

Rescuers sift through Everglades muck for remains from crash

■ **SEARCH:** Investigators said the recovery of the wreckage would be slowed by the difficult terrain

MIAMI (AP) — With a sharpshooter scouting for alligators and poisonous snakes, recovery workers Monday recovered the flight data recorder from ValuJet Flight 592, along with disintegrated plane parts and human remains no bigger than a knee.

Workers brought in heavy equipment, teams of divers walked side by side, searching the murky swamp inch by inch, and Navy salvage specialists used sonar to look for the plane's black box recorders.

The data recorder, which could yield

clues to the cause of the crash, was being taken to National Transportation Safety Board headquarters in Washington for analysis. NTSB spokesman Mike Benson said he did not know the condition of the recorder.

Benson said he was not sure whether the cockpit voice recorder had been recovered.

By midday seven body bags of remains had been removed.

"I don't hold any hope we'll find any recoverable large parts of people," said retired Dade County Medical Examiner Joseph Davis, who is taking part in the investigation.

Victims' relatives grew restive. "They should have had a crane or a

radar or something. They've got that kind of equipment," said Raquel Perry, daughter-in-law of crash victim Wilhemina Perry of Miami. "By the time they get out there, with those alligators and stuff, she'll be all ate up."

The Atlanta-bound DC-9 crashed Saturday shortly after takeoff from Miami's airport with 104 passengers and five crew members. The crew radioed urgently about smoke in the cockpit and cabin before the tower lost contact.

Investigators said the recovery of the wreckage would be slow because of the difficult conditions: heat in the mid-80s, swarms of mosquitoes and horseflies, razor-sharp sawgrass, and water 6 inches to 5 feet deep over mud that some locals

estimate is 30 to 40 feet deep.

"This is tough stuff out there," National Transportation Safety Board vice chairman Robert Francis said.

At the scene Monday, about 30 divers in rubberized suits to protect them from skin-irritating jet fuel walked through the water in shifts that lasted only 15 to 20 minutes because of the grueling conditions. A marksman accompanied them to watch for alligators and water moccasins.

The searchers filled bags with aircraft parts and human remains that Metro-Dade police Cmdr. Al Harper said were no bigger than a knee.

"They're actually recovering fingers and hands and feet," Harper said.

Everglades crash claims life of dedicated female pilot

■ **AVIATOR:** Candi Kubeck once crossed picket lines to pilot commercial flights

DALLAS (AP) — As a teenager, Candi Kubeck was captivated by the airplanes that flew over her California home. She wanted to fly, just like her grandfather and uncles had done in World War I and Vietnam.

Her love led her to challenge Air Force cadets to a flying contest and to cross picket lines to work for now-defunct Eastern Airlines.

Her favorite TV show was *Wings*.

Kubeck, believed to be the first woman commercial jetliner captain to die in a U.S. crash, was among 109 people killed Saturday when her ValuJet plane nosedived into the Florida Everglades.

But she didn't love flying enough to take chances, her husband said Monday.

"She would have everything checked out," said Roger Kubeck.

Mr. Kubeck, himself a pilot for America West Airlines, agreed to be interviewed by The Associated Press because "I don't want her to be a statistic."

Her husband said Kubeck, 35, often saw military planes flying over her childhood home near San Diego. She was close to her grandfather, who flew biplanes

during World War I.

"She was a pilot, that's all there was to it," said Mr. Kubeck, 38. "She was not a girl pilot. She thought of herself as one of the boys."

Kubeck graduated from Metropolitan State College of Denver, where she studied aviation and competed on a flight team that challenged the nearby Air Force Academy team to a flyoff, said her father, Hugh Chamberlin.

She began as an instructor pilot at small airfields and working at various commuter and freight airlines based in California and Arizona. Her career included a stint as an air traffic controller at El Paso International Airport.

In 1989, she crossed the picket lines at Eastern Airlines, a move that put her in a major airline cockpit for the first time but earned her the lasting enmity of some of her fellow pilots.

Having been turned down at American Airlines, Delta Airlines and United, Kubeck saw the Eastern job as her big break, her husband said.

"She'd taken a lot of flack for her crossing the line, but I'll tell you what, she loved that job," he said. She became a first officer in Eastern's biggest plane, the Airbus 300, he said.

She left Eastern when it closed in 1991. When ValuJet started in 1993, she was hired almost immediately.

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