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## Avion 2008-07-01

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# TWIN STARS GROUNDED FOR 08-09

Engine manufacturer goes bankrupt, prices for parts sky rocket

Brian Asbury  
Editor-in-Chief

Embry-Riddle's multi-engine training, the Diamond DA-42 Twin Star, will be grounded for the 2008-09 academic year after the recent bankruptcy of the Twin Star's engine manufacturer, Thielert. The grounding will be effective immediately for new multi-engine students beginning Summer B of 2008. Frank Ayers, Chairmen of the Flight Department at Daytona Beach, told the Avion they will return to flying the Piper Seminole for the next year.

Ayers said the prices for parts for the German made engines voiding all warranties on the engines, according to Diamond. Thielert rebutted, accusing Diamond of "a blatant misrepresentation of the facts," said Thielert's attorney Bruno Kubler at the Berlin Air Show. "Diamond offered to buy a large number of engines and spare parts, but at a price considerably lower than

*We have not determined what the follow-on trainer will be*

-FRANK AYERS

ating the engine from about \$13 to about \$85, along with the price that would be charged to the end customer," continued Kubler. More than 800 Diamond DA-40 Star and DA-42 Twin Star aircraft are using the Thielert diesel.

Thielert Centurion engine currently used by the DA-42 Twin Star. Diamond's sister company in

engine. Diamond's alternative is the avgas powered 180-HP Lycoming



IO-360, which Diamond is "aggressively" pursuing certification for.

Ayers told The Avion they will send all ten Twin Stars back

Please see "DIAMOND," page A2

# U.S. Air Force tanker contract, take three

GAO sides with Boeing protest, overturns

Brian Asbury  
Editor-in-Chief

The Government Accountability Office (GAO) sided heavily with Boeing on their appeal that the Air Force unfairly awarded the KC-X tanker to Northrop Grumman. The announcement was released June 18 in response to Boeing's appeal filed March 11. The Air Force's decision, between Boeing's 767 platform, and Northrop Grumman with the Airbus A330, came February 29. The GAO listed seven reasons why the request for proposal unfairly favored the Northrop Grumman proposal; including failing to assess the relative merits of the proposal in accordance with the evaluation criteria. The GAO also found that the Air Force could not positively determine that Northrop Grumman's proposed tanker could aerial refuel all Air Force fixed wing aircraft, one of the key requirements.

Boeing's Vice President of Tanker Programs Mark McGraw said, "We welcome and support today's ruling by the GAO fully sustaining the grounds of our protest," in a press release June 18. McGraw continued, "We appreciate the professionalism and diligence the GAO showed in its review of the KC-X acquisition process."

While the Boeing Company

address its recommendations," in response to the GAO report. Meyer pressed that the need for the tanker is now. "However, the GAO report does not change the fact that a new fleet of tankers is needed now, and Northrop Grumman is ready now," Meyer continued. "Northrop Grumman remains under contract and remains ready to serve with the most modern, most capable tanker in the world."

Alabama Senator Jeff Sessions, a senior member of the Senate Armed Services Committee, met with



IMAGE COURTESY NORTHROP GRUMMAN

**THE PROPOSED TANKER FOR** Northrop Grumman, the Airbus A330 is demonstrating a refueling with a B-2. Northrop won the tanker contract from the U.S. Air Force but the GAO agreed with the Boeing protest, forcing the process to take a step back.

is ready to start from scratch, Northrop Grumman urges for a speedy resolution. Paul Meyer, Northrop Grumman vice president of Air Mobility Systems and KC-45 program manager, said "We respect the GAO process and are confident the Air Force will appropriately

the GAO officials last week and is requesting to meet with senior Department of Defense (D.O.D.) and Air Force officials to further discuss the contract. Sessions says he wants to see a

Please see "TANKER," page A4

# NASA restates job-loss estimate Congress may add one more shuttle mission, increase budget

Ben Cooper  
Staff Reporter

NASA last Monday clarified and revised its job-loss estimate for the end of the shuttle era and its transition to the new Constellation program. At a senate field hearing in Port Canaveral involving NASA administrator Mike Griffin and senators Bill Nelson (D-Fla.) and Mel Martinez (R-Fla.), the agency said the net job loss would fall between three and for thousand workers. Nelson, who flew aboard the shuttle Columbia as a congressional payload specialist in 1986, urged and organized the meeting to take place.

"I can't say it's good news," Nelson said, "but it's certainly news that's a step in the right direction."

NASA is expected to retire the shuttle after ten more flights, the last of which is expected in mid-2010. Earlier this year, the agency projected a loss of as much as 8,000 jobs across the nation, with 6,400 of those at the Kennedy Space Center. However, it was never clearly specified if those numbers were solely the loss from the shuttle program, before including any new-hires or employees who would stay on into the Constellation program.

An outdoor rally the same day, named LinkToLaunch, attracted several hundred demonstrators, many with signs to show support from the program and desire for more money to be

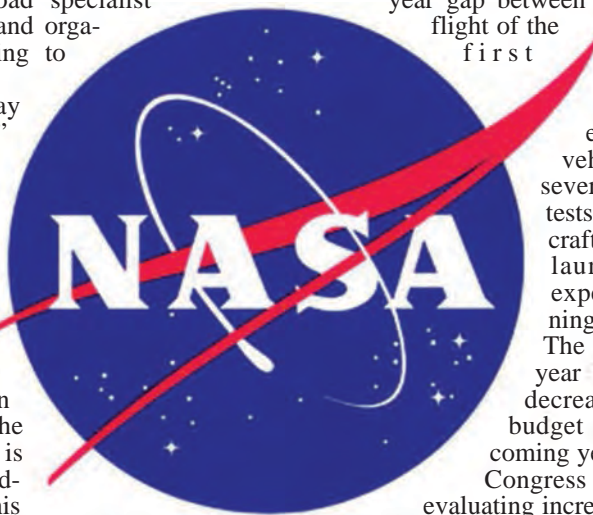
pumped into the agency budget. Organizers of the rally had hoped to attract several thousand and stated the attendance at about one thousand, likely an overestimate.

The current workforce at KSC alone is approximately 14,500. NASA said an even more accurate number of job losses would come later, after all contracts for the Constellation program were finally awarded and a budget for coming years is laid out. Some believe changes in congress this election season could affect those numbers.

Under the current budget and timeframe, there is expected to be a minimum five-year gap between the last flight of the shuttle and first manned flight of the Orion crew exploration vehicle, though several unmanned tests of the spacecraft and its Ares launcher are expected beginning in mid-2009. The present five-year gap could be decreased with a budget increase in coming years.

Congress is currently evaluating increasing NASA's budget for 2009 from the current \$17.6 billion laid out by the Bush administration to \$20.2 billion. A bill which passed the House two weeks ago is now in the Senate, and also includes a measure to add one additional shuttle flight to the program. This eleventh remaining flight would carry to the space station a \$1.5 billion European science instrument known as the Alpha Magnetic Spectrometer (AMS). The AMS, long completed, was removed from the manifest following the

Please see "NASA," page A3



# Eagles newcomer named volleyball Championship MVP

Press Release  
ERAU Athletics

DAYTONABEACH, Fla. - Incoming Eagles volleyball freshman, Abby Hall was named the 18 Club-AAU National Championship MVP after leading her team, the Asics KIVA 18 White, to a first place finish at the AAU National Championship Tournament held in Orlando June 16-19.

The KIVA team went into the tournament seeded sixth in the nation and advanced into Thursday's Gold Bracket (championship) after topping

a higher seed in Atlanta Boom 18's. "They were big but we realized we had to play bigger than we are to beat them," Hall said about advancing. "We beat them in a tough match, and everything was rolling, passes were on dot, sets were excellent and swings were going down."

On Thursday, KIVA played the No. 1 seeded Illini Elite in the first round and took the match in three games (25-18, 21-25, 15-12). After defeating the top seed, Hall led her team to another victory over Union 18 (a club team that is located near KIVA, which included some of her high school

classmates). KIVA took the match in two games, 28-26, 25-23.

In the semi-finals, KIVA rallied back in the third game to take the victory from Mizuno SPVB Blue (25-20, 24-25, 15-12), that set up Hall and her teammates for their second AAU National Championship game in three years. In 2005, Hall led her team to the championship game but the team was unable to keep their rally going as



PHOTO COURTESY ERAU ATHLETICS

they took second in the tournament.

The championship match was a short two-game victory for KIVA, as they handily defeated TopTen 18 Elite, 25-14 and 25-23. Hall was named the tournament's Most Valuable Player and was joined by two teammates on the All-American team. Hall was no stranger

to AAU Tournament awards as she was a member of the All-American team in 2004 and 2005, while playing for the KIVA 14 and KIVA 15 squads.

"I was not expecting to receive the award," Hall said. "I was very excited though, I played my heart out and I wanted to win this tournament more than anything."

KIVA 18 White will wrap their season up at the JVDA Inaugural Tournament in Louisville, Ky. on June 27-30. Hall will join the Eagles squad this fall and will pursue a degree in aeronautical science at ERAU.

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United Airlines slashes nearly 1000 pilot jobs

Aeronautica, A4





# Diamond aircraft loose their shine

□ “TWIN STARS”  
from FRONT

to Diamond and transition back to the Piper Seminole. Ayers said students currently flying the DA-42s will be allowed to finish their course in the Diamond aircraft. Other students, who flew the Twin Stars in the Spring, then went home for the Summer before completing their course, will be given a free transition course to the Seminole in the Fall. “We have not determined what the follow-on trainer will be,” Ayers noted. One option is to train on the Piper aircraft for the next year, then do an all

new request for proposals next year. “We would certainly welcome an offer from Diamond for new airplanes,” remarked Ayers. Ayers continued, “Our relationship with Diamond is really strong. We both feel that Diamond and Embry-Riddle were victims of this issue with Thielert,” Ayers said they have eight Seminole either on-hand or on the way, and they are looking for two more, many of which were the same Seminole the university used previously. Ayers also said most of the multi-engine instructors are already checked out in the Seminole.



BRIAN ASBURY/AVION

## Campus Briefs



### SAE Hazing Charges

### New Student Activites Rule

The five pledge members of Sigma Alpha Epsilon that were involved in stealing an

alligator from the Congo River Miniature Golf Course here in Daytona had their charges

dropped by the state this past week. Although the five pledges do not face any criminal

charges the fraternity still faces consequences with the university.

Student activities has recently enstated a new rule to all clubs and organizations here

on campus. If someone desires to hold a position ie. President, Social Chair, Treasurer, Vice

President that person must hold a 2.25 Cumulative GPA. This new rule will be effective

starting in the Fall of 2008 and can be found in the new student handbook.



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## Student Activities host Directors Seminar



HANNAH BROWN/AVION

ON JUNE 18TH, EMBRY-RIDDLE was host to Directors of Student Activities from Schools all across the state of Florida. This one day affair was a learning experience for Directors as they got to enjoy types of activities they could bring to their school. Among some of the events were Balloon artists, caricatures, kettle corn, funnel cake, and interactions with other Directors.

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# Phoenix finds life supporting soil

Ben Cooper  
Staff Reporter

In what may be the biggest finding in Mars exploration history, NASA last week said the Phoenix Mars Lander has evaluated soil samples and found that it could support life under the right conditions.

Since landing on the north polar region of the Red Planet May 25, Phoenix had begun sampling the soil around it using its seven-foot robotic arm, and depositing that soil into instruments including the Thermal Evolved Gas Analyzer (TEGA) and a wet chemistry laboratory for analysis. Data taken of the soil found that it was alkaline and carries a pH value of between eight and nine, slightly basic, and similar to that of seawater on Earth. The alkaline soil could grow plants here on Earth; scientists cited asparagus as one, though not others

such as strawberries.

“We basically have found what appears to be the nutrients to support life,” said Samuel Kounaves, lead scientist for the wet chemistry laboratory.

It is unlikely that any life itself would survive in the topsoil of the Martian surface, as it would have to contend with other factors such as strong ultraviolet radiation. But mission scientists said it was not out of the question something could survive under the surface in the Martian subterrain.

The wet laboratory added water to the samples retrieved and also found it to contain magnesium sodium, potassium and chloride. Life, as we know it, also requires carbon, nitrogen and oxygen.

Phoenix does not have the ability to dig far into the surface or directly detect any kind of microbial life if it were to be found, but the results of the mission could drastically affect

NASA and the rest of the space exploring world’s future Mars plans.

In recent weeks, Phoenix also made the discovery, or more of a first direct confirmation, that water-ice existed on and just under the surface. It was first noticed visually when Phoenix touched down and then began digging, as white patches appeared in the soil. Almost immediately, those patches began to evaporate once exposed, leading scientists to directly conclude it was water-ice. It is the first direction proof water-ice exists on Mars, though not surprising as it was always detected in observations from orbit.

In addition, the TEGA instrument heated a soil sample to as much as 1,800 degrees F, after two weeks of sampling. The heated soil released water vapor and carbon dioxide, and offered more proof that the soil interacted with water at some point in the past.



THE ROBOTIC ARM ON Phoenix empties a soil sample into the wet chemistry lab to look for life. It confirmed theories of water-ice and life supporting nutrients in the Martian soil.

## NASA to have Pad 39 repaired for upcoming launch



DISCOVERY SUCCESSFULLY LIFTED OFF from Pad 39A but sent debris flying. The pad will be operational for STS-125.

Ben Cooper  
Staff Reporter

The damage sustained by Launch Pad 39A’s flame trench will be repaired in time to support the October flight of Atlantis to the Hubble Space Telescope, NASA said last week after issuing a repair plan.

Approximately 3,500 flame-proof bricks making up a 75 by 20-foot section of the flame trench wall were dislodged from the gigantic flame trench that channels solid rocket booster exhaust away from the shuttle during the launch of STS-124 May 31. Those bricks were thrown at speeds nearing that of sound as far as 2,000 feet from the pad.

The fence along the perimeter of the launch pad was also bent backwards. In addition to the fence and trench, the north

slope was damaged.

The space agency outlined a \$2.7 million repair plan to go forward with last week. Rather than replace the special bricks, which are no longer available by the company that originally supplied them, they will spray a special material known as Fondue Fyre to form a new wall. This material, which can sustain the multi-thousand degree Fahrenheit heat of the engine exhaust, already lines the flame deflector and wall immediately beneath the exhaust ducts in the shuttle’s launch platform.

The bricks were installed when the launch pad was constructed in the early 1960s to support the Apollo program. They supported the launch of twelve of the thirteen Saturn Vs, including all six moon landing flights from Apollo 11 to 17, and 70 shuttle flights through STS-124.

Working in two ten-hour shifts each day, NASA estimates the repairs, which will involve remove more large sections of the walls first, should be completed before Atlantis is hauled to the pad. Rollout is slated for August 29. Although there are two space shuttle launch pads, Pad 39B saw its last shuttle launch with STS-116 in 2006 and is being transitioned for the Ares rockets of the Constellation program.

For the Hubble flight, however, another shuttle, Endeavour, will be placed on pad B and readied to launch just a week after Atlantis. Unlike missions to the International Space Station, which can act as a safe-haven in the event of an emergency, this Hubble flight requires a post-Columbia rescue plan to be in place when it launches. Once Atlantis is deemed safe to return to Earth,

Endeavour will be rolled over to pad A where it will carry out a supply mission to the space station on STS-126 a month later.

Currently, STS-125 is scheduled to lift off at approximately 1:34 a.m. EDT October 8. NASA is quietly investigating the possibility of moving the launch up several days, perhaps to as early as Oct. 2. With just enough buffer room in the processing schedule to do that, NASA says the reason would be to allow more room in case of delays in launching the shuttle. The following and final mission for 2008, STS-126 slated for Nov. 10, has only 14 days to launch before facing a three-week long block of dates in which the shuttle cannot visit the ISS due to on-orbit lighting and heating conditions.

## Space suit contract awarded

Andrew Zaback  
Space Tech. Editor

From the very first manned space flight, the pressurized suit has always been very important to survival in the vacuum of space. Since project Apollo, NASA relied on a single company to design, test and manufacture space pressure suits. Located just outside of Frederica, Del., ILC Dover has been very successful in designing space suits for three major undertakings in NASA history, Apollo, the space shuttle and International Space Station.

However, the dominance that ILC Dover has over the space suit industry for NASA, will be coming to a close after the retirement of the space shuttle. Officials have just released the lowest bidder for the next generation suits for the Ares and Constellation Programs.

Oceaneering International Inc. in Houston, TX received

the 183.8 million dollar contract to design, develop and test the next-generation suit. The contract began June 30, 2008 and spans through the September of 2018. When the contract expires, NASA expects to have a new suit with two configurations. The first design will be used for launches, entries, and Extravehicular Activities on the ISS and Orion capsule while the second is planned for Lunar surface exploration.

Jeff Hanley, Constellation Program Manager at Johnson Space Center in Houston is pleased with the current status of the program. “The award of the spacesuit contract completes the spaceflight hardware requirements for the Constellation Program’s first human flight in 2015,” says Hanley. Over the past two years, contracts for the Orion Crew Capsule and the Ares I rocket have been awarded to Lockheed Martin and Boeing respectively.

The contract requires that

Oceaneering International and its several subcontractors will design, develop, test and evaluate the new space suit system eventually leading to its manufacture for the first Manned flight of Orion. System requirements for Lunar Missions will include four suits and a life support system while missions to the space station will have six.

In the future, there is a possibility of two other subcontracts being awarded to other companies. The first will cover completion of design, test and evaluation phases for the lunar surface configuration. Running from October of 2010 through September 2018 the contract is worth \$302.1 million.

The second option consists of producing the Orion suit and standard engineering maintenance. It would call for an indefinite number of suits produced and has a maximum value of \$260 million beginning October 2014 until the contract expires in 2018.

## NASA adds shuttle mission

“NASA”  
from FRONT

Columbia accident and deci-

sion to end the shuttle program in 2010.

For the present time, NASA says that even if Congress allocates funds for the extra flight, it is not a guarantee

that they will carry it out. The Bush administration, while not threatening an actual veto, has stated that the \$17.6 billion is enough and may reject the bill.

Upcoming KSC Launches

NET Sept. 26 Delta 4H Classified NRO sat. Launch window TBA	Date TBD Delta 2 Next GPS satellite GPS 2R-20 Launch time TBA	Oct. 8 Space Shuttle Atlantis STS-124 Hubble Service Launch window: 1:30 a.m. EDT
Oct. 10 Atlas 5 Wideband Global SATCOM Launch window TBA	Nov. 10/11 Space Shuttle Endeavour STS-126 Multi Purpose Module Launch window 9:28 pm.	Nov. 13 Delta 2 STSS Demo. Launch window TBA

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# United cuts pilot jobs

*Soaring fuel costs forces industry toward bankruptcy*

Brian Asbury  
Editor-in-Chief

United Airlines announced plans to lay off 950 pilots late last week, about 15% of their fleet. This puts United out in front as the leader in job cuts. United said the job cut was in response to soaring fuel costs. Other carriers are likely to follow.

A recent study by AirlineForecasts predicts that fuel at \$130 or more per barrel will be catastrophic for airlines. The study predicts the airlines will raise fares and begin to surcharge for checked baggage or a can of coke which will lead to consumers flying less. The cycle will eventually bankrupt the airlines.

Airlines are paying twice as much for fuel now then they were a year ago, more than \$30 billion this year. The study also quoted a top energy analyst predicting the price of oil at \$200 per barrel within 24-months. The theory is that the collapse of one major airline, which would leave 200,000-300,000 passengers grounded daily, would quickly bring down the

others and totally collapse the airline industry, putting more than 11,000 pilots out of work.

Five smaller airlines have already ceased operations this year. Chicago based United lost \$537 million in the first quarter this year when oil prices hovered around \$100 per barrel. Earlier this month, United announced they would ground 100 planes with plans to retire 96 Boeing 737s and six 747s by then end of 2009. There are no schedules deliveries of new planes.

Other major airlines have begun eliminating jobs through voluntary means, including Delta, Northwest and American. All major airlines, save Southwest, have announced major service cutbacks. Northwest airlines recently announced further capacity reductions. Northwest CEO Doug Steenland said "In response to these extraordinary fuel costs, we are taking prudent actions to reduce our capacity and right-size the airline. This will allow us to better match our capacity to customer

demand as airfares, by necessity, must increase," at a conference. Northwest, which has agreed to be acquired by Delta, also has plans to retire aircraft including Boeing 757s, further reduce the DC-9 fleet along with Airbus narrowbody aircraft.

"As we take actions to enable United to compete in an environment of record fuel prices, we must take the difficult but necessary step to reduce the number of people we have to run our business," United said in a statement.

Embry-Riddle professor and

ric of our society to just disappear. What has to happen is for airlines to be able to charge a high enough fare to cover the cost of their operations and make a significant enough profit to warrant future investment," Westbrook told the Avion. "Oil prices and negative reporting in the press have convinced many of us that we are headed for a recession. Consequently, consumers and businesses are playing their cards close to their vest and assuming a financially defensive position. This defensive position includes reducing their



PHOTO COURTESY DYLAN ASHE

A UNITED AIRLINES A320 on approach to land. United Airlines will cut 950 pilots jobs in an effort to stay afloat among rising fuel prices. Other airlines could follow with several already ceasing operations this year.

former American Airlines pilot Les Westbrook is not convinced the airlines are doomed however. "Airlines are not going to disappear. They are too tightly woven into the fab-

demand for air travel. Airlines are reacting by reducing capacity. The last thing you want with \$140 a barrel oil is an airplane flying around less than full," continued Westbrook.

# JAL to test biofuel engine

Brian Asbury  
Editor-in-Chief

Japan Airlines has plans to test a biofuel engine on one of the four engines aboard a 747-300 early next year. The JT9D engine, manufactured by Pratt & Whitney, will use a second generation sustainable biofuel for the one hour demonstration. Japan Airlines says this will be the first such demonstration by an Asian carrier. The biofuel, which has yet to be selected, will be blended with regular jet fuel, the airline stated.

The second generation biofuel, according to JAL, will not compete with food for the same natural resource, such as the first generation biofuels. JAL CEO and Group President Haruka Nishimatsu said "Our participation in the search for a viable

second-generation biofuel is a clear signal to everyone of our strong commitment to increasing the environmental sustainability of the JAL Group and the airline industry," when JAL announced the flight in Tokyo. Nishimatsu continued, "For more than 15 years, our airline has been implementing a variety of

and resources behind projects such as this, which will help in the wider battle against climate change and global warming."

JAL is partnered with Boeing and Pratt & Whitney for the project. Boeing said the demonstration will significantly contribute to further



measures designed to reduce and offset the impact our business activities have on the environment. Not only are we endeavouring to reduce our own footprint on the environment, but we are throwing our support

research and development of biofuels for the aviation industry. The biofuels will both lower fuel costs for the airlines as well as reduce CO2 emissions. Boeing Japan President Nicole Paisecki said "Supporting Japan Airlines in this biofuel trial makes both

# Ticket fitness in airlines

Nicholas Harness  
Guest Reporter

Recently the airline industry has considered changing the way it charges each customer for their ticket. With the consistent increase in fuel prices airlines have been looking to new ways to cover their fuel costs.

One solution being taken into consideration is basing the price of each individual flyer's ticket on their physical weight (Airline). It is not new to the airline industry to charge certain individuals more for overweight

luggage, and in some cases for being obese, as Southwest Airlines does (Feds).

In the case of Southwest, they charged "...large people..." (Feds) for two seats at check in. This policy is to help with passenger safety and comfort so to provide more room for passengers on flights so those who sit next to "...large people..." don't feel their seat space encroached upon. This today this is aiding in paying for the fuel that the airlines use for each passenger on a flight.

Will airlines get away with charging passengers ticket prices

based on weight? There is a good chance that they will.

Chances are there will be passengers that sue airlines for discrimination or embarrassment during weighing. However if the airlines set the price per pound they are going to charge and only the ticket price shows, and they do this discreetly, so that other passengers do not see or understand what is going on, then there should be no issues.

This is proven in the case Luther v. Southwest Airlines Co. Here Luther on a return flight to Burbank, California from Reno, NV, was pulled aside by Southwest representatives after requesting a "sleeve" that would allow her to board early for disabilities. Luther was requested by the airline to purchase a second seat for that flight or take another.

Luther refused, however the passenger she was traveling with paid the extra fee conceding to the airline.

Southwest after the flight found themselves wrong and apologized and refunded all extra fare charged.

The case was thrown out of court on the basis that no emotional or financial damage was done and therefore Luther had no case against Southwest Airlines.

Furthermore the government cannot help passengers prevent this way of charging tickets. This is due to the Airline Deregulation Act or 1978, which prevents any state or national government from regulating ticket prices and how they are calculated.

In the end, there is not much the government can do to stop this kind of ticketing. It would be up to passengers to fly or not fly if they are comfortable with getting weighed for their ticket.

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## Cirrus Rolls Out "The Jet"

By Russ Niles

Well, we still don't know its real name and we're not sure if it got out of the massive former Northwest Airlines A320 maintenance hangar on its own power but it sure looks like Cirrus's new family jet is ready to fly. Sporting a red-on-white paint scheme that gives it a sleeker look than the mock-up's more sedate gold-on-white, the aircraft looks like a display airplane and that's what those attending Cirrus's annual Migration and the folks at EAA AirVenture are hoping for as the jet is obviously nearing first flight. The aircraft was formally introduced exactly a year ago at last year's Cirrus Migration and more than 400 refundable deposits of \$100,000 have been received.

## New flight-plan rules take effect Sunday

By Mary Grady

As part of FAA's ongoing effort to harmonize its paperwork and procedures with the International Civil Aviation Organization (ICAO), the form for filing a flight plan is about to change, but only for IFR flights that include RNAV arrival or departure routing. Pilots filing VFR, or filing IFR but without the RNAV arrivals or departures, can continue to file using the usual flight plan format. Pilots filing point-to-point (RNAV direct) and "T routes" also are not affected. The format change, which takes effect at 0900 UTC June 29, is being made to help expedite the FAA's transition to a new en route computer system for Air Route Traffic Control Centers. Click here for the text of FAA's

Letter to Airmen. Pilots affected by the change can find more information, including FAQs and step-by-step filing instructions, at the FAA Web site. The FAA site also includes contact information, with e-mail addresses and phone numbers, to answer any questions. The changes will affect only about 10 percent of general aviation flights, says AOPA. Lockheed Martin flight service station specialists will be trained to help pilots file the new flight plan. "The ICAO flight plan is necessary because it collects more detailed information about actual avionics equipment and aircraft capability," said Melissa Rudinger, AOPA vice president of regulatory affairs. "This in turn allows ATC to match the most efficient routing to the aircraft capabilities, resulting in better service to pilots." Pilots with questions about the change can also contact AOPA for more information..

## FAA examines cockpit fatigue and finds ...

By Mary Grady

The FAA brought together 325 experts last week to spend three days discussing the problem of fatigue in aviation operations, and the agency says the symposium produced agreement on two major points -- fatigue is a problem, and something should be done about it. No, we're not kidding -- that's from the FAA news release. "The FAA hopes the participating individuals and organizations will use the information and concepts shared during the symposium as a springboard to develop effective fatigue management strategies," the agency says. We're not sure what those strategies might be (dogs in the cockpit?), but reading the FAA's news release is probably not one of them. So in the interest of battling fatigue, we'll summarize.

the Part 121 counterparts are slapped on the wrist with fines. He accuses the FAA of being unfair and favoring certain classes of air carriers. "This disparate treatment is evident when recent incidents are considered," stated Coyne referring to Southwest Airlines recent failure to comply with airworthiness directives. Southwest Airlines, a Part 121 air carrier, was fined \$10 million but no suspension was invoked. In the wake of the Southwest incident, other Part 121 airlines performed a self-check and also found themselves in violation, none of which were suspended or revoked.

Coyne argued that similar or less serious incidents from the Part 135 counterparts often resulted in emergency suspension, revocation, or threatening thereof. This would effectively bankrupt the air carrier long before they could exercise their right to appeal. In almost every recent case of Part 135 emergency suspensions or revocations, the practiced the carrier was cited for were approved by the local FAA inspectors, then overturned by the regional or national counterparts, often without even bringing the local administrators into the process. The local FAA inspectors are put in place to inspect, oversee and ensure compliance with the regulations. The carriers will seek guidance from these inspectors, yet the carriers, according to Coyne, cannot rely on guidance received from the local inspectors.

The FAA has yet to respond to the NATA. Air Treks has yet to comment.

"Many experts consider the key to addressing the problem [to be] scientifically based fatigue risk management systems," the FAA says. Those guiding scientific principles should be developed through "enhanced data collection." Just to keep us off-balance (and alert), the FAA turned up one useful suggestion -- it was noted that employees who excuse themselves from duty due to fatigue should not be penalized.

"The conferees recognized that incorporating fatigue risk-management systems into everyday operations is the ultimate goal, but doing so will take innovation in addressing a myriad of regulatory issues," the FAA concluded, and we hope you stayed awake till the end of that sentence.

## Navy will test fuel-efficient airship for marine patrol

By Mary Grady

A Skyship 600 will be tested by the U.S. Navy this summer off the coast of Florida to evaluate its performance as a surveillance aircraft. Working with the Coast Guard, the Navy will collect data about the utility and cost-effectiveness of airships in this role. The ship will carry a crew of three on patrols of up to eight hours to test both the systems and crew fatigue. The ship's cabin, with room for up to 12 passengers, has plenty of space for surveillance equipment, and vibration is minimal. It can fly for up to 52 hours without refueling, and consumes only about 10 to 12 gallons of fuel per hour. The airship's ability to deploy to an area of operation, lift a sizeable payload, provide a stable platform for sensors, and stay aloft for long periods is unique, according to the Coast Guard.



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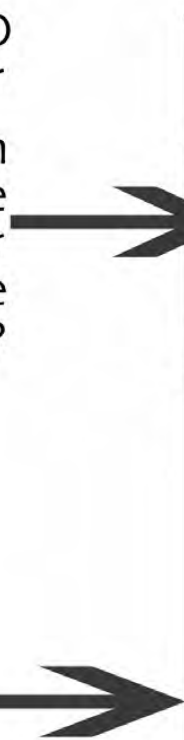
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# British Diplomats to the rescue

Mary Jordan

**The Washington Post**

Helen Rawlins climbed into her Toyota Land Cruiser at 7:30 in the morning, off to rescue another woman.

The British diplomat settled into the back seat as she whizzed by the baking bustle of the Pakistani countryside: the women in colorful head scarves sitting in three-wheeled rickshaws, donkey carts piled high with mangoes, and elaborately painted buses where women sit apart from men.

Rawlins knew a tense confrontation awaited. Lately, she had been making a trip such as this once a week — to help British women of Pakistani descent lured to this country and forced, sometimes at gunpoint, into marriage.

The British government views forced marriages, often performed after beatings or threats of violence, as a human rights abuse, far different from arranged marriages to which the bride and groom consent.

It is Rawlins' job to stop

them. In an age of increasingly fluid migration, and aided by instant communication, the British diplomat works 3,700 miles from London to help women from her own country.

On this June day, the victim was 21. A friend of hers called a British Embassy hotline, and Rawlins then exchanged clandestine text messages and telephone calls with the woman. Now she was on her way to take her back.

"She was very, very clear she wants out of here," said Rawlins, looking cool in a proper navy blue suit, despite the near-100-degree heat.

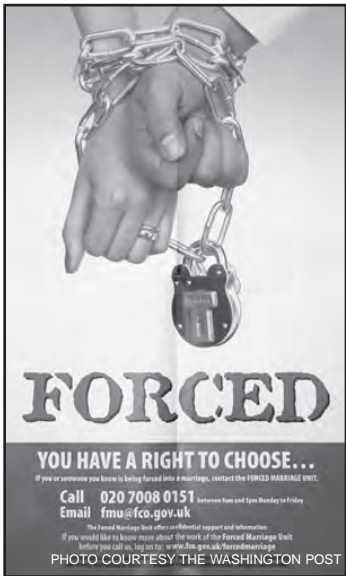
A security agent with a face wrinkled by years and sun, his gun hidden underneath a flowing white tunic, followed Rawlins' car in a white pickup truck.

Rawlins' cellphone rang.

She was still more than an hour away from the woman's village when she received word of another emergency: A 17-year-old girl, born and raised in Scotland, had taken shelter in the British High Commission, as the embassy is known in this

former colony.

Rawlins listened as the British official explained the details. The girl said she hadn't realized



that her parents had brought her to Pakistan to marry. She wanted to choose her own life. She has a boyfriend back home in Britain.

Her mother, furious and wail-

ing, had followed her. She was demanding to see her daughter. But the girl was refusing to talk to her, terrified her family might kill her. They had already taken her passport.

In Britain, girls of Pakistani descent, many of them first-generation British citizens, are raised in a Western country where women dress, date and marry as they please. Some rebel against the traditions of their parents' homeland, where liquor is banned, women cover their heads, and it is scandalous for unmarried women to talk to men who are not their relatives.

No culture or religion endorses forced marriages, but parents often see it as a way of defending their traditions. Marriage to a first cousin or someone from the family's home village is viewed as a way to preserve family honor, prevent marriage outside their religion and keep wealth within the family.

So parents bring their daughters to Pakistan, revealing their true intentions only after they arrive. By then, the girls are surrounded by family, with no

place to turn and the threat of violence if they resist.

Before 2000, British officials tended to view forced marriages as a foreign custom not theirs to judge. But these British-raised young women are increasingly worldly and assertive, and many now have cellphones hidden in their burqas or handbags.

From even the remotest villages, they are increasingly calling for help. And the British government has set up a special group to rescue them.

The Forced Marriage Unit operates out of an office on the edge of Trafalgar Square in London and rescues hundreds of women every year. Many of the 4,000 calls it receives each year involve cases in the United Kingdom, but the unit has diplomats in embassies around the world on standby for overseas rescues.

Rawlins heads the team in Pakistan, which handles about two-thirds of the cases reported outside Britain. It operates with the consent of Pakistani authorities.

On the phone, Rawlins talked about the teen-age girl, who,

like other women interviewed for this article, are not identified out of concern for their safety and as a condition of riding along with British officials. Rawlins conferred with her colleague Albert David, who sat in the SUV's front seat wearing Ray-Bans and a crisp dress shirt. David, 38, a Pakistani, has worked on hundreds of these cases.

"We have to get her out of the country quickly," David said.

The girl's boyfriend in London, desperate to stop the marriage, arranged to have friends drive her to the embassy after she sneaked out of her family's home. In retaliation, the family filed kidnapping charges with the Pakistani police, who threw the boyfriend's Pakistani father and brother in jail, a blunt tactic to force the girl to comply.

Rawlins dialed her office. She needed an emergency passport for the girl. And plane reservations. She called London to ask for money; the girl must pay for her flight, but the government would lend cash if she needed it.

## Iraqi restaurant's menu: new hope

Saad al-Izzi

**The Washington Post**

In late 2005, a suicide bomber stepped inside Qadori, a renowned restaurant nestled alongside the Tigris River, and detonated his explosives-rigged belt. The blast killed seven employees and 22 customers and shattered a totem of Baghdad life.

"It all happened in a single second," recalled Alaa Hashim, a 30-year-old cook who began working at the restaurant when he was 10. His brother died in the attack.

After two years of unemployment for Hashim, the restaurant is back in business, having reopened last year on a quiet street in a fortified part of the capital. Qadori's revival is a symbol, for some Baghdadis, of the capital's slow return to normalcy.

On a recent day, sweat gushed down Hashim's forehead as he stood before a foot-tall fire. He tossed a spoonful of hot grease into a small frying pan, then tomato chunks, minced meat and eggs — the ingredients of a popular Baghdadi breakfast dish called makhlahmah. A slim boy named Ali, whose father was killed in the bombing, handed Hashim the eggs.

Outside, five policemen manned a checkpoint. At the end of the street, another policeman with a machine gun kept watch from a gray concrete tower flanked by six-foot-high blast walls. Car bombers have often struck Palestine Street, a commercial thoroughfare that runs past the new Qadori.

A young man frisked each customer at the restaurant's entrance. Two other employees checked cars in the parking lot for bombs.

"I trust no one other than my workers," said manager Moshtaq Ali.

Hashim was back at work because the blast walls and body searches made him feel safer, although, he said, still "not 100 percent" safe. He also felt he could help Baghdad revive.

"If I quit and the others quit, then there will be no life," explained Hashim as he deftly assembled one makhlahmah after another.

The restaurant's name is the nickname of its owner, Abdul

Qadir Ahmed Hussein, a cheerful man with close-cropped gray hair, a mustache and unshaven cheeks who inherited his savory recipes from his grandmother. She sold bagila bil dihin, a traditional breakfast dish made of flat bread soaked in oil and beans topped with an omelet, in the narrow alleyways of old Baghdad.

Thirty-five years ago, Hussein launched his business from a pushcart. In 1982, he opened a small restaurant in the capital's Bab al-Sheik enclave, and his reputation soon grew. A few years later, he moved to Abu Nawas Street, a famous avenue that snakes along the Tigris.

Hussein was unhurt in the bombing, but Iraqis all over the world called him to make sure he had survived. He later suf-



fered a stroke and traveled to neighboring Jordan for medical treatment. He returned to Iraq as soon as he was well.

He settled in Sulaymaniyah, a city in the semiautonomous Kurdish region that has been relatively free of violence. He was not happy to discover another restaurant called Qadori, selling the very dishes he once sold. He took the owners to court, where he won the case, but he eventually allowed the restaurant owner to use the name for an additional three months. He also let one of his employees open a Qadori restaurant in Syria.

He waited for the moment he could reopen in Baghdad.

That moment arrived in April 2007. The news of Qadori's resurrection spread across the capital. Baghdadis told each other how to get to the new location.

Today, the smell of raw fat

melting on frying pans wafts through the restaurant.

Hussein, who is 70, can hardly speak. He walks slowly from table to table, his shoulders sloped forward, greeting customers, especially the regulars. His staff has grown to 27 employees.

On this day, Ayad Kadhum, a 29-year-old clothing store owner, sat in the restaurant eating makhlahmah.

He remembered when as a child he visited Qadori's restaurant in Bab al-Sheik with his uncle. "I was so small that I couldn't finish a single omelet," Kadhum said. The meals became a Friday morning ritual.

In recent years, whenever Kadhum traveled to Syria on business, he frequented the

Qadori restaurant there, along with crowds of Iraqis who had fled the violence gripping their homeland.

It wasn't quite right. "Even though it was practically the same staff, it did not have the same taste as it does here in Baghdad," Kadhum said.

Another customer, Abdul Qadir Abdul Kareem, sat with five friends. The Sunni government worker said he had been worried about coming because the new restaurant is in an area long controlled by Shiite militias.

"Now the place is safe, but this area used to be sectarian," said Abdul Kareem, who lost a friend in the 2005 bombing. He pointed to his friends, Sunnis and Shiites, sitting together.

One of them, Saif Kamil, a wholesale sweets merchant, waited for his meal. "The killing time is over," he said. "The situation is better."

Emily Wax  
**The Washington Post**

Ah ... steaming plates of chilies swimming in yak cheese. Tea churned with butter and salt. Goopy boiled ferns.

These are some highlights of the traditional diet of Bhutan — a tiny Himalayan nation nestled between the two culinary and geographic giants of China and India. It's a gastronomy that is little known but often disparaged: Gourmet magazine editor Ruth Reichl has been quoted as calling Bhutan's "the world's worst cuisine."

And you can try it for yourself this week, when Bhutan will be the featured nation at the 42nd annual Smithsonian Folklife Festival, beginning Wednesday on the national Mall. Dorjee Tshering, director of Bhutan's department of culture, can hardly wait for you to have the experience.

"Forget, how do you say, hot dogs? And let's have America tasting ema datshi," beamed Tshering, referring to Bhutan's national dish of chilies and cheese. "Oh, we are so proud, especially of our food. You know, most Americans have never tasted our famous red chilies — or even our butter tea!"

As a foreign correspondent, I visited Bhutan — and met Tshering, and tasted Bhutanese cuisine — when the small nation held its first parliamentary elections in March, becoming the world's newest democracy.

For weeks before the trip, I had heard from friends about the country's rugged and serene beauty, its otherworldly Buddhist culture, its gentle resistance to crass modernity. (The country's only traffic light was taken down days after it was installed, when people complained that it was ugly and ineffective; the white-gloved traffic cop got his job back. Even the transition to democracy was uniquely Bhutanese — the beloved monarchy had to abolish itself by royal decree.)

But even diehard fans of Bhutan warned me about two things: the hundreds of howling and wandering stray dogs — Buddhists apparently don't think it's kind to put animals in a pound — and the utter strangeness, not to mention the

intense kick, of the wildly spicy food.

Raised on bland bagels and slices of New York street pizza, I must say that the cultural calories in Bhutan were among the most "interesting" experiences I've had as a correspondent. (Well, there was that hairy camel meat in South Sudan ... long story.)

In Bhutan, I soon realized that blistering-hot chilies are the essential ingredient, probably because they raise body temperatures in the cold Himalayan climate. It's not uncommon to see whole families sweating enthusiastically over their ema datshi. And that's just breakfast.

Actually, breakfast, lunch and dinner are pretty much the same in Bhutanese homes. Heaping plates of chilies, cheese and potatoes. The signature ema datshi, made with chilies cut as thin as string beans, smells and tastes like jalapenos and Velveeta, and you eat it with your fingers. Butter tea, made with yak butter, has a sweet, heavy feel, kind of a hot milkshake. As for the ferns, they're green, stringy fiddleheads, curled like tiny sea horses. Boiled to slimy done-ness, they tasted like spinach crossed with asparagus. But they felt healthy and weren't too bad over Bhutanese red rice.

When we foreign journalists went out to Bhutanese restaurants, those blisteringly hot chilies meant we drank a LOT

of water. Only my husband, Ray, could take his ema datshi without a chaser — but then, he's a Cajun Texan. "These chilies could get a bowl of plain rice up on its feet," he said appreciatively. All of us were thrilled to find a cafe in the capital city of Thimphu filled with young locals and ex-pats and serving Bhutanese fusion — yak burgers and yak pizza. Salty, flavorful and familiar, the food would have been right at home on a trendy menu in Brooklyn.

But everyday Bhutanese cuisine is the ultimate in locally produced organic. Many families grow their own ferns and mushrooms, and dry home-raised pork in the clean mountain air. When Bhutan was invited to the Smithsonian festival, Tshering said he knew it would be a challenge to reproduce the tastes 8,000 miles away on the Mall.

First, he said, there was the

quality of the yak cheese.

Tshering originally considered bringing a yak to the festival to make fresh dairy products. But there were the problems of a two-month quarantine and Washington's hot climate. In the end, the Bhutanese scrapped the yak idea and enlisted the help of Bhutan's first food sociologist. Kunzang Choden is the author of "Chilli and Cheese: Food and Society in Bhutan," which attempts to capture Bhutanese traditional and religious culinary culture before it is overwhelmed by the burgers and double cappuccinos of globalization. "In the bowls of chili is the country's identity," she has written, and that's what she'll be cooking for demonstrations on the Mall.

The Bhutanese food sold at the festival's concession stands, meanwhile, will be provided by Indique Heights, an Indian restaurant in Chevy Chase, Md., that has studied Bhutan's cuisine for the occasion. Three dishes will be highlighted: ema datshi, of course; nakey tshoem, which is shredded chicken mixed with fiddlehead ferns, cheese, chilies, garlic and ginger; and momos, dumplings filled with pork and cheese that are favored by the ethnic Nepalis who live in Bhutan.

"The food, for a lot of people, is their favorite part of the festival. The live demonstrations really give you a chance to try and watch folks prepare it. And maybe try it at home," said Becky Haberacker, a spokeswoman for the Smithsonian Institution. "In the case of Bhutan, it's a country not a lot of people have visited, let alone tasted the food."

Tshering said Bhutan sees the festival as a giant coming-out party for the country, which has a population that is roughly the same as the city of Washington's. "We thought there's no better place to show off our new democracy and our preserved culture than America," said Tshering. "We just hope everyone loves our cooking."

What about the food's "world's worst" reputation? Personally, I would disagree — and give that title to the aforementioned Sudanese camel meat. But visitors with a fear of spice might go easy on the chilies. And have a tall glass of cold water at the ready.

## Arranged marriage: modern Hindu style

Swati Pandey

**The Washington Post**

It was near midnight at the Railway Club, a posh spot at the train station in Gorakhpur, close to the Nepal border. Hundreds of guests had gathered four hours earlier to eat mad e-to-order dosas and Indian-Chinese fusion finger-foods, to watch green, red and gold fireworks explode over palm trees and to dance to bass-

heavy Bollywood music.

My cousin's wedding would begin soon.

A family astrologer had recommended the date and advised that the wedding start after 10 p.m. and conclude before 4 a.m. Those last hours would end six days of ceremonies, the first reunion of my maternal family in two decades and my first full Hindu wedding. They also would end my uncle's efforts to arrange a marriage, and a future, for my cousin.

All of it -- the years spent selecting a suitor, the final minutes of anticipation, the newness of the couple, a man and woman not shaped by former loves and heartbreaks -- was romantic in a way I hadn't expected. Growing up in America for all my 25 years, I long ago had given up on the tradition, but by midnight, I had started to wonder.

What I never realized, as a googly-eyed adolescent who had imagined eloping with

a George Clooney type, was that "love marriage," as many Indians call it, is the aberration.

Arranged marriages are common in countries and cultures that came belatedly to Romanticism and rock 'n' roll and whatever else gave rise to what we call youth. It's difficult to quantify them because the term is such a broad one -- encompassing a childhood betrothal and a parent's mere suggestion of a vetted match.

My cousin's arrangement

was closer to the latter. Her father found Vishal through one of my paternal cousins. Shockingly for this conservative swath of north India, sometimes called the "cow belt," he set a date for them to meet without a chaperon.

"He looked better in person than in photographs," Garima Upadhyaya, 26, said, recalling their first meeting. "He was always laughing and joking."

They next met at their engagement party in Gonda, Garima's hometown. Two

months after that they would be married; the all-nighter wedding would be the most time they had spent together.

That's still more time than my mother had with my father before marrying him in 1969, in the same house where Garima was raised.

They met face to face when my father looped a garland around my mother's neck at their wedding. They moved to the U.S. within months.



# University answers criticism

President Ronald Reagan—often called ‘The Great Communicator’—once said:

“We must reject the idea that every time a law’s broken, society is guilty rather than the lawbreaker. It is time to restore the American precept that each individual is accountable for his actions.”

I can think of few more apt responses to an anonymous opinion piece titled, “Student Treated Horribly by University Administrators” published in The Avion on June 3. Legal and policy proscriptions prevent me from sharing the details of that particular student and event, but let me offer the following.

Embry-Riddle greatly values the rights, interests, and environment in which our students, employees, and visitors live, learn, and work every day. To ensure that environment is safe, orderly, fair, and effective in accomplishing its mission, the University has established reasonable rules,

regulations, and procedures to guide the conduct of everyone on campus so all know what is expected, and to promote equal treatment for everyone in the ERAU community. When an individual chooses not to follow the rules and regulations, it disrupts the campus environment, prejudices good order and discipline, and tries to give the violator rights and freedoms not enjoyed by those of you who do play by the rules. In some cases, such behavior can pose a real danger to the campus population, but even in the least of them, allowing one’s stubbornly rebellious conduct to go unchecked on campus is patently unfair to others. As a matter of good policy and precedent and in the interests of fair play, Embry-Riddle can’t let anyone on campus flagrantly disregard rules and regulations at the expense of others. There is room for individualism, exploration, and self-expression, but there

must be limits. Willful defiance and obstinate resistance are far beyond those limits, particularly if the person was informed of the potential consequences of violating the rules. In this case, the situation was handled like any other situation in which someone on campus violates rules, displays rank contempt for authorities, and patently refuses to cooperate.

To suggest that readers of The Avion should endorse the idea that the ERAU community must accept anyone’s bad behavior is contrary to the ideals for which we stand, and the notion that Embry-Riddle endeavors to ruin someone’s life by insisting they comply with the same rules and regulations as everyone else is beyond the pale of adult reality. As Abraham Lincoln said, “[one] cannot escape the responsibility of tomorrow by evading it today.”

~Michael Murray

# Boeing’s selfishness negatively affects military

The GAO upheld the Boeing appeal last week for the USAF tanker contract. It will now, have to start over for the third time. The first time, Boeing had won the

Air Force or Navy aircraft while on the ground. The A330 held a larger payload with a longer range than the 767 that Boeing was proposing. Northrop, partnered with Airbus

stretch that the Air Force not getting the new technology sooner could actually cost American military men their lives, but not impossible. A tanker with more fuel to give allows more fighter/attack aircraft to stay on station longer to provide close air support to the men on the ground. It would allow long and short range bombers to attack their targets from further distance, or possibly put their bombs on target sooner. Any of these situations could save Americans lives. Every part of the military is in support of the ground forces, therefore having an effect, whether direct or indirect on them. Boeing and their selfishness have withheld the new technology from the military even longer. This simply aggravates an already bleeding wound. It is despicable and Boeing should, for once, just render defeat.

~Brian Asbury

... this hinders the U.S. military. The military needs this equipment.

-BRIAN ASBURY

new KC-45 tanker is scheduled to replace has been in service since the 1950’s. I have personally been aboard the KC-135 in flight, and let me tell you, it’s obsolete. It’s difficult to make the

# Right to bear arms affirmed, for now

The Supreme Court upheld the constitutional right to bear arms, last week, overturning the D.C. gun ban. The ban prohibited private citizens of the District of Columbia to own or carry guns, even in their own homes. This is good news for the

private citizens of the nation’s capital, as they will now be allowed to lawfully protect themselves. However, the narrow vote was only 5-4. This should be alarming to gun owners that the Supreme Court just barely voted in favor of the Constitution. What should be especially concerning is what

the Wall Street Journal noted, “With the next President likely to appoint as many as three Justices, the right to bear arms has been affirmed, but still isn’t safe.” Something else for gun owners to think about. Democratic Presidential nominee Senator Barack Obama has a very anti-gun voting record. Without trying to campaign for John McCain, I would just like to point out that putting the democrats back into power could be the end of a very important constitutional right.

~Brian Asbury

... the Supreme Court just barely voted in favor of the Constitution.

-BRIAN ASBURY

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## The future is here and its 1982



ANDREW ZABACK/AVION

THE SGA HAS TAKEN another step in moving the campus forward by installing this phone with an apparent identity crisis. Soon Bill and Ted will have a place to depart on their excellent adventures and Superman will once again have a changing room. People will apparently use it to make phone calls too.

Yes we are still here this summer and yes we are still taking your opinions. Submit your opinions online at [www.avionnewspaper.com](http://www.avionnewspaper.com) or e-mail them to [theavion@gmail.com](mailto:theavion@gmail.com).

## Student Forum

The Avion asks: “What movie are you looking forward to seeing?”

-Compiled by Matt Goldberg and John W. Smith III



Adam Stahl  
Senior  
Aeronautical Science  
“Dark Knight.”



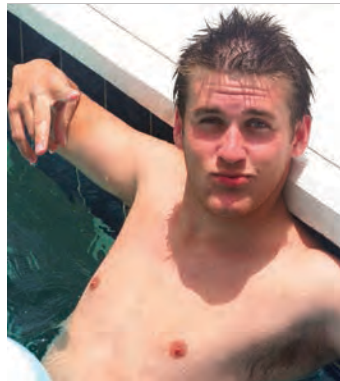
Jen Meglic  
Junior  
Safety Science  
“WALL-E.”



Jarrod Brandt  
Sophomore  
Aerospace Engineering  
“Wanted.”



Kevin Bray  
Sophomore  
Business  
“Hancock.”



Barry Grogan  
Sophomore  
Aerospace Engineering  
“You Don’t Mess with the Zohan.”



Krystle Monson  
Sophomore  
Meteorology  
“WALL-E.”



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# 'WALL•E' a delight for all ages

WALL-E



Jason Preston

Staff Reporter

The 90's were probably the best time to be a child, or at least young enough to appreciate what there was back then compared to the filth that's currently stinking up the entertainment industry. For an example, many a college student now loved Dexter's Laboratory,

WALL•E Facts

❑ It is the ninth picture from Disney and Pixar.

❑ Grossed over \$60 million in first weekend.

❑ WALL•E is short for "Waste Allocation Load Lifter Earth-Class."

❑ WALL•E's start-up sound is straight from a Mac computer.

❑ All the film's sounds in were created by Ben Burtt who also created the sounds for "Star Wars," "IWillow," and "ET."

a quirky little cartoon based around a grammar-school wunderkind who secretly has his own laboratory in his basement. Better still were the movies that came out from Pixar. Their shining achievement at the time was Toy Story, the worlds first entirely computer-graphics film. Pixar's subsequent movies were all nicely written and could be watched with the family, or friends, or alone, regardless. They had a huge success with Finding Nemo and let's get something straight; Finding Nemo was amazing. There my generation was, living our boring middle school lives, watching our boring middle school movies, counting down the days till when the Powerpuff

Girls would finally get cancelled, and the Finding Nemo pops up with the water effects that would make the developers at Valve feel incompetent. Well, the director of Finding Nemo, Andrew Stanton, is back with the new movie WALL-E.

Stanton's idea for Wall-E pre-dates even Toy Story: "What if mankind evacuated Earth and forgot to turn off the last remaining robot?" It's unique because out of all the previous Pixar movies that are stories of character, family, friendship, and everything else good in the universe, WALL-E is the only one that's a love story. There's a slight disclaimer since every Pixar film to an extent shows off different kinds of love: this is the kind that will lead to Wall-E and his love-interest EVE going to a parts shop and making a baby.

Previous reviews of mine have usually ended up in a figurative movie or game with a figurative flamethrower and metaphorically reducing into ashes. In hindsight, watching WALL-E there's little criticism for it. The characters were all well written down to even the cute, little cockroach that can somehow get run over several times, yet be totally fine. The plot was sound with a giant middle finger to everyone who doesn't believe we're polluting the Earth. The soundtrack was masterfully done by Thomas Newman, the same man who did the soundtrack for Finding Nemo... there may be a pattern to this. There was



IMAGE COURTESY OF DISNEY-PIXAR



little dialog since most of the robots only

the only exception being AUTO the autopilot on the spaceship carrying the last remnants of humanity... wait a second... there should be a referee calling shenanigans on this one.

made sounds that could be interpreted as words, with

Back in the day, there was a wonderfully funny movie called "Airplane" and in it was, Otto the autopilot, an inflatable airline captain who took over when the flight crew was incapacitated. Maybe it's not a 100% rip off but still close enough to call a foul. The only other eyebrow raising feature in the movie was when a recording of the past described the future of humanity as having lack of bone mass and being obese from being out in space for so long, even though the ship had artificial gravity that was just as it would be on Earth. It was at this juncture where all the children and parents started avoiding the entertainment editor with the enraged eye twitch. To an extent it would be rude to call humanity lazy, but at the same time, a lot of potential physicists and astronauts in the audience were misled that night.

Even if you're not into the "movie for the whole family" idea, go see it anyways, because there's very little out there that's anything like it. Even though Disney will

probably cause the Apocalypse with that horrible "Beverly Hills Chihuahua" coming out

“What if mankind evacuated Earth and forgot to turn off the last remaining robot?”

-ANDREW STANTON

soon, Pixar may still manage to save us all, because "WALL-E" was just that good. It's certainly going in the top 5 movies of 2008, which in itself has been fairly high when it comes to the quality of what's been coming out of Hollywood. However this leads to the question of what would happen if you watched Iron Man, Get Smart, and Wall-E in a row while drinking the world's best soft drink, Fanta Melon. Perhaps their sheer combined powers would cause a second Big Bang that would create an even better universe and it would be awesome!

# 'Wanted' is packed full of inovative action

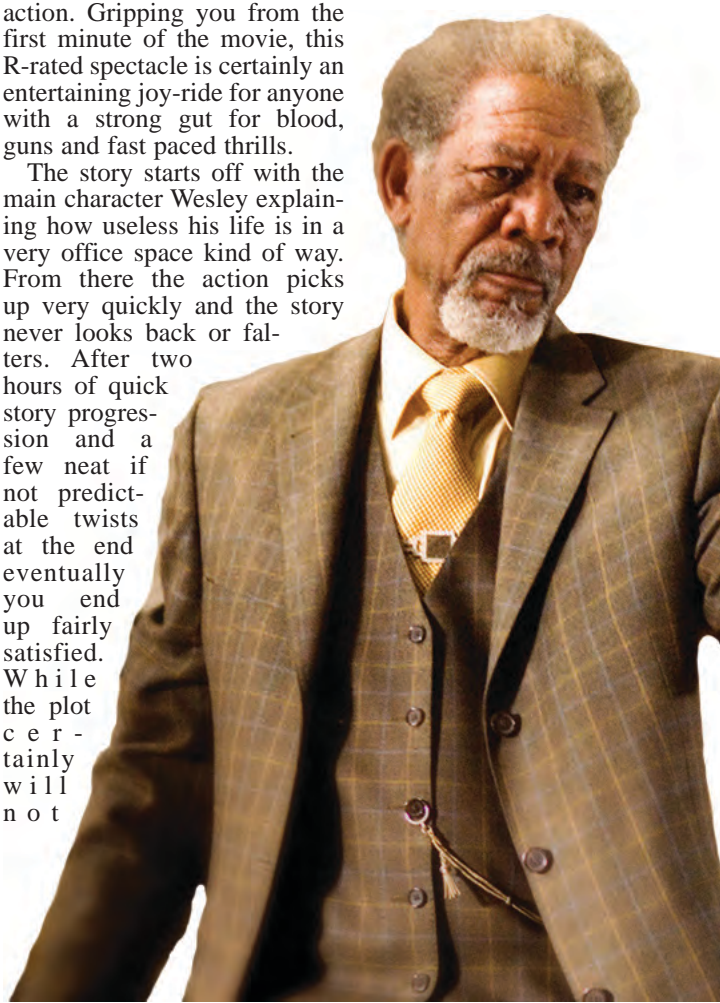
Wanted



Peter Richardson

Entertainment Editor

"Wanted" is one of those rare movies that any fan of film expects to be all sorts of terrible but ends up being a pleasant surprise. As a straight up, no apologies, action-thriller, "Wanted" takes the viewer for a ride through a dark world of top assassins and hair raising action. Gripping you from the first minute of the movie, this R-rated spectacle is certainly an entertaining joy-ride for anyone with a strong gut for blood, guns and fast paced thrills.



not

blow anyone away, it was serviceable enough to get through the film and to the meaty action.

This action romp stars the up and coming James McAvoy along with an older looking Angelina Jolie, and the man who seems to be everywhere these days, Morgan Freeman. The cast as a whole is easily decent enough with McAvoy as the only real standout in his first major starring role. Jolie does seem a little tired throughout the whole film and Freeman shows as little emotion as possible for every scene he is in. Despite these two small exceptions, the film does not falter



IMAGE COURTESY OF UNIVERSAL PICTURES

because of the cast and in-fact some of the supporting crew including the rapper Common have some memorable scenes. None of this really matters though because the real stars of this movie are not the actors but the visuals "Wanted" has some of the most original action scenes seen on the big-screen in a long time. If it looks like these scenes were pulled from the pages of comic books, it's because they almost were. "Wanted" was originally an adult themed comic book series by author Mark Miller and the creators of the "Wanted" film tried

“‘Wanted’ has some of the most original action scenes seen on the big-screen in a long time.”

-PETER RICHARDSON

comic books, it's because they almost were. "Wanted" was originally an adult themed comic book series by author Mark Miller and the cre-

to take the comic action scenes and translate them almost directly to celluloid. This results in some what ridiculous yet unquestionably entertaining action moments all of which are used with the right timing and pacing throughout the film. Augmenting these action

sets were, quite well done and not overwhelming or overused, computer effects. These effects were mostly used just to tip-off the action and excitement throughout the film. Unlike in many action movies these days the computer generated effects do not detract from the film in any way and do not act to destroy the care-

fully preserved suspension of reality.

The end result of this combination of decently solid acting, great action scenes and a fun story is a reasonably entertaining action flick that delivers on all the levels you would expect. Easily one of the better R-rated action movies of the year "Wanted" is a great film to go and see when looking for a good, heart pumping time.





# Mel Brooks' classic show re imagined

Get Smart

Jason Preston

Staff Reporter

Long ago, in the obscurity of the Cold War, when even the most tasteless comedic act could be considered funny if it mentioned the difference in living conditions between the capitalist who has a warm tan and the pale communist without one because in Soviet Russia there is no sun, there were a few shining specimens of just purely enjoyable comedies. This rare species will pop up every now and then but recently has seemed to be near extinction.

Grew up without knowing “History of The World Part One”, “Blazing Saddles,”

“I liked it. I liked it a lot. I thought he (Steve Carell) was the perfect choice.”

-MEL BROOKES

“Space Balls” and the original Get Smart television series that was masterfully satirical of everything James Bond? That’s very unfortunate because one could save the Earth from total annihilation and their life would still be incomplete until they saw at least one of those films or shows. The “Get Smart” movie though was directed by Peter Segal and even though it shares many of the themes from the Brookes’ series, it’s also the remake of the original Pink Panther movies with Peter



PHOTO COURTESY WARNER BROTHERS

Sellers because it was realized only all too late that Steve Martin had been infected with the Moronic Plague. No idea of who Peter Sellers was? The only explanation is that today’s generation has an unawareness level that did a cannonball into the pool of shameful.

Not to fear though, Get Smart was remade with a delightful cast of modern actors. Steve Carell is the main protagonist, Maxwell “Agent 86” Smart; Anne Hathaway is Agent 99, who becomes Smart’s partner in more ways than one; Alan Arkin is the aged but still fit for awesome Chief of CONTROL; and Agent 23 is played by Dwayne Johnson... you know The Rock from wrestling on television... he does the eyebrow thing. On the bad-guy side of the spectrum, we have Terrance Stamp as KAOS’ second in command, Siegfried; Shtarker is Siegfried’s right hand man and is played by Ken Davitan who played Azamat Bagatov but is often un distinguishingly referred to as “the fat guy from “Borat”; and finally the guy on

the bottom of the totem pole, but tall enough to be the pole itself, is Dalip played by... Dalip Singh, another wrestler from television who goes by the name of The Great Kahli.

The plot is fairly straightforward with CONTROL’s agents trying to stop KAOS from doing dreadful things with nuclear weapons. As typical of a spy movies as it is when it comes to plot synopsis, the constant comical events keeps the audience’s concentration on the movie. There’s a bit of a shift in who are really the good guys and bad guys. Perhaps Segal figured he had to take a crowbar to the plot

in the same manner Gordon Freeman would a headcrab zombie, and stick a double cross between the characters somewhere. Which was just a tad bit superfluous at first but then the end result was one of the aforementioned characters dies and rightfully so because he’s not that great of an actor.

Some note worthy readers may have had the name “Steve Carell,” a previously unsubstantial actor who played in some not so great films, catch their eye. He’s played a few supporting roles like in

“Anchorman: The Legend of Ron Burgundy” and “Bruce

Almighty.” That’s not to say however he hasn’t had a chance to go at it on a lead role. There were his performances in “The 40-Year-Old Virgin” and “Evan Almighty,” but in retrospect I can’t bash him too hard for that. Morgan Freeman was God after all and that’s a hard act to follow if you’re not Allah, or Buddha, or the entire spiritual consciousness of the universe. Some people liked him, others remained skeptical of whether or not he could pull it off. After reflecting on it, it’s clear that it’s not he wasn’t the right man for the role, it wasn’t the right role for the man, or at least wasn’t good enough to let him truly show his talents.

This entertainment reviewer will gladly fight anyone to the death in the gladiatorial arena that doesn’t believe that this was a good film. It’s not some summer flick one goes to for a few laughs. This was a great example of what can happen when you throw away the idea that a movie will be good as long as it has famous actors

even though the plot is terrible. You can put Adam Sandler on a stool on stage while he throws rotten tomatoes at the audience and people would still pay money to go, but at the end of it all, just because it’s Adam Sandler doesn’t excuse the fact that you still smell horrible. Maybe it takes that proper opportunity to come around. For example, even people with very poor conceptions of good and bad like Hitler or Al-Qaeda leader Al-Zawahiri loved “Iron Man,” but up until that film no one couldn’t have cared any less about Robert Downy Jr. May be it’s because what’s considered funny now-a-days is so beyond tasteless it’s hard to tell what’s good. Is having a movie like “Jackass” or even a sequel of it really necessary? It’s a slippery slope when someone tries to make a movie that’s “so stupid its funny” and the only film that deserves credit for pulling it off was “Monty Python and The Holy Grail.”

“Get Smart” gets back to what was discussed before about those purely enjoyable comedies. Any one can watch it and like it, and more so not be offended by it. No scene was hilarious because it was blatantly throwing around racial slurs or having characters too obnoxious for their own good like in a lot of what’s put onto the big screen these days, it was hilarious because it was genuinely funny and that’s something that can’t be said about a lot of the films out there. It’s without a doubt one of the best films to come out so far, but definitely the most humorous. Most turn their heads the other way when it comes to boot-legged movies and such, but “Get Smart” is good enough that even the most chronic torrent-downloading, cheap skate would tell their customers to feel ashamed of themselves for trying to pirate such a good film and to just pay for a ticket and enjoy it for what it is: the funniest movie that’s come out in a long time.

# More quality rock from Disturbed



Indestructible

Brian Asbury

Editor in Chief

Pull out your air guitar and get ready to head bang with Indestructible, the new album from Disturbed. “Inside the Fire”, is the second track and the star of the CD. It is the first single off the album and already reaching top ten spots on several charts. Guitarist Dan Donegan describes the song about the girl he was in a relationship with. “She committed suicide, and he just has the voice of the devil over his shoulder trying to provoke him to take his own life to join her again, because the only chance for him to be with her again is if he takes

his life,” said Donegan in an interview with artistdirect.com. “We’re not condoning suicide off of this, it’s just more of the temptation to join a girlfriend that was very confused and messed up and wanted out,” continued Donegan. Devin, her reference in the song, was not the girl’s real name, however the story is true. “Devin, won’t go to heaven, she’s just another lost soul, about to be mine again, leave her, we will receive her,” read the lyrics. The music video opens with a girl hanging herself. He cuts her down, and bathes her, then returns to the



room where she hung herself. He then, obviously mentally disturbed, picks up a gun and puts it to his own head and screams. It ends with him in a straightjacket.

One band member referred to the new album as “ballsier” than previous albums. Indestructible is the fourth album released by Disturbed with an opening sales of over a quarter million dollars toping their previous release, Ten Thousand Fists.

The album, consistent with the title of the band, is somewhat disturbing but there is not a bad song on the CD. If you are a Disturbed fan or just enjoy the genre, you will want to get your hands on Indestructible, which was in store June 3.

# Denver band's message to nation

Fight With Tools

Billy Sohl

Staff Reporter

After hearing their single “Handlebars” on the radio for the past few weeks, I was excited when The Flobots new CD *Fight With Tools* found its way to my inbox. This Denver hip-hop and rock ensemble is bringing a revolutionary new sound to the old punk tradition of anti-establishment.

The six-piece group incorporates a powerful array of influences into a single entity, mixing hip-hop, funk, ska, and rock influences. The lyrics, while powerful, are definitely not for anyone with a conservative view. Flobots offer a scathing comment on the shape of the world and attempt to encourage their audience to fight to

change it. The entire CD is made to feel as though the listener is tuning in on a pirate radio station broadcasting a message of revolution.

Brer Rabbit and Jonny 5 are the two emcees pumping out these lyrics. Pay special attention to their work in the tracks “Stand Up,” “Same Thing,” and the haunting tribute to “Anne Braden.” They are backed up by an awesome trio of Jesse Walker on bass, Andy



Guerrero on guitar, and drummer Kenny Ortiz. Together they capture a funk sound that is perfectly highlighted in “Combat!” and “Same Thing.”

And rounding out the group is trumpet player Joe Ferrone and violinist Mackenzie Roberts. Ferrone’s work in the single “Handlebars” is just a small sample of his talent. Roberts also shines with her moving solo in “Mayday!!!” and her lyrical contributions to “Never Had It.”

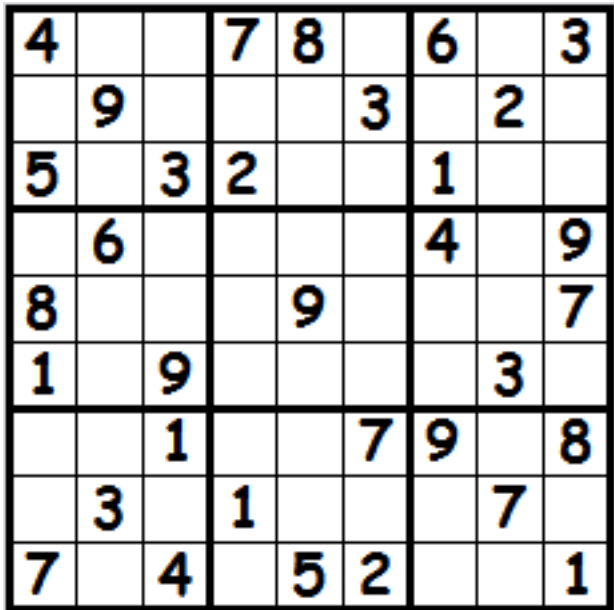
For my political taste the album really captures a lot of the social issues I care about today. However, it’s clear that this isn’t a CD for everyone, as it promotes a very socialist view of the world. But if you can take a lot of activism, the musical talent behind it is phenomenal.

In the end, *Fight With Tools* is a wonderful blend of activism, outrage, genres and talent that is sure to be inspiring fans for years to come. I highly recommend this album to anyone willing to keep an open mind.

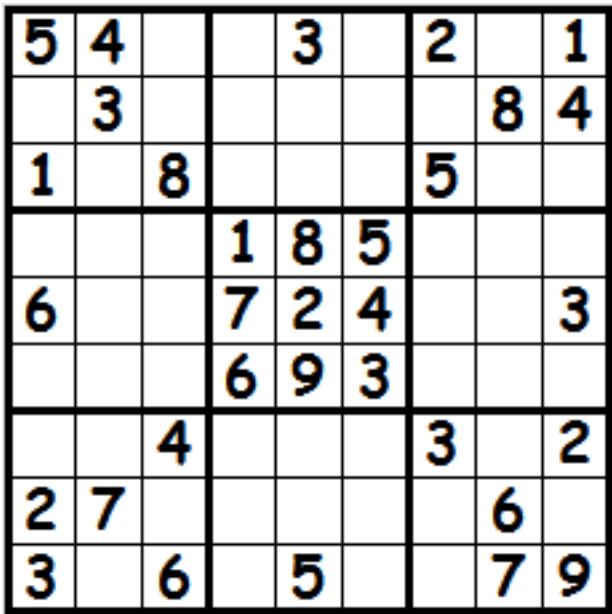


GIVING YOU SOMETHING TO DO IN CLASS SINCE 1969

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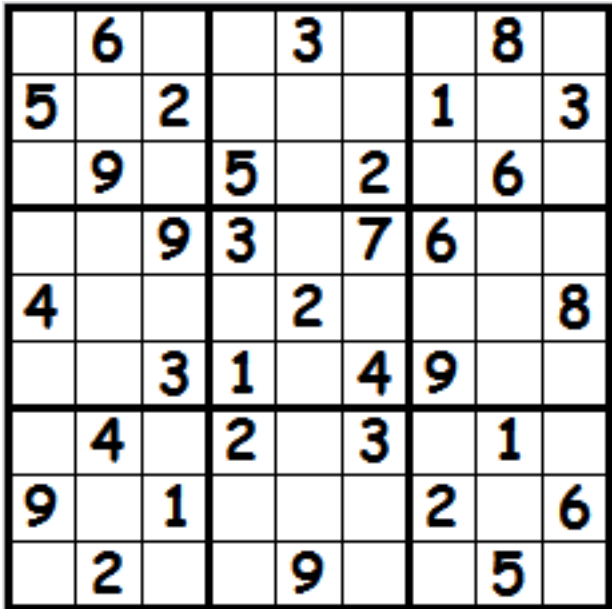
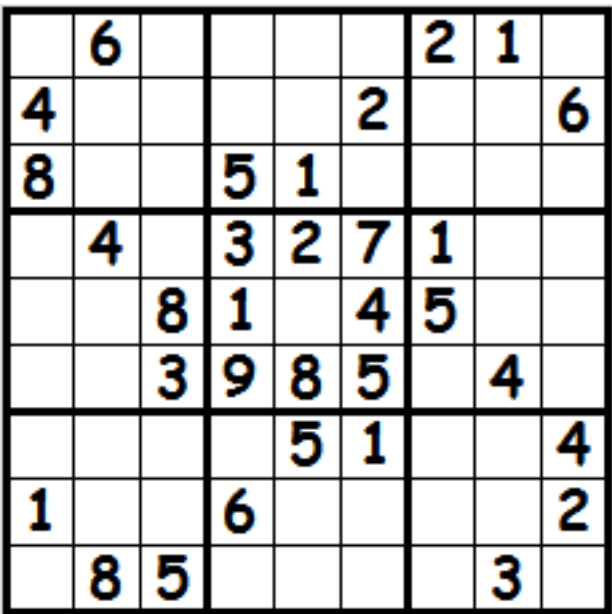


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- 12 Kitty's feedback
- 13 Ottoman title
- 14 Right on!
- 15 — mater
- 16 Whims
- 18 In hock
- 20 Golf scores
- 21 L-o-n-g time
- 22 Peanut butter brand
- 23 Harsh or severe
- 26 Committees
- 29 Red-link item
- 30 Onion goody
- 31 Coal alternative
- 33 Bark or yelp
- 34 Decrease in strength

DOWN

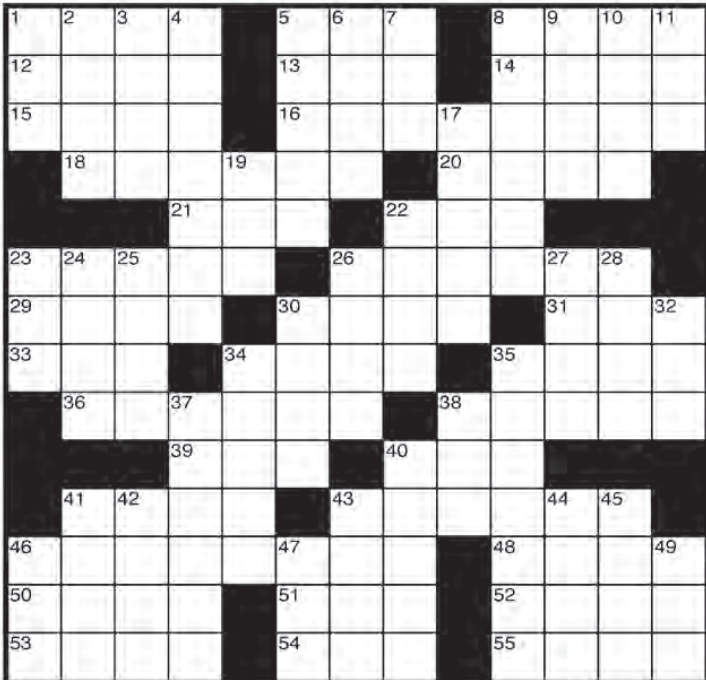
- 35 Arm bone
- 36 Tinting
- 38 Disadvantages
- 39 Pioneered
- 40 Bean hull
- 41 Simon or Newman
- 43 Vine supports
- 46 Desert feature (2 wds.)
- 48 Apply paint
- 50 Toward shelter
- 51 A Stooze
- 52 Windy day flier
- 53 Raunchy
- 54 Ms. Jillian
- 55 Luge or sleigh

Answer to Previous Puzzle

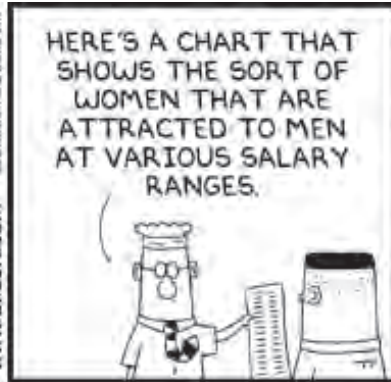


- 8 Wine server
- 9 Sheik colleague
- 10 Poor grades
- 11 USN rank
- 17 Mocking
- 19 Smoking or —?
- 22 Tarzan's mate
- 23 Conniving
- 24 Insect eater
- 25 Spot
- 26 Metallic sound
- 27 Kinks' tune
- 28 Tweet
- 30 Ayn or Sally
- 32 Vegas lead-in
- 34 Flourish
- 35 Leaves the space station
- 37 Avoided capture
- 38 Cry out loud
- 40 Admire oneself
- 41 Turn white
- 42 One way to start
- 43 Erelong
- 44 Stir up the sediment
- 45 Satisfy completely
- 46 "Gal" of song
- 47 Ms. Thurman
- 49 Danson or Kennedy

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## HOUSING / ROOMMATES

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1991 Chevy Camaro RS V8 w/ 119100 miles. The car runs great but needs a few items: radiator has leak, new battery, new window motor for passenger door (Door panel already removed. Was going to fix myself.) There is some cosmetic damage but it is a well running car. Asking \$1200. Call Carter @ 386-214-5497.

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