

# State and Local

## Christian boys' home to be sold at auction

FOREST HILL (AP) — A Christian boys' home whose director is trying to avoid obtaining a state license has been put on the auction block by the state attorney general's office.

Most of the buildings at Community Baptist Church are scheduled to be sold at a public auction July 1 at the Tarrant County Courthouse in Fort Worth.

The home's director, the Rev. W.N. Otwell, has resisted efforts by the state to force him to obtain a license for the home. Attorney General Jim Mattox authorized the sale and papers from Sheriff Don Carpenter notifying the church were mailed last week.

Otwell said the proposed sale includes the home's auditorium, educational building, apartment complex, residences for the children and the church office.

"This will be the first church building sold in a sheriff's sale for practicing faith in Jesus Christ," he said. "That's the first case I know of in America."

Otwell said \$100-per-day fines assessed against him, his wife and

seven others operating the home without a license now total more than \$100,000. The home has been put up for sale to pay the fine.

Although Otwell said he would not protest the sale, he doesn't plan to move.

"We're going to stay right here," Otwell said. "We're going to see what (Mattox) is going to do."

Mattox has said he does not want to force the home to close and only is trying to make it adhere to state requirements that it be licensed.

A state district judge in Austin has ruled that the home must be licensed.

Otwell filed an appeal last month, but it was too late to be valid, officials said.

Mattox said he had been harassed at home by late-night phone calls. A group of Otwell supporters took credit last week for draping highway signs with anti-Mattox slogans, the Fort Worth Star-Telegram reported.

## Pilot killed in twin-engine plane crash

BARTLETT (AP) — A twin-engine airplane plunged into a rural pasture, killing the pilot and scattering wreckage across a field near this Central Texas town.

Federal Aviation Administration officials said the pilot, David L. Osman, 41, of Dallas, had radioed he was in trouble before crashing Monday night.

FAA spokesman Gerrie Cook said, "Shortly after he leveled out, he reported to approach control that he had a possible autopilot malfunction and was descending rapidly."

"Shortly thereafter, they lost all radio contact with him."

The pilot's body was found near the wreckage.

Martinaire Flight 245, a commercial air taxi, departed from Austin at 9:44 p.m., Cook said.

The pilot of the Mitsubishi MU-2 turboprop reported he was alone at the time en route to Dallas-Fort Worth International Airport, Cook said.

Storms were in the area and some officials said severe weather could have caused the crash.

However, a Martinaire employee who did not wish to be identified said Tuesday it was not raining at the time of the crash.

"There were not thunderstorms at the time. Weather was not a factor," the employee said.

Witnesses said heavy thunderstorms had not reached Bartlett when the plane crashed around 9:45 p.m. Monday.

The crash disintegrated the plane, said David Wells, a spokesman with the Texas Department of Public Safety.

"When it struck the ground, it dug about a three-foot-deep hole, indicating it was on a very steep route of decline before it crashed," Wells said.

A woman who witnessed the crash

reported it to Granger police, but officials were unable to find anything because of a thunderstorm, darkness and muddy fields.

"We saw some red flashing lights going straight down," said Eloise Fuentes Corona. Corona said she heard a loud boom, "then there was a shadow of flames."

Corona and her husband found the wreckage Monday morning in a pasture off Texas Highway 95 and about a mile east of Bartlett, a town about 50 miles north of Austin.

The National Transportation Safety Board is investigating the accident, said Mitch Barker, an FAA spokesman in Fort Worth.

## Houston proposal could mean death for vicious dogs

HOUSTON (AP) — The Houston City Council, reacting to a recent string of attacks by vicious dogs in the area, approved a proposal Tuesday that can mean death for a canine that attacks someone.

The proposal allows the city to deem a dog dangerous if the animal inflicts serious injury during a first offense or if they bite people twice in a year. The proposal does not single out a specific breed of dog.

Dr. James Haughton, director of the city's Health and Human Services Department, said, "Clearly, from the complaints we're getting, there are people who have dogs that are attacking people."

Haughton said he was surprised the final version of the proposal drafted by city lawyers would assess the death penalty against dogs the first time they inflict serious injuries.

"That's what I wanted when I

started, but I was told that was a little too summary," he said.

Before a dog would be lethally injected, owners would be allowed to go before a health official to make the city prove the animal is dangerous, officials said.

Assistant City Attorney Paul Bibler said the definition of serious bodily injury singles out only the most severe cases, involving life-

threatening or permanently disabling injuries.

The ordinance exempts police dogs and guard dogs doing their duty.

Animal control officials say they investigate about 2,500 animal bites each year.

The proposal is the second get-tough measure proposed in the wake of several attacks by pit bull-dogs.

## A&M prof predicts poor future for Texas shrimpers

University News Service

The future looks bleak for Texas shrimpers who have been broadsided by federal agents enforcing fishing boundaries between the U.S. and Mexico, says a Texas A&M sociologist studying the Gulf of Mexico shrimp wars.

Associate Professor Ben M. Crouch said, "The shrimpers are pretty well beaten now, and they'll tell you so. It's a very depressing situation down there."

Crouch said many of the shrimpers, who are forbidden to fish in Mexican waters, are facing serious financial problems now that the territorial limits are strictly enforced by U.S. officials.

Compared to years past, only a few are attempting to break the law by shrimping in Mexican waters, Crouch said.

He is in the midst of a two-year study funded by the Sea Grant College Program to examine the continuing confrontation that began in 1982 between the federal government and the shrimpers over the Mexican fishing boundary.

Crouch is chronicling the history of the dispute to determine what impact enforcement policies have had on the shrimpers. He is interviewing federal officials, U.S. Coast Guard officers and shrimpers, as well as examining federal records for enforcement figures.

Crouch said he has been able to gain access to both sides of the dispute because he is looked on as an objective observer.

Until 1976, American fishermen were permitted by Mexico to fish in the Gulf up to 12 miles off the country's coast. That freedom was particularly important to

Texas shrimpers, who follow the shrimp as they swim south from their hatching area near Galveston down toward Mexico.

When Mexico extended its fishing boundary to 200 miles in 1976, little was done by either U.S. or Mexican authorities to stop the shrimpers from entering Mexican waters.

The situation changed dramatically, however, in 1981 when the U.S. Congress passed the Lacey Act, forbidding any product that was obtained illegally on foreign territory to be inside the United States.

The law was brought to bear against the shrimpers in 1982, when armed federal agents began boarding fishing boats in the Gulf to check on shrimp catches. Tensions escalated immediately, especially because the shrimpers refused to see that what they were doing was illegal, Crouch said.

Far from backing down, officials of the National Marine Fisheries Service and the U.S. Coast Guard have toughened their enforcement and increased the penalties in recent years. Shrimpers caught with illegal shrimp on board now face a \$10,000 fine and the loss of their catch, which often can be worth as much as \$10,000.

Crouch, who has interviewed shrimpers in the Port Isabel-Brownsville area, said fishermen told him that as late as 1984, about 50 percent of the shrimpers were still venturing into Mexican waters.

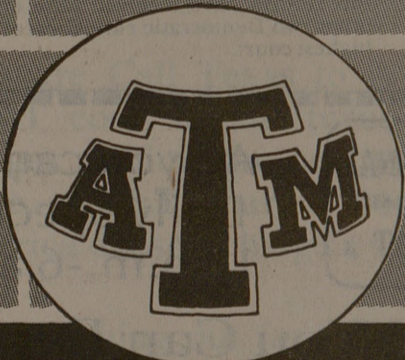
This year, however, the figure dropped to about 10 percent when the fisherman faced the double whammy of the fine and loss of their catch.

Particularly odious to the shrimpers, Crouch said, is that U.S. agents are enforcing Mexican law against American citizens.

Worse yet—in the eyes of the shrimpers—is that most of the shrimp are hatched in American waters and therefore could be looked on as American products.

"These were ordinarily law-abiding folks who found that not only were they being fined and called criminals, but their livelihood was being thwarted," Crouch said. "You have the emergence of a criminal population that is not linked with criminal intent."

With neither U.S. nor Mexican governments showing any signs of changing course, Crouch said the shrimpers have no choice but to curtail their business. The fishing limits—combined with soaring insurance rates and stiff competition among themselves and with inland shrimp farms—will drive many to bankruptcy, he predicted.



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