

## OC's first aviator followed his dreams, not his father's advice

It lasted all of about 12 seconds, reached a height of 8 feet and covered a distance of 100 feet.

The first flight by Glenn Luther Martin of Santa Ana wasn't exactly New York to Paris. But the Aug. 1, 1909, flight was the first ever in Orange County, and probably the first in California.

It also was the beginning of a long career for Martin, a gangly daredevil who went on to set several aviation records and whose company at one point was the nation's largest airplane manufacturer.

Martin, who came to Santa Ana with his family in 1905, seemingly always had a penchant for wondering how things worked, figuring out how to make them work better — and if possible, making a profit from it.

As a kid in Iowa and Kansas, he experimented with box kites, reworking his kite until it flew vertically without any drag, Vi Smith wrote in her book "From Jennies to Jets."

Then he staged a contest with other kids in which the winner would be the one whose kite flew vertically the longest. He won, of course.

The Wright brothers inspired Martin to try to fly, and soon after his father, Clarence, opened a Ford and Maxwell auto agency in Santa Ana, he began to plan his first airplane.

His father was totally opposed and wanted his son to become a car salesman. His mother, Minta, fully supported the dream — after she made him promise not to "smoke, curse, or get involved with women." He apparently stayed true to the promise, never marrying.

Martin toiled for a year on his first plane, working in his spare time and spending \$2,000. With help from his mother and friends Roy Beall and Charles Day, the monoplane was ready to go in July 1908.

They towed it to a nearby pasture. Dressed in an impeccable

business suit and bowler hat — apparel that would become his trademark for years to come — Martin started the Ford engine and made a few practice runs on the ground.

The engine quit, and Martin leaped out of the craft to give the propeller a quick twirl. The engine suddenly sputtered to life and the propeller cut through Martin's bowler, barely missing his head.

He then accidentally pushed the throttle the wrong way, throwing the craft out of control. It eventually nosed into the ground, destroyed.

The disaster almost pushed Martin to give up planes and follow his father's advice, but his mother urged him not to give up, Smith wrote. The family rift was as large as ever, but Martin and his mother were committed to trying again.

After winning permission from the Wright brothers to build a biplane under their pat-

ents, they rented an abandoned Southern Methodist Church at Second and Main streets for \$12 a month, and painted over the windows. This time Martin, his mother and his friends worked nights and weekends for the next 13 months. He won permission from James Irvine to use a small corner of his 90,000-acre ranch for the flight.

Removing the wings temporarily to roll the plane out of the church, Martin, Beall and Day pushed the plane four miles to the ranch. On Aug. 1, 1909, with a small crowd watching, Martin made his famous first flight.

Martin made many more in his homemade plane, testing its performance and honing his flight skills. He frequently was thrown out of his plane, prompting nearby residents to question his sanity.

Family doctor H.H. Sutherland wrote Minta Martin, imploring: "For Heaven's sake. If you have any influence with that

wild-eyed, hallucinated, visionary young man, call him off before he is killed. Have him devote his energies to substantial, feasible and profitable pursuits, leaving the dreams to the professional dreamers."

Martin continued to fly, of course, purchasing a more powerful engine, performing stunts and competing at exhibitions as he began to earn a name for himself.

Martin then made his mark as an executive, founding the Glenn Martin Co., which made several moves from Santa Ana until it ended up in Baltimore. By 1917 it was the largest airplane manufacturer in the nation, with its products including the Martin MB-1 Bomber, the B-10 Bomber and the China Clipper. The company eventually evolved into today's Martin-Marietta Aero and Naval Systems.

Martin died in 1955, two years after the death of his mother.

— John Westcott/The Register

O.C. REGISTER 1/23/89

**FACE IN THE CROWD: EDDIE MARTIN**

# Flier helped guide course of OC aviation

He no longer pilots airplanes, but his aviator spirit still soars high.

The founder of what are now Martin Aviation Inc. and John Wayne Airport, Eddie Martin, 85, is a living reminder that aviation has come a long way since the post-World War I era.

His Santa Ana home, decorated with photographs, awards, aviation memorabilia and even aviation wallpaper, takes the aviation aficionado back to the days when planes had to be cranked to get the propeller started, when there was no guidance instrumentation and when government aviation regulations were virtually nonexistent.

From 1921 until the early 1960s, when he retired as a commercial pilot, Martin witnessed not only the evolution of aviation, but the transformation of Orange County from a wide-open region where a pilot could make an emergency landing just about anywhere to a major urban and aviation center.

The aviation bug, which bit him at age 20, later got to brothers Johnny and Floyd as well. The three of them, at different times, owned Martin Aviation Inc., originally the Eddie Martin School of Aviation.

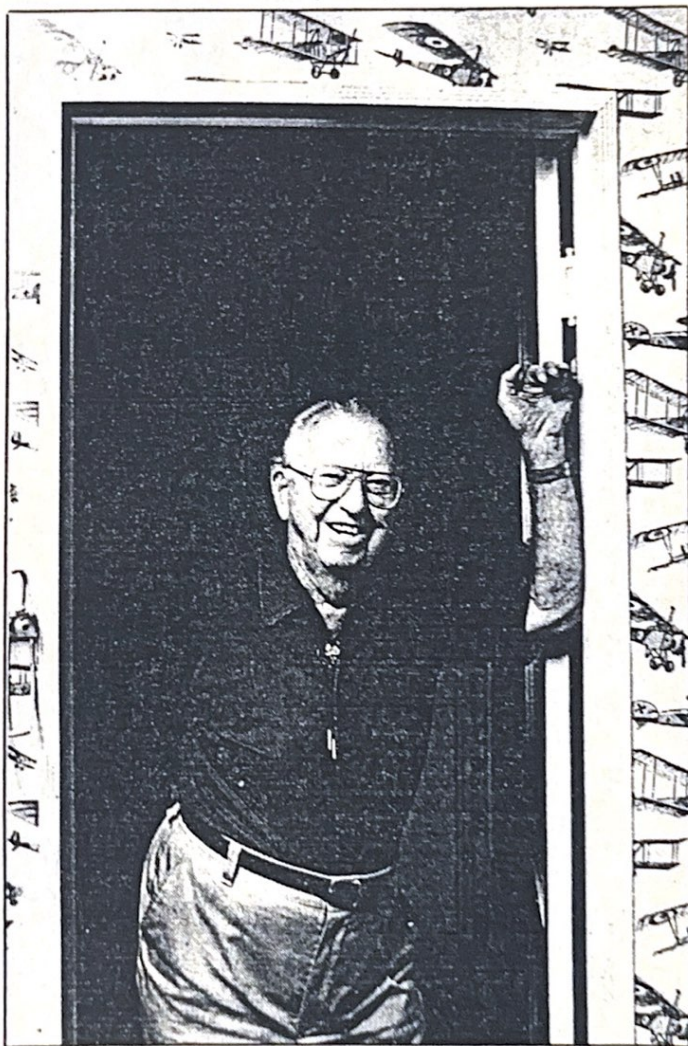
Surprisingly, Martin never dreamed of becoming a pilot when he was growing up, but said he got into aviation "by accident."

In 1921, when he was 20, he worked in an Oldsmobile garage owned by a Minnesota family. The family's son, who had just gotten out of the Army in Texas, taught him how to fly and, before long, Martin became a pilot.

It was then that Martin knew aviation would be his career, despite the frequently dangerous flying conditions.

In those days, once the pilot was airborne, he was on his own.

There were no tower controls,



Chris Covatta/The Register

**Aviator Eddie Martin: 'Nowadays you get into one of those big planes, push a couple of buttons and it takes you where you want to go.'**

mainly because the planes themselves had no radio or instruments that could link the ship to the ground, Martin said. Pilots did not even file flight plans.

"They just gave us weather forecasts and that's about it,"

Martin said.

In those days, "you could count (Orange County) pilots with one hand's fingers," he said.

There were only two types of airplanes available, he said — the Lincoln Standard J-1 and the Jen-

nie, both of which had upper and lower wings on each side.

Cessnas, Pipers and other of today's well-known airplane brands were unheard of.

Martin said he became a commercial pilot in 1929 and that during his 36-year commercial flying career, he flew for Western Airlines, McMillan Petroleum Corp. and American Airways, now known as American Airlines.

During that time, he also became acquainted with the likes of Charles Lindbergh and Howard Hughes, and flew thousands of times, all over the United States and occasionally to Canada, Cuba and Mexico.

Nowadays, despite his aviation accomplishments, Martin prefers to keep a low profile, devoting much of his time to his real-estate holdings.

"I made (up) my mind at a very early age to acquire as much land as possible so that I could live comfortably," Martin said.

He would not even discuss how many flying hours he logged in his 36-year commercial aviation career, preferring to talk instead on what it was like to be a pilot in the early days when planes were simple by today's standards — but so much more fun to fly.

"Flying is not what it used to be," he said. "Nowadays you get into one of those big planes, push a couple of buttons and it takes you where you want to go."

Being a pilot was something that gave him so much enjoyment that if he had it to do all over again, he would not hesitate.

"If you really want to succeed, you got to love what you do," Martin said. "My whole life has been a vacation, and I haven't taken a single vacation all my life."

— Enrique Rangel/The Register



**BEFORE AND AFTER** — The quiet, open plaza shows signs of Eastern Parkway before and after the job of the state's Department of Public Works. The state's Department of Public Works is in the process of upgrading the plaza area. The plaza area is being upgraded by the state's Department of Public Works. The state's Department of Public Works is in the process of upgrading the plaza area. The plaza area is being upgraded by the state's Department of Public Works. The state's Department of Public Works is in the process of upgrading the plaza area.



## Orange County aviation pioneer Eddie J. Martin dies at age 88

**BARTHA ANN (AP) —** Eddie J. Martin, who opened Orange County's first airport, has died. He was 88.

Martin died Tuesday night at St. Joseph Hospital in Orange, said longtime friend V.I. Smith. He was admitted to the hospital Sunday after suffering cardiac problems and cancer for about a year, she said.

Martin opened the Eddie May, the Airport, Orange County's first, in 1924. He also founded Martin Aviation, a charter service and flight school. Martin Aviation sponsored the record setting solo crossing flight of 14 years old Tony Attanasio last year.

The flight took, it was all, of aviation's early pioneers. Martin, Wright, Glenn, the pilot's license, Charles Lindbergh and Amelia Earhart also, and at his airport, Howard Hughes and a world speed record on a certain day north of the island.

Martin began his aviation career with a biplane at the Army postwar with him to give to his aviation flight and race in 1924. He used a plane

with about 15 miles northeast of what is now John Wayne Airport.

"Nothing was there," he said. "We had an engine and our water in and out."

Martin once stood on the plane's wing at 4,000 feet to show up interest in his aviation business. "I could get out without being just like a cat," he said. "I learned my pilot. I'd just about hit the water before that."

In 1932, he started Peggy Smith Hall, the first woman to take lessons from him and the first woman in the nation to obtain a transport pilot's license. The marriage lasted 17 years.

His career as pilot continued in the 1930s. Among his passengers was Howard Hughes. Hughes, whom he trained from St. Paul, Texas to Burbank in 1934.

"I trained him myself at about the county's first flight," he once recalled. "Recalling he said you had only 10 minutes. It was almost too late. I wanted to see him

become president of the United States. He just had a world of horse sense."

Martin sold the airport to his brother, John, in 1937 and went to work as a pilot for petroleum magazine R & M-M. In 1940, he became a 7-18 unit pilot for Lockheed Aircraft Co. In 1958, the Orange County supervisors voted to name a terminal at John Wayne Airport the Eddie J. Martin terminal.

Martin quit flying in 1966, but never lost his enthusiasm for flight. He recently worked here by contract work at a very young age.

"I'd go out and stick the handle of the line in the ground that was me by stick. I'd lean up against my apple tree, and the tree was the back of my neck, and I'd look up into those big, heavy clouds. In fact, I wanted to get off the ground and see what was up there. I wanted to see what it was like when I looked down on one of those big clouds."

## Decco draw

Here are the winners of the Decco draw. The winners are: [List of names and amounts]

## Water conservation studied

**By Robert Calhoun**

The Los Angeles Aqueduct Authority is studying the possibility of conserving water in the Los Angeles area. The study is being conducted by the University of California at Los Angeles. The study will look at the possibility of conserving water in the Los Angeles area. The study is being conducted by the University of California at Los Angeles. The study will look at the possibility of conserving water in the Los Angeles area.

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Wed. March 28, 1990 Daily Mail-Program 3

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In our Opinion

Bigots fail

With apparently nothing better to do, someone went on causing trouble between Jews and Christians distributed about 300 anti-Semitic fliers last weekend in a number of Yorba Linda neighborhoods. Though the incident is being considered isolated, it's disturbing because the thought that there are still those who think anti-Semitism is a way to stir up trouble among religious neighbors.

The fliers, which almost all they were distributed by the Methodist Fellowship, contain messages such as "Karl Marx is a Jew" and "The Jews are the cause of all our troubles." The fliers were passed out door-to-door in neighborhoods surrounding the Yorba Linda United Methodist Church and an Orthodox synagogue, located near each other on Yorba Linda Boulevard at 15th Street.

Anyone who knows the good people of the Yorba Linda church and the synagogue, will know that no amount of hate-mongering will ever come between the two groups. Oh, sure, the congregations will be upset knowing that there are people out there so small-minded that their only goal in life is to spread their venom.

If the goal of the hate-mongers was to cause the two congregations to enter into a confrontation over the fliers, they failed. Their actions had the opposite effect. It brought the two congregations closer together as neighbors.

The quick action of the Rev. Kenneth Criswell and his congregation at the United Methodist Church was a big factor in quieting any waters that might have been rippled by the fliers.

Lillian Becker, a Methodist church member for 20 years, started the ball rolling. When she went outside for her newspapers on Sunday morning she found a flier on her driveway. She picked up as many as she could and then, with her neighbors, began burning them.

When it occurred later in the day for services the Methodist church distributed printing and distributing the fliers and condemned anti-Semitism. This message was printed on a letter and distributed throughout the affected neighborhoods.

If any good came of this anti-Semitic effort, it was finding out that the community of Yorba Linda stands united against these purveyors of hate. Criswell, who has preached against anti-Semitism in the past, is to be commended for quickly denying the allegations that the literature was the work of his church. And the Orange County Jewish community, which refused to be duped into believing the Methodists were responsible, must be recognized as the good neighbors they are.

Cooler heads prevailed. And the United Methodists and their Jewish neighbors will continue to live together in peace. That's as it should be.

The flag is down

The current flap over whether a satellite wagering center somewhere on or near the Orange County fairgrounds in Costa Mesa, which would show horse races on television and allow people to bet on them, points to the absurd way we develop public policy these days.

You wouldn't think that it should be any of the state government's business whether such a facility was built in Costa Mesa. If various tracks wanted to allow their races to be shown, they should be able to work out an arrangement with the Orange County Fair people, right?

But it turns out that it took a piece of state legislation, in 1988, to authorize such wagering centers. And that legislation specifically excluded the Orange County site because it was feared such a center might reduce attendance at area race tracks.

Fear of the new afflicts many established businesses. Radio and the movies figured television would hurt them, and the movie and TV industries feared cable and VCRs, which have ended up enhancing their businesses. So the fear is most likely groundless — or if valid, could have been factored into a payment arrangement for a satellite wagering center.

The real question: What in the dickens is it government doing worrying about attendance at race tracks? Is a profitable horse-racing industry now included in the generally accepted definition of the common welfare?

Anyway, Newport Beach Assemblyman Gil Ferguson — undoubtedly more moved by abstract considerations of justice and equity than by fair officials' projections that a Costa Mesa site would quickly become the largest satellite wagering center in California, with a daily handle of \$500,000 to \$800,000 — introduced legislation to authorize a local betting center. And then the fun began.

Now you might think the main player here would be the fair's board of directors. But the city council, understandably wanting to know whether a new facility would make current traffic jams much worse. If those matters could be handled, few barriers would remain.

But we live in a society in which everybody's business seems to be everybody else's business. So some opponents say they will oppose the parlor no matter where it's sited. And a vice mayor says: "I'm not certain Costa Mesa needs that kind of facility."

Hatemongers

The Orange County Registrar

Those who insist on a "hate" issue in a Yorba Linda neighborhood surrounding an Orthodox synagogue suggest an outbreak of overt anti-Semitism. It is not correct to label the work of a few bigoted individuals as anti-Semitism. The best way to assure that anti-Semitism remain a small and unobtrusive force is to take notice of their activities and denounce it when it goes beyond the limits of what is appropriate.

It was typical that instead of saying who they really were, the producers of the little pieces of hate literature distributed on doorsteps and in mailboxes stated they were Jews, but called themselves "The Methodist Fellowship." The Rev. Kenneth Criswell, pastor of the United Methodist Church on Yorba Linda Boulevard, quickly arranged to have a letter distributed throughout the neighborhood denouncing and explaining the incident and protesting that "we plan to be good neighbors."

It is not surprising that the Rev. Criswell's quick action was a big factor in quieting any waters that might have been rippled by the fliers.

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Cooler heads prevailed. And the United Methodists and their Jewish neighbors will continue to live together in peace. That's as it should be.

Tax issue is about more than money

Stephen Chapman

When President Bush railed against tax increases, his opponents in Congress and the press generally tried him as if he were an escaped mental patient who cannot be held responsible for his nonsense he babbles. So when Bush retraced a centimeter and a half from his "no new taxes" pledge, his critics displayed relief at this sign that the president's dementia was subsiding.

The president did not exactly leap to embrace the proposal of Rep. Dan Rostenkowski, the Chicago Democrat, to elevate taxes on gasoline, alcohol and tobacco, in addition to expropriating a bigger share of the income of the wealthy. All he said was that, while he disagreed with Rostenky, "I don't want to appear totally inflexible. We're prepared to negotiate, absolutely."

But any sign of flexibility is heartening to those whose catchment begins and ends with humans to higher taxes. Newsweek was pleased to reprint Bush's words "Let room for hope that all ages could still agree on a 'big fix' that would balance the budget, raise taxes and pave the way for health progress in the next decade."

But trying to balance the budget by raising taxes is as implausible as trying to pick the winner of the NCAA basketball tournament by reviewing the lunar tables. There is no connection between higher taxes and a lower deficit. There is, on the contrary, a powerful and amply documented connection between higher taxes and higher spending.

Over the past decade, whenever the keepers of the federal budget have gotten a dollar in extra revenue, they have proceeded to spend not only that dollar but another nine cents as well. This is a formula for a permanent deficit, which is exactly what we have.

The blindness of Bush and his predecessor to the urgent need for higher taxes is assumed to be a bizarre allergy working in combination with a shared appraisal of political risks — low taxes being popular with no one but voters. But these presidents may grasp something others their critics don't, namely the violence inherent in taxation.

Taxes are money taken from people by force. Never mind the democratic processes by which they are levied. In the end, you pay whether you voted for the taxes or not, whether you approve of them or not. And if you don't, you will be invited to enjoy an extended stay in a federal penitentiary. So it should be no mystery why citizens resent these extractions and prefer to keep them as low as possible.

They are plenty high now. Taxes levied by all units of government now claim a full third of the nation's total income, a share 10 percent larger than a quarter century ago. That means the average wretch labors four months a year for others without his consent.

Somewhere, I hear skeptical readers muttering

of some sinister conspiracy to diminish an unimpeachable fact etc. It is important to try to keep all indicators of any whole group together. With this, who are in

fact, religiously, politically, and culturally diverse.

Yet an inquirer how often by the stereotypes and clichés are reinforced and reinforced in the more persistent forms of group hatred. It does not seem downright dangerous to this society as if this thing in itself would be as if we were witnessing an amazing resurgence of hatred.

But there's a danger the danger that if anti-Semitism is treated as merely something in economic, it could take more violent forms.

Anti-Semitism are a tiny, but spreading intensity that always is something and deplorable. It should be made plain that the vast majority of decent Americans do not share that hatred.

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Viewpoints

The abortion pill

Last week's confirmation of a prime example of legislative desperation combined with cynicism. There is no other explanation for the latest play by Attorney General John Van de Pary, who took from Justice for the Democratic gubernatorial nomination.

The attorney general, his lack in the polls, hopes to reappear but nonetheless, his attitude was to urge the state to become not just a French pill that induces abortion.

The pill, which has not been approved by the U.S. Food and Drug Administration, but California's attorney general, seeking votes, would the state's women to become guinea pigs.

Let's ignore at this point the moral issue implied in an abortion pill that might be grouped as an abortifacient, like an aspirin, to seek a medical hangover.

For now, let's just view this idea purely from the perspective of human risk. The Van de Pary — not the U.S. Food and Drug Administration — is prepared to make a drug that may have unforeseen health implications.

There are valid reasons why the U.S. Food and Drug Administration drug not just likely to undergo every "phase drug" that comes along.

The federal government has the responsibility to say on the side of abortion, even though this abortion pill has been used by 60,000 French women.

It's not my job to perfectly safe. And it may not be. It would be human life to determine the pill's safety to market this product.

The Sacramento Union

Televising the Legislature

If you're a political junkie, the California Legislature is about to feed your addiction. The Legislature leaders may hope to have full coverage of Assembly and Senate sessions on cable television by the end of the year.

The televising of the Legislature's work has been pitched by lawmakers off and on for nearly 10 years. The state already offers governmental coverage of their legislative, and 38 other states provide some coverage of their statehouses, according to a 1990 study by a group called the California Channel.

The California Channel, a consortium of political organizations, business leaders and cable television operators, wants to distribute the Legislature's signal.

Even though the temptation to grandstand might prompt some lawmakers to play to the cameras, cable coverage of the Legislature will look at least the surface of the Legislature's work.

The Sacramento Union

Today in history

The Associated Press

Today is Wednesday, March 28, the 87th day of 1990. There are 278 days left in the year.

Today's highlight in history: In March 28, 1979, America's worst commercial nuclear accident occurred inside the Unit 2 reactor at the Three Mile Island plant near Middletown, Pa., as a series of human and mechanical failures caused the cooling system to malfunction, damaging the reactor's core and leaking radioactivity.

On this date: In 1797, Nathaniel Briggs of New Hampshire patented a washing machine. In 1824, the U.S. Senate voted to censure President Jackson for the removal of federal deposits from the Bank of the United States. In 1930, the names of the Turkish cities of Constantinople and Angora were changed to Istanbul and Ankara. In 1949, the Spanish Civil War ended as Madrid fell to the forces of Francisco Franco. In 1941, novelist and critic Virginia Woolf died in Lewes, England. In 1960, the 34th president of the United States, Dwight D. Eisenhower, died in Washington at the age of 78. In 1962, voters in 12 Salvador went to the polls for a constituent assembly election that would result in victory for the Christian Democrats, led by President Jose Napoleón Duarte. In 1967, Maria von Trapp, whose life inspired the Rodgers and Hammerstein musical "The Sound of Music," died in Morristown, Vt., at age 82. Ten years ago: Former girls' school headmistress Joan S. Harris placed innocents in White Plains, N.Y., to the shooting death of Scarsdale Diet doctor Herman Tarnower. Five years ago: The U.S. Senate approved a resolution urging President Reagan to take retaliatory trade measures against Japan unless the Japanese opened new markets to U.S. goods. The same day, Japan had announced it would increase automobile exports to the U.S. by 25 percent. One year ago: President Bush sent three high-ranking officials to Alaska to "take a hard look" at the Exxon Valdez oil spill in Alaska's Prince William Sound. Today's birthdays: Former Secretary of State Edward S. Madden is 76. Actor Freddie Bartholomew is 66. Former National Security Adviser Zbigniew Brzezinski is 62. U.S. Sen. Frank Lautenberg, R-N.J., is 57. Actor Ken Howard is 66. Actress Diane Warren is 62. Country singer Reba McEntire is 35. Thought for today: "Guess, if you can, and choose, if you dare." — Pierre Corneille, French dramatist and poet (1606-1684).



Quotes

By The Associated Press

"I don't know what it is ... It was just luck he had to have some dental work and it was just luck they administered the drugs." — Dr. Andres Kanner, a neurologist with the University of Wisconsin Hospital, explaining how a man in a coma-like, vegetative state for eight years awoke after taking tranquilizers.

"We cannot police every aspect of the industry, cannot crawl through the belly of every aircraft, look over the shoulder of every pilot, or personally screen every passenger and every piece of luggage that flies in the system." Federal Aviation Administration chief James B. Busey announcing a new policy in which airlines will not be fined for safety violations if the carriers find a problem themselves and report it to the government.

# Orange County Focus

## COSTA MESA/NEWPORT/IRVINE

### NEWPORT BEACH

#### Nancy Reagan Tells of Cancer Episode

There were, to be sure, glimpses of the strong, independent-minded woman who liked to take jobs at the Washington establishment during her tumultuous eight years in the White House.

But by and large, it was a different and seemingly more vulnerable side of Nancy Reagan that was on display before some 500 supportive women in Newport Beach on Wednesday as the former First Lady shared her experience with cancer.

"I felt my stomach start to tighten," Mrs. Reagan said, relating the day in 1985 when the doctor closed the examination room door to tell her the results of a routine mammogram.

"I knew—I could feel the bad news coming and there was no way to stop it," she said. "I thought—Ronnie, what would he do?"

After her speech at the Four Seasons Hotel, Mrs. Reagan went to Hoag Hospital in Newport Beach to meet with

more than two dozen cancer patients. She received some flowers, looked at a few scrapbooks and, for the most part, listened to the stories of the patients.

But at a morning brunch organized by the Circle 1000 Club, an association of Orange County women that is raising funds for the soon-to-open, \$22-million Hoag Cancer Center, it was Mrs. Reagan doing most of the talking.

Met with a standing ovation, Mrs. Reagan said that after learning of a breast cancer, she rejected the option of a lumpectomy—to remove only the cancerous tissue itself—and instead decided on a radical mastectomy to remove the left breast.

It was a decision that prompted some public criticism from medical professionals and others in Washington at the time, and Mrs. Reagan said that stung.

"What right did they have to tell me I'd made the wrong decision?" she asked.

"I defended her decision," saying, "I wasn't 20 years old. I'd been married for 38 years and I'd had my children, and [the radical mastectomy] seemed the best," she said. "Besides, I'm not Dolly Parton."

Perhaps the most emotional part of the event came when Mrs. Reagan, appear-

ing near tears, said she had been surprised about the death of her mother-in-law, Mrs. Eisenhower, after her own operation.

"I didn't know me at the end," Mrs. Reagan said. "I was so relieved to receive my mother-in-law's love so dearly."

Mrs. Reagan, who appeared without a fee, did not answer questions from the media, but she did answer questions from those at the Circle 1000 Club.

Sandy Sewell of Newport, who was in the audience, said she let her grandmother know she was there and showed her human side.

—ERIC LICHTBLAU

### COSTA MESA

#### OCC's Debate Team Wins 4th State Title

The Orange Coast College speech and debate team won its fourth state title in five years this week, defeating Santa Rosa Junior College, which was host for the three-day tournament.

The team will compete for its second consecutive national title next month during the National Community College Speech Tournament in Kansas City. Orange Coast College has won the national championship five times in last 12 years.

"But before we start thinking too much about Kansas City," coach Peg Taylor said, "I think we'll take a moment or two to savor the state championship."

Chris DeSarra of Costa Mesa was the top winner, with three gold medals and one silver. Tiffany Stewart of Costa Mesa and Ronnie Rubens of Corona each took home two gold medals and a silver. Stewart and Rubens are also members of a reader's theater group called "De-

### NEWPORT BEACH

#### Meter Feeding to Stop at 6 p.m.

A controversial decision to extend the running time on some Newport Beach parking meters until 10 p.m. has been modified by the City Council.

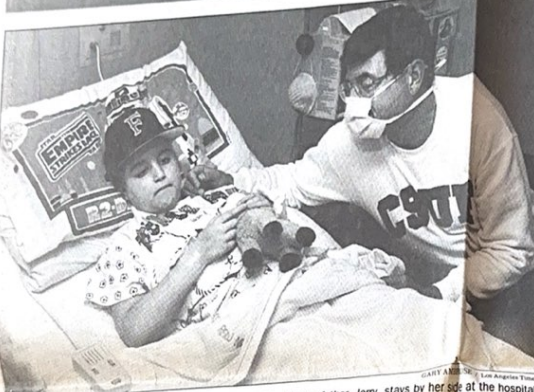
As a result, it will not be necessary to feed meters citywide past 6 p.m.

In January, the city had extended the shut-off time for meters from 5 p.m. to either 6 or 10 p.m., depending on the area of town, to generate revenue for law enforcement and litter control.

However, the action angered some merchants and customers who said it was difficult to read the meter instructions after dark and that the extended meter times hurt business. Some residents were annoyed that visitors in their homes would have to feed parking meters, said Rich Edmonston, city traffic engineer.

City workers will be finished changing the meters by the end of the week.

### NORTH



A bone marrow drive is scheduled April 23 for Christina Schnabl. Her father, Jerry, stays by her side at the hospital.

### ANAHEIM

#### President Cheers Leukemia Victim

Christina Schnabl used to think President Bush was boring.

But that opinion changed when the second-grader, recently diagnosed with leukemia, received a personal note from Bush halting her upcoming ninth birthday on April 12.

Christina hasn't seen her Anaheim mom since a Jan. 26 doctor's visit, when a blood test revealed the leukemia. She was immediately admitted to Western Medical Center-Santa Ana for chemotherapy treatments, said her father, Jerry Schnabl.

In a letter dated March 16, Bush praised Christina for her strength.

"The courage you have shown throughout this difficult time is an inspiration to all who know you," Bush wrote.

Christina's aunt, Carol Massa of San Diego, elicited the letter from Bush by sending a written request to the White House for a birthday greeting.

"I saw on the news how President Bush gets requests (to acknowledge) people's anniversaries and things like that," Massa said. "So I sat down and wrote him and told him all about Christina... what a neat little girl she is and her plight to be matched with a bone marrow donor."

"It came at the perfect time because she was really having a bad day. She is a tough little girl, but that day she was sick of the IV [intravenous tubes], sick of being poked with needles, and she wanted her hair back."

The letter gave Christina a new impression of Bush.

"He's not boring any more," declared the soft-spoken blonde from her hospital bed.

Both Massa and Christina's father were surprised that Bush wrote a personal note. Massa said she had expected to see a printed card with Bush's signature.

"When I thought about the President taking the time to sit down and write a letter to an 8-year-old girl, I really got choked up," Schnabl said. "It was just overwhelming."

Really overwhelming, he said, has been the outpouring of support from the Cal State Fullerton athletic department and Placentia community groups, which are assisting with the family's desperate search for a bone marrow donor. Christina attended Wagener Elementary School in Placentia.

A bone marrow transplant would give Christina a 70% chance of remission, Massa said, but the odds of finding a



proper donor are 1 in 20,000.

Candidates are screened by a simple blood test that is analyzed for tissue compatibility. The results are entered into a national computer list for possible matches with victims of leukemia, lymphoma and Hodgkin's disease, according to information from the Life-Savers Foundation, a nonprofit organization that maintains the list.

The Cal State Fullerton women's softball team is sponsoring a donor drive by conducting blood tests April 23 from 10 a.m. to 2 p.m., said organizer Jill Matyach. Several athletes at the university have been raising money to offset the cost of the blood tests, which run \$75 each, she said. The drive will be at the school gymnasium.

Donations to underwrite the costs of the blood tests are being accepted at Wagener Elementary School, 717 Yorba Linda Blvd., Placentia, Calif. 92670.

—WENDY PAULSON

### LA HABRA

#### Sleeping Teen Hit by Shotgun Pellet

A 17-year-old youth was slightly wounded in the head by a shotgun pellet early Wednesday when three shots were fired through a bedroom window as he was sleeping peacefully.

Robert Markov was treated at UCI Medical Center in Orange and later released, a hospital spokeswoman said.

The shooting occurred shortly before 3 a.m. as the teenager was asleep in his room at the 300 block of Avenida Santa Barbara, said La Habra Police Lt. Joe Miazzo. Three shots from a 20-gauge shotgun were fired at his bedroom window, and one of the pellets hit him in the back of the head, Miazzo said.

Investigators have no motive for the shooting, and no one has been arrested, Miazzo said.

—ERIC LICHTBLAU

### PLACENTIA

#### Police Arrest Suspect in Bank Robbery

Anaheim police Wednesday arrested a 33-year-old Santa Ana man suspected of robbing the Seaboard California Bank in Placentia just after 1 p.m.

John Roybal was arrested after a short chase through an Anaheim apartment complex in the 500 block of North Olive Street, police said.

Placentia police said some money was recovered at the site of the arrest.

Police and FBI agents handling the case would not disclose the amount of money stolen or recovered. No weapon was used during the robbery, Rice said.

Roybal was arrested 20 minutes after a bank robbery suspect was spotted on a highway near a motorcycle repair shop, police said. The suspect reportedly demanded the teller's money, FBI spokeswoman Rice said.

Anaheim's police supervisor spotted a green van believed to be the getaway vehicle and began a short chase, Lt. Mark Roybal said. Roybal spotted the van through the rearview mirror, where he was arrested, police said.

Roybal was held Wednesday afternoon at the City Jail.

—ERIC LICHTBLAU

### NORTHWEST

#### going to make campaign promises I can't keep and [needlessly] cause alarm... over development.

### BUENA PARK

#### Classrooms to Be Added at 4 Schools

To keep up with increasing enrollment, the Buena Park School District will add 14 classrooms at four schools.

The rooms, scheduled to be completed by the beginning of the 1991-'92 school year, will be built at Buena Park Junior High and Gilbert, Mabel L. Pendleton and James A. Whitaker elementary schools.

After several years of decreasing enrollment, the number of children attending Buena Park schools began to increase in the early 1980s. During the past five years, enrollment has steadily risen at a rate of 2% to 3% a year, Supt. Jack Townsend said. About 200 more pupils are attending schools in the district this year than last.

Gilbert school, which is expected to get three classrooms, has been under-hit, Townsend said. As older homes surrounding the school are replaced by apartment complexes, more children are entering the district, he said. Whitaker school also has had a big increase in enrollment and will get two rooms.

Although Pendleton school, which has an enrollment of 245, is not growing, it will receive five new classrooms. Pupils will be shifted to Pendleton to help relieve the burden on other schools, Townsend said.

Meanwhile, district officials are trying to prepare Buena Park Junior High for the influx. That school, originally an elementary school, will get six classrooms. The district also has hired an architect to begin studying how to redesign the school to meet the changing needs.

Officials estimate that the classrooms will cost more than \$1 million to construct. Money will come from a reserve fund established when three of the district's school sites were sold off in the 1970s during declining enrollment.

In addition to the new classrooms, Townsend said as many as six new teaching jobs will be established. Afternoon kindergarten classes also are planned.

—LYNDA NATALI

### HUNTINGTON BEACH

#### 7 New Ambassadors to Sister Cities

The Sister City Assn. has named seven students as 1990 youth ambassadors to Huntington Beach's two sister cities—Anjo, Japan, and Waitaker, New Zealand.

Picked to be the city's youth ambassadors to Anjo were Bryan Baker, 14, an eighth-grade student at Sowers Middle School, and Benjamin Raulo, 13, and both eighth-graders at St. Simon & Jude School.

Selected as youth ambassadors to Waitaker were Heather Archibald, 20, a junior at Cal State Long Beach, John Miller, 17, a junior at Mater Dei High School, and Erin Moore, 16, a junior at Huntington Beach High School.

The students will host young visitors from the sister cities when they visit Huntington Beach in July. In August, Huntington Beach's youths will visit their exchange friends in Japan or New Zealand, said Pat Dupka, city government liaison to the Sister City Assn.

The Sister City Assn. is a private, nonprofit group that works for closer relations between the paired cities. The group holds fund-raising events annually, Dupka said, and the money is used to pay half the air fare costs of the Huntington Beach youth ambassadors when they visit Japan or New Zealand.

### THE EN

#### California: Shareho Exon: Parenth that the oil compan

By GRAY DAVIS

Even though the cost Valdes split exceeds \$2.3 billion are disturbing signs that the importance of important Saturday for Exxon investors, lagging about 25% behind it. This has important consequences for State Teachers' Retirement beneficiaries, own 7 million The Public Employees 827,000 beneficiaries, owns trustee of the pension system benefits its shareholders as we.

Since the 11-million-gallon Spout on March 24, 1988, cost involved in other accidents that Last December, an open well Rouse, La., refinery released the burning of millions of gallons in Linden, N.J., repaired, dinged heating oil into the waterway by States Island. Reportedly ignored warnings from a leak-idea month later, a privately owned oil at Exxon's Bayonne, N.J., term than 30,000 gallons of it. Exxon is pa study to assess the environmental All told, the bill for these accord Valdes split, is likely to far exceed \$4 billion-plus of nonperforming said have been spent on develop technologies and reducing the cha

### IM Happy the cl 'Us'

By MLI

NEW dream- else but came to when he Social Club Court just it for vi- still proc social eve the firemen

# At Last, Punishment Fits the Crime

**■ Death penalty: It has wide support because ordinary citizens identify with media images of brutalized victims.**

By JIM CHRISTIE

On the first Sunday of spring, Stephen Souza was outside San Quentin prison fasting to protest the death penalty and the pending execution of Robert Alton Harris.

While Souza, a membership coordinator for Amnesty International, explained to me what's wrong with capital punishment, a handful of other protesters flashed signs at the cars filled with visitors on their way into San Quentin. Occasionally a car horn honked in support of the protesters.

For Souza, Sunday was another day of action against what he and other activists call a symbol, not a solution. His arguments against the death penalty all seemed valid at that moment.

—The death penalty has not deterred murderers in Texas, Florida and Louisiana. Murder rates in those states have climbed since the nationwide moratorium on capital punishment was lifted in 1978.

—Costs incurred during death-penalty trials and the many subsequent appeals far exceed what life imprisonment would total.

—The death penalty is not an equitable punishment, in that people convicted of equally horrible (and worse) crimes may serve less severe sentences and may even be released on parole.

—What Souza said had me softening my stance on the death penalty. That was until, on my way home, I picked up the Sunday edition of the *Main Independent Journal*. On the front page, just beneath a color photograph of the gas chamber, a

headline read, "Boy, 8, slain, ex-school employee held." An introductory caption summarized this murder's particularly horrific angle: "Youth's gagged body found burned near L.A."

Souza's arguments were suddenly invalidated. No rational argument could calm the disgust resulting from what I read in that story. There seems to be no end to the cruelty that murderers are capable of, and, unfortunately, California has an astounding number of cases each year to remind us of that.

I just as quickly realized how victims always get the first headlines, but when their murderers are caught, they are almost always the first to be forgotten. The lasting suffering of their families and friends are afforded even less respect.

In their arguments and demonstrations against capital punishment, activists overlook yesterday's victims, just as they do the legitimate need of the state to hold individuals accountable for their crimes. Most important, they overlook the emotions of ordinary people.

Not everyone has the detachment of a legal scholar or moral philosopher. The common person identifies with a victim, not with a defendant. What the activists call cruel and inhuman punishment, a victim's family calls justice and the ordinary person calls a punishment fitting the crime.

Ordinary people remember the family snapshots and yearbook photos of victims in the newspapers, and they remember the catchy names given the murderers by the police and the press. What results is outrage and fear when other ordinary, innocent people fall prey to the likes of the Hillside Stranger, the Trailside Killer, the Night Stalker. Ordinary people, asked to respect the humanity of the murderer, ask what respect, what mercy be extended to

his victims.

There is no escaping the emotions when innocent people die at the hands of cold-blooded killers. As the faces of cold-blooded killers, ask of me, one of Souza, "How many murderers are like they sent to the victim's families have

There is also no escaping the political groundswell of support for capital punishment in California. In the 1978, California voters affirmed their support to enforce the death penalty. If Governor Deukmejian does not commute the death sentence of Harris at that moment, it will also be the culmination of the success in state politics.

Like Deukmejian, all the candidates hoping to succeed him this year are well aware of how widespread support for the death penalty is among California voters. Atty. Gen. John Van Dyke, a liberal Democrat personally opposed to the death penalty, is nevertheless supporting up his record of sending 42 defendants to Death Row while serving as district attorney for Los Angeles County. Republican Sen. Pete Wilson is holding steady with the traditional conservative view of capital punishment. And Dianna Feinstein, former Democratic mayor of Berkeley, and Francisco, is putting out a statement that punishment message as well as it is.

"It's a terrible crime, but we have to keep it up until the people who are responsible for it are brought to justice," Feinstein said recently, as she stepped out of the gas chamber where on Tuesday, as Robert Alton Harris is escorted to the gas chamber, Souza will probably be convicted, and some of those who share his questions will be staging a vigil in front of the state capitol building.



On that day or in the near future. For Tuesday, April 3, may also be the long-awaited day when the political will of California's electorate—in addition to Robert Alton Harris—is executed.

Jim Christie is an associate researcher for the Alexis de Tocqueville Institution of Palo Alto.

## 'We' Don't Care How 'They' Live; It's Easy to Dismiss How 'They' Die

**■ Immigrants: The fire at the Happy Land Club illuminated the chasm between 'them' and 'us.'**

By MURRAY KEMPION

NEW YORK — Elias Colon will be underdog shortly, but in life he was all else but an underdog man. When he came to the early Sunday morning hour when he and 86 of his neighbors would die, he had organized his Happy Land Social Club for 16 months. In a civil court judge had ordered him to vacate his home for violations of the fire safety code, proclaimed its availability for all social events, and even after his gutting, the firemen carried the dead out under a

"Happy" undamaged except for a portion of the "H." You don't have to stay long in New York before you find out that there are few risks in disdaining fire-safety laws and not many more in disregarding court orders.

Before the immigrant learns the city's language, he knows its customs, and Elias Colon used that awareness with some assurance not just to maintain his presence but to go on advertising them as boldly as he could.

The chance is close to certain that he was not even part to the bother of purchasing his immunity, because little in this history suggests that anyone in an official position for shaking down Elias Colon has ever noticed the opportunity if he had been starting him in the face.

We have our procedures for reflecting upon disasters, and this one's aftermath has reached the stage where it is being

explained that Happy Land was between the cracks of the system. When the fire broke out, the city's social crisis whenever the change of them—then too powerfully internalized to see themselves in any shaking and weeping like Sunday happened to be the 25th anniversary of the Triangle Shirtwaist Factory fire in New York. One was, mostly young Jewish and Italian immigrant women, died at Triangle. The other was, mostly young Jewish and Italian immigrants, died at Happy Land.

The exits at Triangle had been locked and the most-wounded survivors were taken to the hospital. The exits at Happy Land had been open and the most-wounded survivors were taken to the hospital.

There were no sprinkler systems at either Triangle or Happy Land. The sprinkler systems cost too much. The state factory inspectors paid no attention to Triangle. The fire inspectors paid close enough attention to Happy Land to qualify it for a judicial order to vacate, which then slumbered unenforced for 16 months. The distinction scarcely adds up to much of a difference.

Triangle was 1911 and Happy Land is 1990, and there is no compelling way to tell one from another. Most of Triangle's victims were newly arrived Jews and Italians and most of Happy Land's victims were newly arrived Jews and Italians, and there is a bond of identity. They were not of the same class, but they were of the same class.

The actual United States of America is two countries where the US lives separately—professionals, educators, journalists, human-rights groups, business, unions, women, peasants, popular organizations—and in the branch of the provincial government that has given it legitimacy abroad and at home. Without the council, as one popular leader said, "this would be just another marriage between a weak president and the army with the American ambassador as best man."

The new president is something of a mystery. Pascal-Trouillot's family is solidly if not zealously Duvalierist. In 1977, at the age of 31, soon after she became an attorney, she published a sycophantic article titled "Women in the Context of the Duvalierist Revolution." She was appointed to the Supreme Court by President Avril, a position on that court has never been a indication of distinguished performance. In 1987, she was appointed to the Supreme Court by President Avril, a position on that court has never been a indication of distinguished performance.



"Hey! This means I can go, too, right? ... Right?"

## The Environmental Bottom Line

**■ Exxon: Shareholders, including two California pension funds, must demand that the oil company clean up its act.**

By GRAY DAVIS

Even though the cost of cleaning up the Exxon Valdez spill exceeds \$2.3 billion—and counting—there are disturbing signs that Exxon has yet to grasp fully the importance of improving its environmental record. Satisfy for Exxon investors, the company's stock price is lagging about 25% behind its competitors.

This has important consequences for California. The State Teachers Retirement System, with about 452,000 beneficiaries, owns 7 million common shares of Exxon. The Public Employees Retirement System, with 827,000 beneficiaries, owns 8.2 million shares. As a trustee of the pension system, I believe it is time for Exxon to recognize that environmental responsibility benefits its shareholders as well as consumers.

Since the 11-million-gallon spill in Prince William Sound on March 24, 1989, company facilities have been involved in other accidents that raise safety questions. Last December, an open valve at Exxon's Baton Rouge, La., refinery released 30,000 gallons of oil, resulting in an explosion that killed two workers and the burning of millions of gallons of fuel. As recently as January, a pipeline from Exxon's Bayway refinery in Linden, N.J., ruptured, discharging 563,000 gallons of heating oil into the waterway between New Jersey and Staten Island. reportedly, pipeline operators ignored warnings from a leak-detection system. And a month later, a privately owned barge, after taking on oil at Exxon's Bayonne, N.J., terminal, leaked more than 30,000 gallons of oil, hampering a \$600,000 study to assess the environmental damage.

All told, the bill for these accidents, including the \$4-billion-plus of nonperforming assets—money that can have been spent on developing new cleaning technologies and reducing the chances of future

accidents. Exxon's competitors are taking such strides. At Unocal, a policy requiring that all accidents and job-related injuries be reported directly to the chief executive officer has resulted in improvements in worker safety and fewer injuries. Shell recently announced that it will spend \$7.5 billion in 1990 to clean up its operations. Occidental Petroleum still investing in environmental safeguards.

At one point, Exxon shareholders need to ask, "When do we see a turnaround? When will Exxon recognize that environmental safety must be a key factor in its business planning and performance?" Consumers also have been hurt by the oil company's performance. In the wake of the Baiton Rouge explosion, the retail price of home heating oil shot up 10.74 cents a gallon, topping the 1981 peak of \$1.35.

Exxon officials contend that they are paying attention to environmental and safety issues, spending at least \$1 billion a year on environmental concerns. But how effective have these steps been, judging by the number of company accidents since Valdez?

In corporate governance, one thing is clear: When the chief executive speaks, employees listen. Either Exxon Chairman Lawrence G. Rawl is not speaking the right language, or his message is falling on deaf ears. Neither is acceptable.

One important step he and his company could take would be to sign the Valdez Principles. Proposed by a coalition of environmentalists, public-interest advocates and government fiscal officers, these principles offer corporations a voluntary path to greater environmental accountability and profitability.

Recently, Rawl has agreed to meet with pension-fund managers from California and other states to discuss the company's performance.

Exxon should also be asked to set up an independent environmental and worker safety panel. Its shareholders deserve nothing less.

Gray Davis is a state controller.

## General's Gone, Not the Garbage

**■ Haiti: The new civilian government offers some hope, but Duvalierist thugs still block the way to true democracy.**

By AIVI WENZLER

Turn any corner in Port-au-Prince these days and you come upon a mountainous pile of garbage, a thing reaching toward heaven and stinking to heaven, too. At its base, invariably, a skeletal dog is sniffing—burrowing through the refuse as you edge around the heap. You find yourself frowning what you could not see from behind the last garbage pile, another pile of garbage, with another mongrel striding it, jealously fending off more dogs.

Haiti has a civilian president for the moment, a civilian senate council, a new set of moderate ministers and a timid, moderate opposition. Yet the streets are still littered with the accumulated filth of the last regime. Officials stole or cannibalized the garbage trucks, there is no money in the coffers to pay for new trucks, and there are many mauling dogs of another kind in that land. Duvalierists jealously guarding the portion of corruption they have managed to maintain throughout the four turbulent years since Jean-Claude Duvalier fled to power.

The Duvalierists, who have plundered Haiti for two generations, are the ones who made it most to lose to a new government successfully led Haiti to free and fair elections. No one who is not paid to do so will vote if he or she is not paid to do so. Duvalierist gangs eliminated from the scene, no one has forgotten the bloody election day of 1987 that was disrupted by Duvalierist thugs with machetes and automatic weapons. In other words, the new government cannot conduct successful elections—its most important task—until it is able to get rid of the Duvalierist thugs who are still in power. More than 40 civilians have been killed since the end of the Duvalierist regime, many of them members of the military.

"Today's a great day for democracy," said Alvin Aulon, the U.S. ambassador, after President Ertha Pascal-Trouillot was sworn in. Aulon is a former Supreme Court justice, was appointed to the post by President Avril, a position on that court has never been a indication of distinguished performance. In 1987, she was appointed to the Supreme Court by President Avril, a position on that court has never been a indication of distinguished performance.

professionals, educators, journalists, human-rights groups, business, unions, women, peasants, popular organizations—and in the branch of the provincial government that has given it legitimacy abroad and at home. Without the council, as one popular leader said, "this would be just another marriage between a weak president and the army with the American ambassador as best man."

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Ertha Pascal-Trouillot

Trouillot's pronouncements since taking power have been uniformly progressive. She has called for an end to human rights abuses, a cut in the "precadry salaries" (own) and an end to government participation in the persons who are inessential to the distress of the people. She calls the Presidential Palace "la Maison du Peuple," or the People's House. Still, her speech has not been uniformly understood.

During the installation of the new cabinet this month, the military band was cheerfully out of tune, the upright civilian leaders took their seats with even as the international press corps watched all eyes on the palace walls, the Duvalierists were present, two men killed in a rampage at a market place, eight men slashed in another attack, five gay wealthy neighborhoods, the Duvalierists were moving. The question remains for this government, can it survive if it cannot get rid of these attacking Duvalierist thugs who are still growing at the gates of the People's House.

Aivi Wenzler is the author of "The Rotten Season: Haiti Since Duvalier" (Simon & Schuster).

## TINGTON BEACH New Ambassadors Sister Cities

The Sister City Assn. has named five students as 1990 youth ambassadors to Huntington Beach's two sister cities—Anjo, Japan, and Wataikere, New Zealand.

Picked to be the city's youth ambassadors to Anjo were Bryan Archibald, 20, an eighth-grade student at Sowers Middle School; Sheri Katsurama, 15, an eighth-grader at Ebel Dwyer School; and Benjamin Beard and Jaime Ruiz, both 13 and both eighth-graders at St. Simon & Ido School.

Selected as youth ambassadors to Wataikere were Heather Archibald, 20, a junior at Cal State Long Beach; John Miller, 17, a junior at Mater Dei High School; and Erin Moore, 16, a junior at Huntington Beach High School.

The students will host young visitors from the sister cities when they visit Huntington Beach in July. In August, they will visit their exchange friends in Japan or New Zealand, said Pui Dupuis, city government liaison to the Sister City Assn.

The Sister City Assn. is a private, nonprofit group that promotes sister-city relationships between the paired cities. It organizes fund-raising events annually, Dupuis said, and the money it uses to pay half the air fare costs of the exchange trips.

"I'm not when they visit Japan or New Zealand.

Bill to Require CSU Trustees to Have Degrees Clears Panel

By RALPH FRAMMOLINO TIMES STAFF WRITER

SACRAMENTO—A bill that would impose minimum educational requirements for appointees to the California State University Board of Trustees cleared its first hurdle Wednesday when the Senate Education Committee approved it by a vote of 16 to 10.

MARTIN: Aviators Salute Pioneer

Continued from B1 John Wayne Airport. According to the former body may be viewed as a private ceremony.

Beach "He told me he had never done that before. He was hunched. I told him to try it for 15 minutes the first time. Well, 40 minutes later he was still talking."

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Section B Thursday March 29, 1990 CC1

ORANGE

HIGHLIGHTS

SENIORS CUT SHORT: An acclaimed home-sharing program for South County senior citizens was in jeopardy after supervisors denied its \$10,000 request from \$4.4 million in federal grants they doled out.

DOG LAW: Officials in Westminster have approved an ordinance that allows animal control officers to destroy a dog that is declared vicious. The law also requires owners to obtain liability insurance.

Board Grants

Social services: Supervisors deny \$5 million South County home-sharing program out \$4.4 million in federal block grant still might get another chance.

Wildlife biologist Esther Burkett led a bare spot on a sandy island in the Bolsa Chica Ecological Reserve.



Wildlife biologist Esther Burkett led a bare spot on a sandy island in the Bolsa Chica Ecological Reserve.

Doing a Crews Lay Tile

UNTINGTON BEACH—Carrying a red clay tile that looked as if it belonged on an Irvine roof, Elizabeth McBride looked for a bare spot on a sandy island in the Bolsa Chica Ecological Reserve.

Westminster Tough With

Regulations: A new law permits the destruction of dangerous dogs. But the mother of a boy mauled in February says the ordinance should have been drafted sooner.

WESTMINSTER—Nearly two months after two 100-pound Rottweilers mauled a 6-year-old boy, the City Council this week unanimously approved a vicious dog ordinance that officials believe is the strictest in Orange County.

LAW

Continued from B1 dog attacks submitted by the city's animal control officer. The board will determine whether a dog is vicious or potentially dangerous.

PIER

Continued from B4 public that we've tried all other methods before we try to a bond issue," he said.

SENIORS

Continued from B1 "We're always aware of the tightness of the money that's out there, but we think we have a genuine need," she said.

SPRING APPAREL CLEARANCE NEW, FIRST TIME REDUCTIONS 30% OFF AND MORE ORIGINAL PRICES

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WANTED DEAD OR ALIVE Your old vacuum for up to \$100 trade-in allowance toward a new Panasonic.

FOCUS Andrew Jackson Elementary School students in Santa Ana got a close look at sea shells.

PEOPLE: "It was thrilling," says Kevin Weed of performing the bagpipe concerto he wrote with the Garden Grove Orchestra.

EDITORIALS TWO-TRACK STRATEGY: It would be sensible for the bidder on a high-speed train between Anaheim and Las Vegas to propose both express runs and double tracks near some stations to allow commuter trains to stop.

ON THE RECORD "Single people aren't providing the same stability to our country, they're not providing offspring, they carry more diseases."

COMMENTARY "THEM" AND "US": The fire at the Happy Land Club illuminated society's indifference to how immigrants live—and die.

LOTTERY RESULTS March 28 Wednesday's Winning Number: 1-21-24-36-37-39

DECO Wednesday's Winning Cards: Hearts: Ace Clubs: 10 Diamonds: 7 Spades: 2

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Where to Reach Us B5

# ORANGE COUNTY

Los Angeles Times

SECTION B  
THURSDAY  
MARCH 29, 1990  
CCT

## HIGHLIGHTS

**SENIORS CUT SHORT:** An acclaimed home-sharing program for South County senior citizens was in jeopardy after supervisors denied its \$10,000 request from \$4.4 million in federal grants they voted out. **B1**

**SHELTERING THE TERN:** California Conservation Corps workers sloshed through the Bolsa Chica Ecological Reserve to lay life homes for the least tern, an endangered gull-like bird. **B1**

**MARTIN REMEMBERED:** Friends and fellow fliers say aviation pioneer Eddie Martin, who died Tuesday at age 88, was a peerless storyteller, but one whom you could take at his word. **B1**

**DOG LAW:** Officials in Westminster have approved an ordinance that allows animal control officers to destroy a dog that is declared vicious. The law also requires owners to obtain liability insurance. **B1**



**FOCUS**  
Andrew Jackson Elementary School students in Santa Ana got a close look at sea shells part of Orange County Marine Park's environmental education.

**PEOPLE:** "It was thrilling," says Kevin Weed of performing the bagpipe concerto he wrote with the Garden Grove Orchestra. Herbert J. Vida's column. **B4**

**EDITORIALS**  
**TWO-TRACK STRATEGY:** It would be sensible for the bidders on a high-speed train between Anaheim and Las Vegas to propose both express runs and double tracks near some stations to allow commuter trains to stop. **B8**

**ON THE RECORD**  
"Single people aren't providing the same stability to our country, they're not providing offspring, they carry more diseases."  
—Beverly Sheldon, whose husband, the Rev. Lou Sheldon, is head of the Traditional Values Coalition in Irvine, commenting in the wake of reports of widespread and often illegal discrimination against unmarried people. **A1**

**COMMENTARY**  
**"THEM" AND "US":** The fire at the Happy Land Club illuminated society's indifference to how immigrants live—and die. By columnist Murray Kempton. **B9**

**LOTTERY RESULTS**  
March 28  
Wednesday's Winning Number: 1-21-24-36-37-39  
Lotto Jackpot: \$4.6 million  
Bonus number: 13  
Recorded Information  
English: 213-976-4275  
Spanish: 213-976-5275

**DECCO**  
Wednesday's Winning Cards:  
♥ Hearts: Ace  
♣ Clubs: 10  
♦ Diamonds: 7  
♠ Spades: 2

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## Board Grants Seniors' Group No Favors

**■ Social services: Supervisors deny \$10,000 for South County home-sharing program when doling out \$4.4 million in federal block grant funds. But it still might get another chance.**

ask for some help in keeping the program going." Susan Gattis, coordinator of the South County Senior Citizens Home-Sharing Program, told the supervisors. The program, which officials rank among the best in the state, matches senior citizens with housemates to help them defray housing costs.

"We don't want to lose ground, but we will if we can't find some help," Gattis said last week. The supervisors, while sympathetic, did not respond to Gattis' plea. Without considering any amendments, they unanimously approved the staff version of the 1990-91 Community Development Block Grant budget, which does out \$4.4 million in federal money to Orange County groups but leaves the seniors program far short of its needs.

Senior citizens may feel the pinch of the budget, but at least one group will not. Among the organizations that made the county's cut was the Don R. Roth Child Care Center, named for the chairman of the Board of Super-

visors, who described the center's work with deep emotion Wednesday.

The center, in El Modena, is operated by Orange Children and Parents Together Inc., which received \$14,500 through the block grant program. The center's director said the money was needed to pay for a community aide who will serve as an outreach worker in the neighborhood.

Later, Roth said the center did "wonderful work" and blamed the senior citizens' exclusion from the budget on their poor lobbying effort. "You can't just sit back and make a plea," Roth said. "I'd never even heard of this program before."

Neither the seniors group nor any other observers quibbled with the child-care center's financial need or with its work. Indeed, Wednesday's meeting was marked by citizens after citizens rising to commend the supervisors and the county government for the management of the block grant program, which shrinks every year as available federal funds dwindle.

The grant allocation, one citizen said, "attestifies our needs and represents the best possible use of the federal funds available."

Gattis was less enthusiastic.

Please see SENIORS, B10



Wildlife biologist Esther Burkett leads workers across Bolsa Chica reserve where they placed tiles for California least terns.



Two cormorants survey Bolsa Chica from atop a utility pole. Below, killdeer eggs at island in ecological reserve.

## Doing a Good Turn Crews Lay Tile Homes for Endangered Least Terns

By DANICA KIRKA

**H**UNTINGTON BEACH—Carrying a red clay tile that looked as if it belonged on an Irvine roof, Elizabeth McBride looked for a bare spot on a sandy island in the Bolsa Chica Ecological Reserve. McBride and six colleagues from the California Conservation Corps roamed the wildlife refuge on Wednesday, searching for spots to place the tiles that the endangered least tern will use to shelter its chicks.

"It was just trying to see where another good place for a house might be," said McBride, 21, of Los Angeles. "I was just thinking, if I were a bird, where would I want to live?"

The work of the Conservation Corps members is part of an effort to protect the California least tern, a tiny gull-like bird that migrates from Central and South America and is expected to arrive at the reserve in about two weeks. "The Bolsa Chica area breeds 50% of least terns left on the face of this Earth," said Curt Taucher, a spokesman for the California Department of Fish and Game. "If we let that get away from us, we won't have any terns left."

Environmentalists are encouraging California taxpayers to make a donation for endangered species such as the least tern

on state tax forms. About \$910,000 was raised through the campaign last year to benefit rare, threatened and endangered species.

As a flock of sandpipers waded in the nearby marsh, Conservation Corps workers scanned the ground, stepping lightly to avoid crushing the nests of other birds and scouting spots for tiles.

Even though most of the hand-picked team of workers didn't know what a least tern was before this assignment, they enthusiastically installed the artificial nests for the gray-and-white terns.

"I feel all the animals should be able to live," said Robert Bolton, 19, of Los Angeles. "They have the same right we do."

Drylie Clark said she had helped clean up oil that washed up on beaches after the American Trader spill. She recalled seeing the rescue of an oil-coated gull.

"I'm glad I could come out here again," said Clark, 20, of Placentia, Calif. "You want to do something for (the birds) besides clean up what a human did."

Nature used to take care of sheltering the birds, providing erpwood in which fledgling least terns could hide from natural predators such as sparrow hawks, crows and red foxes. But the tern is not doing well in its competition with humans for open

Please see ENDANGERED, B7

## Westminster Council Gets Tough With Vicious Dogs

By GREG HERNANDEZ

**■ Regulations:** A new law permits the destruction of dangerous dogs. But the mother of a boy mauled in February says the ordinance should have been drafted sooner.

**WESTMINSTER**—Nearly two months after two 100-pound Rottweilers mauled a 6-year-old boy, the City Council this week unanimously approved a vicious-dog ordinance that officials believe is the strictest in Orange County.

The ordinance, approved Tuesday, requires owners to obtain liability insurance and establish fines of up to \$1,000 for not maintaining such insurance.

"We've made the ordinance as strong as we could," said Councilwoman Joy L. Neugebauer. "It strengthens our animal control officer's ability to protect the people in our community from vicious and potentially dangerous dogs."

The ordinance, approved Tuesday, requires owners to obtain liability insurance and establish fines of up to \$1,000 for not maintaining such insurance.

Please see LAW, B10

## Fliers Knew Martin as Storyteller, Honest Man

By GEORGE FRANK  
TIMES STAFF WRITER

**SANTA ANA**—The father of Orange County aviation was remembered Wednesday by friends and fellow fliers as a consummate storyteller whose words were golden.

"He was a good old boy, and his word was his bond and his handshake was his contract," recalled pilot Milt Farney, 60, a longtime friend of pioneer aviator Eddie Martin, who died Tuesday at 88.

"He was a man of his word who enjoyed every minute of

"I had great admiration for him," said Kenneth Walsh, a World War II Marine Corps ace who won the Medal of Honor after a series of air battles near Guadalcanal. "He was very instrumental in the development of both military and commercial aircraft."

"I salute him from my position," said Walsh, 73. "I will say a prayer for him every evening."

Martin founded the county's first airport and among the many businesses he started was Martin Aviation, the largest general aviation operator in

Please see MARTIN, B10



Don Kilsen, Airport founder and pioneer flier Eddie Martin in 1985.

**te Pioneer**  
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r people that he  
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# The Top of Today's News



**They Like Ike**  
U.S. and British leaders lauded Dwight D. Eisenhower, in early observances of the centennial year of the birth of the World War II general and President. John S.D. Eisenhower, far left, told a joint session of Congress his father had wanted to be remembered as "the good soldier." Also attending, from left: Winston S. Churchill, grandson of the prime minister; former U.S. official Clark Clifford and newscaster Walter Cronkite. A4

## Poindexter Defense Declines to Put Him on Witness Stand

The defense in the John M. Poindexter Iran-Contra trial—in a stunning surprise—rested its case without calling Poindexter to the witness stand. The case will go to the jury Friday or Monday. A4

## Corporate Election Role Curbed

The Supreme Court ruled that states or the federal government may forbid corporations to run advertisements in support of political candidates. The decision blunted efforts by business and conservative activists to strike down corporate spending limits in elections. The 6-3 ruling backed laws in 20 states; California does not limit such corporate spending. A4

## Pentagon Procedures Faulted

A General Accounting Office study found wide-

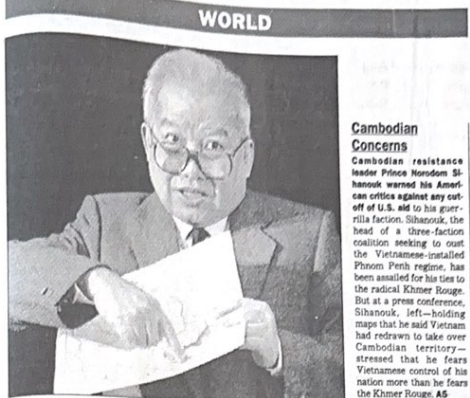
spread theft and loss because of poor management of the Pentagon's \$103-billion worth of spare parts and equipment. A4

## Firms Balk at Nerve Gas Order

Two defiant chemical firms, citing corporate policy, have refused to sell to the Pentagon a key ingredient for making nerve gas. The government is considering forcing delivery of the chemical under an old law. The standoff is likely to put the Bush Administration on the defensive as it works to stem Third World chemical arms. A12

## Fashion Icon Halston Dies

Halston, the fashion industry icon who designed for the masses as well as the rich, died at 57 after a battle with AIDS. The award-winning designer, whose full name was Roy Halston Frowick, achieved international notoriety in 1961 for creating First Lady Jacqueline Kennedy's pillbox hat. A3



## Lithuania's President Assails Soviet 'Kidnaping' of Deserters

Lithuanian President Vytautas Landsbergis demanded the release of Soviet army deserters "kidnaped" from their refuge at a hospital. He accused Moscow of manhandling Lithuania's citizens and occupying its property and he appealed to the West for help. A1... U.S. and Soviet diplomats took pains to ease tensions in the wake of the assault on Lithuania deserters. A8

## Syrian Flexibility on Israel Seen

Former President Jimmy Carter said that Syrian President Hafez Assad is ready to acknowledge Israel's right to exist and to engage in direct peace negotiations with Jerusalem. A5... Israel's electoral system is in need of reform, its critics say, if it is to avoid paralysis on the most important issues facing the country. A5

## U.S., Mexico Weigh Trade Pact

The United States and Mexico are holding prelim-

## WORLD

**Cambodian Concerns**  
Cambodian resistance leader Prince Norodom Sihanouk warned his American critics against any cut-off of U.S. aid to his guerrilla faction. Sihanouk, the head of a three-faction coalition seeking to oust the Vietnamese-installed Phnom Penh regime, has been assailed for his ties to the radical Khmer Rouge. But at a press conference, Sihanouk, left—holding maps that he said Vietnam had redrawn to take over Cambodian territory—stressed that he fears Vietnamese control of his nation more than he fears the Khmer Rouge. A5

inary talks on a possible free-trade agreement. Washington and Canada signed such a pact in 1988. An agreement with Mexico could pave the way for greatly increased trade and transfer of technology and expertise. A1

## Death Squads Plague Sri Lanka

Journalist and actor Richard De Zoysa has been writing exposes on Sri Lanka's death squads. Then he was abducted, and the next day, his body—with two bullet wounds in the head—was washed ashore. Since his death in late February, the case has mushroomed into a scandal for the island nation—and has come to symbolize the terrifying legacy of death squads. A1

## Nicaraguans Agree on Transition

The Sandinista government and officials of Nicaraguan President-elect Violeta Chamorro agreed on a pact to assure a peaceful transition of power when she takes office April 25. The accord gives Chamorro full control of the armed forces. A1

## ORANGE COUNTY/STATE

## Church May Change Site of \$55-Million Complex

Proponents of a sprawling, \$55-million church complex may move the facility from the rugged backcountry northeast of Mission Viejo to a site near El Toro. The original plan of the Saddleback Valley Community Church had been under fire from environmentalists. A1

## Eddie Martin Dies

Eddie J. Martin, considered the father of aviation in Orange County, died at age 88 at St. Joseph Hospital in Orange. Martin, who friends said had been in failing health in recent months, founded the county's first airport in 1923. A1

## State Critical of Cypress College Day-Care Center

The state has faulted the Cypress College Campus Children's Center for sloppy supervision and other "serious deficiencies" that officials said allowed a toddler to wander away unnoticed for an entire

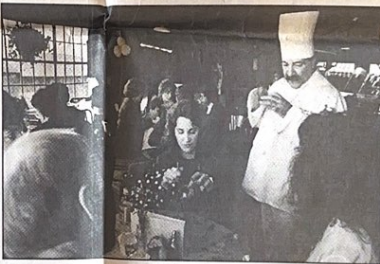
day earlier this month. The state's Community Care Licensing department also said a "parent" who lived about 10 miles from the school had asked a "teacher" to send a child to the school. "The school responded 'no,'" the report said. B1

## Firing of L.A. Treasurer Recommended by Panel

A city panel that has been conducting private hearings on the performance of Los Angeles City Treasurer Leonard Rittenberg has recommended that he be fired for his handling of city deposits in the First National Bank, sources said. The bank had employed Mayor Tom Bradley as a consultant. A3

## Doctor's License Revoked

State medical officials revoked the license of an El Toro physician accused of administering a hormonal treatment that officials said posed a public danger and caused harmful side effects to at least 18 women. Dr. Norman King Beals Jr., 55, who hosted a call-in radio talk show in Orange County, admitted that the allega-



**Food as a Weapon**  
The American Cancer Society's Orange County chapter launched a new campaign in the war against cancer. Above, chef Vince Paris talks about the healthy lunch prepared for the kickoff of the Great American Food Fight Against Cancer. B5

tions by California Medical Board were true and declined to contest them at a state evidentiary hearing. B1

## Firm Spraying Malathion Has History of Problems

The company that has been spraying malathion over Southland neighborhoods has a history of safety problems. It has been cited 13 times since 1986 for violations of state pesticide regulations, government records show. Its helicopters have been involved in nine crashes since 1983, leaving four pilots injured and two choppers demolished. A3

## Irvine Volunteer Earns Congressional Award

Sue Cleland of Irvine, who did 800 hours of community service during the last two years, was one of 53 people who received the Congressional Award, which honors extraordinary community service by Americans aged 14 to 23. Cleland, 22, and the others were honored at a ceremony in Washington. B1

## SPORTS

### Lakers Lose Magic, Game to Portland

Magic Johnson injured his right ankle midway through the second quarter and the Lakers lost to the Portland Trail Blazers, 130-111. C1

### Nunn Cuts Ties With Handlers

Middleweight champion Michael Nunn, who defends his title in an April 14 bout against Marlon Starling, has severed his ties with longtime handlers Joe and Dan Goossen. C2

### Medal Machine Grinding to Halt

After years of special treatment, the East German Gymnastics and Sports Federation is struggling to survive in a democratic society. C7



**Spring Fever**  
Pitcher Jim Abbott made his 1990 debut as the Angels defeated the San Diego Padres, 8-6. Abbott did not figure in the decision. C1

## CALENDAR

### Lower Ratings for Oscar Show

The Academy Awards telecast on ABC was seen in 25.7 million homes across the country, the smallest audience for the ceremony in three years. Nevertheless, the show rolled over the competition, grabbing 48% of the available audience. F1

### Not Always a Picnic for 3D

3D Picnic, which plays tonight in Westminster, has finally found an obscure record label for its eclectic approach. Its self-financed album, "Dirt," is starting to earn some good reviews, and the members of 3D Picnic expect to go on their first national tour this summer. F1

## BUSINESS

### 2 Big Holders Vote for Simmons Slate

Two influential institutional shareholders of Lockheed Corp. said they had voted their shares in favor of a dissident slate of directors led by Harold C. Simmons, who is waging a proxy fight for control of the defense contractor. D1

### Selling Sunset

The family that owns Sunset magazine, which has set the tone for Western living with stories ranging from cooking tips to conservation, has agreed to sell the publication and its books to Time Warner Inc. for \$225 million. D1

### \$866-Million Loss for County S&Ls

Orange County's 32 savings and loan institutions posted a

DOW 30	NYSE	AMEX	NASDAQ
+23.21	+1.59	+1.07	+11.8
2,738.54	107.50	301.18	438.18

combined loss of \$866.4 million in 1989 and lost nearly 20% of their aggregate assets as federal regulators imposed strict operating rules on thrifts nationwide. The local industry was dragged down by a \$1-billion loss at Lincoln Savings & Loan. D1

### Disney Promotes Marine Biologist

Walt Disney Co. has named zoologist and marine biologist Kym Murphy to the new post of corporate vice president of environmental policy. The appointment comes after a series of public relations problems at the firm's theme parks. D1

## VIEW

### Wedding Across East and West

Susan Eisenhower, granddaughter of Dwight Eisenhower, and Soviet nuclear scientist Roald Sagdeev finally believed their marriage would work only after wedding announcements appeared on the society pages. Eisenhower said. The couple thought Moscow might fear the spread of his knowledge to the West, and threaten him with loss of his job. But no such problems developed for the February wedding. E1

### Family Pictures

Family portrait photography has undergone a resurgence in popularity. Prices range from \$35 to \$8,000. E1

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# ORANGE COUNTY Los Angeles Times

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## ORANGE COUNTY NEWSWATCH

**PINNACLE:** During the post-Watergate years, former President Richard M. Nixon writes in this week's Time, golf was his "lifesaver." . . . But he abruptly quit the game after breaking 80 on a relatively easy San Clemente golf course. "For me," he writes, "it was like climbing Mount Everest. I knew I could never get better." . . . Nixon returns to Orange County on July 19 for the opening ceremonies of his presidential library in Yorba Linda.



**COUTURE:** Fashion designer Halston (A3) made a gala appearance here in 1978. Halston jetted in from New York with six models for a black-tie affair to benefit the Newport Harbor Art Museum and to help launch his boutique at South Coast Plaza—Halston's first west of Chicago. "It's an area where women like nice things and can pay for them," he remarked.

**GO EAST:** In an "affordability" ranking, Orange County has been overtaken by Honolulu and Fall River, Mass. . . . Fall River? It's now the second-least affordable housing market in the nation, behind only San Francisco, according to the *Prudential Home* magazine's latest USA Orange-Advisors report. . . . Second a year ago. . . . Fall River, between Boston and Providence, R.I., is plagued by relatively low wages and skyrocketing housing prices. A spokesman invites visitors and adds that if you come, please bring jobs.

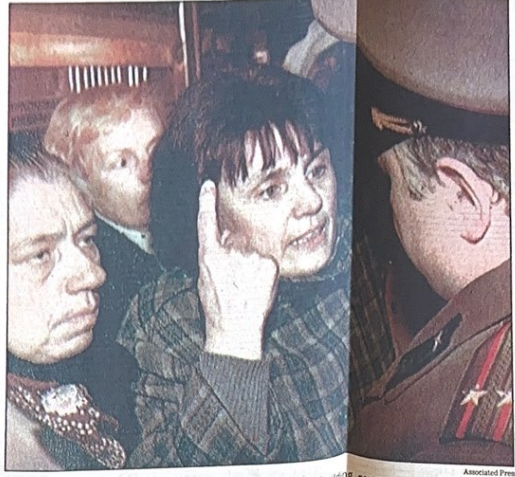
**SLICK AD:** On Monday—just in time for spring break—USA Today will carry a full-page ad that extols the joys of Huntington Beach and Newport Beach. . . . Produced by city tourism officials, the ad was placed by British Petroleum at a cost of about \$145,000. . . . InterCommunications Inc., a Newport Beach-based agency, took a reduced fee for the ad, which makes no mention of February's oil spill. "We felt people would get the message," said the agency's Tom Alexander.

**TONIGHT:** Cajun accordionist Jo-el Sommer, whose repertoire includes songs by such rock songwriters as Richard Thompson and Randy Newman, plays at 8 p.m. at Hampsons, 5503 S. Harbor Blvd., Santa Ana. Tickets: \$22.50. Information: (714) 979-5511.

**WEATHER:** Morning low clouds and drizzle, then partly cloudy. Highs in the mid-60s, lows in the 50s. (B8)

—Mark I. Pinsky and Steve Emmons

■ The Top of Today's News is on A2.



Lithuanian civilians surround Soviet officer at Communist Party building, protesting its seizure by military.

## Eddie Martin, O.C.'s Pioneer Aviator, Dies

By STEVEN R. CHURM and MARY LOU FULTON  
TIMES STAFF WRITER

Eddie Martin, a pioneer aviator who founded Orange County's first airport in 1923 when flying was a daring pursuit, died Tuesday night at St. Joseph Hospital in Orange. He was 88.

Friends said Martin, who came to Orange County in a covered wagon in 1903 from San Jacinto, Calif., had been in failing health in recent months. A hospital spokeswoman said Martin was admitted Monday night and died about 9 p.m. Tuesday.

Martin, known for his pomp and even temper, bought his first airplane, a Curtiss Jenny, in 1921 and began flying from a field in the Irvine Ranch. He charged customers \$5 a ride in his World War I-era plane that took off and landed at the end of 4th Street in what is now Santa Ana.

The makeshift airstrip was about a mile north of today's main runway at John Wayne Airport, where the passenger terminal was renamed the Edward (Eddie) J. Martin Terminal in 1988 by the county Board of Supervisors. The honor came on Martin's 67th birthday.

In 1921 he founded Martin Aviation, now the oldest and largest general aviation operator at Wayne Airport.

In 1923 he leased a dirt landing strip from the Irvine family and opened Eddie Martin Airport. Three years later he built the first hangar at the airfield, and then bought a French World War I-era plane which he flew stunts in over

## Sandinistas to Give Up Control of the Military

■ Nicaragua: An accord allows President-elect Chamorro to cut the army's ranks. Evictions are barred.

By RICHARD BOUDREAUX  
TIMES STAFF WRITER

MANAGUA, Nicaragua—The Sandinista government agreed to armed forces to President-elect Violeta Barrios de Chamorro when she takes office April 25 and recognized her authority to reduce the military's ranks.

An accord signed by the defense minister, Gen. Humberto Ortega, and aides to Chamorro also assured that Sandinista leaders and ideologically or illegally on property seized during the decade-old Sandinista revolution will not be evicted.

The wide-ranging pact was the first result of transition talks begun after Chamorro's National Opposition Union defeated the Sandinistas in national elections Feb. 25. Both sides pledged to work for a smooth transfer of power to help end Nicaragua's long civil conflict.

"We will not only be transferring the presidency but also, fundamentally, the basis of the new Nicaraguan democracy," said Gen. Ortega, the brother of defeated President Daniel Ortega. "This process will not allow right-wing extremists nor left-wing extremists to impose themselves."

Until last week, the Sandinistas had warned that a peaceful transition was impossible unless U.S.-backed Contras who have been fighting the government for almost a decade heeded calls by President Ortega and Chamorro's UNO coalition to lay down their weapons.

A breakthrough came Friday when Contra leaders agreed to stand disbanding their 12,000-strong guerrilla army. The rebel border camps in Honduras are to be dismantled by April 20 while rebels inside Nicaragua will move into

■ Please see NICARAGUA, A12

■ Please see CHURCH, A 21

## Lithuania Assails Soviet 'Kidnapers'

■ Secession: Gorbachev is accused of abandoning ideals in seizure of deserters. Republic asks West to help.

By ESTHER SCHRADER and JOHN-THOR DAHLBURG  
SPECIAL TO THE TIMES

VILNIUS, Soviet Union—Lithuanian leaders, outraged at the first use of military force since their declaration of secession, demanded Tuesday that President Mikhail S. Gorbachev surrender deserters brutally "kidnaped" by Soviet army paratroopers and appealed to the West for help.

As relations between this would-be independent nation and Moscow entered a dramatically more hostile phase, one marked by the first spilling of blood, Lithuania's president accused Gorbachev of betraying the ideals he professes by using the Red Army to manhandle the small Baltic republic, its citizenry and property.

Gorbachev says very nice things about new political thinking to the rest of the world, Vytautas Landsbergis told reporters. "You can see how his words differ from his deeds."

He said he fears a possible full-scale military crackdown, since

■ U.S. REACTION MUTED  
The Bush Administration tries to ease tensions. A3

Soviet troops obviously now have permission to use force. Before dawn, paratroopers clad in camouflage uniforms and toting Kalashnikov assault rifles raided psychiatric hospitals in the republic's major cities of Vilnius and Kaunas, hunting for Lithuanian youths who had fled the Soviet army and gone into hiding since the March 11 independence declaration.

"I am the official news agency," said dragnet operations led to the arrest of 23 deserters. It quoted the chief of the Soviet land forces, Gen. Valentin Varennikov, as claiming that the Vilnius hospital was being used to train Lithuanian youths.

Rita Dapkus, spokeswoman for the Lithuanian Bureau of Information, said the troops beat a dozen

■ Please see BALITIC, A5

## U.S., Mexico Open Talks on Free-Trade Pact

By ART PINE and JUANITA DARRLING  
TIMES STAFF WRITERS

WASHINGTON—The United States and Mexico have begun quietly exploring the possibility of negotiating a sweeping free-trade agreement similar to the one that Washington signed with Canada in 1988, U.S. officials said Tuesday.

Completion of a broad-scale free-trade agreement could have major economic and social implications for both countries, paving the way for sharply increased trade and transfer of technology and expertise. Mexico needs U.S. investment and can supply inexpensive labor.

Both U.S. and Mexican officials warned that the consultations still are preliminary. The two governments will not formally decide whether to go ahead with a full-scale agreement until the initial studies have been completed.

"We really haven't gone very far," says one U.S. official. "We've just started."

Nevertheless, other Administration officials said the groundwork is being laid.

■ Please see TRADE, A7

## Death Squads' Terrorism Becomes Sri Lanka Scandal

By MARK FINEMAN  
TIMES STAFF WRITER

MORATUWA, Sri Lanka—After a yearlong reign of terror by government-backed death squads that emptied villages of young men and littered Sri Lanka's beaches with corpses, the fishermen of Moratuwa were hardly surprised when they spotted yet another body floating 250 yards offshore recently.

But this time, it was different. When the fishermen got the body to shore, they knew that this was not just another anonymous suspect in the government's brutal counterinsurgency campaign.

It was Richard De Zoysa, nationally known television newscaster and film actor, who most recently had been writing exposes on the

■ Please see SRI LANKA, A6

## Column One Last Steps, Words on the Row

■ California has put 501 men and women to death since the state took charge of executions. Not all of them went quietly.

By KEVIN RODRICK  
TIMES STAFF WRITER

**SAN QUENTIN**—If Robin Alton Harris draws his final breath in the gas chamber here April 3, he will be number 502 on the dishonor roll of California's executed.

Some were coldhearted killers too terrified to walk at the end. Others accepted death calmly, like Farrington Graham

Hill. A murderer of no particular note, Hill went peacefully to the gas chamber after enjoying his last request—a Strauss waltz recorded by the hastily awakened San Quentin prison band.

On their last night alive, killers Jack Santo and Emmett Perkins talked about cars, ate fried chicken and a tomato-and-avocado salad, and watched the television show "You Bet Your Life." Wilson the la foy joked that he needed a roll of Tums to fight off the gas, then listened to his favorite records. "I Want a Garden for Daddy" and "I'll Be Glad When You're Dead, You Rascal, You."

Another condemned man polished off an elaborate kosher meal, then asked to try his first ham sandwich. "It's not bad," he said.

## Changing Mongolia Rediscovered Its Soul

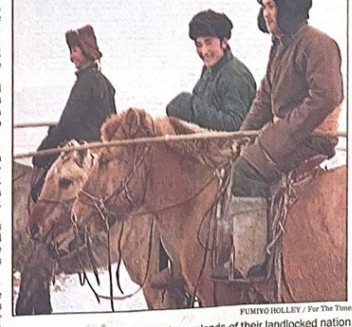
By DAVID HOLLEY  
TIMES STAFF WRITER

ULAN BATOR, Mongolia—Khuree, a 34-year-old businessman, had journeyed 600 miles to turn the prayer wheels of Gandan Monastery.

"My father recently died, and I came to pray that his future life will be good," Khuree said. Dressed in a sheepskin robe and bifurcated hat, he had spun dozens of the holy bronze cylinders, which are believed to send a prayer to heaven with each rotation.

Other targets in nearly 70 years of Communist rule have included Mongolia's ancient script and honor of its greatest hero, Genghis Khan.

But the winds of change sweeping across East Europe and the Soviet Union have penetrated this landlocked Asian country. Earlier this month, the ruling Communist



Mongol riders on snow-covered grasslands of their landlocked nation.

■ Please see MONGOLIA, A9

BY JANE FRITSCH  
TIMES STAFF WRITER

# L.A. Board Reportedly Urges Firing of City Treasurer

LOS ANGELES—A city panel asked to be removed because of a potential conflict of interest. The panel concluded that Rittenberg misled city investigators, considering resigning rather than with the inquiry said Rittenberg is a former city treasurer. However, one source familiar with the inquiry said Rittenberg is a former city treasurer. However, one source familiar with the inquiry said Rittenberg is a former city treasurer.

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AD

Continued from A3

in her commercial challenge, The first reference was to a very nasty California U.S. Senate race in 1950, in which Nixon won his only statewide election in part by accusing Douglas of being a communist sympathizer. Copies of the new commercial were shipped to TV stations throughout California on Tuesday night and will begin airing in various markets tonight. "This is a high-risk strategy because the usual response to an attack like Van de Kamp's is a counterattack," Carrock said. Morris added, "We all know the fact is they almost always win." The consultants admit that Finstein may be uniquely positioned to try to pull off this latest tactic because she is a woman called "Goody Two Shoes" when she was mayor. She sought to back up that approach Tuesday with a speech in Los Angeles. She declared, "Let's make 1990 the year when we break with the past and put negative politics behind us. Unfortunately, it takes two to make a positive campaign." But the Van de Kamp campaign said the linking of Van de Kamp to the memory of Nixon was as down and dirty as anything seen so far in this campaign. And more, Van de Kamp said this was not the first time she had tried to link an opponent to a revised politician. They produced a San Francisco Examiner news clipping from her 1979 race for mayor of San Francisco in which she likened an opponent to a racist politician.

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Get a free rental car in Europe. As a Pan Am passenger you can relax in economy.

NEW YORK

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Each way based on roundtrip purchase. Each way based on roundtrip purchase.

# L.A. Council Berates City Over Contracts

By GLENN E. BUNTING  
TIMES STAFF WRITER

LOS ANGELES—Two council members on Tuesday demanded that the city strip Mayor Tom Bradley's office of all responsibility for overseeing a controversial program that has awarded millions of dollars in city contracts to politically connected minorities and women.

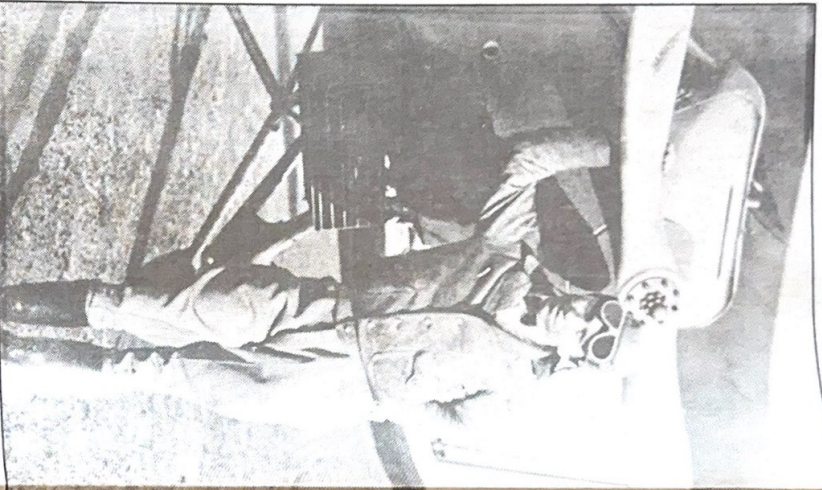
"I'm not willing to put any trust in overseeing this in the mayor's office," Councilwoman Joy Pecos said. "That's where the trouble is, where the problems are and where there is no integrity."

Councilman Zev Yaroslavsky also criticized part of a city audit that recommended strengthening the role of the mayor's office in monitoring the minority business program. He said the recommendation was like sending the "fox to guard the chicken house."

The attacks on the mayor's office came during a meeting of the council's Finance and Budget Committee and its review of the audit findings submitted by the city's chief administrative officer. The audit was initiated last year following reports in The Times that concessionaires at Los Angeles International Airport paid \$7.3 million to a group of prominent minorities and women for doing little or no work.

The contracts were awarded under the city's minority and women business enterprise program, which was set up by Bradley in 1983 and monitored by his office. The audit found that the city awarded dozens of lucrative contracts to companies without verifying their status as minority- and women-owned firms or requiring any involvement in the business.

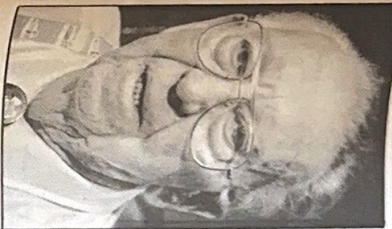
Deputy Mayor Mark Fabiani said Tuesday that Bradley first suggested sweeping reforms in the program in mid-February when he proposed a single, independent office to certify and monitor the participation of minorities and women in city contracts. These changes include taking the oversight function of the program out of the mayor's office, Fabiani said.



Pioneer Martin with one of his earliest acquisitions, the Eaglenok strip.

## EDDIE MARTIN

**Birth date:** Aug. 31, 1901.  
**Birthplace:** Family farm near the present-day Newhope Street and Hill Avenue in Fountain Valley.  
**Resided:** Santa Ana.  
**KEY DATES:**  
1923: Eddie Martin and brother Johnny founded an airfield near Main Street and Newport Avenue that quickly came to be known as Eddie Martin Airport. The Martin brothers offered 35 joy rides and flight instruction at \$15 an hour.  
1928: Aviator Charles Lindbergh dropped in, looking for what was to become Mickey City.  
1939: County Board of Supervisors arranged land swap with the Inye Co. to build new airport about a mile from the Martin operation. Granted brother Floyd Martin and Joe Hager, his partner, a 17-year exclusive lease to create the new county airport. Moved Martin Aviation to the new county airport—a business that still flourishes there and at two other locations.  
**Other jobs:** Pilot for Western Air Express (predecessor of Western Airlines), American Airlines and MacMillan Petroleum Corp.; test pilot for Lockheed.



Eddie Martin, left, in his Santa Ana home in a picture taken in the summer of 1988. His pilot's license was issued in 1924 and signed by Orville Wright.

## MARTIN: Pioneer O.C. Aviator

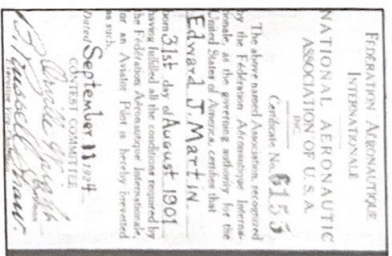
Continued from A1  
Santa Ana to drum up customers for his fledgling flight school.

By the 1930s, Eddie Martin Airport was recognized as one of the best in the country. But in 1939, to meet the increasing air travel demands of a growing agriculture and commercial region, county officials arranged a land swap with the Inye Co. to build a bigger, new airport about a mile from Martin's strip.

County officials turned the operation of the new airport over to Martin's brother, Floyd, and Martin's longtime mechanic, Joe Hager. Martin, meanwhile, moved his general aviation business to the new airport, where it flourished.

"He left his mark on aviation in Orange County. He set a lot of firsts when it came to flying," said Don Smith, a former reporter whose wife is an aviation historian. During his aviation career, Martin was a pilot for Western Air Express (the forerunner of Western Airlines), American Airlines and MacMillan Petroleum Corp.

During World War II, Martin was a production test pilot at Lockheed Aircraft Corp., where he flew all types of aircraft including the then-new P-38 twin-boom fighter plane. After the war, Martin quit com-



License from the National Aeronautic Assn. of U.S.A. was issued in 1924 and signed by Orville Wright.

## 'He left his mark on aviation in Orange County. He set a lot of firsts when it came to flying.'

DON SMITH

Ownership of Martin Aviation has been out of the family since 1963. Nonetheless, Eddie Martin was a frequent visitor at the company's John Wayne Airport offices, often taking new employees to lunch, regarding them with stores about the county's early aviation days.

Several years ago, Martin described himself as a "plain-spoken man," who showed little emotion. Of the three Martin brothers, Eddie was the most business-minded, known for his cool, cautious behavior. He also had two sisters, and

he grew up in what is now Fountain Valley where his father was a prosperous rancher. As a pilot, Martin flew every kind of aircraft known to man—and survived. He was quoted two years ago as saying, "No plane ever got the best of me."

In all those years, he was forced to bail out just once—and quite remarkably it was the first time he wore a parachute. He was testing a plane in 1928 when the plane developed engine trouble. He unbuckled his safety belt and stood up. He was then thrown from the plane, but his chute opened about 300 feet from the ground. Martin in recent years expressed disappointment at the county's rapid growth. "I used to be in love with Orange County and Santa Ana, but now they've been destroyed," he said in an interview. "There are just too many people here."

Martin was married for a little, but his marriage to Peggy Hall ended in divorce and the couple had no children. He is survived by a sister, Margaret L. Schools of Garden Grove.

The new faster-format Times

ONE AVIATOR ADDITIONAL FLIGHTS AVAILABLE

# An Unfunny Thing Happened to Raisa G. on Way to White House

ANN CONWAY

Charmaine, Raisa G. was a very beautiful woman, a very intelligent woman, a very successful woman. She had a number of degrees, she had a number of awards, she had a number of accomplishments. She was a very successful woman. She was a very intelligent woman. She was a very beautiful woman.

She was a very successful woman. She was a very intelligent woman. She was a very beautiful woman. She was a very successful woman. She was a very intelligent woman. She was a very beautiful woman.

Understand what I mean. I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean.

I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean.

Building Changeover. One of the things that I know what I mean. I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean.

I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean.

Regularly. But with the idea. I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean.

I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean. I mean that I know what I mean.

# Staying Too Busy for Those Holiday Blues

Dr. PAMELA WARREN

We asked you about the holiday blues, and you said you didn't have them. You said you were too busy. You said you were too busy. You said you were too busy.

You said you were too busy. You said you were too busy. You said you were too busy. You said you were too busy. You said you were too busy.

## Getting What You Want

It's a great time of year. It's a great time of year. It's a great time of year. It's a great time of year. It's a great time of year.

It's a great time of year. It's a great time of year. It's a great time of year. It's a great time of year. It's a great time of year.

## One Woman and a Baby

Do you have a job that people find exciting? Do you have a job that people find exciting? Do you have a job that people find exciting?

Do you have a job that people find exciting? Do you have a job that people find exciting? Do you have a job that people find exciting?

## Single Life

Added a twist to reflect on the holiday blues. Added a twist to reflect on the holiday blues. Added a twist to reflect on the holiday blues.

Added a twist to reflect on the holiday blues. Added a twist to reflect on the holiday blues. Added a twist to reflect on the holiday blues.

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Cabinets galore!  
Call for a free catalog and price list.  
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1855 S. Harbor Bl., ANAHEIM (Grand Ballroom)

FEATURING: Over 80 items to be sold to High Bidder including Large Diamond Earrings, 5 carat Solitaire Ruby Ring, Sapphire, Emerald, Amethyst, Opal, Pearl, Lavender Jade Rings, Pearls & Bracelets, 14 + 18K Gold Cold Can Jewelry, Many Beaded pieces, fine Gold Watches. Also a collection of Quality Bronzes, Crystal, Oriental Screens, 100-Year-Old Ivory Pieces, Oriental Rugs.

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HOLIDAY CALENDAR OF EVENTS

THURSDAY, DECEMBER 17	TUESDAY, DECEMBER 22
6:30 PM from Manhattan	6:30 PM from Manhattan
FRIDAY, DECEMBER 18	WEDNESDAY, DECEMBER 23
7:00 PM from Manhattan	7:00 PM from Manhattan
MONDAY, DECEMBER 21	THURSDAY, DECEMBER 24
8:00 PM from Manhattan	8:00 PM from Manhattan

Santa's Hours 11:30 A.M. - 4:30 P.M.  
Dec. 18th thru 24th

General Public: Court Hwy. where Veterans Center, 2nd St., Long Beach  
Presery: direct to all of Orange County

**Thoughts on growing older.**  
At the age of 60, you are entering a new chapter in your life. You are entering a new chapter in your life. You are entering a new chapter in your life.

You are entering a new chapter in your life. You are entering a new chapter in your life. You are entering a new chapter in your life.

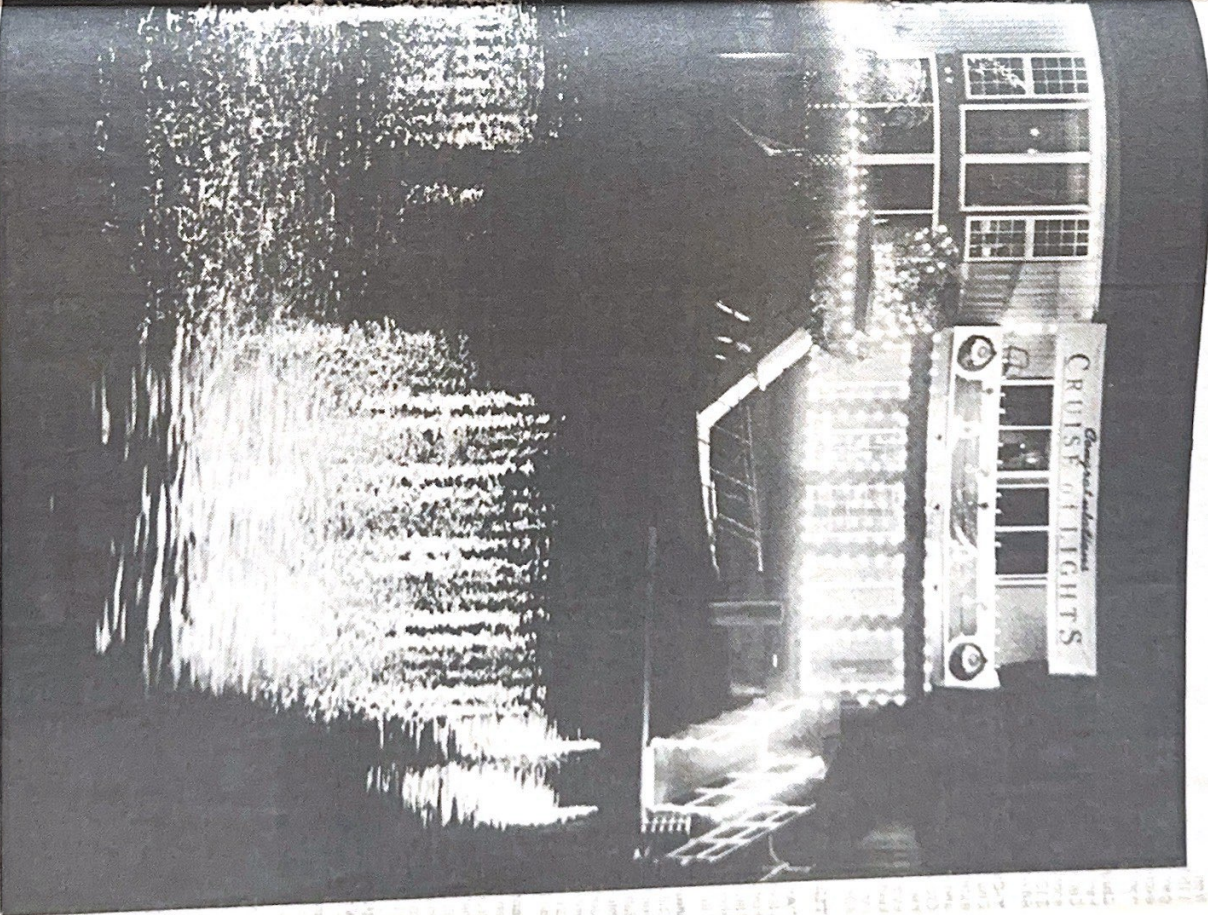
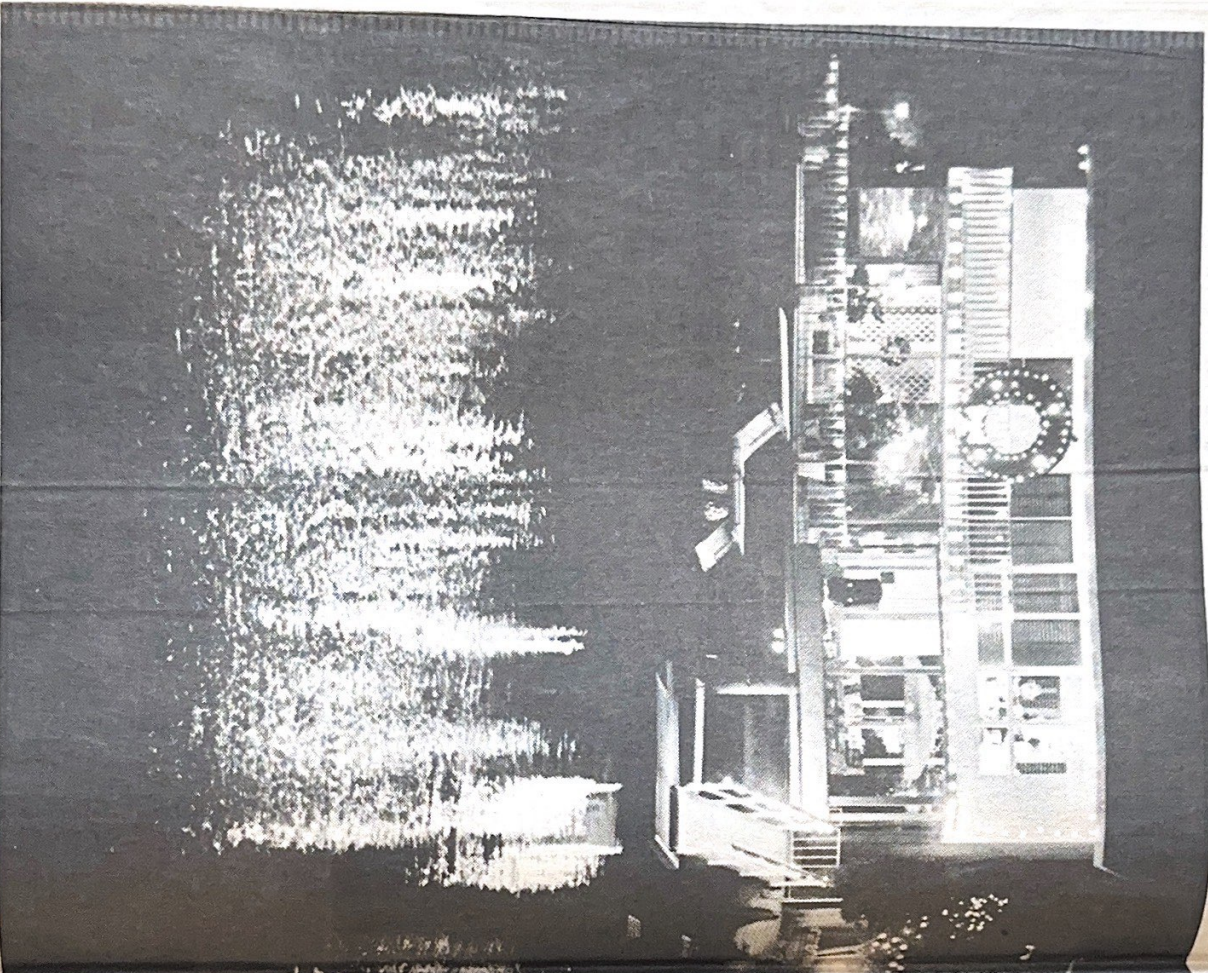
**100 Angeles Dinces** A special kind of perfume.



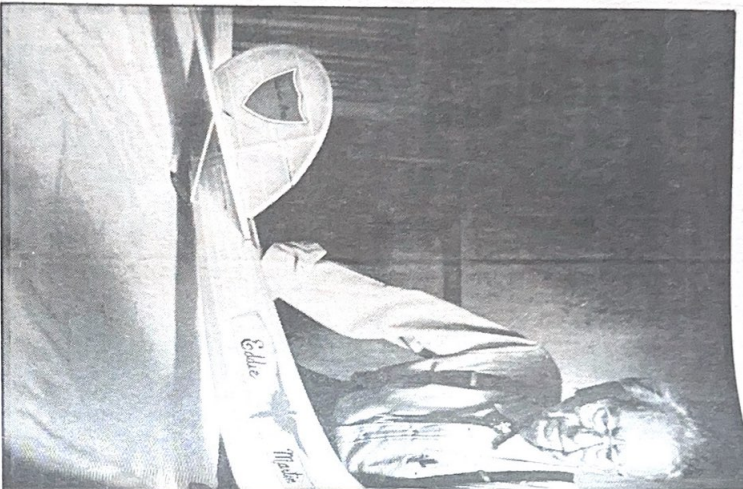
ORANGE COUNTY LIFE

M A I N  
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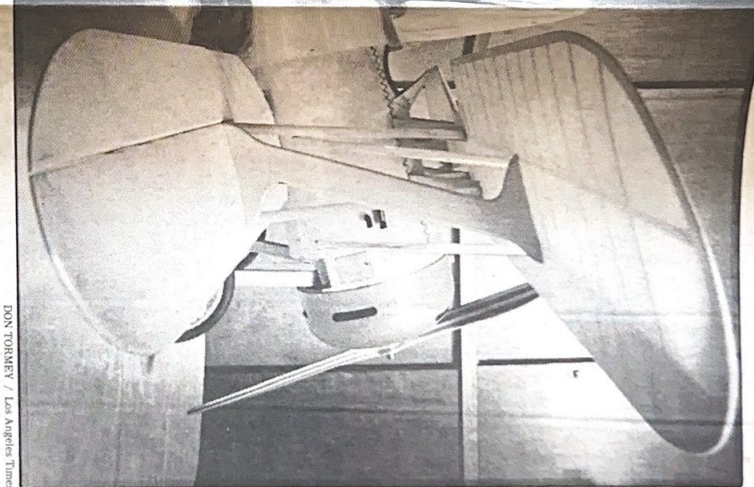
Los Angeles Times



But in all those years of flying, I learned that self-preservation is the first thing.



Pioneer aviator Eddie Martin reflects about his flying days while looking over a model of the Newport 28 in his Santa Ana home.



DON TORBERY / Los Angeles Times

The Orange County courthouse and I are twins; we were both born in 1901.

# Flying and Computers Just Don't Mix, Says County Airport Pioneer

When Eddie Martin started flying—on a ranch in Orange County in 1923—the average life span as a pilot was seven years. Eddie will be 87 next August. He has been beating the odds all those years.

He refuses to say how many flying hours he has logged, even though he started what is now John Wayne Airport (a title he refuses to use) 64 years ago and since then has flown just about everything with wings, from World War I Jennies to commercial airliners.

"I don't want my hours compared with other pilots," he says with impeccable logic, "because so many of them pump up their time. I've kept a flight log since 1923—and they're all real flying hours. Hell, they don't even fly those big planes anymore; it's all done by computers."

Despite his reticence, Eddie—"I hate to be called Mr. Martin; I've gone by my first name all my life"—might well have built up more pilot hours than any man alive today. He flew many planes without a parachute, with minimal instruments and under abysmal weather and field conditions. He is pilot emeritus of the fly-

ing. "The reason this place is so messy," he says matter-of-factly of the general clutter of his house; it belongs to Jackson."

Eddie never was known for his outgoing personality. Most of his teenage look alike in the air—"I was so shy," he recalls, "that it was hard for me to talk to anybody." Among the people with whom he does talk was the group that

collected every morning for breakfast at Suzy's Restaurant ("It's actually run by another guy named Eddie," he says) on 17th Street in Santa Ana. He has been eating there at the same table for almost nine years, and he says his breakfast companions finally convinced him that he should start talking publicly and writing his autobiography. He thought it over and decided they were right.

His memory is sharp but volatile. One story reminds him of another, often before he's finished the first. The result is a tapestry of sometimes tenuously intercon-

## PORTRAITS / JOSEPH N. BELL

Please see MARTIN, Page 11



## MARTIN

to land in was a river that had two or three sandbars in the middle of the channel. I got stuck on one of them. I knew I was in quite a predicament. I told the passengers to get out and stand there. I started jiggling because you'll sink.

With the help of some planks and shovels, Martin managed to get his plane out of the quicksand — and the next day delivered his passengers to their destination — a barren spot in the middle of the desert. It was then that he discovered he was accomplice to a kidnapping.

The man was the girl's father. His wife had run away from Wyoming to Lake Elsinore with their daughter, and the father was kidnapping her and taking her home with him.

While he continued to operate his airport, Martin also bought real estate to give himself a good economic cushion. He later took jobs as a production test pilot for Lockheed, a passenger pilot for American Airlines (now American Airlines) and as a corporate pilot for the Macmillan Oil Co. One while flying back from Cuba for the oil company, he ran into a bad storm.

"Weather reports in those years, they'd tell you the weather looks all right to me," he says. "But when we were entering South Carolina, like a piece of paper in the air and I knew I was on the edge of a hurricane I commenced worrying about where in the dickens we were going to land. I finally landed the bouncing all over the ground. I told the passengers, don't any of you leave because I need your weight."

In the early 1920s, Martin's brothers Johnny and Floyd also had taken an interest in aviation, and they got involved in the airport business with him.

When Martin's marriage ended, he sold the airport to his brothers, he says, "for a song." The brothers are dead, and the official Orange County airport has been named John Wayne. The family sold its aviation business, but it still bears Martin's name: Martin Aviation, and take the employees to lunch.

Martin, retired now, is reserved about commenting on the future of aviation — and the airport in Orange County.

"I like to keep my nose out of those things," he says. "But you want to know who's to blame for the problems? The people. They all crowd in to Newport Beach, and then they complain about the airport. That airport was there long before the people were."

Today, when some of the members of the Experimental Aircraft Association get to talking around one of their home-built planes in someone's garage, or when the guys from the Grandpa Pettibone's squadron of retired naval aviators sit down to lunch, invariably the subject comes up. Why didn't the county supervisors name the airport after Eddie Martin, instead of John Wayne?

"I don't care what I say, because I don't look to anybody for anything," says Martin. "The supervisors gave the airport to John Wayne, and he even wrote letters condemning the noise (from the planes). I have people calling me all the time and saying that airport should be Eddie Martin. I say no. It should be Orange County Airport."

He stands and walks toward the door — he's meeting some friends for dinner at a neighborhood restaurant and says he likes to get home before dark.

"You've got enough on me," he says, grinning shyly. "I'm just an old plowboy."

He doesn't get up there anymore, above the clouds, but he does remember the first time he saw what it looked like — and the next and the next.

"If the sun is above you, you'll see a full rainbow under the ship," he says. "You always see it. Not only that. It gives you a wonderful

feeling to get up off of this ground and know you're on your own. I get pretty much the same feeling when I get up to empty ranches. It gives you the feeling

I'd like to see some SOB throw me off of here. You know what I mean? ... My life has been a vacation, every day of it. And I've never taken a vacation."

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Martin, retired now, is reserved about commenting on the future of aviation — and the airport in Orange County.

"I like to keep my nose out of those things," he says. "But you want to know who's to blame for the problems? The people. They all crowd in to Newport Beach, and then they complain about the airport. That airport was there long before the people were."

Today, when some of the members of the Experimental Aircraft Association get to talking around one of their home-built planes in someone's garage, or when the guys from the Grandpa Pettibone's squadron of retired naval aviators sit down to lunch, invariably the subject comes up. Why didn't the county supervisors name the airport after Eddie Martin, instead of John Wayne?

"I don't care what I say, because I don't look to anybody for anything," says Martin. "The supervisors gave the airport to John Wayne, and he even wrote letters condemning the noise (from the planes). I have people calling me all the time and saying that airport should be Eddie Martin. I say no. It should be Orange County Airport."

He stands and walks toward the door — he's meeting some friends for dinner at a neighborhood restaurant and says he likes to get home before dark.

"You've got enough on me," he says, grinning shyly. "I'm just an old plowboy."

He doesn't get up there anymore, above the clouds, but he does remember the first time he saw what it looked like — and the next and the next.

"If the sun is above you, you'll see a full rainbow under the ship," he says. "You always see it. Not only that. It gives you a wonderful

feeling to get up off of this ground and know you're on your own. I get pretty much the same feeling when I get up to empty ranches. It gives you the feeling

I'd like to see some SOB throw me off of here. You know what I mean? ... My life has been a vacation, every day of it. And I've never taken a vacation."

to land in was a river that had two or three sandbars in the middle of the channel. I got stuck on one of them. I knew I was in quite a predicament. I told the passengers to get out and stand there. I started jiggling because you'll sink.

With the help of some planks and shovels, Martin managed to get his plane out of the quicksand — and the next day delivered his passengers to their destination — a barren spot in the middle of the desert. It was then that he discovered he was accomplice to a kidnapping.

The man was the girl's father. His wife had run away from Wyoming to Lake Elsinore with their daughter, and the father was kidnapping her and taking her home with him.

While he continued to operate his airport, Martin also bought real estate to give himself a good economic cushion. He later took jobs as a production test pilot for Lockheed, a passenger pilot for American Airlines (now American Airlines) and as a corporate pilot for the Macmillan Oil Co. One while flying back from Cuba for the oil company, he ran into a bad storm.

"Weather reports in those years, they'd tell you the weather looks all right to me," he says. "But when we were entering South Carolina, like a piece of paper in the air and I knew I was on the edge of a hurricane I commenced worrying about where in the dickens we were going to land. I finally landed the bouncing all over the ground. I told the passengers, don't any of you leave because I need your weight."

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The money you save on a down payment could be used in other ways such as investments to make more money or perhaps a dream vacation!

SECOND... In leasing, you make payments only on the cost of the automobile for the time you'll be driving it. Therefore, lease payments tend to be lower than purchase loan payments which are figured on the entire car price. And, because of the lower payment you may be able to drive a model of car that you would not be able to afford to own.

LAST... But not least, you don't have the hassle of selling your car when you're ready to have a new one. In leasing, you have the option to turn the car in for a new one, or buy the vehicle for a guaranteed trade-in (usually 50%), or walk away at no cost!

Now we know you probably have a lot more questions... So we suggest you come in and visit with Sheri Nadler or Neil Petrillo our lease consultants. They'll be pleased to explain why more of our customers are realizing the benefits of leasing their new Martin Honda in 1987.

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JERRY KOBLIN

# Off Beat

**N**O HOLY ROLLER, HE (Or Life in the Hay!) — If you missed Ted Koppel's overtime pingpong game Monday night with televangelists the Revs. Robert Schuller and Jerry Falwell, ask ABC-TV for a transcript.

It was, as we say in churchly terms, a lulu. Schuller held the attacking Koppel to a draw — he even agreed to reveal his audited tax returns — but lost his cool with critic Kenneth Woodward, religion editor of Newsweek magazine. Specifically, the Crystal Cathedral preacher objected to Woodward's description of the Rev. Jim Bakker's sexual lapse as "a roll in the hay."

This was not a lofty way of phrasing it, so to speak, and Schuller scolded Woodward for "taking the low road."

Meanwhile, back on the high road, Schuller was asked to comment upon the Rev. Oral Roberts' near recall to his home office in the sky.

Well, on that one, Schuller beat all around the burning bush — prompting this irreverence from the interviewer.

"That is the longest and most evasive answer to a question I've ever had."

They ran out of time, but there's certain to be a rematch — and I can hardly wait. Next time, though, Koppel should refrain from referring to money-minded ministers as being "glub and blow-dried." I mean, ye gods, talk about casting the first stone

## HAVE YOU BASHED YOUR PREACHER TODAY? (No, Not Take a Number and Wait in Line) — Will Schuller deliver the Crystal Cathedral ledgers to Koppel, as promised? Search me, brethren.

All I know is that he's harder to reach on the telephone than St. Peter's switchboard. Even for the "NightLine" interview, he was patched in from Vancouver, B.C., where he was meeting with fellow directors of the American Institute of Architects (yea, verily, he serves on AIA's national board).

Last I heard Wednesday, His Crystalness was addressing a convention in Anaheim, so I tried to reach one of his chaplains, Mike Nason. That wasn't easy, either. According to his ever-obliging PR partner, Lois Lundberg, "Mike is running about 150 callbacks behind." It seems that journalists all over the globe are trying to cover the Holy Wars.

However, this much could be learned: Schuller is opting for a non-combustible role. His strategy is to stay above the fray.

And maybe pick up the pieces?

## NOT-SO-HOT SEAT — Orange County Democrats (no, that's not a contradiction in terms) staged a revival meeting of their night at the Anaheim Star, a SIO-a-ducat roast, with orators blistering — and with good cause — the party's last six county chairmen.

However, one of the night's best lines didn't come from the podium.

At one table, they were talking about the appointment of 32-year-old Republican Gaddi Vasquez to our county's 3rd District supervisory seat. One former Democratic chairman, William J. Thom, managed to restrain his enthusiasm — noting that the seat's last three occupants had been Ralph A. Diederich, Edison Miller and Bruce Nestade.

"I think it can be said," Thom said, "that the 3rd District office has become a mere pit stop in the race to political oblivion."

Jerry Koblin is a Register columnist. His column appears every Tuesday, Thursday and Sunday.

# Trouble Shooter

## Collector show

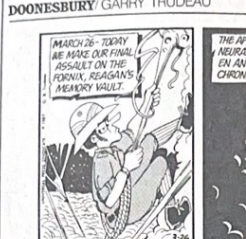
Dear Trouble Shooter: Kit Collectors International will hold its 29th exposition and show Sunday, March 29, at the Bienna Park Hotel, 7675 Crescent Ave. (on the south side of Knott's Berry Farm), Buena Park, from 9 a.m. to 3 p.m.

We're expecting a crowd. Kit collectors love to buy, sell and trade.

## BLOOM COUNTY BERKE BREATHED



## DOONESBURY GARRY TRUDEAU



## MARCH 26 - TODAY WE MAKE OUR FINAL ASSAULT ON THE FRODO BAGGINS MEMORY VAULT

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## WE

The Orange County Register  
**Accent**

**Synthetic growth hormone is a big help for 3-year-old**

By Shari Roan  
The Register

She's only 3, but Shannon Malby has done a lot of growing up in the past year. When the Register reported on Shannon in September, she had begun receiving injections of synthetic human growth hormone. In April 1988, Shannon was diagnosed with growth hormone deficiency, a serious medical problem for 10,000 to 15,000 children in the United States.

Short stature and the human growth hormone will be the focus of a free seminar for parents titled "Children and Growth" on Saturday at Children's Hospital of Orange County. The seminar is designed to help people like Kathy and Bill Malby of Irvine, Shannon's parents, who were stunned when a pediatrician noticed that Shannon

**FOLLOW-UP**

An occasional series updating people and events described in past Accent sections.

had stopped growing at 9 months of age and suggested there might be a problem. Since Bill is 5-foot-9 and Kathy 5-foot-3, the couple wasn't alarmed about Shannon's tiny stature.

"If it weren't for our pediatrician, I'm sure we wouldn't have suspected it until much later," Kathy Malby says. "You figure if Mom and Dad are short, why should the baby be tall?"

An estimated 2 million children in the United States are classified as having short stature. Many are short because of poor nutrition, childhood diseases that delay growth, or simply because their parents are short. But some have a disorder caused by damage to the pituitary gland, the gland that produces human growth hormone. A synthetic growth hormone can now be used safely by many of these children if taken before puberty. Shannon has been receiving injections of the drug three times a week since last March.

"In the year that she's been on the medication, she's grown 4 1/2 inches," Kathy Malby says. "She is now in the 10th percentile for height. Before receiving the hormone, she was completely off the charts. So she's picked up and moved into that one-of-the-ordinary in her preschool class. She's smaller than the other kids, but not so much that you think something is wrong."

The 10th percentile means that, if you measured 100 children her age, 90 percent would be taller than Shannon. But Shannon is doing so well that her pediatrician may soon take the child off the drug to see if her body will take over the growth process on its own.

Shannon hasn't experienced any side effects from the drug and can take it safely until her teens. But the drug is expensive. Since Shannon is getting bigger, her dosage of the hormone has doubled and now costs about \$1,800 a month. Most of the cost is covered by the family's insurance plan.

"Hopefully, it will decrease in cost," Kathy Malby says. "It still falls under the Orphan Drug Act, because less than 200,000 people need the drug. So it's a little more expensive to use. Right now, we're kind of paying for the experiments on it."

An orphan drug is one that is used to treat a rare disease and has limited market appeal. Parents who wish to find out more about factors that affect growth, therapeutic options and psychological and emotional coping skills can register for the CHOC seminar by calling 977-3000, Ext. 8634. The lecture will include an update on synthetic growth hormone therapy. The seminar will be held from 8:15 a.m. to 12:45 p.m. in the Medical Education Center in the hospital's West Building, 455 S. Main St., Orange.

Shannon Malby, 3, shown here in September, has grown 4 1/2 inches in a year with hormones.



H. Lorenz Au Jr./The Register  
Shannon Malby, 3, shown here in September, has grown 4 1/2 inches in a year with hormones.



Lars de Jongue of Newport Beach comes face to face with the elements in his antique, open-cockpit Tiger Moth, one of 300 remaining in the world.

**CLOUD CHASERS**



The Tiger Moth, dating from 1927, is inconvenient and uncomfortable, Lars de Jongue says, but he could not care less. He loves doing aerobics and feeling the wind in his face.



Eddie Martin, founder of Orange County's first airport, shows off a prize memento—a model of the French Nieuport 28—at his Santa Ana home.

**Newport pilot is drawn to stunts like a Tiger Moth to the heavens**

One day this will be an airborne life. But by then men will have forgotten how to fly, they will be passengers on machines whose conductors are carefully promoted to a familiarity with tabbed buttons, and in whose minds knowledge of the sky and the wind and the way of weather will be extraneous as passing fiction.

Beryl Markham, writing about flying a Gypsy Moth in the early 1930s, in "West With the Night"

Stories by Laura Saari  
The Register

Last Saturday was a good day for playing tag with the clouds.

"We'll go up and do some cloud chasing," shouted Lars de Jongue in a heavy Swedish brogue, swinging the propeller on his antique, open-cockpit biplane, tugging goggles over his eyes and hopping in the seat behind his passenger.

"Cloud chasing?" asked his un-

initiated passenger.

"You see?"

While the Corona Airport have seen sporadically, red and yellow, open-cockpit biplane queue up for takeoffs hundreds of times.

Most of them own their own eye-catching planes—Space Age-looking Aeroflexes and other sleek experimental aircraft.

But Lars de Jongue's DeLorean 82A Tiger Moth rolls out of hangar sanctuary, even the rehabilitated aviators become spectators and workers put down their wrenches.

The plane, designed the year de Jongue was born—1927—is one of the few Tiger Moths remaining in the world. Parts of the planes are made of wood and fabric.

"Wood rot. That's why there aren't too many of these old planes left," de Jongue says.

The plane was designed to land on grass—a farm field will do—and Tiger Moth owners pride themselves that they've never touched a hard surface. To ur-

**At 85, the father of OC aviation still has his heart in the clouds**

Eddie Martin was just a baby when his family migrated to Orange County from San Jacinto in a covered wagon.

That was the year of the historic Kitty Hawk flight by the Wright Brothers. It wouldn't be long before the boy who arrived here with the help of the only transportation available—horses—would dream of what it must be like to fly above the clouds.

When Martin worked in his father's alfalfa and celery fields and apple orchards in Santa Ana, he looked up into the clouds, and he dreamed.

"I'd go out and stick the handle of the hoe in the ground—that was my joy stick—I'd lean up against an apple tree, and the tree was the back of my seat, and I'd look up into those big, fleecy clouds," says

Martin, 85, sitting in a modest Santa Ana house cluttered with trophies, plaques and plane memorabilia. "I wanted to get off the ground and see what was up there. I wanted to see what it was like when I looked down on one of those big clouds."

Martin, who founded the first airport in Orange County, widely is acknowledged as the father of OC aviation. His life spans the length of aviation history.

As a pioneer pilot—license No. 6155 from the National Aeronautic Association of U.S.A. Inc., a certificate signed by Orville Wright—Martin got to know all the greats.

Lindbergh, Eddie Rickenbacker, Howard Hughes.

Those were the days, Martin says, when most of the aviators in the nation could recognize each other, like buddies in a local bridge club. When there were no regulations and no air traffic control operators, when pilots flew by the seat of their flight suits and the slant of a wind sock.

Those were days when first ladies wrote pilots special notes to thank them for a flight, days when flying was a novelty and a thrill.

After Martin flew Eleanor

Please see MARTIN J5

**INSIDE**

**The discovery** In a New Jersey warehouse of 50 crates of long-forgotten music and film leads to speculation about other gems that have been presumed missing. Could they turn up someday, too? **J8**

**"Eerie forces"** from outer space will be at work on "The Colbys" tonight, and the other nighttime soaps are going to be dealing with disasters, too. But don't be alarmed, it's simply time once again for season-ending cliffhangers. **J9**

**It may be the** funniest play ever written in the English language, but "The Importance of Being Earnest" by Oscar Wilde becomes a dreary bore under the direction of Charles Marowitz at the Los Angeles Theatre Center. **J10**

Dear Abby **J2** Bridge **J12** Comics **J12-13** Crosswords **J12-13** Datebook **J4** Jerry Kobrin **J2** Show times **J10** TV's Froutie Shooter **J2** What's Up **J2**

**COMING SUNDAY**

**the magic marble**

Accent tells a new Family Page on Sunday, featuring "The Magic Marble," a serial for kids only; "Color Me Mommy," a column full of tips by a parent for parents, and more!

# Metro Monitor

## FACE IN THE CROWD: EDIE MARTIN Fier helped guide course of OC aviation



Disneyland's greatest year of expansion was 1959. The park added a fleet of eight subma-

— Orange County  
Through Four Centuries  
By Leo J. Fins

lines for underwater voyages; erected the Matterhorn, equal in height to a 14-story building; and installed the Disneyland-Airweg Monorail System.

Two years later the monorail was extended to its present length of 2½ miles. It was the first such transportation system in the Western Hemisphere.

The annual "Dixieland in Disneyland" festival began in 1959 with Louie Armstrong and other jazz notables performing.

## WE ENCOURAGE APARTMENT CONSTRUCTION?

As income climbs, so does the feeling that we don't need to encourage apartment construction, according to a poll conducted for the Register. The only income group in which the majority of respondents said apartment construction should be encouraged was the lowest, and presumably most needing of apartments. A total of 904 adults were interviewed for the poll.

	Under \$15,000	\$15,000 - \$26,000	\$26,000 - \$36,000	\$36,000 - \$51,000
Yes	57.3%	49.2%	45.6%	44.8%
No	41.2	44.7	47.9	49.5
Don't Know	1.5	6.1	6.5	5.7

Source: 1985 Orange County Annual Survey — UC Irvine

## RIEFLY:

### w smoking restrictions Fullerton city workers

Following the lead of eight other large County cities, Fullerton adopted a policy that spells out where its employees will pay \$35 for a marriage license. Manager William C. Winter of the City Council, went to help run the countywide pro-

### Marriage license fee raised

County supervisors raised the cost of marriage licenses 50 Tuesday to help fund the county's domestic violence program. Starting immediately, a couple will pay \$35 for a marriage license in Orange County. About \$19 of that amount is used to help run the countywide pro-

### Linda each have adopted no-smoking ordinances.

Linda each have adopted no-smoking ordinances.

He no longer pilots airplanes, but his aviator spirit still soars high.

The founder of what are now Martin Aviation Inc. and John Wayne Airport, Eddie Martin, 85, is a living reminder that aviation has come a long way since the post-World War I era.

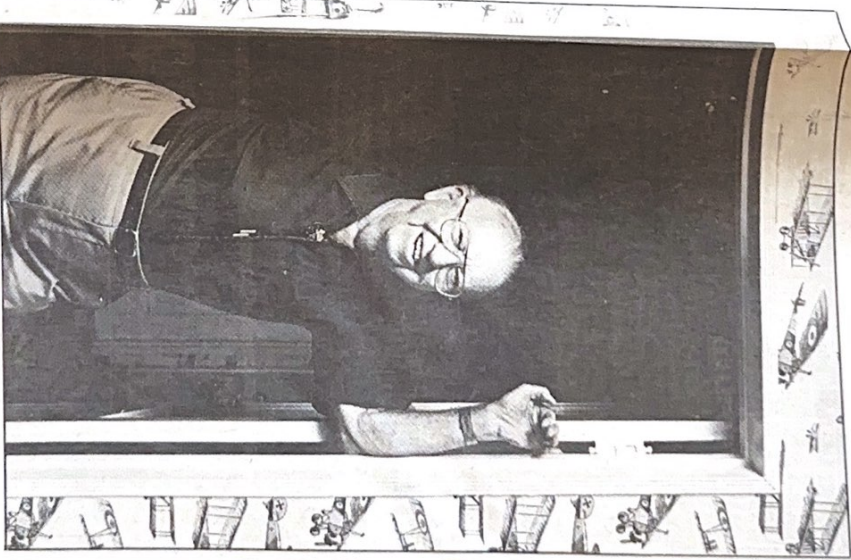
His Santa Ana home, decorated with photographs, awards, aviation memorabilia and even aviation wallpaper, takes the aviation aficionado back to the days when planes had to be cranked to get the propeller started, when there was no guidance instrumentation and when government aviation regulations were virtually nonexistent.

From 1921 until the early 1960s, when he retired as a commercial pilot, Martin witnessed not only the evolution of aviation, but the transformation of Orange County from a wide-open region where a pilot could make an emergency landing just about anywhere to a major urban and aviation center.

The aviation bug, which bit him at age 20, later got to brothers Johnny and Floyd as well. The three of them, at different times, owned Martin Aviation Inc., originally the Eddie Martin School of Aviation.

Surprisingly, Martin never dreamed of becoming a pilot when he was growing up, but said he got into aviation "by accident."

In 1921, when he was 20, he worked in an Oldsmobile garage owned by a Minnesota family. The family's son, who had just gotten out of the Army in Texas, taught him how to fly and, before long, Martin became a pilot.



Chris Covatta The Register  
push a couple of buttons and it takes you where you want to go.

nie, both of which had upper and lower wings on each side.

Cessnas, Piper and other of today's well-known airplane brands were unheard of.

Martin said that he became a commercial pilot in 1929 and that during his 36-year commercial flying career he flew for Western Airlines, McMillan Petroleum Corp., and American Airlines, now known as American Airlines.

During that time, he also became acquainted with the likes of Charles Lindbergh and Howard Hughes, and flew thousands of times, all over the United States and occasionally to Canada, Cuba and Mexico.

Nowadays, despite his aviation accomplishments, Martin prefers to keep a low profile, devoting much of his time to his real-estate holdings.

"I made (up) my mind at a very early age to acquire as much land as possible so that I could live comfortably," Martin said.

He would not even discuss how many flying hours he logged in his 36-year commercial aviation career, preferring to talk instead on what it was like to be a pilot in the early days when planes were simple by today's standards — but so much more fun to fly.

"Flying is not what it used to be," he said. "Nowadays you get into one of those big planes, push a couple of buttons and it takes you where you want to go."

Being a pilot was something that gave him so much enjoyment that if he had to do all over again, he would not hesitate.

"If you really want to succeed, you got to love what you do," Martin said. "My whole life has been a vacation, and I haven't taken a single vacation all my life."

— Enrique Rangel The Register

many because the planes themselves had no radio or instruments that could link the ship to the ground, Martin said. Pilots did not even file flight plans.

"They just gave us weather forecasts and that's about it,"

Martin said.

In those days "you could count (Orange County) pilots with one hand's fingers," he said.

There were only two types of airplanes available, he said — the Lincoln Standard J-1 and the Jen-

# Metro

## Infant taken from UCI Medical Center

### Possibly abused boy could die if not treated soon, officials say

By Forest Kimler  
The Register

ORANGE — A sick infant was abducted from the UCI Medical Center and officials warned Tuesday that the boy could die if not taken immediately to a hospital.

Eight-month-old David Kennedy Jr. was believed to have been abducted Monday night from the hospital where he was being kept in protective custody as a possibly

battered child. A hospital spokesman said the father, David Kennedy Sr., 30, visited the child in the pediatric ward at 7 p.m. Monday and stayed about two hours. When a nurse turned her back, the baby and the father disappeared between 9:15 and 9:30 p.m., police said.

The mother was identified by police as Kimberlyn Kennedy, 24. The couple were not at their Huntington Beach home and were be-

ing sought on suspicion of abducting the child and felony child endangerment, police said.

Dr. Christine Tarr, clinical professor of pediatrics at the hospital, said the boy was being treated for fractures of the left arm and left hand, bruising around the eyes and neck, a collection of blood between his skull and brain and a retching hemorrhage causing a buildup of blood behind his eye.

"If the blood continues building up, he could die," Tarr said. "It is vital that whoever took the child take him to a hospital immediately."

She said the parents brought the boy to the hospital Friday after-

noon for treatment of a possible hernia. During an examination, the fractures, bruises, and what Tarr described as a subdural hematoma, causing the buildup of blood, were discovered.

"The child was tested Friday and again Sunday about the buildup of blood. It was determined that the amount had increased. If the bleeding continues, it could lead to his death," she said.

Doctors had been contemplating surgery on the boy if his condition worsened, investigators said.

She Ahern, nursing manager of the Infant Special Care Unit of the pediatric ward, said the hospital nursing staff was with the father

and child "almost the entire time he was visiting."

She said, however, that a nurse walked down the hall for a brief period to see another nurse and the father and child disappeared during her absence.

"The father's behavior at no time indicated that anything was amiss while he was there," she said.

Lt. Dennis Powers, in charge of UCI Medical Center's police force, said the boy's mother had been at the hospital earlier in the evening but was not present at the time the baby was discovered missing.

"Both the mother and father were very friendly and cordial

with the staff and there was no indication they intended to remove the child. It is not a given factor that either the mother or father took him at this time," he said.

Huntington Beach police said the family's doctor first noticed the boy's suspicious injuries and insisted that the child be taken to UCI Medical Center.

After observing the child, UCI Medical Center staff contracted police about possible child abuse, a police spokesman said.

Police placed the child in protective custody and the boy was made a ward of the court while in the hospital for observation.

Please see INFANT/85

## Irvine brush fire



## Contractor guilty of charges linked to high-rise collapse

By Edward Humes  
The Register

A building contractor was convicted Tuesday of four misdemeanor charges related to a collapse at a Santa Ana high-rise that killed one construction worker and injured another.

Both Donald Frank and the construction company he runs, Donlan Corp. of Buena Park, were defendants in the case. Frank, who was accused of cutting corners on the building project, faces sentencing Sept. 3.

A 12-person jury convicted him after a two-week trial, in which Deputy District Attorney Creighton Lutz accused Frank of willfully or negligently exposing workers to fatal dangers in the workplace.

Each of the violations of the state labor code carries a maximum

and still works for Donlan, according to his brother.

In earlier proceedings in February, Deputy District Attorney Lois Bivins told jurors Santangelo died because Donlan Corp. cut corners to save money. Lutz said he told jurors Frank was responsible for the disaster, that he controlled the conditions at the construction site, and that he knew about the dangers to which his workers were exposed.

He said Frank denied those charges. Neither Frank nor his attorney, Earl Reese of Los Angeles, could be reached for comment on the verdict.

One month after the accident, Doplan was fined \$13,400 by the Federal Occupational Safety and Health Administration for violations that led to the accident.

A wrongful-death lawsuit against other builders on the site, who would give in this piece

Hi there.

Barbara  
V.

## PROFILE

# Volk pilots Martin Aviation into modern times

Boasting colorful past, large O.C. airport firm boosts business aims

By VI SMITH

Not every Orange County business can boast of having its own museum, but Martin Aviation Inc. has such historical artifacts on display as founder Eddie Martin's pilot certificate, signed by Orville Wright himself in 1924, as well as Martin's coveralls and goggles and priceless scrapbooks and pictures dating back to 1923.

The display is the idea of Martin's owner, Robert Volk, a former California commissioner of corporations and a Stanford Law School graduate who purchased Martin Aviation Inc. in 1980. When he took over the operation at John Wayne Airport, he found he had acquired a company with, he said, an historically impeccable record and a strong "family spirit." Since then, he has done all he could to expand the feeling.

Today, Martin Aviation is a company with 263 employees who picnic together in the summer and have an annual employee-family get-together at Christmas with Eddie Martin, now 85, playing Santa Claus. Volk can greet almost everyone by first name, and the main features that includes Martin, every employee and even a snapshot of Volk's 3-year-old grandson, Clint.

If all that sounds a bit homey, it actually belies the sophistication that underlies today's operations at Martin.

The company was founded in 1923, according to Eddie Martin, who lives in Santa Ana and has the documentation from those early days to back him up. Nevertheless, the County of Orange marks the founding in 1921, the year often cited by Eddie's late brother, Johnny. Even the company stationery uses the 1921 date. No matter. Whether one credits Martin Aviation with 63 or 65 years of longevity, it's still the county's oldest — and probably biggest — fixed-base aviation services operation (known in the trade as FBO).

Founder Eddie Martin started it all with an Army surplus World War I "Jenny" on a field at Newport Avenue and Main Street in Santa Ana that he leased from the Irvine Company. He also launched the Eddie Martin School of Aviation, which was owned for four decades by himself, his youngest brother Floyd, or brother Johnny. Through it all, the company was imbued with a firm policy of safe instruction and service with integrity. According to Volk, the same principles apply today, although the company has developed multiple identities.

Volk said those identities include:

- Sales of both new and used — Martin calls them "upgraded" — Piper and Cessna aircraft.
- A charter flight staff of 50 pilots.
- Aircraft management for corporations that have their own jets.



Photo by Mike Schwartz

**YESTERYEAR** — Robert Volk displays Martin Aviation founder Eddie Martin's coveralls. This and other historical items of interest are on view at the company's headquarters at John Wayne Airport to give employees a sense of pride and history.

- Complete flight instruction services.
- Full-service maintenance for all types of aircraft and one of the nation's largest parts centers for general aviation products.
- Comprehensive fueling operations for regular and transient aircraft as well as a number of airlines.
- American Eagle Executive Service, a subsidiary of American Airlines, which offers public commuter disco plus connections to smaller California cities. (American Eagle leases space at the Martin headquarters and has its own staff.)

reports directly to Marvin Toumala, president and chief operations officer of Martin Aircraft.

Toumala, 45, has been with Martin for 10 years. He was vice president for maintenance until promoted to president after the recent and unexpected departure of Peter Banfield, the popular and highly visible president who left in August 1985, purportedly to fulfill a lifetime dream of traveling and visiting his family in his native country. Banfield's sudden resignation, but quickly adds, "Changes are always good." Toumala has now been in

**'I see Martin's role as bending, contorting and assisting. The success of John Wayne Airport is synonymous with the success of Martin Aviation.'**

Robert Volk

The soon-to-be 54-year-old Volk, listed as Martin's sole stockholder, is a low-profile type who admits he has reservations about the value of publicity. At the same time, he'll tell an interviewer that he wants "the name of Martin Aviation in Southern California to be as synonymous with general aviation as Xerox is to copiers."

And, in his own way, he has set out to accomplish that. After consolidating Martin's operations at John Wayne Airport, Volk began looking for ways to expand. In April 1984, he acquired a 44-acre site at Burbank Airport. It marked the first time the Martin name had reached beyond Orange County, but it was not to be the last. In December 1984, Volk purchased a 16-acre site at Long Beach Municipal Airport.

Martin's Burbank addition is managed by Tony Colletti, a former Western Airlines vice president for maintenance who reports directly to Volk. The facility has 61 employees and is primarily a support operation for transient aircraft. The Long Beach facility, geared for the weekend flier, is managed by Marie Sauser, who has 20 employees and

charge for slightly more than a year, and Volk sums it up by saying saying, "Marvin has a fresh approach. I respect him tremendously."

The firm's expansion program is still underway. A new county master plan for John Wayne Airport requires all airport tenants to negotiate new property leases. One of those tenants was Mission Beechcraft, which had a highly visible five-acre location along the main entrance road for the airport, but one that was needed for a major expansion of the airline terminal. In exchange, the county had offered to relocate Beechcraft to an eight-acre site on the west side of the field. Beechcraft refused the offer, but for Volk, it turned into a new opportunity.

"Beechcraft had a severe dispute with the county about the relocation, and it was a corporate decision not to go along with it. I was then able to purchase Beechcraft," Volk said.

Volk knows that the next five years will include a lot of chaos as the county expands John Wayne Airport's passenger terminal and other facilities, including parking. "I see Martin's role as bending, contorting and assisting," he said. "The success

of John Wayne Airport is synonymous with the success of Martin Aviation."

It also means that the Beechcraft acquisition — the eight acres on the west side plus Martin's original five acres — will make Volk's firm the largest FBO from a geographical standpoint. (Tallmantz has 12.5 acres at John Wayne Airport under lease or use permit.)

Volk, who lives in Rolling Hills, is a New Jersey native who came to California in 1948, received his law degree from Stanford in 1958, was admitted to the bar in 1959 and joined the firm of Adams, Duque and Hazeltine of Los Angeles, eventually becoming a partner. He served as a state corporations commissioner from 1967 to 1969, leaving that post to become president and later chairman of the board of Union America in Los Angeles.

Volk claims that his philosophy is that a CEO should replace himself within five years. Reminded that he has already headed Martin longer than that, Volk grins.

"Well, I guess I'd be bored if I wasn't this busy. But if anything happened to me on the way home tonight, Marvin and Tony should be able to run Martin Aviation. If I haven't delegated authority properly, I am doing my family a great disservice."

Toumala confirms that Volk does indeed delegate authority. "He gives me a free hand to run it (the

Since Volk purchased the company, he has had a special adviser, former astronaut Pete Conrad, now vice president of McDonnell Douglas. Conrad said: "Bob has a good insight into general aviation. He may not be an aviator, but that may be to his advantage. He can see the business from what I call 'the back of the airplane.'"

Dennis Horn, chief operations manager of John Wayne Airport, said Volk "has managed to maintain that fine line between a hard-nosed businessman and a good person. Martin Aviation, in my estimation, is better run than many larger corporations."

However, Martin Aviation has had an up and down reputation among many of the other FBOs over the years, especially during the period when Johnny Martin was owner. At that time, the company was not particularly friendly toward the other, smaller operators at the airport, especially when it came to maintenance cooperation. Volk said that has changed, however.

And then there is Tallmantz Aviation, Martin's chief competitor among the FBOs. Tallmantz, which was purchased by Chuck Seven and C.M. Cooper in August 1985, is now planning a \$2 million expansion program of its own.

Seven, president of Tallmantz, said the company's expansion will put it in direct competition with Martin.

As for relations with Martin, Seven said, "They are an old-line company and are excellent competitors. Since we are both in the business of dealing with people, the successful one will provide that service better."

# Prop. 63 war waged on emotional battleground

By MICHELLE VRANIZAN

One of the most controversial, emotional propositions on the Nov. 4 ballot is Proposition 63, the so-called English language amendment.

The proposition calls for the state Constitution to be amended to make English California's official language, and prohibits the Legislature from making laws that diminish or ignore its role. If it passes, any Californian or person doing business here would have the right to sue the state to enforce provisions of the law.

## \*\*\*\*\* Election '86

Proponents say it will encourage immigrants to assimilate more quickly, and, in doing so, help move foreign-born citizens into the county's business mainstream. Opponents allege quite the opposite would take place, that the measure would isolate immigrants, and could harm some businesses.

Orange County groups have had mixed reactions. The Orange County League of Women Voters publicly opposes the amendment as being against the League's policy positions on society, education and the constitution, a spokeswoman said.

The Orange County Chamber of Commerce researched the issue and voted not to take an official stand on the proposition because it is so controversial, said Barbara Roth, the chamber's legislative analyst.

Supporters include former U.S. Senator S. Hayakawa, and Stanley Diamond, chairman of the California English Campaign, signed ballot arguments stating the amendment could give the government guidance to do things such as issue voting ballots only in English, and ensure that immigrants are taught English as quickly as possible.

"It says to immigrants that we believe in the concept of the melting pot, but the only way that works is if you have a common thread that ties society together, and that's the English language," said State Assemblyman Frank Hill, R-Whittier, state vice chairman of the California English Campaign and Southern California chairman for Proposition 63.

California English, one of the proposition's chief backers, is a state branch of U.S. English, a broad-based organization of 200,000 citizens (100,000 in California) opposed to a bilingual America.

To business people, the proposition means "we hope they'll join with us, and to be successful, you need to be proficient in English," said Hill.



**FOLLETO DE LA BALOTA DE CALIFORNIA**  
**ELECCIÓN GENERAL**  
**4 DE NOVIEMBRE DE 1986**



RELIC? — Spanish voting materials may be a thing of the past if Prop. 63 passes.

But philosophically, the amendment discourages using languages other than English in business, said David Hamlin, Southern California campaign coordinator for Californians United Against Proposition 63. It also raises objections about foreign language media, such as Spanish language (TV and radio) stations, and things such as foreign language Yellow Pages and street signs, he said.

Not true, Hill contends. "Immigrants realize and are supporting us," he said. "The opposition comes from leadership groups and groups concentrated in language barrios, telling them what newspaper to read, where to shop and who to vote for. We disagree with that. As long as they can discourse in the English language, they can make those decisions themselves."

Opponents, including others Attorney General John Van De Kamp, and California State Assembly Speaker Willie Brown Jr., argue that the Legislature could use the amendment's sweeping language to preclude exceptions.

If the proposition passed, state and local governments could eliminate multilingual police, fire and emergency services such as 911 telephone operators, and require schools and courts to provide information only in English, Hamlin said.

"They say they don't mean to attack 911 emergency numbers, but if you retain emergency numbers but get rid of multilingual operators, you won't have the operators to tell if it's an emergency," Hamlin said.

The amendment was not intended to eliminate foreign language 911 operators, nor was it intended to pro-

hibit the use of foreign languages in unofficial situations, such as in private business, Hill said.

"If the police think we need 911, that's okay," he said, "but the line needs to be drawn somewhere. We don't think drivers license tests should be offered in Chinese. We don't think welfare applications should be available in Spanish. We don't think people should be able to apply for a grant at the University of California in any language other than English."

The California English Campaign

obtained more than 1 million signatures to place the proposition on the ballot. The organization received about \$380,000 from U.S. English for the campaign, Hill said.

Hamlin said Californians United Against Proposition 63, a coalition of civil rights and civil liberties groups, has raised about \$50,000 and is planning several major fundraising events around the state before the election.

The state's legislative analyst estimates that the proposition would have no direct effect on state or local governments' costs or revenues.

Hamlin said he doesn't know what kind of economic impact the amendment would have if it passed.

Hill said he thought the state could save "millions of dollars" if it stopped printing driver's licenses, welfare forms and other official materials in Spanish as well as English, although he could cite no studies to support his theory.

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