

Continental initiates lawsuit against pilots

United Press International
HOUSTON — Continental Airlines, in its battle against union pilots, filed a \$50 million lawsuit Wednesday accusing the Air Line Pilots Association of threatening working pilots and refusing negotiations to end a three-week-old strike.

However, ALPA's Houston chapter — which directly represents Continental pilots — was not named in the lawsuit filed in U.S. bankruptcy court in Houston.

"What we're trying to do is resolve the issues. We've been unsuccessful (out of court) so we've turned it over to the legal arena and hopefully they (the courts) can resolve it for us," said Continental spokesman Kirk Holmes.

The lawsuit charged ALPA refused to bargain in good faith prior to the carrier's petition for bankruptcy Sept. 24 and that the union has failed to present any proposals for settling the pilots' and flight attendants' strike which began Oct. 1.

The lawsuit further claimed that ALPA violated the Railway Labor Act by threatening to implement \$10,000 fines against non-striking pilots. The airline said it considered ALPA's actions to be "interference, influence or coercion" of non-striking pilots.

In addition, the lawsuit charged ALPA President Henry Duffy with price fixing for allegedly stating the union would only cooperate with airlines whose pricing it approved. The lawsuit seeks \$50 million in punitive and exemplary damages, Holmes said.

Union representatives could not be reached for comment.

Meanwhile, U.S. Bankruptcy Judge R.J. Wheelers took Continental and its creditors behind closed doors to discuss whether to continue an order requiring creditors to keep doing business with the scaled-down airline.

Continental, once the nation's eighth largest airline, filed for Chapter 11 reorganization Sept. 24 and is trying to keep flying as a smaller, lower cost carrier under bankruptcy court protection.

Wheelers heard several hours of arguments Wednesday before recessing the hearing until 9 a.m. Wednesday.

Continental asked Wheelers to continue an order requiring 266 creditors, including other airlines, to keep working with Continental even though its ability to pay bills is now in the hands of the court.



Howdy Ma!!!

staff photo by Guy Hood

Connie Meisgeier, a freshman business major from Houston, phones home free of charge, to say hi to her mother. MCI is giving free 3

minute long-distance calls to students in order to advertise its services at A&M. The Marketing Society is sponsoring the calls.

Jet recorder stops beeps

Salvage operation slows

United Press International
DALLAS — The search for the flight recorder on board the downed South Korean jetliner has been slowed because beeping signals emitted by the device stopped almost a week ago, the naval officer directing the search said Wednesday.

Adm. Sylvester Foley, Jr., leading the United States' month-old salvage operation in the Sea of Japan, said ships will continue combing the area for the flight recorder despite the lack of recent signals from the box, harsh weather conditions and harassment by Soviet ships.

However, Foley admitted that if the "ping" noises emitted by the black box have disappeared for good, the Navy has only a "slim chance" of finding the recorder.

Foley, commander-in-chief of the Pacific Fleet, spoke Wednesday to the Downtown Dallas Rotary Club about last month's downing of the civilian aircraft by a Soviet fighter. The call Sept. 1 attack killed all 269 passengers and crew members on board KAL flight 007.

"We haven't heard anything from the black box" in the last four or five days," Foley said.

Searching for the recorder is a difficult task because of the rough terrain and underwater mountain range where the device is believed to be.

He said Navy ships have searched about three-quarters of the 14-square-mile area where ex-

"We haven't heard anything (from the black box) in the last four or five days."

pers believe the recorder sank. Until this week, searchers heard intermittent noises of about three-seconds in duration from the underwater depths.

The flight recorder should emit beeps of about one-second in duration, Foley said, speculating the signal may have been from a fishing marker "or it could have been planted" by the Russians.

"But we don't believe the Soviets have found it," he added.

The search for the recorder will continue, Foley pledged, at least until harsh winter weather forces the ships to return to base, or "when we're satisfied we've covered all the likely areas."

Foley also warned that the Soviets' increasing military strength could pose an economic danger by threatening U.S. shipping lanes.

Dallas is a vital industrial base for the U.S. and would feel a

sharp impact if the Soviets interfered with shipping lanes in the Gulf of Mexico or other areas, Foley said.

"A crisis that occurs in the Middle East may impact on U.S. ships off the coast of Japan — and in the corporate boardrooms of Dallas," Foley said.

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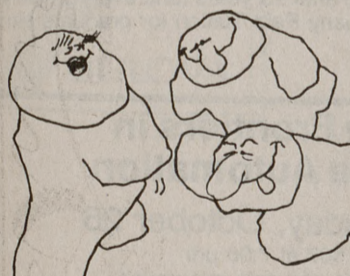
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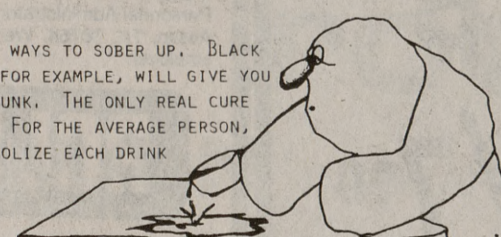
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