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OSU faculty must increase productivity



CORVALLIS (AP) — Gov. Barbara Roberts and the Legislature want Oregon State University faculty to do more with less. By next month, the professors will have to submit a plan showing just how they'll do it.

One member of a faculty task force on productivity says the answer is more students.

"Increasing student body size would give an immediate gain in productivity," said Bill Wilkins, dean of the College of Liberal Arts. "We could handle 1,000 more students right now with the existing faculty."

Other professors say academic productivity may mean teaching more classes at the expense of research projects.

Wilbert Gamble, a biochemistry professor, says that having fewer resources to teach the same or greater amounts of students may hurt educational quality at the university.

"If they want me to do something well, they have to provide me with resources," Gamble said. "It's not easy to decrease resources and

increase the quality of the product.

Since voters passed Measure 5 in 1990, Oregon State has lost faculty and staff, academic programs and millions of dollars in state funds.

Anticipating more reductions in the 1995-97 state budget, faculty and administrators hope to educate more students with the same number of faculty while using less money.

The head of the faculty task force is optimistic but admits it will be difficult to do research and keep up with teaching duties.

"Research affects teaching, and it's impossible to separate them out, so there might be some frustration among the faculty," said Leslie Burns, a home economics professor. But she adds: "We can do things differently and do them better."

Key components of the productivity plan likely will be:

- Increase the number of students, and reduce the dropout rate. About 20 percent of entering OSU freshmen leave the university before their sophomore year. A key part of this plan is recruiting more out-of-state stu-

'Increasing student body size would give an immediate gain in productivity.'

— Bill Wilkins,
Liberal Arts Dean, OSU

dents, who pay much higher tuition than resident students.

- Eliminate courses with small enrollments that are not graduation requirements or courses that are duplicated in other departments.

- Ask some professors to teach more classes.

- Use different teaching methods, including high technology, to reach students more efficiently.

- Use interdisciplinary programs to pull existing courses from a variety of majors to create new, specialized fields of study without creating new departments or administrative costs.

Worker vows to complete tavern

PACIFIC, Wash. (AP) — For more than 10 years, William Powell has been trying to build his dream tavern in a town that he has come to believe doesn't want one.

All he has to show for his efforts are some piles of charred lumber, a battered mobile home for use as a caretaker's quarters and some rusty construction equipment surrounded by a chain-link fence.

Powell, 52, a construction worker, said he had spent more than \$500,000 on the project, which has been beset by numerous application denials and an arson in 1989 that destroyed the building he was planning to remodel for the tavern.

He said the town northeast of Tacoma has no taverns, doesn't want any and has formed a "conspiracy" against him, a charge denied by assistant city attorney Rosemary

Larson.

"What the city has done here, it's, well, it's hard for anybody to believe what they actually have done," Powell said.

Mayor Lynol Amero said Powell could build on his property if he meets zoning requirements.

"We're trying to resolve it, and we've met with him a lot of times, and he doesn't want to make any compromises other than he wants to build on the existing footprint of the property," Amero said, "and that does not comply with our setback requirements."

Neither Larson nor Don Clapp, a consultant who provides building department services for the town, would discuss details of the dispute.

In an abatement procedure in December, City Attorney Rod Kaseguma told Powell to clean up the property and build a warehouse that meets the

'Whatever it takes. I'll be there until the end.'

— William Powell,
construction worker

municipal code or vacate the site.

Powell has agreed to build a warehouse, which he hopes eventually to convert into a tavern, but has insisted on using the foundation of the burned-out building, which town officials say would be unsafe and would violate the building code.

To comply with all the municipal requirements would be admitting defeat, he said.

"No, what they've done is wrong," he said. "Right's right and wrong's wrong. Whatever it takes. Whatever it takes. I'll be there until the end."

Demonstrators picket at seminar

TACOMA (AP) — About 35 gay rights demonstrators carried signs outside a seminar by a group that has opposed covering homosexuals under laws banning discrimination.

City police watched the peaceful protest Saturday outside Covenant Celebration Church, where more than 800 people attended a daylong seminar held by leaders of Focus on The Family, based in Colorado Springs,

Colo.

"Focus on Your Own Damn Family," said a sign carried by Susan Peterson-Thompson of Seattle.

"These guys are just a bunch of carpetbaggers, and they don't belong in this state," she said.

Focus on the Family was one of the groups that helped pass Amendment 2, which would have banned laws protecting homosexuals from discrimina-

tion but was ruled unconstitutional.

Petitions for two anti-gay rights initiatives are being circulated in Washington state, but Alan Crippen, a spokesman for Focus on the Family, said the group had no plans to support either measure.

Crippen, one of two speakers at the seminar, said the purpose of the gathering was to help Christians be better citizens and become better informed.

FAA investigating near-miss over Portland

PORTLAND (AP) — The Federal Aviation Administration was investigating the near collision of two commercial airplanes carrying 113 people at Portland International Airport, FAA officials said Friday.

The incident occurred at 2:38 p.m. Thursday. There were no injuries.

Alaska Airlines Flight 548, carrying 80 passengers and five crew members, had just taken off. Horizon Airlines Flight 2215, carrying 25 passengers and three crew, was on descent for landing.

The two planes were at between 9,000 and 10,000 feet elevation and were 12 to 13 miles northeast of Portland

when the collision alert sounded, said Dick Meyer, a spokesman for the FAA in Seattle.

The pilot of the Alaska jet, a McDonnell-Douglas 80, saw the Horizon plane, a Dash-8, outside his window. He later estimated it flew within three-quarters of a mile to a mile of his plane.

Because of the speeds at which planes travel, they do not normally fly within three miles of each other, even in areas controlled by radar.

The Alaska pilot later filed a near midair collision report with the FAA.

Meyer said the Alaska flight was climbing at a normal rate of speed when each plane's Traffic

Collision Avoidance System, a computerized radio system also known as TCAS, warned of the possibility of collision.

The TCAS tells the pilot to either climb or descend to avoid collision. However, the systems on the planes directed them toward each other.

"The Horizon flight that was coming in received a TCAS alert that told it to descend. The Alaska plane was climbing at its normal rate and got a TCAS alert that told it to climb," Meyer said.

Meyer said the Horizon pilot began dropping to 9,000 feet and radioed air traffic control. The controller, realizing the problem, ordered the Horizon flight "to climb and maintain separation,"

Meyer said.

The two planes eventually flew within less than a mile of each other at the same elevation.

"It was the response to the TCAS alerts that caused them to come closer than they should," Meyer said.

Since Dec. 30, TCAS is required on all U.S. flights carrying more than 30 passengers. By Feb. 9, 1995, all planes carrying 10 passengers or more must be similarly equipped.

Air traffic controllers are critical of the system, saying it tends to warn pilots of phantom planes. In busy air space near airports, controllers say false warnings can order planes directly into the path of other nearby aircraft.