

JFK honored 30 years later



Jeff Zelony/DN

Dealey Plaza was dedicated as a national historic landmark Monday. President Kennedy was shot from the Texas School Book Depository which overlooks Elm Street in downtown Dallas.

Dallas site declared landmark

DALLAS — The plaza in Dallas where John F. Kennedy was killed 30 years ago was made a national historic landmark Monday, and his sister observed the anniversary of his assassination in Ireland, land of their ancestors.

Kennedy's secretary, Evelyn Lincoln, was one of those visiting his grave this morning at Arlington National Cemetery. Family members were expected to visit there later in the day.

Jean Kennedy Smith, the U.S. ambassador to Ireland, marked the 30th anniversary of her brother's death by reading extracts from his speeches at a memorial Mass in Dublin.

"It's a day to remember the great man that he was and that for a short space of time he was at the highest seat of power in the world," said the Rev. Michael Kennedy, a relative from Tipperary, who celebrated the Mass at Dublin's Pro Cathedral.

Nellie Connally, widow of former Texas Gov. John Connally, unveiled a bronze plaque Monday

in downtown Dallas designating Dealey Plaza, where Kennedy was shot, as a national historic landmark.

The Connallys were riding in an open limousine with the president and his wife, Jacqueline, when shots rang out. The former governor, who died in June, was seriously injured by the gunfire.

"Thirty years ago fate brought me here as an unwilling player in the most unforgettable, tragic drama of our time," Mrs. Connally said. "Now, three decades later, we are gathered not to look back with grief but to look forward with hope." The plaque is located on the "grassy knoll," a small hill a few feet from the spot where Kennedy and Connally were shot.

Thousands gathered at Dealey Plaza for the ceremony. Police were stationed on nearby rooftops and traffic was blocked off all morning before the midday ceremony.

In Kennedy's hometown of Boston, no ceremonies were planned

"Oh my God, they have shot my husband"

-First Lady Jacqueline Kennedy



THE ASSASSINATION OF PRESIDENT JOHN FITZGERALD KENNEDY

November 22, 1963 CHRONOLOGY

- 11:40 a.m.: Kennedy arrives Dallas' Love Field.
11:50 a.m.: Motorcade starts.
12:30 p.m.: President's limousine turns onto Elm St. and Kennedy is shot.
12:33 p.m.: Oswald leaves Texas School Book Depository, passes Robert MacNeil of NBC.
1:00 p.m.: Kennedy declared dead at Parkland Hospital.
1:15 p.m.: Oswald murders Officer J.D. Tippit.
1:22 p.m.: Oswald's rifle found.
1:50 p.m.: Oswald seized after scuffle in Texas Theater.
2:15 p.m.: President's casket loaded onto Air Force One.
2:38 p.m.: Lyndon Johnson sworn in as president on plane.
Sunday, Nov. 24, 1963
11:21 p.m.: Jack Ruby shoots Oswald, televised on NBC.
1:07 p.m.: Oswald dies at Parkland Hospital.

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for the 30th anniversary of his assassination, except by a group of protesters seeking the release of government files related to the killing.

American Airlines ends strike with Clinton's help

WASHINGTON — President Clinton announced Monday that American Airlines and its striking flight attendants' union had reached an agreement to end the strike.

Clinton said both sides agreed to submit their dispute to binding arbitration.

"I have spoken with both parties involved. Both have agreed in principle to end the strike and return to the bargaining table immediately," Clinton said at a White House news conference.

The strike began four days ago and disrupted Thanksgiving travel plans for thousands of Americans.

"I want to encourage all people involved in the American Airlines family to now return to work together without any bitterness and with a spirit of mutual respect," Clinton said.

Fort Worth, Texas-based American Airlines, one of the nation's largest, had no immediate comment.

Clinton said the two sides agreed that the flight attendants would return

"I think it's a pretty selfish thing to do at this time of year."

-- Moser

American passenger

a contract dispute over pay, medical benefits, staffing and work rules. The strike was to extend through Sunday, the end of the busy holiday travel period.

"I think it's a pretty selfish thing to do at this time of year," said Elizabeth Moser, 23, whose flight from Los Angeles to a honeymoon in Hawaii was delayed Sunday.

It was the first walkout by flight attendants at American and the biggest against a U.S. airline since 1989.

Many of American's flights have flown without passengers since the strike began because they have not had the federally required number of flight attendants.

Crandall had said between a half and two-thirds of the flights would not carry passengers.



STATE WIRE

Nuclear power station given clearance

FORT CALHOUN — A federal inspection team on Monday examined problems with control rods at a nuclear power station and cleared the plant to resume normal operations later this week.

The Nuclear Regulatory Commission team went to the Fort Calhoun Nuclear Station to look into the assemblies that raise and lower control rods that malfunctioned twice in recent tests. Control rods help regulate the rate of reaction in the nuclear core.

The team and Omaha Public Power District officials concurred that the incidents were handled properly and appear to be resolved, said OPPD spokesman Gary Williams.

The plant will restart later this week under the supervision of a NRC investigator, Williams said.

The team arrived at the OPPD plant on Friday after problems with the rods developed Nov. 13 and on Thursday.

On Nov. 13, when OPPD raised one of 49 control rods as part of a test to restart the plant, an adjacent rod also moved, OPPD division manager Henry Sterba said.

OPPD notified the federal agency and an investigation began.

Thursday, a rod dropped two inches during another test. Lights in the control room that indicate the positions of the rods went out.

The incidents apparently involved an electrical problem in the assemblies that raise and lower the rods, Sterba said. The assemblies are not considered safety-related equipment because they are used mainly when starting or stopping the plant, he said.

During an emergency shutdown, clutches that hold the rods in a raised position release the rods and drop them into the reactor to stop the reaction.



SPORTS WIRE

Walden expected to remain at Iowa State

DES MOINES, Iowa — Iowa State University athletic director Gene Smith has decided to retain football coach Jim Walden for another season, according to a published report.

A copyright story in the Des Moines Register quotes Smith as praising Walden's integrity.

"He's done a real good job developing the program to where we have the right type of kids in it. I think he has a real good understanding of what we have to offer at Iowa State; he's a team player and he's a sincere person who operates with integrity and is not going to cheat. He's just a good guy,"

Smith said. Walden has had six losing seasons at ISU, leading the Cyclones to a 28-47-2 record during his seven-year tenure. But Smith said the win-loss record is only part of the equation.

"The bottom line for me is doing what I feel is right for the kids in our program. In that respect, I feel Jim is the right guy for our program," Smith said.

There had been uncertainty about Walden's future even though his contract does not expire until the end of the 1997 season.

Skydiver's mishap causes plane crash

NORTHAMPTON, Mass. — Skydiver Alfred Peters was hurtling toward Earth at about 100 mph when he saw a plane coming straight at him.

Seconds later, his ankle hit the plane's tail, sending it into a spin and crash. All four people aboard were killed. Peters survived the collision that was more than a mile above ground with a broken ankle and a terrible scare.

"All he keeps talking about is seeing that plane coming at him," said Peters' wife, Joyce. "He tried to get out of the way as best he could, but there wasn't much he could do and it hit his ankle."

The accident happened as the Piper was flying at about 120 mph 7,000 feet over Northampton Airport, en route to Boston from Poughkeepsie, N.Y. The students were returning to school.

Peters, a former Army paratrooper who had logged 37 sport jumps in the past year, told authorities he leaped from a single-engine Cessna 206 at about 8,000 feet. Within moments, he saw the Piper heading straight at him, according to Jeff Guzzetti, a National Transportation Safety Board inspector.

Peters, 51, of Westfield, lost a boot and flipped head over heels, but managed to open his parachute at about 4,000 feet.

"As he was floating to Earth ... he saw this airplane spiraling to the ground," Guzzetti said.

"It was almost like something in a movie. It wasn't real," said John

Stergakis, of West Hartford, Conn., who was waiting to take his first-ever jump at the airport later that afternoon.

The Piper's wreckage lay Monday in woods one mile from the airport, its nose dug into the ground and its wing wrapped around a tree. The 3-foot-tall aluminum tail fin and part of its rudder were ripped off; Guzzetti said it was not yet known whether the tail was ripped off by the collision with Peters or the impact with the ground.

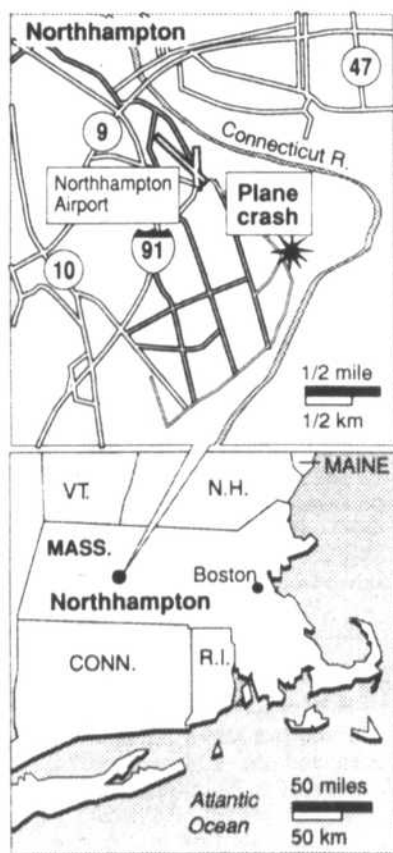
Investigators said they don't know why the pilots were unaware of each other.

The sky-diving plane carrying a pilot and four other parachutists radioed controllers at nearby Bradley International Airport in Windsor Locks, Conn., to warn other planes of the impending jump. It was not known if Klein was complying with flight rules by keeping his radio tuned for such warnings as he entered the designated jump zone. The zone extended three miles over Northampton airport in all directions.

A management official at Northampton said the Piper didn't radio to the airport to check for any dangers, as some other pilots do. "That's like driving through a shopping center like it's a highway," the official said, speaking on condition of anonymity.

The Piper's pilot was flying under visual flight rules, said Mary Culver, a spokeswoman for the Federal Aviation Administration.

The Piper was flying about 15 miles



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north of a straight line from Poughkeepsie to Boston.

"All I can think of is the pilot may have been off course and did not know his location," said Dave Strickland, owner of the airport's sky-diving operation, Airborne Adventures.

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