

# DFW welcome for Concorde

**United Press International**  
GRAPEVINE — A British Airways Concorde jetliner touched down Sunday to the sound of popping champagne corks and jubilant cheers from onlookers and officials at the mammoth Dallas-Fort Worth International Airport, where the plane soon is expected to make flights to and from Europe.

Motorists lined the highways into the airport, which officials say was designed for such supersonic transport jets, as the sleek plane swooped out of the sky shortly after 3 p.m. for its second appearance at DFW.

More onlookers pressed up against the airport's windows while approximately 250 invitees waited for the Braniff Airways terminal for the arrival of the Concorde in the first in a series of demonstration flights before service to Europe can begin.

Braniff will become the first domestic air carrier to use the Concorde under an interchange agreement with British Airways and Air France, once the necessary government approval is granted. Braniff officials said they expect the go-ahead later this month to begin Concorde service between DFW and Europe.

A Concorde plane landed at DFW five years ago during dedication ceremonies for the massive facility, but Sunday's appearance still drew gasps and comments from the onlookers gathered in the Braniff terminal as the plane's slender fuselage swooped out of the sky onto the long runway.

"It looks like a hawk diving after its prey," exclaimed Janice Graham of Dallas. The plane, which one young observer said "looked like a

praying mantis," is expected to begin three flights a week to London's Heathrow Airport and two flights a week to Paris' Orly Airfield in January. Braniff currently has one Boeing 747 flight daily from Dallas-Fort Worth to Gatwick Airport in suburban London.

The airline claims the Concorde will cut the current flying time from 12 hours to seven. Federal law limits the plane's speed over land to approximately 600 mph—slower than the speed of sound—but it is capable of speeds near 1,500 mph and altitudes of 50-60,000 feet and flies at these speeds over water.

Under the interchange agreement, Braniff crews trained to fly the supersonic transport will pilot it from DFW to Dulles International Airport in Washington, D.C., where Air France and British Airways crews will take over the plane and fly it to Paris or London.

One side of each Concorde will retain the British Airways or Air France markings, while the other half will carry the Braniff insignia. Braniff Board Chairman Harding Lawrence hailed the beginning of Concorde service to DFW as the fulfillment of one of DFW's main purposes; to be an "international gateway."

"We are very proud that Dallas-Fort Worth is the first city in the interior of the U.S.A. to have the advantage of Concorde service," Lawrence said. "Concorde is a very special purpose transport. It is a time machine," he added.

Jack Downey of the DFW airport board called the Concorde a "peek at the future" as it came over the horizon. "DFW was designed with this type of aircraft in mind," he said.

# Town still in shock at school bus crash

**United Press International**  
McCAULLEY — While beloved friends and relatives Sunday buried the first of four high school students killed in the tragic crash of a schoolbus and an oil field service truck, four survivors were clinging tenaciously to life in West Texas hospitals.

The grinding crash Friday near Hwy 21 left 21 persons, mostly students, injured.

Funeral services for 17-year-old Lolita Perales were held Sunday in the Sylvester Baptist Church three miles south of this West Texas community. Services were scheduled today at different times for Bonnie Pippin, 17; Tira Wilkerson, and Brit Jeffrey, 18.

A spokesman for the funeral home in charge of the services said the funerals were being staggered throughout the day in consideration of the mourners and families. Meanwhile, officials at Methodist Hospital in Lubbock late Sunday listed 15-year-old Tami Jeffery, the school's football sweetheart, in critical condition.

Tami's brother, Darren, 14, was among the critical at Handrick Memorial Hospital in Abilene. The Abilene hospital also listed Doyle Bell, 30, the school's principal, as critical and listed Cathy Wilderson, 15, as "very critical."

The oil field service truck, loaded with radioactive materials, rammed the bus broadside late Friday afternoon on a rural highway road. The bus driven by McCaulley High School Coach Ed Farmer was packed with members of the school's boy and girl basketball teams heading for Harmleigh for a tournament.

The impact ripped the body of the bus from the frame, but police said no dangerous radioactive chemicals in the truck did not leak out.

School officials said the accident would all but close down the high school.

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"It's completely wiped us out," said schoolteacher Irene Kent. "I don't guess we'll be having high school for a while. There's hardly a kid there who wasn't either killed or put in a cast."

Only six of the 33 students in the high school were not involved in the accident.

Police said charges would likely be filed against the driver of the truck, Bill Dixon, 21, of Snyder. He was listed in guarded condition Sunday in a Lubbock hospital.

The accident has shattered the residents of this small West Texas community few of which were not directly affected by the deaths and injuries.

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## Living with the law

The other day I parked in a lot on campus, in a reserved space. I didn't have a parking sticker for that space, but I didn't intend to be gone long. When I got back, my car had been towed away. I don't think the University has the right to do that. How about it?

One section of the Texas Education Code lists several things a state university can do to make and enforce traffic regulations. They include limiting speed, assigning parking spaces and areas and assessing parking fees, using a system of vehicle registration, AND removing violating vehicles at the expense of the violator. So campus police have pretty specific statutory authority from the state for traffic and parking enforcement.

Editor's note: This column is provided by the students' legal advisers as a service to Battalion readers. Answers are general and should not replace the personal advice of an attorney. Questions for this column can be addressed to the students' legal advisers in Room 306, YMCA Building.

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# Minorities rap Carter

**United Press International**  
MEMPHIS, Tenn. — A group of black and Hispanic delegates feeling unheeded by the Democrats' mid-term convention formed a coalition Sunday to hold President Carter politically accountable in 1980 for his domestic poverty and defense spending.

"My personal opinion is that the president of the United States has totally abdicated the agenda of 1976," said Rep. Ron Dellums (D-Calif.).

"The tragic reality is that we may well leave here without making any significant challenge to an administration that has embraced a right-wing analysis of American economic problems that I believe will wreak havoc on blacks and Chicanos."

Dellums and David C. Lizzarra of Covina, Calif., chairman of the Hispanic American Democrats, told reporters the two minorities had a hard time getting together. Lizzarra said the two groups of delegates to the convention would meet within 30 days to "set an agenda" of mutual problems confronting blacks and Hispanics.

Rep. Shirley Chisholm (D-N.Y.) said the coalition resulted from a series of tentative meetings between individual black and Hispanic leaders culminating in an agreement to join forces now and discuss specific issues later.

"The No. 1 issue for blacks and Hispanics in America is employment," she said. "The anti-inflation policy of this administration seems to have taken precedence over the employment which is much more important to the poor people of this country."

Lizzarra said the two minorities felt Carter had not lived up to 1976 promises to the poor and that the blacks and Hispanic delegates were not listened to during the midterm Memphis meeting.

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