

Some things are same

75 years of airplanes

United Press International
The airplane has come a long way since Orville and Wilbur Wright proved man could fly 75 years ago, come Dec. 17, 1978.
Orville's first flight in a powered heavier-than-air craft on the beach at Kitty Hawk, N.C., in 1903 lasted 12 seconds and covered 120 feet.
The progress in air technology and transportation since, according to Robert J. Serling, nationally known aviation writer, can be summed up by this single comparison: you can easily duplicate the entire length of that historic flight inside the cabin of a modern jetliner and still have room to spare.
Here are some other interesting comparisons in "Wrights to Widebodies — the first 75 years," written by Serling (and available by writing to Public Relations, Air Transport Association, 1709 New York Ave., Washington, D.C. 20006).
The Wright brothers "Flyer" had a top speed of 31 mph, had an ap-

proximate range of one-quarter mile, was powered by one 16-horsepower engine, was 21 feet long, had a wingspan of 40 feet, weighed 605 pounds empty and carried one passenger.
Today's jetliners fly at 500-600 mph, have a range of 1,000 to 6,000 miles, are powered by two or more 10,000-75,000 horsepower engines, are 100 to 230 feet long, have a wingspan of 95 to 195 feet, weigh 50,000 to 360,000 pounds empty and carry 80 to 400 passengers.
The report noted that in 1926, the year that marked the beginning of scheduled air services in the United States, domestic airlines carried 6,000 passengers. In 1978 the nation's scheduled airlines will fly more than 250 million passengers.
Personal services and operations have changed, too.
Take flight attendants, for example. The United Airlines house publication Friendly Times recently reprinted the following Farmer's Almanac article:
"On May 15, 1930, all Boeing Air Transport (now United Airlines) planes began carrying attendants. The first flight service manual in-

cluded the following instructions:
—Before each flight sweep the cabin floor, dust off the seats, wipe the window sills, etc.
—Make sure that all seats are securely fastened to the floor.
—Warn passengers against throwing cigars and cigarettes out of windows.
—Keep the clock and altimeter wound up.
—Carry a railroad timetable in case the plane is grounded.
—Keep an eye on passengers when they go to the lavatory to be sure they don't mistakenly go out the emergency exit.
A UAL flight attendant, responding in a subsequent issue, wondered whether cabin duties "have really changed that much" in nearly 50 years. She listed among current tasks:
—Before each flight stack the service centers and upper lounge, count your headsets, do your safety checks, prepare your predeparture service, get your demo (emergency oxygen and lifejacket demonstration) kits and kiddie toys ready.
—Warn passengers against smoking in the no smoking zones and the lavatory.
—Keep the clock in the service center wound.
—Carry a timetable and an OAG (Official Airlines Guide) in case the flight is late or cancels.
—Keep an eye on passengers to make sure they don't go in the personnel lift, thinking it's a lavatory."

Texans may pay more for gas while fuel flows to Northeast

United Press International
AUSTIN — Federal energy legislation approved by Congress in the closing hours of its session could mean higher prices and shorter supplies for Texas natural gas consumers, the chairman of the Texas Railroad Commission said Monday.
Chairman Mack Wallace said figures provided by a congressional conference committee show consumers in the Northeast will save \$6 billion on natural gas costs between now and 1985 — while consumers in Texas and other gas producing states could pay up to \$7 billion more for fuel.

"I think if you lower the denominator, you can say the residents of producing states will pay 10 percent more for their gas and get 10 percent less gas," Wallace said. "Residents of nonproducing states will pay 5 percent less and get 28 percent more gas."
Wallace characterized the energy legislation as a sort of colonial exploitation. "In my judgment, it's as if they were mistreating a colony, because they are punishing success in the production of natural gas with policies that have failed on the federal level," he said.
"The bill that they have just

passed follows an approach to natural gas supply that has miserably failed this nation, and as a practical matter, ignores the approaches that have worked."
Wallace said natural gas production in Texas has reached the point of having a "soft surplus," meaning production was sufficient that customers might begin seeing lower prices.
"Heretofore we have always been able to say gas is high in Texas, but we have it. That no longer is operative. We don't have the advantage of paying a higher price any more. The gas will move to the Northeast without any corresponding in supply."
He said the pricing structure contained in the energy bill means prices on 70 percent of the natural gas sold on the interstate market will be limited to 55 cents per thousand cubic feet, while the prices on almost half the gas sold

within Texas can climb to as much as \$3.50 per thousand cubic feet in 1985 if inflation continues at a rate of 6 percent annually.
The bill also allows the federal government to allocate fuel produced in Texas to other states, and when combined with a federal conversion law, it could result in banning of natural gas for use as boiler fuel for generation of electricity in Texas, and encourage its use as a boiler fuel in the Northeast, an effort to curtail fuel oil imports, Wallace said.
Rep. Bob Krueger, D-Texas, said the energy bill "was a bad piece of legislation, because it was thrown together in 90 days, then they spent 500 days trying to improve it."
"I do not think this energy legislation is good for this state or country," he said. "It will immediately increase costs to consumers for natural gas."

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Nuclear ship avoids militants

United Press International
TOKYO — The Mutsu, Japan's first and only nuclear ship, deftly avoided a collision with a fleet of some 50 tiny vessels operated by ultra-leftist protesters and arrived at a new port Tuesday.
The 8,214 ton Mutsu docked at Trsebo Heavy Industries Co. despite harassment by boats from militant anti-nuclear groups. The groups were trying to block the passage of the 403 foot, nuclear powered ship, which they consider unsafe.
More than 100 radicals and militant labor union members in 50 boats temporarily brought the controversial ship to a halt while Capt. Fumio Osawa urged the boat operators to clear the way.
Three boats capsized in rough seas shortly after the Mutsu entered the mouth of Sasebo port in Kyushu, but their crew members were rescued by other anti-Mutsu boats, authorities reported.
More than 3,000 opponents, gathered on streets in downtown Sasebo to engage in a snake dance rally against the Mutsu's arrival as 4,000 riot police looked on. At least one student was arrested.
Many of the radicals participating in the anti-Mutsu rally had also fought the opening of the new Tokyo International airport at Narita earlier this year.

Homemade ice cream danger

United Press International
CHICAGO — Homemade ice cream may be more trouble than it's worth — it could be dangerous to your health.
Of 22 recent outbreaks of food poisoning across the United States, 292 cases were associated with homemade ice cream, the American Medical Association Journal reported Monday. Some 73 of those afflicted with food poisoning were hospitalized, a survey of public health officials indicated.
The victims were afflicted with salmonellosis, said Dr. Robert A. Gunn of the Center for Disease Control in Atlanta. The source of the germ, when it could be traced, most often was in the eggs used in the ice cream mix. They often were dirty, cracked or ungraded eggs from someone's backyard hen coop that had not met inspection requirements for commercial eggs, Gunn said.
Another common factor was that the eggs and other ingredients had been mixed into a custard and frozen without cooking. Cooking destroys the salmonella germ.

Circus fantasy becomes reality for a dozen Denver dancers

United Press International
DENVER — The silver Ringling Bros. and Barnum & Bailey Circus train slipped out of Denver before dawn Monday, packing the invisible baggage of fantasy along with the tigers and trapezes.
The circus, using aerial gymnastics, a squad of clowns and a line of pretty ladies waving from atop elephants, weaves a gypsy dream in the eternal child that lives in all audiences.
The spell is cast by the sparkle of costumes and the parade of wild animals. By the time the circus train rolls out of the sleeping city, hearts are firmly ensnared in the tangle of high wires above the three rings.
For most, the dream of joining the circus stays a private fantasy. But for more than a dozen Denver women, the childhood yearning took form one afternoon in an audition for showgirls.
Ringling employs 40 showgirls to dance, smile and ride docile pachyderms. A newspaper ad drew 13 local aspirants, some polished dancers in black leotards. Others brought only hope and wined as they moved sneakered feet through the trout routine.
"Kick, jump, pivot, kick and kick," chanted head showgirl Sue Sparkman, 24, as she demonstrated the steps. Circus choreographer Jerry Fries clapped the beat, viewing each of the dancers with a kindly but critical eye.
Later that night, wearing a peacock blue and vivid green outfit, Sparkman led the current dance troupe around three rings, nodding her feather-topped head to the audience and winking her glittertrimmed eyes.
"It really is the greatest job in the world. It's good dancing experience and you get to travel all over," she said before the auditions began. Sparkman, a Florida native, has been with the circus for a year and a half.
Showgirls get a room in the circus train, a salary of \$200-plus per week, and an array of sequined costumes, one of which weighs a hefty 35 pounds. But it was neither money nor travel that lured the dancers to the auditions.
"I want to be a gypsy. I have always wanted to join a circus," finalist Claudia Dyson, 25, who creates a local dance studio.
As off-duty clowns, crew members and showgirls watched, the women performed their routines, accompanied only by Sparkman's commands and Fries' steady clapping. Eight were dismissed. None cried, but most quickly.
Fries, a veteran of Hollywood Broadway, offered advice to seekers on getting dance lessons and how to weight. He said showgirls generally stay with the circus from one to seven years.
"Sometimes it gets in your blood and sometimes it doesn't. I don't know how long I will stay, but I know I love it now," said Sparkman, adjusting an inch-long eyelash. "And you either love it or you get the train."

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