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Ain't no free ride

Photo by Duane Schrag

Security officer Steve Tenney, on bike detail for the next two weeks, writes a parking citation for an unregistered bicycle. Campus security is continuing its strict program of enforcement of University bike regulations in an attempt to fight bike thefts. Campus security concentrates its efforts on impounding

unregistered bikes, issuing parking citations and educating students on how to properly lock bikes. Chains of unregistered bikes will be cut by security officers and the bikes taken to the Campus Security office. Bikes can be reclaimed by paying a \$2 impounding fee, a \$2 registration fee and any parking fines.

ASUO receives budget requests

By Dane Claussen
Of the Emerald

Most student organizations submitting budgets for the 1982-83 year are asking for budget increases despite declining enrollment figures and financial uncertainty, says Alan Contreras, acting ASUO vice president for program administration.

Of the budgets submitted to the ASUO as of noon Thursday, almost two-thirds of student organizations requested budget increases — from \$9 to \$4,000.

However, if the incidental fee is to stay at \$10 per term per student, Contreras says, the ASUO budget will need to be cut more than \$35,000 over this year's level.

"We have already found ways to cut \$20,000 without adversely affecting anybody," he explains. The discontinuance of the "payback" accounting procedure will save about \$13,000 next year, while eliminating the funding of defunct groups or groups not asking for funds will save several thousand dollars more, Contreras says.

"Selfish," is how Xavier Romano, vice chair of the Incidental Fee Committee, describes groups asking for a budget increase.

"I've asked every organization of mine to voluntarily cut their budgets 10- to 20-percent," Romano says about groups he is responsible for working with. "This is because I think it's better for them to cut their own budgets than for us to do it," he adds.

"All organizations have been most cooperative," Romano says. "Every organization except two or three have gone along with my suggestion."

A common excuse used in asking for budget hikes, he says, is "the costs of everything have gone up — printing, mail."

The student body "cannot be held responsible for costs going up" constantly, Romano says. A valid argument for not granting

unnecessary budget hikes and incidental fees, he says, is that "not all students participate in programs" and that small increases can be absorbed through eliminating waste.

The IFC is "going on the honor system in asking them to eliminate waste" in an attempt to "head off the worst — raising incidental fees," he says.

Ignorance of current financial problems and possibilities is the main reason why groups feel they can continue to ask for budget increases, Romano says.

Romano says American society has an "it won't happen to me" attitude and will be shocked when the full scope of higher education's problems hits next fall.

Late budgets is another consideration of the IFC.

Twelve groups have not submitted budgets and have not contacted the ASUO about doing so, Contreras says.

"There's usually a presumption of poor management" that counts against a late group during budget hearings, he adds.

"In the past, we haven't funded new groups. We ask them to support themselves," Romano says about traditional IFC budget strategy. "I don't think the policy will change."

"I think you saw that with Amazon (Community Tenants)," Romano says in reference to the possibility of the IFC not funding an established group. However, he says, "I don't think (other) student organizations will be eliminated."

The ASUO theoretically functions with "zero-based budgeting" allowing groups to be judged individually every year, Contreras says.

An IFC decision to not fund new groups and virtually assure funding for established groups would imply that all new groups aren't worth funding and all older organizations are, he argues.

Airplane crash 'hero' gives five life, dies

Washington (AP) — A middle-aged man on the doomed Air Florida aircraft repeatedly gave up a lifeline thrown to him in the ice-clogged Potomac River so that five other people might live, a rescue helicopter crew said Thursday.

And while the others were carried to safety, the unknown hero quietly slipped beneath the fuel-blackened waters, one of the 78 victims of the first fatal commercial airplane crash at National Airport in more than three decades.

"I've never seen anybody with that commitment," said paramedic Gene Windsor. "He gave the ultimate. He was a true gentleman and a hero in my eyes."

Windsor and Donald Usher, the helicopter pilot, talked about their attempts to rescue the hero and their frustrating efforts to save other passengers aboard the Air Florida jet in a news conference and a

separate interview with AP Radio.

"I am a paramedic, and you see this on almost a daily basis," said the 41-year-old Windsor. "You see people really battered and torn. You are steeled to it to some extent. But I don't mind telling you that when I was relaying the information about the gentleman who was lost, the tears came. They really did — because he was very deserving of it, I think."

Usher, the 31-year-old chief pilot of the U.S. Park Police, said the man was on the far side of the wreckage, "not in view of all the movie cameras that were on the shore. He passed up the ring twice to other people and stayed at the fuselage."

"And after we rescued the fifth person, which was a female, and got her to shore, we went back for him and he was gone."

The two U.S. Park Policemen, pushing their aircraft through the snowstorm and

freezing rain that made operating conditions minimal, arrived about 25 minutes after the crash.

Despite confusion about exactly where the plane crashed — Usher said they received three conflicting reports while en route — it quickly became obvious the aircraft clipped the 14th Street Bridge that connects Washington with its Virginia suburbs and then sank in the ice-covered river.

"When you think of an aircraft accident you think, 'my God,' you think of this huge mass of debris, including bodies and everything else scattered every which way," said Usher.

"It wasn't that way. It was just the tail section, six people hanging on it, and busted ice. What we found was broken ice, insulation, luggage, shoes, tennis rackets — but no people."

Usher maneuvered his helicopter only feet from the bridge while Windsor threw down flotation devices. The sixth man grabbed the devices, but "he handed the flotation devices over to others," Usher said.

Then they lowered a rope with a loop in the end to the man, but he passed it to Kelly Duncan, a stewardess who was the only crew member to survive.

Usher said he and Windsor realized that it was going to take too long to get the six out one-by-one.

"So the second try, we picked up a second rope on the shore. . . . We tried three on the second trip. One dropped off and we had to go back and get her. We got her closer to the shore and she dropped off again and that's when the gentleman jumped in from the shore and pulled her in."