

# Texas A&M The Battalion

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## Injured student in crash in stable condition

By MIKE SULLIVAN Staff Writer

Two Texas A&M students remained in stable condition Monday after the intensive care unit of Bryan's Joseph's Hospital after being critically injured Sunday in an automobile accident, in which four students were killed.

Bryan police Lieutenant John ... said an 18-wheeler struck the ... as the driver was attempting to make a U-turn after missing the FM 18 exit into College Station.

Dr. Robert L. Walker, A&M vice president for development, said his son, Richard N. Walker, a junior on Bryan, hasn't regained consciousness since the accident. He said the biggest obstacles to his recovery are a crushed pelvis and broken ribs.

Walker said his son's lungs are so bruised, making it difficult for him to breathe.

Walker said Glenn M. Buttery, who also survived the accident, is recovering from surgery performed Monday night to repair a ruptured diaphragm. He said Buttery also suffered a broken pelvis and ribs but doing well.

Funeral services for the four students killed in the accident will be held Wednesday. Services will be held for:

- David R. Hedegard at 10:00 a.m. at St. Anne's Catholic Church in Tomball.
- Mitchell Smithwick at 2:00 p.m. First Baptist Church in Allen.
- Arthur J. Strom at 1:00 p.m. at Memorial Chapel in Dallas.
- John L. Thornton at 2:30 p.m. A&M United Methodist in College Station.
- Camille Bunting, associate professor in the health and physical education department, said the six students were in her outdoor education class and were returning from Enchanted Rock State Park.

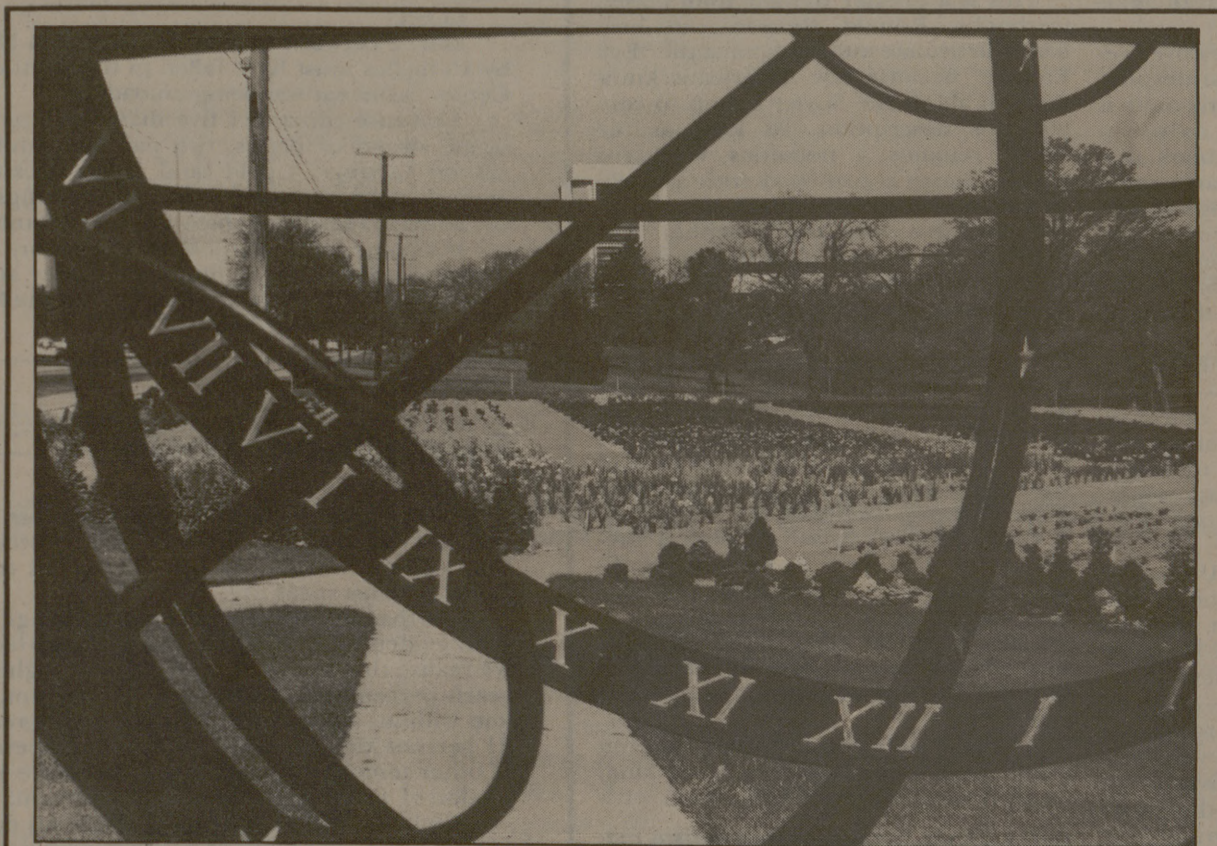


Photo by CYNDI LALJER

## Time Through A Sundial

The floral test gardens can be seen through the sundial on the south side of Texas A&M.

## Town Hall losses are estimated at \$61,400

# 7% reduction won't cut MSC budget

By JEANNE ISENBURG Staff Writer

The 1986-87 budget of the Memorial Student Center Council will not be reduced despite the 7 percent budget cut approved Wednesday by the Texas A&M Board of Regents, the MSC vice president of finance told the MSC Council Monday night.

Perry Eichor said any cuts passed on to the MSC shouldn't affect the current operating budget because it has about \$127,000 in reserve funds

that should cover any cuts the union must make. The only problem facing the Council, he said, will be deciding what part of the reserves should be used.

The Council also heard reports on the financial losses that MSC Town Hall has sustained this semester.

Sharon Gibson, vice president of entertainment programs, said Town Hall has seen losses on two of its big concerts this semester. The Lee Greenwood concert Feb. 9 lost about \$20,000, she said. And on Feb. 20

the American Music Tour lost about \$30,000. Both concerts featured top country-western stars.

MSC Director Jim Reynolds said these major losses, added to the smaller deficits accumulated by Town Hall's other programs this year, brings the committee's total losses to an estimated \$61,400 for 1985-86.

Town Hall accounts for about half the total losses of the student center's programming, Reynolds said.

To cover these losses, he said the

MSC again will have to turn to the MSC committee's reserve funds.

About 25 of these funds are set up in the MSC. The larger committees, such as Town Hall/OPAS, Political Forum and the Student Conference on National Affairs, have individual funds, he said, and the other committees are grouped into one large reserve fund.

Reynolds suggested some of the losses can be attributed to a failure of the committees to know their target audiences.

Several committees, including Town Hall, are designed to be campus services, not purely money-making groups, he said. He added that if the committees better evaluate the audiences' preferences, they could at least break even.

And those preferences are changing. As an example, Reynolds said a country-western program easily would have sold 5,000 or 6,000 tickets six years ago.

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## Texas' U.S. legislators have cash-on-hand

Associated Press

WASHINGTON — All of Texas' 26 congressional incumbents seeking re-election have cash in their campaign coffers, ranging from \$191 for Democrat Henry B. Gonzalez of San Antonio to \$455,502 for Dallas Republican Steve Bartlett.

The state's 27th member of Congress, Republican Tom Loeffler of Hunt, is resigning to run for governor.

Six Republicans and four Democrats are seeking to replace him. Gonzalez and Bartlett are unopposed this year.

The second-highest balance, according to campaign finance reports for 1985 filed with the Federal Election Commission, belonged to J.J. "Jake" Pickle, D-Austin.

Pickle, who has been in Congress for 23 years, reported cash-on-hand of \$344,604 as of Dec.

31, 1985, but reported raising only \$175 of it during the previous year.

Pickle has drawn three opponents, including former Democratic Austin Mayor Carole McClellan Rylander, who switched to the GOP to run against him.

Another Democrat facing a Republican challenge, John Bryant of Dallas, was third, reporting \$334,052, with \$150,000 coming from loans.

Republicans are hoping to pick up Bryant's East Dallas district, which includes growing suburbs and increasing numbers of GOP voters.

Marvin Leath, an unopposed Democrat from Marlin, listed a balance of \$333,302.

None of the incumbents reported campaign debts, including

See Representatives, page 10

## FAA defends air traffic safety record

Associated Press

WASHINGTON — The Federal Aviation Administration acknowledged Monday that more fully trained air traffic controllers are needed, but insisted its existing workforce is keeping the skies safe.

FAA Administrator Donald Engen was to appear before a Senate air safety task force to respond to a critical report by the General Accounting Office.

The study suggests there are not enough controllers for peak traffic loads in some parts of the country — and flights should be curtailed.

The congressional report released last week has renewed lawmakers' concern about air safety.

The Senate task force, part of the Republican Conference, includes a number of senators involved in aviation issues.

Meanwhile, a House investigations subcommittee on aviation has scheduled a hearing next week on the GAO's findings.

"Limiting air traffic before conditions worsen seems to be the prudent choice."

— A General Accounting Office study.

Rep. James Oberstar, D-Minn., chairman of the investigations subcommittee of the House Public Works and Transportation Committee, said the GAO report "... shows clearly that there are serious stresses on the nation's air traffic control system."

An FAA spokesman conceded that controllers still are working too much overtime at some busy control centers and FAA planners know they don't have enough controllers, including enough full performance level controllers.

But spokesman Bob Buckhorn said Monday, "They do have a campaign program to remedy that."

Buckhorn said in the meantime, air traffic is being regulated through

flow control techniques designed to keep controllers from being overburdened.

The GAO study, however, suggests those flow control measures should be examined to determine whether they are adequate.

Buckhorn said, "The track record of air traffic control is excellent."

He cited statistics that show a 3 percent increase in air traffic in 1985, but an 18 percent decline in flight delays and a 26 percent drop in operational errors, instances where controllers allow planes to come closer to one another than regulations permit.

The GAO report urges the FAA to impose restrictions on air traffic

until the agency gets as many fully trained controllers into the workforce as it wants, and overtime is reduced.

"Limiting air traffic before conditions worsen seems to be the prudent choice," the study said.

It was based largely on questionnaires sent to more than 5,500 controllers and supervisors, as well as interviews with the respondents.

The study also said, "Controllers at many major facilities are being stretched too thin and, over time, the situation could impair their ability to continue to maintain the proper margin of safety."

The FAA says it has just under 14,000 controllers, with 8,673 of them considered full performance controllers who are allowed to work all traffic control assignments.

Before the 1981 controllers strike that saw 11,400 controllers fired, the FAA had 16,200 controllers, 13,200 of them at full performance level.

# Study: U.S. police not trained for toxic accidents

Associated Press

WASHINGTON — Three-fourths of the nation's police and firemen are inadequately trained to respond to accidents involving transportation of hazardous materials, a new congressional study says.

And even if a trained team reaches the scene of a ruptured tank truck, improper labeling of the vehicle's contents can produce a wrong, dangerous response, the Office of Technology Assessment said in a study released Monday.

OTA quoted state officials as saying that from 25 percent to 50 percent of the identification placards required on hazardous material shipments are incorrect and that

shipping documents "are sometimes incomplete or inaccessible."

"Emergency crews must assess the risks of the hazardous material and make decisions on how to respond based on information that may or may not be accurate," said OTA, a nonpartisan congressional agency.

"The wrong response to a hazardous material endangers both emergency personnel and the neighboring communities," said the study, which urged adoption of federal training and response standards to replace a mishmash of state requirements.

Asked why so many placards are incorrect, Edith Page, who directed the study,

said: "In some cases it's ignorance. In some cases it's carelessness."

OTA said the most pressing need is to develop better ways of training safety personnel to handle accidents involving the 500,000 daily shipments of hazardous materials on U.S. highways, rail lines and waterways.

"Three-quarters of the first responders are not adequately trained to deal with hazardous substances," Page told a news briefing.

She said that a joke among response personnel is that you bring tennis shoes and binoculars to a toxic or nuclear material spill — using the shoes to quickly get a safe

distance away and the binoculars to read the placard.

"Then you call for expert help," Page said. "This is often said in jest, but there's a strong element of truth in it."

OTA said that while some states and metropolitan areas have good response programs, "most first responders in smaller urban and rural areas have not been trained to deal with hazardous materials, despite many existing training programs."

Although it did not specifically urge more federal spending, OTA said continued support for state enforcement programs "is important, since federal inspec-

tion forces are shrinking due to budget constraints."

OTA recommended better training and a national license for operators of vehicles carrying hazardous substances in an effort to reduce the average of 11,462 accidents the Transportation Department says occurred yearly between 1973 and 1983.

In most states, Page said, a truck driver needs no special license for hazardous cargoes. "The nephew or son of the owner can drive a gasoline truck," she said.

Ms. Page said OTA doesn't trust Transportation Department figures indicating that the incidence of accidents involving hazardous materials is decreasing.