KKYS jockeys happy with move to 50,000 watts

By Chuck Lovejoy
Of *The Battalion* Staff

KKYS-FM's transition from 3,000 to 50,000 watts of transmission power was a smooth one, the station's program director said.

Chuck Redden said few problems have arisen since the installation of a more powerful transmitter, which resulted in the power increase, and the station's move from 104.9 to 104.7 on the radio dial a month ago.

> "The switch to 50,000 watts more than doubles our coverage area."
> — Chuck Redden, KKYS-FM disc jockey

"We've had no real technical problems — just the usual small glitches," Redden said. "Fortunately, we were able to have engineers come in the weekend before the change, and they completely checked out the system.

"Everything has gone very smoothly."

In fact, Redden, who is also the KKYS morning disc jockey, said the only real problem at the station was some minor confusion resulting from the station's switch to the lower frequency on Nov. 1.

"We were really worried about getting the word out that we were going to change frequencies, but it wasn't too much of a hassle," he said. "I guess it's better to just change .2 megahertz than to switch all the way to a different number — like 101."

Redden said the problem with the frequency change is a small price to pay for the improvements to the station the change has brought about. The addition of the stronger transmitter has been a goal of the station's staff since it signed on the air in 1984, he said.

"The main thing we've wanted to do was upgrade our power," Redden said. "The switch to 50,000 watts more than doubles our coverage area."

He added that the station can now be heard as far south as Hempstead, as far north as Marlin and as far east as Palestine. Redden said he was in Austin last weekend and could hear the station there.

"Our station came in just as clearly as the Austin stations," he said.

Nighttime disc jockey Lisa Hale said friends have told her they can hear KKYS in Houston on cloudy days. She also said this fact makes her nervous, even though she came to KKYS from a 100,000-watt station in Monroe, La.

"I feel a little more pressure knowing we're getting into Houston — that's where the big boys and girls are," Hale said. "There are some very good disc jockeys in Houston."

Hale said that since the switch, she has been getting more calls during her shift, which runs from midnight to 6 a.m.

Redden said the only other change planned for the station in the near future is a relocation of the studios and business offices from their present location in Manor East Mall. He said a new site has not yet been chosen.

95 hours later. . .

Photo by Kathryn Ryan

Texas A&M senior Jana DeBourd, an education major, admires her long-awaited Aggie class ring.

Visiting professor discusses role of failures in engineering design

By Todd Swearingen
Of *The Battalion* Staff

A professor of civil engineering from Duke University discussed the role of failure in engineering design Thursday at Texas A&M University. Dr. Henry Petroski presented a slide show of bridge designs over the past several centuries as part of the Distinguished Civil Engineer Lecture Series.

Petroski said that the science of engineering failure essentially began when Galileo studied the failures of ship designs of the 17th century. He said the ship builders of the period would simply scale up a successful design to build a larger vessel, and Galileo discovered that more than geometry was involved in a successful design.

As a result of his work, Galileo discovered that altering a successful design does not always behave as expected. To illustrate this point, Petroski refered to the Space Shuttle Challenger disaster.

"The design for its solid propellant rockets was based on a very successful Trident rocket," Petroski said. "The Trident rockets had single o-rings between the sections.

"To make the Challenger safer, it was thought to put two o-rings," he said. "And evidently, doing that caused the people that made that design change to think that they didn't have to worry about that detail."

Petroski continued his presentation by detailing various bridge concepts and the effect of failure on subsequent designs. Petroski said that like the ships of Galileo's day, bridges were made to span ever increasing distances by simply lengthening successful designs rather than re-engineering them.

He showed that following a failure, subsequent bridges were over-designed for a limited period of time until new materials or innovative theories were developed. These new materials and theories were motivated towards achieving lighter, more cost efficient bridges.

This would continue to the point where the bridges were under-designed and would eventually fail, and the process would begin anew.

Petroski said that engineers have a tendency to lose sight of the lessons of the past when they become blinded by new innovations.

Museums plan to honor artists dead from AIDS

Texas event coincides with national occasion

DALLAS (AP) — Art museums throughout Texas plan to join in a national observance Friday to mourn artists who have died of AIDS.

The Texas institutions will join hundreds of museums and galleries across the country in the "A Day Without Art" observance, said a group called Visual AIDS.

The event was organized to coincide with the World Health Organization's second "AIDS Awareness Day."

Plans across the nation to mark the day include darkening galleries and removing or covering artwork. Some organizations will mount special exhibitions or hold seminars.