



Take off, hoser!

Roy Johnson jumps back to avoid being sprayed with water by Bruce Moore during the car wash held by Neely and McInnis Halls Sunday to raise money for the

United Way. Both juniors, Moore is from San Antonio and Johnson is from Coleman.

staff photo by David Fisher

American benefits

Braniff's death felt

United Press International DALLAS — American Airlines increased its passenger traffic out of the lucrative Dallas-Fort Worth market by 19 percent in the months immediately following the bankruptcy of Braniff International Airways, primarily by being the only carrier ready to take on the overflow.

However, an American spokesman points out that the airline, which was affected most by the suicidal fare wars Braniff triggered in its last days, has a larger share of a market that has shrunk significantly in the last five months.

American's larger percentage share of the Dallas-Fort Worth enplanements is deceiving and misleading because the total boardings at the Dallas-Fort Worth airport have declined substantially since Braniff ceased operations," said Paul Haney, an American spokesman. "American has a larger share of a smaller market."

Before Braniff went bankrupt in May, it had about 150

flights daily at the Dallas-Fort Worth Regional Airport and controlled 30 percent of the passenger traffic.

A financial analyst for the Dallas-Fort Worth Airport Board, Bill Miller, said Braniff had 341,258 passengers in April. That was 30 percent of the 1.13 total boardings.

The corresponding figure for American Airlines was 546,572, or more than 48 percent of the total boardings. In May, it was 578,507. In June, the figure shot to 683,404, almost a 19 percent jump in two months.

In September, American's total dropped to 506,559, but it was 66 percent of the 764,846 total boardings at Dallas-Fort Worth.

But analysts say the impressive gains by American were not due primarily to Braniff's death. They say American already had increased its capacity and load factor — the percentage of seats occupied — and launched an efficient marketing program prior to May.

"However, on May 13 when

Braniff sought Chapter 11 protection, American was the only airline on the scene with the equipment and capability to handle the tremendous influx of the Braniff traffic," said Jim Alderson, director of Dallas-Fort Worth property and facilities.

"That would account for the huge surge in passenger boardings on American," Alderson said. "You'll find that Delta did not increase that dramatically because it did not have the same amount of connections and the same types of route patterns as American."

Braniff officials said last week that the airline may return in a cooperative venture with the California-based Pacific Southwest Airlines, but many details must be worked out first.

Airline analyst Nick Babounakis of Oppenheimer Co. Inc. in New York noted, "American now dominates because it now controls two-thirds of the market out of Dallas-Fort Worth. It is going to be very hard to beat that."

Chemistry gets high marks in graduate program survey

by Patti Schwierke

Battalion Reporter Chemistry has received the highest marks among six doctoral programs at Texas A&M University which were rated in a national survey.

The study, conducted by the Conference Board of Associated Research Councils, examined the quality of major university doctoral programs in mathematics, chemistry, computer science, geoscience, physics and statistics.

This is the first major study of graduate programs since a study conducted by the American

Council on Education in 1969. The ratings were based on a 100 scale, with ratings above 50 indicating programs that are adequate or better and those below 50 in need of improvement. Ratings above 70 are considered excellent.

The chemistry department was rated a 67. Four other departments were rated above 50. Statistics ranked second, followed by geophysics, physics, and geology. Computer science was rated a 44. The math department was not ranked.

The basis for comparison includes the size of the faculty, the

percentage of faculty members receiving research support from federal agencies, and the extent of library holdings. The number of graduate students and their success in finding jobs also was considered.

The study also conducted a reputational survey completed by faculty members.

Over 1,000 faculty members at various universities were asked to determine the scholarly competence and achievements of other faculty members, program effectiveness in educating research scholars and program

improvement over the past five years.

The committee is aware that critics may say that the raters are less familiar with smaller programs, and that there is a disproportionate number of alumni of larger doctoral programs in the study and that the study is geographically biased.

The committee report also defended its reputational survey on grounds that graduate students, faculty advisers and granting agencies make decisions based on impressions of a program's quality.

5 to be tried in smuggling

United Press International

ALBUQUERQUE, N.M. — Jury selection began Monday in federal court for the accused ringleader of a multimillion-dollar alien smuggling ring and four other defendants.

Salvador Pineda Vergara, a hotel owner from Ciudad Juarez, Mexico, was the chief suspect among 38 people indicted last June in what immigration officials said was the biggest alien smuggling ring ever

broken in U.S. history. Immigration and Naturalization Service officials in Washington estimated that as many as 2,000 aliens were smuggled across the border at El Paso each month during the 4.5-year life of the ring.

Also scheduled to be tried this week before U.S. District Judge Edwin Mechem are Carmen and Carlos Perea of Belen, N.M., and Baldomero Hernandez and his wife, Maria Asun-

cion Martinez de Hernandez, both of El Paso.

Prosecutors entered Monday's jury selection with one deposition under their belts after a Belen man's guilty plea Friday to a charge of conspiracy.

Authorities charged June 23 that the accused smugglers had used Amtrak trains and cars to move the illegals from Texas and New Mexico to Hispanic neighborhoods on Chicago's west side and elsewhere.

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