

Battalion

Classifieds

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FULL OR PART TIME Day Shift Night shift (til 10pm.) Weekends Flexible hours to fit your schedule Rapid advancement Cashier experience helpful Starting Salary \$3.50/hour Apply in person only. 9:30-11:30am. (if possible) **WHATABURGER** Bryan College Station 1101 Texas 105 Dominik 60th

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HELP WANTED

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HELP WANTED

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HELP WANTED

Airlift of turtle eggs to begin

United Press International GALVESTON — The Mexican government has finally issued a permit number and the airlift of eggs from endangered Ridley sea turtles in Mexico is expected to begin Wednesday, officials said.

The eggs are to be transported from their natural spawning grounds at Rancho Nuevo, Mexico to Padre Island, Jack Woody of the U.S. Fish and Wildlife Service told UPI by telephone from Albuquerque, N.M. Monday.

"The embassy gave us a permit number issued July 17. We'll be moving the eggs to Padre Island Wednesday," Woody said.

But the airlift still faces problems with the Mexican government's red tape. "One potential problem is when we go through Mexican customs, I won't have the permit in hand. They're mailing it. That might be anywhere from a week to a month before I see it."

Woody, whose annual egg airlift had run with no hitches for three years, applied for a 1981 permit last November. When it had not arrived by mid-July, he grew worried because

nesting season was ending and eggs were hatching at Rancho Nuevo Beach, Mexico, the only known Ridley nesting place.

Hatching at Rancho Nuevo renders the eggs useless to a program aimed at hatching eggs on Padre Island National Seashore, hopefully creating a new Ridley nesting place. Woody feared losing the 1981 crop.

He finally received notification the permit was issued Friday, but the permit number was not relayed. He needed the number to clear through U.S. and Mexican customs the 2,300 eggs gathered at Rancho Nuevo Beach.

Woody said the National Parks Service had hired an airplane that was standing by to fly from Corpus Christi to Rancho Nuevo Beach to pick up the eggs and return them to Texas.

"The Parks service agreed to pick it up (the cost)," Woody said. "I ran out of money."

Woody said he had made all arrangements for the three-hour flight from Rancho Nuevo to Brownsville, where the eggs would clear customs, and then on to Padre Island National Seashore.

The rescue program — prompted by the fact

that many Mexicans believe eating the eggs has an aphrodisiac effect — involves playing a trick on nature called "imprinting."

Workers at Rancho Nuevo meet the turtles on the beach, let them dig a nest, catch the eggs in a plastic bag as they lay. The eggs are placed in boxes containing Island sand.

The eggs are moved in the boxes to a protected Padre Island National Seashore beach and allowed to hatch. Hatchlings are allowed to wander into the sea.

Then they are scooped up and taken to the National Marine Fisheries facility at Galveston where they are raised to the one-year mark. Then they are turned loose at sea where they hope the new nesting place is "imprinted" on them.

Woody and his team have moved the program to Padre Island National Seashore, Mexico to Texas annually since 1976.

It takes eight years for the young turtles to mature enough to return to the nesting grounds. The program will be four more years before Woody's team know if "imprinting" works.

Oldest pilot flies, preaches

Army flyer recalls career

United Press International FORT HOOD, Texas — Talk about your sky pilots: the Army's oldest flyer, 60-year-old Chief Warrant Officer Don Barnett, divides his time between teaching pilots young enough to be his grandchildren and preaching the gospel at the Army's biggest post.

A year shy of retirement, Barnett recalled highs and lows in a 31-year career that has taken him through three wars and 8,000 hours in the air.

Barnett is a standardization instructor in the 6th Air Cavalry Brigade. The 6th Cav's mission in wartime is finding and killing tanks, and Barnett's job is training pilots "so we're all playing from the same sheet of music."

He's also a fundamentalist minister, ordained late in life and helping minister to the garrison at the huge Central Texas post.

He literally dropped in for the interview, setting his helicopter down on a nearby parking lot, hussling with the press for an hour, then buzzing off for his next post.

Barnett, clad in the "flamertardant" coveralls of an aviator, looks the part of a veteran flyer. His eyes — hawklike, tuned-in to the horizon — are set in a weathered face. He speaks slowly, calmly, with the soft drawl of his native Arkansas.

"When I first came in, the Bird Dog (the Army's legendary single-engine airplane) hadn't even been invented yet," Barnett recalls. "We were mainly flying the L-4, which was a Piper Cub."

That was in 1949. Barnett had started out as a radio engineer and announcer, spent World War II as a signalman in the Philippines, gotten a civilian pilot's license and took a commission in the Air National Guard after the Air Force turned him down for pilot training because he was too old — at 25.

That's how he came to be flying in the Army's first combat aviation effort, in Korea.

In those days — after the Army Air Corps had taken off all the

pilot around," Barnett said. "I realize what I was into, 1,000 hours I was listening to anybody I could."

The ability to listen — learn from the mistakes of others — is a key element in getting the oldest pilot in the Army

gathered at the end of the officer's club to swap yarns. "I don't have a church, but where I'm needed," he said, religion in nearly everything.

On the changes in Army through just about all of the he mentions specifically "the earth" flying, using contours to beat ground

fighters and bombers to form the Air Force — the ground Army was left with a few jobs like directing artillery fire and evacuating wounded that could be handled better from the air.

"I was in what they called 'liason,' and flying spotter aircraft," Barnett said. "We started doing medevac even before helicopters."

Although he was a little old for a pilot, even then Barnett said he took on the job with the gusto of youth.

"When I had 300 hours' flying time, I thought I was the sharpest

"It's important for pilots to gather at the end of the day at the officer's club to swap yarns" — Chief Warrant Officer Don Barnett

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2 bedroom, 1 bath, approx. 1016 sq. ft. All builtins. Washer/dryer connection. Fenced yards. \$425 mo./\$200 deposit. Call 846-5796 or come by 1878 Greenfield Plaza, Bryan (off E. 29th St.). **JOE COURTNEY, INC.** 167115

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ROOMMATE WANTED

Wanted female student to keep house for family of three in exchange for free room and board. 775-2277. 17713

WANTED

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Gulf Oil to borrow \$6 billion

United Press International HOUSTON — Gulf Oil has announced it is arranging to borrow \$6 billion, stirring speculation it may join the bidding for Conoco Inc. Others say Gulf might be preparing to itself against takeover.

Gulf, the nation's fifth largest oil company and seventh largest industrial concern, said in an announcement Monday that it is borrowing \$6 billion of its borrowing "current financial requirements."

Gulf said the additional borrowing was being arranged "to be financially ready to take advantage of opportunities which may be sent in today's business environment."

Gulf spokesman Richard Johnson refused to say whether Gulf has had merger talks with Conoco or any other company. Conoco currently is the target of takeover offers by several companies.

Sanford Margoshes, an analyst with Bache Halsey Stuart & Co. Inc. said Gulf might be considering an offer for Conoco or fear an effort acquire either Canadian subsidiary or parent Gulf itself.

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