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*DENOTES DOLBY STEREO

MANOR EAST 3	
Manor East Mall	823-8300
*THE UNTOUCHABLES R	7:30 7:50
BENJI: THE HUNTED G	7:18 7:38
*INNERSPACE PG	7:30 7:50
PLAZA 3	
226 Southwest Pkwy	693-2457
*WITCHES OF EASTWICK R	7:30 7:50
*ADVENTURES IN BABYSITTING PG-13	7:18 7:38
*ROXANNE PG	7:30 7:50
SCHULMAN 6	
2002 E. 29th	775-2463
THE BELIEVERS R	7:18 7:38
ERNEST GOES TO CAMP PG	7:30 7:50
\$ DOLLAR DAYS \$	
CROCODILE DUNDEE PG-13	7:18 7:38
THE SECRET TO MY SUCCESS PG-13	7:18 7:38
THE GATE PG-13	7:18 7:38
SOME KIND OF WONDERFUL PG-13	7:30 7:50

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The United States denied it and said statements by hostages "are always made under duress."

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"I am Charles Glass," he said. "Many of you know me as a journalist, but few know the truth."

"I'm actually the CIA agent in the region and the Middle East. I made many secret missions to this area. I used the press as a cover for my main job with the CIA."

It was not clear if his kidnappers prepared the statement for the 36-year-old former ABC television correspondent from Los Angeles, who went to Lebanon to work on a book about the Middle East.

Fourteen gunmen seized Glass and the son of Lebanon's defense minister together with their driver in

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World and Nation

Statements by hostage denied by Washington

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It was not clear if his kidnappers prepared the statement for the 36-year-old former ABC television correspondent from Los Angeles, who went to Lebanon to work on a book about the Middle East.

Fourteen gunmen seized Glass and the son of Lebanon's defense minister together with their driver in the south Beirut slum of Ouzai, a stronghold of Hezbollah, a radical Shiite Moslem group supported by Iran.

Hezbollah denied involvement in the kidnapping but is thought to be the umbrella organization for groups holding most of the 25 foreigners who are missing in Lebanon and believed kidnapped. They include nine Americans.

Glass was the first foreigner abducted since Syria sent 7,500 soldiers into Moslem west Beirut on Feb. 22 to stop factional warfare and lawlessness. His abduction embarrassed Syrian President Hafez Assad, who keeps 25,000 troops in north and east Lebanon and is the country's main power broker.

A source close to the Syrian military command in Lebanon said Tuesday it had established the "political identity" of the kidnappers and Hezbollah, which means Party of God, "is the only suspect."

In the nine-line statement released Tuesday, typewritten in Arabic, the kidnappers said "America was and still is trying to exploit us" and they were revealing "some of the outcome of the preliminary interrogation of American Charles Glass."

Voice quality on the videotape very poor, making it difficult to precisely what Glass was saying. At least one sentence, his English not grammatical.

He read from yellow sheets of paper, which he brought close to face several times as if having trouble deciphering the words.

"I collect information for the benefit of the CIA," he said. "For the made secret missions. They ordered me to do that."

"I'm not the only one to use the press as a cover for those things. Many people who work for the agency used the same cover and some of them were arrested in other countries and I am one of them."

In Washington, White House spokesman Marlin Fitzwater said "The history of those kinds of tapes suggests often that they are done under coercion or even torture." He denied Glass had worked for the CIA.

Sikhs kill 34 Hindus on buses bringing total to 72 in 2 days

CHANDIGARH, India (AP) — Sikh terrorists massacred 34 Hindus on two buses in Haryana state Tuesday night, the day after Sikh gunmen killed 38 Hindu passengers on a bus in neighboring Punjab, officials reported.

"The modus operandi of the killings is the same as the one we had inside Punjab," Munish Chandra Gupta, interior minister of Haryana, said.

He said an unknown number of Sikhs halted a state-run Haryana Roadways bus at about 8:30 p.m. on a bridge near Fatehabad, about 150 miles southwest of Chandigarh near the Punjab border, dragged four passengers out and killed them with automatic weapons fire.

When a second bus happened along from the opposite direction, the gunmen stopped it and killed 30 of its occupants, Gupta said.

Eighteen people in the two buses were wounded, he said. The wounded in the Monday attack totaled 32.

Gupta quoted police as saying the Sikh attackers Tuesday were in a car and a jeep and that one bus was carrying 60 people. One bus was headed for Srisra, a grain center, and the other for New Delhi, about 135 miles to the southwest.

"There is no doubt that Sikh terrorists are bent upon creating as much trouble as possible in Haryana," the minister said.

Haryana, predominantly Hindu, lies between Delhi and Punjab, a rich northern agricultural state where Sikhs form a slight majority. Militant members of the sect, which constitutes a small minority in all of India, are fighting for a separate Sikh nation in Punjab.

Gupta said the gang responsible for the Tuesday massacre used "the same modus operandi of killing that used inside Punjab."

Monday night in Punjab, Sikh gunmen hijacked a bus crowded with Hindu pilgrims. They killed 38, including five women and four children, and declared that more Hindus would die in the fight for independence.

It was the third bus attack in Punjab in a year and the worst yet in the state, where terrorists have killed 500 people in 1987.

Army and police were put on full alert throughout northern India to prevent both more terrorism and avenge attacks on Sikhs by Hindus, which have occurred in the past after Sikh terrorist actions.

President Zail Singh, a Sikh, called the slaughter "human and ghastly." He canceled a trip to Punjab had scheduled for Wednesday.

Prime Minister Rajiv Gandhi said: "The inhuman butchery of bus passengers should redouble our resolve to fight the extremists and perpetrators."

Air traffic control system failures blamed for crash over California

WASHINGTON (AP) — A federal panel on Tuesday blamed failures in the air traffic control system for the collision last August of an Aeromexico DC-9 airliner and a private plane near Los Angeles that killed 82 people.

The National Transportation Safety Board also cited as key factors in the accident the unauthorized entry of the smaller plane into restricted airspace and the "limitations" of putting too much reliance on pilots scanning the skies for other aircraft.

The safety board, adopting its final report on the Aug. 31, 1986 accident over Cerritos, Calif., sought to not specifically blame either the controller handling the plane or the pilots involved.

Instead, it sharply criticized the air traffic control system, which the board said has "limitations" that make it unable to "provide collision protection" for aircraft under its control.

In addition, the NTSB said, the longstanding philosophy that "see and avoid" is the pilot's primary protection against other aircraft may be outdated in today's airspace in which fast-moving jetliners routinely mix with slower, smaller planes.

The board criticized standard Federal Aviation Administration policy that does not specifically require a controller to advise planes under air traffic control about planes flying under visual flight rules and not under controller direction.

Under FAA rules, a controller is required to make advisories about planes not under direct control only as the workload permits. The NTSB investigators suggested that at times, a "mindset" may keep a controller from doing so even when he is not busy.

The FAA had no immediate comment on the safety board's findings.

NTSB Chairman Jim Burnett told reporters the board wants "a new philosophy" that would require the air traffic control system to provide broader protection for aircraft against aerial collisions.

He and board member John Lauber cited the "inherent weaknesses" of the see-and-avoid concept, arguing that it provides little protection in an airspace such as the Los Angeles basin where large numbers of small private planes share the skies with commercial jets.

The NTSB suggested that the controller who was handling the Mexican jetliner should have detected the impending collision because of an electronic signal of the private plane — a single-engine Piper PA-28 Cherokee — was on his radar screen.

The controller, Walter White, insisted that he never saw the smaller plane on his screen and has suggested that a shortcoming in the radar might have been at fault.

Lauber called White "one of the most tragic characters" connected with the accident because he was shown to be a competent and conscientious controller who may have never actually seen the smaller plane even though its signal was on the screen.

White Burnett joined other members in criticizing the see-and-avoid concept, he argued unsuccessfully that more emphasis be placed on the failure of the Cherokee pilot to detect the Aeromexico plane in time to avoid a collision.

"He did have the opportunity to see and avoid the other aircraft," Burnett later told reporters.

Other board members suggested, however, that the pilot, Walter Kramer, might have been preoccupied in trying to find markers on the ground that would keep him out of the restricted airspace.

Nissan will recall more than 180,000 cars in effort to repair unintended acceleration

DETROIT (AP) — Nissan Motor Corp. will ask owners to return more than 180,000 vehicles for addition of a device that is designed to prevent unintended acceleration, a company official says.

The voluntary recall involves 1979-87 280ZX and 300ZX cars with automatic transmissions, said Richard T. Hartzell, vice president for service at Nissan's U.S. marketing arm in Carson, Calif.

The company will install an interlock free at Nissan dealerships so the car cannot be put into gear without depressing the brake, Hartzell said on Monday. The recall involves 180,531 vehicles, he said.

Nissan has received reports of 180 incidents of unintended acceleration in the vehicles, company spokesman Bill Pauli said. He said he did not have figures on injuries.

Pauli acknowledged National Highway Traffic Safety Administration reports that the incidents involved five deaths, but said Nissan investigated the deaths and "we haven't been able to attribute them to unintended acceleration."

Ron DeFore, an NHTSA spokesman in Washington, D.C., said in an agency probe involving automatic transmission 280ZX and 300ZX manufactured between 1980-83, investigators reported complaints of 205 instances of unintended acceleration, 152 of them involving vehicle damage, 65 involving injuries and five involving deaths.

Sam Cole, a spokesman for Center for Auto Safety, a Washington-based citizens' organization, called the recall "a Band-Aid approach. They're going to put shift lock on it and treat it as a driver error . . . (when) they're taking cars apart, trying to reduce it."