the C-17, and some of those kids are going to get killed. And the loudest voices calling for a humanitarian response aren't necessarily the same people encouraging their children to go see their local Army recruiter. Beyond that, I would hope others, notably the Europeans, would take on a greater share.

The Europeans failed miserably in Bosnia, Kosovo, and Rwanda.

There's a need to encourage the Europeans to spend more on security capabilities. As long as we shoulder those responsibilities, why should they spend more? The U.S. military presence in Europe is unnecessary and redundant. We should, over maybe a decade, gradually disengage from NATO and convert NATO into a European security arrangement.

There are times when, in response to horrific events, there's an obligation to intervene, and Rwanda certainly met those criteria. That said, we should recognize that you can stop the killing, but it doesn't follow that you're going to eliminate the conditions that led to the killing.

Would a draft make the public less willing to have a huge military projected all over the globe?

Probably the result would be a bit of a brake on the inclination to intervene. But there is zero likelihood that conscription's going to be reintroduced. The military doesn't want conscription, students at Boston University don't want conscription, the parents of the students don't want conscription.

You're hard on Bush's doctrine of preventive war.

Say that the Japanese carriers are about to launch bombers to attack Pearl Harbor. In that circumstance, nations have a right to defend themselves preemptively. That's not the circumstance that existed in 2003 in Iraq.

It's important to distinguish between preemptive war and preventive war, the one legitimate, the other illegitimate and stupid, as the events of the Iraq war suggest.

RICH BARLOW

KALMAN ZABARSKY

Engineering students' system displays "threats" to moving vehicles

Help
for Night Drivers

DRIVING ON COMM AVE late at night is a perilous business. Avoiding pedestrians, bicyclists, and other cars is just one of the challenges.

But now, thanks to some College of Engineering students, night drives may become much safer. The group has designed a night vision driver assistance program that displays "threats," such as pedestrians, road signs, and other obstacles, on a dashboard-mounted touch screen, warning drivers of their presence with a beep. Called NightHawk NVS, the system was developed as a senior design project by electrical and computer engineering students Luis Carrasco (ENG'10,'11), Sehrish Abid (ENG'10),

▶ **WEB EXTRA** Watch a test run of the NightHawk NVS driver assistance system at bu.edu/bostonia.

Andrew Sarratori (ENG'10), York Chan (ENG'10), and Wesley Griswold (ENG'10).

The idea came from Mikhail Gurevich (ENG'07), an entrepreneur and director of internet startup ZepFrog. But rather than trying to build the system himself, Gurevich turned his plan over to ENG students, hoping they could bring the device to fruition.

"Our system was both accurate enough and fast enough to be helpful," says Carrasco, "whereas teams in the past could not do this."

Central to the system is a high-quality night vision camera mounted on the outside of the car. The camera collects real-time information about objects that have a high likelihood of entering a vehicle's path. The students say the system is intended to run at 30 miles per hour and has been

successfully tested at speeds up to 70 miles per hour. The project took over 1,000 hours to complete, and 2,500 lines of code were written to program it.

"Integrated with a GPS, the system could serve as an augmented reality navigation system," says Carrasco, who imagines that a future iteration will use infrared cameras and display visual information on a car's windshield rather than a touch screen.

At this point, the system exists only on one laptop, but Carrasco says a company has expressed interest in taking it to market. He's heard that GM, Ford, and Audi are working on similar programs, but he says their products were tested on unrealistic roadways.

"We tested our system on the craziest roads in America," he says. "In Boston."

AMY LASKOWSKI