of Derek Herchko and Alex Kim won first place in the navigation event with the best score in SAFECON history. Herchko has been elected the team's 2008-09 President. The team also placed in the top ten in eight other events.

The Eagles Flight Team were also awarded the Wally Funk Competition Safety Award and second place for the American Airlines Safety Trophy.

The team achieved an overall score of 332 points and missed second place by 17 points, awarded to the University of North Dakota with 349 points.

More than 400 pilots competed in 12 events, 4 flight and 8 ground, from about 30 schools at the 2008 SFAECON.

Eagles Coach Les Westbrooks told *The Avion* "After a year of hard work and dedication, the team has reaped their rewards. Sure, we would have like to have finished first, but the competitive environment for the top 4 positions is fierce and close. We were only 17 points from second place." Westbrooks continued noting they are already planning for next year. "We are looking for Daytona's sharpest and brightest pilots. Some ground events are not just for pilots, they are perfectly suited for engineering students." Stated Westbrooks.

Official results can be found at www.nifa.us. More information in the Daytona Beach Eagle Flight Team can be found at www.eaglesflightteam.org.



SAE slammed on charges of hazing

Andrew Zaback
Staff Reporter

Due to recent criminal activities, new sanctions have been put on the Sigma Alpha Epsilon Chapter at Embry-Riddle. Many have already heard of the five students arrested for allegedly trying to steal a small alligator from the Congo River Golf course in Daytona Beach, Fla.

After an extensive investigation performed by the University, it was discovered that original reports of the crime were inaccurate. Limited information caused preliminary news reports given by local stations to only contain half the story. The reports were also released well before ERAU was able to conduct an extensive investigation of the incident.

Many on campus believed that the end goal was not to steal the alligator but to simply take a picture with it. Lauren Moran, the Assistant Director of Student Activities for Fraternity and Sorority Life, verified this information during an interview with *The Avion*.

It has been concluded, however, that the five defendants were acting under

orders by the fraternity in order to gain acceptance to the organization.

The practice is called hazing. It is when a person of power uses their position to take advantage of those in a lower ranking.

Aaron Clevenger, Director of Student Activities, described the actions being taken as punishment for the fraternity. No charges by the university were issued to the five students since they will face punishment by the state.

Sigma Alpha Epsilon "was given sanctions that were educational in nature and that the sanctions ranged from the Chapter providing multiple hours of community service benefiting marine wildlife to a hazing education workshop that they must host for all new members of the Fraternity and Sorority community this fall," said Clevenger. The fraternity also received a monetary fine and became ineligible to receive specific awards and recognition for the 2008-2009 school year.

This type of incident is not uncommon among pledge classes of fraternities. One year ago, on the University of Central Florida campus, the same fraternity, was suspended from campus activities for hazing violations.

Baseball scorched in season closer

Press Release
ERAU Sports Info.

DAYTONA BEACH, Fla. - The Embry-Riddle Eagles baseball team ended 2008 play at Sliwa Stadium on Thursday evening as the Lee Flames won the Atlantic South Super Regional, 16-5.

The Flames opened up their offensive juices in the third inning as they produced a two-out seven run rally that put them ahead of the Eagles 8-0. Ryan Stovall increased his series leading RBI total to seven after hitting a grand slam in the third. He ended the night going 3-for-4 from the plate with seven RBI.

The Eagles tallied three runs in the fourth inning to put themselves within five of the lead. Colin Gray led off the inning with a double down the right field line and was followed by a Kyle Albright single. Gray was knocked in by a hard-hit infield single by Eric Ogden. Both Albright and Saul Meza scored on a Billy Hootman double into right

center. Lee scored two runs in the bottom of the fourth and five in the top of the sixth to go up 15-3 before the Eagles were able to tally any more runs. Josh Menchaca came into the game in the sixth inning at shortstop and scored a run for the Blue and Gold in the seventh. He was knocked in by a double into left center by Aaron Tea.

Albright increased his season home run record to 13 by taking his second pitch yard

Please see "BASEBALL," page A3



PHOTO COURTESY REN XUN KWOK

KYLE ALBRIGHT TAKES A base after hitting a fourth-inning single.

Phoenix heads for touchdown

Andrew Zaback
Staff Reporter

Four and a half years after the Spirit and Opportunity rovers made Martian history, the next Mars lander will arrive on the surface of the red planet this weekend.

Launched last August 4th, the Phoenix Mars Lander is headed for a touchdown on May 25th and confirmation of success should arrive at NASA's Jet Propulsion Laboratory as early as 7:53 p.m. EDT, 15 minutes after the actual landing as the signal travels the approximately 150 million miles across space. Many engineers believe the difficult landing process will be successful. If it is, it will be the first time in 32 years that a spacecraft landed on Mars using powered descent thrusters.

Using the Mars Reconnaissance Orbiter, the chosen landing area near Mars' north polar region has been photographed and researched for potential landing hazards such as large rocks and craters. Ray Arvidson of Washington University in St. Louis, chairman of the Phoenix landing-site working group says that "This is one of the least rocky areas on all of Mars" and doubts that Phoenix will encounter any trouble while landing.

Even if the landing site is flat, the descent will be the most difficult part of the mission. Phoenix will enter the Martian atmosphere Sunday evening at more than 13,000 mph and needs to slow down to about 5 mph to touch down on the surface undamaged.

Upon landing, the probe will be the farthest from Mars' equatorial region ever explored by a probe. Known to many as the Northern Permafrost region, Phoenix will use a 7.7 foot robotic arm to dig into the soil and analyze its contents. The probe will take surface samples as well as digging below the ice to analyze what has been buried on Mars for millions of years.

The road to success on Mars has not been easy. In the four-decade long exploration of the Red Planet, more than two-thirds of all missions have failed. Of the ten landing attempts made by the United States and Russia over that period, five of them failed and five - all U.S. landers - were successful. But three of them, Mars Pathfinder in 1997 and the twin Mars Exploration Rovers, landed using a semi-passive system of airbags to bounce to a landing. Only the twin Viking landers, which made the first successful landing

Please see "PHOENIX," page A9



IMAGE COURTESY NASA

PHOENIX NEARS TOUCHDOWN May 25 as seen in this artist's rendering. If successful, it will be the sixth Mars landing.

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IRON MAN



Entertainment
A10

Summer Academy ready to soar

Press Release
Mary Van Buren

Teenagers interested in hands-on exploration of aviation and aerospace topics will want to sign up for the Summer Academy operated by Embry-Riddle Aeronautical University at its Daytona Beach campus.

The Summer Academy, which will run from June 9 to Aug. 6, offers educational programs for students ages 12-18. This year's courses, some of which may be taken for college credit, are Aerospace I, Aerospace II, Aviation Career Exploration, Aviation Discovery for Women, Flight Exploration, Aviation Voyage, Generations, and SunFlight. Application is required a month before the start date of each camp.

Summer Academy programs include housing in an Embry-Riddle student dormitory, on-campus meals, classroom instruction, and educational materials. Students in some camps will take field trips that may include Kennedy

Space Center, Orlando Science Center, Fantasy of Flight, a major theme park, and a water park. Transportation for off-campus activities is provided by Embry-Riddle.

Aspiring astronauts and scientists learn about NASA programs, space shuttle operations, and the history of space flight in Aerospace I. The course fosters a basic understanding of space and space technology through field trips, guest speakers, and classroom lectures. Students design and build two space-station models, one on land and one in a zero-gravity environment. The program runs June 22 to July 15. Tuition is \$4,300.

Aerospace II provides an overview of U.S. and international space programs, focusing on the Earth and its environment, methods of scientific exploration, and spacecraft-payload criteria at the introductory physics level. The course includes hands-on activities, labs, and classroom instruction. The program runs July 17 to Aug. 6. Tuition is \$4,300.

Breaking it down...

Aerospace I
Fostering a basic understanding of space.

Aerospace II
An overview of U.S. and international space programs.

Aviation Career Exploration
Explores all fields related to aviation.

Aviation Discovery for Women
Allowing women to explore aviation from the professional's.

Flight Exploration
An introduction to flight and flight training.

Aviation Voyage
An extension of the Flight Exploration program to apply those lessons.

Generations
Experiencing aviation with family alongside.

SunFlight Camps
Flight instruction programs.

In Aviation Career Exploration, students use state-of-the-art simulation devices to sample various aspects of aircraft maintenance, air traffic management, engineering, flight, human factors, meteorology, and space technology. Also included are field trips, guest speakers, labs, and classroom instruction. Two sessions are available: July 6-12 or July 20-26. Tuition is \$1,275.

Industry professionals teach the Aviation Discovery for Women course, designed for female students ages 15-18 with an interest in aviation and aerospace. Topics to be covered include current developments and career possibilities in aircraft maintenance, air traffic management, engineering, flight, meteorology, and space technology. The program runs July 13-26. Tuition is \$3,300.

Flight Exploration is an introduction to flying and flight training in which students practice flight maneuvers and learn how an airplane responds to cockpit commands, how to comply with aviation regulations, and how to analyze weather conditions. The course includes field trips, flight and ground lab instruction, and a logbook to record flight hours.

Three sessions are available. For the June 9-13 session (no campus housing available), the tuition is \$1,950. For the sessions that run June 22-28 or July 27 to Aug. 2, tuition is \$2,300.

Aviation Voyage was developed so that students ages 13-18 can apply the lessons learned in the Flight Exploration program to procedures such as flight planning and preflighting the aircraft. Students are required to bring their Flight Exploration logbook with them to continue recording their flight hours. This program runs July 13-19. The tuition is \$2,500 and includes flight fees, simulator sessions, field trips, classroom instruction, and materials.

The Generations program allows a parent/child or grandparent/grandchild pair to share experiences as they learn about aircraft maintenance, air traffic management, flight, meteorology, and space technology. The program runs July 14-18. Tuition is \$2,300 per pair and includes flight fees, simulator sessions, field trips, classroom instruction, and materials.

Three SunFlight programs offer flight instruction. All students must possess a Class

II Medical before the start date of these courses. Tuition includes field trips, ground lab, classroom instruction, books, materials, and a deposit toward flight fees.

In the SunFlight Solo Camp, the goal is for all qualified students to solo by the end of the program. Two sessions are offered: June 22 to July 11 and July 17 to Aug. 4. Tuition is \$6,000.

Students in the SunFlight Private Pilot Camp earn a Private Pilot certificate. The program runs June 22 to Aug. 6. Tuition is \$18,000.

In the SunFlight Custom Flight Training Camp, qualified private pilots can continue their flight training. For example, the student could gain an instrument rating or multi-engine land rating or undergo upset training. Tuition and dates will be determined based on the flight training needed.

For registration details and a brochure, call (800) 359-4550 or (386) 226-7945 or write to Embry-Riddle Aeronautical University, The Summer Academy, 600 S. Clyde Morris Blvd., Daytona Beach, FL 32114-3900. More information can be found online at www.erau.edu/summeracademy.



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Students conduct aviation biofuel research

Press Release
Mary Van Buren

With an eye on the rising cost of aviation fuel, students in the Society of Aviation Technicians at Embry-Riddle Aeronautical University have launched a research project to test the performance characteristics of biofuel in an aircraft engine.

Biofuels are created by converting plant or animal matter, known as biomass, into liquid fuels, most commonly ethanol and biodiesel. The Embry-Riddle students are using a Lycoming four-cylinder aircraft engine to evaluate E85 biofuel, a blend of 85 percent ethanol and 15 percent gasoline that's considered the best alternative to petroleum by the U.S. Department of Energy. The biofuel for the student project is being supplied by Bio Smart Fuel, a refiner and distributor of biofuel committed to formulating new fuels from biological sources to improve performance and reduce harmful emissions while also lowering costs.

"Testing biofuel under controlled conditions in an aircraft engine is an important element in the process of discovering the specific and quantifiable performance values of these fuels," said student Rick Cevallos, lead investigator in the project. "As one of the few renewable energy sources that can directly replace gasoline, it may be the shortest route in cutting the cost of aviation fuel."

The students will assess the performance of biofuel derived not only from corn, as ethanol typically is, but also from several other biomass forms such as cellulose and hemicellulose, the fibrous material that makes up the bulk of most plant mat-

ter. The search for new ethanol sources is particularly crucial because land misuse and the rising price of corn are rendering problematic the continued use of corn as the single source of ethanol. The U.S. Department of Agriculture predicts that by 2025 approximately 80 percent of ethanol will come from plant sources other than corn.

Other students taking part in the research project are Gary Duce (deputy lead investigator), Tristan Budhram, Sean Feldmayer, Jason Jones, Kris Joseph, Shanely Liston, Gisela Munoz, Sam Sommerville, David Totaram, and Scott Turner. The team members are enrolled in the Aerospace Engineering, Aviation Maintenance Science, and Homeland Security degree programs at Embry-Riddle.

"This multidisciplinary approach plays to the strength we have here at Embry-Riddle," said Arthur Eldridge, admissions officer for the Aviation Maintenance Science Department and advisor to the Society of Aviation Technicians. "The university encourages students and faculty from different disciplines to work together in areas that foster greater learning opportunities while yielding significant industry data."

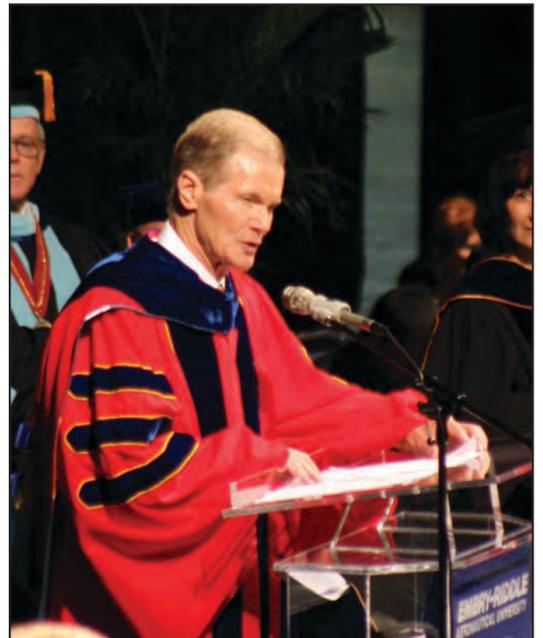
Aviation Maintenance Science

students initiated the biofuel research project in response to a call for abstracts from the Embry-Riddle Honors Program, which promotes notable research projects at the university.

The Society of Aviation Technicians is an Embry-Riddle student club whose members

explore and prepare for aviation/aerospace technical careers in maintenance. The group welcomes new members and advisors who share their interest in researching alternate fuel options in aviation. For more information, visit the Society of Aviation Technicians website at www.gocivil.com.

Sen. Nelson Speaks at Graduation



ANDREW ZABACK/AVION

FLORIDA SENATOR BILL NELSON spoke at Embry-Riddle graduation earlier this month. Nelson spoke to the graduation seniors on leadership as they embark into their careers.

Advertisement



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Wednesday 5/21

Co-op/Intern Information Session
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Thursday, 5/22

General Co-op/Intern Information Session
All other degrees or for students who cannot attend their specific degree session
Fall 2008 positions
IC-104, 5 pm

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226-6054
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Albright breaks season home run record, Flames top the Eagles 9-5

Men's tennis falls at Nationals

Press Release
ERAU Sports Info.

DAYTONA BEACH, Fla. - Senior Kyle Albright became the Embry-Riddle Eagles sole record holder for home runs in a season on Wednesday evening as he hit a two-run home run over the left-center field fence, that aided the Eagles in tying the game 5-5 midway through the sixth. But, the Eagles could not hold on as the Lee Flames answered back winning 9-5 in the first game of the NAIA Atlantic South Super Regional.

Senior Jordan Roberts started the game for the Eagles, picking up his fourth no-decision of the season. He gave up two runs in the first inning, leaving after five complete and the

Eagles trailing 5-0. The Flames scored five runs off of nine hits before Roberts left the game proving that they were a hard-hitting team. They came into the game hitting .363 overall.

"Lee is a very good post-season team," head coach Randy Stegall said after the game, "they came in with more experience in these situations and you could tell our guys were a bit nervous."

The Flame's starting pitcher, Dallas Sims faced nine batters in the first three innings, allowing no base runners for the Eagles. The road to a perfect game came to an end in the fourth inning as Matt Steele led the inning off with a single but the Eagles offense could not produce anything else as they remained scoreless after four. This was the first game

since March 25 (23 games) that the Eagles were held scoreless through four innings.

The Eagles put their first man in scoring position in the fifth inning as Albright led the inning off with a single into left field and was moved up by an Eric Ogden single up the middle. Albright advanced home on an error made by the third baseman to score the Eagles first run.

Embry-Riddle battled back to tie the game in the sixth inning as Aaron Tea hit a one-out double into the right center gap and would cross home plate on smart base running on a Colin Gray single into left field. Albright hit his 12th home run just seconds later to put the Eagles within one. Albright was 2-for-4 on the night with two runs and two RBI, break-

ing Brent McMurtrie's season home-run record of 11 that has stood for eight years. Alex Guzman tallied the game-tying run after hitting a single, advancing on his 13th stolen base of the year and scoring on a Branden Roper-Hubbert single up the middle.

The Flames answered back in the top of the seventh as Kevin Wyman and Chris Dubon scored on a deep triple to left-center by Ryan Stovall. Stovall was knocked in on a sacrifice fly by Edgar Mercado to put the Flames up by three. Lee added another insurance run in the eighth inning, giving the Eagles their first loss at Sliwa Stadium since March 17 and their first loss to an NAIA team in 20 contests.

Robbie Flynn tallied the loss for the Eagles, moving his overall record to 1-2. He pitched one complete inning giving up two runs on two hits. Phillip Reamy and Tucker Jensen also made their Super Regional debuts, pitching two and one innings respectively.

This was the first super regional game for all but two Eagles. Chris Maloney is the only Eagle to have played in the 2006 Super-Regional while Branden Roper-Hubbert watched from the stands as a redshirt in the same season.

"We didn't really know what to expect out of this game," Stegall said, "we will just have to come out more determined tomorrow and stretch this series into Friday."

The Blue and Gold will suit up again tomorrow for the second game of the best-of-three series against Lee. The first pitch will be thrown at 7 p.m. at Sliwa Stadium. If necessary, the third game is scheduled for Friday at 1 p.m.

Press Release
ERAU Sports Info.

MOBILE, Ala. - Unlike their quarterfinal match on Thursday, the Embry-Riddle men's tennis team was unable to rebound from a 2-1 deficit following doubles play and fell to third-seeded Fresno Pacific 5-2 in the second semifinal of the NAIA National Tournament on Thursday. The Sunbirds extended their unbeaten streak to 22-0 with win and will face three-time defending champion Auburn-Montgomery in the title match on Friday.

The teams were finally able to take the court at 7 p.m. after a six-hour weather delay, but the Eagles found themselves down a match after the Fresno Pacific doubles team of Marco Foelz and Victor Medina defeated Jan Hoekzema and Istvan Bolgar 8-2 at the second position. An 8-6 victory by Fabio Silva and Mazime Adam over Carlos Bes Comeras and Tomoaki Yasuda at No. 3 doubles gave the Sunbirds a 2-0 advantage.

The match at No. 1 dou-

bles between ERAU's Mislav Hizak and Konstantin Lazarov and FPU's Matt Carroll and Vicente Joli was a rematch of the 2007 ITA/NAIA National Championship when the Sunbirds eked out a three-set win. Friday's meeting was just as fiercely contested and this time it was the Embry-Riddle tandem that pulled out the 9-8 victory, winning the tiebreaker 7-4 and avenging the earlier loss.

Hizak was the first off the court in singles downing Carroll 6-0, 6-1 at the No. 1 spot. Hizak ended his illustrious career in the Blue and Gold with a 107-6 overall record and, in four years playing collegiate tennis, he never lost a single match against an NAIA opponent.

The Sunbirds clinched the victory with wins at the third, fifth and sixth spots as Adam defeated Yasuda 6-3, 6-4, Medina downed Bolgar 6-3, 6-3 and Foelz downed Bes Comeras 6-0, 6-2.

The Eagles, who were making their fourth straight trip to the national semis, close out the 2008 campaign at 18-3 overall.



PHOTO COURTESY, REN XUN KWOK

Advertisement

Baseball slides home short

□ "BASEBALL" from FRONT

as the first batter in the seventh. The bomb was hit over 400 feet deep over the left field fence. Saul Meza tallied the final run for the Eagles in the eighth on a double by Alex Guzman. Both Albright and Ogden were 3-for-5 in the game, with one RBI a piece.

Embry-Riddle's pitching staff suffered for the second night in a row, as six pitchers took the mound throughout eight innings. Chris Maloney started the game and took the loss, leaving the game after two and a two-thirds innings. Tucker Jensen, Phillip

Reamy, Robbie Flynn, Corey Bevis and Albright all made appearances in the game. It was the first time that Albright had been used as a pitcher all season, his last appearance on the mound came on May 10, 2007 against St. Thomas in the 2007 NAIA Region XIV tournament.

The Lee Flames won the Atlantic South Super Regional giving themselves a push towards a no. 1 seed in the 2008 NAIA World Series. The Eagles, by virtue of super regional seeding also earned a trip to Lewiston, Idaho to continue post-season play. The seeding will be announced late Saturday by the national office.

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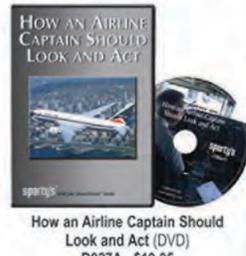
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Student Government Association

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Clyde Morris bike lane developing quickly

Bryan Dietz

SGA Vice President

After nearly a year and half struggle to place a safe bike lane along Clyde Morris Boulevard, the Student Government Association (SGA) and University Construction and Planning have made large progress over the past semester. The bike lane along Clyde Morris has been approved by the Metropolitan Planning Organization (MPO) for a study and pricing evaluation to place a 5 to 12 foot pathway along the roadway.

The bike lane was brought up for discussion at the recent MPO meeting on April 22. The MPO is a board comprised of representatives from local government and transportation authorities that review transportation issues. This board works together to establish local and regional priorities for the transportation improvements that are eligible for state and federal funding in Volusia County. The board approved the funding for the bike lane to be studied and priced in two sections: from International Speedway Boulevard to Bellevue Extension, and from

Bellevue Extension to Beville Road.

The bike lane along Clyde Morris Boulevard has been a long-standing priority of the SGA in regards of student safety. Many students commute daily by foot, bicycle and roller blades to campus at all hours of the day along the narrow shoulder of Clyde Morris Boulevard from the Chanute Complex and the many apartment complexes south of campus. After recognizing the importance of this project, the SGA began lobbying in February of 2007 for a separate pathway along Clyde Morris for students, faculty and staff to use safely. The project was lead largely in part by the help of City of Daytona Beach Commissioner, Dwayne Taylor who represents the city of the MPO Board.

After overcoming communication obstacles between the University, SGA and the MPO, the project fell off the list of priorities for the board losing the valuable state and federal funding. The importance of the project continued to grow after numerous students complained of vehicles almost striking them at 50 miles and the tragic accident of Dinning

Services employee Palance Powell. The SGA responded by placing signs along Clyde Morris making drivers aware of the many students who travel along the roadway, handing out free safety equipment to student courtesy of Walmart and working with the City of Daytona Beach Police Department to protect travelers

"The bike lane is the second construction priority in Volusia County."

- Volusia County MPO

along the roadway.

This past semester the project has been reborn due largely in part to the dedicated work of Dr. Richard Schointuch, Vice President of University Construction and Planning. Schointuch has pushed hard for this project for students and worked closely with the MPO and Taylor to bring the project to fruition. The pathway will likely be anywhere

from five to twelve feet wide and be built on the west side of Clyde Morris. Once the pathway is complete, students, faculty and staff will be able to travel the entire 5.4-mile stretch of Clyde Morris Blvd. from campus to Dunlawton Ave. in Port Orange on a separate, safe path. "This is a great project for students," said SGA Treasurer and yearlong supporter Angeline Ranieri. "Students would be able to safely ride their bike to school all the way from Port Orange," continued Ranieri. Students will no longer be required to navigate the narrow shoulder and will be able to safely commute to and from school via bicycle, scooter or any other means of transportation that cannot be shared on the roadway.

While there is not a specific time line available for the project, the project is three months ahead of schedule. The project was permitted to begin planning stages and not being required to undergo a feasibility study. The Clyde Morris bike lane project stands as the second construction priority in Volusia County and continues to develop quickly. More details are to follow as developments occur.

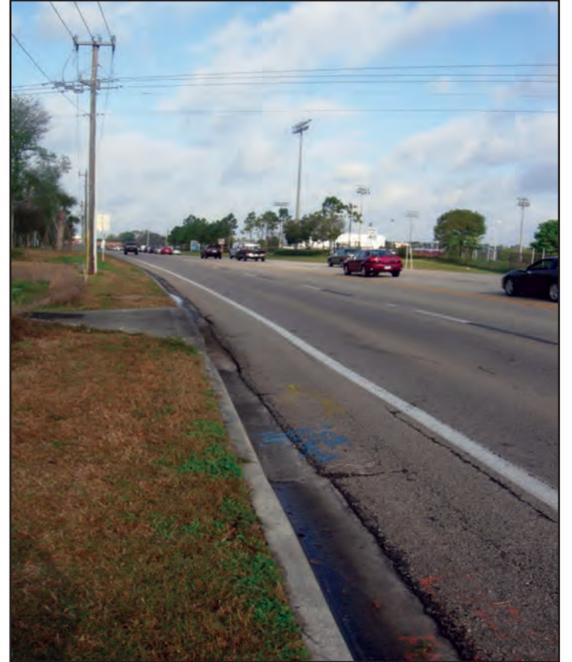


PHOTO COURTESY HARSHAD LALAN

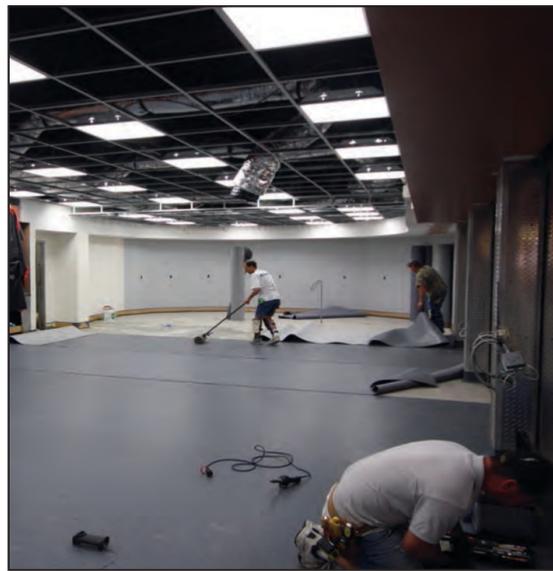
THE SHOULDER OF CLYDE Morris Boulevard has been a popular route for students who live south of campus. Students travel only three feet away from on coming traffic heading southbound along Clyde Morris.

Sodexo changing campus dining locations for students

Randa Yaacoub

Student Representative

After receiving multiple complaints from students about the campus food, Dining Services and the Student Government Association have decided on improving the quality and variety of the food. The Dining Services General Manager Stephen Andrade articulated that all of the renovations taking place in the Student Center, Landing Strip, and the Starbucks in the library will be done by the beginning of Fall 2008. The Student Center will contain the deli and a Chik-fil-a. The Landing Strip will contain the Freshen's Smoothies and Frozen Treats, pizza, panini, and subs. Starbucks will be located in front of the library. All of the Dining Services cash registers will now accept credit cards once the new machines arrive. The student center main cafeteria will be closing at 7 p.m. beginning in the fall 2008 semester, while the Landing Strip will stay open till 10 p.m. Starbucks operating hours will be determined in the beginning of fall 2008. Starbucks will be accepting gift cards, as well as hiring student workers who will receive two week training.



BRIAN ASBURY/AVION

DINING SERVICES IS MAKING changes to the main cafeteria during the summer months. The changes to campus come at no cost to students and is a direct investment by Sodexo Dining Services.

Dining Services and SGA are always looking forward to better serving students, and these renovations will be an improvement to the food services on

campus. If you have any questions or comments, please feel free to e-mail Randa Yaacoub at Randa.Yaacoub@erau.edu.

Exciting changes in student transportation coming soon

Patrick Coleman

Student Representative

This summer, students will have more ways than ever to get from one place to another. It is a very exciting time for the school, with new buildings being erected every year, starting with the Hagedorn Aviation complex this Fall. With these new buildings comes construction. This construction used to mean less parking, more confusion and difficulty for students, faculty and staff on campus. However, with new plans for development on campus, this will no longer be the case.

Although the Hagedorn Aviation complex is expected to remove approximately five hundred spots from the flight line area, these spots will be recovered. Across the street at the ICI center, an estimated eight hundred new spots will be opened up. The new parking will ease the strain of students having to fight for parking spaces during the mid-day rush. As more details on the additional parking come available, the SGA will release it to students.

This presents the problem of walking from one side of campus to the other as is currently

similar to ICI Center parking with students having to walk across Clyde Morris Boulevard. This will not be a problem once the Eagle Shuttle comes online. The University sponsored shuttle will be not only transporting students from Chanute and other locations along Clyde Morris to campus, but also from satellite parking to academic complexes. The plan is to have a shuttle every 15 minutes so that students can move around campus easily. While the shuttle design, size and route are still in the early preliminary stages, Dr. John Johnson, University President, has committed to providing safe usage for students along Clyde Morris Boulevard at the SGA General Session this past semester.

Also in the realm of student transportation is the Safe Ride service. Safe Ride will continue normal operation throughout the summer and students are encouraged to use the service. The same rules will still apply: 6p.m. to 6a.m. on weekdays, and 24-hours on the weekend. This service is provided to students for free by SGA, so please take advantage, especially in the summer months when in an unsafe situation.

Also on the subject of Safe

Ride is the feedback from SGA provides. If a student has a bad Safe Ride experience, they are encouraged to fill out a complaint in the SGA office. Be sure to have the drivers name, cab number and time traveled to help provide the best feedback to the cab company. The SGA would hate to have students unsafe because they do not feel comfortable using the Safe Ride system intended to protect them.

The last summer transportation medium is the Orlando shuttle. It will be taking students from Embry-Riddle to Orlando International Airport this coming fall semester beginning with the three departure times for this forthcoming Thanksgiving Break. With the rising cost of fuel and the price to park at Orlando International Airport, a price of \$20 is very reasonable, and students should consider using it instead of finding alternate transportation.

If you have any questions, comments or concerns for the SGA and the campus projects, please be sure to contact your Student Government Representative or stop in the Student Government office located in the Student Center at extension 6045.

Summer parking rules changed on campus

Rojith Perera

Chief Justice

The summer being a relaxed time for all students, faculty and staff alike has brought along a few updated changes to all parts of campus. These temporary changes

now also extend to Parking and Traffic Services. Recently a campus-wide e-mail was sent to inform everyone about the relaxed parking policies on campus for the summer. From Tuesday, May 13, 2008 through Wednesday, August 13, 2008 all campus parking lots with the exception of

the employee blue lots, will be re-designated as general parking. It is the Department of Campus Safety's belief that this will ease much of the frustration felt by students including student residents during this time of year. With not much campus traffic, this move is seen to be a helpful one for every-

one on campus.

During the past year the Student Court has received many parking appeals for various parking infringements with parking in unauthorized colored zones being the top infraction. Therefore it is reminded that the faculty (blue) lots are still off-limits as well as

university vehicle, visitor, handicapped, fire lanes, and metered or timed spaces, as they are not included as general parking areas. The Student Court along with Parking and Traffic Services, hope that with these new relaxed rules will help students have a more efficient summer, and that

the normal parking policies will come into full effect at the start of the Fall semester.

If you have any questions, please feel free to contact the Student Court Office (ext. 6044), found in the SGA Office or the Parking & Traffic Services Office (ext. 6482).

THE LOOP - What's Happening Around the SGA

- ✘ The **Flight Line Vending Machine** has sectionals, plotters, checklists, batteries, AFD's, flashlights and pencils for all last minute check flights.
- ✘ The new **Wachovia ATM** is still scheduled to arrive during the summer months to replace the current Space Coast ATM outside of the Student Center. Space Coast has been notified that their ATM is to be removed by June 1. The Wachovia ATM will be installed once final negotiations are complete.
- ✘ There are **no classes** on **Friday, May 23** or **Monday, May 26**. The University will be operating on Friday, May 30 to compensate for the four day weekend.
- ✘ The **SGA Office** follows the University summer operation schedule: Monday through Thursday, 7:30 a.m. to 5:30 p.m.
- ✘ **Dining Services Summer Operation:** Landing Strip 7 a.m. to 7 p.m. (M-F), 10 a.m. to 7 p.m. (Weekends); Einstein's: 3:00 p.m. to 9:30 p.m. (M - F); Propellers: 9 a.m. to 3 p.m. (M - TH)

HAVE A GREAT WEEK AND REMEMBER TO STAY IN THE LOOP!



Yes we are still here this summer and yes we are still taking your opinions. Submit your opinions online at www.avionnewspaper.com or e-mail them to theavion@gmail.com.

Student Forum

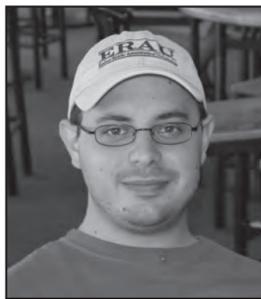
The Avion asks: "After Starbucks and Chick-fil-A are finished, what would you like to see next on campus?"
-Compiled by Matt Goldberg



Cristian Rodriguez
Junior
Aerospace Engineering
"Chipotle."



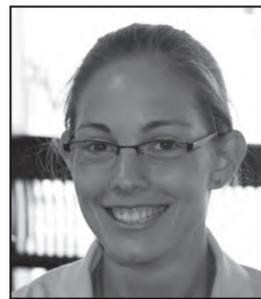
Beth McCubbin
Senior
Engineering Physics
"Indoor Track."



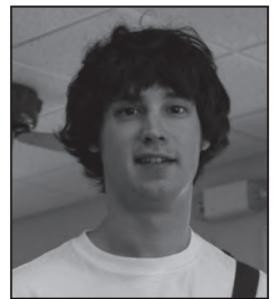
Josh Funk
Freshman
Air Traffic Management
"Krusty Burger."



Jon Igitol
Senior
Aeronautics
"Hooters."



Jen Haydt
Senior
Civil Engineering
"Smoothie King."



Ben Walke
Sophomore
Engineering Physics
"Rock Climbing Wall."

Advertisement

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Yemen: a safe shelter for terrorists

Alexandra Zavis

The Washington Post

Jaber Elbaneh is one of the world's most-wanted terrorism suspects. In 2003, the U.S. government indicted him, posted a \$5 million reward for his capture and distributed posters bearing photos of him around the globe. None of it worked. Elbaneh remains at large, as wanted as ever. The al-Qaida operative, however, isn't very hard to find. One day last month, he shuffled down a busy street here in the Yemeni capital, past several indifferent policemen. Then he disappeared inside a building, though not before accidentally stepping on a reporter's toes.

Elbaneh, 41, is one of two dozen al-Qaida members listed under a U.S. program that offers enormous sums of cash for information leading to their capture. For years, the Bush administration has touted the bounties as a powerful tool in its fight against terrorism. But in the hunt for al-Qaida, it has proved a bust.

Known as Rewards for Justice, the program dates to 1984 and was originally used to track down fugitive terrorists of all persuasions, from the Balkans to the Palestinian territories. After the Sept. 11, 2001, attacks, the most-wanted list was expanded — and the rewards boosted exponentially — as part of a push to eliminate al-Qaida's leadership.

So far, however, Rewards for Justice has failed to put a dent in al-Qaida's central command. Offers of \$25 million each for al-Qaida founders Osama bin Laden and Ayman al-Zawahiri have attracted hundreds of anonymous calls but no reliable leads, officials familiar with the program say. For a time, the program was so generating so little useful information that in Pakistan, where most al-Qaida chiefs are believed to be hiding, it was largely abandoned.

"It's certainly been ineffective," said Robert Grenier, a former CIA station chief in Pakistan and

former director of the agency's counterterrorism center. "It hasn't produced results, and it hasn't particularly produced leads."

The failures of Rewards for Justice can be traced to several factors: weak publicity campaigns in places where al-Qaida's leadership is based; a lack of trust that the United States would



actually deliver the money and protect informants; and a mistaken assumption that anyone's loyalty can be bought if the price is high enough.

"The program could use some, well, 'rejuvenation' is the word," said Walter Deering, a former State Department official who oversaw Rewards for Justice until 2003. "You can't just put a price on someone's head and expect something to happen."

Rewards for Justice is administered by the State Department's Bureau of Diplomatic Security, which operates Web sites advertising the program in 25 languages.

Which suspects are included on the most-wanted list, as well as the size of their bounties, are decided by a panel of counterterrorism officials from several agencies, including the FBI and the CIA, as well as the Pentagon

and the White House.

Since 1984, the program has handed out \$77 million to more than 50 tipsters, according to the State Department. The largest single reward, \$30 million, went to an informant who enabled the U.S. military to find and kill ousted Iraqi President Saddam Hussein's sons, Odai and Qusai, in 2003.

More than \$700 million worth of bounties remain available for scores of terrorist suspects who are still on the loose.

In most cases, the State Department does not divulge how much it pays out, or to whom, citing security concerns. Annual reports are sent to Congress, but are classified.

The Bureau of Diplomatic Security declined interview requests, and the State Department would not answer a list of questions submitted for this article. Such information "might compromise the integrity of this program," Raphael Cook, a State Department spokesman, said in an e-mail.

Most of the money distributed under the program, however, has gone for the capture of suspects unrelated to al-Qaida, cases that have been publicized by the government show.

In addition to the \$30 million given for the information about Saddam's sons, the U.S. government has paid at least \$3 million for tips leading to the capture of three of Saddam's former commanders in Iraq. It has also given more than \$11 million in rewards to tipsters who turned in members of the Abu Sayyaf network, a radical Islamist group in the Philippines.

The only publicly confirmed award connected to al-Qaida was granted in January. A Minnesota flight instructor, Clarence Prevost, received \$5 million from Rewards for Justice for serving as a witness in the 2006 trial of Zacarias Moussaoui.

Moussaoui was sentenced to life in prison for training to hijack airplanes in the United States. The reward to the flight instructor

was granted over the objections of some federal agents involved in the Moussaoui investigation, who noted that no reward had been posted in advance of his arrest in August 2001.

State Department officials said people whose actions help prevent terrorist attacks are also eligible for rewards. Since then, two other flight instructors who warned the FBI about Moussaoui have each pressed a claim for \$5 million, as well.

Other branches of the U.S. government have separate programs to disburse awards. Last October, the U.S. military announced that it would offer as much as \$200,000 for information leading to the capture of 12 al-Qaida and Taliban leaders operating in Afghanistan. None of those named is included on the Rewards for Justice most-wanted list.

According to a 2006 book by Pakistani President Pervez Musharraf, his country "earned bounties totaling millions of dollars" from the CIA for handing over hundreds of suspected al-Qaida militants after the Sept. 11 hijackings. Many were sent to the military prison at Guantanamo Bay, Cuba.

Former CIA Director George Tenet confirmed the practice in his memoir, published last year, describing how the agency has doled out millions in "prize money" to informants and bounty hunters, including a "foreign agent" whose tip led to the capture of Sept. 11 organizer Khalid Sheikh Mohammed in Rawalpindi, Pakistan, in 2003.

-0-

In 2004, Rep. Mark Steven Kirk, R-Ill., visited Pakistan to assess why Rewards for Justice had generated so little information regarding al-Qaida's leadership. He discovered that the U.S. Embassy in Islamabad had effectively shut down the program. There was no radio or television advertising. The embassy had even stopped giving away matchbooks adorned with photos of al-Qaida chiefs such as bin Laden.

"We were at zero," Kirk said. "I couldn't believe it."

According to Kirk, embassy officials said they were consumed with broader priorities, such as assisting U.S. troops in Afghanistan, easing tensions between India and Pakistan and containing the spread of Islamic radicalism in the region.

"In the grand scheme of things, the hunt for Osama bin Laden should be an item of theological importance for people in the U.S. government," Kirk said. "But the key thing about the Rewards for Justice program is that no one in a rural area — anywhere — knows about it."

In contrast, the State Department has often gone trolling for tips in parts of the world where al-Qaida sightings have been scarce.

In December 2006, for example, Rewards for Justice kicked off an advertising blitz in dozens of airports. It distributed hundreds of wanted posters featuring 26 suspects, including bin Laden and other al-Qaida leaders.

The ad campaign, timed to coincide with the Christmas and New Year's holiday periods, was limited to the United States. Airports blanketed with the posters included Londonderry, N.H., Myrtle Beach, S.C., and several in Hawaii.

"Increasing an airline traveler's awareness of wanted terrorists is part of the U.S. government's mission in fighting the war on terror," Richard Griffin, then assistant secretary of state for diplomatic security, said at the time.

Advertising in the wrong places, however, can bog down investigators by encouraging calls from crackpots, people familiar with the program said.

"We'd get a lot of tips that were totally off the wall," said Deering, the former State Department official. "You're looking for the proverbial diamond in a haystack."

Deering said he remained a fan of the concept behind Rewards for Justice but questioned how well it has been managed.

"Putting out Web sites and posters in embassies and consulates is good," he said. "But if you're not getting to the audience, there are problems."

In 2004, Congress passed a law authorizing the State Department to post rewards as high as \$50 million apiece — a provision with bin Laden in mind. Last fall, Rep. Dan Boren, D-Okla., went further, introducing a bill that would raise the cap to \$500 million.

So far, the State Department has declined to boost the reward for bin Laden, arguing that more money was unlikely to do any good and would only add to his notoriety.

Kirk, the Illinois congressman, said Rewards for Justice should offer something besides dollars. Huge cash rewards are an abstract concept, he said, for many people living in the impoverished tribal regions of northwestern Pakistan where bin Laden and other al-Qaida leaders are believed to have taken refuge.

He said those likely to blow the whistle are young Pakistani men living near the Afghan border who have been mistreated by foreign al-Qaida fighters. For them, the most attractive reward is likely to be something simple. "One of the best things that could happen to them would be to get their hands on a motorcycle," he said.

Arthur Keller, a former CIA case officer who was posted in Pakistan in 2006, said the rewards program was hobbled by other factors.

"They'd love to have a \$25 million bounty, and they aren't supportive of Osama," Keller added. "But they don't necessarily trust the U.S. Who do you report it to? The local police chief? ... They're not sure who to turn to or who to trust."

Keller said brutal attempts at intimidation by al-Qaida and Taliban sympathizers were widespread in Pakistan's tribal areas. Opponents were often silenced simply by branding them as spies for the U.S. or Pakistani governments, regardless of whether the accusation was true.

"Just about every week, somewhere in the tribal areas, a body was found in the road with a note pinned to it saying, 'American spy,'" Keller said.

Struggle to live in Myanmar

Something hard and heavy slammed into Ko Kyaw Win's leg as he clung to the top of a coconut tree, fighting for his life against hurricane-force winds and a surging torrent strong enough to bend steel.

The object swirling in the 20-foot swell smashed a hole the size of a silver dollar in the fisherman's right shin. At the time, it was the least of his worries.

Two friends who had tried to swim with him to a small

nurse U Tin Hling is the only trained medical worker. He ran out of medicine, bandages and the rest of his meager medical supplies days ago.

The first food aid from the military for 3,000 people did not arrive here until Tuesday. It consisted of 900 eggs, two 20-pound sacks of potatoes, 200 tins of sardines, and packets of energy drink powder.

"We have no idea why more aid hasn't come," Abbott U De Thar Ni, head of the monastery

His leg wound is deep but not very large, certainly not one that would be life-threatening if this were a typical natural disaster, where armies of doctors, sanitation experts and aid workers would have set up medical camps and emergency shelters by now.

Most anywhere else in the world, Kyaw Win would be home free.

But in Myanmar, the only army allowed into the vast disaster zone is the one that has ruled the country since 1962. The reclusive generals controlling Myanmar, also known as Burma, continue to see Western aid workers and journalists as likely spies sent to help end the military's decades-long monopoly on power.

Under intense foreign pressure, the junta has loosened restrictions on aid flights, allowing the U.S. Air Force, as well as aircraft from several other countries and the United Nations, to fly several aircraft into Yangon's airport in recent days.

But the junta continues to deny entry visas to most foreign aid workers, who are experts at quickly assessing need and overseeing efficient distribution of relief aid. The small number now in Myanmar have been restricted to the capital city, also known as Rangoon.

The village's only source of fresh water, a small reservoir dug by hand next to the river, was swamped with seawater. It could be refilled with clean rainwater if it were pumped out. But there isn't any diesel for the generator.

A poorly equipped hospital is in the nearby town of Bogalay. But villagers here say they can't afford to pay for the eight mile boat ride or for the government doctors who would treat them.

A woman with her right eye swollen shut, and a large lump on her forehead, said it would cost her about \$30 to see a doctor in Bogalay. That's about a month's income, in good times.

Tilting her head back to see better with one eye, she explained why emergency care was out of reach: "I have no money," she said, and she laughed along with dozens of survivors who have taken refuge with her on the rain-soaked teak floor of a Buddhist monastery.

Butter crisis in Japan

Bruce Wallace
Los Angeles Times

The food shortage that has hit Japan is announced by the glaring gap on supermarket shelves next to the margarine and the sour cream and just above the cheese.

The butter shelf is empty. The rich yellow stuff has all but vanished from grocery stores across the world's second-biggest economy, where fine foods are prized and aisles otherwise groan with abundance. Some stores have tried to ration the few bricks that occasionally arrive by limiting customers to a pack or two, but in most places merchants have been reduced to posting signs apologizing for having none.

And no one knows when butter will be back. Japanese milk production has dropped over the last two years, leaving less available to be churned into butter.

Even bakeries that buy in bulk are finding it hard to get enough, which crimps their ability to turn out the croissants, cakes and quiches that have shouldered their way into the Japanese diet in recent years.

"We're in trouble," says Seiko Nakano, 27, who runs Levain, a small but well-known French bakery in a residential neighborhood of Tokyo, who has been told she will not receive any new butter supplies until May 20, a month later than expected.

The bakery has cut down on the number of pies it produces and cut out the extra croissants it usually bakes for the weekend rush in an attempt to stretch its existing stock.

"We've had to come up with some new items that use less butter, like cookies," Nakano says, standing in front of cleaned out shelves on a weekday afternoon. "But you're talking about flavor. How can you replace butter?"

At a time when global food shortages and ballooning prices are rocking the desperately poor from Africa to Southeast Asia, Japan's pastry problems qualify as barely more than an inconvenience. No one expects the famously controlled Japanese to riot in the refrigerated sections of supermarkets.

But the case of the disappearing butter has unnerved people here, delivering a psy-

chological blow to shoppers utterly unaccustomed to shortages.

The butter shortage arises from a convergence of market factors that has chased hundreds of domestic dairy farmers out of business in the last two years. The sequence began when Japanese consumers began to drink less milk, a decline that coincided with a deluge of media coverage airing claims that milk is bad for your health. Experts say consumption also has been affected by a low birthrate that means fewer elementary school students getting served a free daily carton.

he can sell them a pack or two of butter on the side.

Last week, the Japanese government stepped in to urge the country's four largest dairy product companies to churn out more butter. And the agriculture board is moving up its scheduled purchases of imported butter from Australia and elsewhere by six months in an attempt to get some bricks back on the shelves. Japan imports about 10 percent of its butter, but usually does not go to international markets until the autumn.

This year's butter imports are expected to hit an all-time high and are almost certain to

send prices sharply higher.

But bakeries remain particularly stretched, with the butter scarcity compounded by a doubling of wheat prices. The government is pushing bakers to use locally produced rice flour instead of costly imported wheat, but some bakers are balking.

"This is really mismanagement by the government," says an agitated Yasuzo Otake, who runs the Donkyu bakery in a western Tokyo neighborhood.

"Sure I can use rice flour to make something like bread. But it's not real bread."

Otake says this is the first time he has been unable to get the supplies he needs in his 35 years as a baker.

"I remember the days when the guys from the dairy companies would come and stand right here and beg me to buy more butter from them," he says as he prepares to close for the day. "Now the dairies have butter for their big customers, but little guys like me get cut off," he complains. "This is an incredible situation."



fishing boat had drowned. He could not make it into the storm-tossed boat himself, and figured fate would eventually sweep him away too.

Cyclone Nargis destroyed at least 400 houses in his village near the southwestern town of Labutta, he said, adding softly: "Only 100 people survived."

Somehow, though, the sinewy 45-year-old managed to hug the treetop long enough to remain among the living, surviving on coconut milk for five days. But after beating already bad odds, Kyaw Win fears a new fight for his life: an infection is taking hold in his festering leg wound, and no medical supplies remain in this Irrawaddy River delta village..

Kyaw Win is one of thousands of survivors across southern Myanmar still waiting for medical care 11 days after the cyclone hammered the country's south.

To make matters worse, weather forecasters warn a powerful new cyclone is building off the coast, and while it is not expected to be as destructive, another major storm so soon in Nargis' wake doesn't improve survivors' chances of getting the care they desperately need.

Since the cyclone hit on May 4, no doctor has visited the seven villages where local



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HOUSING / ROOMMATES

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HOUSING / ROOMMATES

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THE AVION

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The Eagles dropped two conference games last week to Edward Waters and Florida Memorial.

The two losses dropped the Eagles out of first place in the Florida Sun Conference, putting them in a tie for second with Edward Waters while Warner Southern assumed the top spot.

Embry-Riddle played both games without starting guard Ryan Exter, who broke in

right middle finger during a practice. With guard Denny Joseph already on the sidelines with an ankle injury, the team's depth was noticeably hampered without Exter, who averaged 30.2 minutes per game.

"[We have] a lack of depth right now," head coach Steve Ridder admitted after the Florida Memorial loss, blaming the losses on time

"We had our chances," he said. "They played good basketball."

The silver lining on the otherwise bleak week was forward Nick Miller, whose 10 rebounds on Saturday made him Embry-Riddle's all-time leader in that category with 824, passing the old mark of 815 set by Jeff Moore in 1994.

The Eagles had a dramatic come-from-behind home victory over FSC rival Warner Southern on Saturday, only to suffer a last-second loss at Northwood four days later.

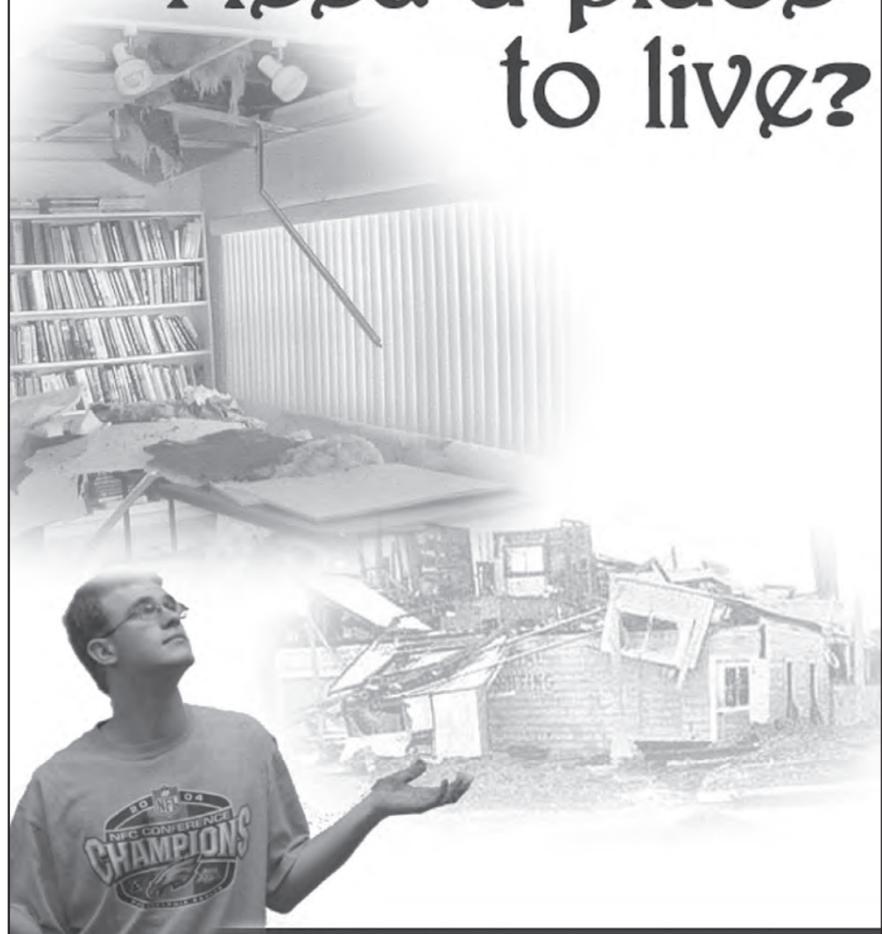
The 77-62 win over Warner was limited by Tyler Debord along with a fine defensive effort that sparked a comeback late in the first half.

The Eagles trailed by 15 with 8:34 remaining in the first half before Coach Steve Ridder called time-out and chastised his team's defensive effort. By halftime, Ridder's men had pulled the deficit back

to three. "I looked up at the scoreboard and noticed we only had one foul," Bidder said. "How aggressive are we playing if we don't have any fouls?"

Momentum carried through to the second half, as the Eagles built a 15 point lead- ironically the same deficit they faced in the first half.

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Phoenix to land on Mars Sunday

□ "PHOENIX" from FRONT

on Mars in 1976, used engines in a powered-descent sequence.

The only attempt since Viking to land this way, Mars Polar Lander, is believed to have crashed to the surface in December 1999. Contact with the craft was lost shortly before landing. Why use a powered descent mode? If humans are to ever land on the planet, this is the way they will have to do it.

A lot is riding on success Sunday, but Phoenix project scientists caution that failure is as much a possibility as a success. Phoenix's main structure was originally slated to be the 2001 Mars lander, but that mission was scrapped in the wake of Mars Polar Lander and sister Mars Climate Orbiter failure, also in Fall 1999. Phoenix rose

from the ashes of the 2001 lander, and rigorous testing and redesign was undertaken to ensure success.

Peter Smith, Phoenix principal investigator at the University of Arizona is confident in the results the probe will send back. The Phoenix mission not only studies the northern permafrost region, but takes the next step in Mars exploration by determining whether this region, which may encompass as much as 25 percent of the Martian surface, is habitable. The Martian Lander will also use a weather station and cameras to take an overall survey of the environment.

Officials at JPL hope to determine if the region was ever favorable for microbial life. The analyzed soil composition and weather conditions could clue scientists to climate cycles which would answer if ice on Mars ever melts or and refreezes.

Important carbon based chemicals are also being looked for in the soil. These chemicals are described by the JPL as potential building blocks and food for life.

While Phoenix is not designed to detect life directly, the analysis of the soil could provide more clues as to whether life ever did exist on the planet. First, however, the 18-foot-wide lander needs to make a soft landing.

Mars landings always bring much public attention. The landing will be carried live on NASA Television beginning at 6:30 p.m. EDT Sunday, as will cable news channels. And PBS public television will air a special program on Phoenix this Thursday, May 22, at 10 p.m. to provide an overview of the mission.

If all goes well, Phoenix could return its first images as early as Sunday night or Monday morning.



IMAGE COURTESY NASA

THE PHOENIX MARS LANDER is depicted on the surface in Mars' north polar region after successfully unfolding its solar arrays and deploying its robotic arm to dig into the Martian surface. Phoenix aims to become the sixth successful Mars lander in history.

Science data pulled from Columbia HD

Andrew Zaback
Staff Reporter

A new benchmark has been set for data recovery. Jon Edwards, an engineer at Kroll Ontrack Inc., has successfully recovered 99 percent of the information from a hard drive recovered from the wreckage of the shuttle Columbia, which broke apart during reentry in early 2003.

After NASA had recovered all of the parts possible, six months had passed and a contractor sent the storage drive to Edwards' company.

The drive was almost unrecognizable upon first impressions. "When we got it, it was two hunks of metal stuck together...It was burned and the edges were melted," said Edwards. However, the company still gave the recovery a shot and had a success rate everyone thought to be impossible.

Before Columbia broke up, the hard drive was used to store experimental data on the properties of liquid xenon. Although most of the results were radioed back to Mission Control in Houston, Texas, Edwards was able to recover

what was not downlinked during the flight.

The drive was about 340 megabytes and was running a DOS operating system. This turned out to be an advantage while recovering the information.

During the recovery process, data recovery specialists opened the damaged drive to access spinning metal platters in which the data is stored. The next step in the process involves cleaning the device and inserting it into a new drive in hopes that the new circuitry will be able to read the data.

A fortunate circumstance came with the discovery of the DOS operating system on the drive. The program puts data on one section of the platters instead of scattering it all over the place.

This means, that even though the component was partially damaged, the data was still intact on another part of the platter.

It was also made easier by the fact that the drive was only half full which made the data easily recoverable from the non-damaged half of the drive.

Even though the success rate on this drive was higher

than anyone could have imagined, the other two recovered hard drives yielded no results. Re-entry had caused the drives to lose the ability to retain a magnetic charge, essential to storing data on the spinning metal platters.

The information on the drive harbored some interesting facts. The experiment's purpose was to find out the properties of Xenon-2, which is used in lamps and ion rocket engines, and to find what effects sheer thinning has on the material.

Sheer thinning can be described using the simple example of whipped cream coming out of a can. While flowing out of the valve it is liquid and smooth, but once outside of its original can, it becomes solid and gelatinous. Engineers at NASA wanted to find the point where xenon-2 was both a liquid and a gas at the same time.

The purposes of this information can go to various engineers to build create higher efficiency oils or chemical engineers to create liquid plastic for molds.

If you would like more information go to http://science.nasa.gov/headlines/y2008/25apr_cvx2.htm.

Discovery "Hope"s for May 31 launch

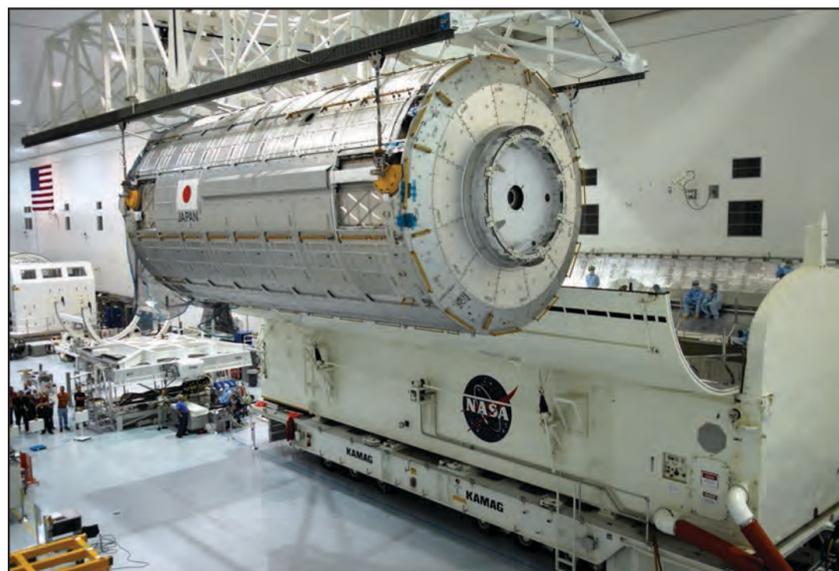


PHOTO COURTESY NASA

THE JAPANESE KIBO MODULE, seen here being placed into the shuttle payload canister for transport to the launch pad last month, will be the largest pressurized module on the space station. Discovery is due to take Kibo to the ISS on the afternoon of May 31.

Fourth E-R grad. heads to space

Ben Cooper

Space Tech. Editor

Japan's main contribution to the International Space Station will ride into space May 31 aboard Discovery. In the cargo bay; the largest science module the station will receive.

Kibo, meaning Hope, stretches 36.7 feet long by 14.4 feet in diameter and weighs well over 32,000 pounds. It features its own robotic arm, the second to be brought to the ISS, and will eventually feature a large external science rack for experiments to be mounted to.

Once attached to the station by Discovery's seven-member crew, a smaller module that was launched aboard Endeavour in March will be attached to the top of the main pressurized Kibo module.

Discovery is due to lift off at a few seconds past 5:02 p.m. EDT May 31 with no showstoppers as of press time May 18. The Flight Readiness Review, held before every shuttle mission, was expected to conclude May 19 and an official go to be given to proceed with liftoff May 31. STS-124 set a record for the least amount of problems in



shuttle history, with just about 40 having been addressed so far. The previous record set in 2001 was 76 and a typical mission has hundreds.

The only issue being debated by NASA is the status of the Russian Soyuz capsule, which acts as a lifeboat for the station's three-man crew. The last two Soyuz reentries, in October and April, experienced severe problems that could be life threatening. However, given that there

is an American up there now, any change to plans would likely involve

Discovery's crew consists of Commander Mark Kelly, making his third flight; rookie Pilot Ken Ham; veteran Mission Specialist Mike Fossum and rookie MS' Karen Nyberg, Ron Garan, Akihiko Hoshida of the Japanese Aerospace and Exploration Agency and Greg Chamitoff, who is due to replace Garrett Reisman on the space station as a member of the Expedition 17 crew. Reisman will ride back to Earth when Discovery undocks at the end of the mission.

First time flyer Garan received a Masters degree from Embry-Riddle in Aeronautical Science in 1994. He becomes the fourth graduate of the university to make a trip into space, following in the footsteps of Susan Still-Kilrain, Dan Burbank and Alvin Drew.

STS-124 is scheduled to last 14 days with landing back at the Kennedy Space Center around 11 a.m. June 14. For updates on the launch, including weather and technical status as launch day nears, check www.SpaceflightNow.com.

Viewing the STS-124 launch

Titusville or KSC Visitors Complex the best choices for liftoff

The closest and best place to view the launch would be the NASA causeway (angling 6.5-7.5 miles away from pad 39A, it is the closest public viewing area), but tickets for it have long been sold out. Viewing is also offered from the KSC Visitors Complex (tickets are still available for there for \$38 each from <http://www.kennedyspacecenter.com>). The KSC VC itself is 7.4 miles away from Pad 39A but offers no view of the pad. After the causeway, however, this author's recommendation is Titusville as it offers a clear view across the water even if farther away.

Titusville is the next best and also most popular place to view the launch, and is the second closest spot after the causeway with a clear view of the pad. At 12 miles from Pad 39A, the sound is usually moderate but clearly heard and felt. Anywhere in Titusville from the Rt. 406/Max Brewer bridge on the north end of town, south along US 1 to where U.S. 50 intersects -- about a four mile stretch -- offers prime viewing clear across the water (Rt. 406 is also called Garden St.). The most popular spot is Space View Park/The Astronaut Walk of Fame, which is a block south of Garden St. on the water (and has a pier). Several other parks and piers line the river in Titusville, and many landowners also charge a cash fee to park on their land to watch. Arrive early to secure the best parking spot and viewing location. If you own one, tune your scanner to 146.9400 to hear the NASA TV broadcast and countdown. Space View Park should provide a live audio broadcast as well.

Directions

To get to Titusville from campus, take I-95 south to Exit 220 (Rt. 406/Garden St.), and go left off the exit. Rt. 406 will hit the river at the Max Brewer Bridge, and this is the furthest you can go before the road block on the other side of the bridge. One block before and paralleling the river, you can also head south on U.S. 1 to find more viewing areas. U.S. 1 rejoins the river about a mile south of 406; for that one-mile stretch, the street that runs along the water is known as Riverside Drive.

EDITED BY BEN COOPER

Upcoming Cape launches

The next launch from Cape Canaveral Air Force Station will be NASA's Gamma-ray Large Area Space Telescope (GLAST). A Delta 2-Heavy rocket, with slightly larger solid rocket boosters than a typical Delta 2, will launch GLAST from Launch Pad 17B.

Launch is targeted for June 3 at the earliest, and will depend on the on-time launch of the shuttle; this date will slip with the shuttle should it be scrubbed or delayed, unless the shuttle is delayed significantly beyond May 31. On whatever day GLAST launches, the launch time will be 11:45 a.m. with a launch window lasting till 1:40 p.m.

May 31
Space Shuttle Discovery
STS-124
Japan's main Kibo lab
Launch time 5:01 p.m. EDT
+/- 5 min. window

NET June 3
Delta 2
NASA's GLAST
Gamma-ray telescope
Launch window:
11:45 a.m. - 1:40 p.m. EDT

July 15 or 16
Delta 2
Next GPS satellite
GPS 2R-20
Launch time TBA

EDITED BY BEN COOPER

GLAST prepared for launch



PHOTO COURTESY BEN COOPER

THE GAMMA-RAY LARGE Area Space Telescope, GLAST, is seen inside a cleanroom near the Kennedy Space Center the day before it went to the launch pad last week. The observatory, its solar arrays folded up for launch here, will launch on a Delta 2 in June.

"I AM IRON MAN"

Jason Preston
Entertainment Editor

If one were to think back to all the superhero movies made in the past 8 years, which would be the favorite amongst them all? Any of the 3 X-men or Spiderman movies, The Incredible Hulk, Batman Begins, Superman, or the new Iron Man film? Honestly, it would have to be the last one. It single handedly destroys most of the movies made during the past decade, many because a few too many people in Hollywood took the Broadway musical "The Producers" to heart and made ludicrous amounts of money by making flops and mediocre films. However, finally something good, nearing excellent, has come along.

Maverick genius Tony Stark is a billionaire weapon's designer and is head of his father's company, Stark Industries, which has an oddly similar logo to Lockheed Martin. After the test of his newest missile, the Jericho, his convoy is attacked by a terrorist group called the "Ten Rings". Using the very weapons he created, they kidnap him, the sole survivor of the ambush. I believe the name "Ten Rings" was chosen many because no one wants to give any royalties to Al-Qaeda. During the attack, Stark is hit with shrapnel, and to prevent him from dying, fellow captive Dr Yinsen, surgically implants a magnet powered by a car battery to keep the metal shards from reaching his heart. The terrorist group demands he create a Jericho missile for them, but instead uses the parts to create an armored suit in secret with the help of Yinsen. He later creates a small arc-reactor while in captivity which replaces the car battery and is used as a power

source for the first suit. I won't give away any more spoilers, but he's how it mostly plays out. Yinsen dies to help Stark escape. Stark goes home, creates a new, more powerful suit as well as a new arc-reactor that would fuel it and the magnet keeping him alive. He attacks his kidnappers, saves a village, finds out who the real bad guy is, fights him in the climatic ending, and then tells the whole world he's the press-dubbed hero "Iron Man," even though the suit is a gold titanium alloy.

Don't think it's like the Iron Man knock-off Steel. A superhero movie from the 90's starring Shaquille O'Neal as a military

"This was a movie that everyone from any background could enjoy."

- JASON PRESTON

weapons designer who finds his creations in the hands of corporate bad guys and uses parts created in a junk yard to become the metal armored Steel who slam-dunks justice onto the bad guys. Granted, the films share a few similarities, like Tony Stark's prototype suit being built from primarily scrap parts and he is also a weapons designer for the US government, he's a much better one and runs his own company. No one would take the movie seriously if Shaq did the same. It's part Lord of War as well, except Tony Stark decides to stop selling weapons and try to fix the problem.

It's a movie that's not pure special effects with a poor plotline, but more like a beauti-

ful combination of the two, with the human touch added in the plot that makes the characters all too real but with appropriate segments of humor. Too add to this, it has a genuine message, "Guns plus greedy people are bad," which greatly added to my enjoyment of the film, and not because I have great disdain for my fellow man. Think of every American movie in the past decade that actually made a point about the world, one probably couldn't use up all their fingers. There's no subtlety in it either. It's clear and to the point throughout the entire movie. Even the end of the credits give away that there will be a sequel. However, having discretion and making someone think isn't something that all films and books need to be considered great. This was a movie that everyone, from any background, could enjoy.

Maybe it's because Tony Stark seemed the most human out of every character in a superhero movie. Aside from the almost unlimited amounts of wealth, he seems to be just like you or me, complete with all our good qualities and flaws. Think of him as the Howard Hughes of the weapon's industry, but without the crazy. Batman could be considered the same since he doesn't have any true superpowers except that utility belt that has something for every situation. He's a little on the psychotic side though, where as Tony Stark seems to have everything that every nerd aspires to achieve, well, all the nerds like me. A personal secretary, a helpful, yet faceless AI, a modified Boeing 737, complete with attractive flight attendants and a retractable dancing pole, a basement that looks like the Skunk Works assembly line, and a degree from MIT he received when he was 17. All are great things he

has just from being him, however it's what he doesn't have that brings the character down to reality. During several scenes, his deceased father is mentioned and how he created Stark industries, but no mention of anyone outside that, leading to the assumption that he is the only Stark still around. It's revealed during a discussion between him and his secretary, Virginia "Pepper" Potts, that she is the only close friend he has, and oddly enough he's all she has left as well. Granted it's a touching yet somewhat "emo" moment, it's far better than the scenes seen in Spider Man 3.

Director Jon Favreau assembled a stellar cast, most if not all of which are fans of the Iron Man series. Robert Downey Jr was chosen to be Tony Stark by Favreau because he felt that the actor's past, having been so caught in the public eye, would aid in the portrayal of Stark to the audience. The other main characters were played by Terrence Howard as Stark's liaison from the US military, Lt.

Colonel James "Rhodey" Rhodes, Gwyneth Paltrow as Virginia Potts, and Jeff Bridges plays as Obadiah Stane, Stark's second in command of the company and the main antagonist. To add to this, the shooting of the film took place primarily in California, and rejected the idea of the setting being New York to aim for the a naturalistic feel. The actors were also allowed to create their own dialogue for many of the scenes.

If you're looking for a film that won't make you wish you had spent the seven bucks on a meal at McDonalds, then Iron Man is it. With a budget of 135 million, it earned almost three times that in revenue, and will probably be the best movie in 2008, certainly better than all the previous action hero movies, though my colleagues may debate me on that for quite sometime. The sequel hopefully will be just as good, if not better, when it is released in April 2010.

The Avion Rates: 5 Planes

Mario Kart: A new game with old tricks

Jason Preston
Entertainment Editor

Recently, by that I mean the past decade, one may have noticed many remakes of classic games created by Nintendo. Super Smash Bros Brawl is one to be sure everyone knows of and enjoys even though they're still making Pokemon games. Didn't believe? Well they're up to 493 of those plushy things, and I stopped count after people said there was a Mewtwo when never even saw the first Mew creature to begin with. Nintendo just seems to squeeze every ounce of profit they can out of a franchise. I can understand why they would want to remake certain games that were considered classics. For instance, have you ever used the term "Zerg-rush" in a sentence and no one has a clue what you're talking about? Well that's because you played Starcraft and the person

you were talking to didn't. It's understandable to bring a previous concept to the table for the sake of showing the newer generation what us old people played in the 90's and it's a nice bit of nostalgia for us who once thought the N-64 was the greatest things ever.

Their most recent remake is Mario Kart Wii, a game that differs in some areas the previous versions and it has the same graphics as Super Smash Bros Brawl. It has 32 maps total, but half of them are remakes of older race areas. As far as character selection goes, you have most of the same people as before, but somehow baby versions of Mario and Peach can somehow articulate thought enough to drive a small car, but still need to

wear diapers. Remember back in the day from Mario Kart 64? All the characters where in the same kart, but a different colored kart, and each character had different attributes. Well, if you picked anyone but Toad or Peach, you'll find yourself at a disadvantage, especially in multiplayer. The logic now is that the selection of Nintendo characters or from your list of Nintendo Miis is for sheer looks, while the kart or motorbike is what really determines how you perform during the race. Not that it matters much when every single weapon will completely ruin

your day if you're hit no matter what character/kart combination you pick.

Ever sit around a group of friends and describe something that would instantly cripple you as the Mario Kart Effect? If so, congratulations, you get the idea. General knowledge is that Mario Kart is a multiplayer game, but what if you're a friendless anti-socialite? Kind of defeats the purpose in buying this game. Well now there's Nintendo Wi-Fi connection that allows you to choose between playing amongst your friends online, playing against people in your region of the world, or if you're up to it, facing one a random group of people around the world.

I went over to a friend's dorm room to try out the game for myself, and after a few attempts at normal circuits and battles between us and the CP's, my initial impression of the game was fairly good. He used the Game Cube controller, and I used the new Wii Wheel



which has been advertised along with the game itself. Then we decided to take on the world and race online. After a random group of people is selected, between 8 and 16 players in a race, each player votes on what map to race in, only the votes don't matter. It's not a popularity contest, because let's say that 7 people vote for a map and 1 person votes differently. Well, Mr. Nonconformist can still race where he wants to because the map is determined at random out of what people have voted for.

In our case, we got stuck in Bowser's Castle, probably one of the most frustrating maps in the game. Think you're going to make it around the inside of a turn and take the lead? Nope, you just went off into a pool of lava below. Let's say you recover from this and take the lead like I did, well the 5 people behind you all decide to rally against the potential of you winning a fire everything they have at you. OK, the first shell hits you, you start moving again, and then something else hits you and you fall off the side of the race way into the lava. You get back on only to be re-spawned right in front of an exploding box, thus keeping you from getting under way another 5 seconds. Right as you're moving again you look at the place you're in, 7th. In the course of a series of unfortunate events that lasted all of 12 seconds, you have almost no chance of even completing the race because 30 seconds after the leader crosses the finish line, that's it, game over.

Part of my problem was the Wii Wheel itself. Yes, it's a nice idea at a first glance, but in practice it's more of an annoyance. You first place your Wii-mote inside the Wii Wheel so it's now horizontal, with a cut out portion

allowing the motion sensor to "see." Turn the wheel to the left, it goes left. That's great, but hold on, there's a bit of a problem with this. Let's say you make a sharp turn in either direction, by turning the wheel 90 degrees in that direction you've reached the maximum allowable turning angle that the Wii Wheel will register, not necessarily the maximum turning angle of the kart or bike. Let's say I turn the wheel to the left and keep turning past 90 degrees. Rather than be a tighter left turn, I find myself doing a right turn. Plus after a few minutes of holding your hands out in front of you to operate this device, your arms get tired. Not a good thing when some guy from Germany is trying to toss banana peels into your path. I guess one could place it in their lap and turn it that way. It is fine if you're playing by yourself, but it's a good way to get a great deal of strange looks in the company of others, especially if you're really enjoying yourself.

Though my initial impression was good, it turned into a phenomenal "Meh..." I tried playing a few other times at other friends' places, but my feelings remained almost the same, but I did like using the older Game Cube controllers better. Even though I have to give it a score, I don't believe there's a derivation of game play experience into a solid number. It's a good game, but that's it, it's not the best thing new thing by Nintendo to be sure. If there was a party someplace and you were invited, then bring it along and have a good time, but don't make it the only game of the evening, otherwise you may find yourself without use for the non-online multiplayer function.

The Avion Rates: 3 Planes

