

# World and Nation

## Officials: Treaty helps to plan other proposals

WASHINGTON (AP) — The new treaty banning U.S. and Soviet intermediate-range nuclear forces has been dismissed by some as strategically insignificant, but officials say its detailed verification procedures already are being put in proposals for a whole-sale cut in long-range missiles.

The accord's final language wasn't agreed upon until hours before it was signed by President Reagan and Soviet leader Mikhail S. Gorbachev on Tuesday. It is

## Diplomat plans inspections after signing of agreement

WASHINGTON (AP) — The U.S. diplomat who negotiated the arms control agreement signed at the summit Tuesday said American experts will make hundreds of inspections of Soviet sites in the next 13 years to assure that all intermediate-range missiles have been destroyed.

Maynard Glitman, who spent six years negotiating the agreement signed by President Reagan and Soviet leader Mikhail S. Gorbachev, said teams of inspectors from both countries would begin arriving on each others' territory soon after the treaty takes effect.

The treaty calls for the elimination of all ground launched missiles with ranges between 300 and 3,400 miles and the withdrawal of the approximately 3,800 warheads currently usable for such weapons. The most important of the weapons are the Soviet SS-20s and the U.S. Pershing 2 and ground-launched cruise missiles.

It's only 7 percent of the superpowers' warheads, but both leaders hailed the pact as a good first step to further arms control.

As soon as the treaty goes into effect, both sides would begin taking their missiles to destruction sites — the process finishing in 18 months — and all the launchers and tubes would be destroyed within three years.

Each side is allowed to get rid of 100 launchers within the first six months by firing them.

However, the INF Treaty, as it is commonly called, requires both sides to scrap all missiles that can strike targets 300 to 3,400 miles from their launch sites. Because most such missiles are mobile and some resemble others outside the affected class, compliance with the treaty is difficult to ensure.

Gorbachev called the signing of the document a first step down the road leading to a nuclear-free world. The general secretary of the Soviet Communist Party described the agreement as the most stringently verified accord of its time.

Reagan said, "We can only hope that this history-making agreement will not be an end in itself, but a beginning."

Reagan, who opposed the never-ratified SALT II treaty on grounds that it was unverifiable, insisted that any arms control treaty negotiated during his administration would have to contain provisions permitting on-site inspection to check for cheating. The INF treaty does that.

"This gets into details no other treaty contemplated," one American official familiar with the negotiations in Geneva that brought the document into final form said. "It not only permits challenge inspections, but it sets out just how you conduct one."

The official, speaking on condition he not be identified, said

many of the provisions drafted for the INF treaty already are being used at the Geneva talks where negotiators are trying to work out a much more far-reaching accord.

"They're talking treaty language at START (the Strategic Arms Reductions Talks), and whole blocks of that language can be lifted from INF and applied to START," the official said.

Completion of such a treaty on long-range weapons must await some fundamental political decisions by the leaders of both sides, and prospects for that may be clearer at the end of this week's summit talks.

## Report says airport security not helping to find weapons

WASHINGTON (AP) — Airport security checkpoints have confiscated thousands of weapons over the years, but critics say the screening is uneven among airlines and airports and FAA spot checks have shown weapons often may get through.

Airport security is expected to come under renewed scrutiny if initial reports of gunfire aboard a Pacific Southwest Airlines jet are confirmed. The jet crashed near Cayucos, Calif., killing all 43 people aboard, after the pilot reportedly told controllers of gunfire in the plane.

The accuracy of passenger screening programs at airports came under fire earlier this year after a series of tests by the Federal Aviation Administration revealed that one out of five mock weapons escaped detection at screening checkpoints.

During the series of FAA tests, which were conducted at airports from September 1986 to June, the agency found a wide range of accuracy in the screening programs. At one airport just over half the mock weapons passed through. Overall

the detection rate ranged from 48 percent to 99 percent, officials said.

The FAA did not make public the test results at specific airports. However, according to one source, who asked not to be identified, the Los Angeles International Airport ranked in the bottom quarter of the 28 largest airports examined.

The findings prompted the Transportation Department last summer to direct the FAA to take more aggressive enforcement actions against the airlines so screening procedures are improved. Some air carriers have an interest in minimizing the costs of providing security, the task force concluded.

The airlines are responsible for the screening.

The actual use or even threat of use of a firearm aboard U.S. jetliners has been rare, however.

According to the FAA, there had been no discharge of a firearm aboard a U.S. jetliner since the screening process went into effect in 1973. Of the 92 attempted or actual hijackings since 1973 only 14 in-

volved a firearm, JoAnne Sloan, a spokesman for the FAA, said.

She said in four of those cases, the weapons escaped detection at passenger screening points. Eight of the cases involved people getting aboard planes by other means than through official checkpoints, and one involved a commuter plane where there was no screening required. One also involved a gun that was previously hidden in an aircraft lavatory.

In 1964 a Pacific Southwest Airlines turboprop crashed near Concord, Calif., after the pilot reported to air-traffic controllers that he had been shot. A revolver, which had been purchased by one of the passengers the day before, later was found in the wreckage with six cartridges fired.

Since 1973, there have been 38,000 firearms confiscated at passenger checkpoints at airports resulting in 16,000 arrests, according to the FAA. The agency said more than 8 billion passengers have been screened.

## U.S. transport plane carrying 11 crashes on airstrip, 3 feared dead

CHRISTCHURCH, New Zealand (AP) — A U.S. Hercules C-130 transport plane carrying 11 people crashed on an icy airstrip in Antarctica, the U.S. Embassy said Wednesday. Three people were feared dead.

Embassy spokesman Mike Gould said there were 11 people aboard the ski-equipped plane but that he had no details about casualties.

Ham radio operators quoted by the New Zealand Press Association said they heard reports that eight

people had been accounted for and three people were feared dead in the wreckage. The operators were monitoring radio communications from an American base at McMurdo Station.

The cause of the crash was not known but radio operators said it appeared to be wind shear, or sudden shifts in the wind.

Gould said the crash occurred 150 miles south of the French Antarctic station of Dumont D'Urville or 3 1/2

hours flying time from the American National Science Foundation Base at McMurdo.

He said the crash site was isolated and that communications were difficult.

The plane was part of an effort to recover another Hercules which crashed more than a decade ago. The plane, buried under ice for several years, was uncovered only last summer by U.S. scientists.

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