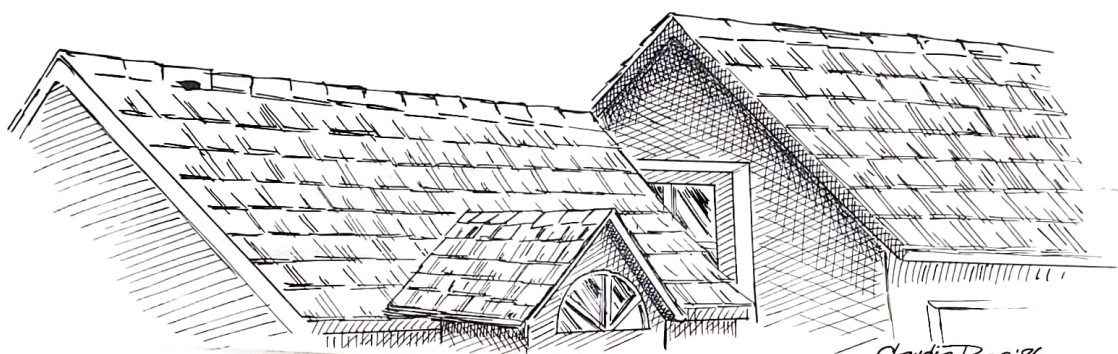
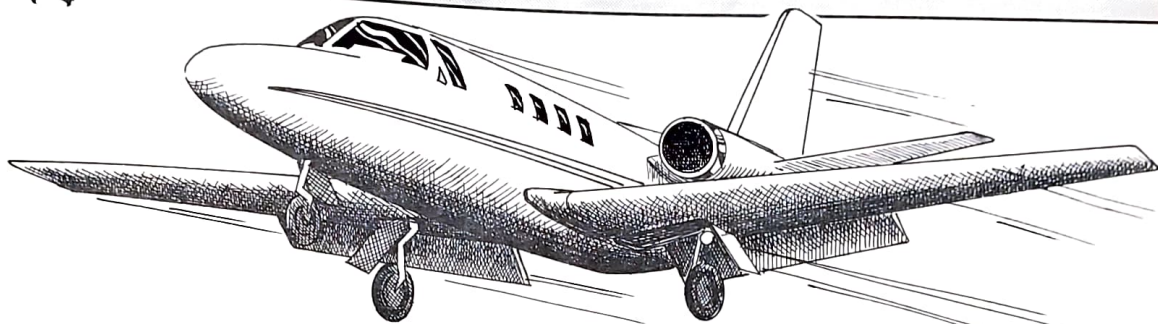




Fullerton Observer

Fullerton's Only Local Independent Newspaper

No. 76 November 1, 1986



Claudia Rae '86

Airport Safety - Not Just a Jet Issue

By Ron Kobayashi

The new city ordinance lifting an existing ban on jet aircraft at Fullerton Airport has been met with turbulence ever since it left the ground several weeks ago.

The controversy has raised several key questions about the airport and its function in the community - the major concern being safety.

Only one type of jet, the Cessna Citation I, meets the airport's weight and noise standards and thus will be allowed to land at Fullerton.

But a Fullerton resident who owns a Cessna Citation I jet, said he would "not think of flying into Fullerton Airport," because of potential safety problems due to the length of Fullerton's runway.

The source, who asked to remain anonymous, said, "I would lose my pilot if I told him to put the plane down there (at Fullerton)."

Because of the runway length at Fullerton, the source said, "there is no room for error" with the Citation I.

"If you lose an engine, there is no time

to react because of the runway length. It is not designed to carry jets," he said.

However, Ernie Santiago, the regional manager for Cessna Citation, said the Citation I is "safer than most prop-planes (propeller-driven planes) that currently fly out of Fullerton."

Santiago said that should one of the jet's twin engines malfunction, the jet has the ability to stop before becoming airborne, or fly with its remaining engine.

But the source said such ability depends upon when, during the takeoff phase, the malfunction occurs.

"If you lose an engine late (in the takeoff phase) you'll run into the fence," he said.

The source said the ability of the plane to perform during an emergency has a lot to do with how quickly the pilot can detect the problem and react to it.

Santiago said the fear by some that a jet will cause greater destruction in an accident because of its speed is unfounded.

"The Cessna I uses the same speed for takeoff as a twin-engine prop-plane," he said.

However, the source said takeoff speed depends on how much weight - fuel, passengers and cargo - the plane is carrying at takeoff. The Citation I can carry up to six passengers, while smaller single-engine planes carry from two to four passengers.

The source's pilot said in a telephone interview that he would not want to fly the Cessna Citation I out of Fullerton on a regular basis.

"The optimum runway length is about 4,000 feet," he said. Fullerton's runway is 3,120 feet.

The pilot, however, said the Citation I is much safer than many twin-engine propeller planes. About 20 percent of the planes now based at Fullerton are twin-engine propeller planes. The rest are single-engine propeller planes.

Because of concerns over safety and noise - not only with jet aircraft, but with existing propeller-driven planes, some residents have called for the closure of the airport.

But many in Fullerton including most of the city council, believe that the airport serves an important role in attracting bus-

iness to Fullerton.

City Councilwoman Molly McClanahan said she is not in favor of any physical expansion of the airport because "it is just not realistic."

But she said the airport must "maximize its revenue base to become more self-sufficient."

To that end, the airport's master plan includes many capital improvement projects for the airport, including the acquisition of two pieces of land adjacent to the airport.

McClanahan said the privately-owned properties are already being used for the airport, so the city's acquisition will not change the usage of the property.

However, McClanahan said the acquisition will allow the city to take greater control of the property.

A piece of land at the northeast corner of Dale Street and Commonwealth Avenue, known as the "McProud property," has been acquired by the city and is planned for construction of aircraft hangars.

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Schools Struggle with New Potential Funding Bonanza

By Larry Smith

The Fullerton elementary and high school districts are preparing to grab a new source of revenue for classroom facilities -- developer fees levied against building projects within their boundaries.

Legislation enacted in Sacramento last month empowers local school boards -- instead of cities and counties -- to impose fees specifically for classroom construction or "reconstruction."

And for the first time, commercial and industrial developers will be subject to fees as well as residential builders when the legislation takes effect on Jan. 1.

However, a cap has been placed on the fees, a feature which induced developers and Gov. George Deukmejian to support the legislation.

Districts will be allowed to charge no more than \$1.50 per square foot on residential construction and 25 cents per square foot on commercial and industrial development.

The allocation of tideland oil revenues and the submission of an \$800 million bond measure on the Nov. 4 ballot were also included in the plan to relieve crowding in California's classrooms.

Even though the Fullerton school districts aren't confined by the classroom shortages facing Los Angeles' schools, local administrators said the developer fees can probably be used for refurbishing existing structures.

However, Duncan Johnson, superintendent of the Fullerton Elementary School District, wouldn't speculate whether the fees might free up money normally spent for regular repairs, resulting in added funds for instruction.

A legal representative of the high school district said the word "reconstruction" in the statute isn't defined. The kinds of repairs which can be paid with developer fees constitute a grey area, but improvements such as painting probably wouldn't be covered, according to Chuck Scolastico, an attorney for Parker and Covert.

While the elementary district stands to receive new funds at a time when classroom space isn't a critical concern, Johnson said the fees are not being viewed as a great boon.

Though enrollment has been fairly

stable, Johnson said that developments planned for the Coyote Hills will prob-

"Adding or refurbishing is very likely in the next 10 years," Johnson said, adding that there has been a slight increase in enrollment over the last two years. "It's very timely that developer fees are available to the district," he said.

"My recommendation is that the district, in conjunction with the high school district, go after the entire fee," Johnson said.

The subject will be taken up at the November school board meetings, he said.

Bob Martin, superintendent of the Fullerton Joint Union High School District, called a meeting with superintendents of local elementary school districts where a "general consensus" was reached on imposing the developer fees, according to William Moore, assistant superintendent of the Fullerton Elementary School District.

Still to be negotiated are the percentages which would go to the high school district and the elementary districts within its boundary. The Fullerton Joint Union High School District admits students from Buena Park, La Habra, Lowell, Yorba Linda and Fullerton elementary districts.

Moore said it would probably take three months for agreements to be finalized.

The legislation allows for the cap on developer fees to be lifted if California voters don't ratify on Nov. 4 the \$800 million general obligation bond for school construction (Prop. 53).

The limit on developer fees would also be repealed if Californians later vote down any such measure qualifying for future ballots.

Developers will be required to certify that fees have been paid before building permits are issued by the city or county.

Handling disputes between developers and school districts over the amount of space to be levied is an ambiguous area in the statute. The term "covered or enclosed space" is used.

Julie Froberg, chief of staff for state Sen. Marian Bergeson, said trailer legislation is being prepared to clarify the issue and avoid potential litigation.

In addition to developer fees, the school construction package includes an estimated \$900 million from tideland oil revenues over six years and \$600 million



A South-American contingent is shown as they participated in the celebration of United Nations Day at Laguna Road Elementary School, while older children addressed their schoolmates on the importance of the U.N. to world peace.

already set aside for school construction.

In addition, the plan assumes that \$650 million in net savings can be raised from districts switching to a year-round schedule. As an incentive, the legislation

raises the state grant from \$25 per student to \$150 for districts converting to a year-round schedule.

It is estimated that \$1.6 billion will be raised through the developer fees.

Incumbents Outspending Challengers

Three candidates for Fullerton City Council have pulled away from the pack in the race for campaign money.

Itemized financial statements filed Oct. 23 showed that Mayor A.B. "Buck" Catlin had raised more than \$9,000. Councilwoman Molly McClanahan reported more than \$8,000 and challenger Armand "Vic" Victoria disclosed more than \$2,000.

Four other candidates filed a short form stating they had not raised more than \$500 for their campaigns. They are Rafael Hernandez, David and Joseph Cohen and Carl Stevenson, a write-in candidate.

The other challenger, Jerry Conrey, had not filed the mandatory disclosure form by the Oct. 23 deadline. A fee is assessed every day the form is late.

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Disarmament Necessary but Not Sufficient for World Peace

University of Peace President Addresses Peace Advocates

Dr. Rodrigo Carazo, President of the University of Peace in Costa Rica, issued a "Challenge of the Future - Education for Peace" to over 200 Fullerton attendees of the first Pacific Interfaith Peace Prize Foundation Annual Award Banquet in the First Christian Church in Fullerton recently.

The following quotes are excerpted from his eloquent address:

"Anyone who believes that solutions to this awesome problem are simple is just naive or out of tune with the complex realities of the global 'geopolitik' and the multitude and diversity of the issues involved."

"Thus, while nuclear arms reduction may appear to be the critical imperative to many people, this alone will not bring about world peace."

"The University for Peace is established with a clear determination to provide humanity with an international institution of higher learning for peace, and with the aim of promoting among all human beings the spirit of understanding, tolerance and co-existence, to stimulate co-operation among peoples and to help lessen obstacles and threats to world peace and progress, in keeping with the noble aspirations proclaimed in the Charter of the United Nations."

"To this end, the University shall contribute to this great universal task by engaging in teaching, research, post-graduate training and dissemination of knowledge fundamental to the full development of the human person and societies through the interdisciplinary study of all matters relating to peace."

"Obviously, there are no ironclad guarantees for success in this venture. But who can deny that we owe to ourselves, and to future generations, to spare no effort towards the attainment of these critical goals?"

"For the truth is that peace will not come about spontaneously. Peace must be built; it must be implanted in the minds and hearts of all human beings. The University's motto, 'Si Vis Pacem, Para Pacem', 'If you want Peace, prepare for Peace', compels us to strive for a peaceful culture of co-existence that will make human survival possible."

"Albert Einstein once declared: 'It is impossible to maintain peace through violence. Peace can only be based upon reason.'"

"The new Reason, of our time, reveals that the XXI Century, which is close at hand, shall be peaceful or it simply shall not be....and reality and truth show us that the destruction of our planet may not only be caused by the atom bomb but also, among other things, by the depletion of natural resources and the consequences of social, political and economic injustice."

"Human labor is being replaced by robots, and the wealthy nations can no longer isolate themselves since they depend on consumption in the poor nations



The Rev. Charles Dennis is presenting the 1st Annual Peace Prize to Dr. Rodrigo Carazo, President of the University for Peace in Costa Rica, at a banquet in the First Christian Church, Fullerton.

in order to maintain their national production."

"The term 'reason' which Albert Einstein referred to, commits us to view the world in all its reality. Today, it is more than ever evident that it is not possible to live peacefully in one country while others are experiencing great suffering."

"Knowledge is derived through education. While it is essential to continue our efforts to obtain peace through disarmament, we should not delude ourselves that this will be sufficient to achieve global peace."

Human injustice, terrorism and violence will prevail as long as human beings are not inspired by reason. The millions starving to death daily, the thousands perishing in the African Sahel are not interested in the number or quality of nuclear weapons under construction by the Superpowers."

"The oft-used expression 'to fight for peace' is a contradiction for it only stimulates the continued use of force and re-

pression. In a polarized world, it is simple to attribute political motivation to peace movements. It is also possible to use them as political instruments by manipulating the good will of people acting in good faith."

"Peace is a consequence of human tolerance and social justice. Large areas of the world are afflicted with religious or political repression, famine, sickness, ignorance, and social instability and insecurity. These factors provoke dehumanization and give birth to violence."

"Global interdependence has increased due to the present world crisis. Even powerful nations depend on international trade: on the one hand, for example, to obtain basic food staples and, on the other, to benefit national producers."

"Industrialized countries will be unable to solve their own unemployment problems as long as their poorer clients cannot afford to buy their products. However, the poor will not have purchasing power if they do not receive fair prices for

Interfaith Peace Prize Foundation Makes First Award

Dr. Rodrigo Carazo, President of the University of Peace in Escazo, Costa Rica, and past President of that country, was the recipient of the first annual Peace Prize awarded by the locally established and headquartered Pacific Interfaith Peace Prize Foundation.

Presentation of the award, along with a \$1000 check from the new foundation was made by the Reverend Charles Dennis, Pastor of the First United Methodist Church Fullerton, at a banquet in the First Christian Church attended by 225 local people.

The Pacific Interfaith Peace Prize Foundation was formed in 1985 at the initiative of the Fullerton Interfaith Ministerial Association, to focus the community's interest on "the individual or organization that has made the greatest contribution in the preceding year to the cause of peace," through the award of an Annual Peace Prize.

The foundation is not endowed by any wealthy individuals, but is supported by the tax-exempt gifts of churches, temples, individuals, and community organizations who see the issue of peace in the nuclear age as one of supreme and overriding concern for all members of the human family.

The foundation's Board of Directors has been chosen from the membership of the Association and from other concerned citizens of North Orange County.

Dr. Robert McClaren is President; Mrs. Evelyn Bauman, Vice-President; Wallace Holm, Secretary; Rabbi Haim Asa, Treasurer; and Dr. Robert Kelley, Program Chair.

their products."

"The world is now threatened with total nuclear destruction: this is destructive interdependence; the possibilities of economic recovery depend upon global action: this could be a positive interdependence."

Continued on p. 11

City Approves Hotel/Sports Complex

By Shauna Snow

It appears that the Cal State Fullerton hotel, after several years of planning and debate, will finally become a reality. In one of the final steps required prior to construction, the project many have referred to as a "dream come true" has been unanimously approved by the Fullerton City Council.

The site plans and lease for the six-story 224-room Marriott hotel to be built on the CSUF campus, as well as an agreement to construct and maintain a sports complex, were approved by the Council, also acting as the Fullerton Redevelopment Agency, at its October 23 meeting.

While the project must still be approved by the California State University Board of Trustees, construction is expected to begin this summer.

"(Approval by the City Council) is a very important part of a dream that began in 1972," CSUF President Jewel Plummer Cobb said, adding that several of the university's "big guns" were at the meeting to support the project.

The hotel will be located at the north-west corner of Nutwood Avenue and the Orange (57) Freeway, and will include a parking structure for 250 to 280 cars.

The only strong opposition to the project came from Frank M. Reid, executive vice president of the Fullerton Chamber of Commerce, who said that the chamber was concerned with the lack of meeting and ballroom space included in the hotel plans.

"The plan presented for this city is just not right or proper," Reid said, adding that the 130-seat restaurant would be "no more than a glorified coffee shop."

Although the original plans were for a

12-story hotel and included 8,000 square feet of conference space, the approved plans call for a six-story hotel with 4,000 square feet of conference space.

According to Ned Merritt, Marriott's director of hotel development, 400 to 450 rooms would be needed to financially support the extensive conference space requested by Reid. That number of rooms, however, is not feasible for the market in Fullerton, Merritt said.

"A typical 400 to 470 room (hotel) is not in the ball game for this market place, and it takes that kind of room count to support the function space (everyone) would like to see," Merritt said.

"The catering business (conferences, dinners, proms, etc.) is good business, but you really have to have the room business to support the catering business."

Merritt said that the hotel plans do

Continued on p. 10

My Participation

I would like to join the Pacific Interfaith Peace Prize Foundation _____

I would like to serve on the 1987 Foundation Board of Directors _____

My participation will be as: Active Member (\$5) _____ Contributing Member (\$25) _____
Supporting Member (\$50) _____ Other (\$) _____

Name _____ Address _____

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Re-Elect

MOLLY
McClanahan

VOTE: November 4 for
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Paid for by Molly McClanahan for City Council

Analysis/ Recommendations On City Council Candidates

One write-in and five regular candidates are challenging incumbents Molly McClanahan and Buck Catlin for two full-term City Council seats on Nov. 4.

Based on the campaigns they have so far mounted, the funds they have raised, their responses to the Observer's questions on key Fullerton issues (see October 15 Observer), and (for the 2 incumbents) their records in office; the following analysis is presented.

Four of the five regular challengers; Rafael Hernandez, Jerry Conrey, and the brothers Cohen are new to city politics, never having served on any of Fullerton's numerous standing or ad-hoc commissions and committees.

Nor have any of these four reported having raised more than \$500 for their campaigns. While campaigns should never be judged solely on the amount of money raised, so little fund-raising is a probable indicator of a lack of community support or poor organizational skills or both.

None of these four challengers availed themselves of the opportunity which the Observer offered, to tell Fullerton voters their views on such important local issues as IMAX, the Airport and affordable housing. Only one of the four even made an attempt, albeit well beyond the deadline, to have his answers included in our October 15 candidate comparisons.

The Observer has therefore concluded that none of these are serious candidates at this time, so the remainder of this analysis will concentrate on the remaining 2 challengers and the two incumbents.

Vic Victoria has been involved in city affairs as a member of several local service clubs, but mostly as an active supporter and participant in the Fullerton Chamber of Commerce, where he has consistently opposed government involvement in redevelopment, and advocated private sector assumption of such city functions as maintenance and operation of city buildings and properties.

Mr. Victoria's answers to the Observer's questions on housing, bicycle transportation, and IMAX reflected this same attitude, i.e., an almost cynical distrust of the public sector and a blind faith in the private sector.

The other challenger is write-in candidate Carl Stevenson, who entered the race late after a marathon City Council meeting on Fullerton Airport criteria, during which 4 of the 5 current councilmembers, according to Stevenson, acted contrary to the wishes and interests of the people.

Stevenson has been the principal organizer of a referendum to reverse that council

decision, and primarily from this substantial citizen effort, he must (despite his write-in status) be considered a serious candidate.

Stevenson shares with the four challengers discussed above a lack of knowledge and background on important city issues other than the airport, and no experience on city public bodies.

He has an enviable engineering background and experience, and apparently possesses credible organizational and administrative skills.

His answer to the Observer's question on government subsidies for low cost housing, however, reveals the same bias against helping poor families, that Fullerton has been saddled with ever since voters elected Wayne Bornhoft, Dick Ackerman and Linda LeQuire to the City Council.

Mayor Buck Catlin's first term on the council has been a mixture of good and bad news for the citizens of Fullerton.

On the positive side has been a willingness to listen to and respect the views of the Fullerton residents who have come to city hall to testify before the City Council on a great variety of issues.

I say this despite what I consider to be a major lapse in this performance which occurred in the past-midnight hours of the September 30 council meeting on the Airport issue.

Also on the positive side have been a strong commitment and some success in bringing his associates to consensus on controversial issues, plus a willingness to reconsider some of his own votes, when the occasion demanded it, e.g., cooperation with the county in the use of tax-exempt bond financing and allocation of some of the city's block grant monies to the North Orange County Shelter for Homeless Families.

On the negative side, has been his apparent blindness on the responsibility and opportunity which local governments have to cooperate with the private sector in the development of housing affordable to very low income families.

Catlin also seems to be unable to recognize that the bicycle's potential for environmental enhancement, energy conservation and alleviation of traffic congestion is so great as to warrant substantial efforts by local governments to encourage and facilitate their use.

Mayor Catlin's continuance of a practice begun a few years ago by Councilmember LeQuire, of lending the prestige and name of the Mayor's office to a blatantly sectarian annual Mayor's Prayer Breakfast, demonstrates his lack of understanding of

Proposition Recommendations

53	Greene-Hughes School Building Lease-Purchase Bond Law of 1986.	Yes
54	New Prison Construction Bond Act of 1986.	No
55	California Safe Drinking Water Bond Act of 1986.	Yes
56	Higher Education Facilities Bond Act of 1986	Yes
57	Retirement Benefits for Constitutional Officers	Yes
58	Taxation. Family Transfers.	Yes
59	Elected District Attorney.	Yes
60	Taxation. Replacement Residences.	Yes
61	Public Official, Employee, Contractor Compensation	No
62	Local Taxation	No
63	Official State Language	No
64	Acquired Immune Deficiency Syndrome (AIDS).	No
65	Toxic Discharge and Exposure Restrictions	Yes

the importance of maintaining a separation between church and state in our religiously pluralistic society.

And finally, in his most infamous indiscretion, Catlin has twice been the deciding vote in denying Councilmember McClanahan opportunities to take the next step in the progression from Councilmember to Mayor Pro-Tem to Mayor of Fullerton.

His rationalization of these actions, contained in the October 15 Observer, was weak at best, and indicated an exaggerated view of his own importance in that role.

Councilmember Molly McClanahan is the other incumbent, having with Buck just completed her first term on the Council.

Molly continues to manifest the same dedication to excellence, integrity and fairness that made her the Observer's choice 4 years ago.

She has not, however, been as effective in implementing programs to build low-cost housing, increase bicycle transportation, and provide just relocation allowances to families displaced by city code-

enforcement and/or redevelopment policies and actions as we had hoped.

Some of the blame for this, of course, lies with the voters, who 2 years ago, reelected Councilmembers Ackerman and LeQuire, avowed foes of all of these initiatives by local government.

But just as Molly deserves the support of Fullerton voters, so does she owe them in return more assertive postures and initiatives to move some of these programs to enactment.

Passive support of these issues is not enough; the people of Fullerton deserve more.

In addition, she must share the blame with Catlin, Ackerman and LeQuire for the fore-mentioned unnecessary early morning councilmatic blunder on the airport issue.

In summary, the Observer highly recommends that Fullerton voters return to office Councilmember Molly McClanahan, and assuming that he will demonstrate the same open mindedness on the mayorship that he has shown on some other issues, the Observer's second choice is Mayor Buck Catlin.

Letters to the Editor

Fake Healer on CSUF Channel-33

Dear Observer,

Observer readers who were watching CSUF Channel-33 on two recent evenings saw the so-called faith healer Peter Popoff "curing" people of illness and infirmities, complete with the dramatic breaking of a cane.

Recently, both Channels 9 and 11 in Los Angeles have removed this same Peter Popoff from the air on grounds of fakery.

Last summer on the nationwide Johnny Carson show, James Randi, a well known magician-entertainer, showed tapes of Popoff receiving information by walky-talky from his wife (off-stage), who had previously interviewed the "sick ones".

Mr. Randi stated that Peter Popoff receives huge sums of money from the television audiences for this type of

blatant fraud. Indeed, during the local program Popoff referred to "millions of letters" he had received.

For the University to be giving free publicity to this shameless charlatan is outrageous!

James Mee, Fullerton

Observer Needed

Dear Editor,

Both Marvin and I enjoy your paper, and look forward to its arrival.

We do read it from cover to cover. You are doing a great job, and we need the Observer very much now that we no longer have a city paper.

Your Community and Fine Arts Calendars are almost indispensable.

Rhoda Levinson's article on the older people was tops.

Thanks.

Gloria Levine, Fullerton

What is the only thing that

*Governor Deukmejian,
Mayor Bradley,
U.S. Senator Cranston,
Ed Zschau,
LA Board of Supervisors,
and
Police Chief Gates*

are unanimously opposed to?

Prop. 63- the English Only Initiative

It's a waste of tax dollars

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JUDICIAL

Vote Yes or
No for Each
Candidate

For Chief Justice of the California Supreme Court

Shall ROSE ELIZABETH BIRD be elected to the office for the term prescribed by law?	Yes	+
	No	

For Associate Justices of the California Supreme Court

Shall CRUZ REYNOSO be elected to the office for the term prescribed by law?	Yes	+
	No	

Shall EDWARD A. PANELLI be elected to the office for the term prescribed by law?	Yes	+
	No	

Shall JOSEPH R. GRODIN be elected to the office for the term prescribed by law?	Yes	+
	No	

Shall STANLEY MOSK be elected to the office for the term prescribed by law?	Yes	+
	No	

Shall MALCOM M. LUCAS be elected to the office for the term prescribed by law?	Yes	+
	No	

Judge of the Orange County Superior Court Office No. 5

ROBERT H. GALLIVAN, Municipal Court Commissioner	Vote for One
--	--------------

WILLIAM W. BEDSWORTH, Deputy District Attorney	+
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Judge of N. Orange County Municipal Court Office No. 2

JAMES A. BATES, Attorney at Law	Vote for One
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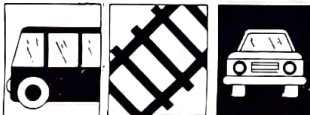
BETTY L. ELIAS, Judge	+
-----------------------	---

Judge of N. Orange County Municipal Court Office No. 3

RICHARD EDWIN BEHN, Municipal Court Commissioner	Vote for One
--	--------------

RODGER B. ROBBINS, Deputy District Attorney	+
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Transit Topics



With winter's shorter days upon us, transit riders once again feel like sitting ducks for every kind of harassment and assault, as we wait for our ride in the dark.

Statistics from operators around the country show that most transit-related crime is committed not while, but before or after, patrons are on a bus or train.

Transit stops are frequently located in the most undesirable spots for night-time waiting. On busy arterial streets the token metal sign is usually located near the curb of a busy intersection or along some dark stretch of windblown highway.

Safely located benches or rain shelters are rare. If you're lucky, your stop might be in front of a fast-food joint, convenience market or a gas station; but even these—especially the latter two—are a mixed blessing.

Some automobile drivers think that because transit patrons are standing in the spots also common for hitchhikers and prostitutes, that we want a ride, or something more.

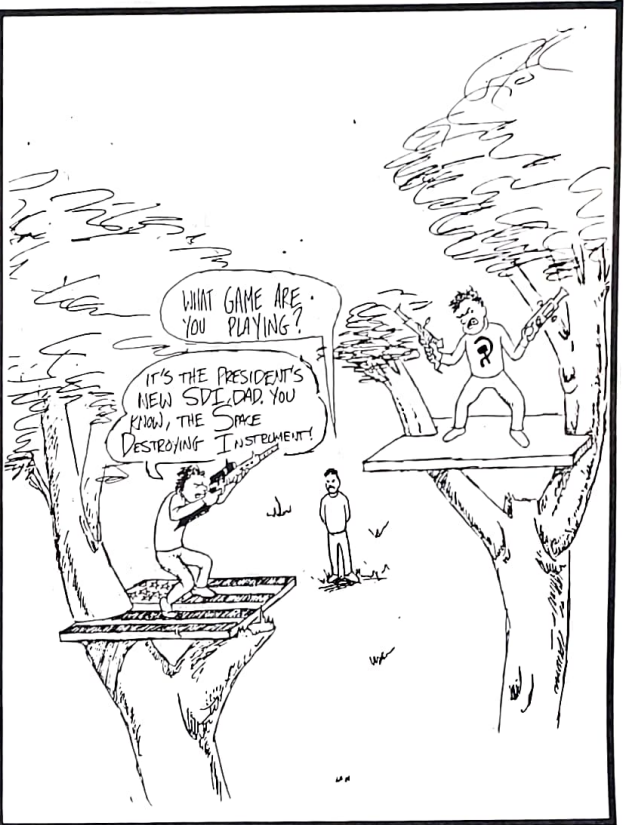
In reality, what we'd really like is a "user-friendly" transit system with waiting areas that are convenient, safe and comfortable.

Transit authorities usually don't have much choice about the conditions of the areas adjacent to their stops, since buses and streetcars must travel on existing streets and highways, designed for fast moving automobiles and trucks, not people.

There is nothing that they can do about the fact that there are very few urban areas in the United States where there is enough activity on the street after dark to make waiting at a bus or car stop a non-threatening experience.

San Francisco has some neighborhoods which are more European than American in character—where there is plenty of night-time activity—with people coming and going to shops, grocery stores, theatres and restaurants or even taking a walk.

In this type of environment, waiting for



the bus or streetcar is little different than hanging around Main Street at Disneyland in the evening, since there is security in such a crowd.

Transit authorities, city officials and developers continue to build in ways that discourage transit use while they bend over backwards to accommodate drivers.

Perhaps the private parking spaces filled with luxury automobiles at transit headquarters, City Hall and corporate offices are a sign that the decision-makers who plan our cities and transit systems do not have the same perspective as the user.

Maybe that's why transit centers are located on islands in the middle of dark parking lots; why bus stops at shopping malls are located on the far edge of the lot rather than by the entrance and why brand-new rail transit systems have stations located in the center dividers of freeways, which are reached by walkways underneath the freeway.

These new rail systems will have very few walk-on or night-time riders, especially women, children or elderly people.

People will never choose transit unless it is easier to use—and more pleasant—than using an automobile.

In Canada and many parts of Europe, transit stops are found within department stores downtown, shopping malls, and even museums.

Transfer stations are sometimes completely enclosed and staffed with an attendant, while ours frequently close at night, forcing patrons to wait outside locked waiting-room doors.

Stations or busy transfer spots can be part of joint-developments where offices, apartments, shops, restaurants and theatres—many of which stay open and busy after dark—are located. Shelter, seating and transit information are also provided.

We need to take these steps so that transit convenience and safety is enhanced at the same time that land-use is related to transit routes.

We do it with highways, but highways are so massive in scale that the related development can be located at some distance from the actual off-ramp or arterial street.

People and transit require more compact spaces which can be covered on foot. It is very difficult for new development to be designed for both human and automobile

needs without one goal sacrificing the other.

It will take a while—or another good energy shock—to shift our planning priorities, but planners can begin by insisting on some basic principles, such as bus stops by the mall entrance, transit centers in safe and convenient locations adjacent to night-time activity and new rail systems designed to influence adjacent land-use rather than as appendages to freeways.



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Advertising: Ralph Kennedy; Call 525-7225 for more information on advertising and deadlines

Educators say NO to Deukmejian

On September 30, 1986 Governor George Deukmejian vetoed the education reauthorization bill.

That key legislation contained the required language to continue five essential education programs including:

GATE for gifted students,
Miller-Unruh reading teachers, and
Special programs for Indian children, limited English proficient children, and poor children.

Tom Bradley said the veto showed Deukmejian's "twisted" priorities.

Superintendent Honig said he was disappointed by Deukmejian's veto because the bill was cost-effective.

for Governor vote:

TOM BRADLEY

Paid for by Orange County Educators Say No to Deukmejian

The "Sistine Chapel" of Paleolithic Art

By Charles P. Greening

The magnificent treasury of images on the walls of the Grotto of Lascaux, in southwestern France, was discovered in 1940, quite by accident. Four French schoolboys hiking in the woods near the Vézère River discovered a hole in the ground, exposed by the actions of a recent storm. They rolled pebbles down into the darkness, and heard them clatter against a stone floor some distance from the opening.

With visions of buried treasure, and with considerable courage, the boys returned with flashlights and wormed their way down into a calcite-lined cavern, with several side passages visible around the walls. They explored the cave system with lights, looking for treasure chests, until one of the boys happened to shine his light on the ceiling. The upper walls and ceiling were aglow with stunning paintings of horses, cows and deer!

The boys had the good judgment to tell their schoolmaster, and convinced him to come and look. He, in turn, notified the French Department of Antiquities, who sent a representative to have a look. Two of the boys camped near the entrance through much of the first winter, to protect their find.

One of the boys, M. Jacques Marsal, is the curator of the cavern, and has spent his adult life learning about it and developing ways of preserving these treasures from 17,000 years ago.

Initially, after a suitable entrance stairway was built, the owners of the land permitted large numbers of tourists to walk through the chambers, with electric lights installed for general illumination.

However, the experts in the Dept. of Antiquities became aware of spreading growth of algae, introduced by the visitors and nourished by the long hours of illumination each day.

The cavern was closed in the early

1960's for several years, until the damage could be diagnosed and carefully corrected. Now Lascaux can be visited briefly by just five visitors per day, with a special personal permit from the French Dept. of Antiquities.

We were guided on our visit to Lascaux by Jacques Marsal himself. After dipping our shoes in a disinfectant bath, we were led through a steel doorway into the magnificent Hall of the Bulls, with its

ceiling of light-colored calcite dominated by images of bulls, the largest over 20 ft. long. These magnificent paintings were made using ochre (reds, yellows and browns), manganese dioxide (black) and chalk (white), applied in at least three ways: drawn with "crayons" of pigment and tallow, stamped on using pads of moss and fiber, and blown on in fan fashion, using powdered pigment and a hollow bone or reed.

Even more stunning is the ceiling and upper wall of the long, narrow "Aval Passage." Here, horses and cattle are stampeding down the passage toward a drop-off at the end. One horse is in the act of falling, his mouth open in a scream which still echoes in the chamber after 170 centuries. It was the most breathtaking, emotion-evoking aesthetic experience of our lives.

Even now, three years after the event, A-J and I have trouble talking about Lascaux without a tear or a catch in the throat. Who were these people who could plan and execute such powerful images working by the light of flickering tallow lamps, with carefully prepared pigments and implements? Where did they go and whom did they become? Did they follow the retreating glaciers and reindeer herds north and east, to become arctic peoples of later millennia?

Wherever they went, and whomever they became, they possessed for one period of pre-history an artistic ability seldom equalled and never surpassed.



This magnificent image of a bull on the wall of the Grotto of Lascaux in southern France was drawn about 17,000 years ago. The Greenings were privileged to view such works on their trip.

Referendum Circulators Reach Half Way Mark

Continued from p. 1

The city is planning to acquire another property on the East side of the airport for the down space and other airport related services.

Airport Director Rod Murphy said the construction of new hangar space will increase airport revenues tremendously.

"It costs \$70 for a plane owner to tie-down his plane here, leaving it outside. With the hangars, an owner can park his plane inside for between \$225 and \$400.

Murphy said not more than 600 planes will be based at Fullerton after the hangars are built. Presently there are 580.

Increasing airport revenues is a major concern of many city officials.

According to the 1986-87 city budget, the Fullerton Airport has not been able to pay the city in full for city services (police and fire service, street lighting and administrative and financial services) since 1982.

It is estimated that each year the city of Fullerton provides the Fullerton Airport with \$200,000 worth of services.

In 1982, the airport was able to pay back \$150,000. 1983 - \$145,000; 1984 -

\$50,000; 1985 - \$20,000; and 1986 - \$60,000.

The airport has also received more than \$3.5 million in grants from the Federal Aviation Administration (FAA).

The total non-operating expenditures for the airport (including capital projects, rebudgeted projects and payment of bonds) are over \$3.5 million.

Without the FAA grants, the airport would be unable to fund the capital improvement projects it needs to raise more revenue.

Despite the financial problems with the airport, Councilwoman McClanahan said the airport must remain open because of its potential for and contributions to attracting business to Fullerton.

While it is difficult to log how much of Fullerton aviation is used for business, Airport Director Murphy estimated that a little less than 50 percent of the planes at Fullerton are used for business, while the other half are used strictly for recreational purposes.

Fullerton airplane pilot and resident Al Triay said that only 20 percent of those pilots using planes for recreation, are

Fullerton residents.

Murphy said the city has commissioned an economic study next year to find out exactly how many planes at Fullerton are used for business.

Residents near the airport, meanwhile, have organized a referendum to overturn the city decision to lift its ban on jets.

Additionally, residents are running a write-in candidate for November's election.

The ordinance, passed by the council on Sept. 30, lifted an existing ban on jets at Fullerton because of a requirement by the FAA that no airport discriminate against jets, provided the aircraft met all weight, noise and safety requirements of the airport.

Noncompliance with the FAA rule would possibly mean law suits from individual jet owners and loss of FAA grants.

In the ordinance, the council also placed a 12,500 pound limit and a 75 db. noise restriction on aircraft flying out of Fullerton.

Many on the council claim that this restriction on weight and noise provides for the kind of protection asked for by the residents.

But residents have stated that a study commissioned by the city last year, recommended a 9,000 pound weight restriction - a figure which they claim the city has ignored.

The referendum organizers have 30 days after the council decision to collect signatures from 10 percent of all registered voters in Fullerton.

Because Fullerton has about 56,000 registered voters, the organizers must collect 5,600 signatures by October 30. As of this printing, organizers say they have collected 2,800 signatures.

If the organizers collect the necessary signatures by the deadline, the Fullerton Council can either rescind its ordinance or bring the issue to a vote of the citizens in a special election.

Should the referendum drive fail, some residents have said they will push for a recall of the councilmembers who voted for the ordinance.

At a meeting of airport residents on October 13, organizers of the referendum joined forces with a national FAA watchdog organization entitled Citizens

Continued on p. 12

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Calendar

THE REST OF OCTOBER

31--Free Demonstration and Workshop of Trina Nahm-Mijo's "Wheels (2)" by the L.A. Chamber Ballet, 10 a.m.-noon in the University Center Theater, 773-2414.

Oct. 31-Nov. 2, and 5-9---"The Country Wife", 8 p.m. except 5 PM Sun. and 2:30 matinee on Sat. the 8th, CSUF Little Theater, \$4-\$6, 773-3371.

NOVEMBER

1---Jazz Band/Combo, 8 p.m. in the Fullerton College Campus Theater, 871-8000, X-252.

1---The Los Angeles Chamber Ballet presents "Firebird," "Lyric Suite, and the Premiere of an all new ballet with wheelchair artists by Trina Nahm-Mijo, 2 and 8 p.m. in the Curtis Theater, Brea Civic Cultural Center, 990-7735.

1,2--- A Chorus Line, by the Fullerton Civic Light Opera, 8 PM, except Sun. 2:30 p.m., 879-1732.

3---"School of Engineering and Computer Science Academic and Career Workshop", 8:30-12:30 p.m. in the CSUF University Center Theater, Free, 773-3879.

4-9, 11-16, 18-23--Neil Simon's Brighton Beach Me-

moirs, Sun.-Thurs. 8 p.m., Sat., Sun. 2:30, La Mirada Civic Theater, 994-6310.

5---RSVP Dance with the Joe Valenzuela Combo, 7:30-10:30 p.m. in the Fullerton Elks Lodge, 1451 N. Brea Blvd., \$3, 992-1322.

5---"Immigration: Past and Present", 8:30 a.m.-2:30 p.m. in the University Center Multipurpose Room B, Free, 773-3474.

5---"Assertive Women in the 80's" with Linda Smith, Ph.D., 12 Noon-1:30 p.m. in the YWCA House, 871-4488.

6---California College and University Information Day", 10 a.m.-1 p.m. in the Fullerton College Quad., 871-8000, Ext. 200.

6-8---Patrons of the CSUF Library Book Sale, Fifth floor of the Library, 5-8 p.m. Thurs., 9 a.m.-4 p.m. Nov. 7, and 10:30 a.m.-3 p.m. Fri., 773-2414.

6---"Having Fun Speaking Spanish" with Joe Bednarski, First session in 5-week survival course for persons with no previous knowledge of Spanish, 7-9 p.m. in the YWCA House at 321 N. Pomona, \$25 plus \$12.50 membership fee, 871-4488.

8-"H.M.S. Pinafore", 8 p.m. in Plummer Auditorium, 773-3371.

8---"Oompah Bands and Alpine Lands", A do-it-yourself travel class by John and Ronalyn Choco, 9 a.m.-4 p.m., Call 871-8000, Ext. 252.

8---Money Management Workshop with Deborah R. Lee, 9 a.m.-1 p.m. in the YWCA House, Free, 871-4488.

9--Los Angeles Piano Quartet, Presented by the Fullerton



Opera A La Carte players are depicting two familiar Gilbert and Sullivan characters in their production of "H.M.S. Pinafore" at the Plummer Auditorium on November 8 only.

Friends of Music at 3:30 p.m. in the Sunny Hills Performing Arts Center, Free, 525-5836.

9--Debut of Centennial Editions of *Ostrich Eggs for Breakfast* by Dora May Sim and *Images of Yesterday: Fullerton Photo Album* by Evelyn Cadman and Jane Mueller, 2-4 p.m. in the Fullerton Main Library, Also Music by Kathryn Costigan, 738-6333.

11--"The Magic of Venice", A film presented and narrated by its producer Doug Jones, 7:30 p.m. in Plummer Auditorium, \$4, 871-8000, Ext. 253.

12---"Party Foods for Holiday Entertaining" with

Debbie DuShane, 12 Noon-1:30 p.m. in the YWCA House, 871-4488.

12---AARP Monthly Meeting with "The Chevron Choral", 12:30 p.m. in the Fullerton Multiservice Center, Bring sack lunch and articles of food and/or clothing for the Women's Transitional Living Center, 870-9958.

14---Fullerton College Choral Festival (HighSchools), 11 a.m. to 2 p.m. in Wilshire Auditorium, 871-8000, Ext.-252.

14---Free Public Symposium on Contemporary Issues in Landscape Architecture, 10

Continued on p. B

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Calendar

- 19--"Creative Gift Wrapping" with Bonnie Ellis, 12 Noon-1:30 p.m. YWCA House, 871-4488.
- 19--"Creative Gift Wrapping" with Bonnie Ellis, 12 Noon-1:30 p.m. YWCA House, 871-4488.
- 19-23--Tandy Beal's "The Nutcracker," CSUF Little Theater, 8 p.m., except 5 p.m. on Sun. and 2 p.m. Matinee on Sat. and Sun. 773-3371.
- 14-16, 19-23--A musical based on Dylan Thomas's classic Christmas tale, 8 p.m., except 7:30 PM on Sun. in the Gen Theater, 12851 Main St., Garden Grove, 656-7213.
- 20--"Presenting the Dance Repertory Theater" by Robin Johnson, 1-3 p.m. at CSUF, \$5. Call 773-2446 for more info.
- 21--Lemon Street Stompers, 8 p.m. in the FC Campus Theater, 871-8000, Ext. 252.
- 21--"Dixie Goes to College," A Jazz Festival, 9 a.m.-4 p.m. on the Fullerton College Campus by selected area high school musicians, Free, 871-8000, Ext. 253.
- 22--Art Alliance Fashion Show Luncheon, 11:30 a.m. in the CSUF University Center, 773-3262.
- 22--Vocal Jazz, 8 p.m., Wilshire Auditorium, 871-8000, Ext. 252.
- November Art Exhibits
- 1-28--Work of Susan Smith, Elaine Davault, Harold Shaw and Robert Wedemeyer, The Edge Gallery, 212 N. Harbor Blvd., Open Daily, 871-5862, Reception Nov. 8, 7-9 p.m.
- 1-30--"Images of Yesterday," from the library's collection of early Fullerton photos and memorabilia, Main Library, 738-6348.
- 1-30--Mixed Media Exhibit by Pat Woodhull, Pastels and Oils by Charlotte Wardle, Hunt Branch Library, 871-9450.
- 1-30--New Work by Michael Brannock, Gertrude Greve and J.R. Reed, John Thomas Gallery, 209 N. Harbor Blvd., Sat. and Sun. 10 a.m. to 6 p.m., 871-8000, Ext. 252.
- 2-23--"Piercing the Veil," Photographs by Kathleen Vaneston, Zaphro Studio, 202 N. Harbor Blvd., Reception Nov. 2, 1-4 p.m., Wine and Hors D'oeuvres, 525-8240.
- 6-Dec. 11--Twentieth Annual All Media Juried Exhibition, Brea Civic Cultural Center Gallery, 871-8721 for more info.
- 7-30--"Decorate the Holidays With Art," Creations by local artists, Blue Fox, Tues.-Sat. 10 AM-5 PM, 870-9474.
- 8-29--"Six Views: Contemporary Landscape Architecture," Main Art Gallery at CSUF, 773-3262.



The world-renowned Slovak Chamber Orchestra with their conductor, Bohdan Marchal, are appearing on November 7 in Plummer Auditorium, under the auspices of the North Orange County Community Concerts Association.

World Renowned Slovak Chamber Orchestra to Play At Plummer Nov. 7

The Slovak Chamber Orchestra, one of the world's most distinguished and honored, has been performing since 1964. Founded as an independent state ensemble, the orchestra was previously affiliated with the Slovak Philharmonic in Bratislava.

The Slovak Chamber Orchestra has performed more than 2500 concerts throughout 4 continents and is a regular participant at the celebrated Prague Spring Festival. The 1986-87 season makes the ensemble's 10th anniversary.

Bohdan Marchal, leader and artistic director of the orchestra, is a graduate of the Janacek Academy of Fine Arts in Czechoslovakia, and is known throughout Europe as not only one of its finest conductors, but a violinist of superior accomplishment.

Through his work as Concertmaster of the Slovak Philharmonic, the Slovak



"The Evening News," an acrylic/hydrocol painting, won Fullerton's Janice De Leon \$500 Juror's Award in the Brea Civic Cultural Center Annual All Media Juried Exhibition in Brea, Nov. 6-Dec. 11. The painting depicts a man in a suit, sitting at a desk, reading the news. The artist, Michael Marchal, placed the painting at the vanguard of today's ensemble.

WE'RE STEPPIN' OUT IN FULLERTON!

Fullerton Observer reporter, Ron Kobayashi, has compiled this complete listing of Fullerton nightlife which are currently offering live music for your listening and/or dancing pleasure!

NIGHT SPOT	ADDRESS	GROUP	DAYS/TIME	DANCE
Black Angus Restaurant	3235 E. Orangeflour	Duo/Trip 40	W-Sa 9-1am	yes
Carmen Restaurant	208 Imperial	Quintet/Trip 40	Th-Sa 9-12am	yes
Cash n' Carry Restaurant	3512 W. Orangeflour	Quintet/Latin	F-Sa 8-1:30am	yes
College Bowl	1933 Sunny Crest	Duo/Trip 40	F-Sa 7-12pm	no
Country Corner Lounge	2475 E. Chapman	Quintet/Trip 40	Me-F 9-2am	yes
Crossroads Restaurant & Lounge	1645 W. Orangeflour	Guitarist/Trip	F-Sa 7-1am	no
Deli Bar Restaurant	4201 W. Commonwealth	Quintet/Rock	F-Sa 9-1:30am	yes
Elmer's Place Restaurant	2151 N. Harbor	Quintet/Trip	Tu-Sa 9-2am	yes
The Fox Restaurant	323 N. State College Blvd	Duo/Trip	W-Sa 9-1:30am	yes
Orangeleaf Restaurant	904 W. Orangeflour	Sextet/Swing	Tu-Sa 9-2am	yes
Mulberry St. Restaurant	1300 S. Harbor	Plunkit/Variety	Th-Sa 9:30-12:30	no
Panache Restaurant	114 W. Vanalre	Plunkit/Jazz/Trip	Th-Sa 9-1am	no
Pumpkin's Restaurant	444 N. Harbor	Trio/Classical	F-Sa 7-10pm	no
Ruby Regatta Restaurant	305 N. Harbor	Plunkit/Jazz	Th-F 10pm	no
Rehearsal Restaurant	1500 S. Raymond	Duo/Jazz/Trip 40	W-Sa 9:30-1am	yes
Sunset Restaurant & Lounge	211 N. Panama	Varied	Beginning June	no
Tony's Moby Inn Restaurant	1043 W. Orangeflour	Plunkit/Trip	F-Sa 9-2am	no
Tricks Restaurant	118 S. Harbor	Plunkit/Trip	Me, Su 12:30am	no
Venet Turtle Restaurant	1480 N. Harbor	Plunkit/Trip	F-Sa 9:30-1am	no
Westwind Restaurant	601 S. Raymond	Trio/Rock	F-Sa 9-1:30am	no

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COMMUNITY & FINE ARTS

COMMUNITY & FINE ARTS

"Friends of Music" Present Los Angeles Piano Quartet

On November 9 at 3:30 p.m. the Fullerton Friends of Music will begin their 28th season of "free" (largely membership-funded) concerts.

As in recent years, the event will take place in the Performing Arts Center of Sunny Hills High School at 1801 Warburton Way in Fullerton.

The sponsors are especially pleased to begin the season with the Los Angeles Piano Quartet, who recently "stirred (a Los Angeles) audience to spontaneous enthusiasm" (The Los Angeles Times) and won "bravos and a standing ovation from a Detroit audience." (The Detroit Times)

Pianist James Bonn, renowned in both concert and recording, is returning to this concert series.

Violinist Joseph Genualdi has won such awards as the Concours D'Evian gold medal and the Naumberg Award.

Violinist Ronald Copes is also a violinist of note and a recording artist.

Cellist Peter Rejto is a winner of the International Young Concert Artists Award and is internationally known. He is also returning to the Fullerton series.

The Quartet will perform: Beethoven's *Piano Quartet in E-flat, Opus 16*, Faure's *Piano Quartet in C-minor*, and Brahms' *Piano Quartet in G-minor, Opus 25*.



"Fullerton Friends of Music" present The Los Angeles Piano Quartet in the Sunny Hills High Performing Arts Center on Nov. 9

tos taken in photo booths in stores." Photos may be color or black-and-white, and the deadline for submitting them is March 1, 1987.

Collection boxes for the photos will be placed at various locations around the community, and in the schools. Photos

may also be sent to Osline at the Community Services Department at Fullerton City Hall, 303 West Commonwealth Av., Fullerton Ca. 92632.

Further information about this project may be obtained by calling Osline at 738-6545.

A Fullerton Family Portrait

Persons who live, work or attend school in Fullerton are invited to take part in a unique photo project in celebration of Fullerton's Centennial: the creation of a "family portrait" of the faces which make up the City of Fullerton.

Residents, students and workers are invited to submit a favorite photo of themselves for inclusion in a giant photo mural, which will be unveiled during "A Night in Fullerton" festivities in April 1987.

"Night in Fullerton" is the city's annual celebration of the arts; featuring music, art, drama and dance programs at various locations around the community.

This "Community Self-Portrait" is planned as a special gift to the city in observance of the 100th anniversary of the founding of Fullerton. It is just one of the several special activities and events planned for the centennial year.

"This mural, which will become a permanent exhibit, will make a powerful cultural statement for generations to come," said Naida Oslime, photo project coordinator for the city's Community Service Department.

"While 'head and shoulder' shots are welcome, we're really hoping to get photos which say something about the quality of life in Fullerton in the 1980's."

"For example, photos that would really tell the Fullerton story would be snapshots of families in their living rooms, at the dinner table, with their pets, or at play, or of people working."

Oslime is hoping to receive at least

10,000 photos for the project. The photos will then be organized and attached in sections to a large flat background. The approximate size of the finished mural will be 25 feet by 42 feet.

Following the "Night in Fullerton" unveiling, the entire mural will be photocopied, and "the negatives will be used to create a permanent large-scale mural for the city," Oslime said.

"In addition, the entire image will be shrunk to a poster format. Through reduction, the finished poster size will be 30 inches by 40 inches, and that will be large enough to make the individual faces in the photos recognizable."

Oslime said any snapshot will be acceptable for the mural, including "the average 3x5 size, Polaroid shots, or photo-

Bohdan Warchal Leads Slovak Chamber Orchestra at Plummer Nov. 7

Continued from p. C Merit".

The Slovak Chamber Orchestra is among the five orchestras, numerous chamber groups and folkdance ensembles that enhance the summer months in Czechoslovakia, particularly at the Prague Spring Festival in early June.

The chamber orchestra's sterling reputation has attracted some of the world's

finest soloists.

One feature that sets the Slovak Chamber Orchestra apart from others is the fact that its musicians devote full time to this orchestra and do not play in any other ensembles, which is often the case with other chamber orchestra players who also perform in symphony orchestras.

Due to its extraordinary reputation, the Slovak Chamber Orchestra is in such demand throughout the world, that its members are busy the full season with its performances.

Many critics have favorably commented on the visual presentation of the orchestra. Its members (except the cellos) all stand in a semi-circle with its dynamic leader,

Bohdan Warchal in the center.

As every member of the orchestra is a virtuoso, the standing position offers a much freer playing position in order to realize the full dynamic of the music.

This combination of the visual and aural adds an extra dimension to their musical performances.

The Slovak Chamber Orchestra will appear at Plummer Auditorium November 7, 1986, at 8:15 p.m. under the auspices of the North Orange County Community Concerts Association.

Tickets at \$18 may be purchased for the entire series of 4 separate concerts by calling 871-6632 or 526-1801.

Third School Latchkey Center Opens

Plans are underway for the Fullerton School District to establish an extended daycare program at Commonwealth School, 2200 East Commonwealth Av., Fullerton.

The program, due to open next month, will provide child care for students in kindergarten through grade 6, Monday to Friday, from 6:30 AM to 6 PM.

This latchkey program is the third in the district with similar programs located

at Rolling Hills and Valencia Park Schools.

If space is available, the Fullerton School District will provide an intra-district transfer for students not enrolled at these schools.

Additional information about the K-6 extended daycare program at Commonwealth, Rolling Hills or Valencia Park may be obtained by calling Shirley Jordan at 447-7590.

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Transit "Experts" Differ on County's Transit Programs

By Kirk Schneider

It's been two years since Orange County voters defeated Proposition "A", which would have raised the sales tax in the County by 1 cent for transportation purposes.

Eighty percent of the revenue from the new tax was slated for highway improvements, but a proposal to build a 38 mile light rail system in the central County with the remaining twenty percent appears to have been defeated with the initiative.

Automobile congestion and air pollution still plague the County, while the old Pacific Electric right-of-way purchased by the County for use in the shelved rail system is still nothing more than an abandoned stretch of weeds crossing the cities of Stanton, Garden Grove and Santa Ana.

OCTD and local politicians are now pushing for a series of highway-oriented plans that critics say are a throwback to the 1950's and will do nothing to bring balance to the County's auto-dependent transportation system.

Alternative transportation modes, such as buses, trains, bicycles and walking account for only a small fraction of the daily trips made in Orange County.

Virtually everyone drives a single-passenger automobile, and more people walk to work than use OCTD's fleet of diesel buses.

One of the main reasons public transit fares so poorly in Orange County is the spread-out automobile-scaled land use that separates home, work, shopping and recreation by great distances.

That kind of urban design makes buses a complicated and time consuming form of transportation that involves many transfers and a lot of wasted hours spent staring on corners.

The \$4 billion light rail system proposed by OCTD in 1982 would have helped improve the speed and comfort of public transit as well as linked major activity centers in the County.

The 38 mile system would have used the old Pacific Electric right-of-way, elevated structures and city streets to link Fullerton with Newport Beach, and Buena Park with Santa Ana.

Despite U.C. Irvine polls which showed that Orange County residents favored rapid transit to new freeways by a large margin, the pro Prop. A campaign played down the rail element. In fact the initiative stated that the rail system would not be implemented until further study had been completed.

The Orange County congressional delegation is noted for its hostility to mass transit.

Supervisor Bruce Nestande, who is also chairman of the state transportation com-

mission and a long-time transit foe, was against the rail plan from the start, and even local city councils, whose communities would have been served by the system, came out against it.

One of those city councils was Fullerton's. The Council majority voted its opposition to the rail element of Prop. A, even though the city's residents would have gained speedy access to Disneyland, Anaheim Stadium, The City/U.C.I. Medical Center, Downtown Santa Ana, South Coast Center and the crowded county airport.

The north-south line would have extended north to the Fullerton Transportation Center in the city's troubled downtown area.

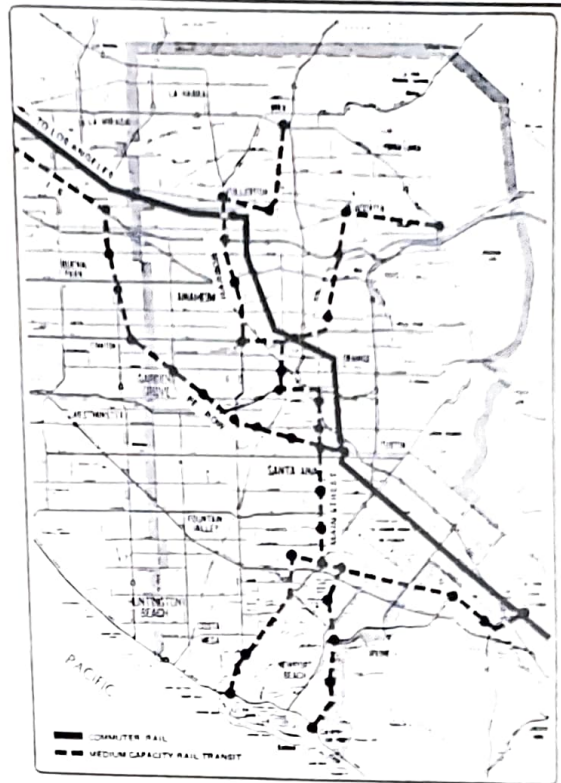
OCTD and County leaders now propose a series of highway improvements that they had said would do little to relieve congestion in the central County only three years ago when they were barnstorming for Prop. A and the light rail system.

The new plans include a \$1.4 billion widening of the Santa Ana Freeway, which would result in the destruction of over 300 mostly low-income and minority homes and businesses; three brand new freeways—costing nearly \$1 billion in the Saddleback Valley, South County Foothills and San Joaquin Hills corridors; "High Occupancy Vehicle" or "H.O.V." lanes—the current rage in highway transportation circles—for the Santa Ana, Orange and Costa Mesa Freeways; and the conversion of major arterials such as Beach Blvd. into "Super-Street" expressways—complete with "fly-over" ramps at major commercial intersections.

The county also has a plan to convert old railroad right-of-ways, including the P.E. ROW purchased with \$15 million from a state transit fund intended to save old rail lines for future use, to a form of non-rail "mass transit."

The plan envisions separated "H.O.V. guideways," complete with their own

Continued on p. 10



Rail System County Needs but May Never Have

The light-rail system proposed by the Orange County Transit District in 1982 would have utilized an old Pacific Electric right-of-way purchased by the county plus elevated structures above city streets to link major activity centers throughout the county.

It has been on the back burner, since voters rejected Proposition A, the 1-cent transportation sales tax, 20% of which was to have been used to construct the light-rail system.

Transit advocates and experts believe that the county's proposed system, which consisted of 2 expandable lines meeting in downtown Santa Ana, would work as well

or better than others under construction in San Diego, San Jose, Sacramento and Portland.

The north-south line would have begun at the Fullerton Transportation Center and followed an elevated alignment above Harbor Boulevard, with stops at Orange, Fair Mall, Lincoln Avenue, and Disneyland Anaheim Convention Center.

The accompanying map (see dotted-line routes) shows how Fullertonians would have benefited from convenient public transit, originating at their Transportation Center and travelling to other activity centers throughout Orange County.

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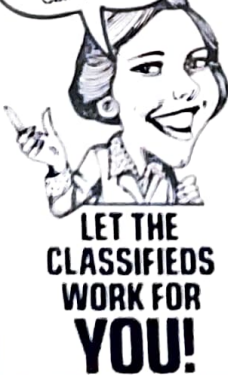
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SDI, A Strategic Pork Barrel

By Rose Hamilton Gottlieb

Robert Badham, who represents the 40th district in Orange County, sits on the Armed Services Committee. In 1985, defense contractors in his district received Strategic Defense Initiative (Star Wars) contracts worth \$23 million. Considering the jobs and other benefits these contracts bring to his district, it would seem that Badham is under enormous pressure to vote in favor of the S.D.I. program.

Robert Dorman, who represents Orange County's 38th district, sits on the Arms Control and International Security Subcommittees of the Foreign Affairs Committee, and he is a permanent observer to the Geneva arms talks. Yet Rockwell International's facility in Anaheim—part of which is in Dorman's district—received a total of \$27 million in SDI contracts in 1985.

Total Rockwell contracts amounted to over \$59 million in 1985 and \$188 million during the 1983-86 period. Does this constitute a conflict of interest? How willing should Dorman be to scrap Star Wars in favor of arms control?

This process is being repeated in Congressional Districts all over the United States. The incentive is strong for many members of Congress to fund SDI regardless of whether or not it is feasible or strategically advisable.

Since 1983, about 77 percent of prime Star Wars contracts have gone to states or districts represented by congressional members who sit on the Armed Services Committees and Appropriations Defense subcommittees. These committees play key roles in SDI budget decisions.

A district belonging to a representative sitting on one of four key committees received an average of \$12.5 million in SDI contracts—13 times the amount received by other districts.

This strategy of S.D.I. proponents perhaps explains why Congress has voted to fund the program—in spite of its questionable history.

In March of 1983, President Ronald Reagan challenged American scientists to develop a technology which he claimed would render nuclear weapons obsolete.

The idea, called the Strategic Defense Initiative, was to put up a "nuclear umbrella" which would protect American cities by destroying Soviet missiles in space. To do this would require an assortment of radars, infrared sensors, and tech-

nologies which did not exist.

SDI, or Star Wars, met with opposition on several counts: that it is not feasible, that it will bring an end to even the somewhat shaky protection afforded by deterrence, that it will undermine existing arms control treaties, and that its cost is prohibitive.

Dr. David L. Parnas, a computer scientist who served on the SDI panel, Computing Support of Battle Management, resigned his \$1,000.00 a day position after concluding that a comprehensive Star Wars shield is impossible.

According to Parnas, there can be no comparison between SDI and the Manhattan project, because the push to develop the atom bomb grew out of well-founded theory and experiments conducted years earlier. The computer theory for SDI, however, is nonexistent, he says.

Parnas, who leads the U.S. Navy's Software Cost Reduction Project at the Naval Research Laboratory, says that "SDI software must be based on assumptions about target and decoy characteristics, but those characteristics are controlled not by the shield but by the attacker."

Thus, SDI would be subject to Soviet technological innovation and, according to Parnas, "Espionage could render the whole multibillion dollar system worthless without our knowledge."

"What we see happening today is the rapid conversion of the President's Star Wars proposal from stardust and moonbeams to that great pork barrel in the sky."

-- Paul Warnke

Nobel Laureate Hans A. Bethe, who worked with Edward Teller in developing the Atomic and hydrogen bombs, also withheld his support, saying that Star Wars could not "provide a comprehensive defense against a determined adversary who could overwhelm it with warheads and decoys or circumvent it with cruise missiles and bombers." Star Wars, he says, "is a guaranteed recipe for another ratchet in the nuclear competition."

Bethe was joined by a significant portion of the scientific community. In spring of 1985, over half the members of the American Academy of Arts and Sci-



SDI, The Leaky Umbrella

ences and most of the country's Nobel prize winners signed a petition which called for a ban on weapons in space.

At the same time, more than 500 scientists (including six Nobel Laureates) at the California Institute of Technology (Caltech) and Jet Propulsion Laboratory signed an anti-SDI petition.

And by fall of 1985, more than 55 percent of the physics faculty at the top 14 physics departments in the country and majorities of 33 additional physics or related science departments at major universities had signed petitions declaring SDI "ill-conceived and dangerous."

These scientists pledged to neither "solicit nor accept SDI funds. More than 100 scientists at federal laboratories also have signed the pledge.

Crucial to deterrence, of course, are existing arms control treaties. Gerard Smith, chief negotiator of SALT I, of which the Anti-Ballistic Missile Treaty (ABM) was a part, claims that even the

Research and development program, as currently outlined, will undermine that agreement.

Indeed, it is the commercial and research opportunities created by Star Wars that threaten to give the program a life of its own.

According to Parnas, others on the SDI panel went along with the concept because it offered support for their personal research projects. In his letter of resignation, he said, "During the first sittings of our panel, I could see the dollar figures dazzling everyone involved.

"For others the project offers an unending set of technological puzzles that are fun to work on...I can tell you, as one who likes both money and technical challenges, that these temptations are very hard to resist. You will find it very hard to find unbiased expert opinions on this issue."

It is impossible to estimate the full cost of a strategic defense system. Even in its present stage of technological explo-

Continued on p. 9

CSUF Prof. Accepts SDI Contract

Research on the Strategic Defense Initiative is getting a boost from a California State University, Fullerton mathematics professor who is working to perfect SDI's laser beam function.

Dr. Lawrence R. Weill is under contract to the Riverside Research Institute to investigate "Wavefront Reconstructor Development."

"One of the things SDI will do is shoot

laser beams through space and the atmosphere," Weill explained.

"The turbulence in the atmosphere tends to distort the laser beam, so that by the time it reaches its destination, the wavefronts are no longer straight, but wiggly."

Weill's task is to determine how to iron out the wiggles. Conventional high-speed computerized methods that might be used to correct the problem can not keep pace

with the rapid variation in the wavefront distortion, so a new mathematical approach must be invented.

The ultimate beneficiary of the research is the Air Force; and though some of the uses for the research are classified, one application, Weill noted, "is for recovering information that is transmitted on the laser beam itself. When the wavefronts are disturbed, it makes it more difficult to extract the information from the beam."

Weill is being assisted on the \$24,998 contract by Dr. Matthew Koshy, assistant professor of mathematics. Graduate students enrolled in the department's two-year applied mathematics master's program will also assist with the project.

Weill has performed similar research in the field of optics, in his capacity as a frequent consultant to local industry.

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Nicaragua, 7 Years After Their Revolution

By Jack Harloe

The gold hands of the Managua Cathedral clock still point to 12:35 a.m. - the time, in a terrifying minute two days before Christmas in 1972, when a cataclysmic earthquake struck and leveled downtown Managua, killing 10,000 persons, injuring 20,000 more.

Today some 60 square blocks of leaning shells of buildings, and open fields stands as ghostly testimony to a city that was. The area was never rebuilt, and probably never will be, passed by in time and by a second cataclysmic event, the revolutionary overthrow of the Somoza regime in July, 1979.

Managua has moved to the gently rolling hills surrounding the downtown area, looking out over Lake Managua, a somber, brooding, political presence, adding only humidity to the scene.

Five years of war have taken their toll of this small nation's physical facilities, but not its spirit.

Layered with dust from dry, open fields and pulverized streets on which traffic serpentine its way past potholes, it is a town that could have coined the term "deferred maintenance."

It is a sprawling city of "barrios," or neighborhoods, strung together by streets. An extensive network of bus routes serves these areas, but here too war has made inroads.

Managua had 600 buses in service 4 years ago and is now down to 270, to serve a population that has increased one-third to a total of one million persons.

Boarding a bus is an exercise in body compression; leaving it anywhere near one's planned stop simply serendipitous. One's feet never touch the floor of a bus; passengers are squeezed out at bus-stops like tooth paste.

You can't help but like this hustling, bustling, happy shabby place. It has a sense of mission. No sullen apathy here, but bright, meticulously dressed people with a purpose in mind, and that purpose seems to be to make their new society work.

If it is a sociological principle that a people in control of their destiny find fulfillment in their way of life, then Nicaragua is its example. Since 1979, this ill-lit nation has taken giant steps socially, politically and economically.

Five years of war have taken their toll of this small nation's physical facilities, but not its spirit.

In 1981, the Sandinista government moved decisively to improve living conditions. It enlisted thousands of citizens in a broadly based 18 month campaign to reduce illiteracy from over 50 percent to a mere 12 percent.

It has installed a system of universal free public education for its citizens and constructed housing for 45,000 persons.

Through a mass health program aimed at improving the entire population's resistance to disease, polio has been eliminated and 96 percent of all children inoculated against childhood diseases.

Infant mortality has been reduced from 120 per 1000 live births in the last year of the Somoza regime (1979) to 71.5 infant deaths per 1000 live births in 1984.

The latter figure is still nine times higher than the 1984 rate for Orange County, for example, which provides some idea of the relative harshness of Nicaragua's environment.

The government also made the voting franchise universal for all citizens 16 and over, and, in 1984, held nationwide elections to choose its national assembly.

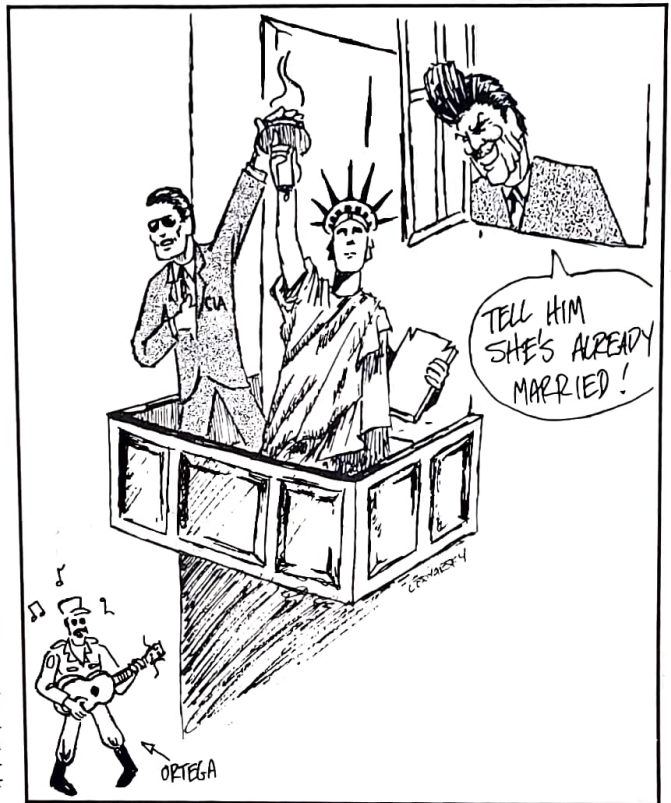
Although President Reagan denounced these elections before they were held as "fraudulent," observer teams from organizations such as the prestigious Latin American Studies Association of the University of Texas found them open, fair and free from coercion.

Seventy-five percent of the eligible voters participated in the election of 96 members of the Nicaraguan National Assembly.

The Sandanista Party won 61 seats, three other opposition parties won a total of 29 seats, with the remaining 6 seats going to three smaller parties including the Communist Party which won only two seats in the legislature.

Thirteen women were elected to the legislature, the preponderance being members of the Sandanista Frente Party.

Nicaragua has engaged in an active and on the whole successful program of land



reform including production incentives for all classes of growers - small, medium and large.

Currently, the number of agricultural cooperatives is declining. This decline is offset by encouraging individual farmers to start or expand their agricultural production by providing them with the machinery and crop credits necessary to undertake independent farming on land to which they have been given clear title.

The economy is largely agrarian, with very little manufacturing. Sixty percent of all business and farming enterprises is in private hands, the same percentage as in

France today.

In the past, Nicaragua has depended on exports to its traditional trading partner, the United States, for its national income. Today, however, with the economic sanctions imposed by the Reagan administration, Nicaragua has had to turn to European nations for its market.

With an infrastructure rapidly deteriorating from two years of U.S. economic sanctions and the Contra War, Nicaragua has felt it necessary to install wartime controls, including press censorship.

Rationing of gasoline and basic food.

Continued on p. 12

Trillion Dollar Budget Assures SDI a "Life of Its Own"

Continued from p. 8

ration, SDI compares in size to the largest procurement programs in the pentagon budget, including the MX missile and the B-1 bomber.

According to the Council on Economic Priorities, the cost of such a system could range from \$400 to \$800 billion, assuming that the 32.2 billion allocated for the first six years led directly to full-scale deployment. If, however, the pre-full-scale deployment period were to take longer, the cost would be much higher.

Former Defense Secretary James R. Schlesinger estimates that the cost of a national space shield could be as high as one trillion dollars. A survey of members of the American Physical Society revealed that many scientists agree.

According to the Federation of American Scientists, since 1983, 450 contractors have been awarded SDI contracts totaling almost \$6 billion. And Southern California is digging about as deep into the pork barrel as any other region of the country.

To date, Rockwell International has received SDI contracts totaling \$188 million, McDonnell Douglas \$350 million, and TRW \$354 million. Through 1985, Hughes Aircraft received contracts worth \$61 million and Litton \$26 million. SDI contracts for Orange County through 1985 alone amounted to over \$54 million.

In a short time, S.D.I. research has

become a significant part of the business base of the largest defense contractors. Some of the SDI contracts awarded are for feasibility studies.


These contractors, who have a strong economic interest in whether or not S.D.I. is deployed, have been charged with deciding whether the program is feasible and strategically advisable.

This kind of conflict of interest has been built into SDI from the beginning. David Parnas writes that when he joined the SDI panel he had doubts about conflict of interest.

"Citizens should think about such conflicts of interest the next time they hear a panel of 'distinguished experts'."

Dr. David L. Parnas

"I have a project within the U.S. Navy that could profit from SDI funding and I suggested to the panel organizer that this conflict might disqualify me. He assured me quite seriously that if I did not have such a conflict they would not want me on the panel."



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"He pointed out that the other panelists, employees of defense contractors and university professors dependent on Pentagon funds for their research, had similar conflicts."

The Reagan administration relies on industrialists for advice on arms control and strategic defense.

The chairperson of the General Advisory Committee on Arms Control is the President of R & D Associates, a major SDI contractor.

The pentagon's own advisory panel on defensive technologies, the Fletcher Commission, included representatives of seven significant SDI contractors, including Hughes Aircraft.

In light of the conflict of interest that pervades every aspect of the S.D.I. program, the question has to be asked: Is our national security being seriously compromised in the interests of short term economic benefits to key contractors and constituencies here in Orange County and other areas?



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Light Rail vs. Transitways

Continued from p. 7

on/off ramps and in some cases elevated, above the Santa Ana and Costa Mesa Freeways.

The Santa Ana Freeway guideway would utilize the Southern Pacific right-of-way and adjacent traffic lanes; and the Stanton to Santa Ana P.E. route would be converted to either a guideway or combination guideway/arterial roadway for use by buses and automobiles.

Only buses and "H.O.V.'s" such as car and van pools would be allowed on the separate lanes and guideways.

When added together, the cost of these proposed highway projects will total in the billions, even though the county isn't sure yet how it will get the money to build them.

County politicians have already succeeded in changing a state law so that they can tap the interest of their unused transit capital fund for road projects, swapped local transit money for highway funds with other counties that are building light-rail system, and are looking at innovative funding mechanisms such as developer building fees and toll roads.

There is little mention of conventional (bus and rail) transit in the district's new plan. OCTD projects no increase in the share of total county trips made by public transit through 1990; and for all intents and purposes considers carpooling a form of transit, even though the federal government excludes automobiles from such a definition.

Transit advocates, such as Akos Szoboszlai of the Sacramento-based California Transit League, bristle at the suggestion that the automobile is a form of transit; and believe that it is at least against the spirit of the law to use transit funds for road construction.

He points out that "voters probably did not envision carpool lanes when they approved ballot measures creating transit districts."

Alameda-Contra Costa Transit planner Ron Kilcoyne believe that the use of transit funds for H.O.V. lanes or guideways "is probably legal if the guideway or lane is 100% bus/H.O.V., and the money is used exclusively for the guideway or special lanes.

"He also believes that any deviation, such as the use of such funds for general-purpose lanes, would "probably not be legal, and added that "there is enough gray area that lawsuits could hold things up."

OCTD general manager James Reichert sees the new plans as a way of dealing with transportation projects without the money that the defeated sales tax would have provided.

In a Los Angeles Times Opinion piece Reichert wrote that the defeat of Proposition A "sent a clear message to transportation planners: Do more with what you already have. In other words, maximize the capacity of existing freeways, roads and public transit buses before building any new systems." He went on to propose H.O.V. lanes and guideways.

OCTD Development Director Brian Peterson told the Times that the new proposal for the rail right-of-ways would "provide an option for using the land to serve the same travelers who might have used the trolley line."

Reichert says that bus and carpool transitways "are quite comparable to light rail in several ways while offering several advantages."

The advantages, according to Reichert, are that: 1) although it is more expensive to operate buses than light-rail trains (because of the high proportion of drivers to passengers), more than half the vehicles using commuter lanes and transitways will be car and van pools, which need less subsidy; 2) that transitways such as the El Monte Busway in Los Angeles County can carry as many people as light rail; and 3) that they can be constructed incrementally within freeway rights-of-way to reduce environmental impacts.

Transit advocates, such as Szoboszlai and Railroad Passengers Association of California (Rail-Pac) chairman Nel Brayer say that there are some other advantages to rail not mentioned by OCTD.

They argue that electrically-powered light rail vehicles have less environmental impact than buses and commuter lanes, and that transit's frequent schedules allow commuters to come and go as they please without depending on other members of a carpool.

"We have nothing against carpooling,



A very small Ecuadorian farmer is shown here with two of his classmates, as they participated in United Nations Day celebration at Laguna Road Elementary School.

but rail has many advantages," says Brayer. "One of those advantages is that despite reduced federal support, rail transit is growing in popularity. The public likes the speed, comfort and safety of rail transit."

Kilcoyne points out that the emphasis on ride sharing does nothing to encourage the use of non-automobile transportation.

"The problem I have with car and van pools is that the current thinking by many is that they are infinitely better than conventional transit."

"As a result, efforts to improve transit

or encourage its use are brushed aside. Ridesharing is great if the participants would otherwise drive alone; but they are bad if the participants would otherwise sue transit."

He suggests that rail transit might attract more riders than carpools and questions whether H.O.V. facilities are cheaper than transit.

"We must compare apples with apples," Kilcoyne explains. "Rail costs include cars and maintenance shops, and what about operating cost comparisons?"

Hotel/Sports Complex Approved

Continued from p. 3

include, however, a junior ballroom (which would seat 225 to 275 people), two board/meeting rooms and an exterior court to accommodate (weather permitting) receptions.

President Cobb seemed satisfied with the proposed facilities and said that they will be used by "guests of the university and the five other (nearby) educational facilities...in addition to the usual business clientele."

Both Cobb and CSUF Athletic Director Ed Carroll, however, seemed more interested in the proposed stadium and sports complex which would be funded by the agency as a result of expected revenues from the hotel.

When fully completed, the sports facilities will include a 10,000 seat football stadium, 2,000 permanent seats for the baseball field and several multi-purpose fields.

While Cobb said that "we are at the beginning of planning...for the sports complex," she said that the hotel will serve as a "linkage for recreation and for the sports activities of the campus and the city of Fullerton."

Carroll said that the sports complex will not only be used for CSUF sports such as football, baseball, soccer and softball, but also for community recreation, high school sports, track events, commencements and other activities.

"This multipurpose facility will have a dramatic impact on sports at all levels in our community," Carroll said.

Councilman Chris Norby, who has voted against past proposals for use of redevelopment funds, said: "I think that a stadium is a proper role for redevelopment funding. It is more of a public use...and it is on state land."

Norby added that the proposed sports complex "adds to the flavor of making Cal State Fullerton not just a 7-11 (convenience store) commuter-based campus."

While some Councilmembers said they originally had financial concerns about the project, both Linda LeQuire and Molly McClanahan said they felt the arrangements were "very fair."

"There is equal participation (between) the city and the university," Councilwoman LeQuire said, adding that the hotel would generate a "tremendous increase in general fund taxes for the city."

The projected tax revenue generated the first year would be \$400,000, LeQuire said, and more than \$500,000 the second year.

"I believe this (project) is of benefit to the entire community, and I think the payback is excellent," Councilwoman McClanahan said.

After the project was approved, Mayor Buck Catlin said: "The university community and city will benefit tonight's action. We have passed a milestone."



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Single IMAX Proposal Gets High Staff Rating

A joint venture between Dubukas Inc. of Costa Mesa, the financial partner; Hahn Construction Inc., the builder; and a third operations partner have gained an early edge in the competition to develop the proposed IMAX-Museum Plaza in downtown Fullerton, by submitting the only complete response to the city's recent request for developer-investor proposals.

Depending on which city staff person one talks to, the city received from 1 1/2 to 4 responses to their RFP.

Since all agree that the Dubukas proposal was the only complete response received within the requested deadline, some consideration is being given to extending the deadline (Oct. 3), in order to permit more applicants to comply with the original request.

The Dubukas-Hahn proposal was described glowingly by two of the city's leading staff participants.

"It meets all of our requirements, and I would be comfortable recommending its acceptance by the City Council, even if we didn't receive any other proposals," Redevelopment Director Terry Galvin told the Observer.

"A fantastic proposal from a premier development team," echoed Ron Hagan, Fullerton's Community Services chief.

Hagan has been one of the leading proponents of the IMAX-Museum Plaza, and his optimism was evident as he described the project's status.

"We are continuing to work with both the YWCA and the First Christian Church on their concerns," he said.

The Church was mainly concerned with loss of convenient parking, access and the landscaping at the rear of their building.

Associate Minister Gayle Schoepf told the Observer that, "We still have some details to work out, but we feel that the city is listening to our concerns now."

The YWCA has been worried that the project will take away some of their parking and restrict their plans for expansion.

Hagan was optimistic that these concerns also would be answered in the staff's latest proposal, which involves some lot-swapping between the Y and the city plus a reduction in the planned plaza commercial space.

"This project has a large social dimension," he said. The Plaza could be like the Fullerton Farmers' Market; it's not just

the fresh produce which makes the market so popular. It's a community social space where things are happening and you can socialize with your neighbors," Hagan explained.

Another reason that both Galvin and Hagan were so high on the Dubukas proposal was that the developer-investor proposed a lease rent of \$110,000 for the commercial area to be developed, \$10,000 more than the agency had hoped for.

Asked whether the stated objections of some councilmembers, that all monies advanced by the Fullerton Redevelopment Agency must be repaid from the project, could be answered, Hagan said yes; but he hoped that that would not be the path the agency chooses.

There is a decided difference of opinion between some city staff and some city councilmembers on just how redevelopment should work.

Hagan and City Manager Bill Winter favor using the tax-increment monies generated from redevelopment projects to subsidize and stimulate additional development in the redevelopment areas, e.g., IMAX in the downtown and the Hotel in East Fullerton.

Additional tax revenues accruing from such developments, according to this theory, need not all be returned to the redevelopment treasury; but can be shared with the city's general fund, thus enabling overall city enhancement to occur.

The prevailing City Council attitude, on the other hand, is that each project must pay for itself, and if necessary all tax and other revenues which accrue from the developments must be used to reimburse the redevelopment treasury for any monies it had to put up front to get the project going.

Also germane to the probability of success of an IMAX project in Fullerton are the nitty-gritty negotiations going on between the city and the IMAX Corporation relative to the amount and kind of lease the agency would have with the corporation for their high-tech system.

According to Hagan, IMAX has agreed to a kind of market exclusivity, but that their are many details to be worked out.

Under the current IMAX proposal, there would not be any new IMAX theaters built in Orange County for 10 years, except for possible ones at Knott's Berry Farm as part of another attraction and at a

Continued on p. 12



Janine Farquhar and Fred Lentz are answering questions on the "Beyond War" movement, which they represented with an information table at the recent Interfaith Peace Prize Foundation banquet in the First Christian Church, Fullerton.

Peace Not Just the End of Conflict But a Constant Renewed Challenge

Continued from p. 3

"The world's population density is also concentrating as large rural groups are migrating to the larger cities. Because of existing injustice, the rural poor look for better living conditions in the cities where wealth and well-being have accumulated through the centuries."

"Either the poor countries will be developed in order to induce people to remain in them or there will be a takeover of the industrialized nations by these 'unarmed' forces. Neither force nor immigration policies can stem this tide. This situation is common to all societies and is especially close to home here, in this state."

"It is now finally understood and accepted that Peace is not the end of conflict or an interlude between wars; it is a constantly renewed challenge. Peace must be our major objective and, as such, we must provide positive means for affirming it. The present generation reserves its confidence in words accompanied by deeds."

"Ours is a world that pays permanent homage to war, a world that bases its historical analyses on military actions; a world that ignores creative thinking; a world that erects monstrous monuments to soldiers and victorious generals and tries to forget the horrors of war; a world

that pays tribute to the myth of military victory while ignoring the genuine victories of its great artists and scholars."



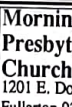




"This confused world is now confronted with the novel concept of war with no victors at all. This brave new world demands real truths and new values - attainable only through Education for Peace - not for war."

"The establishment of the University for Peace was a critical necessity as well as a tribute to the founding fathers of Costa Rica. For there they built, in a hemisphere immersed in the agonies of war, a peaceful country, paving the way to peaceful coexistence making possible a full democracy."

"In 1882, the death penalty was abolished. In 1949, a constitutional amendment proscribed the military, and two years ago, the nation's past president proclaimed Costa Rica's position of unarmed neutrality, in perpetuity, to the world."

"To paraphrase the famous words of Mark Twain: 'Everybody talks about Peace constantly, but nobody does anything about it.' At the University for Peace we are trying to do something about it, and it's catching on. I invite you to participate with us and become a part of this new planetary adventure of worldwide Education for Peace."

Come Worship with One of Fullerton's Many Varied Religious Congregations

 <p>Lark Ellen Christian Church Imperial Highway Laurel Elm Church 9:30 School AM Sunday 10:30 Worship 3125 Laurel Avenue Fullerton 92635</p>	 <p>Temple Beth Tikvah of North Orange County Fri.: 8:15PM Sat.: 9:00AM 1600 N. Acacia Av., Fullerton 9271-3535</p>	 <p>Morningside Presbyterian Church 1201 E. Dorothy Lane Fullerton 92631 871-7072 SERVICES: "Good News": 9:00 Worship: 10:30 Daycare Ages 2-5 and Extended Day Program At "Childrens Center" Minister: Dr. Jeffrey Wood</p>	 <p>First Christian Church (Disciples of Christ) Church School: 9AM Worship: 10:10AM 525-5525 Harbor at Wilshire, Fullerton 92632</p>
 <p>Congregational Church of Fullerton United Church of Christ 845 N. Euclid Av., Fullerton 526-2662 10AM WORSHIP SERVICE Nursery Care Provided REV. H. BRUCE JOHNSON</p>	 <p>Orangethorpe Christian Church (Disciples of Christ) Church School: 9AM Worship: 10:10AM 871-3400 2200 West Orangethorpe Ave. 92633</p>	 <p>Unitarian Universalist Church IN FULLERTON Dore Jeanne Somers Minister • EXPLORE YOUR BELIEFS • AFFIRM HUMANISTIC VALUES • FIND INSPIRATION FOR LIVING Sunday Services 10:30 a.m. at Fullerton Savings Chapman & State College</p>	

People and Places & Cats

By Ellen Morgan Boag

His name was Yogi. He was a fine, big, black cat and he lived with my family in a house on Holly Drive in Hollywood when I was born.

He and I were buddies and I was not prepared for him to die of old age when I was only ten, but he did. I was desolate.

But then, my darling little grandmother boarded one of the big red cars in Monrovia, where she lived, and defying the transit rules, carried a tiny black kitten in a basket to our house.

My mother was very, very annoyed. She was not an animal lover and was happy without them.

I remember listening, fearfully, that night to my parents arguing behind closed doors. My father had the last word, saying, "You can't take it from the child."

We were safe, my Susan and I. Years later, when I had gone to New York to work, mama was stuck with the cat.

It was only natural when the cat in the grocery store on first avenue had kittens under the produce bin, that I would ask for one as a surprise for my husband of six weeks. I took the only one I could reach and carried it home in a brown paper bag.

Wally was surprised alright and appalled at the fleas easily seen through its sparse white hair. It was his introduction to felines.

Geronimo grew into a perfect show business cat; familiar with theatre dressing rooms, cars and trains. Even when



smuggled into a berth on a train, he behaved impeccably.

He, himself, had a sure fire act. I would take him out of the room and Wally would hide a hat pin in a potted plant, an open drawer, a pillow, even the top of a door.

On our return, he would be told to find the pin. He always succeeded and would carry it to Wally. Years later, people still spoke of it.

It was only when work took us to Australia that we had to part. The obvious solution was to leave him with my parents. My mother was adamant; she would not have another cat.

Poor mama, once more father came to my rescue. He and Geronimo became constant companions and spent happy years together. When we returned to the states, we settled in Los Angeles in a house on a semi-rural road.

One day, I was eating a bowl of peaches and cream and idly looking out the window, when I spied a black cat walking by. I stepped out and called, "Hello cat." It paused and answered at some length.

I put down my bowl and went to the end of the drive for a closer look. It was a notch eared, full grown tom and he had a long story to tell, so I carried him in the

house and he elected to stay.

Named Oliver Twist, because he was a founding, he chose our four year old son to be his very own and slept on his bed for the next fourteen years.

We moved to Corona del Mar on Poppy Avenue, just down the street from the old Hurley Bell restaurant. There was a piano player there named Oliver, and one day when I had the kids and a couple of their friends in the car, we passed a billboard advertising "Oliver at the Piano".

One little boy was very excited to see our cat's name up there; and I explained we let him work because he didn't have to cross any streets and got home early.

Charlie was a believer and he rushed home to tell his mother about our musical cat. She was not a bit amused. The Boags thought it was funny. I wasn't very popular with mothers anyways because I welcomed all the beasts the kids brought home, expressing surprise that Tom's mother wouldn't let him have a snake or rats or a monkey--whatever the newest resident was.

Oliver Twist moved to Fullerton with us still devoted to his now large boy, and lived out his life here.

It was an old house on a bumpy dirt road somewhere off Katella. Not what I expected from the cattery ad in the yellow pages. I had decided to buy a cat, first time

ever. A Persian. The woman on the phone said she had three.

As we walked toward the door, the noise was loud and strange. No wonder, there were cheetahs in cages outside, and behind steel bars, a huge Bengal tiger.

The cacophony indoors was fierce. Siamese loudly mating, complaining cats of all sizes and colors. Passing the open door of a small bathroom, I counted ten animals sitting or lying on every available surface.

By the time the owner showed us a fluffy kitten, we hastily bought it, glad to get out of this crazy, smelly place.

I knew she wasn't a Persian, but I didn't get angry until we got home. Then filled with indignation, I called, demanding to return her for a refund. No dice.

I wrote a fierce letter crying, "caveat emptor", and quoting from the Encyclopedia Britannica--my authority on people, places and cats. It was no use, but I had to protest being cheated.

Now, after seventeen years with this beautiful, loving creature, I wonder how I could ever have thought of returning her!

At this moment, while I'm typing, she lies in my lap purring steadily, a gentle, fragile old lady in the last days of her long life.

It is said a cat will be your companion,



The USA's North American neighbors are depicted here during U.N. Day festivities at Laguna Road School.

but never your slave. That seems to antagonize some and charm the rest.

To these graceful animals who have appeared in our literature for more than 2,000 years, I say, thanks for the pleasure of your company.

28 Openings Announced on 8 City Commissions and Committees

Applications are being accepted from Fullerton residents interested in serving on one of the 16 committees and commissions which act as advisory bodies to the Fullerton City Council.

Twenty-three vacancies exist on 8 of the bodies, and will be filled by the first of the year. Applications are being accepted for all the groups, however, and will be kept on file for two years, for review as new vacancies occur.

The groups with current vacancies are: Community Services Commission; Energy and Resource Management Committee; Library Board of Trustees; Redevelopment Project Area Committees 1, 2 and 3; and the Transportation and Circulation Commission.

The remaining groups are: Airport

Noise and Safety Committee, Airport Users Task Force, Arboretum Commission, Community Development Citizens Committee, Library Building Committee, Tri-City Park Authority, Planning Commission, and the Underground Utilities Commission.

Applicants must be Fullerton residents. Applicants for PAC's 1 and 2 must either live or work in the project areas, and applicants for CDCC vacancies must be residents of the area they are selected to represent.

The deadline for submitting applications for the current vacancies is Monday, Nov. 3. Candidates will be interviewed by a committee composed of a City Councilmember and representatives of the various advisory groups. That committee

will then make appointment recommendations to the full City Council for ratification.

Applications may be obtained from the City Clerk. Call 738-6311 for more info.

AIRPORT

Continued from p. 6

United for Flight Safety (CUFFS).

The meeting drew nearly 100 people, and included testimony from a woman whose family was killed in the Cerritos air disaster.

Meeting organizer Steve Goodyear urged those in attendance to "make your anger known to the city council."

"If we all come out of this meeting united and willing to work, we can make changes," he said.

In an attempt to remedy the problem of residents' complaints of planes exceeding noise limits or flying dangerously low over residential areas, Councilwoman McClanahan said she helped to implement a complaint "hotline" at the airport.

Residents who have complaints can call the airport now, even after business hours, to report low flying or excessively noisy aircraft.

Airport Director Murphy said the airport wants to service the concerns of residents.

"Fullerton Airport has been in operation since 1927, and has always tried to be a good neighbor to the residents and businesses around it. We want to continue that good relationship," he said.

IMAX

Continued from p. 7

university in conjunction with a planetarium development.

The city has insisted on protection for its financial investment. If such additional theaters are built and the expected revenues from the Fullerton project are less than projected, IMAX will have to compensate the agency for its losses.

Still being contested are who will pay for disaster insurance on the IMAX system, which is estimated to have a value of about \$3.5 million. The city is willing to share in such costs, but not willing to carry the entire burden of such insurance as the IMAX Corporation has proposed.

Redevelopment Director Terry Galvin estimates that staff will be ready to come back to the Agency (City Council) by the first meeting in December with a complete development proposal, including proposed resolutions to the fore-mentioned agreements with IMAX, the YWCA and the First Christian Church.

NICARAGUA REVISITED by Harloe

Continued from p. 9

stuffs has begun, and compulsory conscription of youth 16 and over is underway. Although stringent, these measures have been well accepted by the Nicaraguan people.

All major political parties oppose the Contra aggression, and all have supported the efforts of the government.

Between 1980 and September, 1985 this aggression has resulted in 3,652 Nicaraguan women, children, students, and health workers killed.

This senseless slaughter has been conducted by groups encouraged and funded by the United States, both overtly and covertly. It is particularly heart-rending to learn from first-hand contact with the residents of this tiny country that their basic orientation to the United States is still one of friendship and liking. But, however we view it, the Nicaraguans are beginning to feel that the gold hands of the Cathedral clock are again very close to 12:35 a.m.

Jack Harloe, former resident of Fullerton, now lives in Placentia. He recently returned from a month long visit to Nicaragua where he had lived 56 years ago while his father was with the U.S. Army Engineers.

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