

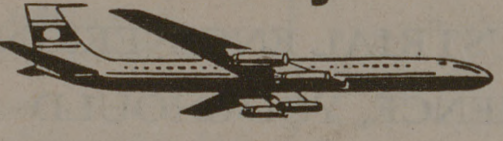
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World and Nation

Cessna crash blamed on overloading, tainted fuel

Associated Press
JENKINSBURG, Ga. — A single-engine plane whose crash killed the pilot and 16 skydivers carried contaminated fuel and may have been overloaded, federal aviation investigators said Monday.
 A black discoloration was found in the right fuel tank of the Cessna 208 Caravan, said Jim Burnett, chairman of the National Transportation Safety Board. Investigators did not know what had contaminated the fuel, or its source, he said.
 The Federal Aviation Administration said it grounded the plane Friday because of contaminated fuel, but Burnett said the plane's owner took off without correcting the problem, which would have been a violation of FAA rules.

Burnett, speaking to reporters at the crash scene 50 miles south of Atlanta, said maintenance workers at an Atlanta air freight company reported that the plane's fuel last Thursday was "the color of black coffee," instead of its normal amber color.

The plane's weight limit for its flight Sunday was 3,115 pounds, Burnett said. The West Wind Sport Parachute Center estimated that each parachutist carrying equipment would weigh 200 pounds.

"I'll let you do the mathematics," he said.

The weight of the pilot and fuel would be added to the estimated 3,200 pounds weight of the parachutists in calculating the load, but Burnett said the NTSB had not determined the actual weights.

Mechanics working for Midnight Express at Fulton County Airport, an air freight company which was considering using the plane, discovered that the fuel was bypassing the fuel filter through a mechanism that is activated when the filter is clogged, he said.

An FAA inspector at the airport Friday was told of the fuel contamination and therefore did not certify the pilot for flight, Burnett said.

"As far as I can determine, no further action was taken by the FAA," Burnett said. "The FAA inspector did not have a form" that he could have placed on the plane, grounding it until the fuel problem was corrected.

After the FAA inspector left, the plane's owner, David Lee Williams, ignoring the warnings from the FAA and the mechanics, flew the plane from Fulton County Airport, announcing his destination as DeKalb-Peachtree Airport, Burnett said. The plane's next known location was the parachute center in Jenkinsburg.

Hicks said the plane made a normal takeoff from West Wind Sport Parachute Center and apparently was in the air only a few seconds before it crashed less than a mile away.

Waldo by Kevin Thomas



Transcripts: Flight 191 crew was anxious about storm

Associated Press
WASHINGTON — In the minutes before Delta Flight 191 crashed while trying to land at the Dallas-Fort Worth International Airport, a thunderstorm was clearly apparent and a pilot who had just landed noticed what he thought was a tornado along the approach.

But National Transportation Safety Board documents indicated Monday the pilot of Flight 191 never was warned of the storm's severity. Less than 10 minutes before the crash he was told by air traffic controllers that there was "only a little rain" north of the airport.

Investigators have speculated that the Aug. 2 crash, which killed 136 people, was caused by wind shear, a severe change of wind direction that literally forced the Lockheed L-1011 jumbo jet into the ground as it was about to land.

A transcript of exchanges in the cockpit just before the crash supported the wind-shear theory be-

cause the crew could be heard struggling to increase power amid the backdrop of engines revving to maximum power.

"Push it up, push it way up, way up," pilot Edward Connors exhorted his co-pilot, R. Adolph Price Jr.

"Way up," Price responded, with the sounds of the engines increasing power and the "whoop, whoop, pull up pull up" warning of the ground proximity alarm in the background.

This was followed by a sound similar to a landing and someone saying, "Oh . . ." and what the NTSB called a non-printable word. Almost immediately there was the sound of a second impact and silence.

The flight, from Fort Lauderdale, Fla., was bound for Los Angeles with an interim stop at Dallas when it encountered heavy rain, lightning and treacherous winds short of the runway. The plane first touched down in a field, bounded across a highway where it struck a car and crashed

into water tanks before bursting into flames.

According to the transcript from the cockpit voice recorder, the crew was concerned during the approach about severe weather in the area. Several times they criticized air traffic controllers for directing them too close to a severe weather cell.

"We're going to get our airplane washed," Price, a 15-year veteran with Delta, remarked. A short time later, about 90 seconds before the crash, he observed lightning "right ahead of us" as the plane continued its descent.

As they spoke, another Delta crew, its plane taxiing away from the runway after having landed, already had noticed the severe weather along the approach path.

About 2 1/2 minutes later, the two Delta crew members, neither of whom was identified, saw the fireball beyond the runway where Flight 191 had crashed.

Islamic fundamentalists vow to resist attacks by Syrian-supported militias

Associated Press
TRIPOLI, Lebanon — Syrian-supported leftist militias launched a series of attacks Monday on besieged Moslem fundamentalists who vowed to resist "to the last drop of blood."

The Palestinian-backed Tawheed Islami, or Islamic Unification, movement beat back repeated attempts by four other militias to push into the heart of Tripoli in the savage struggle for power.

The city's streets were strewn with bodies. Police said they had been unable to gather a casualty report since Saturday, when they said at least 273 people were killed and 714 wounded since Sept. 15.

Several hundred Syrian paratroopers with tanks ringed the port city and appeared ready to join the battle if their allies failed to break through the dogged Tawheed defenses.

Associated Press photographer Rex Henderson reported a battalion of Syrian paratroopers was spotted on Tripoli's southern outskirts along with nine Syrian T-54 tanks in a convoy with 106mm guns and field artillery.

On bluffs east of the city, Syrian and militia artillery bombarded the western sector of Lebanon's second-largest city where the black-scarved Tawheed fighters are trapped on a peninsula around the port.

A telephone caller describing himself as Tawheed's Beirut spokesman told the AP that the movement held all its positions.

"We shall fight to the last drop of blood," said the caller, who would not give his name. "Our dead go to heaven and theirs to hell."

The heart of Tripoli has been laid

waste by shellfire and rockets since the fighting broke out. Tripoli's governor, Iskandar Ghibril, fled the city Monday to a makeshift headquarters on the outskirts.

He told the state radio that "Dozens of casualties lie uncaared for in the streets. The fighting is very savage."

So far, the estimated 7,500 Syrian regulars around Tripoli have not provided covering fire and clashed periodically with Tawheed outposts.

They have not yet been thrown into the fighting, which began with clashes between Tawheed and the Syrian-backed Arab Democratic Party. The two factions have fought intermittently for two years for control of the city.

Botha refuses to offer blacks full voting rights

Associated Press
JOHANNESBURG, South Africa — President P.W. Botha offered some concessions to South Africa's black majority Monday, including the possibility of seats on the advisory President's Council, but ruled out full voting rights. He said the lesson of black Africa is that one man, one vote "means the dictatorship of the strongest black group."

Botha declared his commitment to a united nation that allows for black rights, but said any future system must protect the rights of whites and other minorities in South Africa, which has been swept by more than a year of violence against white-minority rule.

The 60-member President's Council advises the government on legislation. It was restructured last year to include mixed-race and Asian members, after legislative bodies with limited power were established for those minorities. But whites remain in control.

Rioting continued in black townships. Police said mobs killed three blacks and set fire to their bodies in the latest outbreak of black-against-

black violence.

More than 700 blacks have been killed since rioting began against apartheid, the race laws that guarantee privilege for South Africa's 5 million whites and deny rights to the 24 million blacks. Most died at the hands of police, but some are victims of other blacks who accuse them of being informers or of cooperating with the white government.

Botha offered no specifics in his speech to a congress of his ruling National Party in the Cape Province city of Port Elizabeth. He said details must be negotiated.

It contained none of the bellicosity that characterized his remarks to the Durban party congress Aug. 15, in which he said full voting rights for blacks would take the white minority "on a road to abdication and suicide."

Disappointment over the tone and contents of the Durban speech caused international reaction that thrust the country deeper into financial crisis and sent its currency to new lows on world markets.

The president said in Port Elizabeth that structures must be built to

give blacks effective power over their own communities, in cities as well as tribal homelands, and a say in matters of concern to all people of South Africa. Copies of the speech were distributed to reporters in Johannesburg.

Botha presented a view of South Africa as a nation of minorities, in-

cluding several within the black community, and said any reforms must protect all of them from domination.

The central question, as Botha expressed it, is how to include non-white minorities in a constitutional system built by whites over three centuries — "that is, how they can share in a liberated South Africa."

Hard liquor sales peak during rush to beat tax hike

Associated Press
 Vodka, whiskey and scotch disappeared from store shelves across the country Monday as customers put in a final rush to buy their booze ahead of an increase in federal liquor taxes.

"We're having a mad rush," said Mike Bordenave, a St. Paul, Minn., liquor store clerk as people carted out cases of liquor and cordials. Stores around the country reported sales up from 30 to 50 percent.

The sales rush peaked hours before new federal rules went into effect, increasing taxes by an average 19 percent. Starting at 12:01 a.m. Tuesday, drinkers were taxed \$12.50 for each gallon of 100 proof booze, up \$2 from the old rate of \$10.50 a gallon.

"Customers have been aware of the increase," said Harold Kraun, manager of a Hamilton, N.J., liquor store. "The customers that can afford it are doing the heavy buying."

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