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## Executive reports majors in business, law helpful

By Tracey Streater  
Reporter

Mr. Charles Pfaff, executive vice president of American Airlines, stressed the favorable future of law and business majors Wednesday in a speech on international business in 120 Blocker.

"About three-quarters of all people that we hire out of business school have a financial background," Pfaff said.

"The financial analyst, at entry level, is going to work at virtually every project having to do with the company and is going to learn a lot about that company in the process of doing so," he said.

Pfaff, who has a business degree from Michigan State University and a law degree from Boston University School of Law, pointed out that the executives in the Fortune 500 usually show a consensus in their individual fields of study.

The chairmen of the companies in the Fortune 500 switch every few years between marketing, law, and

finance majors, he said.

Growth of the international market, makes these degrees especially desirable.

"The international department that I'm involved with currently has about 800 employees," Pfaff said. "By the end of this year, we have budgeted and approved funds for about 1146, so we are going from less than 900 (employees) to more than 1100 this year."

The financial area of the airline industry is the same as in most businesses, he said.

"You are looking at the typical slaves of any forecast, and that is cost and revenue," Pfaff said.

They have to consider costs of starting a new route, aircraft, reservations equipment, computer systems and ground equipment among others, he said.

The traffic forecast is based on the basic supply-and-demand concept, Pfaff said.

Where people are traveling, up-

coming events (such as the Olympics), and developing trends in nation and business all are considered when making flight schedules, he said.

In the airline business, which is constantly plagued by anti-trust lawsuits, a law degree is also very beneficial, Pfaff said.

Not only does it bring clout to the executive, it helps him in business dealings as well, he said.

American Airlines, earning more in the last five years than all other major airlines combined, is also the fastest growing in the industry, Pfaff said.

They are currently adding a new plane to their fleet every four and one-half business days and should have 570 aircraft by the end of the year, he said.

The largest airline in the world, American will focus most of its expansion on the international market, Pfaff said. Much of that will be the addition of direct routes to Hong Kong, Seoul, Taipei and China, he said.

## Black history fundamental to understanding African strife

By Kimberly Motley  
Reporter

To understand the struggle for black liberation in Africa, people must first understand the role of black history, according to a panel addressing the plight of blacks.

A seminar was held Wednesday night in Rudder Tower in commemoration of Black History Month. Two Texas A&M University professors and a member of the African National Congress addressed the issue from three angles: the Afro-American views of black Africans, pre-colonialism in Africa, and the current situation in South Africa.

Dr. Albert Broussard, from the Department of History, said prior to World War II black Americans viewed black Africans as backwards and uncivilized. He said even now Africa is referred to as the Dark Continent.

"A turning point came in 1945 with the 'civil rights' movement," Broussard said. "Black members of the press and black organizations became more interested in black liberation. They began to associate the Africans' oppression with their own struggle for equality in America."

Broussard said as more countries such as Nigeria and Kenya gained freedom, black Americans began to argue they had an obligation to help the Africans with their struggle.

Black American leaders began traveling to Africa and contributing to the growth and development of the struggling nations, he said.

Dr. Larry Yarak, a professor from the history department, further explained Afro-American stereotypes.

"The mental domination can be seen through the images of poverty, starvation, war and political unrest," Yarak said, "which are common stereotypes held by Americans."

The images of barbarians and savages are what I call the Tarzan syndrome."

Yarak went on to explain early relations between the Europeans and Africans. He said they traded with each other equally and communicated diplomatically as friends.

"Before the 1800s racism was not characterized by the images held in the 19th and 20th centuries," he said.

"Southern Americans developed the idea of African barbarity to defend themselves from the abolitionists by explaining they were doing the Africans a favor," Yarak said. "Then those racist myths served as justification for the Europeans' own conquest of Africa. It was easier for them to slaughter Africans with machine guns if they considered them a lower race."

Yarak said it is difficult to break the European mode of thinking, be-

cause the stereotypes are strong. Also, he said, because blacks work for little pay, international corporations continue to infiltrate and economically exploit the continent and its people.

A last-minute speaker and a member of the ANC, explained the situation in South Africa.

"Apartheid is a separation," he said, "a system where whites feel it their duty to oppress the black Africans. Exploiting the cheap labor results in super profits which is what appeals to international corporations."

Whites in Africa feel they are a chosen people and detain blacks indefinitely without any charges, he said.

"The purpose of detainment is to disgrace and humiliate the blacks, which is sometimes done by electroshock applied to the genitals," he said. "The detainment often results in execution."

"The young people continue to resist which is the best testimony of hope for liberation," the ANC member said.

Broussard said the lesson is clear. "In order to bring about change to an oppressive regime, we must continue to lobby and protest as much as possible."

## City takes steps to regain losses from historic site

FORT WORTH (AP) — City officials have approved initiating legal action to recoup overdue rent or take control of the historic Cowtown Coliseum from the financially troubled investor group Stockyards 85.

Stockyards 85 is \$30,000 behind in rent on the city-owned facility, said to be the site of the first indoor rodeo.

"The city is taking legal steps that could force the investors to catch up on overdue payments or relinquish control of the arena," said City Attorney Wade Atkins after a closed-door session Tuesday with the Fort Worth City Council.

At least one council member said he favors canceling the lease if the three months in back rent is not paid within 90 days.

"I think any lease that is in arrears should be handled like any other," said Councilman Russell Lancaster. "Pay up or get out."

Atkins said the City Council decided to take the required steps before the city could file a lawsuit or retake possession of the coliseum.

Those steps include giving the in-

vestors notice that they have defaulted on the lease by not paying the \$10,000-a-month rent for three months on the 2,500-seat sports facility.

According to the lease, the city can take over after one month if rent is not paid, said David Yett, an assistant city attorney.

Non-payment of the rent is the latest setback for the Stockyards 85 group, which had planned to make the turn-of-the-century Stockyards a Western-theme tourist spot.

In January, the popular Billy Bob's Texas nightclub closed. Last week, creditors posted notice that if overdue bills are not paid, they will foreclose on the defunct nightclub and other Stockyards 85 property.

Stockyards 85 is in the midst of reorganization and owes \$119,977 in personal property and real estate taxes for 1986 and 1987 to the city and school district, City Finance Director Judson Bailiff said Tuesday.

Stockyards 85 has said that it spent \$1.5 million on the arena and nearby Rodeo Plaza.

## Aircraft flies without pilot after refuel

TEXARKANA, Ark. (AP) — A single-engine Cessna took off from the Texarkana Regional Airport without a pilot on Tuesday.

Pilot Donald Warnke of Dallas, who had stopped to refuel, was spinning the plane's propeller to restart it when the aircraft took off unmaned, fire officials said.

The Cessna 183 R.G., owned by William Klein of Dallas, lumbered about 250 yards through a field of weeds between an airplane fuel station and the Airport Industrial Park, authorities said.

The aircraft sheared a wing on a pine tree, cut through a barbed-wire fence, rolled down a slope and slammed to a halt. Authorities said two wheels broke off in the field, and the torn wing was tangled in a tree.

No one was injured, but the plane sustained heavy damage and about 75 feet of barbed wire was torn down, said Texarkana Fire Chief Mike Hughes.

Warnke told fire officials the aircraft was switched off and the parking brakes were set when the plane lurched down the runway.

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