

Counterfeit bills seized

United Press International
DALLAS — Counterfeit \$100 bills totaling \$105,000 seized by the Internal Revenue Service from an alleged bookmaking operation were printed from the same plates as bills confiscated in two other states, it was reported Sunday.

Federal officials in Oklahoma and Louisiana said Secret Service agents in those two states, along with agents in Dallas, have been attempting to trace the source of the \$100 bogus bills, the Dallas Morning News reported.

The bills have been seized during arrests in Fort Worth, Shreveport, La., and Idabel and Guymon, Okla. But the largest quantity was discovered in Dallas in late December during a search of an office suite believed by authorities to be used in a bookmaking operation.

The search was performed based on information from the Internal Revenue Service and ultimately yielded anticipated gambling records and the \$105,000 worth of counterfeit \$100 bills as well as fake Canadian and Mexican money.

state

Operation Brilab

Grand jury panel adjourns until mid-March

United Press International
HOUSTON — The two men who are the main focus of a federal grand jury inquiry into the so-called Brilab scandal in Texas have apparently succeeded in postponing their testimony — at least until the grand jury reconvenes in mid-March.

Operation Brilab is the code name of a government undercover scheme of kickbacks and bribe offers to labor and government officials who were in a position to help assign multi-

million dollar health insurance contracts. The grand jury, which adjourned Friday, has been investigating allegations of bribery in the insurance industry.

The panel is specifically inquiring into a meeting concerning the state employee insurance program in which Houston labor leader L.C. Moore allegedly gave Texas House Speaker Bill Clayton \$5,000 in \$100 bills.

Russell T. Kelley, executive assistant to Clayton, testified before the

grand jury Friday. Kelley reportedly was present at the November meeting with Clayton and Moore.

Moore and his attorney, Mike Ramsey, walked out of the federal courthouse Friday after Ramsey filed a motion with the district clerk in the court's criminal division. The motion was sealed immediately.

Ramsey had staged a week-long series of legal maneuvers to keep Moore from testifying before the grand jury before it adjourned its February session.

But Ramsey lost a series of motions and, when it appeared late Friday that Moore would have to testify, Ramsey hurriedly filed the motion. He and Moore then left the courthouse.

Asked if he had been successful at keeping Moore off the stand, Ramsey said: "I got out of there, didn't I?" "I imagine that everybody will get another round of subpoenas," said Ramsey, indicating Moore would probably be called to testify when

the grand jury began its mid-March session.

Although Clayton was called the grand jury to testify, he failed to appear before the panel because attorneys, who said they had no time to prepare his case, obtained four postponements.

Clayton has said he never intended to keep the money but not have an opportunity to return to Moore, an official of the International Brotherhood of Operating Engineers.

APA loses friends over DC-10 suit

United Press International
IRVING — For years Airline Passengers Association Inc. was a sleepy little company that offered a few financial benefits to its well-heeled members. The nation's worst airplane crash changed that.

APA was the little guy that decided to fight the Federal Aviation Administration's handling of the American Airlines DC-10 crash in which 273 people died last May. Before entering the DC-10 flap, the 55,000-member organization was known to few people outside its ranks or the airline industry.

Founded in New York in 1960 as the Airways Club Inc., the firm offered its members — usually highly paid businessmen who made frequent flights — travel accident insurance and discounts at hotels, restaurants and car rental agencies.

The firm still offers travel insurance, up to \$1 million from Lloyd's of London, and discounts, involving 30 percent at Hertz, Avis, National and Budget car rentals and about 10 percent at over 2,000 hotels and motels. But the consumer-oriented activities began in 1968 at the direction of a new owner have become more than

simply a sideline venture.

After James E. Dunne II bought the firm, APA began investigating air crashes, testifying in Congress on safe airplane design and hijackings, lobbying for non-smoking seating and opposing a proposed airport head tax. It finally opened a Washington, D.C. office to lobby in Congress.

The issues reflected Dunne's personal concerns and developed into a separate, and not particularly profitable, business within the business, said company spokesman Dean Meadors during a recent interview.

Dunne is a Hubert Humphrey lookalike whose employees say has to be reminded he is running an operation that is supposed to make a profit.

"Jimmy is a fervent believer in airline safety," Meadors said. "He could have spent this company into bankruptcy over the DC-10 thing and he didn't care."

Dunne, who had to drastically curtail his business activities after suffering a severe heart attack and undergoing coronary bypass surgery in 1978, came out of his forced retirement to direct personally APA's DC-10 crusade.

Meadors said Dunne was particularly concerned by the Chicago crash because DC-10s figured in the three most deadly air disasters in the world. The day after the huge jetliner went down Dunne sent a telegram to FAA officials calling for a scientific investigation of the controversial McDonnell-Douglas aircraft.

Dunne got "absolutely no response" from the FAA, Meadors said.

"He originally did not want the planes grounded since he felt it would be a disservice to the flying public," Meadors said. "But Jim was personally outraged over it. If the FAA had been more responsive, the whole thing probably wouldn't have happened the way it did."

What happened was that the APA filed a federal suit to have the controversial planes grounded.

The FAA ultimately did ground the planes — for 37 days. But APA officials don't think the grounding accomplished much, if anything.

"They just visually investigated the planes," said Meadors. "What we wanted was for them to fix the damn airplanes."

"We've learned a lesson from all this," Meadors said. "We've learned we can spend \$420,000 on attorneys'



fees and I can still look out my window and see DC-10s flying."

APA also learned that getting into the limelight — while providing national recognition — did not necessarily guarantee bigger profits.

Since the DC-10 suit, several airlines — mainly those with numerous DC-10s in their fleets — have refused to run APA advertisements in their in-flight magazines. Those ads produce the company's biggest source of revenue.

And the \$420,000 expended on the DC-10 suit will shift the company, which does an annual volume of \$4 million, into the red for 1979.

APA president Jim Philion still is perplexed by the firm's sudden loss of airline company friends.

"We aren't anti-airline or anti-aviation," he said. "Airlines are our business."

"We don't want to kill the DC-10. It's a gorgeous, comfortable, roomy, smooth aircraft. But the FAA has said there is a known design deficiency. The National Transportation Safety Board has said there are vulnerabilities. At what point do we say it's a criminal offense to keep them flying?"

However, he has announced an association is dropping its suit. He said the FAA finally had demonstrated its willingness to make changes in the jumbo jet.

The DC-10 aside, APA officials said there are three other areas of concern to the airline passenger group out which they are worried: the state of the national radar system, unspecified billions of dollars in a national safety trust fund and deterioration of air service.

Meadors said APA officials believe the nation's basic radar system which keeps track of airplanes to prevent collisions, works well — as long as it is working.

"But the backup system is Korean War vintage," said Meadors, noting that the secondary radar system also has been known to fail while the primary system was not operating.

When that happens, air traffic controllers are forced to try and keep track of the planes without mechanical aid, a virtual impossibility, Meadors said.

"There are about 10 near-miss incidents reported to the FAA," Philion said. "It's just frightening as hell."

The APA also plans to bring attention to the burgeoning trust fund — now totaling over \$4 billion — that resulted from a 1970 law enacted to improve air transportation safety.

The Airways Development Act Program fund consists of taxes assessed against airline passengers, freight shippers and general aviation owners and operators. Eight percent of the price of each airplane ticket goes into the fund.

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