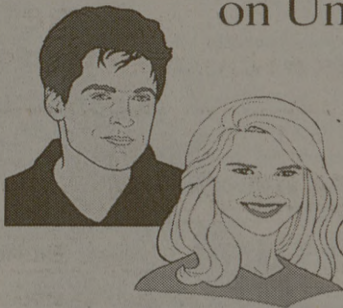


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Transcripts from jet crash release

New Delhi airport flight controllers notified both pilots of a nearby plane

CHARKHI DADRI, India (AP) — As a Kazak cargo plane flew head-on toward a Saudi jetliner, controllers told its pilot to watch out for the 747 in the clouds ahead. The pilot asked how close it was. "Fourteen miles," a controller said. Seconds later, "Thirteen miles." The pilot's acknowledgement of that message was the last word New Delhi airport flight controllers had from either aircraft before they hit and spun to earth in spectacular twin fireballs, taking 349 people to their deaths.

The exchanges, in transcripts released Wednesday, indicate the planes did not see each other in time and hint that the pilots were misled by their instruments or misunderstood the tower's directions. They were supposed to pass with a 1,000-foot difference in altitude — instructions that the Saudi plane's pilots never confirmed, the transcripts show. The Saudi Boeing 747 was seven minutes into its flight and the Kazak plane was descending for its final approach into Indira Gandhi International Airport when the collision occurred Tuesday about 60 miles southwest of New Delhi. Whether there was a last-minute evasive maneuver by ei-

ther plane was unclear, but India's top civil aviation ministry official said the crash was not direct. "It was not a head-on collision," Yogesh Chandra said at a news conference. "The cockpit and fuselage of the Kazak airliner was found intact." Searchers retrieved hundreds of bodies from wreckage strewn in a six-mile area around Charkhi Dadri. Grieving relatives tried to identify the badly mangled remains of their loved ones lying on blocks of ice at makeshift morgues. Many of the victims of the Saudi Airlines flight that carried 312 passengers and crew apparently were Indian workers returning to jobs in the Middle East or making the Muslim pilgrimage to Mecca; the Kazak plane carrying 37 people had been chartered by a clothing company in Kazakhstan.

A weeping Irene Colaso said she identified her 20-year-old daughter Sanim, a flight attendant on the Saudi plane, by her feet — the rest of her body was burned beyond recognition. Searchers found the flight data recorders of both planes Wednesday but only the cockpit voice recorder of the Kazak plane. The recordings were not made public immediately.

But flight control transcripts showed that the airport tower instructing the Kazak plane to fly at 15,000 feet and the Saudi plane, which was ascending, to level off at 14,000 feet. The Saudi plane never acknowledged the order to hold its altitude. The tower then tells the Kazak plane's pilot that the Saudi aircraft is 14 miles away. "Identified traffic 12 o'clock reciprocal. Saudi Boeing 747, 14 miles. Report in sight." The Kazak pilot replied: "Report how many miles?" "Fourteen miles now," the tower said. Moments later, the controller told the pilot that the Saudi plane was just 13 miles away, flying at 14,000 feet. The aircraft were traveling at hundreds of miles per hour at the time of the crash; the Boeing 747 takes off at about 200 mph, reaching a maximum speed of 600 mph, while the slightly slower Ilyushin-76 flown by Kazakhstan Airlines lands at about 150 mph. At that speed, the planes heading toward one another were eating up about six miles per minute. With 13 miles separating the two aircraft, the pilots had just two minutes to avoid a crash. The exact cause of the crash,

the third-deadliest crash in aviation history, may take months to determine. But speculating already has focused on antenna radar equipment and poor communications. Chandra, the civil aviation official, said the army has reserved air space over Delhi, reducing the airport to only one air corridor for civilian aircraft landings and taking off. A.K. Bhardwaj, assistant general-secretary of the Air Traffic Controllers Guild, said his guild had been demanding separate corridors because traffic at the airport has increased from daily arrivals and departures three years ago to as many as 290 now. Bhardwaj also said the current management he and his colleagues believe is inadequate. "I have a belief that the government is using this sort of operation which gives only the image of an aircraft. It doesn't show the altitude," Bhardwaj told the Associated Press. "The controller is handicapped by missing or incomplete pieces of data." Controllers see planes on each other at different altitudes as two radar blips converging then diverging.

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SPAN 30E: HISPANIC CULTURE AND CIVILIZATION (3 HOURS)
Prerequisite: SPAN 202, 203, 222 or equivalent, or approval of instructor
Prof. A. Caraballo

SPAN 310: ORAL EXPRESSION (3 HOURS)
Prerequisite: SPAN 202, 203, 222 or equivalent, or approval of instructor
Prof. A. Caraballo

Informational Meeting Time
THURSDAY, NOVEMBER 11
6:00 PM
ACADEMIC RM. 130

STUDY ABROAD PROGRAMS OFFICE
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Intel expands to China, Costa Rica, Texas

FORT WORTH, Texas (AP) — Intel Co., the world's largest maker of computer chips, announced Wednesday it is continuing its global expansion with a \$1.3 billion advanced-logic wafer fabrication factory planned for Texas and assembly-test plants in Costa Rica and China.

Twenty-five years ago, Intel invented the microprocessor, the brains of most personal computers. With sales last year of \$16.2 billion, it has rapidly become one of a handful of companies that are shaping the personal computer industry. In addition to chips, it makes personal computer, networking and communications products. The company has been considering the Dallas-Fort Worth area for a plant since 1993. Its plan for the Fort Worth area includes a 75,000-square-foot "Class 1" clean room, which are 3,000 times cleaner than a hospital room. The company said the factory will build advanced logic products on 0.25 micron technologies and then progress to smaller geometries in the future. One micron is equal to approximately one hundredth the thickness of a human hair.

The first phase will encompass 800,000 square feet, employ over 800 people and be operational by 1999, the company said. The new Texas plant will be near Fort Worth Alliance Airport and part of the 8,000-acre industrial park owned by developer Ross Perot Jr. Santa Clara, Calif.-based Intel is negotiating tax breaks and other economic development incentives with local officials.

This is not the company's first venture into the Lone Star State. "In the early '80s, we had a small software company in Austin that we had bought. So there have been Intel employees in Texas. But this is our first manufacturing facility within the state," said spokesman Howard High. At what will be Intel's assembly-test plant in San Jose, Costa Rica, the company initially will build two manufacturing buildings at a cost of more than \$300 million. It is expected to employ 2,000 people over the next few years at a scheduled to begin operations in early 1997. The construction of its assembly-test plant in Shanghai, China, has already begun, joining construction on plants in Malaysia, Israel and India. Intel also has major domestic sites in San Jose, California, New Mexico and Arizona. High said the company has been expanding at a rapid rate and needed to move into some new areas. The company announced stronger-than-expected third-quarter earnings last month, up 41 percent over the same period last year, and attributed to sales that surpassed \$1 billion for the first time.

Analysts say Intel, maker of the Pentium Pro microprocessor, has been able to succeed because of its dominant position in the market and because it does not make chips, a kind of memory chip that has sharply in price.

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PANHELLENIC

Continued from Page 1

The new sorority will hold informal rush in Spring 1997. In the fall of 1997, they will hold formal rush with the rest of the sororities.

Hanson said the Panhellenic Council will publicize the new sorority.

"We will do collective advertisement with the sorority in January," she said. "A national representative from the sorority will be here in January to recruit for new membership."

Hancock said it will be exciting to have a new sorority on campus.

"They will have the opportunity to start something fresh," Hancock said. "It offers a lot of opportunity."

Marge Robinson, Panhellenic president and a senior bilingual education major, said A&M chapters are growing compared to Greek systems elsewhere.

"Being Greek makes other experiences better at A&M," Robinson said. "It gives you more chances to do other things."

CITATION

Continued from Page 1

If granted, the amount of the appeal bond is credited to the student's fee statement.

In a letter to PTTS, Miller included a statement outlining the time he spent throughout the appeal process. He claims he has spent an amount of time equal to \$40.50, which he hopes will be reimbursed by PTTS. He valued his time at \$15 per hour.

Tom Williams, PTTS director, said the warning was issued as a courtesy.

"We try to encourage people to leave the van spaces open," Williams said. "We issue very few tickets to people with handicap tags. And we try to accommodate their needs the best we can."

Williams said although it is not technically illegal for people with handicap tags to park in van spaces, PTTS tries to reserve those spaces for vans with wheelchair lifts. Handicap parking, he said, is a major issue confronting Texas universities.

Miller said PTTS has not maintained original reasoning behind the warning letter to Miller. PTTS stated that the citation was "in reference to the nature of the van that was parked in the space, not the validity of any existing handicap."

In a second letter from PTTS, Miller pointed out that they claim the citation was issued because his pickup was "parked in an access adjacent to spaces reserved for van access."

Williams said he was not aware of the discrepancy. He did say, however, since the citation was only a warning, Miller will not have to pay a fine.

"Nothing really affects him," he said. "One of Miller's main concerns is making sure the warning will be removed from his record. But PTTS is unable to do that, he said."

Williams said the case has been referred to University's general counsel for further litigation. Miller said he has no plans of giving up. "If they're going to be adamant about it, we'll be adamant about it," he said.

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