

weather report

48°  
at noon



**Today**  
• Sunset, 5:08 p.m.  
**Tomorrow**  
• Sunrise, 6:51 a.m.  
• Sunset, 5:09 p.m.

**Midday Conditions**  
• Soil Temperature 32 degrees  
• Humidity 42 percent  
• Sky mostly sunny  
• Winds north 20 mph  
• Barometer 30.26 inches and steady  
• Record High 74° (1962)  
• Record Low -16° (1989)

**Last 24 Hours\***  
High 69°  
Low 28°  
Precipitation none

**Northwest Kansas Forecast**  
Tonight: Partly cloudy; low 20-25; winds north 5-15 mph. Tomorrow: Mostly cloudy; dry; high 35-40; winds northeast 5-10 mph; low 20s.

**Extended Forecast**  
Saturday through Monday. Saturday: dry; high 45-55; low 20s. Sunday: chance of snow; high 50s; low 20s. Monday: dry; high 45-55; low 15-25.  
(National Weather Service)  
Get 24-hour weather info. at 162.400 MHz.  
\* Readings taken at 7 a.m.

local markets

**Noon**  
Wheat — \$2.19 bushel  
Posted county price — \$2.06  
Loan deficiency payment — 39¢  
Corn — \$1.72 bushel  
Posted county price — \$1.83  
Loan deficiency payment — 16¢  
Milo — \$3.80 hundredweight  
Soybeans — \$4.21 bushel  
Posted county price — \$4.32  
Loan deficiency payment — 57¢  
Millet — \$3.80 hundredweight  
Sunflowers  
Oil current crop — \$6.10 cwt.  
Loan deficiency pmt. — \$3.61  
Confection current — \$13/\$8 cwt.  
Pinto beans — \$12 (new crop)  
(Markets provided by Mueller Grain, Sigco Sun, Frontier Equity Co-op and Prairie Pea and Bean. These may not be closing figures.)

afternoon wire

Late news from the Associated Press  
1 p.m.

Greenspan gets Senate approval

WASHINGTON— A day after boosting borrowing costs for millions of Americans, Federal Reserve Chairman Alan Greenspan won Senate confirmation today for a fourth term as head of the nation's central bank.  
The Senate voted 89-4 to approve the nomination of Greenspan, 73, for a four-year term that runs into 2004.  
Greenspan was praised as the "greatest central banker in the history of the world," by the Senate Banking Committee chairman, Sen. Phil Gramm, R-Texas, and President Clinton's nomination of the Republican economist enjoyed bipartisan support.  
A small group of liberal senators who opposed the nomination argued Wednesday the Fed is too secretive and Greenspan has been overly worried about inflation and insensitive to the impact higher interest rates have on American families.

Court order stops road demolition

By Tom Betz

The Goodland Daily News

A temporary restraining order was served on Sherman County Wednesday afternoon to stop the tearing out of the Nemecheck road until a hearing can be held on an alternative way to save the road.

The temporary restraining order was signed by Thomas County Judge Glenn D. Schiffner because there was no Sherman County judge available when the petition was filed with the court Wednesday morning.

At 10:30 a.m. today an informal hearing was held by telephone conference with Judge Glenn Schiffner, the Sherman County Commissioners represented by County Attorney Bonnie Selby and Attorney Ron Vignery representing the petitioner John Sanders.

When Selby asked the judge to consider lifting the restraining order, he said the proceeding was being done informally and he would not entertain such a request without a formal hearing.

The judge said that while the restraining order was not the best way to handle such a matter he felt it was proper to give the people an opportunity to explore the alternative of establishing a Special Benefit District to save the present road.

Vignery told the judge his client was willing to allow the county to continue to remove the asphalt from the mile that has been torn up, but wanted time to explore the special district avenue to see if it was a feasible.

Judge Schiffner set a hearing date on the restraining order for 1 p.m., Thursday, Feb. 17 in Goodland. He further asked that Sherman County provide what information that had been gathered about the costs of maintaining and repairing the road to the petitioners.

Vignery said his client was not blaming the commissioners for their actions, but that since the final decision had been made on Monday there had not been enough time for his client to see if the special district was a real option.

He said the original suggestion was to donate money to the county to fix the potholes in the road, but when he was told by Commissioner Gary Townsend that the county could not accept the money on that basis, Vignery's next thought was the special benefit district.

Selby explained that the county has been planning the removal of the asphalt since a decision was made in January 1998, and that the commissioners merely affirmed the original decision on Monday when they directed Road and Bridge Superintendent Kurt Way to begin removing the pavement on Tuesday.

Judge Schiffner cut off the discussion about the merits of the issue by saying he had motion days next week if those dates would work for a formal hearing. After both attorneys and the judge consulted their calendars the hearing date was set for the afternoon of Feb. 17.

Selby told the commissioners that at the hearing the court will hear arguments and accept evidence from both sides about the continuation of the temporary restraining order and make a determination as to whether there is a real chance that the special district option can be used to save the road.

Paving Sugar Hills road termed a 'dead issue'

By Janet Craft

The Goodland Daily News

The Nemecek Road seemed to be the main issue on Monday's Sherman County Commissioners' agenda, but there were many other issues and the meeting lasted until around 1:30 p.m.

The issue of paving the road to the Sugar Hills Golf Course was brought up by Commission Chairman Kenny Davis. If this were to be done, the golf course road and two other short roads would be resurfaced from U.S. Highway 24.

"I think it's a dead issue," said Commissioner Chuck Frankenfeld.

Davis said he didn't need an answer today, but thought they should investigate it.

"Do we want to look at it and make a determination later," said Davis.

Commissioner Gary Townsend said they needed to hold off on the Sugar Hills Road at this time.

Dave Warren from Chapman Securities Inc. of Wichita came to discuss

two charter resolutions for road and bridge repairs and the purchase of equipment and machinery with the commission. He presented them with a cash flow sheet for the Highway 24 project based on sales tax revenues. Money comes out of the fund to make repairs on the highway. Warren made a proposal for the commissioners to issue bonds to pay off some of the lease-purchase agreements.

He asked if the commissioners were considering additional bonds to pay for landfill expenses. They said right now they don't know what the expenses might be.

The commissioners talked about the hiring of a county manager. They want to meet first with Randy Allen of Kansas Association of Counties. After that, they will have to draw up a job description, advertise, and do interviews, but would like to have someone hired by the end of the year.

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Young people's art display opens



Two boys from Pat Pickett's second grade class from West Elementary checked out the fish hanging from the ceiling of the Carnegie Art Center. The elementary art will be on display at the art center through February 25.



Jennifer Pennington, second grader from West Elementary, admires the artwork at the Carnegie Art Center Wednesday morning.

Photos by Debra Simmering / The Goodland Daily News

Tape shows plane upside down before crash

By Linda Deutsch

AP Special Correspondent

PORT HUENEME, Calif. (AP) — The cockpit voice recorder recovered from the Pacific details the Alaska Airlines crew desperately trying to regain control as the jetliner carrying 88 people flew upside down before crashing, federal investigators said today.

The recorder captured slightly more than 30 minutes of conversation, National Transportation Safety Board Chairman James Hall told reporters in Washington.

"The crew made references to being inverted that are consistent with the witness statements to that effect," Hall said.

The tape starts with the crew discussing a problem with a part of the tail control, called the horizontal stabilizer, which keeps the plane level.

"The flight crew decided to divert to Los Angeles International Airport. The airplane's out of trim condition became worse as the crew tried to diagnose or correct the problem," Hall said.

"The crew had difficulty controlling the airplane's tendency to pitch nose down. The airplane descended, but the

crew was able to arrest the descent. The crew continued troubleshooting and preparing the airplane for landing. Then control was suddenly lost."

Hall's account came from an initial review of the cockpit voice recorder, which was recovered Wednesday from the debris of the MD-83.

Searchers today continued searching the ocean floor for the flight data recorder, the companion "black box" that could provide details on the plane's mechanical operation.

The NTSB has also begun analyzing a recording of a radio call from Flight 261's pilots to a Seattle maintenance crew about the stabilizer problem minutes before the crash.

Investigators said witnesses saw no signs of fire or smoke when the jet hit the water in one piece Monday, killing everyone on board.

As the plane passed over Anacapa Island, just off the coast, a witness heard several popping sounds and watched the jet turn and hit the water, NTSB member John Hammerschmidt said Wednesday.

"The aircraft was twisting, flying erratically, nose rocking," he told re-

porters late Wednesday. He also said other pilots nearby described the plane as "tumbling, spinning, nose-down, continuous roll, corkscrewing and inverted."

The pinger for the flight data recorder, which records information about the plane's mechanical operation — the size of two film cartridges — was found near the cockpit voice recorder, the Navy said.

Ships with side-scan sonar equipment that can make detailed maps of debris on the ocean floor began searching the crash site today, and two other remote-control submersibles like Scorpio were en route.

The wreckage is well below the 300-foot safety limit for divers — and most of the bodies are believed pinned in the debris on the bottom of the ocean. Searchers have recovered the remains of only four passengers.

Investigators expected choppy waters as a light storm moved toward Southern California today. The beaches were mostly clear of debris, but rough seas could begin to wash ashore more remnants of the craft.

The search for survivors was called

off Wednesday over the protest of some family members who held out hope that someone might still be alive in the chilly waters of the Santa Barbara Channel. The search had gone on for 41 hours and included dozens of Coast Guard, Navy and civilian ships, boats and aircraft that combed a 1,100-square-mile area.

The airline and Red Cross officials today planned to take friends and relatives of the victims to the coast near the crash site. The sand near Port Hueneme is already the site of makeshift memorials.

Meanwhile, a jammed horizontal stabilizer forced an American Airlines MD-80 to return to Phoenix 20 minutes after it took off for Dallas on Wednesday. The plane is part of the same series of aircraft as the Alaska MD-83 that crashed.

The Arizona Republic reported today that another Alaska Airlines flight made an emergency landing at Fairbanks International Airport last year because of stabilizer problems.

In that case, the pilot of an MD-82 carrying 138 passengers and crew had trouble getting the plane's nose to rise

on takeoff, and the pilot made an emergency landing.

Federal investigators were having the flight data recorder from the American Airlines plane sent to them, said Phil Frame, a spokesman for the NTSB in Washington. Frame said he knew of no link between the American Airlines incident and the Alaska Airlines investigation, but "it may have piqued their interest."

On Wednesday, The Seattle Times reported the plane that crashed this week had horizontal stabilizer problems on its trip to Puerto Vallarta, Mexico, the leg before the ill-fated flight bound for San Francisco and Seattle.

Hall said today he did not think such reports were "exactly correct. ... What we are doing this morning in California, we will be interviewing the crew of the previous flight."

Airline spokesman Jack Evans in Seattle also denied the report: "We stand by what we said earlier this week, which is that we're not aware of any maintenance anomalies with this aircraft."