

IEC Not Responsible for Delay

Oregon Charter Flight Participants Stranded in New York after Journey

By PHYLLIS ELVING
Associate News Editor

University students who had signed up for a special connecting flight from Portland to New York before the summer Oregon Charter Flight to Europe were left without a way home when they arrived back in New York in September.

About half the group of 97 on the Oregon Charter Flight had signed up for the special connecting flight arranged by Jerry Davis of Palo Alto, Calif., and were stranded when Davis ran out of money to get them back home, according to Mike Phillipaas, one of two University people who directed the Oregon Charter Flight.

No Way Back

Phillipaas, a teaching assistant in the physics department, said that when the group was in London just before the return trip to New York he was notified by the New York Attorney General that Davis had not made any arrangements for the Oregon people to fly back to the West Coast. He said there would be someone at the airport to take care of the group.

When they arrived in New York they were offered the chance to wait until the next day and fly to Portland for \$59 in addition to what they had already paid. Several, Phillipaas said, were tired and went on home by jet. About 15 stayed to take the \$59 trip.

All those who had signed up for the connecting flight had paid Davis \$160 for the round trip at the beginning of the summer.

Several Groups Stranded

The Oregon flight was one of several groups stranded in New York when Davis flights fell through because of lack of funds. The New York Attorney General divided the funds that did remain among those who had signed up for the flight, each person getting \$13.

Phillipaas said persons who came back on their own means and haven't picked up their \$13 checks can get them from him.

No Part of Oregon Flight

The Davis flight from Portland to New York, said Phillipaas, was not in any way a part of the Oregon Charter Flight, which he said "worked perfectly."

Charter Flight started from New York instead of the West Coast because many of the people involved wanted to travel to New York on their own, he said.

He was contacted by Davis, who said he could fly the Oregon people both ways for \$160, and he mentioned this to the group. About half were willing to sign up with Davis.

"We made it clear," said Phillipaas, "that this was not a part of the Oregon Charter Flight, and we did not handle the finances of this part." The only connection

was that checks for the connecting flight were collected here.

What apparently happened with the connecting flight, Phillipaas was told by the Attorney General, was that Davis ran out of money when he had to switch airlines after already having signed contracts for several flights.

Davis had a contract with an airline whereby he would get all its available planes in a package deal, but in June the airline was not given permission to fly by the Civil Aeronautics Board.

Needed Individual Planes

Davis then had to get individual planes to fulfill the contracts he had signed for charter flights, and these were more expensive than they came to under his "package deal" with the single airline. He was left with enough money to get his groups to Europe and back to New York, and in the case of Oregon to New York, but couldn't bring them back to the West Coast.

The \$25,000 he had left was applied by the attorney general to every passenger involved. From this amount the Oregon passengers received their \$13 checks.

Davis' business, the World Travel Center, has been closed, said Phillipaas, but he has not been declared bankrupt, so "I suppose people can sue him." It is doubtful that any individuals will do so, however, he pointed out, since the \$67 in question (\$80 paid for the trip minus the \$13 returned) would not be worth the court costs.

Bad Luck

"It's a piece of bad luck," he said, but added that he feels the trip was still financially a "good deal."

Tom English of the International Education Center at the University said that a commercial flight from the West Coast to Europe and back would cost about \$450, while the Oregon group only had to pay \$254 plus the extra \$59 apiece.

The loss on the return from New York is also tax deductible, Phillipaas said.

Charter flight itself worked smoothly, Phillipaas said. He and Steve Dahl, University graduate who is now studying at Harvard, initiated and directed the flight.

Worked on Original Charter Flight

International Education Center, while it endorses the idea of charter flight, had no responsibility for the trip, he pointed out.

Phillipaas had previously worked on the original charter flights at Berkeley, and Dahl had worked as a travel agent and tour director in Europe.

The pair ran into a problem when the airline they were signed up with notified them three days before the flight was to leave that its CAB charter had been revoked.

Phillipaas and Dahl were left in the position of either having to call off the flight or find another airline to take it for the same amount of money in just

Two UO Frosh Win Essay Contest

Two University freshmen, Patrick J. Murphy and Anna Eberle, have been selected as winners in a state-wide essay contest.

Murphy won second place in the annual Employ the Handicapped essay contest sponsored by a governor's committee. His prize, which will be presented at an awards banquet at the Portland Sheraton Hotel Oct. 10, is a \$200 scholarship.

Anna Eberle, one of the runners-up in the contest, won a \$25 savings bond.

Theme of the essay contest was "How My Community Benefits From the Abilities of Handicapped Workers."

Both Eberle and Murphy are from Eugene.

Library Hours

Library hours for fall term are:

Main Library
Monday through Thursday — 8 a.m.-11 p.m.

Friday—8 a.m.-10 p.m.

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(Newspaper Reading Room open Saturday 7 p.m.-10 p.m. for study only.)

Sunday—2 p.m.-10 p.m.

Douglass Room
Monday through Thursday — 8 a.m.-12 noon; 1 p.m.-5 p.m.; 7 p.m.-11 p.m.

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Saturday—8 a.m.-12 noon

Sunday—2 p.m.-5:30 p.m.; 6:30 p.m.-10 p.m.

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Monday through Friday—1 p.m.-5 p.m.; 7 p.m.-10 p.m.

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three days.

"Many were already on the East Coast," Phillipaas said, "and it would have been 'very, very disappointing for everyone' to cancel the flight. The airline notified me June 10 that it could not take the flight, which was scheduled to leave on June 13. Phillipaas and Dahl started searching for airlines and found one that could take the group as originally planned except that it would leave two hours later and return seven days later."

Phillipaas explained the situation to Student Union Director Si Ellingson and Dean Hawk, and they agreed it would be best to go ahead with the trip, he said.

Happy With Airline

"We were extremely happy with the airline," Phillipaas said. The only delay was about two hours before leaving London on

the return trip, which he termed "extremely good."

English said he has talked to several who went on the charter flight and were stuck in New York, and all said their trip was "very much worthwhile" despite the foul-up on the connecting flight.

"All said we should do it again," English said of those he talked to.

Phillipaas said, "I definitely feel charter flight is something good, and I definitely think it should be continued with more support from the University."

A decision will probably be made within the next week or so as to whether or not there will be a charter flight again next summer, according to English.

Phillipaas said he has "strongly voiced the opinion that it should be continued."

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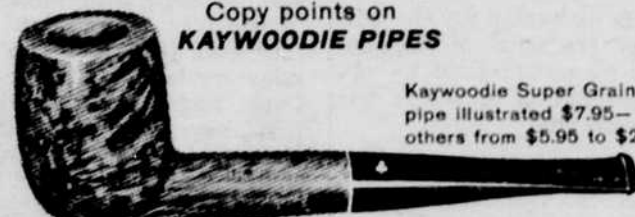
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