

Relatives arrive in Guam hoping to find survivors of plane crash

Authorities said at least 13 Americans were on board

AGANA, Guam (AP) — The nighttime world beyond Customs at Guam International Airport harbored unequal measures of hope and horror for the anguished relatives of the injured and the dead from Korean Air Flight 801.

Just arrived Thursday on a special flight from South Korea, they faced grim 9-1 odds: Were their relatives among the 29 Korean Air reported had survived Wednesday's crash? Or were they among the more than 220 dead?

They veered between optimism and despair. "I have hope," said Kim Moon-Hyun, who declined to say which of his relatives had been on the flight. Then: "I don't even want to imagine what I will face outside."

The Boeing 747 from Seoul, South Korea, crashed in a deep ravine three miles from its airport destination on this U.S.-governed Pacific island. Seventeen hours later, rescuers said they had found all the survivors.

Flight 801 was carrying mostly Korean tourists, including many families heading to Guam's tropical beaches for vacation, when it crashed in a driving rain just before noon Tuesday EDT. On board were 23 crew members and at least 13 Americans.

Korean Air said the survivors included three Americans, identified as Grace Chung, Hyun Seong Hong and Angela Shim. Their hometowns

were not immediately available.

Sixty-nine bodies had been recovered from the wreckage by the time the rescue effort was called off for the night, said Ginger Cruz, a spokeswoman for Guam Gov. Carl Gutierrez.

"We scoured the whole area all day today," Air Force Col. Al Riggle said. "We know there are some bodies still down there, but it's smoldering too hot."

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Many among the 300 relatives — flown in on several flights as a courtesy by Korean Air — wore black. They stared ahead numbly, ruddy faces damp with tears. Some embraced each other.

"Right now there's a lot of anxiety, a lot of disbelief, a lot of shock," said Elena Scragg, head of Guam's department of mental health and substance abuse.

The survivors, some of them severely injured,

were being treated at two hospitals on the island. Burn experts were being flown in from the U.S. mainland, and among the passengers arriving from Korea on Thursday were nurses and doctors, apparently sent to help the survivors.

National Transportation Safety Board investigators were due to arrive Thursday morning to examine the wreck site in the thick, tropical underbrush where the plane went down, and officials from the Los Angeles County coroner's office were on their way to help process the dead, many charred beyond immediate recognition.

The voice and flight-data recorders have been sent to Washington for analysis.

The survivors had been seated in the front of the plane, which was largely intact. But the plane's pilot and co-pilot were missing and presumed dead, the airline said.

"I join with all Americans in expressing our deepest condolences to the victims of the terrible plane crash in Guam," President Clinton told reporters in Washington, pledging assistance from the Federal Aviation Administration and other agencies as needed.

The Boeing 747-300, delivered used to Korean Air in 1984, had attempted a landing at an airport that lacked both a main landing system and a government-staffed control tower.

Hutchison: More tax cuts needed

AUSTIN (AP) — New federal tax breaks will help many working people, U.S. Sen. Kay Bailey Hutchison said Wednesday. But she added that deeper cuts are needed and acknowledged that some people won't see any benefit.

"My husband pointed out to me that it really wasn't that great for everybody. If you are a smoker who lives in an apartment who doesn't have children and flies a lot, this is not for you," Mrs. Hutchison quipped at an appearance before a chamber-of-commerce crowd.

The \$152 billion tax cut legislation, signed into law Tuesday by President Clinton, offers tax breaks including a tax credit for children

16 and under and a drop in capital-gains tax rate. It also extends the cigarette tax and revises the airline ticket taxes.

Along with a budget-balancing measure, the tax cut bill is a touted bipartisan effort. Hutchison, a Republican, she'd like to see further changes including the elimination of inheritance taxes, which she called "un-American."

"We have welcomed people to this country and we have said you work harder, you can do a little bit better chance than had to start. That's the American dream," she said.

The tax bill phases in a decrease in the individual exemption on estate taxes, to \$1 million from the current \$600,000. Family-owned businesses and farms qualify for a \$1.3 million exemption starting next year.



Hutchison

Ozone levels still high despite emissions tests

HOUSTON (AP) — Environmental watchdogs are questioning the effectiveness of the state's year-old vehicle-emissions testing program because of a lack of any noticeable improvement in air quality in the Dallas-Fort Worth area.

Ozone levels in the Dallas-Fort Worth area have reached unhealthy levels as many times this year as in all of 1996, despite a vehicle-emission testing program intended to control air pollution.

The state program has been operating in Dallas and Tarrant counties for one year now — a test thousands of automotive polluters have failed.

Nevertheless, ozone levels have reached unhealthy levels on four days this year, matching the 1996 total, the U.S. Environmental Protection Agency reports.

The Wall Street Journal reported in its Texas Journal on Wednesday that it was unclear what effect any, the testing program has had on pollution. However, critics of the testing program are unhappy since EPA surveys show that more than half of the region's smog is caused by motor vehicles.

"They settled for a subpar inspection and maintenance program, and now air quality isn't the projected improvement," says Ramon Alvarez, a staff scientist at the Environmental Defense Fund in Austin. "They need to revise their program."

Since July 1996, nearly 2.2 million Texas cars have been tested. Of those, 7.3 percent failed, while for late-model cars the rate has reached 25 percent. In Houston, the failure rate is 8.9 percent.

Businesses seek Clinton's intervention in strike

President said he lacks legal authority to stop the UPS walkout

WASHINGTON (AP) — Business leaders clamored for the White House to step in and end the Teamsters strike against United Parcel Service on Wednesday. But in a twist of history, one of the nation's most anti-labor laws is thwarting the company's appeals.

President Clinton intervened swiftly to stop the American Airlines pilots' strike in March, and UPS maintains that he would not have hesitated to order the Teamsters back to work if its union contract fell under the labor law designed to protect the movement of commerce by railroads and airlines.

Clinton said Wednesday he was concerned about the inconvenience the UPS strike was causing,

but said he lacked the legal authority to intervene.

The UPS-Teamsters pact is covered by the 1947 Taft-Hartley Act, under which the standard for government intervention is much stricter than that of the 1926 National Railway Labor Act.

"It's an anomaly of history," said Rutgers University economics professor Leo Troy. But he said, "I don't think anyone would demand that the two sectors be brought under one labor law today."

UPS, which began as a trucking company but has grown to rely increasingly on its 2,000 pilots and planes, has argued in court that it now belongs under the railway act, according to spokeswoman Gina Ellrich. Rival FedEx Corp. is covered by the railway law.

But UPS' only recourse now would be special legislative relief, Ellrich said. "It's kind of a moot point," she said. "We have to live with things as they exist."

Congress began regulating railway labor relations towards the end of the 19th century, when it already was clear that railroads were involved in interstate commerce and therefore fell under federal jurisdiction.

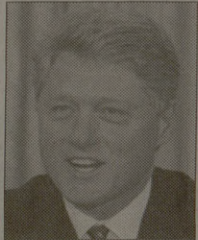
The Railway Labor Act granted

the president authority to stop a strike that could profoundly affect the economy.

But during a news conference Wednesday, Clinton stressed that the work stoppage had not met the "high standard" of the Taft-Hartley Act. In the case of American Airlines, the company dominated many air routes and rival carriers couldn't be expected to replace the airline.

"It's a totally different law from the law that affected the American Airlines case," he said.

Former Labor Secretary Robert Reich said presidents should allow the collective bargaining process to work. The Railway Labor Act, he said, was intended to deal with national monopolies.



Clinton

Documents show cigarette makers worried about lawsuits decades ago

WEST PALM BEACH, Fla. (AP) — Cigarette makers have been working for more than 30 years to protect themselves from the kind of lawsuits that now threaten the industry, internal documents released Wednesday show.

The eight documents from the Liggett Group, the maker of Lark and L&M cigarettes, include attorney memorandums on how to defend the industry against charges of misconduct, and show how cigarette makers plotted to manipulate data and shape public opinion. One document said the ingredients in cigarettes could be likened to those in a Hershey bar.

The documents, totaling 69 pages, were made public after the tobacco industry exhausted all appeals to keep them private.

The documents are part of Florida's lawsuit against the industry. Forty states have sued the industry; this is the first such case to go trial.

The oldest of the documents, an unsigned confidential memo from an unspecified Jan. 20, 1964, meeting, recommended the industry not distribute any information on cigarettes and health without running it by their attorneys.

"It was recommended that The Tobacco Institute not distribute any new health material without clearing first

with the Special Lawyers Committee in the first instance," the memo said.

The institute is the lobbying and public relations arm of the tobacco industry. The seven-page memorandum came out just after the surgeon general released a report on smoking and health. A year later, Congress passed the law requiring the surgeon general's warnings on cigarette packs.

A May 1964 document from Philip Morris Cos.' attorneys detailed how the industry might show there was no need for labeling by conducting a survey to prove the public already knew about any health risks. The memo described efforts to ensure that lawyers held all the research documents to keep them from falling into the hands of Congress or other government agencies.

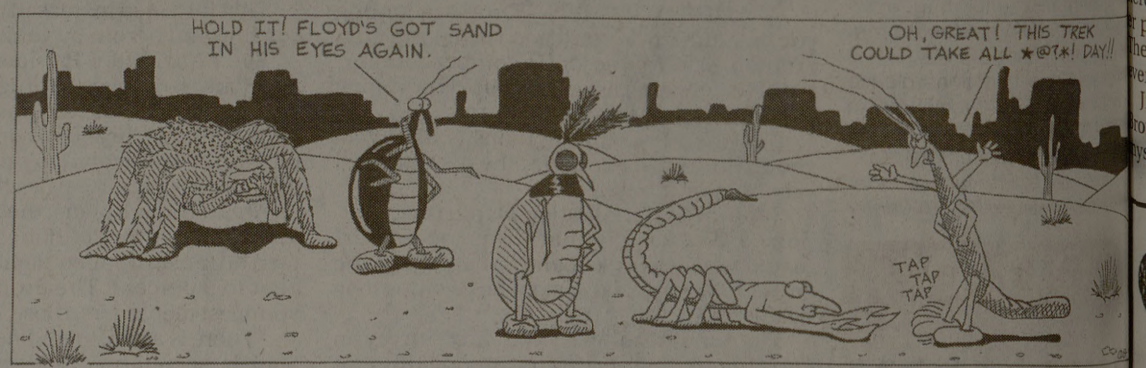
The lawyers suggested the surveys could be destroyed. "If the returns were unfavorable they could be destroyed and there would be no record in any office of the nature of the returns," the document said.

Attorneys for the state of Florida conceded the documents contain no smoking gun. However, they said the papers show that industry lawyers engaged in efforts to hide smoking's dangers — efforts that other secret documents so far have pinned solely on tobacco executives.

WEATHER OUTLOOK

SATURDAY	SUNDAY	MONDAY
Partly Cloudy High: 95° Low: 75°	Partly Cloudy High: 94° Low: 75°	Partly Cloudy High: 95° Low: 75°

Sketch



By Quatro

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