

R.I.

by Paul Dirmeyer



Parents try to halt girl's chemotherapy

United Press International
KNOXVILLE, Tenn. — Pamela Hamilton's parents appealed to the state Supreme Court Tuesday to halt court-ordered chemotherapy she is undergoing even though the treatment is helping her battle bone cancer.

Larry and Deborah Hamilton, who object to chemotherapy on religious grounds, filed an application with the state's highest court seeking permission to appeal a Juvenile Court decision that gave the state temporary custody of their 12-year-old daughter. The Supreme Court may decide as early as today whether to hear the case, a court clerk said.

Pamela's father, a fundamentalist minister, believes only God can heal his child. The state stepped into the case and won custody of Pamela after doctors said she would die within months without treatment.

One of the girl's physicians, Dr. Frank Haraf, said Pamela has responded so well to treatment at East Tennessee Children's Hospital over the past six days that she may be permitted to leave the hospital in a week or two and return home to continue chemotherapy on an outpatient basis.

Haraf told a news conference that a watermelon-sized tumor on Pamela's left leg has stopped growing and she has not experienced any severe side effects from chemotherapy, such as nausea or hair loss.

"I'm very pleased with how she's doing," said Haraf. "I would not go so far as to say the tumor is shrinking, but the treat-

ment itself is a tedious process. To expect a drastic reduction in the size of the tumor this soon would be to expect too much."

Haraf said if Pamela is sent home, a nurse would be assigned to see that she takes the medicine, since the parents would not do so.

"She's not happy being here.

She would be happier to be at home," Haraf said.

Pamela has received six intravenous doses of chemotherapy drugs. After eight doses, she will receive no cancer medicine for five days, and then eight more doses of chemotherapy will be given, he said.

Airline's future in the air

Continental flies; workers get less pay, longer hours

United Press International
HOUSTON — Continental Airlines resumed flying Tuesday, 62 hours after filing for bankruptcy reorganization. Some of the 4,200 employees called back to work at reduced pay and longer hours cheered the liftoff.

Flight attendants and pilots' unions who blasted layoff of 7,800 workers, pay cuts and longer working hours as "moral abuse" of bankruptcy laws did nothing to stop the first takeoffs. Only mechanics, already striking Continental since Aug. 13, picketed.

The first plane took off from Dulles International Airport in Washington for Houston at 8 a.m. The first liftoff from Houston, company headquarters, came 42 minutes later, one minute late. Some employees cheered and others wept.

"I'm delighted to have a job," said ticket agent Kathy Keefe, who was demoted from supervisor. "The pay is disappointing naturally, but I think everybody wants to see the airline survive."

Pilot Lee Conway said, "Half salary is better than none." "We're flying," Continental spokesman Bruce Hicks said jubilantly as he ticked off a list of successful takeoffs, guaranteed in part by Bankruptcy Judge Phil Peden's order requiring creditors to keep serving Continental.

Although Continental's first Houston takeoff — Flight 688 to Lafayette, La. — had only six passengers on board, gate attendant Billie Tafelski said: "Even if it was only one person on board, it was worth it."

By midday, the Houston airport line to buy Continental's "Welcome Back" fares of \$49-or-less on any domestic flight through Friday had grown to several hundred people.

Continental stock was up from one-eighth to 3 and one-half in the first hour of trading in New York Tuesday.

Travel agents, crucial to the airline's longterm success, watched cautiously.

One said the jury was still out whether Continental will suc-

ceed in restoring confidence with \$49 fares through Friday and \$75-or-less through Oct. 15. Fares after that have not been disclosed.

"I don't think the majority of people are going to trust it yet," said Liz Neller of Harvey Travel in Houston. "The next two weeks are going to be a testing ground."

Other airlines strapped with losses also watched with interest. Eastern Airlines Chairman Frank Borman announced to his employees they would have to take cuts or face similar action.

Watching unhappily from the sidelines were Continental employees not called back in Chairman Frank Lorenzo's reorganization that cut the number of cities served from 78 to 25 and the number of daily flights from 540 to 118.

"I'm going to the unemployment office tomorrow and talk to them," said Rosanne Sterk, flight attendant. "I also am going to call a restaurant in this area that is hiring people."

President Henry Duffy of the Air Line Pilots Association met with disgruntled flight attendants and pilots Monday night. He told reporters no immediate action was planned but serious action was being studied.

Duffy charged Lorenzo ignored the unions' offer of pay and productivity concessions because he wanted to engineer a union-busting maneuver. Lorenzo denied interference with union representation.

Duffy said ALPA's Continental executive committee will meet Wednesday and the executive committee for all 46 airline units of ALPA will meet Thursday to consider a possible strike and other options.

Smuggling legislation cracks down on pilots

United Press International
WASHINGTON — The Senate easily passed legislation Tuesday clamping down on pilots and owners of airplanes involved in drug smuggling, much of it through remote airstrips in the Southwest.

The measure passed on a voice vote, without dissent. A similar measure is pending in the House.

Co-sponsored by Sens. Lloyd Bentsen, D-Texas, Pete Domenici, R-N.M. and Dennis DeConcini, D-Ariz., the bill allows the Federal Aviation Administration to revoke the certificate of a pilot convicted of drug smuggling.

The FAA's harshest penalty is now a 1-year suspension and \$1,000 fine.

"I am pleased that the Senate has approved my legislation and I would hope it will receive swift final approval by Congress and be signed into law by the president," said Bentsen.

The legislation was filed in response to estimates by U.S. Customs officials that 1.3 million pounds of illegal drugs will be smuggled into the United States by air this year, 90 percent of them through airstrips in the South and Southwest.

"Not surprisingly, given the conditions under which the small private aircraft used to smuggle drugs are flown, many crash for lack of fuel, because they are overloaded or because their pilots take off from or attempt to land on unmarked, deserted airfields," Bentsen said.

"The FAA informs me that between 1980 and 1982 there were 491 aircraft crashes in which drugs had been on board," he said.

The FAA administrator also could suspend for the same period the registration of an aircraft used in illegal drug trafficking.

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