

WEEKENDER

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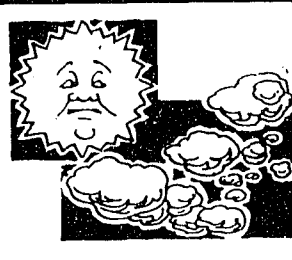
Ellen Proxmire
talks about her
business in
Washington,
which brought in
\$6.6 million in
business last year.
Story on Page 21.

- Astro39
- Births.....22
- Books38
- Bridge.....23
- Bruce Williams.....22
- Calendar..... 34-35
- Cheap Eats.....7
- Comics 39-40
- Crossword23
- Deaths.....5
- Dear Abby39
- Dining Out.....7

A restraining
order is issued in
Green Bay
against a male
dance group that
planned to per-
form for deer
hunters' widows
in cities including
Madison. Story
on Page 22.

- Editorial.....8
- Just Rock38
- McMedia 11
- Miss Manners.....22
- Movie Capsules ..23
- Movie Guide37
- People6
- TV Listings... 10-11
- Religion9
- Sports 13-20
- Stepping Out.....38

Weather



Expect clouds to roll in
today, with tempera-
tures in the 30s. See
details on Page 2.

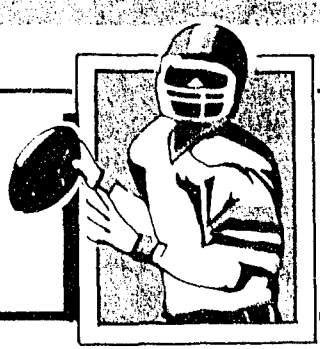


Why people are
giving thanks

SEE PAGE 8

Wisconsin vs.
Michigan State

GAME PREVIEW IN SPORTS



THE CAPITALTIMES

Blacks blast integration results

By ROBB JOHNSON
Capital Times Staff Writer

The board of directors of the Madison Urban League will suggest that the Madison school district dump its integration plan if the academic performance of minority students isn't shown to be improving.

However, a city official thinks the Urban League is making a mistake.

Betty Franklin-Hammonds, executive director of the Urban League, said her group will hold a press conference Tuesday to officially announce its position.

"If academic achievement is not a part of the

integration plan, the Urban League is saying, 'Can it. We've got to start over,' " she said.

Last fall, Franklin-Hammonds and other concerned citizens formed the Committee on the Academic Achievement of Black Students. The committee has been closely monitoring the progress of black and other minority students in the Madison Metropolitan School District.

When Franklin-Hammonds told the Urban League's board members about her committee's findings, she said, they were astounded.

"They did not believe how the integration plan was programmed," she said. "There is only one measure of success."

That measure is racial enrollment statistics — not academic achievement, Franklin-Hammonds said.

During the 1982-83 school year, two elementary schools on Madison's south side were declared segregated and in violation of federal education law, which requires equal education opportunities for all students.

Minority enrollment was 49 percent at Franklin school and 51 percent at Lincoln. By comparison, the entire minority enrollment in Madison's schools was 16 percent.

The Madison school board and the federal Office for Civil Rights set guidelines for the ele-

mentary school integration plan by pairing Lincoln with Midvale and Franklin with Randall.

The school district's goal was to have minority enrollment in the paired schools not go above 15 percent or the districtwide minority enrollment average.

However, Franklin-Hammonds said simple enrollment goals are not a good enough motive to continue with the integration plan.

"First, there are schools outside the pairing program (with minority enrollment) above that," Franklin-Hammonds said. "And black

(See INTEGRATION, Back Page)

Wisconsin
revenues
to plunge
\$43 million

The Associated Press

Wisconsin state revenues will be down about \$43 million for the current two-year budget period, leaving a razor-thin \$10 million balance projected for mid-1989, Gov. Tommy Thompson was advised Friday.

A \$10 million balance would be about \$42 million below the balance of approximately \$52 million required by state law.

Thompson said preliminary estimates provided to him by the Department of Revenue indicated a decrease in revenues of \$19 million for the fiscal year ending next June 30 and a decrease of \$24 million in the fiscal year ending June 30, 1989.

The figures underscored his efforts to hold the line on spending, said Thompson, who on Thursday told legislators he would have to veto two bills calling for about \$48 million in property tax relief.

"I'm not surprised," Thompson said of the figures provided by Revenue Secretary Karen Case.

The law requires the state to maintain in the treasury 1 percent of state revenues obligated for programs during the current fiscal year.

Thompson said there have been ample warnings the new revenue estimates might be down from earlier predictions. "Stock market fluctuations, income deficits and the trade imbalance have all had a depressing effect on the economy," Thompson said.

(See REVENUE, Back Page)



Workers at the Kirk Co. truss up trees before they're loaded up to ship to lots as far south as Texas.

HENRY A. KOSHOLLEK/The Capital Times

Christmas
comes early
at tree farm

By AL PARKINS
Capital Times Staff Writer

WAUTOMA — It's not even Thanksgiving, but Christmas has just about come and gone for Paul Hedrick Jr.

His entire year's work is on the line and there isn't much he can do about it.

Semitrailers loaded with Christmas trees recently began rolling out of the Kirk Co. yards that Hedrick manages. The company is the largest holiday tree grower in the nation.

Hedrick will put 600,000 Wisconsin-grown trees on the market in the eastern half of the United States, and Kirk's Puyallup, Wash., operation will add another 700,000 trees to the total. An estimated 35 million Christmas trees will be sold nationally this year, a growers' trade group estimates.

"We work all year caring for our trees and getting ready for a one-shot, one-month selling sea-

(See TREES, Page 4)

Deficit pact deficient in new-tax details

By ANNE SWARDSON
Washington Post News Service

WASHINGTON — The deficit-reduction agreement reached Friday by congressional and administration negotiators includes \$9 billion in additional tax revenue for 1988, but does not specify which taxes are to be raised to reach the target.

Chairmen of the tax-writing committees said it will take more tough negotiations over the next few weeks to work out the tax-increase portion of the package, which accounts for nearly one-third of the proposed deficit reduction.

In 1989, the agreement calls for \$14 billion in new taxes.

The House passed a \$12 billion tax-increase bill

last month, and the Senate Finance Committee has agreed on \$11.6 billion in higher taxes for 1988.

With both bills bringing in more revenue than the \$9 billion target, reconciling the two would pose no mathematical difficulty.

(See DEFICIT, Page 3)

Klauser:
governor's
alter ego

MATT POMMER
Capital Times Staff Writer

State Administration Secretary James Klauser is embarrassed when the musical greeting card in his office unexpectedly starts playing "Hail to the Chief!"

His sons' gift may be appropriate because Klauser, while his office includes no pomp or circumstance, is the second most powerful man in state government.

Gov. Tommy Thompson, who once said Klauser would be his "deputy governor," makes no bones about the DOA secretary's role. "He's No. 1," the governor said this week.

Klauser had been a Republican legislative staffer, a high-priced lobbyist for interests as diverse as chiropractors and Exxon USA, a student of government, and a GOP campaign expert.

Now he leads a different life. Gone are the days when he was one of the regulars at the Madison Club bar, the lair of special interest lobbyists.

He was "one of the good 'ol boys who went to the Madison Club," says Richard Wheeler, who publishes a Capitol newsletter. "Initially they (his lobbyist friends) were hurt when he quit coming. Jim kind of walked away from them."

(See KLAUSER, Back Page)



James Klauser with son Jamie

MEG THENO/The Capital Times

FAA says wing bolts
didn't cause area crash

By DAN ALLEGRETTI
Capital Times Staff Writer

The fatal crash of a twin-engine plane Monday near Fort Atkinson apparently was not caused by the failure of wing bolts — a defect that previously had caused other crashes of the same or similar model planes, federal investigators said Friday.

The investigation initially had focused on the bolts because the loss of the plane's left wing is believed to have caused the crash. Investigators have been trying to determine why the wing, which was found a mile from the crash site, broke off.

All eight people aboard died instantly when the plane nosedived into a heavily wooded area just off Highway 12 between Cambridge and Fort Atkinson, about 25 miles southeast of Madison.

Stephen Wilson of the National Transportation Safety Board said it is very rare for a wing to break off in flight. But he said all eight bolts from the left wing had been found intact, "still holding the pieces together they're supposed to be holding together."

Marvin Beene, a supervisor for the Federal Aviation Administration's office in Wichita, Kan., that investigates air frame failures, said the cause of Monday's crash "is still a mystery to us. But it was not the wing bolts. There was no indication that they failed."

A spokesman for Beech Aviation Corp. of Wichita, Kan., makers of the plane, a Beechcraft King Air 200, said the wing broke off 8 or 9 feet from the tip.

That is "way out there compared to where the wing attaches" with bolts, which is next to the engine, said Drew Steketee, the company's director of corporate communications.

"The wing definitely did not fall off; it broke," Steketee said.

He said the NTSB must determine whether it broke due to a structural problem in the wing, or if the plane was subjected to more stress than it was designed to handle. A stress overload can be caused by many factors, including pilot error or severe weather, he said.

Steketee defended the safety record of Beech aircraft, saying it is the best of any turboprop plane designed for business use. He said it is a durable, easy-to-fly plane. It has about 50 percent of the market for business planes.

But since the late 1970s, there have been at least three serious accidents involving wing failure on Beechcraft planes — two in Texas and one near Zanesville, Ohio.

In both Texas crashes, a wing came off and the planes crashed, killing their occupants. In the Ohio incident, the wing came loose but the pilot managed to land the plane, which suffered substantial damage. There were no injuries.

All were caused by faulty or corroded wing bolts.

According to NTSB records, there have been 23 accidents involving King Air 200s and the similar Model 100 planes since 1975.

FAA records also show a Beech-

(See CRASH, Back Page)

Klauser

From Page 1

Klauser said the change was both by design and by circumstance. He drinks a lot fewer martinis now, and he's lost 17 pounds in the 11 months he has been DOA secretary. He concedes he ought to lose more.

Life is different because he is the top aide. That top spot is a 24-hour-per-day, seven-day-a-week job, according to Paul Hassett, who served 5½ years as executive secretary to Gov. Warren Knowles.

Those who can't get to Thompson himself will go to Klauser, said Hassett, the last person to wield as much authority as Klauser now enjoys.

Among those who know that are members of the Capitol press corps. Talking to Klauser is talking to a source who knows where the governor and the administration are going. He also can provide or find answers to questions "about the nuts and bolts of state government," said Wheeler.

But that doesn't mean Klauser's advice always is accepted by Thompson. Sen. Donald Stitt, R-Port Washington, said Klauser opposed the idea of Thompson using his constitutional power to make 290 vetoes in the budget bill.

"He (Klauser) was thinking of it like a lobbyist. He wanted to 'get along,'" said Stitt. The governor rejected Klauser's advice, opting for the full-steam-ahead approach recommended by Stitt and Assembly Minority Leader Betty Jo Nelsen, R-Shorewood.

Klauser himself declines to discuss advice he gives the governor. In an interview he portrays himself as the team player, the aide wholeheartedly supporting the governor's policies.

Reaction to Klauser generally is favorable in the Capitol, even among Democrats. Rep. Marlin Schneider, D-Wisconsin Rapids, said he likes Klauser, saying he has been one of Thompson's strengths.

"He does a good job. He's charming. He's disarming. It's hard to get mad at him. He's such a nice person — at least for me," said Schneider, co-chairman of the Legislature's Joint Finance Committee.

"He's very effective. He kept us (majority Democrats) off balance on taxes," he added. "I think he is the governor, sometimes."

Not everyone is as enthusiastic as Schneider. Assembly Speaker Tom Loftus, D-Sun Prairie, vents his frustration with the Thompson administration when asked about Klauser.

"I don't know why we need two governors. Neither one of them can make a deal. The governor just walked away from the learnfare compromise. He just declared an open season for his departments to ignore the process if they don't like it.

"You can talk to (Health and Social Services Secretary Tim) Cullen. You can talk to Klauser. You can even talk to Tommy, and you can't make a deal.

"Klauser is overrated to me. Or else he has a plan he has not told the governor. Klauser didn't have much influence on the vetoes," said Loftus.

One person who is impressed with Klauser's ability to make a deal is Marty Beil, executive director of the Wisconsin State Employees Union, which bargains for 23,000 state workers. This year's contracts were finally hammered out in a face-to-face meeting in Klauser's office.

Beil was asked how Klauser compared to Kenneth Lindner, secretary of administration in the last Republican era under Gov. Lee Dreyfus.

"Lindner, I could con. Klauser, I can't con," replied Beil. How important is Klauser?

"Every time you meet the governor, he (Klauser) is there," said Beil. "Every time you go to an important meeting, he's there. Jim keeps his finger on the pulse of things."

Some of Klauser's most controversial dealings have been in the labor area. He negotiated an early retirement deal with Morris Andrews, executive director of the Wisconsin Education Association Council. The deal fell apart when it underwent closer scrutiny, and the governor didn't push the plan.

A Klauser-Andrews deal was a heavyweight contest. It came between Andrews, one of the most powerful lobbyists, and Klauser, the No. 2 man in state government. Klauser and Andrews are old friends and often allies in Capitol skirmishes.

"They (Klauser and Andrews) are political junkies. They're intrigued with each other," former Sen. Gary



James Klauser wishes his son Jamie, 10, good luck before practice, telling him to play well, as Klauser's wife Shirley and son D.J., 23, look on.

Goyke, D-Oshkosh, now an important lobbyist, said last summer. "It's good government vs. the narrow interest."

Andrews has high praise for Klauser, even if the pension deal collapsed. He describes Klauser as "thoughtful, cautious."

"He pays attention to detail and cares a lot about life in Wisconsin," added Andrews. Klauser's influence with the governor depends on the issue, he added. The friendship with Andrews continues to be a source of complaint for suspicious Republicans.

Klauser lives in Maple Bluff, a short walk from the governor's mansion. Both men enjoy water sports and both have boats on the lake, according to Klauser.

"He (Thompson) even got me to go water skiing," said Klauser. Thompson also took Klauser fishing. When an interviewer seemed puzzled at the thought of the governor, who bounces from task to task, sitting in a boat fishing, Klauser laughed.

"The fish have to bite fast," he said. Klauser winces when asked if he is the chief political adviser to the gov-

ernor. Many people advise Thompson on political questions, he said, suggesting his importance may come in the role of providing information to the governor. Republican legislators say it's larger than that.

Rep. David Prosser, R-Appleton, said Klauser is good on strategy and objectives. Klauser and his staff are the people to whom Republican lawmakers often turn, according to Prosser.

"I think he is very good," said Assembly Minority Leader Nelsen. "He is moderate, cautious, a very good student of the public process. There is no task too large or too small for him."

And Thompson will attest to that. During the recent visit, Sematech leaders got their shoes muddy tramping around university farmland on the west side. Klauser had their shoes cleaned and shined while they were dining at the governor's mansion.

"He's my errand boy," said Thompson, teasing a nearby Klauser. Then turning serious, the governor added: "When I have a problem, he does everything. He gets it done."

Integration

From Page 1

kids are not in school for social purposes. We are not there to help white kids learn how to get along with us. The primary purpose is education. How dare we use our schools to better socialize white kids?

"Our kids aren't learning," she said.

But Madison Affirmative Action Officer Eugene Parks disagrees with Franklin-Hammonds and the Urban League's board.

"I can understand the black community's frustration with the integration program that has not resulted yet in improved academic performance," Parks said.

"But that's (happening) across the country," he said. One part of education is the ability to interact with children of different racial and ethnic backgrounds — and that is an important component of the program, he said.

"Anyone who attempts to dismantle this program fails to take into account that we have not yet put all the elements of the solution together," Parks said.

"Critical to busing success is parental involvement," he added. "These children are not stupid. They are bright and talented. They are not

going to learn in any neighborhood setting if their parents are not involved."

Last winter, Franklin-Hammonds' committee did include parental involvement as one of its suggestions to the school board on how to improve the achievement of black students.

"The key is educating minority youth," Franklin-Hammonds said. "If Lincoln or Franklin was converted to a magnet school, would white students from the west side still come over? If integration was so great, would they not send their kids to the south side?"

The plan ends at the conclusion of this school year. School district officials are studying the plan to determine whether to continue it as is, change it, or drop it.

"We aren't trying to foreread the evaluation," Franklin-Hammonds said. "But if by chance it isn't demonstrated that the achievement of black students has improved, let's stop wasting the taxpayers' money."

"We should look at a different ways of achieving the same things," she said. "The district can achieve integration by other means, like changing boundaries."

Revenue

From Page 1

"We certainly heard these (warnings) on our Asian trip," said the governor, who recently returned from a trade mission to Taiwan, Hong Kong and Japan.

The Revenue Department based its outlook in part on the national forecast prepared by Data Resources Inc., which recently modified its 1988 Gross National Product rate from 2.6 percent to 1.7 percent.

Thompson said all the news wasn't gloomy. While sales are down, personal income taxes are up because more people are working, he said.

"The Wisconsin economy is doing extremely well, but the people's confidence has been slightly diminished," the governor said.

Thompson said the annual revenue predictions will be released late next week.

James Klauser, secretary of the Department of Administration, said the preliminary revenue predictions showed the wisdom of the Thompson administration's call for annual budgets.

Thompson vetoed many second-year projects and items from the 1987-89 budget, saying the Legislature should take a new look at spending needs based on current projections in January.

Klauser said agency heads again have been asked, as they were a year ago, to look at budgets with an eye to the 95 percent they consider the most vital.

"We're not going to take straight percentage cuts across the board," Klauser said. "I don't think that's efficient or wise."

Governor's pilot unafraid to fly in wake of area crash

By DAN ALLEGRETTI
Capital Times Staff Writer

The pilot of Gov. Tommy Thompson's plane says he is not worried about flying the 1981 Beechcraft King Air 200 even though a plane of the same make and model crashed Monday near Fort Atkinson, killing all eight people aboard, after it lost its left wing in flight.

But Luverne Reller said he is ordering an optional reinforcing strap to keep the plane's wings from falling off.

The decision to order the safety strap was made before the crash, said Reller, who has been flying Wisconsin's governors for 17 years.

The plane that crashed was not equipped with a reinforcing strap. Federal investigators say they do not believe a strap would have prevented the crash.

Reller said Beech Aviation Corp., which manufactures the aircraft, considers the strap unnecessary.

Nevertheless, he said, "it seemed like a good idea to me. It's sort of like wearing a seat belt in a car. You put it on but you hope you never need it."

Regarding Monday's crash, Reller said, "I guess we're a little concerned until we find out what happened. It was a catastrophic failure, something

very unusual that led up to that."

But, he said, "we still feel it's a very safe airplane. Overall it has a really good record. The FAA uses them, the military uses them — they're in use all over the world."

Reller said he is aware there have been "a few other situations" involving in-flight breakups of Beechcraft planes, "but they've always found a reason for it. It think they will here too, but it may take a while."

He said he is "not at all" worried about going up in the state plane. "In fact, we just got back from Green Bay."

Reller had never flown a 200 model before the plane arrived in September, but he had flown similar Beechcraft commercial models. He said he went to school and spent time in a simulator to learn to fly the plane.

The state plane, called "Bucky 1," carries eight passengers and two pilots. It was purchased earlier this year through a Texas broker for \$922,400. It has been completely overhauled and will be fitted for another seat.

Reller said Beech Aviation "guarantees the plane just the way it is," without a wing reinforcing strap, for 30,000 hours or 30 years.

Crash

From Page 1

craft 100 was "demolished" in a crash Nov. 8, 1986 near Brooksville, Fla., caused by an in-flight air frame failure. The records do not indicate whether a wing problem caused that crash, or if some other part of the plane failed.

The FAA has recorded 22 "service difficulty reports" relating to malfunctions or defects of wings or flaps on Beechcraft planes since January 1982. Seventeen of them were problems specifically with the wings, primarily bolts. Not all resulted in accidents.

The FAA also has issued five "air worthiness directives" pertaining to Beechcraft wings since 1980. These are directives to either repair or replace defective parts, or to call attention to possible defects.

A directive in 1985, following one of the fatal Texas crashes, said wing bolts should be inspected "to assure structural integrity of attachments of outer wing panel to center section," and required that they be replaced every five years.

Another, in 1986, called attention to harness straps available from a manufacturer other than Beech, designed to hold the wing if the bolts fail. The directive called attention to "possible fatigue cracking of wing spar lower cap and associated structure."

The FAA has not required the harness straps, however.

The plane that crashed Monday did not have a harness strap. Wilson, of the NTSB, said he did not think the strap would have prevented the crash.

Wilson said most of those directives would not apply to the Wisconsin crash because they were issued before 1984, when the plane was built. The parts involved in directives since 1984 have "all been accounted for and are in good shape," he said.

However, he said it is possible he will recommend another air worthiness directive for Beechcrafts, depending on the outcome of the investigation.

So far, "we haven't seen anything that would recommend that sort of thing, but we might see something later that will change our minds."

He said it would be "premature at this time" to say the pilot might have been at fault. "It could have (been) the weather did something to him or the airplane did something to him."

Though weather conditions were not severe at the time of the crash, meteorological data is being studied to see if there was "some sort of turbulence we don't know about," he said.

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