

**Schulman's Palace Theatre**  
presents  
Stage Center's production  
**Greater Tuna**

By Joston Williams, Joe Sears & Ed Howard  
Jan. 23-35 and Jan. 30-Feb. 1  
8:00 p.m.

For Ticket information call: 693-0050

Champagne party at Max's

Meet the authors, cast crew of Greater Tuna after the Jan. 23 performance  
Open to Season ticket and Jan 23 ticket holders

**Gotta Dance?**  
**Dance Arts Society**

will have a general meeting on  
Tuesday January 28  
at 7:30  
in 268 East Kyle

**Everyone Welcome!**

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All graduate students will participate in research.

For further information contact:

Dr. A. L. Ducoffe, Director  
School of Aerospace Engineering  
Georgia Institute of Technology  
Atlanta, Georgia 30332  
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**NASA, Boeing using A&M facility**

**Wind Tunnel busy with clients**

By ANTHONY S. CASPER  
Reporter

International Harvester, NASA, Boeing, Lockheed, Bell Helicopter, the U.S. Army, Mack Trucks — the list goes on and on.

It's the list of clients for the Texas A&M Low Speed Wind Tunnel located near Easterwood Airport.

The tunnel, opened in the early '50s, stretches 396 feet with a maximum diameter of 30 feet. When in full operation, the heart of the wind tunnel — a 12½-foot, four-blade propeller — spins at 900 rpm and can produce a maximum wind speed of 200 knots (approximately 230 mph).

Oran Nicks, research engineer at the facility, says although the tunnel is classified as a low-speed wind tunnel, the results gained by testing can be applied to higher speeds.

"For example, all general aviation airplanes fly in the speed range that this tunnel can accommodate," he says. "But it isn't necessary to test at exactly the speed the airplane will fly, because you can reduce the data to coefficient form and we know how to take the data at these tunnel speeds and convert them to flight conditions."

"And since we can adjust the pitch of the blades of the propeller, we can adjust the flow of the air through the testing section of the tunnel. This allows us to simulate different stress conditions the aircraft may encounter."

Being able to vary the positions of the models as well as the propeller from the control room is one of the functions of the controllers.

They also gather data from the tests.

"It's the measuring that really counts in a facility like this," Nicks says. "You simulate a model, or whatever it is, flying in still air at whatever speed it is. If you think of an airplane flying through the air, it has a speed relative to that air."

"If you think of a wind tunnel, what we do is hold the model in

place move the air past the model so that all the relative things are simulated. This is how we are able to gather the data."

Taking data from the test models is done by sensors located on or in the models. The information is then transferred to computers located in the control room. Nicks says the data collection computers used are some of the most advanced used in any wind tunnel in the country.

"We have recently updated them and I'm told we now have one of the most modern tunnels and facilities in the country," he says. "Many companies, including the federal government, who have their own tunnels even come to us. The cost for testing is relatively low, and they say we give more consistent, accurate results. We're pretty proud of that."

Another feather in their cap is research and development done for the U.S. Olympic Bicycling Team.

"The bicycles last year were tested and developed here," Nicks says. "The U.S. won nine of the 16 medals in bicycling at the Olympics. That was the first time in 63 years (since 1921) that the U.S. had won any medals."

"We did it by improving the drag of the bikes and the riders' positions, their helmets, their clothes. We tested all of those things in the wind tunnel and we got the information they needed to make those advances. The testing itself took place about a year before the Olympics."

"It was a very hush-hush test. They (the Olympic bicycling team) kept the information to themselves until the Olympics. Now it's all been published because they're sure everybody will be copying it."

Not all testing done at the tunnel is kept that quiet, however. Missile configuration and military aircraft testing is done routinely and does not encompass any classified materials, Nicks says.

"The reason there is no classified material tested here is because what



Photo by ANTHONY CASPER

we test are configurations," he says. "This means there are no actual classified materials necessary. The only reason something is kept quiet is when the company we are testing for asks us to. This may be for business or trade secret reasons."

Engineering students also get a chance to see how their models withstand the tunnel's test.

"About 75 percent of the work is for fee-paying customers," Nicks says. "The rest of the time we help aero students by testing their stuff. This way we can give them real experience during the phase of their projects. And we keep Texas A&M's aeronautical aerospace engineers the best in the country."

**Woman haunted by fiance's murder**

Associated Press

LIVINGSTON — Laura Nugent said she had recurring nightmares that led her to conclude her missing fiance was dead even before his body was discovered.

Nugent, 36, a former secretary at Hull-Daisetta Woodson Junior High School, had planned to marry the school's football coach, Billy Mac Fleming, last summer.

But Fleming, 36, disappeared April 12 and his body was found 10 days later near an old Polk County logging trail. Investigators say he was shot twice in the back of the head with a .22-caliber gun.

The school's principal, Hurley Fontenot, 48, is being tried on a murder charge in Fleming's death. Fontenot has pleaded innocent to

"He (Hurley Fontenot) liked to gamble two or three times a week, and I got tired of that."

— Laura Nugent, 36, Fontenot's former girlfriend and secretary.

the slaying and is free on \$50,000 bond.

During the second day of the trial on Tuesday, defense attorney Dick DeGuerin continued questioning investigators about a photograph of tire tracks found near Fleming's body.

DeGuerin said the tire tracks do not match the tires on Fontenot's pickup truck. He asked Polk County sheriff's investigator Raymond Edmonds who took the photograph,

but Edmonds said he did not know.

State District Judge John Martin declined to allow the photograph to be submitted into evidence unless DeGuerin can prove where it came from and why it is significant to the case.

Prosecutors say Fontenot, who once dated Nugent, was jealous of her relationship with Fleming.

Nugent said that after Fleming was reported missing, she drove along the back roads of the East

Texas county looking for him, she said she had nightmares in which she found Fleming, but he would look away and not see her.

"I knew it meant Bill was dead," she said. "I knew he couldn't see me anymore," she told the Houston Chronicle in an interview published Tuesday.

DeGuerin argued Tuesday Nugent violated a gag order by agreeing to the interview and that she not be allowed to testify in the case, but Martin denied the request.

Fontenot was "real caring" from the beginning, but the relationship was troubled because he went to the tracks too often, Nugent said.

"He liked to gamble two or three times a week," she said, "and I got tired of that."

**Program on scholastic probation scheduled for tonight**

By FRANK SMITH  
Staff Writer

Students with academic problems comprise the target audience for a presentation tonight about scholastic probation and ways to get off it.

The program is scheduled to begin at 7 p.m. in 402 Rudder Tower.

Sponsored by Hart Hall, it will consist of talks by Dr. William Perry, chairman of the academic appeals panel, and Dr. Ludy Benjamin Jr., a psychology professor.

Benjamin said part of his talk will be about study skills, note-taking, reading and test-taking.

"And I'm going to talk some about time management and time management techniques . . . cast in the framework of the attractions of social life and extracurricular life — the increased responsibilities and the increased freedom that often come into conflict with one another in a college setting," Benjamin said.

Benjamin's academic history might be a source of encouragement to students currently experiencing academic problems.

He said he had scholastic problems of his own after entering the

University of Texas as an undergraduate in 1962.

"I hung around on continuous probation for two years before I got a letter from the dean awarding me a one-semester vacation," he said.

"I try to use that to my advantage by letting students know there are ways of turning that around."

Bob Herrejon, a Hart resident who helped organize the project, said the program is also intended to help develop a scholastic help program through which some Hart students could aid those with grade problems.

"Hopefully, through this program we'll get a big brother and big sister program going and get more help here at Hart more closely with the people who are academically in trouble and really need it," Herrejon said.

Mark Gee, president of Hart, said the timing of the event might benefit students.

"We thought this would be a good program to do for the first time since anybody who's on probation would still be able to add-drop," he said.



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- Sat. Jan 25 - FAJITA COOKOUT  
Noon-3:00, Oaks Park
- Tues. Jan 28 - OPEN PARTY, 8:00-12:00  
K.C. Hall in Bryan
- Sat. Feb. 1 - INVITE BACK PARTY  
T.B.A.
- Sun. Feb. 2 - HAPPY HOUR  
T.B.A.

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