

REGIONAL BRIEFS

Frohnmayr's child listed as critical

EUGENE (AP) — Katie Frohnmayr, the 12-year-old daughter of Oregon Attorney General Dave Frohnmayr, was listed in critical condition Monday at a Eugene hospital.

Katie, who has a rare bone marrow disease, suffered a stroke Aug. 3 while on a trip with her family to Salt Lake City.

Her condition improved somewhat after that and she was transported by air ambulance to Sacred Heart Hospital in Eugene on Aug. 27.

However, a spokeswoman at the hospital said Monday that Katie's condition had been downgraded to critical. The spokeswoman declined to provide further details.

Katie's 18-year-old sister, Kirsten, also has been diagnosed with the disease, Fanconi's anemia.

The only known cure for the disease is a bone marrow transplant, but the family's search for a compatible donor so far has been unsuccessful.

The Frohnmayers have turned their hopes to scientific advances in gene therapy and have founded the Fanconi Anemia Research Fund to raise money for further study of the disease.

Man steals ambulance, robs store

PORTLAND (AP) — A man stole an ambulance on a rescue call and later used it in a grocery store robbery, police said Monday.

Unit "Rescue 3" from Portland Fire Bureau Station 3 had been called to a northwest Portland address Sunday night to help a 72-year-old man who was having trouble breathing when the ambulance was stolen, said Neil Heesacker, fire spokesman.

The vehicle was taken at 9:48 p.m. and recovered at 10:52 p.m. in a church parking lot. It had been damaged from a minor collision in the parking lot of a grocery store that had been robbed while the ambulance was missing, Heesacker said.

The clerk in the store said the robber was wearing a firefighter's coat with blue jeans and construction boots.

Heesacker said officials are considering additional security to prevent such a theft in the future.

No suspects had been arrested this morning, he said.

Few show for mayor's fund-raiser

PORTLAND (AP) — A black-tie dinner aimed at paying off Mayor Bud Clark's \$71,650 campaign debt

drew only 90 people to the Oregon Convention Center Saturday night.

Clark supporters sent out 19,600 invitations to the \$100-a-head dinner. They had hoped 500 people would come.

Clark said he incurred most of the debt through television advertising for his 1988 re-election campaign.

Although the turnout was relatively small, event organizer Michael Burgess said many supporters sent contributions instead of attending.

Council to vote on salmon plan

PORTLAND (AP) — The Northwest Power Planning Council meets this week to consider increasing flows on the Columbia and Snake rivers to help salmon and steelhead survive the dangerous journey to the Pacific Ocean.

The council will hear a far-ranging staff recommendation when it begins its meeting today. Members will go over the proposal on Wednesday, and vote on a revised version on Thursday.

The proposal, which would amend the council's Columbia River Basin Fish and Wildlife Program, will be subject to a month of public comment.

"I think it's safe to say that this is one of the most important decisions the council has ever made," council spokesman John Harrison said Monday.

It may be one of the most controversial as well: Increasing river flows would affect all the interest groups that use the rivers, including hydropower operators, recreational users and farmers.

The National Marine Fisheries Service has proposed that Snake River sockeye, fall chinook and spring-summer chinook be listed as threatened under the Endangered Species Act. The council wants to come up with a plan to save the runs before the federal government imposes its own proposal.

Juvenile salmon and steelhead are more easily caught by predators if the water is moving slowly. Less water also means higher temperatures, which can kill the small fish.

The staff report says some reservoirs will have to be kept at minimum levels to boost river flows.

It also says schedules should be written for installing screens to keep fish from entering dam turbines.

The report also calls for reduced harvest levels for certain fish stocks, and says law enforcement should be stepped up to decrease illegal fishing. It also urges curtailing use of ocean drift nets.

A number of projects should be undertaken to improve habitat for the fish, the report says. It notes that a third of all salmon and steelhead habitat has been lost, and that much of the remaining habitat has been

degraded through erosion, siltation or changes in water quality and water temperature.

Salmon and steelhead need improved habitat for spawning, eating and rearing offspring, the report says.

Harrison said he doesn't expect federal agencies such as the Bonneville Power Administration and the U.S. Army Corps of Engineers to oppose the council's proposal.

"I haven't heard that anyone's balking at it," he said.

Under the Northwest Power Act, federal agencies must take the council's fish and wildlife program into account at "every relevant stage of decision making," Harrison said.

Board calls for inspection of 747s

SEATTLE (AP) — The National Transportation Safety Board has called for inspections of the cargo-door wiring on 360 late-model Boeing 747s, reviving a controversy about the doors' potential for opening in flight.

The NTSB recommendation was made in an Aug. 28 letter to Federal Aviation Administrator James Busey, *The Seattle Times* reported Monday.

The recommendation was prompted by a June 13 incident at John F. Kennedy Airport in New York in which a stray electrical signal from chafed wires unlatched the aft cargo door and lifted it. No one was operating the switches on the 4-year-old United Airlines 747-200B jumbo jet.

As a result, Chicago-based United — which lost nine passengers when a 747 cargo door tore off in a flight near Honolulu, Hawaii, in February 1989 — disconnects all potential sources of power to cargo doors on all 747 flights before they depart.

After United cargo doors are closed, a mechanic opens a circuit breaker and disconnects all wiring to the cargo doors.

The move is intended "to maximize the safety of the operation until a permanent fix can be applied," United spokeswoman Sara Dornacker told the *Times*. "It is extraordinary, but it does have FAA approval."

FAA spokesman Dave Duff said he did not know whether other airlines are taking similar precautions. The FAA so far has not required any 747 operators to disconnect cargo-door power nor to inspect a flawed conduit blamed for the New York incident and considered susceptible to potentially dangerous cracking.

The NTSB, which investigates accidents but has no enforcement powers, sent a copy of its Aug. 28 letter to Boeing, which forwarded it to airlines worldwide but has taken no other formal action, said Boeing spokesman Christopher Villiers.

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