

# OPINIONS

Technique • Friday, November 30, 2001

## OUR VIEWS Consensus Opinion

### Bill needs approval

The Student Bill of Academic Rights, which was drafted by members of SGA's Academic Affairs Committee last year, is currently awaiting approval by the Faculty Senate.

The Bill of Academic Rights includes many sensible guidelines as to what should go on in Tech classrooms and the type of conduct that should be displayed, but it is lacking some important information. For example, if a professor violates any of these rules, it is unclear as to what steps students can take to bring instances to light. There should be simple instructions included for students to follow if their professors disregard any of the Bill's statements.

While it is unrealistic to think that it will be easy to enforce this Bill in each classroom, it is a positive and necessary addition to the curriculum and should be approved by the Faculty Senate.

### Tabling a smart move

After a long and arduous evening, the Undergraduate House of Representatives tabled a bill proposed by Member-at-Large Michael Handelman that suggested changing the anti-discrimination policy with regards to chartering new organizations.

The move to table the bill was cautious. It deals with very serious and controversial issues and does deserve research and detailed discussion before any final decision is reached. However, because of its importance, it should not be tabled any longer than necessary. The longer this bill is tabled, the more opportunities there are for discriminatory actions to take place.

Above all else, when dealing with this bill reps should stand up for what they and their constituents believe is right and fair and not be swayed by any threats of legal action or any differing opinions.

### Dead Week still not dead

Efforts have been made by the Provost's office to actually make Dead Week dead. Many professors have followed the Provost's advice. Unfortunately, just as many have ignored it and are still planning on giving tests and other work next week.

Since this is a new initiative, students should not look to be completely free of work during Dead Week this semester. The best we can hope for is that by Spring semester more, if not all, professors will work to rid Dead Week of all stressful work.

If you feel that you have an unfair amount of work assigned to you for the upcoming Dead Week, you should notify your professor, SGA's Academic Affairs Committee, or the Office of the Provost, Dr. Jean-Lou Chameau.

### Prompt notice needed

Apparently, the Housing Department knew about the loss of power in many East Campus dorms some hours before it happened. However, it failed to notify many of the affected residents until moments before the power outage occurred. Students should have been notified of this immediately after Housing found out that this might occur so residents could have had time to prepare for several hours without electricity.

*Consensus editorials reflect the majority opinion of the Editorial Board of the Technique, but not necessarily the opinions of individual editors.*

#### Quote of the week:

*"You gotta go where you wanna go and do what you wanna do with whoever you wanna do it with."*  
—The Mamas and the Papas

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## GTAA ticketing acts in students' best interest

First of all I would like to say that almost everything written in Shane Bailey's letter from the November 16 issue is false.

I would like to take this opportunity to look at that letter paragraph by paragraph and set the record straight.

Second paragraph: There was no avoidance of responsibility whatsoever by the ticket office. I think the Georgia Tech Athletic Association (GTAA) has shown time and time again that it is not worried about taking on responsibility. The first come, first serve policy was established to encourage student attendance at the Coliseum. Rather than

having students pick up tickets game by game and week by week, all you have to do is show your buzz card to get in.

Third paragraph: For your information, last year there was not a single game (yes, this includes the Duke and UNC games) that was sold out as far as student seating is concerned.

For the current season, if you arrive some time before tipoff you should have no problem getting in the door. The only thing this might prevent you from doing is arriving at half time, which is one of the reasons it was planned that way. There is clearly no lack of planning

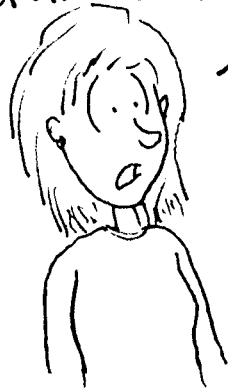
on GTAA's part. The system in place prior to last season could have been used, but improving student attendance required that a new system be used.

Fourth paragraph: The GTAA did not 'deny itself assistance from SGA' in any way, shape, or form. In fact, from the day that they found out JustArrive went bankrupt, they spent two weeks trying to get in touch with SGA about handling block seating. It was a difficult project to address during summer break. So with no other choice, they graciously took on the huge burden of

*See Tickets, page 10*

SIR, WE'VE SHUT OFF THE POWER BUT THE EAST CAMPUS STUDENTS STILL WANT TO ESCAPE THIS GODFORSAKEN CAMPUS!

CUE THE THUNDERSTORM AND SCHEDULE MORE TESTS DURING DEAD WEEK, THAT SHOULD BREAK THEIR SPIRITS



By Matt Norris / STUDENT PUBLICATIONS



# Finding direction is a lonely road—but you're not alone

Sometimes frustration overwhelms me to the point that I believe that no matter what I do, I will always be a victim of my environment.

I think it takes all of about three seconds for me to realize that this is perhaps the weakest attitude I could possibly take on life, characteristic of pathetic cowards.

Sometimes I believe that the my final destination in life is preordained to be the same regardless of my participation or contribution to life's challenges. I worry that despite my hard-fought decisions, I will end up on the same road, facing the same juxtapositions, still disappointed with my path.

I feel so defeated. I wonder sometimes if there are only a set number of actions and reactions to be made in this world. I've probably already exhausted all the possible outcomes available to me. It's almost like I'm on a record player hung on repeat and I keep skipping and skipping and skipping over the same lame tune...I can't improve, I can't learn, I'm stuck in a rut.

Do people really ever understand what you are saying? If not, does this mean that I will forever be isolated from humankind? If this is the case, how are leaders born? How do we decide whom to follow—or better yet, whom not to follow?

You see, in general, the term "visionary" is thrown around quite lightly. When someone asks you whether you are a visionary, what they are really asking you is if you are a free

"If this is the case, how are leaders born? How do we decide whom to follow—or better yet, whom not to follow?"

**Emily Cavender**  
Focus Editor



thinker, if you are open-minded and if you can develop and research viable solutions to a problem. What they are asking you is how do you handle set backs and roadblocks, and can you formulate a goal and get yourself and a team of people there together. They're asking you if you can be action-oriented. In essence, what they are really asking you is "Are you are an entrepreneur?"

An entrepreneur develops, builds upon and better markets an idea. They create, you see. But they do not change the face of society or society's thinking in a global sense; they merely provide the equipment.

A visionary, on the other hand, changes the social tide of temperament. This temperament can only be altered by human beings who intrinsically understand human nature, who can feel the pulse of public sentiment—someone who can alter the thinking of mankind on a social and intellectual level and forever implement a social faction that is eventually taken for granted as right. In this sense, I don't think many of us are visionaries.

In an industrial sense, a vision-

ary is someone who develops and implements practical and plausible solutions to problems before they arise. They can see where a conflict might develop and construct solutions to these problems before they even crop up. They can envision the future, know exactly what their ideas and dreams are and can make decisions and take actions to lead themselves and their followers to that goal. They are always one step ahead.

Okay, so maybe an entrepreneur and a visionary are just quibbles over semantics.

Regardless of the verbiage, leadership initiatives are extremely difficult to implement. To begin, you must first battle the people who seek out positions of leadership merely for the power involved. They become manipulators, greedy for control.

Most importantly, they don't care of their cause outside of the benefits that directly facilitate their means. These people tend to abuse both their prominence and their constituents—poor leaders indeed.

Secondly, there are always those individuals who accidentally fall into

leadership positions rather than actively pursuing them. This usually occurs because there is no one else to fill the opening. Being a figure-head just doesn't work for some people—they would prefer to be the "Number 2" person in command versus the "Captain." These positions tend to wear them down and make them resent the responsibilities that they took on out of obligation instead of passion—poor leaders indeed.

These are the people who get more enjoyment from the grind—the actual work involved in a project versus dealings with the politics or being accountable for all formal responsibilities. Prominence is completely unappealing. But these people still need some form of leadership. These people still need someone to work for, someone to believe in, someone to respect.

But I do know a few select individuals who assume a position of leadership because they are impassioned, because they believe in a principle and will make any personal sacrifice to see that principle through. They have rock solid ideals and integrity and they keep their promises. These are the types of people that I want to work for. These are the causes that I want to dedicate myself to.

Sometimes frustration overwhelms me to the point that I believe no matter what I do I will always be a victim of my environment. Sometimes I just want someone to respect. Sometimes I just want a leader.

# Airtran lawsuit ridiculous, passenger paid his dues

Have you ever been stranded at an airport for long periods of time because your airplane flight was late or cancelled? Or perhaps you've sat on the runway for nearly an hour, causing you to arrive at your destination later than you expected. Does this give you the right to sue that airline for robbing you of your valuable time?

A recent entry in the *Atlanta Journal Constitution's* The Vent, explores this issue by asking, 'If AirTran can sue Mr. Lasseter for costing them business, well, I guess that means that every time I get bumped or delayed I can sue that airline for my lost business and time, right?'

With claims that Lasseter acted 'maliciously and in bad faith,' AirTran filed a federal lawsuit this week and is seeking at least \$100,000 in damages to help compensate for the nearly \$1 million that the corporation lost on November 16, when Lasseter went down an 'up' escalator at Hartsfield International Airport.

While the majority of the public continues to feel angered and disagreeable by Lasseter's act, the necessity of AirTran's lawsuit is questionable. He has apologized, in tears, numerous times and expresses the deepest sympathy to all those that were affected by his actions, he's had to answer to the press, to Hartsfield security, to the public and now he's facing persecution from the airline industry.

In spite of all of this, AirTran still feels the need to sue Lasseter, but hasn't he suffered enough? AirTran feels that 'people should be responsible for what they do,' and they should, but what is the point? Obviously, AirTran is not going

"The public humiliation and finger pointing that he has suffered up to this point outweighs any dollar amount."

**Jennifer LaHatte**  
Managing Editor



to get the \$1 million that it lost, so it seems that they are just out to sue this man to reinforce the meaning of personal responsibility for one's actions. Yet, the AJC quoted AirTran's general counsel Rihared Magurno as saying 'We don't bring lawsuits to make points. We bring lawsuits to right wrongs.'

This frivolous lawsuit seems to contradict Magurno. Only regaining ten percent of lost revenue is not righting a wrong, but only an attempt to punish Lasseter. AirTran has made their point and they should drop the lawsuit.

Lasseter's actions lacked thought, and the aggressive tone that he took with the security gaurd who tried to stop him was not respectful, but he did not have any malicious intent and his thoughts were obviously with his son who was left waiting for him at the gate. He was not out to get the airline industry or to disrupt the lives of the thousands of people left waiting at Hartsfield that day, so the inherent wrong in his actions seems unclear. To what extent can AirTran really hold him accountable for his actions?

Yes, his carelessness did close down the busiest international airport in the world; yes it did cost several major airlines millions of dol-

lars, but I think the public humiliation and finger pointing that he has suffered up to this point outweighs any dollar amount that an airline can force out of his pocket. It additionally proves that there is little value in bringing him to court because he can not monetarily right the wrong that the he has caused to the airlines.

AirTran additionally cites that Lasseter's failure to turn himself in for 45 minutes after the security alert was enacted, despite the fact that he was unaware that he caused the breach, as grounds for negligence. In light of all the confusion during the evacuation and the concern he felt for his six-year-old son who was left at the gate, it is no wonder that he didn't realize that he was the reason for the evacuation.

There were plenty of other Hartsfield security officials and police officers who were also unaware of the origins of the security breach.

Delta Airlines was faced with the same issue, as they estimated at least a \$6 million dollar loss on November 16, but they decided not to sue. Delta is a much larger corporation than Air Tran and suffered greater losses, but made the better decision.

Leo Mullin, Delta CEO stated

that Delta's goal 'is to move forward and learn from this experience' because 'they see no value in suing him.'

AirTran would be wise to consider Mullin's advice and choose to gain knowledge from this experience rather than losing their composure.

With heightened security since September 11, security breaches of this magnitude should be something that an airline company would plan for, and Delta's reaction shows that they had this in mind.

Local newsmedia struggled to find a story amongst the chaos. There was no clear information for several hours after the breach. Potential passengers spread rumors of a bag with a gun and a group of assailants. Many were relieved to find out that it was only one man running down the up escalators who had forgotten his camera bag.

After fully evacuating the airport, which remained closed for three hours, operations slowly returned back to normal. The airlines now faced a huge public relations nightmare. Flights not only didn't leave Atlanta on time, but they were also diverted from Atlanta to other nearby airports, or even back to their original starting points.

Airlines, including AirTran and Delta gave full refunds for stranded and left-behind weekend travellers. The interrupted air travel accounts for of the lost revenues of the airlines.

Lasseter has paid his dues in the currency of public humiliation. AirTran should drop this frivolous lawsuit and learn from the experience as Delta already has.

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# Buzz Around the Campus



**Question** of the week

“How did  
registration treat  
you?”

Feature and Photos by  
Alisa Hawkins



**Eric Upton**  
AE Grad

*“It didn’t treat me at  
all.”*



**Yaa Walker**  
IE Senior

*“It was actually pretty  
good this year.”*



**Darius Wilkins**  
MSE Senior

*“Two words: Special  
circumstances.”*



**Vladi Vidakovic**  
ME Sophomore

*“Everything was fine  
except for one class.”*



**Eun-Suk Yang**  
AE Grad

*“I wish I could request  
an overload online.”*



**Sheila Mahadevan**  
IntA Sophomore

*“I didn’t get all the  
classes I wanted.”*



**Ashley Skala**  
ME Sophomore

*“My biggest problem  
was getting a schedule  
that didn’t conflict  
with practice.”*



**Erin McLean**  
Bio Freshman

*“Pretty good.”*

## Tickets

from page 8

trying to do block seating instead of just saying that there would be no block seating this year.

Fifth paragraph: I think that, considering the circumstances, the GTAA did a good job of running ticket distribution. Especially considering that a) they had never done block seating before and b) they only had two weeks to throw everything together.

Sixth paragraph: Again, procedures are simplified because there were only two weeks to get everything ready from scratch. Also, I would be very interested in what you consider 'GTAA's own selfish goals' to be. I don't understand how they could possibly have selfish goals about anything related to the students.

For this year's football season, the only thing that made the students suffer was the lack of tickets provided to the GTAA by opposing schools and the complete lack of civility on the students' behalf at FSU distribution.

Seventh paragraph: If there are going to be statements like 'The claim that the GTAA wants student tickets to be hard to get' made then it needs to be shown where and when the GTAA ever made such a comment.

The GTAA has never said anything like that, and it amazes me that a complete lie such as this would be published. If the GTAA's job were to administer student admission, why would they want to make it difficult?

In fact, the original point of the article criticized the GTAA for eliminating the complications of the student ticket pick up. The writer then criticizes the previous process as be-

ing difficult. This is a complete contradiction within the article in question.

Eighth paragraph: As I mentioned previously, there will be no reason to have to '...wait in line all day, perhaps being forced to cut class.' Keep in mind that last year we did not fill the student sections ONE time.

Last paragraph: The GTAA wants to encourage the real fans to be able to make it to the games and get in to them as easily as possible. They are not trying to put up barriers to entry.

I really don't understand how the GTAA can be making it 'hard to get tickets' if they are saying that all you have to do is show your buzz card to get into the games. I believe that Mr. Bailey's 'fan loyalty' (or lack thereof) has been clearly shown through his completely inaccurate article.

My advice to Mr. Bailey or anyone else who is going to attempt to publish an article that attacks or slanders someone is to get your facts straight before you publish flat out lies.

The only thing that is blatantly obvious from the letter in question is that Mr. Bailey has clearly never been to the basketball games he is so worried about getting into. Otherwise he would have had some idea of how grossly inaccurate his letter really is.

Mike Harris  
gte149h@prism.gatech.edu

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## Techs and the City: Airport security a serious issue

By Jen Hinkel  
Columnist



I find a certain degree of hilarity that an airline is suing the Georgia fan who shut down Hartsfield for a day. After the public humiliation, the pending criminal charges and the hours he's spent kicking himself for being an idiot, does Michael Lasseter really need to be sued by AirTran for \$1,000,000? I'm starting to pity him. On the other hand, if he has to pay damages, he won't ever be able to afford season tickets to Georgia games again.

Life must be bad when AirTran, one of the most despised airlines in existence, wants to sue you. The other airlines have to cut their fares to compete with AirTran, although it's a relatively small carrier.

Everytime I've flown AirTran, I've been delayed at least thirty minutes, and the quality of AirTran snacks compared to Delta is definitely lacking. By suing Lasseter, AirTran is proving to the world that it is to other airlines what people who go on Jerry Springer are to the rest of civilization.

But I have no better answer to airport security issues, and, as many of us will be flying home in about two weeks, I'm really hoping that nothing similar crops up. All it takes is one guy going the wrong way on an escalator, and I won't get home until long after Christmas.

Americans hate to sacrifice convenience for anything, even our personal safety. We've devised

ways to avoid lines like the plague. We register for classes on-line with

virtual time tickets and take numbers at the deli so that we can roam the aisles until the light behind the counter says 'Now Serving Number 47.'

When airline representatives looked through my bag a few weeks ago in Atlanta and Philadelphia, I grimaced thinking of their rubber gloved hands rummaging through my belongings and the possibility that one of Victoria's secrets would fall out onto the floor, but the inconvenience should have made me glad for tight security.

I can honestly feel for the airlines that lost upwards of \$1 million from a Georgia fan's stupidity. As someone well accustomed to thinking about the stupidity surrounding everything U[sic]GA, the event did not come as much of a surprise. Remember last year when they tore up their own hedges?

Regardless of what happened at Hartsfield, we need a slight attitude adjustment regarding the convenience issue. People tend to forget that getting to your destination on time should come second to getting there safely. Hartsfield officials and airline representatives have a right to be angry, but they should also be

thankful for effective emergency security measures. During our holiday travels, we need to have patience with the airlines, because although delays and precautions may appear at every turn, the airports and airlines want to ensure that we get to our destinations as safely as possible.

We hate to slow down, to be inconvenienced, and to have our privacy invaded, but we might need to put our aversion to hassle on a back burner in favor of personal and national security.

I feel safer when everyone's bag searched, but I still feel annoyed. The challenge will be to get annoyed instead when things are rushed, security is not tight, and there is room for mistakes.

Although airport security is now under federal regulation, we have to be our own watchdogs. The inconvenience is not yours alone; each airline and airport has lost revenue for increased numbers of security personnel, decreased numbers of flights, and unexpected closings and changes.

This holiday season, consider trading your annoyance for a feeling of safety. Put the American desire for things to be quicker and easier aside and be grateful that the government and the airline corporations are looking out for your well-being.

As a last resort, if you feel a sense of annoyance take hold, just remember that at least you're not a Georgia fan.

A win against Tech lasts for a year, but seeing a U[sic]GA fan embarrassed on national television lasts forever.

Technique

gack.