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Air Males

Tony Cariker, Buddy Walker and David Partridge of the A&M Flying Club take shelter from the sun under the wings of their Cessna 172 as

they recruit new members near the MSC. A meeting will be held at the clubhouse today at 7 p.m. for any interested persons.

Photo by Jay Janner

Thai officials fear all dead after jet crash

BANGKOK, Thailand (AP) — A Thai Airways jet plunged into the sea near Phuket Island on Monday and officials said they believed all 83 people aboard were killed.

Two Americans were said to be among the 37 foreigners on the Boeing 737.

Spokesmen said 17 bodies were recovered before search operations halted for the night because of high winds and poor visibility. Meteorologists said skies were clear when the crash occurred.

"As of 10:30 p.m., Thai Airways believes there are no survivors," a statement from the airline said.

Air Marshal Narong Dithipeng, managing director of the state-run airline, told a news conference earlier Monday that the plane was trying to evade a 737 of the Hong Kong-based line Dragonair when it crashed into the Andaman Sea eight miles from the resort island's airport.

A statement from Dragon Airlines Ltd. in Hong Kong said company officials spoke to the captain of its aircraft and were "assured that the Dragonair aircraft was not involved." It gave no details and the Dragonair jet's crew would not talk to reporters when the plane returned to Hong Kong.

Prayoon Thavisang, manager of the Phuket airport, said the aircraft were following a landing procedure that caused no problems in the past.

He told the Associated Press by telephone he doubted there were any survivors.

In Bangkok, a spokesman for Thai Airways said 17 bodies had been recovered when the search was called off at 7:30 p.m. He said there were no reports of survivors.

Narong said the plane carried nine crew members, 35 Thai passengers and 37 foreign passengers: 31 Malaysians, two Americans, two Japanese and two Europeans. He said the other two passengers were children accompanying adults.

A partial passenger list from the airline identified the Americans as William N. Ward and his Thai-born wife Jantree Ward. No further information about them was available.

Officials said the sea search by a patrol vessel and 20 fishing boats was suspended about 3½ hours after the crash, but rescue boats ringed the crash area to prevent bodies from being swept into deeper waters.

The Thai Airways flight originated in Hat Ya, a commercial center 155 miles east of Phuket. After the Phuket stop it was to continue to about 540 miles northeast of the island.

Narong said, "The reason for the crash was to avoid a Boeing 737 of Dragonair, which also was descending." He told the news conference he did not know the reason for the suspected near-collision.

8 die in South African mine shaft, 42 still missing

WELKOM, South Africa (AP) — A mine elevator cable failed Monday, sending a metal cage full of miners crashing to the bottom of a 4,500-foot shaft, company officials said. At least eight men were reported killed and 42 were missing.

The accident occurred as hundreds of thousands of blacks returned to gold and coal mines after a three-week national strike.

Five miners were pulled alive from a small excavated platform 2,300 feet down where rescuers found them. Eight bodies were found nearby.

All five were hospitalized with burns, one in serious condition.

"There is good medical evidence of burns, which certainly seem to indicate an explosion," Mine manager Gregory Maude said. "According to a mine overseer who has seen the eight dead, some are also burned. There is, however, nothing to indicate sabotage."

Rescuers loaded the survivors one by one into a chair attached to a rope and pulled them up 90 feet to the rescue elevator. It took half an hour to drag each man through the man-

gled concrete and steel lining of the shaft walls.

Most of the missing men — 38 blacks and four whites — were believed to have been in the two-deck elevator measuring 11 feet by less than six. Mine officials initially reported an explosion in the shaft at 6:45 a.m., and at one point expressed fear that 92 men were missing.

Miners of both races worked through the night under strong lights at the isolated shaft of the St. Helena mine less than two miles down a dirt road from Welkom, a

town of about 50,000 in the red dust and brown grassland of the Orange Free State.

Miners were trying to reach the trapped elevator through tunnels linked to an adjacent shaft, but Maude said the job could take days because of the danger of cave-ins.

"We believe... the lift is probably at the bottom of the shaft," along with a pile of debris 125 feet deep, most of it mangled metal, Maude said.

The nationwide walkout ended Sunday when the National Union of

Mineworkers accepted a wage offer the top six mining companies made six weeks ago.

Officials of General Mining Union Corp. said there was no indication Monday's accident was connected with the strike. Seventy percent of workers in the mine 140 miles southwest of Johannesburg worked during the strike and the No. 10 shaft, where the accident occurred, had continued to operate.

The longest and costliest mine strike in South Africa's history turned primarily on the union's de-

mand for a 30 percent wage increase, which it lowered to 27 percent six days before the strike ended.

Union negotiators also asked for higher death benefits, which the mining houses agreed to provide, and danger pay in an industry that has an average of 700 deaths and 20,000 injuries a year.

Management rejected the demands for danger pay, more vacation time and an extra holiday, but slightly improved the holiday pay and granted pay increases of 15 percent to 23.4 percent.

Officials: Texas has 'good shot' at getting supercollider

AUSTIN (AP) — Texas has a good shot at landing the big-money supercollider project, officials said Monday after sending the state's two site bids to Washington.

"Both the Dallas-Fort Worth and Amarillo sites are very strong technically and they are both very well-presented in these proposals," said Peter Flawn, chairman of the state's National Research Laboratory Commission. "I believe that our chances to win this great national competition are excellent."

If a Texas site is chosen for the atom-smasher, which is to be the largest and most advanced particle accelerator ever built, the state will benefit economically and assume national scientific leadership, officials said.

Herbert Woodson, commission vice chairman, said, "I think it not only has great scientific promise, but it has great promise for our engineering, technological and also our economic activity within the state." The project will be the "most outstanding

large scientific experiment to be done in probably the next three decades," Woodson said.

Cost of building the supercollider is estimated at more than \$5 billion and the annual operating budget will be about \$300 million, Flawn said. Up to 5,000 jobs will be created during construction, and up to 6,000 jobs in related activities.

It is estimated that 24 states will submit bids for the project to the U.S. Department

of Energy by the Wednesday deadline. Texas officials said New York and California are expected to join Texas in submitting multiple bids.

After a review by the Department of Energy and evaluation by a select committee of scientists and engineers, announcement of the site is expected to be made by January 1989.

To enhance the state's chances in the competition, officials said they are working to pass a constitutional amendment on the

Nov. 3 ballot that will allow Texas to issue \$500 million in bonds for the research facility.

William Banowsky, president of the Dallas-Fort Worth Superconducting Super Collider Authority, said, passage of the amendment "is absolutely critical if we intend to send the right message all around the country that this is not simply something that a narrow group of scientists is interested in."

Regents consider proposal to cap A&M enrollment at 42,000 by 1992

By Lee Schexnaider
Staff Writer

If the lines have seemed a little longer and the traffic on and off the sidewalk is more congested than usual, it's not your imagination.

Donald D. Carter, registrar of Texas A&M, says fall enrollment may approach 39,000. Carter said 7,000 to 7,300 freshmen may be enrolled by September 15, when official statistics will be tabulated.

"Everything is in a state of flux until then," he said.

But before the increasing student body strains the University's resources, the Texas A&M Board of Regents may institute restrictions to cap enrollment at 42,000 by 1992.

A plan to cap enrollment was proposed at a regents meeting on August 24 and if implemented, the restrictions will require higher college admissions test scores from high school graduates.

Dr. Donald McDonald, provost and vice president for academic affairs, attributed the increase to several factors increasing the amount of new freshman entering the University.

"The number of students graduating from Texas universities is on the rise and will be so through the 1990s," McDonald said. "There is a 20 percent increase in students graduating from high school and that will help (increase) A&M enrollment."

"A&M is expanding into areas other than agricultural and mechanical. We have a rapidly growing college of liberal arts. We are growing in areas which we have not had a large number of majors."

McDonald said the football program and the amount of publicity it generates also have helped enrollment.

Bill Presnal, executive secretary for the regents and vice chancellor for state affairs, agrees with this assessment.

"We have reached a point of respect," he said. "The image of A&M as a little rural school has evaporated."

But Glen Dowling, director of planning and institutional analysis, said the increase in students also will cause problems for the University.

"It impacts the faculty first," Dowling said. "Sections will be expanded,

and more class and faculty will have to be added if the trend continues."

"Probably, a number of students registering late will not get classes and sections. There is an optimal level at which we can operate—large quality schools have capped their enrollment."

The tentative plan by the regents grants admission to graduating high school students in the top 10 percent of their high school graduating class, regardless of their score on the Scholastic Aptitude Test. Students who fall in the 11 percent to 25 percent of their class will have to score at least a 950 on the SAT.

The current minimum SAT score for these students is 800, on a scale of 1600.

But students who scored between 800 and 850 will be eligible for special evaluation.

Students in the second quarter of their class will have to score 1,050, with a 950-special provision limit. Students in the third quarter will need a 1,200 with a 1,100 for a special evaluation and fourth quarter students will need a 1,200 score and will have no provision for evaluation.

Iranian gunners spray shots at Kuwaiti freighter in gulf

MANAMA, Bahrain (AP) — Iranian commandos raked a Kuwaiti freighter with machine-gun fire and rocket-propelled grenades in the Persian Gulf Monday in retaliation for three days of Iraqi air attacks, shipping sources said.

Iraq's attacks, aimed at forcing Iran to accept a U.N. cease-fire resolution in their 7-year-old war, came as a convoy of reflagged Kuwaiti tankers under U.S. escort anchored off Bahrain. U.S. helicopters looked for a reported mine.

In Washington, the White House on Monday termed the timing of Iraq's attacks "deplorable," but called on Iran to comply with the cease-fire resolution.

Iran said its artillery shelled Basra in southern Iraq and other border towns in retaliation for the Iraqi air strikes. Iraq's Baghdad Radio, monitored in Nicosia, said several civilians were killed and wounded.

Iranian commandos in patrol boats attacked the 24,349-ton

container ship Jebel Ali off the United Arab Emirates coast near the Strait of Hormuz.

The owners, the Kuwait-based United Arab Shipping Co., said the ship was bound for Dubai when attacked "by a speedboat firing rockets and machine guns."

The 32-man crew and two wives who were aboard were unhurt and the ship reached Dubai for repairs, the company said.

It was the first such incident attributed to Iranian forces since Iraq resumed air attacks on Iranian targets in the gulf Saturday, ending a 45-day lull.

Tehran has said Kuwaiti ships and any U.S. warship escorts would not be exempt from its retaliation against Iraq's weekend resumption of air raids.

Iraqi jets flew 600 miles to the Strait of Hormuz to strike near Iran's Larak island oil terminal.

Military communiques from Baghdad said Iraqi jets hit two Iranian ships Sunday night and Monday morning.

The London-based Lloyds Shipping Intelligence Unit con-

firmed only that the 113,788-ton tanker Shoush, owned by the state-run Iranian National Tanker Co., was hit Sunday.

The ship's engine room was set ablaze, but there was no further word on damage or injuries, shipping sources said.

The sources spoke on condition of not being identified.

In dispatches monitored in Cyprus, the Baghdad government's official Iraq News Agency quoted a military spokesman as saying Iraq will continue striking Iran's oil terminals and other targets.

"Iraq is capable of sending 100 fighter jets to raid Iranian towns several times a day if Iran decides to resume the war of the cities," the unidentified spokesman was quoted as saying.

The latest U.S.-escorted convoy of two Kuwaiti tankers was anchored off Bahrain, halfway along its 550-mile voyage up the gulf to Kuwait's al-Ahmadi oil terminal and near waters where a threat of Iranian-laid mines was considered highest.