

## EPA condemns dioxin

WASHINGTON — An EPA draft study reaffirming health dangers from dioxin is expected to prompt new controls on waste incinerators and intensify debate over the use of chlorine.

The draft report reaffirms that dioxin in all likelihood causes cancer in humans and raises for the first time concern that even in trace amounts through the food chain there may be a risk to immune, reproductive and developmental systems, according to Environmental Protection Agency documents.

The agency plans to release the 2,000-page study on Tuesday. It must still undergo review by the agency's Science Advisory Board before becoming final next year.

"It will provide fuel for the call to re-examine our use of chlorine," said Peter deFur, a scientist at the Environmental Defense Fund.

"Industry asked for this reassessment, hoping to 'detoxify' dioxin. Instead, their plan backfired. We now

know we have even more reason to be concerned about dioxin in the environment," said Jessica Landman, an attorney for the Natural Resources Defense Council.

Dioxins are highly toxic chemical compounds that are produced as byproducts in combustion and in certain chemical and industrial processes involving chlorine. Although produced in relatively small quantities, dioxins for years have been considered among the most toxic pollutants.

The EPA draft study emphasized that there is still much to be learned about how dioxins affect the body and that it is not yet known where all dioxins come from.

Nevertheless the EPA scientists concluded there is evidence that dioxins from incinerator smokestacks travel through the air, fall on plants and grasses, and in turn make their way in trace amounts into humans through foods. These exposures pose a variety of non-cancer risks, the study concludes.

## Plane crashes at White House

WASHINGTON — A small plane pierced the restricted zone around the White House early Monday, crashing near the mansion and killing the pilot. President Clinton and his family were staying in a guest house across the street when the crash occurred.

Security forces launched a furious investigation that quickly centered on a small airfield in Harford County north of Baltimore, where a small plane matching the identity of the one that crashed was reported stolen. Interviewing people at the Harford airport, the Secret Service identified the pilot as Frank Corder.

Corder's brother, John, said family members were in Washington to identify the body. Corder said his brother had never been in any trouble with authorities and has no strong political beliefs. Corder and his wife of 10 years separated three weeks ago, the brother said.

"It came as a real surprise," he said. WBAL-TV said Corder is 39, a truck driver in the freight division at Baltimore Washington International Airport.

A senior White House official, speaking on condition of anonymity, said the pilot had a history of mental problems and that the incident "may have more to do with the pilot's own problems as opposed to any kind of security attempt on the president's life."

Despite elaborate security precautions, the small red-and-white Cessna, two-seater aircraft apparently flew unchallenged onto the White House grounds. The plane flew near the Washington Monument about 2 a.m. and made a left-hand turn toward the White House complex, said Adolphus Roberts, an eyewitness.

One official said 14 seconds

*"It had lights on both wings, it turned left and lined up with the White House. I heard a large boom sound. There was no fire, no nothing."*

### ADOLPHUS ROBERTS

eyewitness to the crash

elapsed from the time between the first notice that a plane was in the restricted area and the crash. The Secret Service apparently did not fire upon the plane.

The Clintons were staying across the street at Blair House, a government guest house, during renovations of the White House. They were unharmed.

Spurred by the intrusion, the Secret Service spearheaded an inter-agency review of security precautions.

When the plane crashed, "it tumbled and came to rest against the building, no flame, no fireball," said White House spokesman Arthur Jones.

"It had lights on both wings, it turned left and lined up with the White House," Roberts said of the Cessna. "I heard a large boom sound. There was no fire, no nothing."

The plane tore into the grass of the South Lawn about 50 feet from the

White House, leaving deep gouge marks, then smashed through a large magnolia tree before coming to rest against the wall of the White House. It sheered off some branches of the tree, which was planted during Andrew Jackson's presidency, from 1829 to 1837.

Firefighters rushed to the White House and washed the area down to clean up spilled fuel.

Roberts, the eyewitness, said he heard no engine noise, suggesting the plane's engines had been shut off. It was not known if there was any radio contact with the plane, the Federal Aviation Administration said.

The pilot took off from a Maryland airport about two hours before the crash, according to Washington television station WUSA. Quoting police sources, the station said the plane flew to Washington from the northwest, traveling down 17th street and making a U-turn over the Ellipse and then approaching the White House.

It was not picked up on National Airport's radar because it was flying too low, the sources said.

The plane somersaulted and came to rest against the south side of the White House.

Clinton was notified of the incident by White House Chief of Staff Leon Panetta about half an hour after the crash.

Clinton was not awakened by the sound of the crash, Jones said. "There wasn't any noise, per se," the spokesman said.

Transportation Department officials said the red-and-white plane was a single-engine Cessna 172. The crash occurred about 2 a.m.

Sandra Allen, a spokeswoman for the Federal Aviation Administration, said she did not know where the plane came from, where it was going or why it crashed.

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Tuesday, September 20	2:30 - 3:20	Andrews Hall lab
Thursday, September 22	2:30 - 3:20	Andrews Hall lab

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