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LONG BEFORE HE WAS nominated for best director for "Capote," Bennett Miller made another film about an oddball writer with a squeaky voice. Released in 1998, "The Cruise" is a documentary tribute to Timothy (Speed) Levitch, an eccentric Manhattan bus-tour guide who speaks in florid poetry about the city that enthalls him. With its rich footage of New York, including the World Trade Center, the small cult film practically disappeared after 9/11. But the success of "Capote" has chest-pumped Miller's earlier effort, which is now being released for the first time on DVD. Susannah Meadows talked with the filmmaker.

After eight years, you haven't given up on your first film. Honestly, I really love this movie. I was really frustrated when it never came out on DVD. This thing you labor on, and you know it reaches people, is flirting with oblivion. **It's a different film now after 9/11.** Speed's affection for the



WORKING TOGETHER: 'Capote' costars presenting with Miller in Berlin, Miller's 'Cruise' DVD (left)



World Trade Center is especially poignant.

I watched that footage so much, editing that scene where he's twirling around on the plaza. The day after 9/11, I ended up being in one of those half-sleep states, and that footage entered into my brain in a virtual-reality way. I was able to walk around the World Trade Center plaza. I recall a piece of footage that did not make it into the film. At one point Speed is looking at the towers and says, "It's hard for people to imagine one day they won't be there." **In a sense it's a documentary of the city before 9/11.** I do think that this is a really little

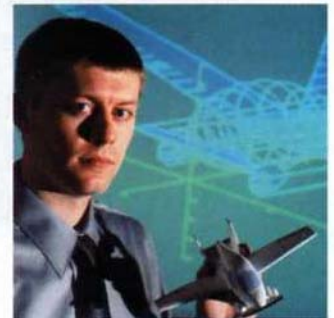
time capsule of a moment pre-9/11, a kind of New York which I think does feel erased. We've become acclimated to this new world, and there's something wrong with it. This character Speed was an oddity in '98. I don't think that that spirit survives really well now.

INVENTIONS

Taking to The Air

LOOK, IN THE SKY—it's a bird! It's a plane! It's ... a personal air vehicle? Whatever you call the new Transition, says its inven-

tor, Carl Dietrich, just don't call it a flying car—even if it's the closest thing to one that exists. The Transition runs on regular gas. But you can drive it to the airport, extend its origami-like wings, take off at double the highway speed and fly up to 500 miles away, then touch down and park it in your host's garage. With the wings folded, the Transition is about the size of an Escalade, with a little less cargo space. Of course, it's a little more difficult to maneuver—it requires a sport pilot's license—so it's not likely to replace your standard flightless car. "It's not like every Joe Schmo and soccer mom on a cell phone is going to be driving one," says Dietrich, an MIT grad student



FLYING HIGH: Winner Dietrich with his Transition vehicle model

who won the school's top prize for young innovators.

Nonetheless, he expects the Transition will be a big hit with weekend warriors (it has enough room for skis and fishing poles), and since it flies twice as fast as you could go in a car, it effectively doubles the distance you can travel on a weekend jaunt. Dietrich predicts it will be on roads and in the air in about two years. If you've got a couple of hundred thousand spare dollars, he starts taking orders at the Experimental Aircraft Association convention in July. And if flying cars—sorry, personal air vehicles—aren't your thing, he's also working on a desktop nuclear-fusion reactor.

—MARY CARMICHAEL

JOBS Fill the Prescription

Studying drugs has never been so popular—because, experts say, the United States needs 150,000 more pharmacists by 2020. That's when the first wave of boomers turns 75, an age when the average individual has three chronic diseases and needs 10 different medications, says the dean of the University of California, San Francisco's School of Pharmacy, Mary Anne Koda-Kimble. Seeing the demand, students are flocking to pharmacy school. UCSF more than doubled its applicant pool in the last five years, bringing its acceptance rate down to 10 percent. There are similar increases nationally, and more pharmacy colleges are

opening. "It is a really hot career," says John Blanchett, 26, a first-year pharmacy student at the University of Texas at Austin. Blanchett says it wouldn't be hard to find a job paying close to \$110,000 right after school. (To compare, UT's top-tier law grads receive a median salary of \$93,388.) Other attractions: job flexibility and family-friendly hours. Pharmacists' jobs increasingly involve crafting treatment plans with physicians and nurses. "There is a stigma that the pharmacist is the guy who hands out medication and tells you to take it with food," says Blanchett. "It is a very misunderstood profession." —ROBERT STEIN



HELPING HAND: Students