

National

Police chief becomes priest

Badge versus pulpit

United Press International
PALATINE, Ill. — There's not much difference between being a good cop and a good priest. That's the gospel according to Harry Walsh.

Walsh, 45, describes himself as "the only ordained police chief in captivity." By this time next year, he says, he hopes to turn in his badge for a full-time pulpit.

"The church is like a floating crap game — you go where the action is," he said, eyes twinkling behind tinted glasses.

Walsh in uniform looks like the stereotype of a small town lawman. He has been a policeman for 19 years — nine of them as police chief in nearby Buffalo Grove.

"It might sound corny, but I go where God is leading," said Walsh, who became an Anglican priest 2 and one-half years ago.

At age 15, Walsh entered a Trappist monastery. He left at 26.

"I got up in the morning in the 12th century — we even wore 12th century underwear — and in the afternoon stepped off a plane in the 20th century in Chicago," Walsh said. "I left because I couldn't become a Catholic priest."

A cousin of his, Timothy John Doyle, helped him re-adjust to the modern world.

"He was a good man and a good police officer," Walsh said. "He re-introduced me to the world and

asked me what I was planning to do.

"I really hadn't thought about it. In the monastery you don't have those concerns. He suggested I become a police officer. It paid pretty well in those days — \$100 a week. I admired Tim, so I took the test and came in sixth on the eligibility list."

During his career, Walsh said, he "has seen it all — the ugliness. I cannot be shocked by anything."

"The worst thing — I remember going to the scene of an explosion and fire. There were two injured. I went to pick up one of the men. As I pulled, the skin came off his back.

Nobody really understands what a police chief does, Walsh said.

"People get a \$5 parking ticket and they have got to talk to the chief of police," Walsh said. "I've got plenty of men in the department who know more about those things than I do. That is not my job. I have to see that my officers are properly trained and motivated."

Police work has changed markedly over the years, he said.

"It used to be people looked to police for order," he said. "Now the attitude is 'Screw you.' And it's just as bad in the suburbs as in the city."

He said part of the fault lies with the courts.

"There is a cult of individual liberty in this country that has been taken, to the extreme," Walsh said. "The courts are on the verge of total collapse. Make judges administer the law. Judges should just examine the facts."

Walsh said he is in favor of strict gun control "so that eventually we can take the guns away from the police, too."

He also favors capital punishment.

"There is a punitive aspect to the law," he said. "If a crime is severe enough, a severe punishment has to be injected."

Even while he immersed himself in his police career and managed to secure degrees in sociology and law, Walsh remained committed to the Roman Catholic Church.

"I became a deacon in 1972," he said, "but I couldn't become a priest. Then my marriage disintegrated. I became a nonperson."

"Divorce forced me to start a new life," he said. "I had been looking at the Episcopal Church for years."

Walsh became an assistant pastor at St. Hillary's in Prospect Heights shortly after his ordination. He now is assistant pastor at St. Philip's Church, the Rev. Sheldon B. Foote's parish.



Pickin' the Bluegrass

The House Brothers, a musical group from Dallas, play a tune for the audience gathered at Bee Creek Park in College Station Saturday. The occasion was the Second

Annual Brazos Valley Festival of Bluegrass. Sponsored by the City of College Station Parks and Recreation Department, the event was free to the public.

FAA violated agreement in '79 mishap, court says

United Press International
WASHINGTON — The Federal Aviation Administration had no authority to ground foreign-registered DC-10 airliners for five weeks following a 1979 crash that killed 273 people, a federal appeals court has declared.

In a little-noticed decision released just before Labor Day weekend, the U.S. Court of Appeals for the District of Columbia ruled 3-0 the FAA acted illegally in temporarily prohibiting flights by foreign-operated DC-10s within U.S. airspace.

The appellate panel found the international agreement covering such emergencies, known as the Chicago Convention, "permits a country to safeguard its airspace when entry by all aircraft would be dangerous or intrusive because of conditions on the ground."

But the agreement "does not

allow one country to ban landing and takeoff because of doubts about the airworthiness of particular foreign aircraft," Judge Roger Robb wrote for the court.

The controversy stemmed from the crash of American Airlines Flight 191 on May 25, 1979. The accident, which occurred soon after takeoff from Chicago's O'Hare International Airport, killed all passengers and crew on board and two people on the ground.

When early reports indicated the left wing pylon and the engine attached to it had separated from the wing, the FAA ordered all operators of U.S.-registered DC-10s to inspect the pylon attachment points. The directive also was sent to all foreign operators of the aircraft.

Subsequent inspections revealed cracks in the pylon mount-

ing assemblies of some DC-10s, leading to an order 11 days after the crash to ground all U.S.-operated DC-10s. That order was expanded to prohibit flight within American airspace by U.S. and foreign-registered DC-10s.

In response, a number of foreign governments halted DC-10 flights in their airspace. European aviation authorities then drew up an inspection and maintenance program to restore the "airworthiness" of DC-10s, and exactly one month after the crash asked the FAA to rescind its order for planes that had been re-certified.

The FAA refused, prompting British Caledonian Airways Ltd. to file suit in federal court. Eventually, the company was joined by Lufthansa German Airlines, Alitalia Airlines, Swissair, Swissair Transport Co. Ltd. and Belair Al-

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