

The Kapi'o Newspress

Tuesday, Oct. 4, 2005

THE KAPĪOLANI COMMUNITY COLLEGE NEWSWEEKLY

Volume # 39 Issue 6

Students can lead way to accreditation

Work study opportunities can help process of reaccreditation.

By Emmanuel Cournede
STAFF WRITER

Students at Kapiolani Community College now have the opportunity to take part in a work study program that may play a critical role in preserving the national accreditation of the campus. While undergoing the reaccreditation process, members of the faculty and students will work closely together to accomplish what may well be the most crucial element of the campus 2005-2006 year.

The current accreditation held by KCC is sanctioned by the Accrediting Commission for Community and Junior Colleges (ACCJC). This association then reports to the Western Association of Schools and Colleges (WASC) who handles the four-year universities, such as the University of Hawaii, the University of Southern California and San Diego State University.

The process of reaccreditation is one that every college campus takes very seriously and KCC is no exception. ACCJC requires a document called work study: a lengthy manuscript designed to demonstrate evidence of the school's compliance

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GOODBYE, OLD PRICE!

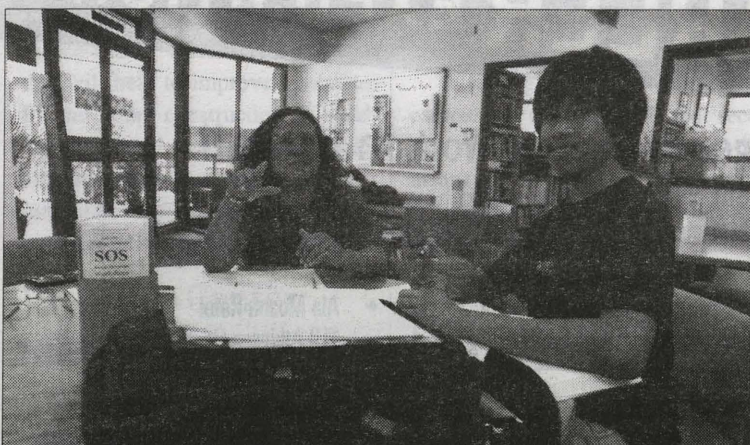
EXPERTS SAY THE OLD DAYS OF \$2 A GALLON ARE GONE. WHAT'S NEXT?

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VUONG PHUNG / THE KAPO NEWSPRESS

Francesca Pantonan uses sign language to help Michael Mangapit with Math 25 homework at the Holomua Center.

Amenities found at Holomua Center

Center offers studying facilities and tutor services to Holomua students.

By Thomas Duarte
STAFF WRITER

Kapiolani Community College student Fan Souvannarath studies in the Holomua Center just about every-

day of the week, though he only has classes twice a week. He utilizes the area provided for studying, in addition to the tutors, who help him better understand math concepts.

"I used to go to the library and if I got stuck I would quit. Now I found this place (Holomua Center). When I have a question and I'm stuck I can ask somebody and they can help me out, when I was at the library I had no access to help," Souvannarath said.

The Holomua Center provides its

students with amenities such as computer access, tutoring, a study area, a mini library and reference books on reserve. Any student enrolled in a Holomua course may utilize the centers' facilities. All Holomua courses are pre-college classes below the 100-level.

"Students tend to avail themselves to the reference books and solution manuals," said KCC math instructor

FEATURE: Holomua, page 6

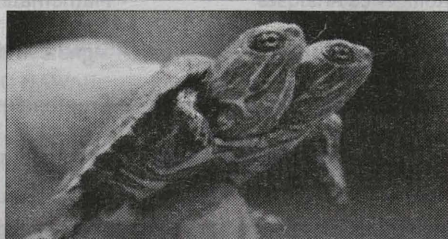


REUTERS

Flying the not so friendly skies

Flight attendant unions are calling for a boycott of "Flight Plan" because of its depiction of flight attendants.

Full Story @ www.usatoday.com

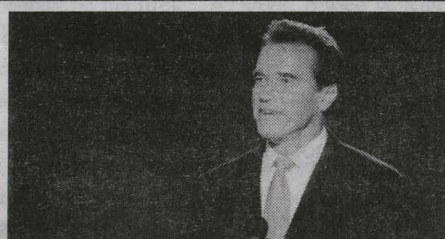


REUTERS

That's just weird!

A perfectly healthy baby tortoise with two heads has been found in Havana, Cuba.

Full Story @ www.reuters.com



AP

Marriage is not for girlie men

The Governor has vetoed a bill allowing same-sex marriage in California.

Full Story @ www.reuters.com



REUTERS

Santa gets his

Santa will receive \$5,000 in compensation for two reindeer who died from fright after a Danish F-16 roared over head.

Full Story @ www.cnn.com

The Kapi'ō Newspress PERSPECTIVE

WE'VE GOT MAIL

Will U-Pass if "The Bus" passes you up?

Jae Sun Lee's informative article "U-PASS now offered to KCC Students" is informative. With rising fares, discounts on passes are appreciated.

But before bus ridership increases greatly, "The Bus" should arrive at KCC more often and more predictably. And if more buses can't be put into the #3 ("Ruger") route on school days, then why not a "KCC Express Bus" once an hour?

By way of contrast, the "A" Express Bus stops close to Leeward Community College and the UH-West Oahu Campus. The "A" Express Bus also delivers passengers right into the UH Manoa Campus.

In contrast, KCC students coming to school from the Leeward side of Oahu or from Downtown transfer to the #3 ("Ruger") Bus. Insufficient buses on the #3 route contribute to delays that make students late for class through no fault of their own.

KCC is the third-largest campus on the island. Yet from a results-oriented perspective, KCC's influence with the top decision makers at "The Bus" seems less than it should be.

We already have a petition for more parking spaces. Will a full-time KCC student or an interested full-time faculty or staff person take the same initiative on behalf of KCC students and staff who travel on "The Bus" — or who are willing to try it as an alternative to clogging the highways?

— Vincent K. Pollard, faculty

VIEW FROM ABROAD

Justice John Roberts: Who knows him?

The Reflector's staff editorial
U-WIRE

John Roberts is the 17th chief justice of the United States, and most of us barely know him.

The weather headlines overshadowed Roberts' confirmation hearings, and most people heard little about it. All of a sudden, William Rehnquist has been replaced before an uneducated public.

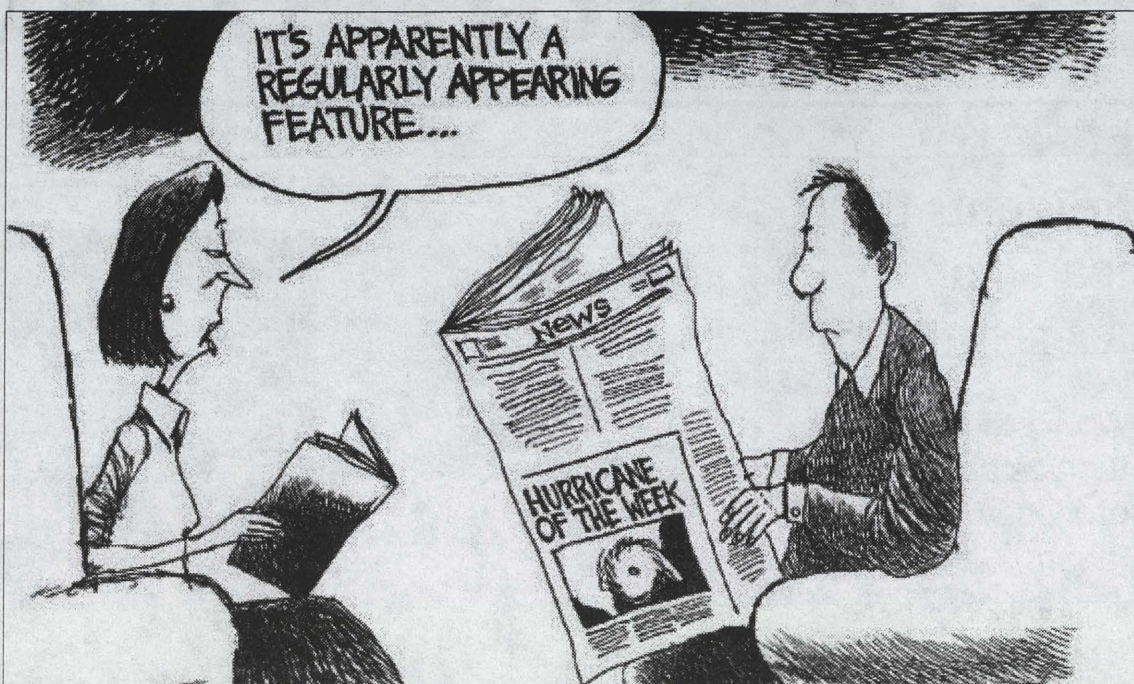
There wasn't much of a disagreement between Senators about Roberts, which voted him in by a 77-22 vote. Half the Democrats approved him.

Even if the hurricane hadn't drawn our attention away from the confirmation hearings, we still probably wouldn't know much about Roberts. He's only been on the bench for two years.

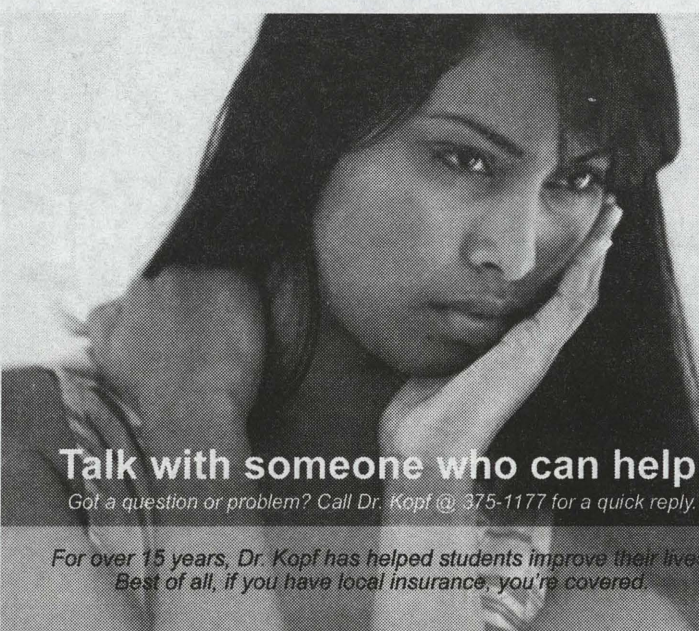
Don't expect the court to change that much. We don't know what direction Roberts will take the Supreme Court, but if he follows in Rehnquist's footsteps, it won't drastically affect the court.

However, the exciting nomination will be the person who must replace Sandra O'Connor. Before that judge gets in, we should all try not to let anything lull us away from that appointment.

Otherwise, we'll be taken off-guard, and it will be far more serious than Roberts' swearing in.



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The Kapi'ō Newspress

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All submissions are welcomed. Editors reserve the right to edit for length and content. Publication of any submission is not guaranteed.

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NATIONAL SECURITY AGENCY



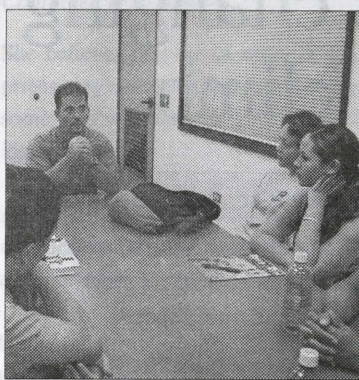
NSA CAREER EXPOSITION

Where Intelligence Goes to Work in Hawaii

Come learn more about NSA, our mission, and how you can join NSA employees in advancing technology and securing our Nation.

WHERE & WHEN:	HONOLULU, HI — Wed., September 14, 11 a.m. - 6 p.m. • Ala Moana Hotel 410 Atkinson Dr., Honolulu
WHAT:	Job Fair & Keynote Presentations
WHO:	<p>We are hiring the following professionals:</p> <ul style="list-style-type: none"> Intelligence Analysts Mathematicians Language Analysts Signals Analysts Computer Scientists Cryptanalysts Computer/Electrical Engineers Investigators  <p>www.NSA.gov/Careers/Expo</p>
DETAILS:	<p>Get an official NSA portfolio when you register online at www.NSA.gov/Careers/Expo.</p> <p>Don't forget to bring your resume. If you are unable to attend, please apply online at www.NSA.gov/Careers.</p> <p><small>U.S. citizenship is required for all applicants. NSA is an equal opportunity employer. All applicants for employment are considered without regard to race, color, religion, sex, national origin, age, marital status, handicap, sexual orientation, or status as a parent.</small></p>

CAMPUS & COMMUNITY BRIEFS



VUONG PHUNG / THE KAPO NEWSPRESS

First Hawaiian Bank's General Manager Kyle Peredes talks to a cluster of students from exercise science study class about health and different diets.

Fill out online survey, win a prize

By Sept. 28, over 800 students, faculty and staff responded to the KCC Parking Survey. The Chancellor's Office offered all participants a chance at winning one of the following five prizes: One Grand Prize of a \$30.00 gift certificate for use in Ka Ikena Fine Dining Restaurant. Four \$5.00 gift certificates for use in the KCC Cafeteria, 220 Grille, or Ka Ikena. Everyone who completes the survey online at <http://moosurvey.kcc.hawaii.edu/parking> will be eligible to win, including those who have already completed the survey. The parking survey will be available online until Oct. 7. The drawing will be held after the survey is no longer available online and winners will be notified via e-mail.

UH engineering school receives grant

The National Science Foundation's National Earthquake Engineering Simulation-Research Program has granted \$1.3 million to UH's College of Engineering. The grant is meant to fund a multi-university, four-year research project to develop Performance-Based Tsunami Engineering that will help to improve guidelines for the future construction of buildings in coastal areas that are subject to tsunami and hurricane storms. For more information regarding the project, visit www.eng.hawaii.edu/CE/.

Women's Center takes donations

UH's Women's Center will be collecting donations for Domestic Violence Month from Oct. 3 to 31. The center, which is open from 9 a.m. to 4 p.m., is collecting donations of new and gently used women's and children's clothes, shoes, bedding, towels and new personal items to be distributed to Oahu Domestic Violence Shelters. The center is also accepting donations of used or broken cellular phones to be repaired and re-programmed for immediate access to 911 to be distributed to victims of domestic violence. Drop off-boxes are located on the UH campus, the Women's Center (Queen Liliuokalani Center for Student Services #211). For more information, call 956-8059.

'I am here to listen and learn.'



OSMAN ORSAL / ASSOCIATED PRESS

U.S. Under Secretary of State Karen P. Hughes gave out books and chatted with children Wednesday in Istanbul. In her first overseas trip, she is tasked with defending the country's views and actions in the Middle East region. She acknowledged that her 5-day, image-shaping tour, which includes trips to Egypt, Saudi Arabia and Turkey, will not persuade the skeptics, but said "you have to start somewhere." The skeptics she refers to are those like Qatari newspaper, "Asharq," which comments: "The Arab world is tired of U.S. hurricanes. It hopes that Hurricane Hughes will be the last one."

Security measures ensure safety

Auxiliary Services helps keep crime rate low, puts student safety first.

By Jeff Ross
STAFF WRITER

Auxiliary Services improves the quality of campus life through many different ways. They are responsible for keeping the landscape tidy, giving KCC its beautiful glow. They monitor traffic violations and make sure that roads are accessible. With a 24-hours-a-day, seven-days-a-week security team, crime rates are low on campus.

A service that many students on campus are unaware of is that security can provide an escort to your means of transportation. This service is typically used for night classes that end as late as 10 p.m. If the idea of

walking alone through unlit areas sounds scary, one call to security can ensure safety.

"It would be nice if all the students could keep together after class," said Auxiliary Services Officer John Messina.

Students with classes that begin shortly after 4 p.m., should take advantage of the availability of staff parking stalls. Staff stalls are easily identifiable in prime locations. After 4 p.m., Auxiliary Services does not write up a \$2 ticket for cars parked in stalls designated for staff use only. However, before 4 p.m. Auxiliary Services will write up tickets and record vehicle information. Abusing staff parking five or more times will result in vehicles being towed away.

Olapa building is one of the more vulnerable buildings on campus, due to its proximity to Kilauea Avenue. Despite the relatively small concern, as compared to the heavy-traffic streets surrounding Honolulu Com-

munity College, the importance of buildings being located by streets is in regards to crime, especially since criminals would be able to enter and escape easily.

To solve the problem, Auxiliary Services has taken a few steps to secure the building. By installing locked gates in the narrow hallways on the first floor, the alarm systems set up would deter criminal activity. Also, the lights in Olapa are to be kept on at all times.

As part of federal requirements, KCC has to make crime statistics available to the public. A brief statistical summary shows that KCC has no history of major felonies and very few cases of petty crimes.

To see the crime statistics of KCC or other colleges visit www.oped.gov/Security/search.asp. This Web site is also useful for those planning on transferring to different schools or looking for general information on campus safety.

UH scientists propose building an undersea capsule

Experimental steel capsule under Pacific Ocean to track neutrinos.

By Robert Shikina
KA LEO O HAWAII

Scientists at the University of Hawai'i are proposing to build a 65-foot-in-diameter steel capsule, fill it with mineral oil and submerge it four kilometers into the Pacific Ocean. The capsule will be a self-contained science experiment to count neutrinos flying from the Earth's core.

These neutrinos from Earth, or

geoneutrinos, would be to scientists like tiny ghostly messengers that may reveal the inner core of the Earth, and possibly a giant natural reactor within.

A natural reactor may be the lifeblood of the Earth, explaining the formation of the its crust, its magnetic fields its life-sustaining atmosphere. Imaginably, an essential element in the search for life on other planets may be a core natural reactor.

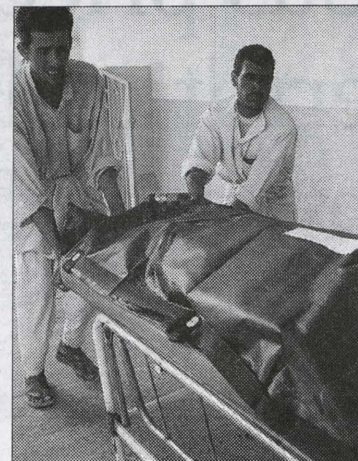
Before scientists are able to X-ray the core of the Earth, they must catch more of the elusive neutrinos. But that's not so easy. These subatomic particles, with no charge and very little mass, are so small they can pass through the entire Earth without

interacting with it. Moreover, neutrinos often oscillate or change type among three kinds are electron, muon and tau.

That's why neutrino detectors are so large. Buried beneath a mountain in Japan, the Kamioka Liquid-scintillator Anti-Neutrino Detector, or KamLAND, is 42 feet in diameter and filled with 1,000 tons of mineral oil and dye. In Canada, the Sudbury Neutrino Observatory fills a cavern 45 feet high, 50 feet wide and over 270 feet long. In Japan, Super-Kamiokande is filled with 12.5 million gallons of purified water. In Antarctica, the IceCube project will turn a cubic

BACKPAGE: UH Science, page 8

RECENT SNAPSHOTS OF EVENTS AROUND THE GLOBE



AKRAM SALEH / GETTY IMAGES

In just two days last week, a series of violent attacks in Iraq left more than 100 civilians dead.

Death toll rises from storms in Vietnam

Storms in northern Vietnam have sparked flash floods in northern provinces resulting in the deaths of about 36 local residents, mostly in the province of Yen Bai. Some 300,000 people were evacuated from the Vietnamese coast before the typhoon hit. Central provinces were also affected with power blackouts and damaged power lines. Local officials estimated the damages to be at about \$25 million.

Senior Afghan minister to resign

Afghanistan Interior Minister Ali Ahmad Jalali has announced his plans to resign from the cabinet. Local correspondents have speculated on his reasons for leaving. Many believe that his plan to resign was because he had been at odds with President Karzai. However, a spokesperson for Karzai claimed that Jalali was resigning for personal reasons. There is no word as to whether Karzai will accept the resignation yet.

Chinese space mission set for October

After the success of the Shenzhen-5 capsule in 2003, China has set the date for its second manned space mission. The Shenzhen-6 spacecraft will be launched on Oct. 13 at the Jiuquan Satellite Base in the Gobi desert of northern China. Local news service said the astronauts will spend 119 hours in space before returning to the northern grasslands in Siziwangqi. China has also announced plans to operate a space station, and have an unmanned probe on the moon by 2010.

Australia ups anti-terror measures

Anti-terror laws in Australia will soon be passed now that the federal government has reached a unanimous agreement with the leaders of the country's region. One of the measures included in the law will allow terror suspects to be held for two weeks without any charges. Australian state leaders stated that they would support the law only if Prime Minister John Howard will review the measures after five years.

Gas prices shift erratically in first month of cap

By Clint Kaneoka
EDITOR

After just over a month, criticism of Hawaii's gas cap law remains high, fueled by record-high prices and an inconsistent market.

THE PAST

Since its institution on Sept. 1, Hawaii drivers have been subject to the nation's only gas cap law, and have concurrently seen weekly price fluctuations of up to 50 cents a gallon.

The cap, which had been pushed for by State Legislature since 2002, was initially employed to save consumers' money at the pump. However by the time the law was actually passed into action, its mission had changed to simply providing prices that reflect the mainland market.

"The law is intended to increase competition at the retail level by keeping prices similar to Mainland prices which are usually lower than in Hawaii," said Hawaii's Democratic Party on their Web site. "The law does not guarantee lower gas prices since it applies to wholesale, not retail prices. Should Mainland rates be high, oil companies are not forced to increase Hawaii wholesale prices to retailers."

Under the gas cap law, the Hawaii Public Utilities Commission (PUC) is responsible for setting a weekly wholesale price ceiling for each grade of gasoline based on the national average. Each Wednesday, the PUC will set the cap prices, which would then go into effect the following Monday. Added onto the cap prices are about 62 cents in government taxes (excluding the general excise tax), and between 10-20 cents in dealer markup fees.

Critics of the law have been quick to point out that while the cap may guarantee dealers a price that fluctuates with the Mainland market, it guarantees consumers nothing, leaving the fates of their pocketbooks solely in the hands of gas retailers.

"The gas cap affects only those that are buying at the wholesale level, such as gas station owners," said John Cole, executive director of the Division of Consumer Advocacy in the days leading up to the cap's implementation. "It remains to be seen if any savings will show up on the retail side."

THE PRESENT

After finally getting some relief from surging gas prices last week, Hawaii drivers are once again being forced to endure the erratic nature of the gas cap, with wholesale prices jumping 25 cents this week in the wake of Hurricane Rita.

A jump in price was expected following the damage that Rita caused to a number of oil refineries and rigs in Louisiana and Texas. However, many have been critical of the amount that local drivers have been forced to pay following hurricanes Katrina and Rita under the gas cap.

According to House Minority Leader Lynn Finnegan, Hawaii, along with Oregon and Washington, purchases all of its oil from Asia and Alaska, not from the U.S. Gulf Coast. Finnegan said that because the cap is determined by averaging the prices of spot locations in Los Angeles, New York, and the U.S. Gulf Coast, Hawaii's gas prices have spiked due to the recent hurricanes, even though none of our gas is actually purchased from that region.

"The gas cap is based on Gulf port and New York prices, prices severely affected by events in that part of the country," Finnegan said in a letter printed in the Hawaii Reporter. "For that reason, Hawaii's gas price has increased 32 cents a gallon from the time the gas cap began Sept. 1, or 26 cents above Washington-Oregon's 6 cents price increase. Of course Washington and Oregon's prices, unlike Hawaii's, are unaffected by Eastern U.S. gasoline prices. If we got rid of the gas cap and its imposition of East and Gulf Coast prices on our gasoline, today's Hawaii gas price could drop by 26 cents a gallon."

Finnegan isn't the only state official to criticize the cap. Governor Linda Lingle has also voiced opposition to the gas cap law before its implementation, and recently has called on lawmakers to admit that the cap is not working.

"I think of the gas cap, like the old van cam law that the legislature passed—it was a mistake and repealed it—and that's what they need to do here," Lingle said.

THE FUTURE

If the first month of the gas cap is any indication, Hawaii drivers are in for a roller coaster ride at the gas station, as the market has shown itself to be highly volatile.

Since Sept. 1, drivers have watched helplessly as state gas prices soared to record highs, peaking at about \$3.86 for a gallon of regular gasoline in Honolulu, and reaching well over \$4 a gallon on neighbor islands. Furthermore, prices have fluctuated greatly from station to station, and from week to week, forcing drivers to search for the best deals in order to minimize their losses.

Renee Inouye, a senior art history student, commutes 25 miles per day to the University of Hawaii.

SPECIAL: Gas Cap, page 5

NEWS ANALYSIS

American driving habits changing as oil prices continue to climb

By Vuong Phung
STAFF WRITER

Last semester a left-leaning professor asked me something to this effect: "Given all of high gas price that rivaled that of the 1970s oil crisis, where is the outrage?" The professor meant to say that Americans are not quite as upset about price climb and that troubled him.

I simply replied that there are options for any American who wants to save money for gas. Traditional methods dictate that we should use public transportation like buses because it is cheaper or tapping carpool services because they are very efficient. But more options are always better.

Through the culmination of reading and watching TV, Americans are seeing new alternatives. Lexus, Toyota and Honda are offering hybrid vehicles.

WIRED magazine explained that the second generation Toyota Prius hybrid switches between electricity and gasoline to ensure the maximum of 60 miles per gallon. That is because between zero and 9 mph the computer taps electric motor to do the costly task. Once at 9, the chip switches on the gasoline engine to help bringing the speed up to 40, once there the gas valve shuts, leaving the electric engine to smoothly maintaining the speed. The trick for better mileage, WRIED wrote, is to use the electric engine as much as possible. The Honda Civic hybrid and the Lexus RX 400h are expected to be similar.

Hybrids are pricier than their gasoline cousins, but it has not stopped environmental-conscious early adopters. If TV ad on several Hawaii local channels indicate anything, it would be that hybrids are becoming more accessible.

In 2003, right after President Bush's State of the Union address, when he promised to increase funding for alternative fuel researches, namely hydrogen fuel cells, many thought this was to be the replacement for gasoline. Supporters of the idea pointed to the fact that hydrogen technology has existed for at least 100 years. True, hydrogen plays big in spacecrafts and some prototype cars. Yes, the fuel has little to zero negative impact on the environment, given that its byproducts are only water and heat. Yes, hydrogen is inexhaustible. But do not count on it just yet, wrote Ted Fishman in The New York Times Magazine Aug 25.

"(Hydrogen) is not available for use in pure form," he wrote. Converting it into cell form requires a lot of electricity. In the end, portability is the only benefit. Nevertheless, the energy branch of the auto research community is excited. They believe that the discovery of an energy alternative would spawn interest to another. Currently, General Motors is investing heavily on developing the hydrogen

13 WAYS TO SAVE MONEY ON GAS

1. Don't drive a gas guzzler.
2. Keep the car properly maintained and tuned.
3. Use steel-belted radial tires.
4. Don't use high-octane gas.
5. Check your tire pressure weekly.
6. Don't top off your tank when pumping gas.
7. Don't warm your car up by letting it idle.
8. Save fuel by combining errands into one trip.

9. Always accelerate gently.
10. Watch traffic ahead of you so you can anticipate slow-downs and avoid stops.
11. Coast up to traffic jams by lifting your foot off the gas pedal instead of approaching at full speed and slamming on the brakes.
12. Don't drive too fast or too slow. It takes 20% to 30% more gas to drive at 70 mph than 50 mph.
13. Maintain a steady speed on the highway.

Source: financialplan.about.com

car for the China market.

Biofuel is also under development. Yesterday's buzzword in this field is ethanol derived from corn and like hydrogen fuel, the focus, too, is moving elsewhere. Because it costs energy to produce fuel from corn, scientists are moving to more efficient crops. Future terms like "biomass" can be a reality, which could be anywhere from 10 to 30 years.

Until then, Americans are adapting to the new driving habit, knowing that the age of \$1.50 per gallon is just one more nostalgia. In Washington D.C., trained users increase 10 percent between January and August 2005, according to the Washington Metropolitan Area Transit Authority, instead of the usual 2.

Another notable sign is overall oil consumption rate. The New York Times reported that in the week ending Sept. 16, before Hurricane Katrina, Americans used 200,000 barrels less per day than the same time last year.

To those believing in less oil dependency, this is good news. As for the question of where is the outrage, maybe instead of marching with signs, Americans are getting back to the basics of driving less. Maybe

100-DOLLAR OIL'S FUTURE

What does next year hold for oil prices? A recent data survey concludes that the chance that paying \$100 per barrel is miniscule, but not impossible.

Price	Probability
Less than \$30	2 %
\$30-40	10 %
\$40-50	19 %
\$50-60	21 %
\$60-70	17 %
\$70-80	12 %
\$80-90	8 %
\$90-100	5 %
\$100 and above	6 %
» Current price	\$66.24

Sources: The Atlantic (October 2005) and www.wtrg.com (October 3, 2005)

this would explain why GM has a hard time selling big SUVs and why there have been reports of 20 percent increase in scooter purchases.

The Freeman Foundation Community College Program CHINA Program for Spring & Summer 2006 Deadline: October 14, 2005 (Friday) KOREA Program for Summer & Fall 2005 Deadline: March 6, 2006 (Monday)

Eligibility and Criteria:

- Be a U.S. citizen at the time of application.
- Be a full-time or part-time (9 or more credits) in one of the community colleges in the UH system.
- Have a cumulative GPA of 3.0.
- No knowledge of target language is required.
- (No more than college level 101 in the target language)

Contact Ken Kiyohara at Honda International Center (734-9824 / Kiyohara@hawaii.edu) or please visit www.kcc.hawaii.edu/academics/abroad

Gas Cap:

Continued from page 4

She believes that the increase in gas prices may soon be overwhelming for some, and will deter them from driving as much.

"If prices steadily increase, I think students might have to find alternate ways of transportation," Inouye said, as reported by the Ka Leo.

Inouye went on to say that she believes that carpooling or catching the bus to school will be the only way for her to afford transportation in the near future.

On Aug. 31, Governor Linda Lingle urged two of Hawaii's major refineries "to exercise restraint and to refrain from increasing the wholesale prices up to the maximum allowed by law."

Although Lingle has the power to suspend the gas cap law entirely or in part if it proves to cause adverse impact on the economy or public health and safety, she said that this is unlikely to happen based solely on a rise in the wholesale price cap. Nevertheless, Lingle has called for its repeal saying that the cap will not work, and that it unfairly charges drivers for adversities on gasoline that they are not even purchasing.

According to the House Minority Caucus, throughout September, Hawaii drivers have paid an extra \$8.8 million for gasoline, and that

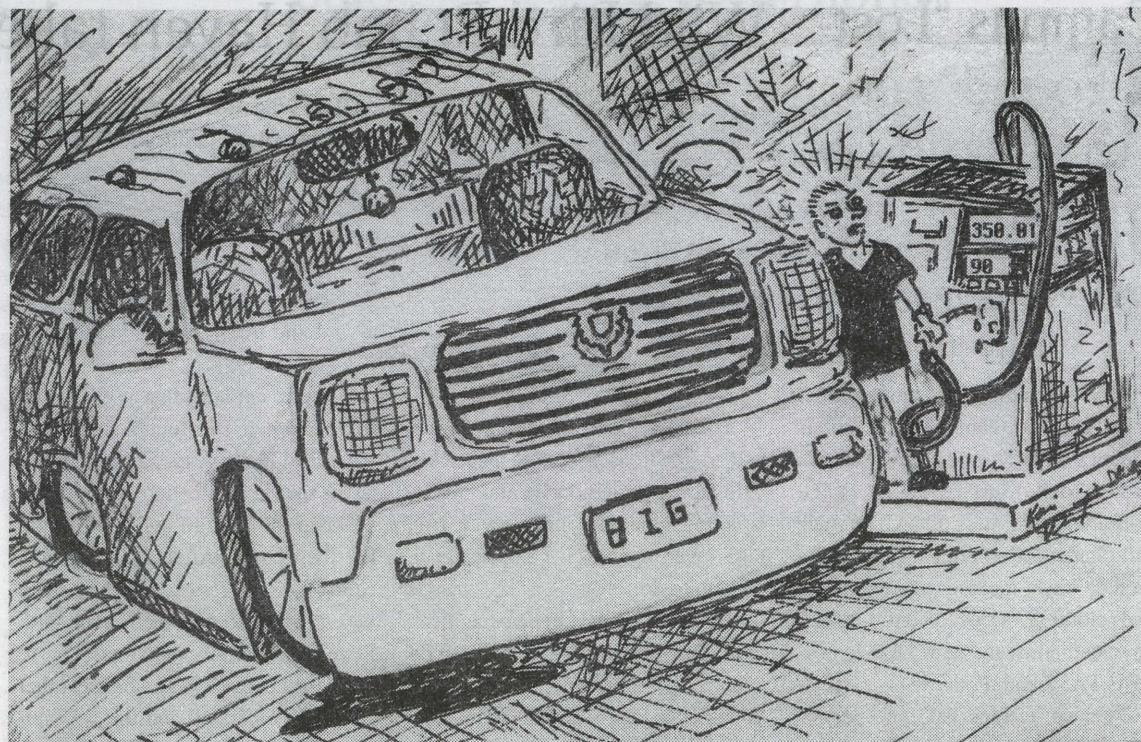
amount rises daily.

"In the period since the gas cap began Sept. 1, AAA data shows that the difference between gas price increases in Washington and Oregon on one hand (up 6 cents a gallon from Sept. 1's average of \$2.80 gallon), and Hawaii's gasoline price increase on the other (up 32 cents from \$2.95 a gallon on Sept. 1) works out to 26 cents a gallon," said House Minority Leader Lynn Finnegan in a letter to the Hawaii Reporter. "Thus, 26 cents a gallon represents the gas cap's current actual cost to Hawaii consumers."

Critics have charged that at the very least, the gas cap should only reflect prices from the market that it was purchased from. Hawaii acquires all of its gasoline from Alaska and Asia, and therefore should not be affected by high prices in New York or the U.S. Gulf Coast due to the recent hurricanes.

However, supporters of the gas cap aren't so quick to dismiss the fledgling law, and ask that consumers be patient and allow the cap to work.

"This is Hawaii's, and the nation's, first major attempt to help motorists buy gasoline at more competitive prices," said the Democratic Party on their Web site. "We must follow the intent of the law because only by working together, we can properly steer Hawaii drivers into the 21st century."



KARI WRIGHT / THE KAPO NEWSPRESS

PERSPECTIVE

Europeans adjust well to fuel cost

Americans must make lifestyle changes to keep up with rising gas price.

By Paul Kolbe
MANAGING EDITOR

Gas consumption calls into question American mindset.

The mindset of America may be bigger is better, but with the ever increasing price of fuel, it may be time to make an exception for automobiles.

With fuel prices rising across the world, and the possibility of them never coming down, Americans find themselves in the unique position of being at the mercy of not a foreign power, but a foreign resource. It is perhaps an ironic position, considering the U.S. occupation in Iraq, a country holding the second largest supply of oil in the world. It also put a strain on a culture centered around the automobile.

When Henry Ford introduced the Model T in 1908, he may not have imagined how his dream of a car everyone could own, would help shape the building of a country. During the 1920s, cities grew from rural people looking for work during the Depression. It was automobiles that brought them there. Some of those same people left the cities decades later for the suburbs, in the post World War II economic recovery. Again, it was the automobile, which allowed the man in the grey flannel suit to commute to work everyday, and make it home in time for supper. Perhaps no other invention has altered the physical landscape of the U.S. more than the automobile.

But it is exactly that altering of landscape, and the design of our cities around the car, which has put us at a disadvantage compared to our European counterparts.

With excellent and relatively cheap public transport, along with a willing mentality to live near work, and use other methods of transportation, such

as walking or using a bicycle, many European cities have become a prototype for alternative and efficient transport. But they also have the luxury of city plans laid hundreds of years ago, when foot and horse were the most common form of transportation, and living long distances from city centers was inadvisable.

Nonetheless, Europeans have learned to cohabit with cars, and adapt to fuel prices, which even before recent troubles, were twice as much as American counterparts. For example, in Amsterdam gas costs \$7.13 per gallon, and in England, \$6.06 a gallon. This may be a staggering amount to an American, but it is a fact of life in Europe.

The reason for higher prices has mostly to do with taxes. Most European nations impose high taxes on gasoline, with taxes accounting for as much as 75 percent of the cost of a gallon. While Americans may scoff at such a high rate, many see the tax as the most effective means of reducing motorist fuel use.

Taxes are not the only thing Europeans use to keep fuel consumption low. European cars generally have more fuel efficiency than American cars. According to the International Energy Agency, the average U.S. light duty vehicle gets 21.6 miles per gallon, while its European counterpart gets 32.1 mpg. If the average car has a 10 gallon fuel tank, then it's a comparison of 216 miles on a full tank for the U.S. car to 321 miles a tank, for a European car. A 105 mile difference, given current prices, would translate to approximately \$16.00 in savings per fill up.

Some European cars, such as the SMART cars from Daimler-Chrysler, which owns Mercedes, receive such good gas mileage, that it rivals even current hybrids. The SMART cars receive approximately 60 mpg.

Along with more efficient cars, European countries have started offering rebates for low emission cars as well. Belgium offers a 15 percent price rebate to consumers who purchase

a low-emissions vehicle, and Spain cuts \$865 from the cost of registering a car, which replaces one with leaded gas more than 10 years old. Hungary waives registration tax for hybrids.

Europe has also taken advantage of more efficient diesel fuel engines, now much cleaner than their predecessors. Diesel fuel is cheaper than regular gas in Europe — while more expensive in the U.S. — and receives more miles per gallon.

And while many of these initiatives have helped slow the consumption of fuel in Europe, some consumers have chosen to forgo owning a car all together. Choosing either alternative transportation or joining a growing number of people who participate in car share programs.

Car sharing first came about in Switzerland and quickly spread through the rest of Europe, coming later to Canada, taking hold in major U.S. cities such as New York City and Los Angeles. A car share business uses the Internet to control its operations. Customers usually pay an annual fee ranging from \$50 to \$100, and a per hour usage rate of \$5 to \$9 per hour.

Users go online to reserve a car suitable for the occasion, be it food or furniture shopping, and then go to the location for pick up. The vehicles are parked in various strategic locations within the city, usually near a subway or train stop. Customers have an electronic key, received upon membership, to operate the vehicles. Gas and insurance are paid for by the company, and customers can use the car for as little as an hour, or as long as one week. Fees are charged online.

Sharing companies not only offer convenient alternatives to owning a car, but they have a positive environmental impact by reducing resources, such as land devoted to cars, — parking garages, lots etc. — and reduce the number of cars on the road. In theory, one car used by 10 different people, means nine cars less on the road.

It may also make the American idea of a car for everyone, more of a reality.

Miles per gallon on average



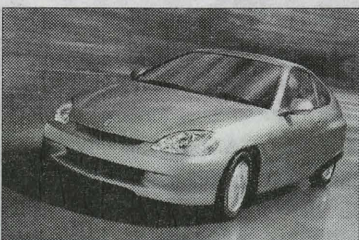
2004 H-2 HUMMER S.U.V.
Engine: 6.0L V-8
Fuel tank capacity: 32 gallons.
MPG: 9.6 on average



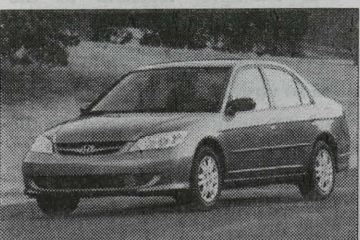
2004 CADILLAC ESCALADE
Engine: 6.0L V-8
Fuel tank capacity: 26 gallons.
MPG: 18 (highway) 14 (city)



CHEVROLET SUBURBAN 2005
Engine: 4.8-8.1L V-8
Fuel tank capacity: 31 gallons.
MPG: 11.5 on average



HONDA INSIGHT 2005
Engine: 1L
Fuel tank capacity: 10.6 gallons.
MPG: 66 (highway) 60 (city)



HONDA CIVIC 2005
Engine: 1.7L
Fuel tank capacity: 13.2 gallons.
MPG: 44 (highway) 36 (city)



TOYOTA COROLLA 2005
Engine: 1.8L
Fuel tank capacity: 13.2 gallons.
MPG: 40 (highway) 32 (city)

Campus "Lost-n-Found" service unknown to many

By Jae Sun Lee
STAFF WRITER

One of the most common lost items at KCC campus are cellular phones, according to the Campus Lost-n-Found Service of the Office of Student Activities (OSA). Besides cell phones, other ordinary lost items include keys, reading glasses, books and clothing. OSA recently added new lost items: the new \$100 semester U-PASS and iPods.

"On an average day, one person, who either lost or found something, comes to our office," said Paul D. Clur, assistant student activities coordinator.

Claire Arsenault is one of them. Arsenault, who is in her first year at KCC, lost her Samsung cellular phone with digital camera on Sept. 19 in the Computing Center at the Iliahi building. Arsenault was in a hurry to go to her class and forgot to put her cell phone in her bag. When Arsenault went back to the lab, her cell phone was gone. Arsenault called her cell, but no one answered, then Arsenault went to OSA to inquire about her lost item.

"I hope they turn it in (the cell phone) to the office," Arsenault said.

Unlike Arsenault, some who lose items at KCC do not report their losses at OSA because they did not know about the "Lost-n-Found" Service.

"I don't know about the 'Lost-n-Found' Service. I've never heard of it," said David Pfitzner, an Asian studies student.

This sometimes makes it hard for OSA to find the owner of the lost items, even when lost items are turned in.

A student ID with a U-PASS sticker was turned in to OSA at the beginning of this semester, but no one claimed it. When OSA staff workers tried to track down the owner via the UH portal system, they found a disconnected phone number and no e-mail address. However, OSA could find the student's class schedule, then notified one of the student's professors that OSA has the student's U-PASS. The student called OSA and said she was relieved to find her brand new U-PASS, according to Clur.

Clur pointed out that students should update their information and lost items should be brought to OSA as soon as possible.

"It is good to see people bring found items here. People are still honest," said Mark Magno, student worker at OSA.

OSA retains found items for one semester and donates unclaimed items to charity institutions such as the Goodwill.

OSA is located in Ohia 101 and is open from 8 a.m. to 4:30 p.m., Monday through Thursday, and 8 a.m. to 3 p.m. on Friday. OSA's phone number is 734-9577.

Wild Bird Rehab Haven takes on a job no one else will

Injured and sickly wild birds find a home at non-profit rehab haven.

By Jenn Brown
KA LEO O HAWAII

The Wild Bird Rehab Haven has helped hundreds of injured and sickly wild birds throughout O'ahu, which is a full-time job that only a true bird lover would be compassionate enough to do.

Director Linda Leveen has been taking in wild birds for the past eight years. She currently has roughly 70 birds in her Waikiki studio, just counting the ones she personally cares for. She doesn't let her landlord discourage her passion for bringing birds into her home.

"I've just stayed in my place, and finally they're accepting that I'm not changing," she said with a smile.

The Wild Bird Rehab Haven has recently opened up their first facility in an office above Magoo's on University Avenue. The small room has between 50 and 80 birds, many of which are babies. The organization is on the search for a larger facility with a yard and trees, but has yet to have any success.

Leveen explains that it all started for her when she found an injured baby bird eight years ago and didn't have the heart to let it die. She scooped up the bird and took it into her own home. After making a few calls, she was shocked to find there was nowhere to take the injured bird. Leveen personally took care of it. Over the next few years she met other people like herself, and they eventually came together to form the organization in 2003.

Though there are many people in the organization and outside volunteers that help, they are still in need of more donations and volunteers. Leveen and the members have other

jobs, and sometimes it can be overwhelming. Baby birds often need to be fed once every half-hour.

The average recovery time for an injured bird is about three to four months, and 10 to 15 percent of the birds cannot be re-released into the wild.

"That's why we end up accumulating a lot," Leveen said.

When they can be re-released, it is no simple task. A large flight cage has to be built in someone's yard so the bird can get used to the outdoors again before going back into the wild.

"They have to acclimate to the outdoors," Leveen said. "They have to get used to the birds and social flocks in their areas. Otherwise, you release a bird and it doesn't know what to do."

But, despite it all, Leveen loves what she does and dreams of one day being able to work full-time with birds. She takes great pride in the fact that their organization is an alternative to the Humane Society, which

puts the birds down.

"We're here for the community as much as we are here for the birds," she said. "Some people are so caring and grateful that we're here, and just happy to have us."

Leveen also explained that since the Wild Bird Rehab Haven is a certified non-profit organization, they are able to take volunteers who have to do community service or want to do an internship working with animals.

Some people worry about getting diseases that wild birds may carry. Leveen explained that though the risk is there, it is not as bad as people think. She said that she has worked in closed spaces with hundreds of birds and has never gotten sick.

Anyone who wants to help out the organization with a few volunteer hours or donations are welcome, and Wild Bird Haven is grateful for any help.

For more information, visit www.wildbirdrehabhaven.org or call

Holomua:

Continued from page 1

James Metz. "There is a whole host of things for students, it's a hub. The Holomua department is about bringing people together and moving forward."

Math and writing tutors are located in the center daily on a first come first serve basis for all Holomua students. The tutoring schedule is available in the center and students must sign in before seeing a tutor.

"I think it's pretty useful for many of these students," said writing tutor and UH Manoa graduate student Ryan Lloyd. "As a writing tutor I can interact with them one-on-one because their teacher doesn't have enough time to interact with them on a daily basis and some people need more help."

The center houses department faculty as well as the department chair, and the Holomua counselors - are located nearby in Iliahi 227 - 230. These counselors are exclusively for Holomua students and can handle all of their counseling needs.

"Studies show that any kind of contact outside the classroom with faculty helps first year students because they don't generally see faculty out of class for the most part of the year," said Holomua department chairperson Jill Abbott.

The faculty members who are located in the center are able to tutor and help students who are having difficulties. Many other Holomua faculty members volunteer some of their office hours to be available in the center for their students. The many sources of help add to the accomplishment of the learning environment at the Holomua Center.

"It gives them an opportunity to work together in a group because it (the center) is set up to allow for interaction," Metz said. "Students

from the same class can meet and talk with each other and work together."

In the center there are two pre-college computer labs in the back, a testing room, classroom, mini library as well as computers in the front, which are available for Web access and word processing. The center is also a wireless hotspot. Students who have set up their laptops with IMTS in Naio 201 are able to take advantage wireless connection to the Internet.

According to Abbott there are future plans for the center to have their own mobile laptops for students to use in the center. The testing room can be used for students who take online courses to take proctored exams. The center also has books on reserve such as textbooks, and answer keys. The mini library has readers, information books to help students with math and writing disciplines as well as educational videotapes.

Before becoming a department in 2002, Holomua was a program designed to help students in developmental courses. After becoming a department they were able enhance their efforts to help students in developmental courses and centralize their faculty as well as create a center. In 2002, the Holomua Center began taking over the area it encompasses now, which used to be the Learning Assistant Center for the entire campus.

"One of the main benefits of being a department is being able to hire faculty who really want to teach and help these students," Abbott said. "We have been fortunate to hire a number of wonderful faculty members who really are interested and committed to this group of students and want to help them."

The Holomua Center is located in Iliahi 231. For more information about the center or tutoring services call 734-9343 or contact the center via e-mail at holomua@hawaii.edu.

U.S. falls in education rank compared to other countries

By Elaine Wu
U-WIRE

The United States is falling when it comes to international education rankings, as recent studies show that other nations in the developed world have more effective education systems.

In a 2003 study conducted by UNICEF that took the averages from five different international education studies, the researchers ranked the United States No. 18 out of 24 nations in terms of the relative effectiveness of its educational system.

Another prominent 2003 study, the Trends in International Mathematics and Science Study, shows a steady decline in the performance of American students from grades 4 to 12 in comparison to their peers in other countries.

In both studies, Finland, Australia, Belgium, Austria, Hungary, Netherlands and the United Kingdom beat the United States, while the Asian nations of South Korea, Japan and Singapore ranked first through third, respectively.

The TIMSS study is a comprehensive study done on a four-year cycle that measures the progress of students in math and science in 46 participating countries. It evaluates fourth, eighth and 12th-graders through questionnaires, tests and extensive videotaping of classroom environments.

The TIMSS results reveal a lot about the weaknesses of the U.S. education system, said David Marsh, a professor at the University of Southern California Rossier School of Education.

"In fourth grade, American kids do above average internationally. By eighth grade, they slip a bit, and by 12th-grade, they've slipped a lot,"

Marsh said. "We're the only country that slides down that much from fourth to 12th grade."

Although studies have attempted to illuminate the reasons for this downward slide, no conclusive explanations have been drawn.

The UNICEF report finds that educational success or failure is not directly linked to funding, and that there is no clear link between student-to-teacher ratios and test results.

By international standards, the United States spends a lot of money on education, and in terms of class sizes, a lot of countries that do well have larger class sizes than the United States, Marsh said.

Marsh said that he attributes U.S. rankings to a different set of reasons - namely, the way material is being taught in classrooms.

"The United States focuses more on procedure, and we try to teach many topics fast. Other countries tend to break topics up and go much more in-depth. They work on the concept, not just the procedure," Marsh said. "Countries that did well in rankings focused on teaching the ideas and taught a few topics a year. Kids will learn what a fraction really is, not just how to add or subtract them."

For example, teachers in the United States tend to teach in whole numbers, while other countries use rulers so children are able to see that there are numbers between whole numbers, Marsh said.

When kids are taught the procedure, and not the concept behind a subject, they tend to forget more quickly, he said.

Peter Luevano, assistant principal at Jefferson High School, cites different reasons for the decline in the U.S.

BACKPAGE: U.S. falls, page 8

'Family Guy' movie fails to keep momentum

Funny and fleeting: episodes are strung together to make a dull movie.

By Robert Hanson
U-WIRE

"When I heard ... when I heard ... that we were going to be in a movie, I was like, 'F--k yeah!'" is how a drunk Lois Griffin greets us to "Stewie Griffin: The Untold Story!" Immediately, we find out that the only difference between the movie version of "Family Guy" and the TV show is that they can swear in the movie.

When I first heard there was going to be a "Family Guy" movie, I had high hopes. For the first three seasons, "Family Guy" was the funniest animated show on television, even better than "The Simpsons." In its two most recent seasons it has been funny, but not nearly up to the high standards set by the first three. By taking advantage of the opportunities an unrated movie presents him that a normal episode does not, I was hoping creator Seth MacFarlane would be able to pull himself out of his funk. Instead, he made what seems like three episodes strung together.

This isn't to say that the movie isn't funny. As always, MacFarlane gives us unforgettable lines like, "A bullet sounds the same in every language. So stick a f--king sock in it, you cow." Unfortunately, the movie just seems to lack direction.

Part of what has made "Family Guy" hilarious is the randomness of

the show. Somehow, in episodes that range from Peter declaring his independence from his town of Quahog to his quest to find a Twinkie factory after Y2K destroys civilization, the show manages to work in references to pop culture and history that double the hilarity. A large cast of recurring characters, such as the Evil Monkey that hides in Chris's closet, also adds to the shows brilliance. However, the movie seems to have overdone it and becomes an aimless hour and a half of "Family Guy's" greatest hits.

Having read nothing about the movie before I watched it, I had no idea what it was about. Even after watching it for 45 minutes, I still wasn't sure what it was about. The first part of the movie has nothing to do with what is advertised as the plot of the movie, so to save you the time I'll tell you that the movie is not about what grinds Peter's gears. MacFarlane's insistence on throwing in characters such as the Greased, Naked, Deaf Guy at random points of the movie hurts the progression of the plot as well, because just as the viewer feels they are getting a grip on what the movie is about, all of a sudden there's some greasy guy in his underwear running around.

At the beginning of the movie, a reporter asks Mayor Adam West if he has any words for the viewers. West says, "Box, toaster, aluminum, maple syrup ... no I take that one back. I'm gonna hold onto that one." Ultimately, that statement characterizes the entire movie: a random, confusing, assorted set of seemingly unrelated scenes that comes together to be funny, but not hilarious.

Coloring 'Peace with Aloha'



VUONG PHUNG / THE KAPO NEWSPRESS

A series of drawings expressing the meaning of "peace with aloha" is on display in Lama Library until Oct 19, 2005. The exhibit features works from 19 public and private schools.

MODERN LIFE

Students cope with lovers fighting overseas

By Heather Beyer
U-WIRE

It's a heartbreaking setting—a crowded room filled with wives, parents, siblings, children and girlfriends who are all gathered for one purpose—to say goodbye to soldiers going off to war.

They get as many hugs and kisses in as they can, hoping with all their hearts this won't be their last chance to show their affection. As their soldiers march away, they fight back the tears, and they realize the tough road that lies ahead.

"It was really hard not thinking about saying our goodbyes, (that day) I cried," said Colleen Stankiewicz, freshman nutrition dietetics major.

Stankiewicz said that her boyfriend of three years, Kevin Norris, became a marine because, "it was just something that he wanted to do." The events of Sept. 11 also impacted his decision.

Norris and Stankiewicz met at a party she was throwing.

"He kept following me around all night," she said. "Later during the night, I watched him go get a drink, and that's when I knew I was hooked."

Before she knew that her boyfriend was going to be deployed to Iraq in July of last year, Stankiewicz and Norris went to Cincinnati to visit his relatives.

She told him she wanted the necklace his parents bought him when he graduated Marine boot camp. She further explained to him, if he ever was sent to Iraq, that he would have to come home to retrieve it. The necklace is a gold chain with an eagle, globe and anchor, the Marine Corps emblem.

"He was completely shocked that I said that, and then I told him, if he ever had to go, I would wait for him," she said.

Unbeknownst to Stankiewicz,

"We had to say our goodbyes the day before I couldn't take him to the airport; it would be too hard."

— Andrea Napoletano, Student

Norris knew he was going to be deployed.

On the day of Norris' sendoff in January, the couple was leaving to go to the drill center. He put his necklace on her, she said.

"It hasn't been off since," Stankiewicz said.

Norris was deployed to Iraq with the Brookpark 325 unit in March. He first had to go through intensive training in California for two months before deployment to Iraq.

Having her boyfriend overseas has been "kind of hard, you have to get used to it," Stankiewicz said. She said it's especially hard not being able to call him when she wants to.

Norris is scheduled to come home in a few weeks, and Stankiewicz is eagerly anticipating her boyfriend's return. She is looking forward to doing the normal things like lying on the couch and watching a movie, going to Cedar Point, attending the annual marine ball and celebrating their anniversary on Halloween. There will also be a homecoming ceremony thrown in honor of Norris' unit's return.

"It will be a mass of people. We

won't be able to find each other. It will be the best day of my life," Stankiewicz said.

While some students have their soldiers over in Iraq, others have them serving in other foreign locations.

Like freshman architectural major Andrea Napoletano's boyfriend, Jeff Smith, is currently stationed in Okinawa, Japan.

"He's doing it for the right reasons," Napoletano said. "He's very dedicated. He's living his dream."

The couple has been dating for more than a year and have known each other since high school, where they met in French class five years ago.

Learning the news that Smith was leaving for boot camp prompted Napoletano to reveal her true feelings to him. Ironically, he had felt the same way about her but was also afraid to confess what he had been feeling for the past four years.

Being apart from her boyfriend certainly has been difficult for Napoletano.

"We had to say our goodbyes the day before," she said. "I couldn't take him to the airport; it would be too hard."

She left that difficult task for Smith's family and his two-year-old niece, who seemed to be under the impression that her Uncle Jeff lives at the airport.

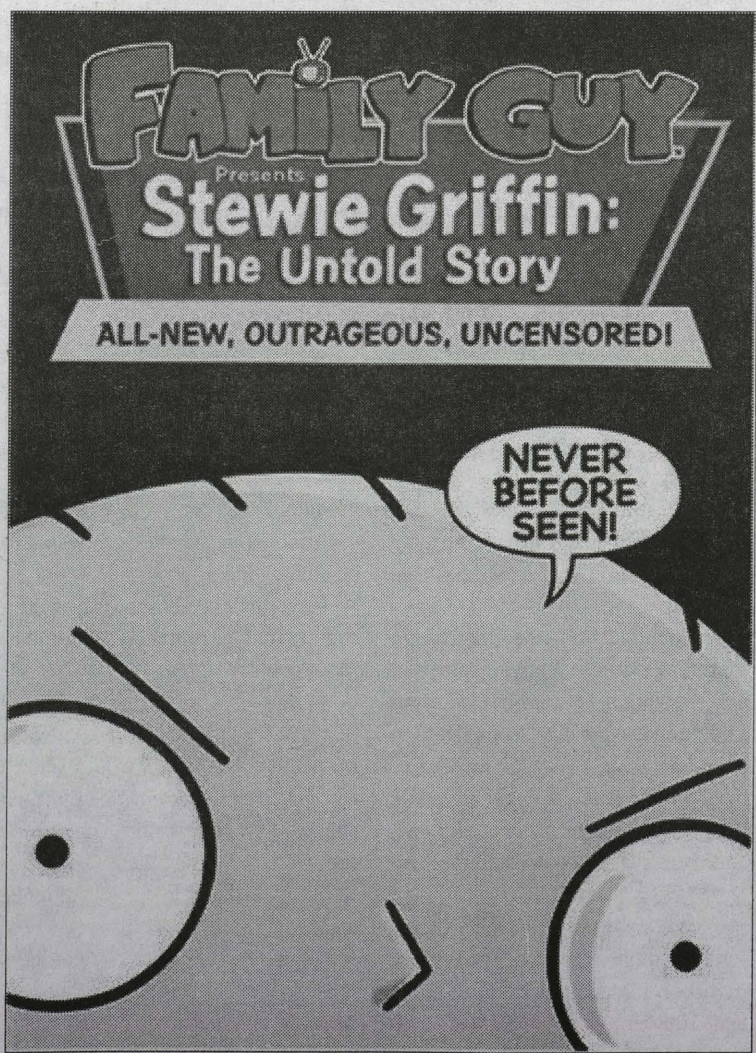
Smith and Napoletano still communicate frequently.

"He calls as much as he can," she said.

Smith is due to return home in April, 2007 but he might get to leave this January for 16 days. Like any Marine, he could be shipped off to Iraq at any time but is currently not scheduled to.

"It's only a year, not a lifetime."

"He wants to see combat," Napoletano said. "If he doesn't he wouldn't feel like a Marine."



AMAZON.COM

UH Science:*Continued from page 3*

kilometer of ice into a neutrino detector. These experiments may one day explain the morphing of neutrinos among the three types.

John Learned, a physics professor at UH, said it "will lead to a grand unified theory of elementary particle physics, the holy grail of particle physics."

Learned has studied neutrinos for 30 years. Now, he leads the proposal for a UH detector, the Hawaii Anti-Neutrino Observatory, or HANO-HANO, the Hawaiian word for 'excellent.' The detector is a \$40 million collaboration between the University of Hawai'i and Makai Ocean Engineering.

HANO-HANO will use a process similar to KamLAND's to detect a handful of the millions of neutrinos flying from the Earth. Inside the KamLAND, anti-neutrinos occasionally collide with protons, creating a neutron and a flash of light. Within 200 millionths of a second, the neutron combines with a proton, causing a second flash of light. Scientists call this double flash reaction 'inverse beta decay.'

Lining the inner walls of the detector, thousands of photomultipliers record the flashes of light as electrical signals that tell scientists a neutrino was present. The inverse beta decay of anti-neutrinos creates a unique signature that scientists can distinguish from other pollutants in the detector.

HANO-HANO will detect anti-neutrinos produced in the decay of uranium and thorium deposits within the Earth. Locating the deposits will help scientists understand the heat

flows of the Earth that make life possible on the surface.

HANO-HANO will search for clues of a natural reactor, probably comprised of uranium and thorium, below. Marvin Herndon, a geophysicist, theorizes that a natural reactor, four billion years old, burns at the core of the Earth. A smaller natural reactor of this type occurred in Oklo, Africa.

The magnetic field, possibly a precursor to the Earth's atmosphere, could be generated by an internal natural reactor, Learned said. The cause of Earth's magnetic field is still unknown. Most likely, it is not a permanent magnet because of the Earth's heat.

"If you take a magnet, any kind of magnet, and you heat it up very much at all, the magnet will go away," Learned said. "Hot stuff can't sustain a magnetic field. It has to be driven by [something] like an electromagnet." For an earthly electromagnet, there would need to be a source of heat, such as a reactor, to drive the flow that creates a magnetic field.

"I started out thinking that it's nonsense, and now, based on all that I've read, I think there's some reasonable chance it's there," Learned said. "If it's there, this is one of the discoveries that will go down in the textbooks."

Learned estimated that it will take two years to build HANO-HANO and two years to collect data. After the detector is built and data collected, scientists should be able to get to the bottom of this within a year, Learned said.

Earth scientists will gather in Hawai'i to discuss geoneutrinos at the end of the year. For more information on the conference visit www.phys.hawaii.edu/~sdy/hnsc.html.

Students:*Continued from page 1*

with ACCFC requirements.

"I want to highlight the importance of student involvement in this project," said professor of social sciences Bob Franco. "As a learner-centered institution, it's part of our mission to adhere to student feedback."

"Work study is a perfect opportunity for students to be able to see exactly how a school is run and what it takes to achieve accreditation on the national level," he added.

Aside from his professorship, Franco also serves as the project's accreditation liaison officer and is the father of two college students as well.

"I would never let my children attend a school that was not accredited by the ACCFC," he said.

Among other things, Franco sighted the reason being that without accreditation, the campus would not be eligible to receive any federal assistance, including financial aid, scholarships and grants.

"I expect my kids to get some of these benefits to help pay for their education," he added.

"I had no idea that accreditation would affect my financial aid," KCC student Elad Ngujede said. "I think that a lot of other students have no idea of what exactly accreditation brings to a school and how many people benefit from it."

For more information such as the dates and times involved in the reaccreditation process or to find out how you can help with the self-study project contact Bob Franco at bfranco@hawaii.edu.

BE HEARD

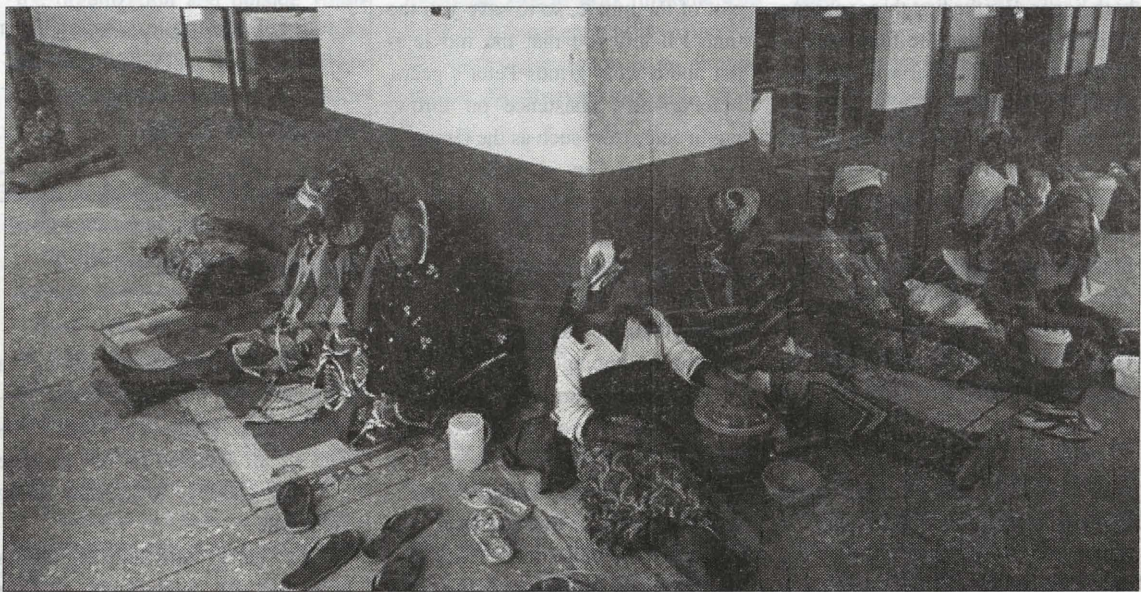
Placing messages in Kapio can't be any easier and affordable.

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LYNSEY ADDARIO FOR THE NEW YORK TIMES

Jihan Mibakhi, 9, waited for her mother to vote in a referendum to offer amnesty in a civil war that killed over 100,000 and left bitter emotions.



MICHAEL KAMBER FOR THE NEW YORK TIMES

Women recuperating from fistula operations in Babbar Ruga Hospital in Nigeria. They sit in a hallway to get out of bed and avoid bedsores.

U.S. falls:*Continued from page 6*

education system.

"There are environmental factors that are involved. I think there's a shift in the mentality of both kids and parents," he said. "Kids value different things these days, and schools are more diverse than they were 15 or 20 years ago. We're more open culturally, but that has caused more division rather than unity in the country. Parent involvement has also decreased, and there are also discipline factors involved. Schools have lost a lot of control."

But the United States is taking steps toward improving education standards in the country.

In 2002, the Bush administration signed the No Child Left Behind Act, which places accountability for progress upon schools and does out regular standardized testing.

The act is geared toward encouraging higher academic achievement among students, particularly those that come from poor minority backgrounds.

But some students at USC cannot see how the law is proving effective.

"Because the only way we measure how well students do is through

testing, teachers end up teaching how to take the test, and not necessarily the subject matter," said Megan Baaske, a sophomore majoring in history and communication. "Great, students can take a test, but they don't know anything."

"The U.S. caters to students' needs and wants," said Matias Sueldo, a sophomore majoring in international relations who spent part of his education in Argentina. "Kids here learn to pass a test, but they don't learn the concepts. In Argentina, you either know it or you don't."

Emily Gamelson, a junior majoring in history, thinks that the low student achievement in U.S. schools has a lot to do with the lack of competition.

"Ambition and the motivation to achieve aren't really inspired in our education system," Gamelson said. "Since education is available to everyone, there's not a lot of competition in our schools. Other countries force kids to focus at an earlier age, and there's more competition to deal with."

Some countries offer more incentives for students to do better. In Denmark and Finland, for instance, ninth and 10th grade are separated from 11th and 12th grade, encouraging students to do better and compete to get

into the higher grades.

"It's basically the teaching system, the values and cultures of a country that underlie its education system," Sueldo said. "Other factors like funding really have nothing to do with it."

But Luevano said that he thinks there are difficulties in even comparing U.S. schools, especially public ones, to ones abroad.

"Other countries might have a more homogenous population," he said. "(Here) you have different cultures, different communities and kids who come from different backgrounds. You don't have the same socioeconomic standards. It's hard to be compared."

Nevertheless, the published education rankings remain displeasing to some people.

"I think it's ironic that the United States is the richest and most powerful country in the world and yet we can't even properly educate our own students," Baaske said. "Our priorities are in the wrong place."

But Marsh believes we can make a change for the better.

"If we do this right, we can be a real educational leader in the world," he said. "But the state of education in the United States is a serious situation that demands our attention."