

# FAA reports 7 DC-10s; faulty urges check of foreign planes

**United Press International**  
**WASHINGTON** — The Federal Aviation Administration said Tuesday it has found seven DC-10 aircraft with "problems" similar to the fault that may have caused Friday's crash in Chicago.

The FAA said it is sending an inspector to oversee airline mechanics who examine the bolts and assemblies attaching the engine to the plane's wing. The FAA ordered the airlines Monday to inspect all of their DC-10s to be sure the engine mounts were secure.

Separation of the engine from the plane was involved in the crash Friday of a DC-10 takeoff from Chicago that killed 271 passengers. It was the nation's worst domestic air disaster.

"We have some reports that Northwest Airlines had three aircraft with problems in this general area. United had

four aircraft with problems," the FAA spokesman said.

"Now, the FAA is going to be represented at the inspections by a principal maintenance inspector to check to see that the work is done and the results are sent to Washington right away instead of waiting for them to come in the mail," he said.

Earlier, FAA officials reported that airlines "haven't found any problems" in their inspections of the DC-10s.

"We are confident that any DC-10s flying today in the United States on domestic airlines have already been inspected," an FAA spokesman said.

The eight U.S. airlines that own DC-10s said all planes that are flying have been inspected.

But the FAA has grounded uninspected planes — apparently the first large-scale grounding of a major passenger plane in the

United States.

FAA Administrator Langhorne Bond said investigators still are not sure the broken bolt caused the Chicago accident but there was "a strong enough apparent causal link" to warrant the grounding.

"I cannot take the risk of allowing DC-10s to carry passengers until we are 100 percent sure that Friday's tragedy cannot repeat itself," Bond told a news conference Monday.

Bond said each of the widebodied, three-engine jetliners would be allowed to go back into operation as soon as the bolts were checked and put back on the aircraft or replaced by new ones.

Jack Gregory, publicity manager for Continental, said the inspections of their 15 DC-10s were completed "before the deadline. No flights were grounded. It won't interfere with any of our operations."

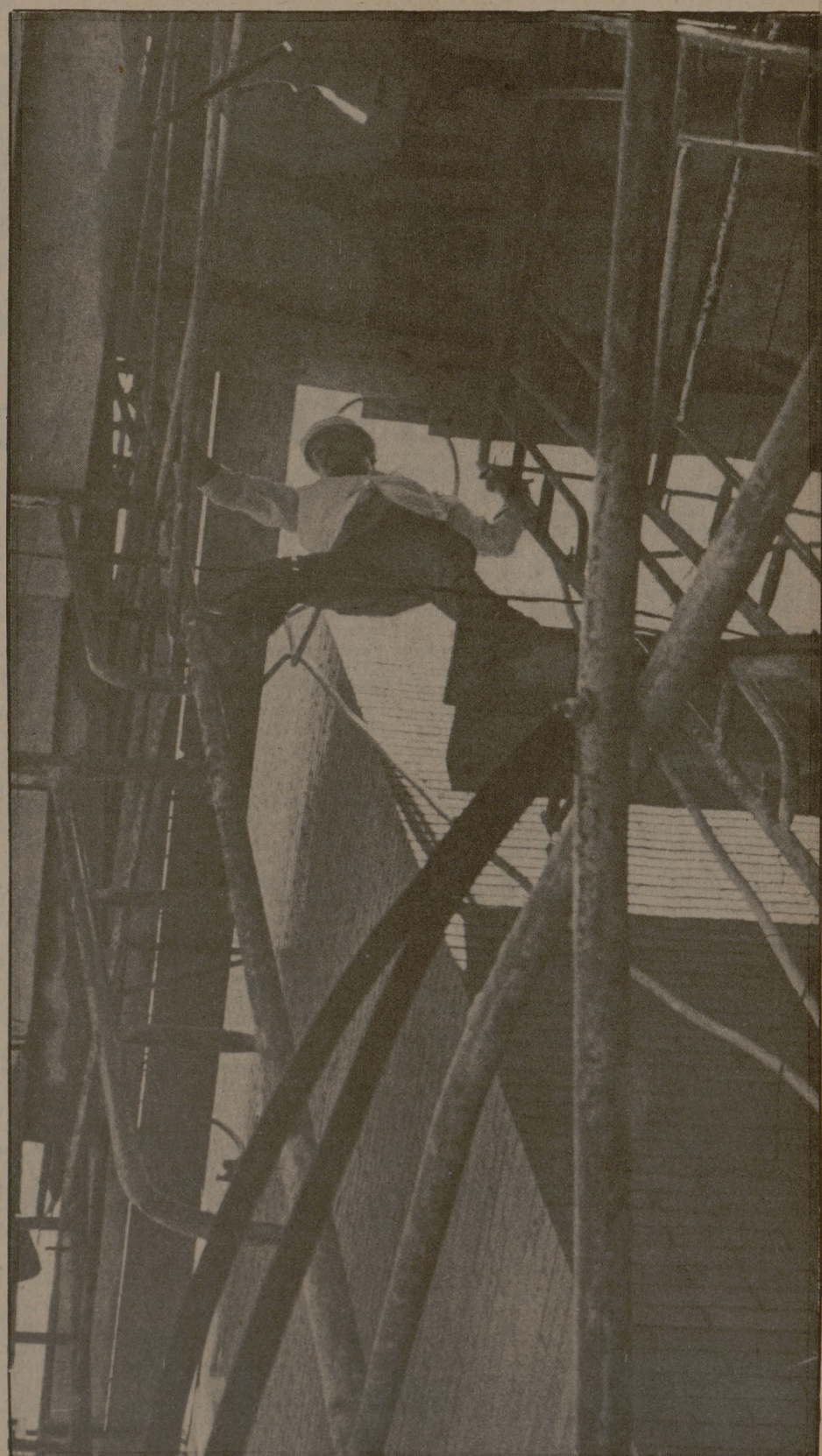
A supervisor at American's reservations information office said inspections of the airline's 30 DC-10s are "just about complete" and that no flights had been canceled.

World Airways, which offers \$99 transcontinental flights, said three of its five DC-10s have been inspected and there would be no interruption of flights. A Western Airlines spokeswoman in Los Angeles said the inspections were continuing, but there have been no flight cancellations.

"We haven't received any official word yet from Washington that the planes should be grounded," she said.

Bond said the FAA also was urging foreign airlines to ground the 146 DC-10s registered abroad until the wing bolts could be inspected.

The West German airline Lufthansa temporarily grounded its 11 DC-10s. Most other major foreign carriers said they were carrying out their own inspections, but planned to continue to use the aircraft.



**Working up high**

Lloyd Head, a construction worker from Abilene, Texas, crosses between two scaffolds at the new dormitories being built across from Sbis dining hall. The dorms are scheduled for completion in early August. *Battalion photo by Clay Cockrill*

# THE BATTALION

Mostly cloudy with a continued chance of thunder showers. High in the low 80's. Winds will be S.E. at 5-8 mph.

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## Funds measure killed; TAMU regents blamed

**United Press International**  
**AUSTIN** — Texas A&M University regents' uncompromising position against funding its special funds with Prairie View State University killed a measure that would have guaranteed construction funds for state colleges and universities, Sen. A. Schwartz, D-Galveston, contends.

Schwartz, author of a proposed constitutional amendment that died in the closing hours of the legislative session Monday, said Texas A&M's unbending opposition to provision to require increased spending on the predominantly black campus made pointless for House and Senate

negotiators to even meet on the measure.

"I charge the regents of Texas A&M University of not only being Neanderthal in their political philosophies but being neglectful of the University whose interests they represent," Schwartz said.

The Galveston senator said defeat of the constitutional amendment to repeal the state's 10-cent ad valorem property tax and establish a new fund earmarked to finance construction on campuses of state colleges and universities will create pressure for future legislatures to divide the Permanent University Fund that now benefits only University of Texas and Texas A&M Uni-

versity institutions.

Although the property tax remains in the state Constitution, legislation this year reduces the rate from 10 cents to .0001 cents for each \$100 of valuation.

Income from the tax — that now is dedicated to campus construction projects — will plummet from \$50 million to \$25,000 a year.

The House and Senate both passed proposed constitutional amendments to repeal the tax and establish a new State Higher Education Assistance Fund to provide an alternative source of construction funds for schools outside the UT and Texas A&M systems.

Representatives, however, included a provision in their version demanding A&M spend one-sixth its income from the Permanent University Fund at Prairie View.

"The House of Representatives sent a message to Texas A&M University and said they could no longer neglect an institution of that class, there are no second class universities and no second class citizens," Schwartz said.

Sen. Bill Moore, D-Bryan, defended the A&M regents saying student enrollment at Prairie View does not justify allocating one-sixth of A&M's share of the Permanent University Fund.

"Prairie View has got to go the back door of the Texas A&M regents with their hat in their hand," Schwartz said.

## Self service — neglected care

**United Press International**  
**DETROIT** — With gasoline prices soaring, millions of motorists are finding they can save a penny or two per gallon by pumping their own gas at cut-rate self-service stations in the United States.

But their savings could be wiped out by expensive repair bills if regular maintenance, normally performed by service station attendants, is neglected.

The Automotive Information Council recently reported on a survey by the operator of a Los Angeles service station who checked the cars of 100 customers who pumped their own fuel.

He found 56 of the cars were at least a quart low on oil, 34 needed radiator coolant, 33 had low pressure in at least one tire, 28 needed power steering fluid, 28 were low on brake fluid and 27 needed battery water.

"All of these items are so easy to check and so inexpensive to remedy that a motorist is being unwise to neglect them," the AIC said.

Here are some maintenance hints if you are pumping your own gas:

- Check the crankcase oil frequently. One quart a week is not too often, especially if you drive many miles. The proper level is indicated on the dipstick, which is readily available and accessible on most cars. (Check the owner's manual for exact location. Always follow the manual's recommendation for frequency of oil changes.)
- Check the water level in the radiator every two or three weeks. If the cooling element is visible, add water until it is covered. Anti-freeze and summer coolant also should be used. An inexpensive gauge can be used to check for the proper amounts of these additives.
- Proper air pressure in tires helps prevent premature tire wear and can improve fuel economy. This can be checked with an inexpensive pencil-like gauge. Once every two or three weeks should be sufficient.
- Power steering and automatic transmission fluids should be checked at least once a month. Like checking the oil, this is done with dipsticks calibrated to show proper levels. Again, check the owner's manual for locations.
- Battery water should be checked every two or three weeks and water added to each chamber as needed. (Some new batteries are sealed and do not require additional water.) Also, keep battery terminals clear of corrosion.
- Brake fluid also should be checked once a month. Remove the cap from the

fluid reservoir, located near the top of the fire wall on most cars, and make a visual inspection. The reservoir should be kept full.

When you have the hood up, occasionally check the air filter (and replace it if it is dirty), the hoses for cracks or small leaks and the belts for fraying or improper tension.

## Students to register Monday

**Battalion staff report**

Long lines, like Bonfire and the Twelfth Man, are a tradition at Texas A&M University and the longest lines always occur during summer session registration. This summer session should be no different.

Registration begins on Monday, June 4 at 7:00 a.m. at G. Rollie White Coliseum. Students with last names beginning with A-D will register from 7:00 until 8:15 a.m. Next is E-K from 8:15 until 9:30, L-R from 9:30 until 10:45, and S-Z from 10:45 until noon.

To register, you must first get your registration card packet at DeWare Field House. DeWare will open to issue card packets at 6:30 a.m. to avoid long lines at the registration center in G. Rollie White Coliseum, said Donald D. Carter, associate registrar.

Carter said he expected about 10,000 students to register for the summer session.

The longest lines occur at DeWare. During past summer sessions it has gone the length of Kyle Field and back. One summer it stretched from DeWare past the swimming pool, down to the parking lot, back to the pool, and across the walkway over Welborn Road. Fortunately once it starts moving, it moves fast.

After getting the card packet, report to the department heads located on the main floor of the coliseum. After their approval of the courses, get the class cards at the table with the name of the department which the class is in. It's really simple once you get the hang of it.

Next, walk across the street to the Memorial Student Center. Here you will go to the housing manager. There will be tables set up for on and off-campus students.

They will then direct you to the fee assessors tables. This is where you tell whether you want board plan, parking stickers and other services or not. The next day you get the bill.

Finally, you go to the registrars station and turn in the card packet.

On June 5 from 8:00 a.m. until 12:00 p.m. and from 1:00 p.m. until 5:00 p.m. you can pay your fees at the coliseum and receive your class schedule.

## Federal agents take Wood investigation

**United Press International**  
**WASHINGTON** — The Justice Department Tuesday assigned 40 agents to investigate the "dastardly" killing of San Antonio, Texas, Judge John Wood and ordered U.S. marshals to protect at least four other jurists in the state.

"We're trying to send a message not only to the judges, but to the American people, that we won't countenance this kind of conduct," Attorney General Griffin Bell told reporters. "We're going to do everything we can to put an end to it."

"If we reach a point where judges and

prosecutors have to withstand gunfire, murder, then we'll have to take a different approach to law enforcement," he said.

"I'm sorry this day has come in our country, where we have judges subjected to such things."

FBI Director William Webster sent one of his top deputies — James Ingram — to San Antonio to lead the investigation into the killing of Wood.

Webster also assigned 40 agents to the case, believed to be the first slaying of a federal judge in U.S. history. He said the FBI has "some leads," including a witness "who saw the judge fall." But he refused to say whether the witness could describe the gunman or to elaborate further on the investigation.

"It's been reported that Judge Wood has had threats," Webster said. "We're checking this out. Every available special agent has been assigned to the case."

Neither Bell nor Webster would say whether they had evidence the shooting of Wood was linked to his being assigned a number of drug cases.

Two federal narcotics prosecutors — one in San Antonio who brought cases before Wood — have narrowly survived shooting ambushes in recent months.

After an attempt on the life of assistant U.S. attorney James Kerr of San Antonio last November, Wood was given federal protection. But he requested it be removed two weeks later, a Justice Department spokesman said.

Webster said Wood was due to impose sentences Wednesday in one drug smuggling case, but "we draw no inferences at this time."

Bell referred to the shooting as "a dastardly act."

Noting he personally is not under federal protection, he said, "I don't take guards with me, but if we've come to some sort of a gangland existence, then we'll have to prepare for it."

Bell said he was assigning marshals to all four judges in the Western District of Texas, that the protection "may be extended," and that it definitely would cover an upcoming gathering of several Texas judges.

But he said, "you can't put everybody in the country under protection. The best thing to do is enforce the law and catch people when they do something wrong."

Bell, a former judge on the 5th U.S. Circuit Court of Appeals, said Wood was a personal friend whom he met eight or 10 years ago.

"I saw him the week before last at the 5th circuit conference," Bell said. "He was in a very good humor. He was a brave man. You can't be a federal judge in most courts unless you are a fairly brave."



**Dusk at the TAMU research center**

The sun sets over the Texas A&M Research and Extension Center near Highway 21. The center is home base for both

agricultural and engineering research facilities as well as various vocational schools. *Battalion photo by Clay Cockrill*