

School Violence Meeting
Thursday, August 12
Room S-224 Capitol

Participants:

Ann Lewis
Bruce Reed
Andrea LaRue (Daschle)
Ranit (Daschle)
Craig Hanna (Gephardt)
Elizabeth Miller (Gephardt)
(policy and message people will be present from both offices)

→ Aug 18th

- NANCY B
301 986 4537

C care → ~~the school~~
educ training for recid
* skills ~~...~~
* fathers
* transparency
* teen pregnancy

- CSE personnel
- managers
- teachers for time limits
- ESL

Here are less obvious, but already allowable use

* after-school
* prison program
* ~~school~~

* faith-based

the edu. progrs for poor kids,
highly effective
eventually school violence program
for teenagers.

Except Bush, low cash flow in GOP field

By Jim Drinkard
USA TODAY

AI

WASHINGTON — Fund-raising is lagging seriously for most candidates in the crowded Republican presidential field, prompting staff reductions and predictions that some will be forced to drop out of the race as early as midsummer.

Only Texas Gov. George W. Bush seems to be having no trouble raising money, campaign professionals say.

At least two Republican hopefuls, former Tennessee governor Lamar Alexander and former vice president Dan Quayle, have laid off staff.

Raising money is "harder, and it's taking longer," says Ted Welch, Alexander's chief money man. "Instead of going into a city one time, we may have to go back three times to meet our target."

In the first indication of financial strains, Alexander's campaign is laying off at least half a dozen staff members, including its communications director and legal counsel.

The organization also is cutting travel budgets and lowering its fund-raising projections as it focuses limited resources on Iowa and New Hampshire, the two earliest testing grounds. Instead of raising a projected \$6 million to \$8 million by June 30, the campaign now expects to collect closer to \$2 million.

Bush's campaign jumped out to an early lead in the money chase, propelled largely by party regulars who are hungry for their first White House win in eight years.

By the end of March, Bush had corralled \$7.6 million without holding a single dinner or reception, nearly as much as the rest of the GOP field put together.

"This fund-raising business is a tough business right now," says Cathy Chamberlain, a GOP activist who helped organize a fund-raiser for Elizabeth Dole last month in Phoenix. "Bush got out early and went into states and tied up the big fund-raising people."

Midyear fund-raising reports, due out July 15, will provide a clearer picture of the field's relative strength and who is most likely to survive until primary season next year.

The Quayle campaign, which raised \$2 million in the first quarter to run a distant second to Bush, also is undergoing layoffs and budget cuts, spokesman Jonathan Baron says.

One member of Dole's finance committee, former senator Larry Pressler, is raising money for both Dole and Bush and finds Dole a harder sell.

"I'm urging Republicans to make multiple contributions to help her as a woman make a very respectable showing, because she's having a very difficult time," Pressler says.

The only other candidate unaffected is millionaire publisher Steve Forbes, who is paying for most of his campaign.

Violence -
Schools

Fear could drive teachers away

By Stephanie Armour
USA TODAY

AI

High-profile acts of violence such as the Columbine High School massacre have educators concerned that more teachers might flee a profession already facing a severe shortage.

"This will make it more difficult to recruit," says Pam Riley of the Center for the Prevention of School Violence in Raleigh, N.C. "Teachers don't want to be dealing with how to disarm a student."

The industry needs about 200,000 teachers by 2007 to keep up with demand, a goal already hampered by low salaries, retirements and a tight labor market.

Teachers ranked discipline as a top reason they leave the profession, according to a survey in 1996 by Phi Delta Kap-

pa. Among signs of concern:

► Teachers on an educators' Web site talked about arson, bomb threats and other problems in the wake of the Columbine attack. Several wondered whether they should remain teachers.

► The Poway Federation of Teachers, a union in California, sent a newsletter on student violence to its 1,600 members in May. "There's some ripple effect, but it's not like we're negotiating flak jackets," union president Don Raczka says.

► For the first time, some job counselors who talk with teachers about placement decisions are fielding questions about school safety.

The Columbine shootings that left 15 dead "really rocked the educational community," says Kathleen Lyons of the National Education Association. "It's easy to lose your perspec-

tive that schools are safe."

Fears of copycat crimes have led to worries that some teachers might leave jobs when they feel as if they're putting their lives on the line.

- Even those who feel safe in the classroom worry publicity about such incidents will scare others away from a profession facing a host of recruiting ills.

"It will be difficult to convince prospective teachers to enter the profession," says Cindy Hoffman, a Catholic school teacher in Chandler, Ariz.

Others are toughing it out but say they're more aware of the hazards.

"Is teaching any harder now than it was when I started 23 years ago? Probably," says Peggy Smith, an English and theater teacher in Cleveland Heights, Ohio. "Every day we all have to expect the best and be prepared for the worst."

Little Rock latest example of what can go wrong

By Fred Bayles
USA TODAY

A1

The crash of American Flight 1428 during a violent thunderstorm has reopened the debate about bureaucratic barriers and outdated technologies that often stifle the flow of crucial weather information to crews and the air traffic controllers who guide them.

The pilots and controllers unions have long lobbied federal officials for more research and state-of-the-art equipment on par with the tools that some TV weather forecasters have. The National Research Council and the Government Accounting Office have criticized those same officials for ignoring the problem.

FAA officials acknowledge there are shortcomings despite hundreds of millions of dollars to improve the weather picture.

"FAA takes weather very seriously as an integral part of the system," says James Washington, the director of the FAA's Air Traffic Systems Requirement Service. "We have taken steps to upgrade the information."

In Tuesday night's crash, investigators say, the crew was getting constant information on the weather as the jet landed. Investigators have not determined a cause for the crash, which killed nine when the plane slid off the runway and broke apart. But the weather information the pilot was getting will be a focus of the

investigation.

That raises the question of what quality of information the crew had — and whether the nation's airways have the equipment and the procedures they should.

Pilots and air traffic controllers complain that while TV viewers and Internet browsers can follow the progress of storms across their neighborhoods, some crews rely at times on word-of-mouth information that travels a tortuous route.

"The problem here is we really haven't moved past the days of teletypes and voice communication," says Penn State meteorologist John Dutton, who led or was an advisor on reviews of aviation weather forecasting for the General Accounting Office in 1995 and 1997. "When you think about the other avenues for information that are available, it's a little hard to understand."

While millions of passengers fly safely every year, many times in rough weather, Bob Massey, an airline pilot and meteorologist who heads the Air Line Pilots Association's weather committee, says the system could be a lot better.

COVER STORY

The problems are not new. But gaps in the weather reporting system have led to a growing number of incidents in which passengers and crew have been injured. A review of 25,000 files in FAA's Accident/Incident database by USA TODAY found 60% of commercial airline incidents involving injury and a third of fatal accidents over the past decade were due to bad weather; 842 were hurt and at least 115 people died.

Over the past four years, according to records, there has been an average of 16 incidents involving injuries each year. That is twice the annual average for the first half of the decade. So far this year, there have been at least seven incidents. A total of 35 people have been injured.

Usually, these incidents draw scant attention. They're limited to sprains and fractures, often suffered by flight attendants not strapped in when a plane hits turbulence.

Many times passengers aren't even aware they are in danger. NASA's Air Safety Reporting System contains scores of anonymous air crew accounts of

Rough flying

Weather-related incidents resulting in injuries:

	Incidents	Injuries
1988	8	37
1989	5	95
1990	6	36
1991	15	93
1992	6	9
1993	8	56
1994	9	66
1995	16	83
1996	14	62
1997	18	84
1998	19	100
1999*	7	35

* To date
Source: NTSB accident/incident database

weather that did... disaster.

In November, an MD-80 pilot for... signed departure... of San Antonio saw... derstorm cells pop u... on-board radar. He t... request a new course... the tower, unaware of... storms, was busy.

"I had the choice of either entering the cell and possibly having the airplane torn apart or turning to avoid the cell and hoping that (an anti-collision warning system) and/or radar control would warn us of other traffic," he wrote in his report to NASA.

Last April, a DC-10 captain reported that on a flight from Chicago to Baltimore

he encountered unexpected weather: heavy rains and winds that made landing too dangerous and blocked alternate routes to backup airports.

With fuel dipping below safety limits, the crew landed at Washington's National Airport, where runway lengths are considered marginal for jumbo jets like the DC-10.

The pilot complained an automated weather reporting system at Baltimore-Washington International Airport failed to warn of dangerous weather that lay ahead.

"Until weather forecasting and dissemination is better, we may have to expect deviations like this," he wrote.

Pilots complain they are on the short side of advanced technology. TV weather forecasts can feature a God's-eye view of storms, showing wind and rain intensities in hues from green to magenta. While pilots say their radars vary widely in sophistication, they say they basically offer a look at weather directly ahead and gauge the severity of storms based only on the amount of precipitation. Some jets are equipped with wind shear detectors.

A spokesman for the manufacturer said Thursday he was not sure of what level of sophistication the MD-82's radar featured or whether it had wind shear detection equipment. Spokespersons for American Airlines were not available Thursday night.

At the FAA's 21 regional traffic control centers that monitor the nation's air space, controllers complain that they see only vague, monochromatic shapes of storms on their green radarscopes. They don't see the detail needed to warn pilots of specific hazards like a thunderstorm's dangerous center.

There are color radars in their work areas, they say, but the display screens are set at the end of an aisle — too far for controllers to see from their seats.

"The technology is there, but our problem is automating and consolidating and getting the information to the person who needs it," says David Rodehuis, director of the Weather Service's Aviation Weather Service in Kansas City.

Other information about storms and dangerous conditions is also available. But often pilots say they fail to get it.

The Weather Service issues weather bulletins that are printed on paper strips by clerks who are supposed to place them next to the appropriate controller's radar screen.

Such a bulletin, Weather Service officials say, was issued an hour before the American jet crashed. It told of the approach of a dangerous storm but didn't say where or when it would hit.

Air crews also contribute weather warnings. These cockpit observations travel a tortuous route. Crews tell controllers of

rough weather. Controllers then fill out a form that is radioed or phoned to the Weather Service. The Weather Service then transmits it back to other controllers. But by that time, the weather patterns may shift.

And controllers are not required to tell other pilots details of the reports until they come back from the weather service as official reports.

"If we pass on weather information, we're never sure if it then gets passed on to those who need it," says Greg Cardis, a 767 captain.

Such lapses in the communication chain can end in tragedy. The National Transportation Safety Board blamed a communications breakdown for the July 2, 1994, crash of a USAir DC-9 that was trying to land at Charlotte, N.C., in a thunderstorm. Thirty-seven people

died. The NTSB said controllers failed to tell the crew of an updated broadcast warning of thunderstorms. Controllers also failed to pass on reports of the heavy weather from pilots awaiting takeoff.

The General Accounting Office has issued two reports faulting the FAA for failing to use existing technologies and develop new ones to avoid such failures.

"The real question here is one of priorities," says Dutton. "They spend more money on airport security, yet weather is involved in a third of airline accidents and it's involved in a substantial fraction of the delays," he says.

There have been halting steps toward closing some of the information gaps. The FAA says it plans to install new display screens at regional and airport control cen-

ters that will provide more information about storm intensities. Officials say they have plans to upgrade the system to full color displays.

NASA is testing a cockpit system that, while still experimental, offers pilots a real-time weather map similar to TV's Weather Channel.

Pilots like Massey say with air traffic increasing by as much as 70,000 flights a year, time is running out. "There's just so much airspace up there. The closer you push the system on days of bad weather, the greater potential there is of cutting your margins of safety."