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U.S., Soviet stories on airline tragedy differ



RONALD REAGAN

Reagan charges murder

The United States played eleven minutes of a tape it identified as a recording of communications between the Soviet pilot who shot down a South Korean passenger jet last week and ground control to the United Nations Security Council.

U.S. Ambassador to the U.N. Jeane Kirkpatrick said the tape "establishes that the Soviets decided to shoot down a civilian airliner, shot it down, murdering about 269 persons aboard, and lied about it."

The U.S. government indicated that the pilot had the airliner in sight for 20 minutes prior to firing, and said there was no indication that the Soviet pilot had attempted to contact the airliner. However, Kirkpatrick late said the pilot had said to ground control, "The target isn't responding to I.F.F. (identify friend or foe.)"

Several members of Congress who returned to the U.S. from a two-week visit to the Soviet Union the day before the incident

occurred, predicted that the arms talks will be adversely affected and that the military build-up will be given impetus. Senator Howard Metzenbaum of Ohio said it will have a "very, very negative impact on the disposition of the American people and our negotiations in the arms control talks."

Senator Dale Bumpers of Arkansas said it will affect the political dynamics in Washington and such issues as the MX and other military plans. Other Congressmen predicted that it will become more difficult to oppose Reagan's military program.

American citizens are responding by burning an effigy of Andropov at the White House, throwing out Russian vodka, and cancelling trips to the U.S.S.R.

The airline pilots of Great Britain, Australia, Denmark and France have agreed to boycott flights to the U.S.S.R. and some NATO nations are considering restricting Soviet airlines flights.

U.S.S.R. levies spy charge

The Soviet government, Tuesday, announced that a Soviet fighter was ordered to "stop the flight" of a South Korean airliner over the island of Sakhalin after it failed to obey demands to land at a Soviet airfield.

The statement charged that the 747 had been emitting coded intelligence signals. It said the Air Defense Forces in the area had concluded that the plane was "a reconnaissance aircraft performing special tasks" while flying over strategic nuclear bases and other military installations.

The U.S.S.R. expressed "regret over the loss of life" but added that the United States, in dispatching a civilian aircraft over Soviet strategic bases knew what the outcome would be and bore the ultimate responsibility.

The U.S.S.R. said that at the time the "intruder" plane entered Soviet Air Space "another spy plane of the U.S. Air Force, an RC-135 that is

similar to it, was in the same area near the Soviet border on the same altitude. Several Soviet interceptor planes were sent aloft. One of them controlled the actions of the American RC-135. A second flew into the area where the intruder plane was and signalled to it that it had intruded into the airspace of the U.S.S.R. The warnings were ignored."

The Soviet government also stated that there have been nine incursions into their airspace by U.S. military planes in the last six months. The U.S. has admitted that a reconnaissance plane was in the area and that spy flights along the coast are routine. It has also been revealed in the U.S. press that civilian planes are used by the U.S. Air Force for spy missions and for cover for reconnaissance planes.

The U.S.S.R. has raised several questions:

- Who programmed the Korean plane to fly into Soviet airspace.

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YURI ANDROPOV

State cites construction accident

by Robert Lothian

The Tri-Met board recently awarded non-union R.A. Hatch Co. a \$6.9 million contract to build a 2.7 mile section of the Banfield light rail line between 146th and 197th avenues.

Local construction unions say they will picket Hatch's work on the new contract, as they have on his current \$29 million contract to construct phase two of the project between N.E. 39th and 82nd Avenues.

The unions, who say their members are experiencing up to 75% unemployment, contend that awarding contracts to non-union employers takes their members' jobs away. They also charge that Hatch can undercut the competition because he cuts corners, subjects his workers to unsafe working conditions, and does shoddy work which could mean cost overruns.

Tri-Met and state officials, on the other hand, say that Hatch's low bidding will save taxpayers millions in a tight budget situation, that his work is ahead of schedule and that his safety record is no worse than other contractors.

But a string of accidents and near catastrophes on the Banfield

project has been well documented, tending to corroborate union charges.

On August 13th, the boom of a Hatch Co. crane struck an overhead powerline, sending five workers to the hospital, two with serious burns. Two state inspectors were among the injured, and 1200 Pacific Power and Light Co. customers were temporarily without power.

State Dept. of Transportation spokeswoman Vicky Rucker described the accident as a "freak occurrence" and an "unavoidable industrial accident." Rucker said her department had no record of official violations regarding Hatch's work on the project.

The Accident Prevention Division of the Oregon Worker's Compensation Dept., however, has issued a citation in connection with the accident. According to APD Portland director Barbara Woodhull, details will not become public until Hatch receives the citation. She did say that her office is classifying the accident as a "catastrophe," which is the normal accident classification when five or more workers are sent to the hospital.

In another crane incident on April 16, no one was injured but the top

and back of a moving semi trailer were torn off when a Hatch Co. crane toppled, sending its boom over the Banfield.

On June 28, a 100' section of the 42nd Ave. off-ramp gave way, seconds after a car had passed over. There were no injuries. State officials said later that vibrations from Hatch equipment working nearby could have been responsible for the collapse. A crack had appeared earlier and had been painted white, but Rucker said that such cracks are not unusual and that Hatch officials had indicated that they did not believe the ramp to be dangerous.

In mid-July, residents of an apartment building adjacent to the freeway were asked to move on short notice when it appeared the building might slide down an excavated embankment. Cracks from floor to ceiling had appeared in one apartment and in the wall of a garage.

According to Accident Prevention Division records, Hatch has been cited several times on the Banfield and other projects for serious and repeated trench shoring violations. Inadequate trench shoring and subsequent cave-ins are a major (Please turn to page 11 col. 3)



Nana Akom, 4, and Alexander Shields, 4, find time to play while their parents register them in Humboldt Early Childhood Education Center. (Photo: Richard J. Brown)

Council supplements MHRC staff but political fallout continues

Last week the Portland City Council returned two staff positions to the Metropolitan Human Relations Commission, bringing a controversy that has continued for several months to a close. Many of those closely involved believe the compromise was merely a way to allow Commissioner Margaret Strachan to save face after a bruising public dispute.

In exchange for the return of two staff positions, MHRC agreed to develop staff evaluation and appeal procedures. "There are no changes," one MHRC commissioner said. "We have evaluation procedures and an appeal process; in fact, Commissioner Strachan was involved in the evaluation of our Executive Director, and her input was very favorable. All we did was compile all of our policies into one statement and hand it to her." The

fact that there were no changes called for indicates that this issue was only a method to allow Strachan to rid herself of a political embarrassment, the Commissioner said. All MHRC employees are under Civil Service and have access to Civil Service procedures.

Armando La Guardia, MHRC chairperson for three years ending June of 1983, said the incident has demonstrated a real lack of independence of City/County commissioners and their vulnerability to a disinterested or hostile commissioner.

"They control through the budget," La Guardia said of City and County government. "When they shape your budget, that tells you what you can do. The budget process is a sham. We had to attend 20 to 30 meetings and then start all over again. An inordinant amount

of time is spent hassling over the budget. Funding is too cumbersome; we spend too much time trying to keep afloat. They need to set a funding base and if the City has money they should increase MHRC's budget by a percentage, and if they don't, they should decrease it by a percentage."

The process leaves MHRC open to the whims of the liaison commissioner, La Guardia said. "If you are assigned by the mayor to a commissioner who is not interested, and you have no choice, you end up fighting them and getting screwed. If your commissioner doesn't support you, the others don't care. When your budget is cut it just means there is more money for their agencies. If your own commissioner doesn't support you, you are dead in the water."

"It's not just Margaret; Jordan

and Lindberg were not going to help us get more. Ivancie doesn't support us and Schwab tried to get rid of us several years ago.

"The City and the County have got to be more responsible."

The controversy between Strachan and MHRC surfaced early in the budget process when Strachan demanded that the position of coordinator held by Greg Gudger be eliminated from the budget. The MHRC refusal led to numerous charges of poor administration and lack of focus, all unsubstantiated, whereas Strachan's statements to and about MHRC had been positive until that time.

"Margaret wasn't involved," La Guardia said. "She made off-the-cuff judgements. She said she wouldn't support our budget." Strachan said cuts in the budget, staff and programs were Mayor

Ivancie's work but Ivancie quickly disassociated himself from them, saying they were Strachan's recommendations.

"This was a destructive process on Strachan's part and that type of leadership carries a great deal of danger," Fred Milton, chairman of the Committee for Restoration of MHRC, said. "It potentially pits members of the community against each other."

The controversy also demonstrated confusion over the role of the "liaison commissioner." "Independence is in question; Margaret thinks she is the commissioner-in-charge when she actually is the liaison," La Guardia said. "She overstepped her bounds without dealing in good faith. She circumvented MHRC in dealing with our staff and in the budget negotiations."

At no time did the other City commissioners or the County commissioners, who also fund MHRC, step in to define Strachan's responsibilities toward MHRC.

"This was an unprecedented power play," Milton said. "It backfired because citizens came forward to support MHRC. Strachan might have come to understand that citizen input is a part of the process."

Milton said Strachan's actions had several destructive results: She made an effort to divide the various minority groups and turn them against each other and the integrity of government and its attitude toward civil and human rights is in question. "This type of leadership must be carefully scrutinized. Religious and ethnic minorities need to be aware that in city government (Please turn to page 11 col. 1)