

Political experts to meet, discuss Europe's future

By Scot Walker
Staff Writer

American foreign policy experts, including the head of a Texas A&M military research facility, will meet with Soviet and British counterparts next week for informal talks to improve East-West relations.

The agenda for the four days of talks in Edinburg, Scotland covers the future of Europe, a possible new Soviet military doctrine and *Perestroika*, Mikhail Gorbachev's program for Soviet economic reform.

However, Dr. Richard E. Thomas, the director of the Texas Engineering Experiment Station's Center for Strategic Technology, who will be participating in the annual talks for the third consecutive year, said that he expects these talks, like those in the past, to stray from the official agenda.

"None of us will be present as an official representative of any government," Thomas said. "Because of that, we are able to stray from the agenda and have no-holds-barred discussions on other topics."

Although the Soviet, British and American teams all include military officers, Thomas stressed that these meetings are not formal negotiations.

"What these meetings are is an exchange of views between private citizens," he said.

The scheduled talks are the latest in a series of informal meetings initiated by Professor John Erickson, a Soviet analyst at the University of Edinburg.

The first meeting, in 1980, brought together representatives from the Soviet Union and the United Kingdom. In 1984, an observer from the United States was invited, and in 1985 the talks became officially trilateral.

Last year's talks were in Moscow. Thomas said he has invited

the representatives to hold meetings at Texas A&M, but said the British generally have been opposed to the idea.

"Because the talks were originally just between the Soviets and the British, they (the British) are very sensitive about anyone downplaying their role," Thomas said. "But I do intend to remind the Soviets that the offer to come to College Station is still open."

Thomas said that in the past the Soviets have been less than candid in the formal sessions, possibly because one member of their team is usually a representa-

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— Dr. Richard E. Thomas

tive of the KGB, the Soviet secret police and intelligence agency.

"Formally, we hear the straight party line, often heavily laced with propaganda and what would appear to be outright lies," he said. "However, in private or over dinner, they have for the most part been very candid."

Thomas said in the Soviets' defense that they often do not know the complete truth about many issues themselves.

He said that in 1986 the Soviets accused him, because of his work on the Strategic Defense Initiative, of promulgating the arms race in space. He then reminded them of their own SDI, which they vehemently denied having, he said.

"They might have been lying in 1986, or they might not have known about it," he said. "The left hand indeed does not always know what the right hand is doing."

MADD designs red ribbons to reduce drinking, driving

By Sherri Roberts
Staff Writer

Champagne-popping Christmas parties, New Year's Eve parties, and office parties are popular traditions enjoyed by many during the holiday season. However, where good cheer abounds, good sense may not.

To remind people not to drink and drive, members of the Brazos chapter of Mothers Against Drunk Driving are asking motorists to participate in their "Project Red Ribbon" campaign.

The nationwide public awareness program that lasts through New Year's weekend encourages drivers and individuals to tie a red ribbon to their vehicles as a reminder against drink and drive.

Holiday fatalities often involve large groups of people who are drinking and traveling together, Florence Wagner, Brazos County MADD president, said.

"Christmas Eve is the highest single day that alcohol-related crashes occur," she said.

Many people, she said, underestimate the effects of a "buzz." An intoxication level of .05, which is half of the legal intoxication level in Texas, causes sensory impairments that may be fatal in driving situations. Differentiating between colors

and between right and left becomes more difficult. Because reflexes are slowed at that intoxication level, a driver may hit his brakes less quickly, she said.

Wagner said MADD is not against drinking, but wants to encourage responsible drinking. The public has

MADD

been responsive to MADD's "Don't let friends drive drunk" campaign, she said.

"A lot of students are thinking 'designated driver,'" she said. "I think that's going to become a trend."

Project Red Ribbon has gained increased public attention since its introduction two years ago. More than a million ribbons were distributed nationwide in 1986. Ten million ribbons were distributed in 1987, and this year, more than 20 million ribbons are expected to be distributed, with 10,000 of those in Bryan and College Station.

Community support of the program has been widespread, Wagner said. Vehicles from the College Station and Bryan police departments, the Department of Public Safety and

Federal Express will display the ribbons, she said.

"What has made our 'Tie one on for safety' theme so successful is that this simple red ribbon gives everyone an easy way to show their support," she said.

Individuals can pick up ribbons at various locations in the community, including all area 7-Eleven stores, the College Station Community Center, the Bryan and College Station police departments and the Post Oak Mall information booth.

Members of Chi Omega Sorority also will distribute ribbons during the Holiday Parade on Dec. 4.

Groups who are interested in distributing the ribbons should call MADD at 690-0512.

The holiday campaign follows the success of MADD's Labor Day campaign, "Drive for Life." Buttons with the "Drive for Life" slogan were distributed to the public in the week before Labor Day to encourage responsible drinking and driving habits throughout the holidays.

No alcohol-related accidents or fatalities were reported in the Brazos Valley during the weekend following the campaign, Wagner said.

MADD lists some statistics related to the national drunken-driving problem:

- Every 22 minutes, one person dies in an alcohol-related auto crash.

- Nearly 560,000 people are injured each year in alcohol-related traffic crashes, an average of more than one per minute.

- It is estimated that two out of every five Americans will be involved in an alcohol-related crash during their lifetimes.

- Drunk driving is the most frequently committed crime in the nation. DWI arrests in 1986 totaled an estimated 1,793,000 — more than three times the total for all other violent crimes such as murder, forcible rape, robbery and aggravated assault.

Lubbock St. blocked off for 2 months

Lubbock Street will be blocked off between Coke and Nagle streets beginning Friday during construction of a chilled-water line for the new utility plant, Tom Williams, director of Texas A&M's Parking, Transit and Traffic department, said.

Lubbock Street, which runs between the Military Sciences Building and the Corps of Cadets dormitories, will be closed for about two months. Williams said motorists will have to travel Throckmorton Street to Lewis Street (between Duncan Field and Duncan Dining Hall), turning onto Bizzell Street, and then Lubbock Street, as an alternate route.

Rick Flores, assistant director for special services at the University Police Department, said Lamar Street will become two-way between Spence and Nagle streets to handle extra traffic congestion.

Parking Annex 22, located on Coke Street, also has been closed because of the construction, he said. Patrons of the staff lot have been notified and will park in PA 60, near Rudder Tower.

Boeing tests dispute theory of pilots' union in Delta case

IRVING (AP) — A Boeing aerodynamics expert testified Wednesday that Delta Flight 1141, which crashed Aug. 31, had reached sufficient speed to fly even without its wing flaps extended on takeoff.

Ronald J. Halvarson, a supervisor in aerodynamics technology, told a National Transportation Safety Board public hearing that Boeing recently ran tests that showed the plane could easily have become airborne even with a flap configuration that a pilots' union contends may have caused the crash.

"Even in the flaps' up position, the airplane could have been flyable, in my opinion," Halvarson said.

But Paul McCarthy, a lawyer heading the Air Line Pilots Association delegation, said: "Before you hang these pilots, give us a chance to review this data. This is insufficient (data) . . . That's not enough, especially if it's going to crucify three pilots."

The plane crashed shortly after takeoff Aug. 31 at Dallas-Fort Worth International Airport, killing 14 of the 108 people on board.

Survivors included the three-man crew.

The position of Flight 1141's wing flaps has become a central issue in the NTSB inquiry, which will seek information but draw no conclusions for at least half a year.

The flaps — devices located on the trailing edge of the wings to provide extra lift during the slow speeds of takeoff or landing — were found in a retracted position after the broken plane slid to a stop about 3,000 feet past the end of the runway.

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