

National

Flashers wanted for study of exhibitionist problems

United Press International
MEMPHIS, Tenn. — Dr. William Murphy needs a few good men — all of them flashers. Murphy, a clinical psychologist at the University of Tennessee Center for the Health Sciences, and four other researchers have a \$176,000 federal grant to study the problems of the exhibitionist. "We want people out there who are exposing themselves to know that we exist," Murphy said Thursday. "It's free of charge and fully confidential." Murphy said the study, for which he needs about 40 volunteers, will try to identify common characteristics in exhibitionists as well as successful methods of treatment. So far there don't seem to be

any common bonds among those men with the problem, he said. Some flash to children, some to women. Some may be releasing anger, others trying to express masculinity. There's one overriding reason these individuals need treatment, Murphy said. Some move on to more serious sexual offenses. "Most of them don't have any violent tendencies, but some do go on to rape and molesting children," he said. "Perhaps 5 percent go on to rape." Surprisingly, Murphy said, 60 to 70 percent of exhibitionists have normal sexual outlets. But some 30 to 40 percent either have difficulty meeting or talking to women, or have a desire to re-

lease anger or prove their sexual prowess. There is a big difference in the male exhibitionist and a female stripper, Murphy said. He said there's no such thing as a female exhibitionist. "The majority of women that strip on stage or pose nude don't get any sexual satisfaction," said Murphy. "It's a job for the majority." Exhibitionists are not all dirty old men in trench coats as the stereotype suggests. "We've seen executives and we've seen blue-collar workers" at the clinic, he said. "We've had people who are unemployed, we've seen Ph.D.'s. It's hard for me to think of any level of people we haven't seen."

Reagan speaks to nation tonight

List reveals many budget cuts

United Press International
WASHINGTON — Food stamps, extended unemployment benefits, highway programs, public service jobs and grants to state and local governments are targeted for big budget cuts by the Reagan administration, congressional sources say. A preliminary list of cuts for the rest of fiscal 1981 and for 1982 was distributed to some members of Congress this week. One called it "nonpermanent," indicating it could change by the time President Reagan sends details to Congress Feb. 18.

Reagan addresses the nation on the general state of the economy Thursday night.

In a preview of those remarks, White House press secretary Jim Brady said Tuesday the president will pledge to not hurt the "truly poor and indigent."

"We're not going to balance the budget on the backs of the poor," Brady said.

Sources said the list, yet to be completed, would cut "somewhere in the neighborhood of \$50 billion" from the budget during the three-year period under consideration, 1981-83.

The Reagan list calls for cutting grants to states and local communities by 15 to 20 percent and distributing the aid as block grants, rather than for a variety of categorical programs, with no strings attached to their use.

It calls for a major change in the trade adjustment assistance program, which ballooned to \$3 billion from \$300 million to help steel and auto workers who lost jobs because of foreign imports.

Benefits would not be available unless unemployment benefits were exhausted, sources said. That would all but eliminate the program.

Extended unemployment benefits jobless workers receive after the regular 52-month benefits end, also would be reduced.

Food stamps are targeted to be cut by more than \$2.6 billion next year and child nutrition programs by about \$1 billion.

Highway funds would be drastically reduced until the economic situation improves, and the synthetic fuels program initiated under President Carter also would be cut substantially.

Reagan has said he will not reduce Social Security benefits to the elder-

ly next year, but was reported ready to make changes in the program, such as eliminating the minimum payment, now \$122 a month, and college student benefits.

Reagan is expected to propose phasing out public service jobs programs under fire for years, and putting more emphasis on training. Some 100,000 jobs under the Comprehensive Employment and Training Act's controversial Title VI program are to be eliminated.

The list includes proposals to cut

in half federal funds for the National Endowment for the Arts and the National Endowment for the Humanities, which were expected to get more than \$160,000 each next year. Funds for public broadcasting also would be cut, but not by half.

Agencies like the Economic Development Administration, Rural Electrification Administration and Tennessee Valley Authority would get less money, and even some space programs would be deferred for 1982 reductions.

Government study says MX system would hurt mining

United Press International
WASHINGTON — A report prepared for the Air Force concludes construction of the MX missile system in Utah and Nevada would hamper efforts to tap rich underground mineral reserves and prove damaging to the mining industry.

The preliminary study by Furgo National, Inc., an engineering and geological firm, said the region where the mobile missile system is to be deployed is "part of one of the premier active exploration areas in the United States."

But without assurances of access to federal lands by prospectors, it said the vast MX system — designed to shuttle its missiles among 4,600 hide-and-seek underground shelters — will adversely affect mining efforts.

The construction of the MX system on such lands could seriously impair mineral resource development," said the report, released Tuesday.

The Air Force has said its siting of the MX "will avoid known mining areas." It said the system "has the inherent flexibility" to allow for prospecting for minerals, gas and oil.

The report said only by strictly adhering to a policy of

guaranteed access can the Air Force soften the impact on the mineral industry, vital to some parts of the West.

"Persons or companies holding mineral leases or mining claims in conflict with MX withdrawal areas will be directly impacted by MX deployment," it said. "The ability of industry to conduct significant exploration and development within the deployment areas is likely to be impaired."

The report covered 29 of the 36 potential areas in which the Air Force seeks to deploy the MX in the Great Basin area.

Exploration to the year 2000 and beyond, it said, "is expected to locate numerous new economic deposits of metallics, uranium, nonmetallics, industrial minerals and oil and gas in both the ranges and the valleys." It said 10 strategic materials, more than half of which now are imported, can be found in the area.

The MX system, for which \$2.4 billion has been budgeted for fiscal 1982, is designed to replace missiles now confined to stationary silos.

The estimated total cost of the program is at least \$34 billion, with deployment to be completed before the end of the decade.

Six people are killed in collision of planes; transport board unsure who was at fault

United Press International
FORT LAUDERDALE, Fla. — National Transportation Safety Board officials said today it was unclear who was at fault in an air collision that killed six people and destroyed nine cars when one of the planes plowed into a parking lot.

A single-engine Cessna 172 with a 17-year-old pilot at the controls was practicing touch-and-go landings Tuesday when it collided about 200 feet above the runway with a twin-engine Cessna flown by a veteran pilot.

High school student Kirk Kingsley, 17, the pilot of the smaller plane, died in a hospital an hour after the collision.

The five victims aboard the Cessna 421 were identified as William W. Willie, 44, the pilot of the craft, Dale C. Hiatt, 56, a Fort Lauderdale trucking executive; his father, Alvia Hiatt, 79; Charles Beets, 74, a friend of the elder Hiatt; and David Benton, 33, a mechanic for Hiatt.

The twin-engine plane was coming in for a landing when an air controller noticed it was too close to the smaller plane. The controller told Willie to pull up and fly to the right around the airport, an FAA spokesman said.

But when the twin-engine craft began its climb, the smaller plane apparently veered to the right of the runway's center line and collided with the bottom of the larger plane, the FAA said.

One witness said it appeared the twin-engine plane failed to veer out of the path of the smaller plane. National Transportation Safety

Board investigator Lou Wells said it was unclear who was at fault. "We'll have to go over the tapes (of radio broadcasts between the tower and planes) and see what really happened."

The smaller plane immediately crashed to the ground, landing upside down off the right side of the runway. The twin-engine craft hit nine parked cars in a computer manufacturing company parking lot.

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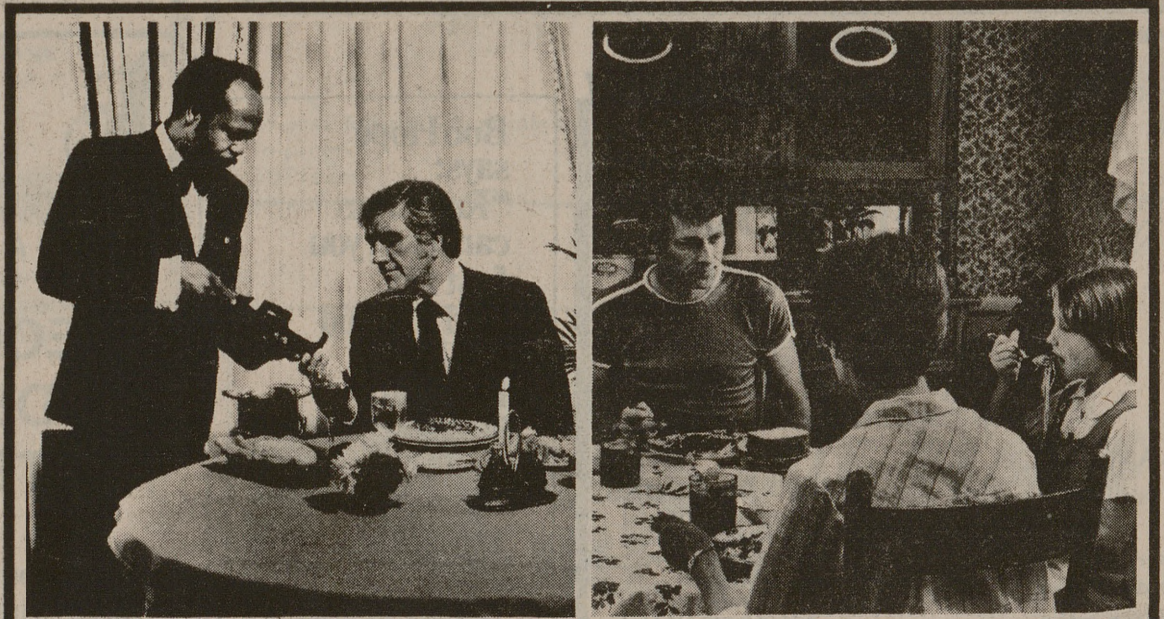
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