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U.S. hostage writes an open letter to American people

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RS: Bob Lane from n 342, Zachry En-

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nimal behavior a Vernon Droessler ?" at 7:30 p.m. in

Hill

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United Press International TULSA, Okla. — American Air-ines officials say federal aviation inid Clements was a vestigators were wrong in their conob. But he said lusion that faulty maintenance pro-1981 to decide if other bid for gove we any plans at all we said.

The National Transportation afety Board concluded the disaster s caused by a cracked engine on brought about by faulty nance procedures at Amerin Airlines' maintenance and engiring center in Tulsa. The pylontaches the engine to the wing. But airline officials said Friday an ustive series of independent sts has shown a 10-inch crack in an ne pylon was caused by insuffient clearance for a ball bearing bined with engine thrust stress 11,000 pounds.

American officials, who employed ockwell International to make the ests, attributed the pylon crack to sufficient clearance of the pylon's ar monoball bearing, a pivoting vice that allows flexibility in jet ne movements during opera-

tions and heavy thrust loads. The fatal 10-inch crack was duplicated by Rockwell in its tests. However, neither federal investigators nor American had been able to duplicate the split, an American spokesman said. Even when a bulkhead was sawed 10 inches it did not fail under certain testing.

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Other DC-10s owned by American and other commercial carriers had been flown safely with pylon cracks in the same location, but each crack found was only 6 inches long. American subsequently paid a \$500,000 fine levied by the Federal Aviation Administration for the allegedly faulty maintenance.

American officials said the Rockwell tests proved the faulty ball bearing caused the 6-inch crack to grow to 10 inches during takeoffs, allowing the engine to tear away. The spokesman said American is

preparing to modify extensively its Supreme.' fleet of 31 DC-10 jets beginning in Dallas location December. Officials said the 3071 Northwest Hwy modification will go beyond what is 352-8570 required by the manufacturer, McDonnel-Douglas and the FAA. Officials estimate modification

deal to us. Please do not let us be DENVER — A Marine held cap-tive at the U.S. Embassy in Tehran forgotten as our POW's were during the Vietnam era. has written an open letter to the

United Press International

American people, asking them not to forget about the Iranian hostages as the nation forgot the POWs dur-

Staff Sgt. Joseph Subic Jr., 22, of

Redford Township, Mich., said he wrote to the Denver Post because

the hostages could not answer all

the individual messages of support

they had received. He asked the newspaper to publish his letter. "Please keep the cards and letters

coming," Subic wrote. "Your love,

support and prayers mean a great

your type of blood.

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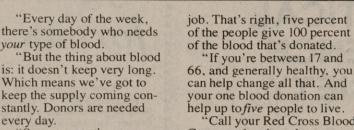
Subic's letter was one of 150 American Indian activist John Thomas brought back from a 10-day meeting on international liberation in Iran, the Post said in a copyright story. The meeting was sponsored by militant Iranians.

The biggest problem for the cap-tives has been boredom, the mental strain of not knowing about their families, negotiations for their release and American efforts on their behalf, Subic said in his letter. Subic said many of the hostages

have been interrogated, but he said none of the American diplomats were tortured. He also said the visit by U.S. clergymen at Christmas was a blessing.

'To have our holy men from America come to share their Christmas with us was heartwarming. Although we did not spend Christmas with our loved ones, it was truly an emotional mo-ment," he wrote.

Subic also said the U.S. security force was able to withstand the initial attack on the embassy for only three hours, but said U.S. soldiers have maintained the high standards



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of America since the takeover. "We are all proud to be Americans," he wrote, asking that people keep sending mail. "When we receive a card or a letter from our fellow Americans, it raises our morale

to the highest level." Subic's letter, dated Jan. 5, was delivered to the Post Friday by American Indian Movement leader Russell Means, who received the letter from Thomas in New York

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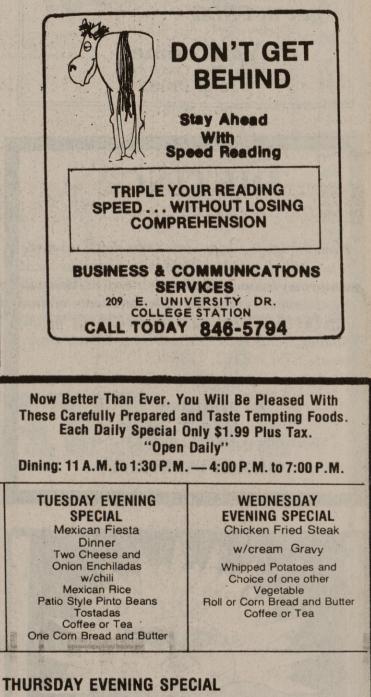
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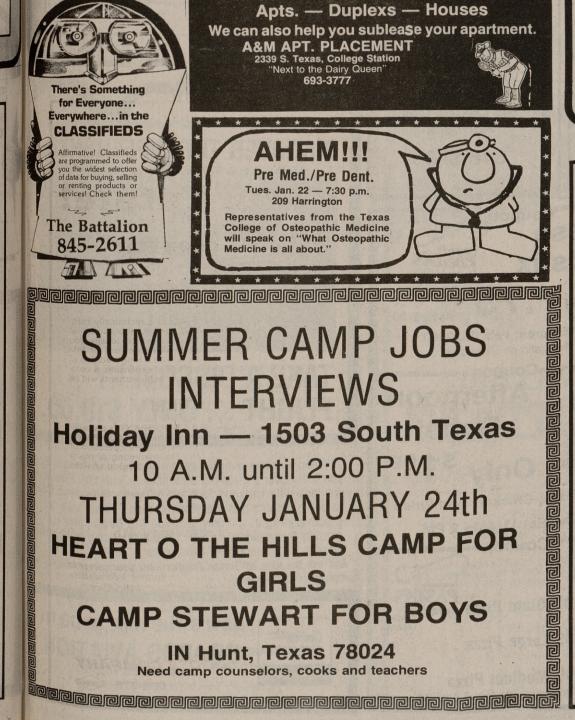
A&M B'nai B'rith

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botched DC-10 case

edures were responsible for the worst air disaster in U.S. history. The May 25, 1979 crash of an American Airlines DC-10 at Chicago's O'Hare Airport killed 273 people. The plane crashed when e of its engines tore away from the

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