

# State and Local

## Heavy fog delays planned arrival of Navy ship headed for Houston

HOUSTON (AP) — The Navy's newest and most technologically advanced guided-missile cruiser fell victim Monday to Mother Nature as heavy fog blanketed the Houston Ship Channel and delayed for at least a day the planned arrival of the USS San Jacinto.

The ship, bearing the name of the battle which gained the Republic of Texas its independence, waited at anchor at the mouth of the ship channel near Galveston while Navy officials scrambled to reorganize a busy week-long series of events that will culminate with the Saturday commissioning of the vessel by Vice President George Bush.

"It's the rules and regulations of the ship channel," Ed Klecka, a Navy spokesman, said. "They don't want to violate them. The harbor pilots are advising the captain that this is what he should do."

Klecka said that if the ship were in the open sea, it would be able to proceed regardless of the fog.

"The ship would continue, definitely," he said.

Although the other nine ships of the Aegis class of cruisers are all named after historic American battles, the \$1 billion USS San Jacinto is unique in that the commissioning will take place within sight of its namesake battlefield.

The San Jacinto is named after the 18-minute battle in which the outnumbered Texas army, commanded by Sam Houston, defeated

## One killed in Houston private plane crash

HOUSTON (AP) — At least one person was killed and six others injured Monday when a private jet crashed in heavy fog in a marshy field near a runway at Houston's Hobby Airport, officials said.

One of the surviving passengers told authorities she was among seven people on the flight, which originated in Monterrey, Mexico, and stopped in Laredo.

"It came in, hit the trees and broke in half," Houston Police Lt. Kenneth Ginn said.

"It looked like he fell out and the plane kept going," said J.D. Sellers, an ambulance supervisor who was the first rescue person at the scene of the accident. "The plane skidded about 200 to 300 feet before it stopped."

Those injured were suffering

head injuries, dislocations, fractures and possible internal injuries, Sellers said.

One woman passenger, however, managed to escape the wreckage without serious injuries.

"It felt like we hit and started fish-tailing and then it just flipped over and over," Jennifer Jeffers of Houston said.

She said she was asleep in the rear of the plane and woke up to hear the pilot saying they might have to land elsewhere because of the fog. After the crash, she ran to a business about three-quarters of a mile away to call for help.

The airport had been closed intermittently Monday morning because of heavy fog. Helicopter ambulances initially were blocked from reaching the scene because of the poor flying

conditions but later brought two people to Hermann Hospital for treatment, a spokesman said. Four others were brought to the hospital by ground ambulances, she said.

Their conditions were not immediately available.

Scattered power outages were reported in the area, but Houston Lighting & Power Co. spokesman Geri Konigsberg said it was uncertain if the plane caused the outages.

The wreckage of the aircraft was in a field at the west side of the airport.

Besides the fog, the marshy ground and tall grass hampered the efforts of rescuers to get to the accident scene. Authorities used four-wheel-drive vehicles.

Investigators from the Federal Aviation Administration were called to the scene to study the crash.

experiment with a screw-type propeller. After fighting in the Civil War, it ran aground on a reef in the Bahamas on New Year's Day, 1865, and the hull eventually was sold.

The most recent San Jacinto was a World War II aircraft carrier which included George Bush among its fighter pilots. It served until 1970.

## Resolution made by faculty senate puts off changes

By Karen Kroesche  
Staff Writer

A resolution that will postpone for two years a "technology, renewable resources and society" requirement in the core curriculum was passed unanimously Monday at the Faculty Senate's first meeting of 1988.

The resolution was proposed by the Academic Affairs Committee after it was discovered that the College of Engineering did not have suitable courses to meet the requirement, said Peter J. Hugill, chairman of that committee.

In April, President Vandiver approved the core curriculum with the exception of the technology, renewable resources and society component, which was designed to include either an agriculture or engineering course in the requirements that all students will have to fill under the core curriculum proposal.

The Senate also approved the dates for Faculty Senate elections, which are set as follows:

- Feb. 29 - March 11: nomination period.
- March 28 - April 1: absentee voting.
- April 4 - election.
- April 6 - runoff election, if necessary.

In his opening remarks, Faculty Senate Speaker C. Richard Shumway praised President Frank E. Vandiver's accomplishments and expressed sadness at his announcement that he will relinquish his post effective Sept 1.

"I am saddened by his resignation, and deeply appreciative of the period that he's served as our president," Shumway said. "He has been a strong advocate for a core curriculum. He has supported faculty participation in the selection and evaluation of administrators, he's honored and shown respect for faculty in both substantive and symbolic ways. He has been an effective spokesman for higher education and Texas A&M in particular."

Shumway credited Vandiver with the existence of the Faculty Senate.

"I think it's fair to say as we near the end of our fifth year as a Faculty Senate that without his unwavering commitment to participative government we would not exist."

Monday's meeting set a new Faculty Senate record. Lasting only 30 minutes, it was the shortest that anyone could remember.

"I'm not aware of any shorter (meeting)," Shumway said.

## Former Gov. Connally and wife prepare to auction off personal items

HOUSTON (AP) — Former Texas first lady Nellie Connally, surveying hundreds of personal items Monday that awaited auction later this week, said it looked "sort of like the end of something."

Mrs. Connally and her husband, former three-time Gov. John B. Connally, are selling off prized possessions to help pay \$48 million in debts. Connally, 70, filed for both personal and business bankruptcy in July. "I don't like it at all, but it's something we

have to do," Mrs. Connally said of the upcoming auction, which begins Friday evening.

"Most of the things we hate to give up are the gifts from friends and staff," Mrs. Connally, 68, said at a preview at Hart Galleries where the auction will be held. "It's sort of like the end of something. We got into this so we have to do this."

As she gave a tour describing the possessions, Mrs. Connally said, "It seems strange

that they're mine and that they're here. I'm looking at these things with detachment."

Connally, who served as governor from 1963-69, was in New York on business Monday but was expected to return to Houston by Friday to attend the auction with his wife.

The former governor, who also served as secretary of the Navy under President Kennedy and treasury secretary under President Nixon, launched several real estate ventures at the peak of the oil boom with

former Texas Lt. Gov. Ben Barnes as his partner.

When the boom went bust, it took Connally, Barnes and others in tow.

Under bankruptcy rules, Connally is selling all properties except his house and 200 of the 3,400 acres at Picoso Ranch, his homestead in Floresville south of San Antonio.

The law allows Connally to keep \$30,000 in personal possessions.

Mrs. Connally said many have told her

she's in good company considering the number of bankruptcies filed in Texas.

She agrees, but adds, "It's a nice club, but not one I lobbied to become a member."

"Don't you ever fear we'll do something like this again," Mrs. Connally told reporters. "We're never going to be out until we're really out."

She said the auction will probably be tough, but that they have been through tough times before.

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