

SCHULMAN THEATRES
2.50 ADMISSION
 1. Any Show Before 3 PM
 2. Tuesday - All Seats
 3. Mon-Wed - Local Students With Current ID's
 4. Thur - KORA "Over 30 Nite"

*DENOTES DOLBY STEREO

MANOR EAST 3
 Manor East Mall 823-8300

*NO WAY OUT R 7:30
 SNOW WHITE G 7:30
 *CAN'T BUY ME LOVE PG13 7:30

PLAZA 3
 226 Southwest Pkwy 693-2457

*THE LIVING DAYLIGHTS PG 7:30
 *STAKEOUT R 7:30
 *MAID TO ORDER R 7:30

SCHULMAN 6
 2002 E. 29th 775-2463

BACK TO THE BEACH PG 7:30
 BEVERLY HILLS COP II R 7:30

\$ DOLLAR DAYS \$

BOBO COP R 7:30
 UNTOUCHABLES 7:30
 SUMMER SCHOOL PG-13 7:30
 ROXANNE 7:30

Downtown
WELLBORN BAR-B-QUE

BACK TO SCHOOL SPECIAL
75¢ LONGNECKS Domestic

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Friday
 All Day: Chicken Breast Tenderloins Fries, Salad, Cream Gravy and Texas Toast **\$3.49**

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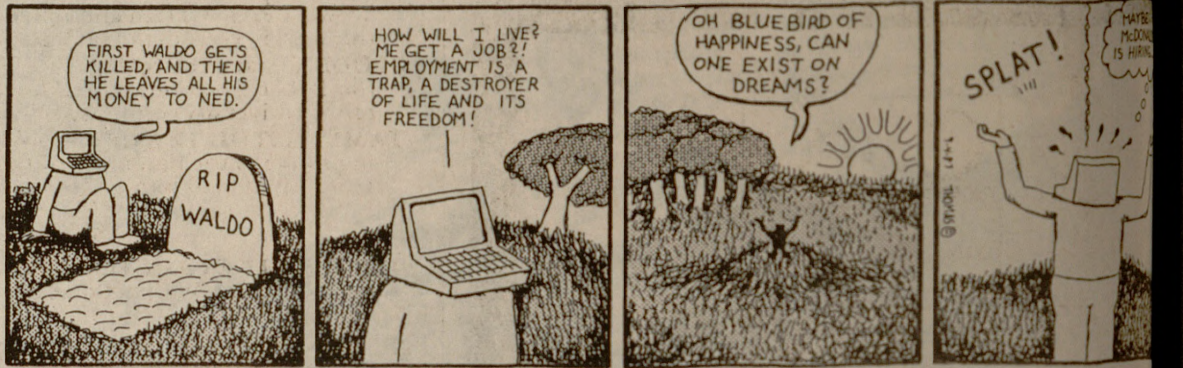
Warped

by Scott McCulloch



Waldo

by Kevin Thomas



Joe Transfer

by Dan Barlow



Answer sought to cause of recent plane crashes
 Investigators probe wreckage of Detroit jet

By Elisa Hutchins
 Staff Writer

The emotional impact of the Northwest Airlines jetliner crash August 18 that left 157 people dead and one survivor has eased. Investigation is continuing into the cause of the accident and into finding solutions for the large number of recent plane crashes.

Sharon Kadlec, a Northwest representative, said, "The investigation is difficult because the plane is in so many pieces. Our personnel are working with the FAA (Federal Aviation Administration) and NTSB (National Transportation Safety Board) as well as pilot union members, but we're not going to say anything until after the investigation. And even then, the facts will speak for themselves."

Several theories about the cause of the crash have been circulating. John Lauber, an NTSB employee, said he couldn't hear the captain or first officer give a check call for the flaps or slats on the voice recording. It was later reported that an eyewitness, a Northwest co-pilot on another plane, said he saw the flaps and slats extended.

Jerry Virden, of FAA operations in San Antonio, said it will be months before the investigation team arrives at a conclusion.

"The flaps, slats and the entire engine have to be sent back to the manufacturer to be taken apart and looked at," Virden said. "The process takes weeks."

The "black box," or flight recorder, should have the answers, he said, and the NTSB, which has responsibility for determining the facts, will find them.

The Detroit crash is one of a recent rash of commercial and private plane accidents. One of the similarities in each of the aftermaths is that people always want someone to blame, Virden said.

"They blame the air-traffic controllers or the crew," he said. "It has been so bad recently that the government is feeling the heat from the public."

This accident and several other small plane crashes that didn't have flight recorders have touched off debate between the FAA and Appropriations, a Transportation department subcommittee.

The NTSB issued a list of 17 changes it would like the FAA to make involving airline regulations. One change involves lowering the number of passengers the FAA allows on a plane before it requires any type of recorder. This would force some smaller aircraft to have flight and/or voice recorders installed.

Currently, all turboprop airplanes that carry 10 or more passengers, most of which are commercial aircraft, are required by FAA regulations to have a flight and voice recorder. A turboprop has no props.

There are no regulations on small, light-engine aircraft to have recorders. Small turboprop planes — not pure jet planes, that have props — can carry up to 29 people

without a voice and flight recorder. Small turboprops that carry 10 to 19 people are only required to have voice recorder. If the jet can carry more than 30 people, FAA mandates a flight and voice recorder.

But Frank Rock, of the Office of Airworthiness in Washington, D.C., said it's too expensive for small aircraft to have recorders installed if they won't decrease accidents anyway.

"The problem is not flight recorders, but a combination of things," he said.

A representative of Fairchild Westin, a recorder manufacturer, said the initial cost is around \$10,000 and installation costs can be as high as \$15,000, depending on the plane and other factors.

Ron Swierski, of FAA aviation safety in San Antonio, said human error is the cause of about 85 percent of small- and large-airplane accidents.

"The biggest problem we have is what's going on in a pilot's mind," Swierski said. "In aircraft as technologically advanced as Northwest Airlines' twin-engine jet — a McDonnell Douglas MD-80 — there is a going on at takeoff time."

Department of Transportation consumer records indicate Northwest Airlines ranked second in customer complaints for the first half of the year. The airline had 11 complaints in July.

The FAA cited Northwest for 11 infractions of Federal Aviation Regulations so far this year.

Former governor appears in court to organize selling off of assets

AUSTIN (AP) — Former Texas Gov. John Connally met with his creditors in U.S. Bankruptcy Court on Thursday, saying he hopes to start fresh after getting the best possible deal for them in selling off his assets.

"The only plan I have right now is... to dispose of my assets, all the personal assets and the realty, to the maximum benefit of the creditors, and then I'm going to start over," Connally told a news conference after meeting with creditors.

Connally and the Barnes-Connally Partnership have filed separate bankruptcy actions. Harvey D. Caughey, trustee of Barnes-Connally and related partnerships, said after a meeting of the partnerships' creditors that he expects even unsecured creditors to receive some repayment after disposal of assets.

"It's premature for them to have a lot of hope, but it's premature for them to give up the ghost," Caughey said. "I frankly expect they're going to get something."

Connally spent about an hour on the witness stand. He answered questions about his financial situation from both creditors' lawyers and his attorney, Myron Sheinfeld.

In statements filed with the court Wednesday, Connally listed liabilities of \$93.3 million and assets of just over \$13 million.

"I cashed all the stocks I had, all my life's savings, I put into the company in order to try to keep it operational... to see if we could get the refinancing or the recapitalization," Connally said.

Connally said he hopes the court will allow Harry G. Leries of Houston to auction off his personal property in January. He said he wants to sell his real estate quickly but methodically enough to obtain a fair price.

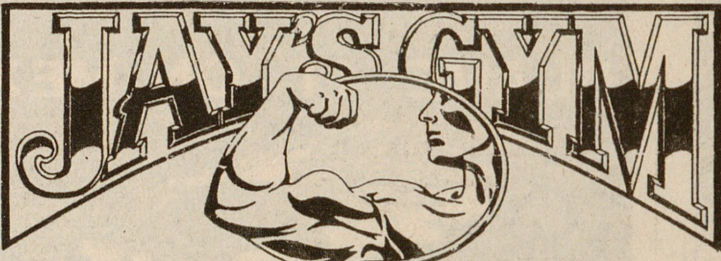
"I hope we're not under such pressure from the creditors that we have in fact a fire sale of the real estate," he said. Connally predicted the court would dispose of all his property by late spring.

Connally said he could not give an exact estimate of what his real estate holdings will bring on the market. For example, he said, a 2,600-acre ranch he owns 10 miles from San Antonio could increase in value if it were approved pari-mutuel horseracing.

"I would anticipate that a major track would probably be built in the East Side of San Antonio," he said. "So, it couldn't be over 30 or 40 minutes from that San Antonio Hills Ranch, and it would be a beautiful horse-training area." The ranch now is valued at \$1,250 an acre, he said.

Connally said he would have done things differently had he known that oil prices would drop and cause an economic slowdown he blames for the failure of the Barnes-Connally real estate ventures.

"The people who came to Goliad and who came to the Alamo took a few risks, and for what?" Connally asked. "For what they thought was right. If you hope to achieve anything in life, you have to take a few risks."



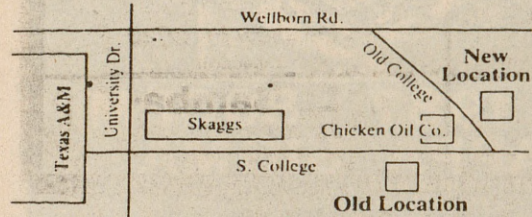
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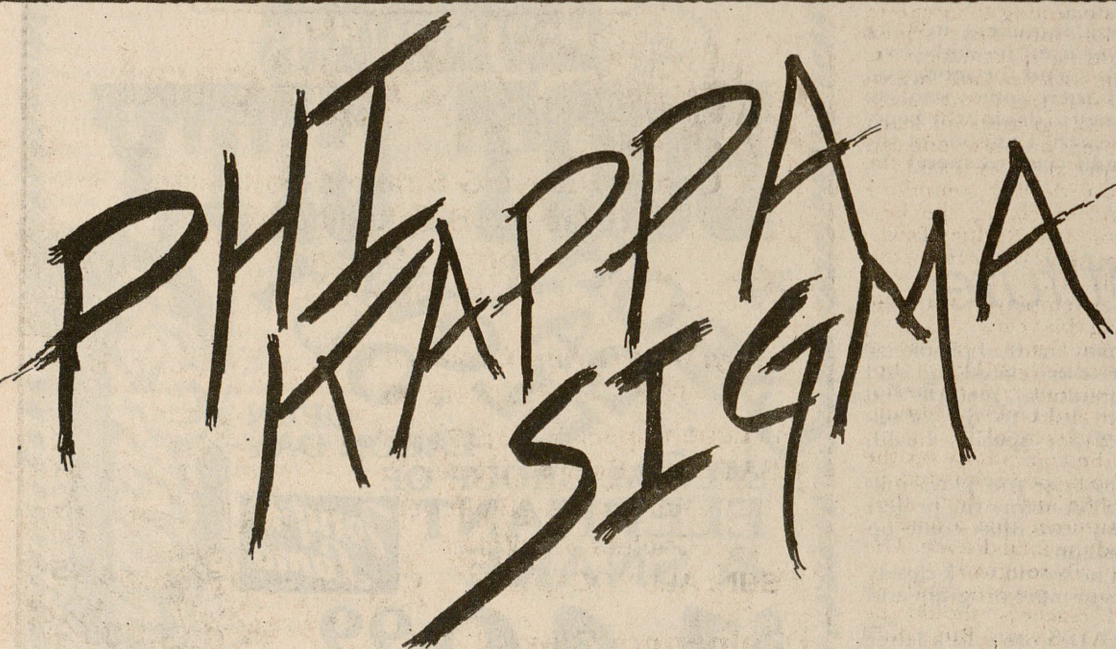
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FALL RUSH '87

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|----------|-------------------------|----------|
| THURSDAY | PLAYBOY PARTY | SEPT. 3 |
| FRIDAY | BLAME IT ON MEXICO | SEPT. 4 |
| SUNDAY | BEACH NIGHT AT THE EDGE | SEPT. 6 |
| THURSDAY | HEAD FOR THE MOUNTAINS | SEPT. 10 |
| FRIDAY | YELL PRACTICE PARTY | SEPT. 11 |

ALL PARTIES START AT 8:00

418 COLLEGE MAIN 846-1838