

campus & city

BISD proposes attendance plan

By RICHARD OLIVER
Battalion Staff

After more than a year of discussing the Bryan Independent School District may have found a solution to excessive absences in Bryan schools. In a media breakfast held Tuesday at the Holiday Inn, BISD Superintendent of Schools Wesley Summers presented details of a new plan designed to combat student attendance problems.

What we have attempted to do is improve good attendance to the public," Summers said. "In order for students to be present, they must be there (in class)." Summers pointed out the Bryan or Three Mile school district has a 93.15 percent attendance rate, compared to a 92 percent state average in Texas.

"We receive money based on attendance of students," he said. "Of course, it's helpful for the schools to get money from the state of Texas." The attendance plan has five main points:
—Students in grades seven-through-12 who have more than eight absences during a semester in a course will not receive credit for that class unless unusual circumstances exist.
—Students and their parents will be notified of a student's absence problem after five absences are reported.
—Three unexcused tardies will be counted as an absence.

—Any events sponsored or approved by the school will not count as absences.
—After the eighth absence, a student and his parents will be notified of the action to be taken. The parent may appeal for a review of attendance records.
Summers said the plan is similar to many plans being instigated in Texas at this time, but noted most of the plans are also fairly new.
Summers also said the school is hoping for at least a 1 percent increase in attendance during the next

semester, when the new plan will be put into effect.
"If we can improve the attendance slightly more than that, we'll be doing OK," he said. "It would mean \$40- or \$50-thousand dollars for the district if attendance can be improved by this small percentage."
Summers also presented a modified final exemption plan for Bryan High School Students:
—Any student graduating at the end of a semester may apply for exemption of finals in classes in which he or she has an "A" or "B" average.

—Non-graduating students with an A-average in a course and no more than three absences may apply for exemption of finals. The same students who have a B-average and no more than two absences may apply for exemption.
—In each of the above cases, a student may not exempt more than two class finals.
—Students must have no problems with fines, textbooks or fees, and must have no unexcused absences within three days of the final exam to be eligible for exemption.

Sudden growth straining industry

Americans move to mass transit

The energy crisis is forcing Americans to use mass transportation, causing growth that the industry is not prepared to handle, say experts from Europe and the United States.
Dr. Curt M. Elmberg, deputy technical director of Greater Stockholm Transports, said Americans are being forced to use mass transportation much as Europeans were forced to do after the world wars.
Elmberg and about 50 other urban transportation planners gathered for an international symposium at Texas A&M University.
The Swedish expert explained the need to move large numbers of people during the reconstruction of Europe made mass transportation necessary. Europeans have been indoctrinated to its use since then, he said, adding that about two thirds of

all Europeans use mass transit. In America that figure is as low as 10 percent.
Alton McDonald, president of McDonald Transit Associates in Fort Worth, said Americans must realize their lives are changing and that private automobiles are becoming a thing of the past.
Conference participants agreed that Americans must be discouraged from the unnecessary use of cars and that urban transportation planners must be able to provide movement across urban sprawl. In those cities where mass transportation systems are already in operation, there has been a 20-25 percent increase in use in recent years.
The sudden growth has strained the system, said Rodney Engelen, senior vice president of an Illinois

transportation firm, and could leave them without enough government money to meet the needs.
"We are critically in need of mass transportation," Engelen said, "and since we are about to make major investments, we cannot afford to make mistakes."

Europe gaining in aerospace field

European nations are challenging United States leadership in the aerospace industry, says a Texas A&M University aerospace engineer just back from a Stockholm meeting.
"The U.S. aerospace industry is still probably technologically ahead, but it will take our best efforts to stay there," said Dr. Leland A. Carlson.
Carlson said Europeans are becoming more aggressive and competitive, with the Germans and British leading the charge.
"I expect the Germans particularly to really compete with us in the air transport market. They are working on a wide body jet to contest the Boeing 757 and 767. Both the British and Germans have plans to enter the air bus area," Carlson said.
He was among 25 invited participants comparing numerical methods for use in the design of aircraft built to operate near the speed of sound. The professor of aerospace engineering said many planes fly at velocities from about Mach 0.7 to 1.2.
"This presents problems for designers," he explained. "Most parts of the plane are moving in subsonic air flows, but the wings — designed to increase air flow to create lift — are in supersonic flows."
Carlson said computer programs created to handle aircraft design problems in the transonic region were compared at the conference of the Association for Applied Mathematics and Mechanics. The meeting was hosted by Sweden's Aeronautical Research Institute, the equivalent of the National Aeronautics and Space Administration.
Participants earlier worked out solutions using their methods to test cases and submitted them to the conference hosts. At the two-day Stockholm meeting, they compared results.
"We had some surprises," Carlson said. "Some methods we expected to produce correct answers didn't and we don't know why." His computer program, called TRANDES, "agreed quite well with what was agreed upon as the correct solution."
Numerical design methods obtained from such work will simplify engineering work in designing new airfoils, Carlson noted. These will help reduce drag on new airplanes, allow lighter weight construction methods and increase fuel consumption efficiency.

Well practice in Fort Worth

Midnight yell practice for the football game will be held Friday night at the Fort Worth Stadium. Head Yell Leader Bill Greaves said practice will be held at Whiskey River, a Fort Worth country and western dance club. Whiskey River is located on Azle

Avenue in Fort Worth. Directions for Aggies traveling from College Station are: take Interstate Highway 35 through Fort Worth to Loop 820. Drive West on Loop 820 to the Azle Avenue exit. Turn left on Azle Avenue and travel 1 mile. Whiskey River is on the right.

A&M offers fuel-saving tips

As fuel becomes more scarce, more people are taking an interest in conserving energy. For this reason, the Texas A&M University Transportation Center has published a few fuel saving tips.
The first involves improving a vehicle's gas mileage by having good front end alignment and wheel balance. This improvement occurs because more energy is required to drive front tires that require alignment since they are actually scrubbing along rather than rolling smoothly.
The other tip involves using accessories such as air conditioning and

four-wheel drive. Best gas mileage is obtained when these options are not used, since the energy normally used to power the accessories will be available to propel the vehicle.

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Tarleton's tuition stays low-priced

STEPHENVILLE — Tarleton State University is happy to be on one bottom ten list.

Tarleton State, part of the Texas A&M University System, is one of seven Texas schools ranked among the least expensive land grant colleges in terms of tuition and required fees, according to the National Association of State Universities and Land Grant Colleges.

Tarleton required a median charge of \$374 per student in 1979, said the NASULGC survey.

Texas continued to be a good bargain in higher education with a total of seven campuses in the bottom ten. The University of Texas Health Science Center at San Antonio topped

the list of least expensive schools with a \$166 median charge per student, followed by the University of the District of Columbia, \$169; University of Alaska-Anchorage, \$340; and University of Alaska-Fairbanks, also \$340.

Rounding out the list were University of Houston, \$354; University of Texas-El Paso, \$360; University of Texas-Dallas, \$364; Tarleton State; Texas Southern University, \$396; and University of Texas-Arlington, \$396.

The NASULGC poll showed only a 5 percent rise nationwide in median charges for tuition, fees and room and board among member schools.

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