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# What's Up

## Monday

**MINORITY FRESHMEN ORIENTATION '89:** Applications for associate director are due in 151 W. Bizzell.  
**HIGH SCHOOL PUBLIC RELATIONS AND RECRUITMENT:** will have an informational meeting for students interested in becoming representatives at 7 p.m. in 601 Rudder.  
**TEXAS MUSIC ASSOCIATION:** will meet to discuss forming a local chapter at 8 p.m. at Brazos Landing. All persons interested in the music industry are invited.  
**INTRAMURALS:** entries open for punt, pass and kick at 8 a.m. in 159 Read.  
**DATA PROCESSING MANAGEMENT ASSOCIATION:** Chevron will offer information on careers in data processing at 7 p.m. at the University Inn penthouse suite.  
**ARLINGTON HOMETOWN CLUB:** will meet at Mr. Gatti's at 7 p.m. to watch movies.  
**NOW:** will meet at 8:30 p.m. in 607 Rudder.  
**ALCOHOLICS ANONYMOUS:** call the Center for Drug Prevention and Education at 845-0280 for details on today's meeting.  
**TAMU SNOW SKI CLUB:** will meet at 7 p.m. in 607 Rudder.  
**SOCIETY OF PROFESSIONAL ENGINEERS:** will have nominations for Spring 1989 elections at 5:30 p.m. in 116 Thompson.  
**TAMU BAHAI'1 CLUB:** will have a presentation about world peace at 7 p.m. in 704 Rudder.  
**AGGIES FOR BARTON:** will meet at 8:30 p.m. in Rudder. Check the screen for the room number.  
**POLITICAL SCIENCE SOCIETY:** Dr. West of the political science department will speak about public administration at 7 p.m. in 026 MSC.  
**GERMAN CLUB:** will show the film "Alice in the Cities" at 7:30 p.m. on the sixth floor of Sterling C. Evans Library.

## Tuesday

**THE PLACEMENT CENTER:** will have a workshop about job search strategies at 5 p.m. in 410 Rudder.  
**CO-OP STUDENT ASSOCIATION:** will eat pizza and discuss upcoming events at 5:30 p.m. at the Flying Tomato.  
**TAMU HORSEMAN'S ASSOCIATION:** will meet at 7 p.m. at the Dick Freeman Arena.  
**HISPANIC BUSINESS STUDENT ASSOCIATION:** will meet at 8:30 p.m. in 114 Blocker.  
**TAMU SURF CLUB:** will meet to discuss the next party and the next softball game at 8:30 p.m. in 501 Rudder.  
**LE CERCLE FRANCAIS:** will meet at 7 p.m. in 701 Rudder.  
**TAMU SAILING TEAM:** will discuss the A&M Regatta at 8 p.m. in 109 Military Sciences.  
**ECONOMICS SOCIETY:** will have a happy hour at the Dixie Chicken at 5 p.m. and a group picture at 6:45 p.m. at Zachry.  
**DELTA SIGMA PI:** will meet at 6 p.m. in 156 Blocker.  
**PI SIGMA EPSILON:** will take Aggieland pictures at 7:30 p.m. in the Zachry lobby.  
**KINO—EYE/CINEMA:** will show avant guard films from 1957-1970 at 7:30 p.m. in 105C Langford Architecture.  
**OCA SOCIAL AFFAIRS COMMITTEE:** will have a mandatory meeting for everyone involved in the haunted house at 8:30 p.m. in 701 Rudder.  
**INTRAMURALS:** entries close for bowling singles at 5:30 p.m. in 159 Read.  
**ALCOHOLICS ANONYMOUS:** call the Center for Drug Prevention and Education at 845-0280 for details on today's meeting.  
**COCAINE ANONYMOUS:** call the Center at 845-0280 for details on today's meeting.

Items for What's Up should be submitted to The Battalion, 216 Reed McDonald, no later than three business days before the desired run date. We only publish the name and phone number of the contact if you ask us to do so. What's Up is a Battalion service that lists non-profit events and activities. Submissions are run on a first-come, first-served basis. There is no guarantee an entry will run. If you have questions, call the newsroom at 845-3315.

# Nine near hits at D-FW prove crew confusion

GRAPEVINE (AP) — The near collision Aug. 31 of two Delta Air Lines jets because of pilot confusion about a taxiway was the ninth in a series of similar errors in the last year on a ramp at Dallas-Fort Worth International Airport, federal records show.

Officials said all nine incidents occurred in the same area and involved Delta jet crews confused about where the aircraft parking ramp outside Delta's terminal ends and a taxiway begins.

"We have two taxiways out there — an inner taxiway and an outer taxiway — and then the runway," the airport's tower manager Norm Scroggins said. "Because there is no grass between the ramp and the inner taxiway, we had several pilots who believed the runway was the outer taxiway."

In recent weeks Delta and airport officials painted thick black stripes outlined with yellow paint to mark the inner taxiway. They also identified the taxiway with 10-foot letters and solar-powered strobe lights.

Procedures for directing Delta flights to the runways have also changed, officials say, so planes avoid Taxiway 29, which leads directly from the ramp area to Runway 17L, the first of two parallel runways on the airport's east side.

Delta spokesman Jackie Pate told the Fort Worth Star-Telegram the airline has hand-delivered notices to all of its pilots alerting them about the taxiway.

The first problem occurred in October 1987 after the airport covered the grass islands between the parking apron and the inner taxiway with concrete.

"A lot of pilots use the grass to guide them," Richard Petit, the airport's senior director of planning and engineering, said. "Problem was, there were a bunch more who cut the corners short and their landing gear went into the grass."

The most recent incident occurred at 6:30 a.m. Aug. 31, less than three hours before the crash of Delta 1141, when the pilot of Delta Flight 297 mistakenly turned left onto a runway and into the path of a plane that was cleared for take-off, according to Federal Aviation Administration records.

Airport officials, as well as Delta and FAA officials stepped up their efforts to correct the problem after the Flight 297 incident, involving a McDonnell Douglas MD-80 bound for Cincinnati, and Delta Flight 638, a McDonnell Douglas DC-9 bound for Houston.

Scroggins said it was the only time two planes reached the runway at the same time.

"It was pretty scary," Scroggins said. "That could have easily been a terrible accident."

A tower controller spotted Flight 297 on the runway just after the plane turned onto it, records indicate.

A recording of conversations between the tower and the two planes indicate that one controller told Flight 297 to halt while another instructed Flight 638 to abort takeoff.

An FAA investigative report indicates Flight 638 came to a stop a few yards from Flight 297.

"It was a relatively low-speed abort, but the pilot decided to let his brakes cool for about 10 minutes before heading back up the runway," Scroggins said.

Hours after the runway incident, Delta Flight 1141, bound for Salt Lake City, crashed just after takeoff on the west side of the airport. Fourteen people died from the crash, which is still under investigation.

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