

Santa Monica Daily Press

A newspaper with issues

Despite turbulence, city's airport soars

It has developed from a patch of dirt to a vital business district

(Editor's note: This is the first installment of two-part series examining the role the airport has played in Santa Monica. In Wednesday's edition, the future of the airport.)

BY ANDREW H. FIXMER
Daily Press Staff Writer

It might be difficult to imagine that the thriving Santa Monica Airport was close to shutting down two times because local officials thought its place here was no longer valuable.

The airport, which existed solely as a plane manufacturer for Douglas Aircraft, turned into a burdensome neighbor for many residents who didn't appreciate the increasing number of jets whisking people

to places like Las Vegas. Local officials heard the complaints loud and clear through lawsuits levied against the city.

As a result, local officials began to think the airport was more of a headache than it was worth — but the land underneath it was not. The city council tried to shut down the airport and turn it into a massive business park. But the Federal Aviation Administration sued, resulting in a legal settlement in 1984.

"None of this would be here today," said Santa Monica Airport Manager Bob Trimbom, gesturing to the hangers and restaurants that surround the runway. "It would probably have stayed a patch of dirt."

In exchange for promising to maintain and keep the airport open until 2015, Santa Monica was allowed to drop the level of noise airplanes are allowed to 95 decibels, have a strict curfew on planes, restrict helicopters, and use a significant portion of the airport's land for non-aviation uses.

Cash-strapped school district looks to voters for assistance

Small group of dissenters say tax measure is flawed

(Editor's note: This is part of an ongoing series that explains both sides of Santa Monica's ballot measures. Today is the school district's proposal to raise property taxes. Look for continued coverage of the issues in the Santa Monica Daily Press through Nov. 5)

BY ANDREW H. FIXMER
Daily Press Staff Writer

Santa Monica-Malibu Unified officials aren't taking any for granted in their attempt to convince voters this November of the need to increase parcel taxes nearly 250 percent.

The school district's ballot initiative, Measure EE, asks voters to approve gradually increasing their parcel taxes by 250 percent over the next three years until the current parcel tax of \$101.14 would be increased to \$360 by 2006.

There are 32,413 parcels in the two cities, and the increased parcel tax rate would annually give the school district an additional \$9.6 million beginning in July 2003.

But to raise taxes, the school district needs its measure to pass by a two-thirds majority. Though no organized campaign against the measure has materialized, school district officials say they are fighting an uphill battle.

Worsening economic conditions and general apathy over the elections this year may not bring out the needed supporters, officials said.

As of Oct. 15, Measure EE supporters have shelled out more than \$130,000 in campaign donations to help convince residents of the need to get out and vote on Nov. 5.

"I think once the message is clear, I think people will understand that it's one, sorely needed but that two, everyone benefits," said Neil Carrey, a local tax attorney who helped write the parcel tax initiative. "In the long run, it will preserve and increase property values."

Because of a dramatic decrease in state funding, the school district faced a \$4.5 million budget deficit this year. Through severe cutbacks and an additional \$1.5 million donation from Santa Monica, the school district was able to balance its books.

However, district officials anticipate another \$5.7 to \$8 million budget deficit

See MEASURE, page 6



Andrew H. Fixmer/Daily Press

An aerial view shows hundreds of homes surrounding the Santa Monica Airport, which has become a mini-city of its own. Hangars flank the north and south sides of the airport, while several businesses have also set up shop there.

A year before the landmark settlement with the FAA, the city wrote an airport masterplan that provided the basis for how the airport would be developed over the next 25 years.

"The only other option was to let somebody else run the airport for us," Trimbom said. "But then we wouldn't be able to directly control the airport's operations or regulations."

The agreement has charted how the airport today plays a role in the city, as well as how aviation is regulated here.

The agreement expires in 13 years, which will allow the city free reign to close it if it wishes. Officials now are beginning to look to the future in anticipation of 2015, wondering if the city is better off with an airport or valuable land to develop on.

Many officials would agree that keeping control of the airport in the 1980s was in the city's best interest since it generates millions of dollars a year and is completely self sufficient.

But more than economically, the airport

See SETTLEMENT, page 8

Sleepy Santa Monica awoken by its busy airport

Airport grows from a plane manufacturer to a hub for the rich and famous

BY ANDREW H. FIXMER
Daily Press Staff Writer

Santa Monica may have had its roots firmly planted as a sleepy beach town before the turn of the century, but it wasn't until it got its own airport that the city really began to take off.

In the early 1900s, the city grew both economically and socially as the patch of grass on the eastside of town developed into a full-fledged airport.

Besides giving Santa Monica economic independence from Los Angeles, jobs at the airport's aviation plant spurred much of the city's original single family home development — in Sunset Park and Ocean Park — while also providing the economic necessity to build many of the city's first apartment complexes.

Today the airport is a self-sufficient, multi-million dollar operation that has, in addition to firms selling airplanes and maintenance shops, attracted many non-aviation uses.

"It's clearly part of the city's history," said Councilman Ken Genser, a liaison to the city's airport commission, "and I think it offers a very useful recreational opportunity for many members of the community."

And like Santa Monica itself, the people who use the airport have changed. The airport was once fueled by blue collar workers as the site of a plane manufacturer — now it is used by the rich and famous as an alternative to LAX.

An airport disguised in sheep's clothing

The land now blanketed with concrete, hangers and homes was nothing more than a field used to graze sheep in the 1900s. It was in 1919 that World War I biplanes began using the area as an

See AIRPORT, page 7

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♈ ARIES (March 21-April 19)

★★★★★ Expenses could easily go overboard if you're not careful. You could be overly generous and indulgent, especially with a friend and/or child. Express your caring in a meaningful way. Others appreciate you for you, not what you do. Tonight: Treat yourself well, too.

♉ TAURUS (April 20-May 20)

★★★★★ Your winning smile presents many more options than you're aware of. Take the lead with others. Don't hesitate to ask for more of what you want. Pace yourself with work and chores. Others will gladly pitch in. You might want to stay close to home. Tonight: Keep smiling.

♊ GEMINI (May 21-June 20)

★★★ You feel mellow. Have a long-overdue discussion with another. Your feelings are unusually strong when dealing with this person. Perhaps you need to back off your reaction, and handle this matter directly. Allow others to fully express themselves. Tonight: Take your time.

♋ CANCER (June 21-July 22)

★★★★★ Reach out for what you want. Once you decide something is a possibility, you become full of celebration and fun. Review a matter with a group or in a meeting. You will want others backing you later on, if not sooner. Tonight: Where the gang is.

♌ LEO (July 23-Aug. 22)

★★★★★ A boss or someone you respect cannot say enough about your exceptional efforts. What you do does make a big difference to others. Take your time following through on an opportunity someone presents. Work with funds carefully. Tonight: As late as need be.

♍ VIRGO (Aug. 23-Sept. 22)

★★★★★ What you say counts. Right now, you see that others respond as they never have before. Step back and carefully consider your options, especially those involving funds. Don't overindulge, but use your sixth sense if someone might need some reinforcement. Tonight: Rent a movie or burn a new CD. Call someone at a distance.

♎ LIBRA (Sept. 23-Oct. 22)

★★★★★ Your ability to communicate helps the flow of a meeting. Be careful that a business get-together doesn't blow into a full-fledged party, unless that is what you want. Use this opportunity to have some of your ideas hit home. Tonight: Play the night away with a special friend.

♏ SCORPIO (Oct. 23-Nov. 21)

★★★★★ Others express their opulent mood. Why not ask the boss for what you want? You could be delighted by his or her response. Friends celebrate good news. You might opt for a spontaneous party. Others want to take charge. Why not? Tonight: Say "yes" to an invitation.

♐ SAGITTARIUS (Nov. 22-Dec. 21)

★★★★★ Though work might be on your agenda once more, you could be delighted and surprised by what goes on. Others lighten up, and you're ready for some celebration and fun. Don't put obstacles between you and a relationship. Tonight: Turn in early.

♑ CAPRICORN (Dec. 22-Jan. 19)

★★★★★ Your imagination, mixed with your practical insight, permits different views and options. When you give the green light, others realize that the idea, project or person is A-OK. Make what you want happen. Others respond. Tonight: Dance till the wee hours.

♒ AQUARIUS (Jan. 20-Feb. 18)

★★★★★ Be a good listener and muzzle yourself when dealing with touchy individuals in your life. On some level, you might hear too much; but on the other hand, you would prefer that those around you be expressive and open. Extremes mark family and work. Tonight: You need some downtime.

♓ PISCES (Feb. 19-March 20)

★★★★★ Be a good listener and muzzle yourself when dealing with touchy individuals in your life. On some level, you might hear too much; but on the other hand, you would prefer that those around you be expressive and open. Extremes mark family and work. Tonight: You need some downtime.

QUOTE of the DAY

"The big cities of America are becoming Third World countries."

— Nora Ephron

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LOCAL



A new coat



Carolyn Sackariason/Daily Press

Painters give a fresh look to the AMC Movie Theaters on the Third Street Promenade recently.

COMMUNITY BRIEFS

Rounding it out on Washington and 26th

By Daily Press staff report

Residents on the eastside of town will soon be going around in circles.

That's because a new roundabout will be constructed at 26th Street and Washington Avenue to deal with an influx of traffic there.

Residents near 26th and Washington approached the City Council in February 2001, concerned that crossing the street was becoming more dangerous. The Council conceptually approved the roundabout last November, with officials citing concerns that a stand-alone crosswalk or even a "flashing" sidewalk would not be effective at a location with so many vehicles turning. A full traffic signal also was discounted for fear of fundamentally changing neighborhood traffic patterns, especially on Washington Avenue.

The roundabout is part of a \$4.7 million pedestrian improvement project which includes enhancements to Wilshire Boulevard, Santa Monica Boulevard, Broadway, Ocean Park Boulevard and 26th Street.

American cities have been installing an increasing number of roundabouts as they have been found to be popular and effective in many European communities. A roundabout is a circular intersection where vehicles entering the intersection yield to vehicles already in the intersection.

Educate yourself with election coverage

By Daily Press staff

With election day two weeks away, there are countless forums, debates, meetings and interviews are on tap for the public to educate itself before going to the polls.

Here is what the League of Women Voter's schedule looks like:

Oct. 23 (Wednesday): Live/Interactive Candidates
Forum for Board of Education Candidates
City Council Chambers at 7 p.m.



surf report

Information compiled by Jesse Haley

The weekend's west swell is on the decline, but on its heels is a northwest swell of good size. The initially steep-angled swell, 300 degrees, shifts more west today, better exposing L.A. County's west facing surf spots. Locations where west and northwest combine see the most size, averaging waist- to shoulder-high, with plenty of opportunity for head-high and over-head sets at the best tides.

Forecasts call for a slight decrease in swell activity Tuesday afternoon due to another shift in swell angle as the storm is expected to move north and away from L.A.'s exposure window. However, we'll still see continual three to four-foot sets throughout the day.



Today's Tides:

Low-	3:40 a.m.	1.18'
High-	9:42 a.m.	5.40'
Low-	4:23 p.m.	0.40'
High-	10:22 p.m.	4.28'

Location	Tuesday	Wednesday	Water Quality
County Line	4-5'/Fair	4-5'/Fair	A
Zuma	4-5'/Fair	4-5'/Fair	A
Surfrider	2-4'/Fair	2-4'/Fair	A
Topanga	2-4'/Fair	2-4'/Fair	A
Breakwater	3-5'/Fair	3-5'/Fair	A
El Porto	4-5'/Fair	4-5'/Fair	A

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The Q-Line

On any given night on the Third Street Promenade, street performers dance and sing for tourists and locals alike. But sometimes these people, especially the singers, just don't cut it, and add to the noise pollution that's always prevalent in a vibrant city.

But there is a solution: Hold auditions for performers before the city hands them a permit to dance or sing — or sometimes screech — their hearts out. If they don't make the cut, then they don't

get a permit to perform.

So this week's Q-Line wants to know: "Should the city create a committee that will audition street performers before they receive a permit to entertain us?"

Call (310) 285-8106 with your response before Thursday at 5 p.m. We'll print it in Friday's paper. Please limit your comments to a minute or less; it might help to think first about the wording of your response.

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OPINION

LETTERS

Council must act on the homeless issue

Editor:

As I watched Mayor Michael Feinstein's tearful emotional plea to really place this issue (homelessness) in our consciousness, I don't think he realizes how differently that may mean to some people.

I was familiar with his opinion that the homeless feedings are not related to the problems they cause but that seems to come into direct conflict with what the Chief of Police has to say (70% are petty criminals) or other police officers who deal with them every day. A significant amount of time and money of their resources is spent dealing with this problem.

I don't know why some liberals on the council have trouble seeing and dealing with the facts that are in right in front of them.

Our nanny came back the other day from walking our six month old daughter and asked me "why do they allow so many homeless in this nice area?" She also said one person walked up to the stroller and then yelled "get out of my way, bitch!" She can't even take the baby for a walk in the Palisades Park because she has noticed many doing drugs right out in the open and their smell and appearance is repulsive.

We also can't use a small park in back of our home because it is dominated by homeless. They even occasionally wander into our yard and we recently had a bike stolen.

The current situation is unacceptable. They do not have a right to our parks any more than we do and the obvious fact is that they drive away people who take care of themselves and who also live in the area. The business community is correct in addressing the problem and taking it to the city council who does nothing.

This community is supported by its tourism and its business tax base and these "facts" cannot be ignored. I hope the city council will spend its time more wisely in addressing the concerns of all people in the community and to consider better ways to actively deal with the homeless issue than to attract them here and then pretend we aren't affected by their presence.

David Hunzicker
Santa Monica

We'll never be Beverly Hills!

Editor:

Referring to the article about remodeling 3rd Street. It should once again become a traffic through street as it was many years ago and allow useful stores to open up, stores that general public can use and not these useless, silly so called "upscale"

stores. And what about this senseless word "ambiance," that it will never have. Plus it will never be a Beverly Hills!

If traffic was permitted on 3rd Street — and I refuse to call it Third Street Promenade — it would alleviate some of the shocking traffic we now have to endure. And why does all this traffic find it's way down here? I can only assume a lot of it must be handled one way or the other. Otherwise, what is there to do down here — nothing? It's a boring old place to say the least.

I knew Santa Monica when it was a sheer delight, peaceful place where rents were fair and one could purchase a few things down here without having to run to other neighborhoods for sensible stores to shop at.

So now they are going to waste more good money for these over priced people to once again mess up and probably make things worse than they already are.

Maybe a terrific solution would be to demolish 3rd and 4th Streets and begin anew with a fresh airy space containing nice two story buildings, housing, drug stores, a good supermarket, popular Wal-Mart, Cost-CO, Target, etc. They'd make a fortune, fast.

Whatever they intend to do to 3rd Street, the bums will always be there unless a very sensible strict plan is put into effect.

I know you are interested in hearing from your readers and I know many logical and sensible people feel the way I do.

It's a crime what has become of downtown Santa Monica, even the weather seems to have become different. Most days were sunny, very few dull, miserable, cold days as we are experiencing now. Maybe the dense traffic (pollution) has something to with it? It's too small a neighborhood to put up with all this insane growth. Such immense greed. I've lived here since 1951 and I just can't believe how these greedy developers have ruined it. It should not have been allowed to happen by the people in charge.

R.E. Brezic
Santa Monica

When will downtown's redevelopment end?

Editor:

I was flabbergasted to read that the revamping of the downtown district is still not done. Didn't we just finish major changes (expenses) creating a transit mall, etc. and even celebrate the "new" downtown. Now, the city has spent \$54,000 to have the downtown public spaces assessed by a New York consulting firm. Why do we need a New York perspective? What do they know about Santa Monica? Wasn't there a consulting firm in Santa Monica or the Los Angeles area that could have done the assess-

See LETTERS on next page

Straw man mailer mas no backbone

(Editor's note: The city council passed an ordinance last July requiring businesses in the coastal zone that generate more than \$5 million in annual revenue to pay their employees up to \$12.25 an hour. Measure JJ asks voters to approve the measure on Nov. 5. The Daily Press welcomes opinion submissions on both sides of the issue.)

Over the weekend, registered Santa Monica Democrats received a letter signed by Congressman Henry Waxman and State Senator Sheila Kuehl supporting Measure JJ — the City's Minimum Wage Ordinance.

It's just this kind of false and misleading campaign propaganda that creates a desire for campaign finance reform. Let's look at the points raised in this letter one at a time.

First statement: Measure JJ "raises the minimum wage for 2,000 workers concentrated in Santa Monica's luxury beach hotels to \$10.50 per hour."

False. Measure JJ raises the minimum wage to \$12.25 per hour for employees of (1) the city, (2) all companies providing services to the city (including all non-profit organizations receiving city grants), and (3) all employers, whether profit or non-profit, having \$5,000,000 in gross receipts and located in a portion of the city

approximately one mile inland.

It's not limited to "luxury beach hotels." In fact, it will not apply to any employees of two of these hotels because they are unionized — they can, and do, pay workers less than \$10.50 per hour. Almost all of the other "luxury beach hotel" employees who will be covered are already earning substantial incomes from tips.

Second statement: Measure JJ "applies only to large businesses earning more than \$5 million per year."

False. As stated above, Measure JJ applies to the city, all service contractors, both for-profit

and non-profit, as well as to employers having \$5 million in gross receipts. And that means "gross receipts," not profits. Use of the term "earning" is obviously an intentional deception since that word equates with income or profits. Measure JJ applies to all employers having that level of sales irrespective of profits.

Third statement: Measure JJ "provides a hardship exemption when businesses face economic difficulties."

False. Measure JJ says that the hardship exemption is available only when an employer can establish that compliance

with Measure JJ will constitute a "severe economic hardship" rendering the business "nonviable." The employer also must establish that any exemption will "advance the policies" of Measure JJ.

Fourth statement: "Measure JJ does not cut local public services."

False. No one argues that it does and so to characterize the opposition argument this way is simply to knock down a straw man.

The fact is that Measure JJ will cost the city several million dollars which may lead to reduced public services, particularly during this time of economic difficulty.

Even without the \$2.5-\$3.0 million cost estimated by the City Manager for the first year alone, the city's budget is in trouble. Just last week, the city disclosed that it's already reduced revenue projections by at least another \$1.5 million.

Fifth statement: Measure JJ does not "raise taxes."

False. This statement is particularly disingenuous because no one has ever suggested Measure JJ provides for tax increases. In fact, it was a city representative who last week suggested residents might have to consider tax increases given

projected shortfalls in sales taxes.

Sixth statement: Measure JJ does not "discriminate against workers."

False. Of course it discriminates. How can one claim otherwise when JJ applies only to workers fortunate enough to work for certain businesses but not for many of their competitors? Isn't it discrimination when employees of The Gap on the Promenade will be covered by the law but not if they're working at the store on Wilshire? Or if they work for the Doubletree rather than the unionized Viceroy? Or for Broadway Deli but not its competitive neighbor literally across the Promenade, the Broadway Bar & Grill?

As I've said many times, the problems of low-wage workers is a real one that deserves serious attention. However, it will not be addressed through a law which is designed to primarily benefit the Hotel Employees and Restaurant Employees Union, Local 814 to the detriment of residents, businesses and, yes, workers, no matter how many union-supported politicians say otherwise.

(Tom Larmore is a Santa Monica resident and a local property rights attorney.)

Guest Commentary

By Tom Larmore

OPINION



LETTERS

LETTERS from previous page

ment? Wouldn't it have been preferable to provide jobs for our local people and provide income for our local tax bases?

According to your article, this New York consulting firm concluded that the Promenade is dominated by transients who sit on the public benches all day. We spent \$54,000 for that! They suggest stadium seating! Then the transients will have more places to sit all day? The New York consulting firm seems to have confused the Promenade with a living room. Then they had the gall, for \$54,000, to suggest that the dinosaurs be removed. Why? For more seating — I suppose for the transients! What about the rest of us?

Keep the dinosaurs! Declare them a historic landmark if that's what it takes. Get the New Yorkers out, get a refund, and if you're going to squander our money, squander it locally. Even better, eliminate the squandering and instead of this piecemeal approach, i.e., new transit mall, then new Promenade, then new adjacent areas, then new Santa Monica Place, get a master plan together using local consultants. And please keep the dinosaurs!

Susan J. Hartley
Santa Monica

California depends on illegal immigrants

Editor:

I can't understand why newspapers over and over again allow letter-writers like Dorothy R. Sterling to say, as she did in her letter to you published in the Saturday, Oct. 12 paper, "illegal means just that - against the law."

Why would anyone want to grant privileges such as drivers' licenses to people who are here illegally and why would the legislature support this without explaining the very simple answer to these questions?

I know that you know the answer, as do our legislators, even though it seems many would-be legislators do not know it yet, thus confusing the issue even more.

I was born in California in 1922 and throughout my entire eighty years of life the economy of the state of California has depended upon the employment of illegal immigrants. The state of California as we know it could not exist without these illegal workers (and this is true of some other states as well).

The state government is powerless against the interests of the wealthy corporations who provide us (and the world) with our food as well as with other goods we use daily, and who profit as they do by employing illegal immigrants, whom they often cheat and abuse but who — whether cheated and abused — must go home to their own country when their employment is over, and who while here do not have any rights because they are illegal.

Who is to stop this practice? One employer might lose the taste for profiting by criminal behavior, but the only option for such an employer would be to go out of business. To try to stay in business and employ U.S. citizens for these essential but painfully onerous jobs would be financial disaster. U.S. citizens will not do that kind of work for the wages these employers must pay if they are to make the profits they make. The market has its ways.

One legislator every now and then attempts to do something to change the story, but the power of the moneyed corporations far outweighs the power of indignant voters.

The sooner the blinders are taken from our eyes on this issue the sooner something at least half-way sensible might begin to be envisioned; I accuse the press of complicity in keeping the dirty secret.

When a Dorothy Sterling asks in a letter to the editor why we want to protect ourselves from mayhem on the state's highways by requiring anyone, not just citizens, who drive motor vehicles, their own or their employer's, to be licensed, the least you could do as a responsible journalist would be to append an editor's note to the published letter with a brief answer.

Frances Dean Smith
Santa Monica

Josefina is the candidate for change

Editor:

A vote for Josefina Aranda can bring needed balance to the Santa Monica City Council.

Women, Hispanics and the Pico Neighborhood consistently remain under-represented on the city council. Today we have one woman, no Hispanics and no residents of the Pico Neighborhood serving on the council. A vote for Josefina can change that.

With a recent masters degree from Columbia and a bachelor's degree from UCLA, Josefina brings the knowledge, ideas and energy of a new generation to City Hall. Having been born and raised in Santa Monica by hard working and accomplished parents, Josefina already has established a record of community service impressive for someone twice her age.

On the city council, Josefina will have the opportunity to serve her community further by applying the same skills and energy that have made her such a highly successful contributor in each of her community service endeavors thus far.

As an accomplished problem solver who is skilled at working with people in very difficult situations, we can expect Josefina to bring a fresh approach to tackling the city's toughest issues, whether they be people without homes, cars without parking spaces or people without voices in City Hall.

Josefina is a bright rising star bound for far greater civic responsibilities in the future. Let's make the Santa Monica City Council the next stop for this very impressive young lady from the Pico Neighborhood.

Jean Gebman
Santa Monica

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LOCAL

Supporters say Measure EE provides for the future

MEASURE, from page 1

next year. They warn without the parcel tax increase the district will have to make even more drastic cuts.

"This is an important measure that would allow the district to continue to provide programs the district demands, and keep the reputation it has," said Superintendent John Deasy. "It prevents what would be draconian cuts in the budget."

As the state legislature continues to cope with its \$28.8 billion deficit, officials say education will likely continue to fall by the wayside. School districts across the state are being squeezed by precipitous declines in state funding and significant increases in the cost of health insurance and retirement plans.

In Santa Monica schools, officials also are attempting to lower class sizes over the next three years so that classes stay well below 35 children on average. To achieve that, the school district will have to go with less funding from the state, which pays districts based on the number of children enrolled.

A handful of residents are asking voters to vote down Measure EE on the Nov. 5 ballot and wait for a better worded initiative to come back during a possible spring election.

Detractors of Measure EE say parcel taxes, which are flat fees charged to property owners, are unfair because they ask the poor and the wealthy to pay the same amount. Under that system, the burden falls on the poor and those living on a fixed income, they said.

The measure's opponents — who say they agree the school district needs more local funding — want the district to use another form of taxation.

They propose using a tax that's proportional to the square footage of buildings on the lot — like they do in Berkeley — or charging each residence a flat fee — like they do in Davis, Calif. — to take into consideration the nearly 70 percent of Santa Monicans who live in apartments.

Opponents also want to vary rates paid by commercial and residential properties, and have exemptions for seniors and low-income families.

"It doesn't mean you're against education if you vote against EE, it just means you support another revenue model," said Santa Monica resident Don Gray, who has a child enrolled at Roosevelt Elementary School.

Supporters say Measure EE has significant protections written into it that ensure the increased funds go towards paying for educational programs and not paying for increased travel expenses or salaries.

Since the state constitution forbids property taxes, Measure EE supporters say parcel taxes are the fairest way to

"We are going to have a crisis in public education for along time to come."

NEIL CARREY
School parcel tax supporter

raise the needed revenues.

Less-wealthy apartment dwellers would pay only a fraction of the increased parcel tax. Measure EE supporters say the average Santa Monica resident living in an apartment would pay approximately \$3 more a month in rent.

And unlike in past years when the school district has asked for increases in the parcel tax, this time Measure EE supporters say the district is not just fixing current problems but looking down the road at future pitfalls.

"We are going to have a crisis in public education for along time to come," Carrey said. "But what I feel good about is that we're finally coming up with a number for a parcel tax that will not only fill-up the holes we have now but which will leave a substantial amount of money to improve things."

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LOCAL



Aviation history was made in Santa Monica

AIRPORT from page 1

informal landing strip.

"Back then there was nothing else around," said Santa Monica Airport Manager Bob Trimborn. "It was just dirt."

By 1923 the United States Army dedicated the site as Cloverfield — after Graystone Clover, a local pilot who had died in combat during World War I. The military used it to train and maintain its young fleet of pilots and aircraft.

It wasn't until the following year that the airport was permanently placed on the map. A young aviation engineer, Donald Douglass, designed four "World Cruiser" biplanes that successfully circumnavigated the globe in six months.

The feat drew Douglass several contracts to build planes for the military. To keep him in Santa Monica, the city expanded the operation and over the next two years purchased 225 acres.

By 1929, Douglass had his factory at Santa Monica Airport, turning the city into a blue-collar factory town.

"It changed the demographics of the city forever," Trimborn said. "Douglass became the largest economic generator in the city — everybody knew somebody who worked at the plant."

The factory was originally located where Douglass Park on Ocean Park Boulevard now sits.

Over the following decade, hundreds of homes sprung up around the airport — both in West Los Angeles and Santa Monica. The city's first apartment complexes were built to house the plant's workers. Many small businesses like "The Airport Pharmacy," or "The Airport Barber Shop" sprung up to serve the new residents.

During World War II, the federal government took the airport from the city, citing security concerns. Officials wanted to protect Douglass Aircraft, which by that time had become a major defense contractor.

The federal government expanded the airport's runway and facilities to accommodate the larger military planes being built by Douglass, which had expanded to 44,000 employees and into a 24-hour operation.

Extensive netting was hung over the airport that disguised it from possible enemy bombers flying overhead. When pilots looked down, all they saw were rows of homes. The disguise was so good that when an unfamiliar pilot was flying into the airport, an employee would have to stand at one end of the runway and wave a large flag to signal where to land.



File Photo

Santa Monica Airport has become a place of entertainment and a form of education. Families visit frequently to watch planes take off and land.

After the war was over, the federal government gave the airport back to the city on April 10, 1948. By that time, it was a far larger operation than when the city had first owned it 10 years earlier.

During the post-war 1950s, Douglass began the production of its DC-7C, which is capable of transporting 110 passengers at speeds up to 400 miles per hour for more than 5,500 miles. It was a major breakthrough for commercial aviation, and more than 338 of those planes were built in Santa Monica.

But commercial aviation carriers wanted larger and faster planes. Douglass found itself competing with jets, especially the Boeing 707. At the end of the 1950s, Douglass began developing plans for its DC-8, a four-engine jet powered craft.

But the runway size needed to be expanded if the new planes were going to fly in and out of Santa Monica. The company proposed to extend the runway from Bundy Avenue across the airport and down a ramp that would have projected over Sunset Park.

The city denied the proposal and Douglass ended up moving its jet operations to the Long Beach Airport, though the

company continued some research and development in the Santa Monica.

Douglass chapter ends, Vegas vacations begin

As the airport's commercial aviation role was coming to a close, its importance as a general aviation airport was only beginning.

Many military pilots from World War II and the Korean War wanted to continue flying after the wars were over, so they purchased their own airplanes and flew in and out of small fields like Santa Monica Airport all over the country.

The numbers of non-military planes taking off and landing at Santa Monica Airport in the late 1960s mushroomed to 356,000 a year, which translated into about 975 a day, or 40 arrivals and 40 departures an hour.

It also was during the late 1960s that the first civilian jets began flying into the airport, which were much louder than the ones today. Making matters worse for nearby residents was that a dealership moved to the airport that sold one of the loudest planes on the market — the Jet Commander.

"To sell these planes, these guys would take their clients out

for a night on the town and then after dinner say 'hey, why don't we take one of the planes to Vegas,'" Trimborn said. "So they'd go down to the airport and fire up one of these planes at 11 or 12 at night and be in Vegas in 20 minutes. That was the sales pitch — be in Vegas or almost anywhere in under an hour."

"But that really upset the neighbors," he added.

In the golden days of Douglass's plant, neighbors of the airport stomach the noise because many either worked there or at a business that served the company and its workers.

After Douglass left Santa Monica, new residents moving into the neighborhood had little connection to the airport and had far less patience for airplane noise.

"The community attachment was gone," Trimborn said. "It was just a general aviation airport with few ties to the community."

"That's when the value of the airport was called into question," he added.

Legal issues take flight

In 1967, 232 neighbors of the airport filed a lawsuit against the city seeking damages for jet noise, fumes and nuisance. Even though Santa Monica won the

lawsuit, for the first time city officials began thinking about closing the airport, or banning jets.

Santa Monica enacted a curfew that prohibited planes from starting their engines from 11 p.m. to 7 a.m. That too was challenged in court, this time by a local aircraft operator. The city prevailed and for the first time set the legal standard for curfew laws at general aviation airports across the country.

The city then petitioned the state attorney general to allow it to close the airport. When its request was denied, the city in 1972 moved to ban jets entirely. Signs proclaiming "No Jets" were placed at either end of the airport's runway.

By 1977, the airport was bulldozed, leaving only a large vacant dirt lot. All that remained was the runway, which remained active.

That same year the Santa Monica Aviation Association sued the city over its jet ban and a preliminary noise ordinance the city set at 100 decibels. In 1979, the courts ruled the city couldn't ban jets outright, but it could set regulations, like the noise ordinance.

The city lowered the noise level to 85 decibels, which was below even what many propeller planes could meet. A judge later struck down the lower noise ordinance on the grounds it was a disguised jet ban.

During the 1980s, general aviation went through one of its slowest periods in history. The national recession combined with fewer war veterans flying, increased costs of commercial aircraft and a slow-down in the airline industry caused the use of Santa Monica Airport to drop to its lowest point ever.

Because of the slowdown, the city again conducted an economic analysis of the airport that determined the land could be better used if it were closed and turned into a large business park.

In 1980, the city notified its few remaining airport tenants their leases were up in one year, and in 1981 the city council adopted a resolution declaring its intention to close the airport as soon as legally possible.

Fearing Santa Monica would once again set a national precedent, the Federal Aviation Administration sued the city shortly after the resolution was enacted, and the city entered into one of the most bitter court battles of its history. (See related story).

While the lawsuit would eventually be settled two years later, it too would set the stage for how Santa Monica Airport developed into what it has become today.

DID YOU KNOW?: In Alaska, it is legal to shoot bears. However, waking a sleeping bear for the purpose of taking a photograph is prohibited.



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LOCAL Jets a familiar sight at Santa Monica Airport

SETTLEMENT, from page 1

has integrated itself into the social fabric of the community. Residents can easily hop on a Big Blue Bus and get to the airport, where they can watch planes and jets fly in and out from a viewing platform or soak in the sunset while nibbling on sushi at the local restaurant. Officials are planning to complete a new park this year on the eastern edge of the airport that will likely become a regional draw.

New aviation buildings now encircle the runway, and the vast majority of them are stationed to the north side of the airport, furthest away from residential homes. But it was the development of office space and work studios for local artists, along with attracting a few restaurants, that has allowed the airport to become economically independent for at least the past six years.

The city leases space in one 24,000-square-foot office building for about \$1.95 a square foot, while at another 30,000-square-foot building, the rents are about \$1.45 a square foot. Space in the airport's administration building is going for \$2.25-2.50 a square foot.

"It's the intent that it be fiscally self-supporting and not dependent on the city's general fund," said Mark Richter, director of economic development. "Because of that, the airport has become much more than a runway and hangers."

Any money left over after paying for its basic operations is sunk into capital improvement projects, like repaving the runway or repairing hangers, officials said.

"We save up money in our airport fund to pay for those large capital improvements," Trimborn said. "We truly stand alone when it comes to the city and finances."

Not only is it an economic engine for the city, but the airport has developed into key a business district for Santa Monica. Demand for space at the airport has become so high that there is now a waiting list to lease some of its property.

The airport's largest hangar is routinely rented out for movie production and for large fundraisers, galas and award shows. Other hangars are rented out by people like Michael Jackson, Jay Leno and Jerry Seinfeld to use for storage of vintage cars and other high-priced toys.

"It certainly has its own character because it is so different from other operations in the city," Richter said. "It's important to the city and the area in the manner that it supports businesses located here."

The airport also has helped the city through some tough times. During the riots, some of the city's emergency personnel were flown in when the roads and freeways were blocked. And after the 1994 Northridge earthquake, aid and supplies were flown in through the airport.

"It's also important that we have the airport for emergencies," said City Councilman Ken Genser. "It serves a very good purpose that way."

Rapid development, among other national aviation factors, also focused new attention on the airport. Large international companies like MGM, Sony and MTV settled in Santa Monica and now station their company jets at the airport.

During the economic boom of the past decade, many wealthy westside residents began frequently using the Santa Monica Airport and use it to store their private

jets. Many U.S. Presidents use the airport when they travel to Los Angeles, mainly because of its close proximity to Century City and Beverly Hills, where many political fundraisers are held.

Since the 1984 agreement, the mix of planes using the airport has steadily changed to more jet traffic. Officials say jet operations have steadily grown from between five or six flights a day to more than 15 jet flights by the mid-1990s. And by 2000, more than 40 jets were coming into and out of the airport, officials said.

Increased highway congestion coupled with commercial airline delays mixed in with the influx of wealth on the westside, has led to the increased jet use, officials said. Also, fractional share ownership — which allows multiple companies who can't afford a private jet on their own to lease one from a management company — has led to an increase in corporate jet traffic, officials said.

The increase in jet noise became so noticeable, a group of residents mostly in West L.A. sued the city in 2001 for damages stemming from nuisance claims of noise and pollution. A judge has dismissed the claims of 19 of the 21 plaintiffs. The remaining few were awarded a few thousand dollars in damages each.

Then on Dec. 4, 2001, the city enacted some of the highest fines in the country for violating its stringent noise ordinance. First time offenders are given a warning, but after that a pilot can be cited with a \$2,000, \$5,000 or \$10,000 fine for each time they breach the noise ordinance.

"There's only a dozen airports across the country with noise ordinances," said Deputy City Attorney Marty Tachiki. "Of those 12 or so, Santa Monica's is the most restrictive."

Based on residents' concerns about planes possibly crashing into their homes, some of which are located within a few hundred feet of the airport, the airport commission has asked the city council to approve two 500-foot safety buffer zones at either end of the runway. The commission also asked the city to re-classify the airport as only being able to handle small jets and propeller-driven planes. Those requests are pending with the city and the FAA.

About 1,300 aircraft take off and land at Santa Monica airport during a month's time. Of those, 90 percent are propeller-driven planes, which are in compliance with FAA regulations.

Jets constitute the other 10 percent, and of that type of aircraft 50 percent are the non-conforming, larger planes.

The safety zones would therefore only affect about 5 percent of the total planes flying into and out of the airport. If approved, Santa Monica would become the first general aviation airport in the country to take such an action.

"It would be misleading to suggest that heading in this direction would alter the number of operations," said Jean Gebman, an Airport Commissioner. "Indeed large aircraft with higher approach speeds could simply be replaced by more smaller planes."

Since the Sept. 11 terrorist attacks, jet operations at Santa Monica Airport are back down to 2000 levels, but officials say they are unsure how those numbers will change over the next few years.

"It's anybody's guess," said Tachiki. "That chapter hasn't been written yet."

NATIONAL



Brewer uses brewing byproduct for fuel

BY PAT FERRIER
Fort Collins Coloradan

FORT COLLINS, Colo. — One man's waste is another man's energy. At least, New Belgium Brewing Co. is banking on it.

The maker of Fat Tire ale and Sunshine Wheat beer will soon start using methane gas — a byproduct of the brewing process — to power its brewery.

Ultimately, the system will help reduce New Belgium's reliance on city power, lower its utility bill and cut greenhouse gas emissions.

"It's an environmentally sound process," said Ross Alarid, the brewery's environmental health and safety technician. "We'll benefit, the community will benefit and the environment will benefit."

The system works when biogases, including methane, are captured in what looks like a big balloon. Methane is then piped to an onsite cogeneration plant where it powers an engine, which creates electricity and heats water for the brewery.

A cogeneration plant was installed at New Belgium's multimillion-dollar wastewater treatment plant in September, clearing the way for the company to start capturing the biogases.

Building the plant made sense for several reasons, "some altruistic," said environmental engineer Fred Porter.

"We want to make the best use of water and recover energy from it," he said.

Methane alone cannot power the brewery, so the company currently uses electricity generated by the Fort Collins' wind power program that uses wind turbines in Wyoming.

Recycling the gas will save money and cut the amount of power New Belgium receives from the city, Porter said.

"It's a great thing all the way around," said Gary Schroeder, energy services engineer with the Fort Collins Utilities Department.

"They're using their waste stream to recover methane, which is a greenhouse gas, and turning it into, at worst, carbon dioxide, which has 21 times less global warming potential than methane," Schroeder said.

"It's great that they're utilizing that and minimizing their energy use."

Porter said the plant should pay for itself in four to five years.

Exactly how much power will be generated and how much money will be saved is unknown, said Hillary Mizia, New Belgium's sustainability outreach coordinator. But expectations are high.

The brewery has used 2 million kilowatt-hours of electricity this year. At the cheapest rate of 7 cents per kilowatt-hour, the brewery pays at least \$140,000 in annual utility costs.

Rates are even higher during peak energy times, Porter said.

In addition to its money-saving benefits, New Belgium has an opportunity to promote and demonstrate the cutting edge technology.

"It is really big to show there are these different technologies that may have been frowned upon in the past or may have been seen as something too radical to use," Mizia said.

More precisely, New Belgium will utilize methane power by sending its processed water from the brewery into anaerobic (meaning "lacking in oxygen") ponds that exist under a thick plastic roof, which is pliable like a balloon.

Microbes eat about 80 percent of the matter in the water, such as sugars and carbohydrates, which remain after the brewing process. The microbes then excrete gas or methane, which will be captured and piped to the cogeneration plant.

The methane will then be used to heat water and power an engine that creates electricity for the brewery.

payments and help it return to profitability.

The airline said it will soon announce "additional adjustments" to its schedule and staffing levels.

"United is facing its toughest challenge ever," said Glenn Tilton, the carrier's recently named chairman, president and chief executive. "These actions are unfortunately necessary given the current weak revenue environment."

Tilton made clear he is still counting on unions to agree to substantially more cutbacks at the airline, which is 55 percent owned by its employees. United and the leaders of its five unions have agreed in principle on the need for \$5.8 billion in labor concessions over 5 1/2 years. But implementation hinges on separate deals being reached with each union.

United currently operates more than 1,900 flights daily and has about 84,000 employees.

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By The Associated Press

CHICAGO — United Airlines is cutting 1,250 jobs and closing three reservation centers as part of cost-cutting efforts aimed at saving the troubled carrier about \$100 million annually.

Monday's announcement came three days after United announced an \$889 million third-quarter loss and said its operations have been losing about \$7 million a day.

The Elk Grove Village, Ill.-based airline is restructuring in an effort to stay out of bankruptcy. Its announcement Monday came as it prepares to file an updated business plan with the federal government this week, hoping to strengthen its application for further financial assistance by detailing cost cuts and the results of weeks of concession talks with unions and lenders.

United is seeking a \$1.8 billion loan guarantee from the Air Transportation Stabilization Board to meet impending debt

DID YOU KNOW?:
A crocodile can't stick its tongue out.



NATIONAL

Police say sniper may have tried to contact them

BY STEPHEN MANNING
Associated Press Writer

ROCKVILLE, Md. — In a tantalizing turn in the hunt for the Washington-area sniper, investigators said Monday the killer apparently tried to contact them in a phone call that was too garbled to understand. They pleaded with the person to call back.

The announcement came hours after Virginia authorities surrounded a white van in Richmond, Va., and seized two men. Police later said the men had nothing to do with the case and would be deported for immigration violations.

The most intriguing development came from Montgomery County Police Chief Charles Moose, who is in charge of the investigation.

Moose disclosed for the first time that a call had been received from someone of high interest to investigators — but the call was muddled.

"The person you called could not hear everything you said. The audio was unclear and we want to get it right. Call us back so that we can clearly understand," Moose said.

He did not disclose who received the call, when it was made or other details.

But investigators believe the call may have come from the sniper and that the caller was the same person who left a note and phone number Saturday night at the scene of the latest shooting, a law enforcement source told The Associated Press on condition of anonymity.

For the second consecutive day, Moose seemed intent on establishing a dialogue with the killer. On Sunday, he publicly pleaded with the note writer to call authorities.

On Monday, he said: "The message that needs to be delivered is that we are going to respond to a message that we have received. We are preparing our response at this time."

Moose said he could not discuss the message further.

The flurry of activity raised hope there



Associated Press

A Henrico County Police officer shines a flashlight into the window the van parked at a gasoline station Monday in Henrico County, a suburb of Richmond, Va., at the corner of Parham and Broad streets. The van was later towed away. Witnesses said a man was taken into custody from inside the van.

had been a break in the search for the sniper who has killed nine people and critically wounded three others in Virginia, Maryland and Washington since Oct. 2.

The latest attack came Saturday night in a steakhouse parking lot in Ashland, just north of Richmond. The victim, a 37-year-old man, was felled by a single shot to the stomach.

He remained in critical but stable condition at a Richmond hospital Monday after having his spleen and parts of his pancreas and stomach removed. Surgeons removed the bullet from the victim, and ballistics test linked the slug to the sniper.

Surgeon Rao Ivatury said the man is conscious and responding to wife's voice, but will need additional surgery in the next few days.

"He still has a long way to go," Ivatury said.

Through the hospital, the wife issued a statement saying the caring and prayers she and her husband have received "have been a bright ray of hope and comfort."

"Please pray also for the attacker and that no one else is hurt," she said.

Schools in Richmond and nearby counties were shut down Monday, and there was heightened interest after the two men were taken into custody in suburban Richmond.

The white van, which had 30-day Virginia tags and a small Marine Corps sticker on the back window, had been idling beside a pay phone at least 45 minutes, said David Dunham, a mechanic at a nearby car dealership.

Witnesses said officers in bulletproof vests converged on the van and dragged out a man before slapping him in handcuffs. Authorities did not say how the second man was arrested.

Hours later, the lead fell apart. A Justice Department official said deportation proceedings had begun against the 24-year-old Mexican and 35-year-old Guatemalan.

Meanwhile, the sniper's latest fatal victim was laid to rest.

FBI analyst Linda Franklin, 47, was killed by the sniper Oct. 14 outside a Home Depot in Falls Church while loading packages with her husband. Franklin had survived breast cancer and was awaiting the birth of her first grandson.

"Whoever this perpetrator is has surrendered himself to darkness and evil," minister Larry Tingle told about 200 mourners at Mount Olivet United Methodist Church in Arlington, Va.

In other developments Monday:

■ France alerted Interpol about a French army deserter who is known as a marksman and is missing in North America. A Defense Ministry spokesman said there was speculation of a link to the sniper.

■ The Richmond Times-Dispatch reported that police have found more than one tarot card during the investigation. A tarot death card was reported found Oct. 7 outside a Bowie, Md., middle school where the sniper wounded a 13-year-old boy. It had the words "Dear Policeman, I am God" written on it.

■ Bail was denied for Matthew Dowdy, who is accused of lying to police by describing a cream-colored van with a burned-out taillight at the scene of last week's shooting in Falls Church.

■ Authorities said tests had failed to link a shell casing found in a rental truck to the attacks. The shell turned up Friday at a rental agency near Dulles International Airport in northern Virginia. Authorities said it was .223-caliber round, the same kind used by the sniper.

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INTERNATIONAL



Iraqi prisoners overjoyed with Saddam's amnesty

BY JEROME DELAY
Associated Press Writer

BAGHDAD, Iraq — Convicted thief Ali Karim Hassan walked away from prison a free man, and pledged to begin his life anew.

His shot at redemption was courtesy of Saddam Hussein who, on Sunday, announced the "full and complete and final amnesty" of Iraqi prisoners — common and political.

The announcement prompted wild, emotional scenes at prison gates, but abroad, it was met with skepticism.

In neighboring Iran, a haven for Shiite Muslim opponents of Saddam, a top Iraqi Shiite religious leader said he had no confirmation of the release of any prominent Shiite political prisoners.

Ayatollah Mohammad Taqi Modarresi said the amnesty had little impact. All of Iraq, he said, is a prison.

"Today, the Iraqi people, more than any other time, wish for freedom from the large prison the oppressive regime has created," Modarresi said in a statement sent to The Associated Press on Monday.

The government called the amnesty a way of thanking the nation for supporting Saddam after he received 100 percent backing in last week's presidential referendum.

A decree attributed to Saddam and read on national television on Sunday said the amnesty applied to "anyone imprisoned or arrested for political or any other reason."

In another broadcast Sunday, Justice Minister Munthir al-Shawi said the amnesty will not cover those who spied "for the Zionist entity," referring to Israel, and the United States.

State-run television said other Arabs imprisoned or detained in Iraq were included in the amnesty, but Iraqi officials did not say whether that included Kuwaiti prisoners of the 1991 Gulf War.

Kuwait has accused Iraq of failing to account for more than 600 Kuwaitis and nationals of other countries who disappeared during the Gulf crisis.

Baghdad has said it released all prisoners

of war and has accused Kuwait of not cooperating to determine the fate of 1,150 Iraqis who disappeared during the crisis.

Sobhi Al Jumaily, the London-based representative of the Iraqi Communist Party, said in a telephone interview with AP in Cairo that there was no indication that hundreds of party members jailed by Saddam — including leaders Safa Al Hafedh, Sabah Al Dorra and Aida Yassin — were released.

Among Iraq's most prominent political prisoners is Aziz Seyed Jassim, a writer, journalist and former communist who was arrested in 1991 after the Gulf War for publishing calls for greater democracy in Iraq.

Al Jumaily said many of Saddam's detained opponents aren't likely covered by the amnesty because the regime does not imprison them in jails. Instead, they are detained in places like the headquarters of the country's National Olympic Committee or in any of Saddam's many palaces.

"Who can be sure that thousands of people detained there were freed?" Al Jumaily asked.

Amnesty International, which has accused Iraq of holding tens of thousands of political prisoners, sent a letter to the Iraqi government welcoming the amnesty, but asking for the names of the political prisoners who were released.

Iraqi officials did not say how many prisoners were freed. Reporters saw thousands leaving prisons, many believed to be common criminals.

At Abu Ghareb prison just outside Baghdad, a traffic jam of cars and crowds formed Sunday as prisoners' relatives went looking for loved ones.

Shoving matches erupted as guards tried to keep impatient relatives from entering the prison. Newly freed prisoners ran out of the prison doors, some carrying television sets and other personal items from their cells, to meet crying, shouting relatives.

Some people appeared to have been injured, crushed by the crowd.

Prisoners who were not met by relatives began walking toward Baghdad.

"We are ready to defend our leader and

country with our blood," said Hassan, who walked out of Abu Ghareb prison after serving seven years of a 10-year sentence for stealing a welding machine. "Today, we are given a great chance to start a new life and I will try my best to avoid jail."

Other prisoners, their belongings in plastic shopping bags, chanted: "We sacrifice our blood and souls for Saddam!"

Ahmed Muhsen, a former civil servant who had served a year on his three-year sentence for squandering public money, called Saddam "the best leader in the world."

Iraq's Babil newspaper, owned by Saddam's son Oday, described the amnesty

"as a lesson to Bush in true democracy."

President Bush has called for Saddam to be toppled, accusing him of stockpiling weapons of mass destruction and harboring terrorists, and has expressed concerns about Iraq's human rights record.

In Washington, Secretary of State Colin Powell said the Iraqi amnesty was "typical" of Saddam's "use of human beings for these political purposes of his."

The newly freed prisoners "better watch out where the next door is that puts them right back in jail," Powell said on ABC's "This Week."

Car bombing terrorizes Israel



Eitan Hess Ashkenazi/Associated Press

Israeli police officers work at the site of a bombing in Karkur, northern Israel on Monday. A car pulled up next to a bus and exploded in northern Israel during the Monday afternoon rush hour, killing at least six people and wounding more than 30 as the entire bus was set aflame, according to police and radio reports.

North Korea says it's willing to negotiate on nuclear issue

BY CHRISTOPHER TORCHIA
Associated Press Writer

SEOUL, South Korea — North Korea said Monday it was ready for talks on its nuclear weapons program even as South Korea warned the issue could escalate into a security crisis on their divided peninsula.

The pledge by North Korea's ceremonial head of state, Kim Yong Nam, to resolve the problem through dialogue was at odds with U.S. demands for an immediate suspension of the nuclear activity, which violates international agreements.

Moreover, it carried a condition: Kim told South Korean delegates who traveled to Pyongyang that talks were contingent on Washington's willingness to withdraw its "hostile policy" toward the North.

The remark alluded to long-standing North Korean accusations that Washington is plotting to undermine its communist system and even use U.S. troops stationed in South Korea as the vanguard of an invasion.

"If the United States is willing to withdraw its hostile policy toward the North, the North also is ready to resolve security concerns through dialogue," South Korean pool reports quoted Kim as saying.

Mindful of a 1994 crisis over an earlier North Korean nuclear program that nearly led to war, the chief South Korean delegate, Jeong Se-hyun, told Kim "the issue

should not be allowed to create another security crisis on the Korean peninsula."

"Inter-Korean relations can advance smoothly only when the nuclear issue is resolved peacefully at an early date through dialogue," pool reports quoted Jeong, the South's unification minister, as saying.

South Korean President Kim Dae-jung is struggling to maintain the momentum of his "sunshine" policy of engaging North Korea, but prospects are not good in the near term. Political opponents have repeatedly accused the president, whose single five-year term ends in February, of placing too much trust in the North.

Although North Korea has taken recent steps to engage the outside world, analysts doubt the secretive country is willing to promptly open its most sensitive security areas to international nuclear inspectors.

Top U.S. envoys, who have said the nuclear program is a nonnegotiable issue, were in Tokyo and Moscow as part of a campaign to muster international pressure on North Korea to suspend its nuclear weapons program.

Assistant Secretary of State James Kelly challenged North Korean officials about it when he visited Pyongyang on Oct. 3-5, and to his surprise they admitted they had a uranium enrichment project.

"I know that there are discussions in many capitals on this issue," U.N. Secretary-General Kofi Annan said Monday in Tajikistan during a tour of the region. "We are

all studying what should be done next."

The United States, which is preparing for a possible war against Iraq, says it wants a peaceful resolution to the North Korean problem.

In Tokyo, Kelly said Washington has not yet decided to abandon a 1994 agreement with North Korea to control nuclear weapons development. Under that deal, which marked its eighth anniversary on Monday, the North promised to abandon its suspected nuclear weapons program in return for construction of two modern, light-water reactors and 500,000 tons of fuel oil a year until the reactors are completed.

In the talks with Kelly earlier this month, North Korea said it considered the so-called Agreed Framework invalid because the reactors were not expected to be completed by 2003 as promised.

But on Monday, North Korea's Pyongyang Radio urged the United States to honor its commitments under the deal, and said the most pressing issue was compensation for loss of electricity caused by the delay.

"Eight years after the Agreed Framework was adopted, the U.S. is still shifting around at the starting line," the radio said in a broadcast monitored by South Korea's Yonhap news agency.

"The framework is at crossroads — whether it should be scrapped or not — because of the delay in providing the light-water reactors," the radio said.

DID YOU KNOW?: In Denver it is unlawful to lend your vacuum cleaner to your next-door neighbor.



SPORTS

Series shifts to San Francisco's small ball stadium

BY BEN WALKER

AP Baseball Writer

SAN FRANCISCO — Just mention Pacific Bell Park and what's the first image that comes to mind? Barry Bonds plopping balls into the water, of course.

Funny thing about that picture: It's out of focus.

Believe it or not, there were fewer home runs hit at Pac Bell this year than any ballpark in the majors. And that's fine with the Giants as the World Series shifts to San Francisco for Game 3 Tuesday night.

The Anaheim Angels and Giants already have combined to hit 11 homers, by far a record for the first two games of any World Series. After Tim Salmon connected twice Sunday night and sent the Giants to an 11-10 loss that left them with a split at Edison Field, they were eager to return home.

"For all the fans who like to see teams scoring runs and stuff, yeah, it was a great ballgame to watch," short-stop Rich Aurilia said. "It's not the typical type of game you want to be involved in. We'd rather see a lower-scoring game."

"People who have never been to our park probably will be in for a surprise at the kind of hitter's park it is. It's not much of one. So I don't think we'll see 21 runs scored," he said.

J.T. Snow, who has one of the Giants' seven homers, agreed.

"We'd like to get back to our park, play our style of game, keep some of those balls in the ballpark and see what happens," he said.

Right after Hall of Famer Willie Mays throws out the first pitch, the rules change as Pac Bell hosts its first

Series game. No more designated hitter in the NL park, and the Giants like that a lot as the emphasis goes from longballs to small ball.

Minus DH Brad Fullmer, the Angels could be at a big disadvantage — the same scenario AL teams face each other when they go on the road in the World Series.

San Francisco figures to enjoy an edge on the mound and at the plate when Liván Hernández pitches against Ramon Ortiz in Game 3.

Along with being 6-0 lifetime in the postseason, Hernández swings a pretty good bat.

Hernández is at .242 with 99 career hits, including four home runs and 39 RBIs. Plus he's put down 34 sacrifice bunts, 10 of them this season.

Ortiz is another story. He's 0-for-14 lifetime, with five strikeouts and no successful bunts.

"We do have a bit of an advantage with the pitchers. Our pitchers are used to hitting and bunting," Giants manager Dusty Baker said. "Now we're going back to play National League ball."

"I don't really anticipate 11-10 in our ballpark," he said.

Oh, there was that game at Pac Bell last Aug. 6: Giants 11, Cubs 10.

But Baker's point was made. Other than that Cubs-Giants affair, there weren't any games in San Francisco this year when the teams totaled more than 17 runs.

That's OK with Anaheim manager Mike Scioscia, who learned his strategy in the NL while catching 13 seasons for Los Angeles.

The Angels reflected that style in the first two games. They aggressively ran the bases, including Fullmer steal-

ing home, tried to hit-and-run and bunted.

"We're not always going to pound the ball," Scioscia said. "We have to have those little balls. Those guys at the top of the lineup, they worked counts, got on base and definitely set a tone."

Many of the Angels have played at Pac Bell in inter-league games, though they did not visit this year. So they won't be deceived by the seemingly short distances — 309 feet to right field and 399 feet center.

Odd angles and high walls make it a tough place to hit home runs. There were only 114 at Pac Bell this year, down about 33 percent from other major league ballparks.

Bonds hit 19 of his 46 regular-season homers at Pac Bell, and added a splash shot into McCovey Cove against St. Louis in the NLCS.

Bonds homered in the first two games against Anaheim. He and Troy Glaus, who connected twice for Anaheim, have matched a record shared by several others with six home runs in a postseason.

Boosted by Bonds, Glaus and Salmon, the teams easily set a mark for most homers in the first two games of a Series. There previously had been seven, but nothing close to the current 11.

The overall record for home runs in a Series is 17, with the Dodgers and New York Yankees doing it in 1953, 1955 and 1977.

After Sunday's loss, Baker didn't care to play any more home-run derby.

"This is the kind of game we see on TV with the DH. This is more of an American League game," he said. "The ball doesn't carry and go out of the park in our park like it does here."

Carter comes out of retirement to join Dolphins

STEVEN WINE

AP Sports Writer

MIAMI — The Miami Dolphins lured Cris Carter out of the broadcast studio and out of retirement thanks to some arm-twisting by one of their biggest fans: Dan Marino.

The former quarterback persuaded HBO colleague Carter to put his TV career on hold and join the Dolphins to bolster their injury-plagued receiving corps.

Carter, who ranks second to Jerry Rice in career receptions and touchdown catches, signed a one-year contract Monday that will pay him \$550,000, with another \$700,000 possible through incentives.

When the Dolphins first contacted Carter last Wednesday, he was reluctant to return. Marino swayed him.

"Marino's crazy," said Carter, who turns 37 next month. "I had squashed the whole idea — 'I'm not going to do it'. Danny and I were getting ready to go into the studio, and I tell him, and he just goes ballistic — 'You've got to do it. You can still play. It's a great situation for you.'"

By Saturday, Carter had a tentative deal with the Dolphins, and their 23-10 loss Sunday to Buffalo underscored the need to upgrade the passing game. Ray Lucas threw four interceptions in his first start since 1999, and Dedric Ward and James McKnight — pressed into starting roles because of injuries — combined for just four catches.

The Dolphins (5-2) still lead the AFC East, and Carter believes they can help him win a Super Bowl ring, one of the few accomplishments to elude him during a 15-year NFL career.

"Besides championships, there's nothing I could do that would quench my thirst," Carter said. "This is not an individual thing. It's more about the opportunity with this team. ... If they were 3-4, I wouldn't be here."

Following a news conference to



David Friedman/Associated Press

Cris Carter speaks to the media after signing a one-year contract to play wide receiver for the Miami Dolphins on Monday in Miami. Carter, 36, will resume his National Football League career after beginning this season as a television analyst.

announce the signing, Carter reported for his first team meeting. With two weeks to prepare for Miami's next game at Green Bay on Nov. 4, Carter said he's in good shape and expects to learn the offense quickly.

"In a pinch just tell me, 'Cris — down and in,'" he said. "It's the same as Little League football."

With the Minnesota Vikings, the outspoken Carter developed a reputation for being charming before a camera but selfish on the field and divisive in the locker room. But coach Dave Wannstedt and his players said they'll welcome Carter's input and experience.

"Even if he's just on the sideline hanging out, he'll be a big plus," linebacker Zach Thomas said. "He'll bring

some leadership and teach our guys some things."

A bye this week gives the Dolphins extra time to tweak their offense, which was sent into a downward spiral by injuries to quarterback Jay Fiedler and receivers Chris Chambers and Oronde Gadsden. Chambers is expected to return from a concussion for Green Bay, but Gadsden will miss the rest of the season because of a torn ligament in his left wrist.

Gadsden decided to have surgery rather than play with the injury when the Dolphins rejected the terms he sought in a contract extension.

"We were worlds and miles and miles apart," Dolphins senior vice president Rick Spielman said.

Gadsden was placed on injured reserve

Monday and becomes a free agent this winter, meaning he has likely played his final game for Miami. But he expressed no bitterness about being replaced by Carter.

"Statistically, he's the best receiver ever to play the game," Gadsden said. "I can't be upset. I'm happy he's here. It's an honor that he replaced me. I hope everything works out and he takes us to the Super Bowl."

The Dolphins tried to reach a deal with Carter when he was a free agent last spring. Negotiations stalled, so he retired and went to work for HBO's "Inside the NFL."

Vikings receiver Randy Moss applauded his ex-teammate's return to the league.

"I love it!" Moss said. "And I think a lot of football teams he's been making comments about will love it, too."

Carter said he'll still do some work for HBO, but mostly he'll work on improving his impressive career statistics: 1,093 catches for 13,833 yards and 129 touchdowns. He had 73 catches for 871 yards and six touchdowns last season with Minnesota.

"I think it's going to be a great addition to our team," Wannstedt said. "It's probably going to take him a couple of weeks to learn the offense and get in playing shape. How quick all that happens will determine how much he plays."

The Dolphins are apparently done raiding the broadcast booth. Fiedler will likely be sidelined until at least Dec. 1, and Lucas' poor performance Sunday inspired a fresh round of speculation that Miami might try to coax Troy Aikman out of retirement.

"That," Wannstedt said, "is not a consideration."

A Marino comeback is also unlikely, which Carter considers unfortunate.

"The only thing that would make this deal sweeter," he said, "was if Dan was with me."

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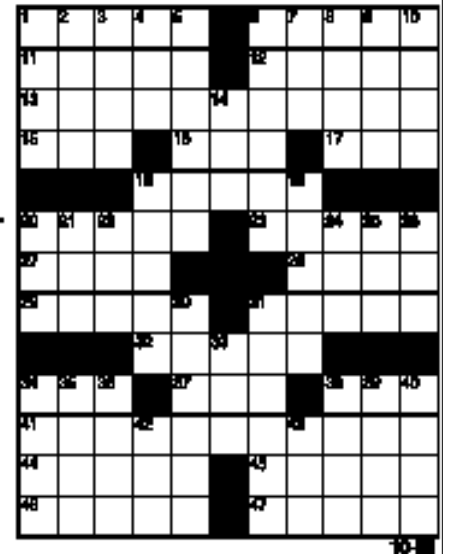
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NEWS OF THE WEIRD by Chuck Shepard

Residents get truly foul air

State officials cited the Key West (Fla.) municipal incinerator for briefly gagging its neighbors when it burned nine tons of contraband Miami cocaine and marijuana that had been improperly prepared for disposal.

A government trade official in Iran complained that his nation's annual caviar exports are down two-thirds (to 10 tons) because of post-Sept. 11 cutbacks in first-class air travel.

And European researchers found that children exposed to dirt and dust have much lower rates of asthma than kids in cleaner environments.

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WOULD LIKE to trade deep-tissue and Swedish bodywork with female therapist. Platonic. Paul (310)741-1901.

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CLASSIFIEDS



Announcements

PRO SE of Neighborhood Project needs volunteers for events that honor our heroes. (310) 899-3888 pro.se@adelphia.net.

VOTE FOR Pro Se Santa Monica City Council! Our Residents, Businesses, Schools must come first!

VOTE Thomas David Carter, Santa Monica Rent Control Board. YES on Measure EE. Protect Free Speech and Education. Paid for by Thomas David Carter

Services

AFTER SCHOOL program for special needs children. Monday through Friday. Saturday program also. (310)459-5973.

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HOUSE CLEANING - Available 6 a.m. to 2 p.m. Windows, laundry, general house cleaning. References available. Responsible. Reasonable prices. Call Lalo (310) 313-0848.

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EXPERIENCED MAKE-UP ARTIST! Weddings & Special Events. Local references available. (310)702-8778 / (323)559-9033. Nina & Alex.

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Santa Monica Daily Press



Calendar

Tuesday, October 22, 2002

movies

Loews Broadway Cinema
1441 Third St. at Broadway
Knockaround Guys (R) 12:15, 2:45, 5:15, 7:45, 10:15
Welcome to Collinwood (R) 11:45, 2:15, 4:30, 6:45, 9:30
The Rules of Attraction (R) 1:30, 4:15, 7:00, 9:45
The Tuxedo (PG-13) 12:00, 2:30, 5:00, 7:30, 10:00.

Mann Criterion
1313 Third St.
Sweet Home Alabama (PG-13) 11:30, 2:10, 5:00, 7:40, 10:20
My Big Fat Greek Wedding (PG) 11:15, 2:00, 4:40, 7:20, 10:00
Punch Drunk Love (R) 11:00, 12:00, 1:40, 2:40, 4:15, 5:15, 7:00, 8:00, 9:40, 10:45
The Transporter (PG-13) 11:20, 1:50, 4:30, 7:20, 9:50.

AMC Theatre SM 7
1310 3rd Street
Red Dragon (R) 1:05, 4:15, 7:05, 10:05
Tuck Everlasting (PG) 12:20, 2:40, 5:05, 7:25, 9:45
Brown Sugar (PG-13) 1:25, 4:25, 7:35, 10:20
Formula 51 12:35, 3:05, 5:35, 8:05, 10:45
Jonah: A Veggie Tales Movie (G) 12:25, 2:30, 4:35
White Oleander (PG-13) 1:15, 4:00, 7:15, 10:00.

Landmark Nu-Wilshire
1314 Wilshire Blvd.
The Grey Zone (R) 11:00, 1:30, 4:15, 7:00, 9:45
Moonlight Mile (PG-13) 11:15, 1:45, 4:30, 7:15, 10:00.
Laemmle Monica
1332 2nd St.
Auto Focus (R) 12:00, 2:30, 5:05, 7:45, 10:20
Real Women Have Curves (PG-13) 12:15, 2:30, 4:50, 7:15, 9:45
Secretary (R) 12:00, 2:30, 5:00, 7:35, 10:05
Spirited Away (PG) 1:00, 4:00, 7:00, 10:00.

Aero Theatre
1328 Montana Ave.
Below 5:30, 7:30, 9:30.

Today

Community Events

The Westside Walkers, a FREE program sponsored by UCLA Healthcare's 50-Plus Program! Walking programs for adults 50 or older looking for safe, low-impact exercise in a comfortable environment. The Westside Walkers meet Tuesdays and Thursdays, from 8 a.m. To 10 a.m., at Westside Pavilion, Pico Blvd. Between Overland Ave. and Westwood Blvd. In West LA. For more information about the program, call (800)516-5323.

Ongoing support groups for people 55

and older. Current openings in, So, What Are You Going to Do With the Rest of your Life? Tuesdays, 10:00 to 11:30am. Center for Healthy Aging, 2125 Arizona Avenue. Sliding scale fee. Not drop-in groups. Phone interview required. Call Information and Referral. (310)576-2550.

BEREAVEMENT SUPPORT GROUPS AT SMC'S EMERITUS COLLEGE. Santa Monica College offers free bereavement support groups in the summer session through it's Emeritus College, a widely praised program designed for older adults. Two support groups will meet Tuesdays on an ongoing basis. One group will meet from noon to 1:50 p.m. and the other from 7 p.m. to 8:50 p.m. For information and registration, call Emeritus College at

(310) 434-4306.

Senior Suppers - Discounted meals for people AGE 55 or older are served daily, from 3:30 p.m. To 7 p.m., in the cafeteria at Santa Monica-UCLA Medical Center, 1250 16th Street in Santa Monica. \$3.69 Info only: (310)319-4837.

Wednesday

Community Events

Santa Monica Strutters, a FREE program sponsored by UCLA Healthcare's 50-Plus Program! Walking programs for adults 50 or older looking for safe, low-impact exercise in a comfortable environ-

ment. The Santa Monica Strutters meet Mondays, Wednesdays, and Fridays, from 8 a.m. To 10 a.m., at Santa Monica Place, Fourth St. and Broadway Ave. in Santa Monica.

Ongoing support groups for people 55 and older. Current openings in Parents of Adult Children. Wednesdays 2:00 to 3:30. Center for Healthy Aging, 2125 Arizona Avenue. Sliding scale fee. Not drop-in groups. Phone interview required. Call Information and Referral. (310)576-2550.

Poetry and Spoken Word. 8:00pm - Hosted By Tony Perez. UnUrban Coffe House. 3301 Pico Blvd., Santa Monica, (310)315-0056.

Calendar items are printed free of charge as a service to our readers. Please submit your items to todayspaper@smdp.com for consideration. Calendar events are limited by space, and will be run at the discretion of the Calendar Editor. The Daily Press cannot be held responsible for errors.

KEEP YOUR DATE STRAIGHT

Promote your event in the Santa Monica Daily Press Calendar section. Fax all information to our Calendar Editor: Attention Angela @ 310.576.9913



BACK PAGE

Bulletproof hats make assassinating Saddam difficult

BY ELLEN KNICKMEYER
Associated Press Writer

BAGHDAD, Iraq — His hat? Kevlar-coated for bulletproofing. His meals? Nibbled by food-tasters first, sampling for poison. And is it really Saddam Hussein anyway — or one of his many reported doubles, hired to fool would-be assassins?

Contemplating war, Washington has made clear that this time it's personal: The U.S. goal in any attack on Iraq would be getting rid of its leader.

But Saddam is taking elaborate steps against being eliminated — ranging from networks of bunkers, sleeping compartments on wheels, to unusual headgear — according to those who've dealt with him and Western intelligence agencies.

Unseen among his people since December 2000, the Iraqi leader today appears only on television in very secure settings. An armed guard stood next to him during a televised appearance last week before Parliament.

"This talk of changing regimes, this is a dream. If they want to talk about a bullet or anything else, it's just a dream," crowed Parliament member Mohammed Mudhafir al-Adhamy, referring to intermittent U.S. talk of assassination.

Americans have "been trying and trying for 30 years, and they couldn't do anything. They tried in 1991, and they couldn't do anything," said al-Adhamy.

President Bush's administration has been outspoken in its aim of ridding Iraq of Saddam, at a U.S.-estimated price of \$9 billion a month for war — or less.

"The cost of one bullet, if the Iraqi people take it on themselves, is substantially less than that," White House spokesman Ari Fleischer said early this month, drawing some heat for the direct call for an assassination.

But countless others before the Bush administration have wanted Saddam gone — official biographies list at least nine assassination and coup attempts against him.

Iraq's wily leader has survived them all, and learned lessons.

"You will have to wait in line to get to me. Thousands are ahead of you wanting to kill Saddam Hussein."

— SADDAM HUSSEIN
President of Iraq

"You will have to wait in line to get to me. Thousands are ahead of you wanting to kill Saddam Hussein," he is said to have told an Iraqi tribal leader decades ago, talking the desert sheik out of launching a bloody vendetta over a killing blamed on Saddam's family.

Saddam himself has been on both ends of an assassin's gun. In 1959, the 22-year-old Saddam took part in a botched attempt to kill then-military ruler Gen. Abdel Karim Kassem as he drove down Baghdad's main thoroughfare, Al Rashid Street.

Saddam and his accomplices fired wildly. Kassem was shot in the shoulder but survived. Saddam, too, was wounded.

He has cited that mishap ever after as a life lesson in organization and planning.

Now, heading into possible conflict with the United States, Saddam has made his whereabouts a mystery to his own people.

Saddam did not go out in public during last week's referendum vote that extended his military rule for seven years.

Only his eldest son Oday made a fleeting appearance in

the flesh. At a polling station in front of reporters, he drove up in a luxury car, handed a ballot out the window for a 6-year-old stranger to cast for him, and then sped off.

Oday himself barely survived an assassination attempt in December 1996.

Ever since, the Saddam family has avoided motorcades, even well-guarded ones — relying instead on the anonymity of unmarked cars as they dart among dozens of palaces and family homes.

Said Aburish, a Palestinian who worked as a lobbyist for the Iraqi government with the West in the 1980s, an Iraqi ex-intelligence chief, and others in exile have detailed how far Saddam goes to safeguard himself.

Meals are prepared in each of his palaces, to conceal until the last minute where the Iraqi leader will be dining.

Food-tasters sample the dishes.

Visitors to the president are driven about for disorienting hours before arriving at meetings, at mystery locations.

Several Saddam doubles were reported in the 1980s and 1990s — filling in for the real Saddam during lesser events, and sometimes, reportedly drawing assassin's fire.

The real Saddam, in his last appearances before his people, dressed in the manner of an English country gentleman to review his troops — wearing a wide-brimmed fedora unusual for Arab leaders. Kevlar-coated, Aburish says.

Thousands in the security forces are trained just to protect Saddam. Drawn from his world of the Sunni Muslim underclass, they are coached against subversion — and made to study every coup and revolution of the 20th century.

In the Gulf War, Saddam Hussein rode out the American-led attacks in undisclosed homes of average citizens in Baghdad for many nights — shunning his own palaces, more visible targets, personal secretary Lt. Gen. Abed Hammed Mahmoud later wrote.

This time around, many suspect Saddam would hide in Baghdad or in his home turf around the northern city of Tikrit.

3 NEW WAYS To Live, Love, Eat!



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Toast. \$2.00. \$2.50. \$3.00.

3

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anytime. \$4.95. \$5.95. \$6.95.
Sausage, Eggs, Hash Browns,
Toast. \$2.00. \$2.50. \$3.00.

Stouffville's Happy Hour

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