



People of the sun

staff photo by Peter Rocha

Mike Dow, a sophomore electrical engineering major from Seabrook, takes a study break near Keathley on Sunday afternoon with Shirley Marquardt, a sophomore chemical engineering major from Copperas Cove.

## Combat status, expanded roles sought by female Navy pilot

United Press International  
Females piloted interplanetary spaceships in combat in the science fiction world of TV's "Battlestar Gallactica." In real life down here on planet Earth, a trail-blazing female Navy pilot intends to do all she can — within the system — to get combat status for herself and other women fliers in the military.

Rosemary Bryant Mariner, a lieutenant commander, has been pushing since 1975 for the combat training now denied the female pilots.

She said as a result of her campaign she can take at least partial credit for the role model of women flying fighters in "Battlestar Gallactica."

"When television depicts women warriors to a whole generation of girls and boys, then you know you have had an impact on society," she said.

Mariner caught flying fever early. It's also in her blood — her father, Capt. Cecil Bryant, was an Air Force pilot. When he was killed in a crash, Rosemary was 3.

Mariner said she has no recollection of her father, but she has wanted to fly as long as she can remember. She also is married to a Navy flier, Lt. George Thomas Mariner Jr., who flies combat craft.

The petite pilot (5-foot-4 inches, 112 pounds) said: "It's a long-term goal of mine to seek expanded roles for all military women."

To help advance the cause, she is forming an organization with other female aviators to represent military women in aviation.

Mariner said she has no fears about combat, but she does not like to be cast in the role of female warrior.

"Flying the sophisticated equipment is more a matter of brains than brawn," she said.

She noted that no one knows how well he or she will do in combat until put to the test. She denies that performing well in such a role is a sex-linked trait.

Mariner has achieved many firsts in her naval aviation career. She was one of the first eight women to go through Navy pilot training in 1973 — four years before the Air Force accepted women among its pilot candidates.

Mariner says the people most likely to move up from her point in a career — perhaps someday to the rank of admiral — have combat status. So denying women combat status now, as she sees it, fences them out of the top level of leadership as they move along in their careers.

Mariner was in New York in connection with being named one of Glamour magazine's Ten Outstanding Young Working Women for 1982. The winners were selected by the magazine for their achievements in their chosen professions and other interests contributing to a well-rounded person.

Mariner said that with the flight pay, she earns around \$32,000 a year. In 10 years, she will be able to retire if she wishes.

She met her husband when working at the Naval Weapons Center, China Lake, Calif. They were together at the same post for two years — they are far apart right now, but they have telephone contact and try to spend a weekend a month under the same roof.

One of Mariner's long-range goals is to be an astronaut. She applied when the "help wanted" sign was put up for women to join the nation's space program. But she was turned down.

"To get in, I need test pilot training plus a master's degree in engineering and science," she said. "Those options are open."

There are about 60 female pilots in the Navy. Mariner said most are married to other fliers. And several have children — combining Navy-flying with marriage and motherhood.

The Navy accepts 15 women for flight training each year now — five from the Naval Academy, five from ROTC and five from civilian life.

Is Mariner's campaign to get women into fighter jets just an extension of the ages-old battle of the sexes?

Not at all.

"When you go into a profession, you want to reach the top," she said. "You take the risks along with the rewards. My own personal opinion is that I do not buy the Department of Defense argument keeping women from qualifying for combat."

"The reason given for the rules is 'to protect women.' 'I do not want to be protected. A child is protected. As long as women are 'protected' we will not be regarded as adult citizens."

## High Court to hear book-banning issue

United Press International  
WASHINGTON — The politically sensitive issue of banning books in school libraries comes before the Supreme Court this week.

Attorneys for a New York school board are expected to clash with a parents' group that opposes the practice during arguments before the justices.

The high court's decision in the case could define how much power local school boards have to remove books they find objectionable from school libraries.

Set for argument on Tuesday, the case is an appeal by the Island Trees Union Free School District No. 26, of Long Island. It contests a ruling that ordered a trial in a dispute over the board's action in banning nine books from school courses and libraries.

Three of the books were "Slaughterhouse Five," by Kurt Vonnegut, "Soul and Ice," by Eldridge Cleaver, and "Best Short Stories by Negro Writers," edited by Langston Hughes.

The decision to ban the books prompted several parents to file a civil rights class-action suit in 1977 on behalf of pupils. This case led to the current Supreme Court case.

Also Tuesday, the University of Maryland and 44 states will challenge a lower court decision that struck down state university policies of charging higher tuition for aliens who do not establish permanent residence in a state.

Wednesday, the Supreme Court will debate an unusual

civil rights case out of Mississippi, focusing on whether blacks who staged a costly boycott against a group of white, small-town merchants can be forced to reimburse the businessmen for their losses.

The dispute, described by the NAACP as a major test of "American political freedom," began as a civil rights protest by blacks, after white officials in Port Gibson, Miss., failed to solve racial inequities in the town.

Later Wednesday, the justices

will hear oral arguments in a case important to the construction industry. It concerns the constitutionality of labor contracts that forbid employers to subcontract work at a job site to a non-union company. Such subcontracting means union and non-union employees must work together.

Today, the high court will consider arguments in a complex search-and-seizure controversy involving the power of police officers to search items they find in automobiles.

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