

and more lead  
music's rush

■ Rapper's pride, 1D  
Listen Up reviews, 5D



By Peter Freed for USA TODAY  
Andrea of the Corr family.



By Ben Margot, AP

up at San Francisco International Airport. Increasingly, congested U.S. airports are surrounded by development and have little room to grow.

## More sites may be a better solution

### Business travel trials

12-page Bonus Section E



hundreds of people and businesses forced to relocate and the delays won't be fixed.

The money would be better spent, they say, investing in underused airports, retired military fields and new airports in outlying areas where land is cheaper and the population more welcoming. "We are crowding ground and air traffic into one place while the population and development are growing somewhere else," says Mike Gordon, mayor of El Segundo, Calif., just south of Los Angeles International Airport.

The fight over Lambert-St. Louis International Airport, a busy hub for TWA and a growing Southwest Airlines operation, is typical. Lambert is landlocked, surrounded by suburban developments, factories and hotels. After a two-decade battle, airport officials have finally won approval for a third runway.

But it will come at a cost: neighboring Bridgeton would lose 20% of its community to bulldozers, including two schools and two churches that will be removed.

Please see COVER STORY next page ▶

## Polio vaccine doubted

fears that a vaccination campaign caused an epidemic that has afflicted more than 50 million people. It focused on chimp tissue because chimps carry a monkey version of the AIDS virus, thought to be a forerunner of HIV. Instead, the polio vaccine was made using tissue from Asian macaque monkeys, which don't carry an AIDS virus.

"We now know that the events postulated by Mr. Hooper did not happen," says Stanley Plotkin of the University of Pennsylvania, who worked with the vaccine's developer, Hillary Koprowski, at the Wistar Institute in Philadelphia.

Three independent labs selected by a committee of prominent AIDS researchers tested vaccine samples stored at Wistar. One of the batches tested was left over from the vaccine effort in what was then the Belgian Congo; the rest were made

about the same time, using the same procedures. "There is nothing in the results from these tests to support the theory that HIV entered the human population during the late 1950s polio virus clinical trials in Africa," says lead investigator Claudio Basilio of New York University Medical Center.

The tests failed to find HIV, a monkey AIDS virus or any other evidence that the vaccine contained a virus capable of crippling the human immune system. Basilio told a meeting of the Royal Society in London.

Hooper acknowledged the tests' validity but refused to abandon his position, saying that he has found new evidence that he's correct.

"I think we shouldn't be so ready to believe that our scientists know all the answers," Hooper told reporters in London.

# Poll: Trust in tires falters

Firestone problems might be hurting Explorer sales

By Sara Nathan and Earle Eldridge  
USA TODAY

The public is wary of Firestone tires — and to a lesser extent Ford Explorers — after a recall of 6.5 million tires, most on the sport-utility vehicle, and reports of at least 88 deaths, a USA TODAY/CNN/Gallup Poll shows.

About 77% of 1,197 consumers surveyed for the poll said they at least would be less likely to buy Firestone tires because of coverage of the recall. The question has a margin of error of +/-3 percentage points.

Phil Pacci, Firestone director of consumer tire brand marketing, isn't surprised. "Once we get through the recall process, it will be our challenge to change those numbers," he said.

The survey found that of 475 people who said they previously would have considered buying an Explorer, 44% now said they at least would be less likely to buy one. That question has a margin of error of +/-5 percentage points.

But Ford spokesman Ken Zino said he expects Explorer sales to stay strong. "I remain confident in both the Explorer brand and our dealers at the point of sale to address any tire issues," he said.

The recall was announced Aug. 9. Explorer sales fell 0.8% to 40,157 in August from a year earlier. However, marketing information firm J.D. Power says Explorer sales are still "very robust."

Seventy-eight percent of people surveyed said they have followed the tire case closely, according to Gallup. The same rate was recorded in the custody battle for Elian Gonzalez. The deaths of Princess Diana (85%) and John F. Kennedy Jr. (81%) drew greater attention.

About 62% of those surveyed said the reports prompted them or someone in their family to check their tire brand, tire pressure and tire wear. Nearly half said they thought either Firestone or Ford engaged in criminal behavior and should be prosecuted in court; 34% suspected no criminal behavior.

Congressional investigators have questioned whether Firestone and Ford alerted the government and consumers to the tire problem as soon as they were aware of it. Ford and Firestone executives will appear before the Senate Commerce Committee today to answer questions about the recall.

Monday, Yoichiro Kaizaki, president of Firestone's Japanese parent, Bridgestone, said the recall and reports of deaths in tire-related accidents have dealt "a near-fatal blow" to the Firestone brand. Still, he said, it will survive. Kaizaki said he didn't know until May that the tires were linked to a high number of accidents. "If you want to call me stupid, then I am stupid."

He also said Bridgestone needed better quality control in its U.S. operations: "We weren't able to instill Bridgestone methodology at Firestone."

George Hoffer, an economics professor at Virginia Commonwealth University, says Kaizaki appeared to be trying to distance Bridgestone from Firestone. "But virtually every Japanese automaker that builds here has been able to transfer their quality from Japan."

### Consumers react

Firestone tires Ford Explorer' Less likely to buy

38% 32%

Definitely won't buy 12% 39%

Source: USA TODAY/CNN/Gallup Poll Sept. 7-9 of 1,197 adults on Firestone. Margin of error: +/-3 percentage points.

1 - Asked of 475 adults who would have considered buying an Explorer. Margin of error: +/-5 percentage points.

► Explorer problems, 1B

► Some are slow to replace tires, 3B

SEPTEMBER 12

2000

to. One of those homes belongs to Bridgeton Mayor Conrad Bowers, whose municipal offices sit 50 feet from the proposed runway. Bowers, who moved to Bridgeton decades ago, says he is not anti-airport despite lawsuits his city filed to stop the project. He says the cost — including land acquisition at nearly \$500,000 an acre — won't buy relief. "If I thought it were a good plan, I wouldn't stand in the way," he says. "But it's not going to work."

Bowers' objections echo opposition to airport expansion from Los Angeles to Boston. "There are expansion plans coming up everywhere, and you just can't roll over the objecting communities anymore," says Dennis McGrann, executive director of NOISE (National Organization to Insure a Sound-controlled Environment), a national coalition of groups that want more say in airport planning.

Opposition groups such as NOISE were once alone in their opposition to the additional traffic and noise from bigger airports. But now they are being joined by outlying communities eager for the economic boost a new or improved airport would bring.

Catherine Lang, director of the Federal Aviation Administration's department of airport planning, says these alliances are changing the way projects are being judged. "Something that has historically been a local planning model is increasingly becoming a function of regional planning," she says.

### Political battles brewing

This demand by communities near and far from airports is creating political tensions locally and in Washington:

► A \$12-billion expansion plan at Los Angeles International Airport is opposed by neighboring cities, like El Segundo, weary of growing noise and traffic, and by San Bernardino and Riverside counties. These growing communities 60 miles east of Los Angeles want a regional plan that would move air traffic to five civilian-run former military air bases.

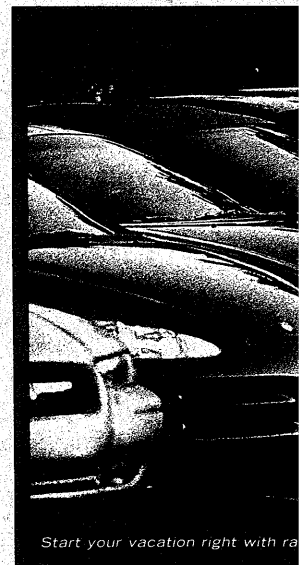
► In Chicago, Democratic Rep. Jesse Jackson Jr. and Republican Rep. Henry Hyde oppose expansion at O'Hare International Airport, which borders Hyde's district. The unlikely allies have held hearings into possible antitrust actions by airlines that say they would boycott a third Chicago-area airport proposed for the southern

### East of St. Airport, a

suburbs — as an economic tract. "Feds to strengthen the suburbs," says. "The airports but new carriers." With of flight de to add a crowded peninsula sue is a problem. Director J Logan dir between want the er runway interests an

### Repeating

The de 21, a tra Clinton si The bill r runways, port impr lion last y lion each It also the Passer iff on air \$4.50 pe expected \$1 billion toric mo Spencer I president ation of A vides the airports needed fr All this usher in t



Start your vacation right with ra

## re chide entertainment industry

COMPACT

A DAY

AMERICAN