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Today Times 7:00 9:30
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GHOSTBUSTERS

Today Times 7:30 10:00
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CLINT EASTWOOD
TIGHTROPE

Today Times 8:00 9:50
OXFORD BLUES

Fast chase ends with collision

United Press International
CORPUS CHRISTI — A Louisiana teenager trying to elude police in a stolen luxury car drove it at a high speed up the wrong side of the city's highest bridge and was killed in a head-on collision with two other vehicles, police chief Bill Banner said.

Glen Hawlett, 15, of Gretna, La., was pinned in the late-model Lincoln Continental and was pronounced dead at the scene of the wreck that backed up traffic for nearly an hour over the Harbor Bridge. The bridge connects Corpus Christi and Portland.

Banner said a stolen pistol was found lying between the dead teenager's legs.
Hawlett's companion, teenager Randy Kirk, was among four people injured in the wreck and was treated at Memorial Hospital. No one was seriously injured.

Also hurt were Johnny Bustillo, driver of a van, and his passenger, Roy Soliz, both of nearby Sinton, and Raymond Villarreal, who was driving a pickup truck involved in the collision.

Banner said the chase began when Patrolman Richard Garcia spotted the Continental in downtown Corpus Christi not long after the car allegedly was used in an aggravated assault and theft at a central gasoline station.

Garcia reported that the Continental, which had Louisiana license plates, sped away and entered the exit ramp onto the bridge going against traffic.

The officer said he did not immediately pursue the fleeing car because he had to stop and allow a civilian passenger to get out of the car.

Warped



Surveying by satellites cuts down cost, tedium

United Press International

AUSTIN — A new satellite technology promises a savings in money, and often cuts out weeks of drudgery as well, in the boring but important task of surveying that must be done by the Texas Department of Highways and Public Transportation.

The highway department is the first state agency in the nation to use satellite surveying, says Roger Merrell, an engineer with the department's automation division.

"Satellite surveying is simply the use of earth-orbiting satellites to determine one's position," he said, adding that the state does about 800 miles of mapping and 1,200 miles of traverse surveying each year.

Texas is using two satellite systems in the project.

The Transit System, which has been in use since 1960, orbits about 600 miles above Earth, and the second, Navstar GPS, orbits 12,000 miles above Earth.

As the satellites sail over, they transmit signals that include data about the location of the satellite and information from extremely accurate clocks on board.

Ground positions are determined by measuring the distance between the satellites and the instruments on the ground by listening to the signals from the satellite.

"If you have ever listened to a train passing you with the whistle blowing, you have heard the Doppler effect," says Merrell. "As the train comes down the track toward you, the pitch of the whistle changes."

"It's that sort of thing, in simple terms, that we are measuring as the satellites move across the sky."

The highway department crews measure the change in the signal phase angle to compute their positions, making hundreds of such measurements in a matter of a few minutes.

Merrell said it is possible to determine positions with only one receiver measuring the range vector at periodic intervals, but additional receivers are best.

"With a single receiver, you might get your position down to within say, one meter," he said. "With more receivers, you can get it down to, say three millimeters... at a distance of one-half mile or so."

Merrell says the department crews, using the satellite surveying equipment, normally get measurements ranging in ratios of precision of from 1:200,000 to 1:500,000.

The major drawback to the satellite surveying is that with only six satellites aloft, the state has only a seven-hour window in which to receive signals. The window moves about four minutes a day, meaning crews must work at night.

But Merrell says studies thus far have determined that with satellite surveying, work crews can accomplish in one hour what it previously took six hours to accomplish.

Volunteers clean up Texas lakeshores

By KAREN BLOCH
Reporter

Even the possibility of being fined up to \$200 fails to keep some people from littering area lakes.

Volunteers collected more than 17 tons of trash from the shores of lakes Sam Rayburn, Grapevine, and Lewisville this summer as part of the Texas Conservation Foundation's First Annual Texas Lakeshore Cleanup Project.

"The corps of engineers at Lake Somerville is planning a similar cleanup project for next year," Guy Hopson, reservoir manager at Lake Somerville, said.

Several area bass clubs have already begun efforts for park improvements.

"Habitat improvements which will aid the spawning of small fish have already been made," Hopson said, "and plans for general cleanup and individual park improvements are in the works."

Hopson said the official project probably will take place each year in the spring "when the weather is cooler and it's less humid. That way more people may be willing to participate."

Plans to expand next year's program across the state will be completed only if corporate sponsors and local volunteers are found.

"The success of the Lakeshore Cleanup Project is almost completely dependent on the public's interest in the program and their willingness to work," said Ben Fulshé, spokesman for the Boating Trades Association of Texas, the major source of funding for this year's project.

The Texas Conservation Foundation estimated the volunteers — members of various bass clubs, conservation groups, scout troops and trade associations — who participated in the program this year collected an average of more than 80 pounds of trash per person.

B-1 crash investigated; program to continue



Volunteers pick up trash at Lake Sam Rayburn.

B-1 crash investigated; program to continue

United Press International

EDWARDS AIR FORCE BASE, Calif. — Investigation into the first crash of a B-1 bomber began Thursday, and the secretary of the Air Force said the program would continue despite the death of a test pilot and injury of two crew members.

In Washington Thursday, Air Force Secretary Verne Orr said Wednesday's crash of a B-1A prototype "was most unfortunate" but that the new version of the plane called the B-1B would be unveiled Tuesday as scheduled.

Killed in the crash was Tommie Douglas Benefield, 55, of Marshall, the chief test pilot for Rockwell International, manufacturer of the bomber. Benefield died in the ejection capsule, an Air Force spokesman said.

"We grieve with the family of Doug Benefield and the families of those Air Force officers who were injured," Orr said in a statement, but added, "We anticipate no impact on the projected first flight of the B-1B in October or the overall project."

A half-mile area surrounding the charred wreckage was sealed off for a military board of inquiry that began arriving hours after the plane went down about 10 miles northeast of the sprawling Southern California base.

"Because it's the first time a B-1 has crashed, they will be writing the book all over again," said Master Sgt. Gerry Ditchfield, an Air Force spokesman.

The accident occurred on the 127th test flight of the bomber program.

Investigation results are not expected for 40 to 60 days.

Master Sgt. Wally Ross said all three crew members were in an ejection capsule that was carried to earth by parachute. The new version of the plane will have individual ejection seats.

The injured airmen were in stable condition at a hospital in Lancaster, Calif. They were Maj. Richard V. Reynolds, 35, of Hoquiam, Wash., and Capt. Otto J. Waniczek, 30, of Seattle.

Lt. Col. Alan Sabsevitz said the jet, which Ohio Sen. John Glenn, a former test pilot and astronaut, flew in last week, was the first B-1 bomber to crash.

The B-1 bombers, costing up to \$40 million each, have been controversial since the first contract was awarded in 1970. Critics contend the plane would be obsolete before it was deployed.

Sabsevitz said the plane that crashed was the second of four B-1 bombers built and was being used to study handling characteristics for the new B-1B.

The plane was built in 1974 and first flew in 1976 until President Carter scrubbed the program. President Reagan resurrected the program that Carter scrubbed in 1977 and ordered production of 100 more jets. Funds await congressional approval.

The B-1, with a 136-foot wingspan and a maximum speed of 1,450 mph, was designed to replace the larger B-52, backbone of the Air Force's strategic bomber fleet since the 1950s.

SCHULMAN THEATRES

775-2463
SCHULMAN 6
MON-FRI 7:30 9:50
SAT-SUN 2:50 5:10 7:30 9:50

BO DEREK
Bolero
An Adventure in Ecstasy
A CANNON FILM
MON-FRI 7:20 9:40
SAT-SUN 2:40 5:00 7:20 9:40

The Woman in Red
ORION
MON-FRI 7:25 9:45
SAT-SUN 2:45 5:05 7:25 9:45

C.H.U.D.
(Cannibalistic. Humanoid. Underground. Duellers.)
MON-FRI 7:25 9:45
SAT-SUN 2:45 5:05 7:25 9:45

NERDS
Their time has come!
MON-FRI 7:20 9:40
SAT-SUN 2:40 5:00 7:20 9:40

The Philadelphia Experiment
MON-FRI 7:35 9:55
SAT-SUN 2:50 5:15 7:35 9:55

Purple Rain
MON-FRI 7:35 9:55
SAT-SUN 2:50 5:15 7:35 9:55

823-8300
MANOR EAST III
MON-FRI 7:25 9:45
SAT-SUN 2:45 5:05 7:25 9:45

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DRREAMSCAPE
PG-13
MON-FRI 7:20 9:40
SAT-SUN 2:40 5:00 7:20 9:40

Cute. Clever. Mischievous. Intelligent. Dangerous.
GREMLINS
MON-FRI 7:15 9:35
SAT-SUN 2:35 4:55 7:15 9:35

Footloose
PG
MON-FRI 7:20 9:40
SAT-SUN 2:40 5:00 7:20 9:40

822-3300
SKYWAY
E. 29th
EAST BLOODSUCKING FREAKS NIGHT OF THE LIVING DEAD
WEST ROMANCING THE STONE UNFAITHFULLY YOURS
105 S. Main
PALACE 822-5811
ASALTO EN TIJUANA LAS PIERNAS DEL NILLO

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Are Your Walls Bare?
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or \$2.50 off any 16" 3-item or more pizza
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