

Albertson's named target in lettuce boycott

A nationwide boycott against non-union lettuce has been underway since October and has recently picked up momentum in Oregon, with boycott committees being established by Chicanos and others in Portland and Eugene.

"The main thing here is to get picketers and delegations to talk to managers of local stores carrying scab or non-union lettuce," stressed Albert Enriquez, a United Farm Worker representative presently working in the Portland boycott headquarters.

Enriquez made his appeal Monday before representatives of campus progressive organizations at a meeting of the "Liberation Support Group."

Albertson's, a food chain store that buys

lettuce from Bud Antle Inc., is the major picket target. Antle is the world's second largest produce dealer and main target of the UFW boycott.

Cesar Chavez, leader of the United Farm Workers Organizing Committee (UFWOC), was jailed for three weeks shortly before Christmas after defying a court-order to end the boycott. As he went off to jail he advised his followers to "Boycott the hell out of them."

The United Farm Workers are also picketing 30 military installations across the nation in protest of increased purchases of lettuce by the Defense Department, which

UFWOC claims has tripled its lettuce purchase since the boycott began.

Urging University students to picket the stores with non-union lettuce and buy only UFW produce, Enriquez explained that Antle had made an agreement with the Teamsters Union that is not recognized by the United Farm Workers. "There were no free elections and they (Antle) didn't ask the farm workers what they wanted but worked through the Teamster's Union," Enriquez explained.

A lettuce boycott information table has been set up on the EMU terrace, and another organizational meeting is scheduled for early next week.

Lack of communication cited

Cause of Apollo mishap found

By DEAN WHEELER
Of the Emerald

A 'bureaucratic blunder' is the probable cause of the motor failure on the Apollo 13 mission according to NASA scientist, Hans Mark director of the NASA-Ames Research Center, Moffettfield, California.

Mark, a member of the panel which investigated the near tragedy, said in a speech Thursday afternoon, "There was a lack of communication between the contractor (Beach), North American Rockwell, Corp., and the technicians at Cape Kennedy."

The fault, which was basically a change in power sources, resulted when Beach and North American Rockwell, Corp. failed to make known to NASA the changes in specifications.

NASA's committee, which acted in an interesting, if not amazing, detective story, reconstructed the "incident" from skimpy evidence.

Working with only telemetered data and pictures, the panel members theorized, and fairly accurately, that a set of wires within a pressurized liquid oxygen tank burned, resulting in a pressure rise, which subsequently destroyed the fuel cells which powered the service module—that portion of the ship which was to have circled the moon.

The next question the com-

mittee members asked was 'what caused teflon insulation to burn, when a thermostat controlling the temperature was supposed to shut off the heating element at 80 degrees Fahrenheit?' The answer was simple: while the system which failed was being tested on the ground, the power source used to activate the heater was Direct Current.

Here was the 'bureaucratic blunder.' Beach had requested permission to use an alternating current power source for the heater—reason: to save money.

The ground crews, unaware of the change, accidentally ruined the thermostat, resulting in a heater which did not shut off at the prescribed 80 degrees, but rather reached a temperature high enough to melt the insulation from the wires.

The wires, now bared, caused a short circuit and a spark when the astronauts activated the fans on the heater. The derivation of which was a fire. This fire increased pressure in the liquid oxygen tank and the tank blew a cork, literally. The escaping gas then blew a panel from the side of the service module as a result of the pressure, and the fuel cells were ruined. Hence, the astronauts had no way to return home—but, of course, the Lunar Landing Module (LEM) had its motors which eventually did bring them back to Earth. If the accident happened on the way back to Earth, there would have been no LEM to save them.

And all this raises one question. With Apollo 14 blasting off Sunday, have adequate measures been taken to protect the three men?

According to Mark, the problems of Apollo 13 have been alleviated. However, the new theories have never been tested in space conditions. Whether or not the system works will be checked by men who could lose their lives during those tests.

Mark pointed out that the astronauts are trained to handle emergencies—their whole background, that of a test pilot, is such that it allows them to react swiftly and decisively in an emergency situation. It was Mark's opinion that non-test pilots would not have returned from Apollo 13.

Another portion of the question about safeguards is whether or not mishaps on the ground sufficiently effect the flight plan. Mark stated there were some 10,000 checks made on the space craft before launch. He related that approximately 30 of these procedures deviated from normal on Apollo 13. One of those deviations noticed an abnormality in the oxygen tank which was eventually found by trial and error to be faulty.

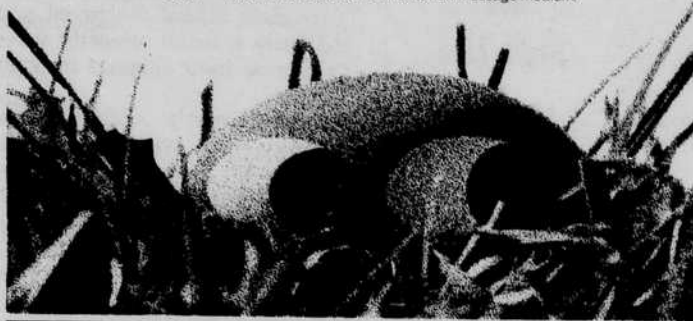
Mark continued that money played an important role in the decision to continue the mission. Money won—the mission went on, and almost ended in tragedy.

There is one obvious conclusion to all this: if a manned space program is to be carried out both efficiently and safely, then money should not be a consideration. Furthermore, any slight problem, down to a missing screw, should not be overlooked for any reason. After all, is a man's life really worth a scientific discovery of any magnitude?

Finally, we must question, in the light of the Soviet's successful Lunokhod 1, the mechanical Moon walker, if a manned program is essential. Obviously a man can do more on the moon than a machine, but would it be possible to use the money saved by concentrating on an unmanned program in a better fashion? The 91st Congress started the financial cutbacks to NASA and wrestled with the National priorities issue. We can only wait to see what the new Congress will do.

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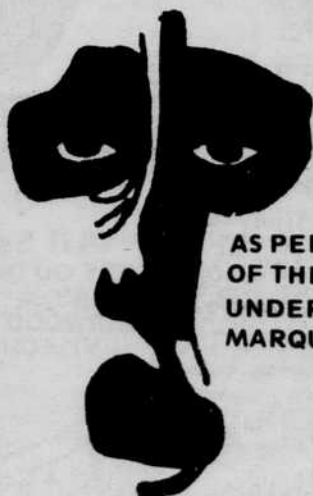
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