

THE BATTALION

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Astronauts fix Hubble's torn cover

SPACE CENTER, Houston (AP) — Astronauts took a fifth and final spacewalk Monday night to fix the Hubble Space Telescope's torn insulating cover with bits of foil, wire, clips, plastic twists and parachute cord.

Mission Control added the spacewalk to shuttle Discovery's flight so Mark Lee and Steven Smith could hang quiltlike patches over splits in Hubble's thin, reflective insulation, apparently damaged by sun exposure during seven years in orbit.

The crew discovered the damage last week while installing state-of-the-art scientific gear that will allow the telescope to

look deeper into the universe.

With the sort of ingenuity used on Apollo 13, the crew cobbled together the patches early Monday as Gregory Harbaugh and Joe Tanner installed the last of Hubble's replacement parts, and did a little mending, too.

Working 375 miles above Earth, Harbaugh and Tanner covered two gaping holes near the top of the 43-foot telescope with pieces of Teflon-coated material 3 feet long and 1 foot wide. They attached the blankets, brought along to repair possible pinholes, to knobs and rails with wire and string.

The task of hanging the homemade patches over the lower electronic compartments was considered more difficult and more critical. The astronauts salvaged the material, meant for just such a problem, from the cargo bay.

NASA managers were relieved at how well the first repairs went. "It was a good feeling," said Mike Weiss, a Hubble service manager.

The repairs were nowhere near as crucial as those performed during Apollo 13's aborted moon mission in 1970. The three astronauts saved their lives by using tape and the cardboard covers torn from their flight manuals to restore the spacecraft's system for

cleansing the air of carbon dioxide.

Hubble, in fact, probably could have made it to the next service call in late 1999 without the insulation repairs, NASA payload manager Kenneth Ledbetter said. The concern was that the deteriorating cover might cause sensitive electronics in the \$2 billion telescope to overheat and fail.

"It was something we felt was prudent to do — not absolutely necessary, but prudent to do, and we did it," Ledbetter said.

Harbaugh and Tanner were proud of their handiwork. They spent 1 1/2 hours attaching two blankets and adjusting them just so.

"What do you think?" Harbaugh asked, backing away.

"Like it. Looks good from here," Tanner replied.

Mission Control put it this way: "A masterpiece."

NASA plans a more permanent fix during the next service call in three years. The astronauts snipped off a piece of the damaged insulation to bring home for analysis.

The astronauts are scheduled to release the Hubble on Wednesday from the shuttle's cargo bay, where it has been anchored since last week. Discovery is scheduled to return to Florida on Friday.

Sherman resigns as coordinator

► He is leaving A&M to accept a tight end coaching job with the Green Bay Packers.

By KRISTINA BUFFIN
THE BATTALION

For the second time in two months, the Texas A&M Football Team will be on the lookout for a new offensive coordinator.

Mike Sherman, who was promoted from offensive line coach to offensive coordinator in December, resigned Monday to accept the tight ends coaching job with

the Green Bay Packers. Sherman will replace Andy Reid, who was named the Packers' quarterbacks coach.

A&M Head Coach R.C. Slocum said, in a press release, he was disappointed to be losing Sherman to the Super Bowl champions.

"He's done an outstanding job here at Texas A&M, and I'm glad he's been recognized for his work," Slocum said. "I appreciate his dedication and loyalty to A&M and our football program. I wish him and his family well."

Sherman was one of Slocum's original hires when Slocum came aboard in 1989. He left after the 1993 season to serve as the offensive line coach at UCLA but returned to A&M after one season. Since then, the Aggies have been one of the winningest

Division I football programs in the nation. Freshman tailback Dante Hall said he was surprised at the announcement.

"I thought he would be here for a while," Hall said. "But I would have taken Green Bay over anything."

"I am happy for him. He's moving to a higher level. Personally, I hate to see him go; there is no envy."

Sherman said, in a press release, that he is looking forward to the challenges of working in the National Football League.

"I feel very fortunate to have had the opportunity to have worked at the finest university in the country, in one of the best college football programs and for one of the best college head coaches in R.C. Slocum," Sherman said.

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Women help shape school's history

By BENJAMIN CHENG
THE BATTALION

The efforts of women to break through barriers at Texas A&M have helped change the school from the all-male military college it was in 1876 to the fully coeducational university it is today.

Dr. Henry Dethloff said in *A Centennial History of Texas A&M University 1876-1976* that Ethel Hutson was the first woman to attend A&M in 1893. From 1893 to 1963, daughters of A&M faculty and staff also intermittently attended A&M.

The A&M Board of Directors' decision allowing women to attend on a limited basis in 1963 displeased one A&M student.

"I really didn't think it could come," the student said in Dethloff's book. "I didn't want it. It's a helpless feeling. You wake up one morning and you're enrolled in a coed school."

Others associated with A&M saw the potential benefits of admitting women.

"It might help out with football recruiting," said a former student at the time women were admitted in *A Centennial History of Texas A&M University 1876-1976*.

Dr. Betty Unterberger was appointed as the first full-time woman professor at A&M in 1968.

Unterberger said when she first started, the students in her classes were almost ex-

clusively men.

"It was strange to go into a classroom and very seldom have a woman," she said.

Unterberger said she was not addressed by her first name and she was never invited to lunch by her colleagues.

"It was pretty lonely," she said. "I just wasn't included."

While the practice at A&M was to address people by their title, Unterberger said she was addressed only as "Mrs. Unterberger," not "Dr. Unterberger."

"I found it demeaning that I should not also be called by my title," she said.

As times have changed, Unterberger said she is now accepted as a colleague.

"I can talk about my research, talk to my colleagues," she said, "and they all call me by my first name."

Cindy Ericson, Deputy Corps Cmdr. and a senior international studies and political science major, is the second woman to serve as Deputy Corps Commander.

Ericson said Corps members were surprised at first by her membership in the Corps because of her gender.

"When [other Corps members] found that I was willing to work hard and was as excited at being there as they were," Ericson said, "they'd show general acceptance."

Ericson said 130 of the more than 2,000 Corps members are women.

"More and more young women find out that they can be in the Corps," she said. "It's a

growing number."

Ericson said although women in the Corps are tempted to acquire male mannerisms, they should retain their femininity.

"Being a woman is an excellent thing," Ericson said. "You don't want to deny the fact that you are a woman and you don't want to imitate a man."

Tina Hornberger, president of the Society of Women Engineers and a senior industrial engineering major, said only 20 percent of the students in the College of Engineering are women.

"I'll admit sometimes it's intimidating to walk into a room with a bunch of guys," she said.

Despite the minority status of women in the engineering field, aptitude is the best indicator of future success, Hornberger said.

"If you've got the talent and the brains," she said, "you're going to get there no matter if you're male or female."

Hornberger advises women to find a mentor.

"Find yourself somebody to look up to," she said. "Find a good female leader on campus."

While Unterberger has experienced the increasing equality between men and women, she warned against complacency.

"We've still got a long way to go in terms of equality (between men and women)," she said.



Ryan Rogers, THE BATTALION

Sign Here, Please

Justin Strelec, a junior aerospace engineering major, signs a "Save Mt. Aggie" petition for Cassidy Tutt, a freshman environmental design major Monday outside the MSC.

American pilots gain little support in battle

DALLAS (AP) — American Airlines pilots will be flying solo in their quest for a bigger paycheck and job security. They are pitted against management, many of their coworkers, the traveling public and President Clinton.

The aviators, who already are among the highest-paid workers in the nation, say they expect no sympathy and know they will be isolated in pressing their contract demands.

"They're going into this with their eyes wide open," Jim Sovich, union president, said.

The pilots have been negotiating with American since 1994. This past week, talks dissolved and the pilots declared a strike.

The potentially crippling walk-out, which could have affected one of every five U.S. air passengers, lasted mere minutes before President Clinton intervened to stop it.

The White House action merely postponed the showdown between management and the Allied Pilots Association, which represents about 9,300 American pilots.

Now, a Presidential Emergency Board will consider the two sides' arguments.

In addition to wages, the dispute revolves around who will fly small jets that American plans to buy to replace turboprops now used on commuter-length flights.

The three-member board has 30 days to recommend a settlement. If either side rejects the deal, the pilots can again strike after another 30 days and only Congress can stop them.

The pilots' decision to take the contract fight this far has left other American workers stuck in the middle. The flight attendant union, which had its own strike in 1993, is officially supporting the better-paid pilots, who make an average of \$120,000 a year.

On the other hand, many members of the Transport Workers Union of America, which represents about 27,000 mechanics, simulator pilots, ground instructors, dispatchers and meteorologists, have been vocally opposed.

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A Piece of History

Bush library will showcase Avenger plane

By BRANDON TRUITT
THE BATTALION

Former President George Bush voluntarily entered the Navy during World War II as a Seaman Second Class just after his graduation from high school.

Instead of enrolling in college that fall, Bush became an aviation cadet and was sent to war.

On Sept. 2, 1944, in a bombing mission over Chichi Jima, just south of Japan, Bush was shot down in his TBM Avenger-Torpedo Bomber. He was forced to give up the open skies for a month-long patrol through the Pacific on the submarine that rescued him — the USS Finback.

The submarine delivered Bush to Pearl Harbor, where he was given the choice of returning to the United States for reassignment or finishing the rest of his tour with his company.

Bush returned to his squadron, VT-51, and was one of eight original members of the squadron to survive.

Jack Guy is another surviving member of VT-51 and a close friend of Bush's.

Guy, commissioner of the American Battle Monuments Commission, was the logical man



Ryan Rogers, THE BATTALION

This full-size TBM Avenger-Torpedo Bomber will be displayed in the George Bush Presidential Library and Museum. The plane is part of an exhibit chronicling Bush's World War II experience.

to call four months ago when the George Bush Presidential Library and Museum needed a model TBM Avenger-Torpedo Bomber. It will be displayed in the exhibit area chronicling Bush's World War II experiences.

Guy did not want to use a model but did not think he had adequate time to raise enough money to have a plane restored.

"A model just didn't seem right," Guy said.

Therefore, Guy purchased a full-size TBM Avenger-Torpedo Bomber from Robert Schneider of Hawkins, Texas.

"[Schneider] said it would take at least a year to restore the plane," Guy said. "But here it is four months later... all dressed up like Hollywood or maybe Las Vegas with all the lights on it."

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