

## NEWS IN BRIEF

**Blood supplies at emergency levels**

ODESSA, Texas (AP) — More numerous hospital operations have contributed to a blood shortage in this West Texas city, along with a drop in donations and fears over the West Nile virus, health officials say.

As a result, surgeries at

Alliance Hospital have been curtailed, according to the officials who add that the blood shortage is also affecting Odessa Regional and Medical Center hospitals.

"We're having to cancel surgeries because we don't have enough blood," Alliance spokesman Jason Samp told the Odessa American in Wednesday's editions. "We

have canceled at least two, and we don't have any blood right now other than for emergency surgeries. We're canceling the ones that need to be done but aren't life-threatening."

Keller said MCH's emergency supplier, the National Blood Exchange in Bethesda, Md., is currently inaccessible because it is having the same problems.

**Groundbreaking set for LBJ Museum**

SAN MARCOS, Texas (AP)

— Work at a museum dedicated to President Lyndon B. Johnson's collegiate years in this Central Texas city is progressing, with a scheduled opening next year.

Officials will break ground Oct. 9 for first-floor renovations

at the LBJ Museum of San Marcos on the west side of the Hays County Courthouse Square.

The museum was established in 1997 to educate the public about the role played in the future president's life by what was then Southwest Texas State Teachers College. The next year, county commissioners approved a

30-year lease for the building and fund-raising began which has resulted in asbestos abatement, interior demolition and completion of exterior renovations.

The next phase will involve interior finish and electrical work, including space for exhibits, a gift shop, information area, storage as well as a lobby.

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## American pilots may uncover

DALLAS (AP) — For American Airlines pilots who've had to give up some pay as the world's largest air carrier averted bankruptcy, another issue is now topping their concerns — whether to bare their hair.

Pilots are split over a proposal to do away with their military-style hats. While a majority wants to toss their caps, a vocal minority urges keeping them, according to a survey conducted by the airline this summer.

Hat advocates say it's an issue of professionalism. The \$70 headgear is a symbol, much like their wings, they say.

Pilots who support the proposal to make caps a fashion option say requiring them is outdated and meaningless. They point to Jackie Gleason's bus driver character from "The Honeyymooners" as an example.

"There are ... guys that ask, 'How much authority did Ralph Cramden have? And he wore a nice hat,'" said Sam Mayer, a member of the Allied Pilots Association who asked the union to adopt a uniform opinion.

The association's board of directors responded recently by narrowly endorsing the optional proposal, union officials said.

American's management says it won't vote on the matter. Either pilots will be required to wear them or hats will be banned.

"In an effort to maintain standardized and uniform appearance, it's an all-or-nothing proposition," the airline wrote employees.

Going hatless is nothing new. Flight attendants scrapped their hat requirement decades ago.

**"I don't think they need the hats, to tell you the truth. I don't think it makes any difference in public recognition"**

— Earl Brunner  
American Airlines pilot

But for some people, the idea of pilots without hats is disheartening. Stan Herman, president of the Council of Fashion Designers of America, is one of them.

"I think the hat is the last vestige of authority that pilots do have. It's the one piece that keeps them separate from everyone else," said Herman, who helped design pilot uniforms for carriers such as United Airlines and JetBlue Airways.

Earl Brunner, who captains MD-80 jets for American, has a different opinion.

"I don't think they need the hats, to tell you the truth," said Brunner, who's based at Dallas-Fort Worth International Airport. "I don't think it makes any difference in public recognition."

American's chief pilot, Mark Hettermann, will have the last say on the issue, and he's not saying whether he's for or against the proposal. Hettermann has been in the job for less than a month and the hat debate will be one of the first issues he discusses with the pilots and the APA.

"The chief pilot sat down with our union, and they had a big discussion," said Linda Rutherford, a Southwest spokeswoman. "They put it to a vote, and the majority did vote to make it an optional item."

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