

Pilots' future still undecided

# Chairman negotiates with strikers

United Press International  
Continental Airlines Chairman Frank Lorenzo met in Houston Tuesday with striking pilots to try to convince more of them to come back to work, but it appeared afterward he had changed few minds.

The hour-and-45-minute meeting at a Houston Intercontinental Airport hotel attracted only about 30 pilots, some of whom were strikers and some of

whom were flying despite the Air Line Pilots Association strike that began Saturday.

Continental originally said it needed 350 pilots to fly the reduced schedule it put into effect Sept. 27 and that it had 650. Monday Continental said it needed 500 and did not have enough.

The strike followed Con-

tinental's Sept. 24 filing for bankruptcy reorganization, reducing its flight schedule by two-thirds, laying off 8,000 of 12,000 employees, cutting pay and extending work hours for those who stayed.

ALPA calls the reorganization union-busting. Lorenzo calls it company-saving.

About 100 pilots and flight attendants stood outside and

hissed those who went into the Houston meeting. Lorenzo and vice presidents Philip J. Bakes and Richard Adams left without comment by a back exit.

Pilot Cal Harman, 35, a six-year veteran who flew Tuesday through Saturday before joining the strikers, burst out of the room after about 45 minutes so angry he had tears in his eyes.

"He's unscrupulous. He's a liar," Harman said. "It's hard to believe the people in there are telling us the things they are telling us, that they care about safety. They are jamming something down our throats and it is not safe."

But Jay Svenson, 38, a six-year veteran of Texas International and Continental, emerged from the meeting saying he would continue to fly and wished both sides would talk to each other instead of the media.

"The company's saying let's talk. ALPA's saying let's talk. But nobody's talking," Svenson said. "It's a shame more people weren't there to listen to what's going on."

Pilot Gil Chase, 46, an 18-year veteran, was among the 100 pilots who would not go into the meeting: "It's a non-event and another pack of lies. They've lied to us so much," he said.

In its reorganization, Continental slashed top pilot pay from \$83,000 to \$43,000 a year and demanded the pilots fly 85 "hard" hours a month as opposed to 53 hours.

Pilots say they spend many more actual hours working and Continental's changes are unsafe. Svenson said Federal Aviation Administration monitors are checking Continental closely and "if anything it's safer than before."

Continental also slashed flight attendants' pay from \$28,000 to \$15,000.

# Debaters eye speech issue

The Debate Team will hold its second forum of the semester tonight in 701 Rudder Tower.

The topic is "Resolved: That the Rudder Fountain Speakers Violate the Separation of Church and State." The discussion will cover individual rights, religious freedom, freedom of speech and the separation of church and state.

No one will in the room after the doors close at 7 p.m.

The two principle speakers will have seven minutes for their opening statements. Then the floor will be opened to the audience for discussion.

The two sides of the room will represent the two sides of the discussion. Audience members are asked to sit on the side they agree with and to switch sides if they change

# Job program to help train future employees

by Shawn Behlen

Battalion Reporter

The Brazos Valley Development Council will accept applications for the Job Training Partnership Act program in mid-October. The program replaces the Comprehensive Employment and Training Act.

Program director Margaret Weirich says JTPA will work to provide training for people with low income or with barriers to employment such as handicaps, as CETA did before.

The council will oversee the program for Brazos, Burleson, Grimes, Leon, Madison, Robertson and Washington counties.

Weirich says the new program will try to offer a variety of training and work with employers.

The program will help people attend technical schools, such as the Texas State Technical Institute, by paying for supportive tuition, books, room and board, she says.

"Employers are finding that there are not enough people who can do the work they need," she says. "They are being forced to help train their own work force."

The program will provide services to help high school students get after school work or practical training in class. Short-term projects such as summer youth programs, also will be offered.

Weirich said although the JTPA program seems similar to CETA on the surface, there will be some major differences.

"The JTPA program shows many more possibilities," she says. The state government has been more involved with planning and implementation and we now have the guidance of the Private Industry Council."

Weirich says PIC is an advisory board appointed by Gov. Mark White. It has 25 representatives from the seven-county area. Fifteen of the members are businessmen and 10 are from

schools and other training facilities.

"We're trying for a plan more suited to our needs," she says. "There is a big gap between people who need help and employers."

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