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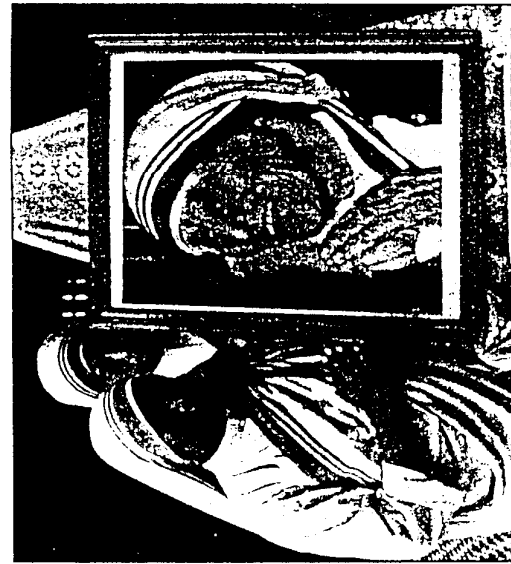
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AP Photo
Sisters of Charity Catholic nuns pay their last respects to Mother Teresa at a Church in Dhaka yesterday. Mother Teresa, 87, founder of a worldwide religious order dedicated to helping those most down and out, died Friday evening in her convent in Calcutta.

World mourns loss of Mother Teresa

By DONNA BRYSON
Associated Press Writer

CALCUTTA, India (AP) — The frail women in rain-soaked saris were turned away, as were the laborers with somber faces who came Saturday to pay their respects to Mother Teresa, the tiny woman who took up the burden of the world's poor and downtrodden.

The nuns of her order decided the convent chapel where her body lay was too small to accommodate crowds.

They posted hand-lettered signs saying mourners could pay respects at a larger chapel to which Mother Teresa's body was to be moved Sunday. Her body will lie in state at St. Thomas' Church until her state

funeral Saturday.

The site of the funeral was not announced. Mother Teresa will be buried at the convent in central Calcutta that was her home and the headquarters of her Missionaries of Charity order, according to Sister Barnet at the mission.

Asha Mondal was among those denied a glimpse of Mother Teresa. The 25-year-old homemaker from a village outside Calcutta traveled two hours by bus to pay homage to the woman who "has given me life."

Mondal grew up in one of Mother Teresa's orphanages in Calcutta and said she had learned first-hand of the nun's generous heart.

"Mother loves us all," said Mondal, who said she would come back to view the body on Sunday.

Mother Teresa, who retained her simplicity and humility despite an avalanche of international fame, died Friday night of a heart attack, surrounded by grieving sisters of her order. She was 87.

As word of her death spread, mourners, some weeping, streamed to the Missionaries of Charity convent, which towers over squalid tenements.

Even after they learned they would not get in, some mourners lingered, standing patiently in the warm, monsoon rain. One woman, seeing a reporter allowed in, begged to be taken along. A group of high school students held signs declaring her "immortal." At times, as many as 500 were held back by police bar-

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GOOD MORNING

Weather



Today: mostly sunny with a high of 81 and low of 61.
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Sports

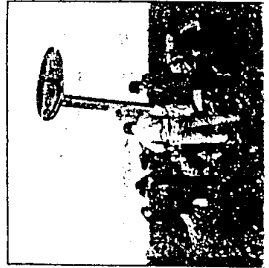
Cat &
Dog fight



Police make
drug-related
busts at fair

By TOBY COTTER
Staff Writer

SANDWICH — The DeKalb Sheriff's Department recently made numerous drug busts at the



1992 airplane tragedy in Hinckley still causing
pain, lawsuits and lessons

FIVE YEARS LATER

By TOBY COTTER
Staff Writer

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1992 airplane tragedy in Hinckley still causing pain, lawsuits and lessons

FIVE YEARS LATER

By TOBY COTTER
Staff Writer

HINCKLEY — Five years ago at 12:38 p.m., the Hinckley Airport experienced a day of death. One like it had never seen before.

A group of 12 people boarded an airplane that warm September afternoon without knowing it would be their last few minutes alive.

DeKalb resident, Ed Baron, and his brother Chris were aboard the airplane.

The Barons were working September 7, 1992, for their father James who owned the Hinckley Parachute Center at the airport. Ed was a cameraman, while Chris served as an instructor for the group of eager skydivers.

The skydivers and instructors boarded the 1951 military airplane piloted that day by Jim Mahr.

The airplane, a C45H with two-engines, took off on the grassy surface while those aboard had pleasant thoughts about skydiving over the bountiful fields of DeKalb County.

Those thoughts of sailing calmly above the Illinois corn fields suddenly turned into quivers of terror for the 12 people.

As it took off, the airplane began to shake and experienced problems. It could not gain altitude. A nearby farmer said he knew something was wrong.

And an observer, Stephen Lee, also knew something terrible was about to happen.

"The plane was sort of floating down, left to right, left to right. It looked like it would land," Lee said. "When it hit the ground, the plane flipped over and burst into flames. It was immediately engulfed in flames."

As the plane burst into flames,
See HINCKLEY, page 3 →



Jumpers, front to back, Chicago resident Allison Burr, owner Bo Babovic, Columbus, Ohio residents Colleen Vickery and Chad Vickery sit in the belly of a Twotter plane before take off Thursday. After climbing to 14,000 feet, the skydivers hook up with an instructor and make the jump.

Chronicle Photos/
KATHY FOX



Officials look over the wreckage of a 1951 military plane that crashed in a Hinckley field in 1992. All passengers were killed in the crash.



Top: Columbus, Ohio resident Chad Vickery and instructor Johann Van Aswegen come in for a landing after a tandem jump at the Chicagoland Skydiving in Hinckley. Left: Chicago resident Allison Burr and Bo Babovic, front, and Colleen Vickery and instructor Nenad Mila put on harnesses as they prepare for a tandem jump at Chicagoland Skydiving.

Britain says goodbye to Di

□ Mournful nation marks British people in their millions how we felt."



Hinckley...

DAILY CHRONICLE De

← HINCKLEY, from page 1

Valerie Steele-Holden was in total shock. She watched the entire stage of events on the ground, while her husband was taking his last few breaths of life aboard the flaming airplane.

Steele-Holden's husband, Glenn Holden, was burned beyond recognition.

In fact, everyone aboard the airplane was burned so badly that DeKalb County Coroner Dennis Miller asked for assistance from three local dentists to identify the bodies.

"This was something like I've never seen before," Miller said. "From the first site of the accident scene, you could tell that there were no survivors."

That is the fact that haunts James Baron everyday.

Although Baron was not there on Sept. 7, 1992, he said the day will always hurt him.

"The accident has affected us more than anyone can imagine," he said. "You can never recover."

Baron said the loss of his sons has changed everything for the worse. "Would you as an individual put your sons in that position?" Baron asked. "Enough said."

The National Transportation Safety Board released a report in 1993 concluding that the probable cause of the crash was "inadequate maintenance and inspection... which resulted in an engine power loss during the critical takeoff phase of the flight."

It is the engine failure that upsets Grant Dixon, an attorney for Corboy and Demetrio, the law firm representing Steele-Holden.

"This was a betrayal of trust," Dixon said. "You have the right to expect a tomorrow."
Dixon said Baron was partly at

fault for the deadly accident.

"There is no disputing that James Baron was partly at fault in the crash," Dixon said. "I feel his pain in losing two sons, it was a huge loss for him. But, it was in part because of his own negligence."

"That's the lawyer talking," Baron said. He further said the airplane met all required safety standards.

"The airplane was completely checked out by the FAA and all the books were in order," Baron said. Baron said he had a record of running a good business for nearly 20 years.

"You don't run an operation for 20 years without being conscious and diligent about your job," Baron said.

For Baron, the accident continues to live with him. However, he said, others have learned from the crash.

"We have recently learned that as a direct result of the accident, flight training manuals and FAA testing procedures have changed to teach others the proper techniques," Baron said. "Perhaps the information gained from the accident, future lives will be saved."

The future is what concerns current owners at the Hinckley Airport. A trip to the complex gives every indication the airport has recovered from the crash. On a busy day, skydivers and gliders fill the airways above the airport.

The skydiving business, and the airport, were sold after the accident. The skydiving business was reopened by Bo Babovic. The airport was reopened by Partners Investment Corporation.

Babovic oversees the total operations of Chicagoland Skydiving. He said the operation is very safe with more than 15,000 jumps per year. "We haven't had any serious in-

juries at our business," he said, detailing how he is aboard the airplane during most jumps. "If I didn't think it was absolutely safe, I wouldn't be up there in that airplane."

Babovic said his business has a very good working relationship with the gliding company, Hinckley Soaring, which is located on the other end of the airport.

Hinckley Soaring, co-owner Al Freedy, said the two businesses must watch out for each other by using safe and practical methods.

"This is a good airport with no obstructions," Freedy said. "Both of us are very visible."

Freedy said any accidents with the company's gliders are a result of student or pilot error. Like a car, Freedy said, there is some risk and drivers have to be aware of the hazards.

According to Alan Abell, a partner with the airport's ownership group, one of the draws of the airport is the wide open space. He said the airport is much safer than the busy airports around Chicago.

"Fundamentally, this is a safer place than it was five years ago," Abell said. "As owners we can't dictate how the businesses operate, but we do keep a watchful eye on them."

Abell said the operators at the airport are more conscientious than ever before. He said the businesses are professional and does not foresee any major problems in the future.

"I've seen an improvement at the airport," said Miller. He said although he is not an

aviation expert, just the fact that the coroner's office is not being called to the airport is an indication that safety has improved.

Even though it is business as usual at the Hinckley Airport, traces of the fatal crash still remain today.

A total of 10 lawsuits remain active. There are five pending lawsuits against Anderson Propeller, and no one has yet to settle with Baron or his past operation, the Hinckley Parachute Center.

On Thursday, just a few days before the five year mark, Anderson Propeller settled their lawsuits with five plaintiffs.

Dixon said he could not say how much his client received from Anderson Propeller. Although, he did say it was a substantial amount.

"My client had high demands," he said. "She was fairly compensated for the loss she has suffered."

Dixon said the clients who settled with Anderson Propeller can still obtain money in their lawsuit against Baron.

"My big issue is that my client will never be able to replace her loved one," Dixon said. "This event has profoundly changed her life."

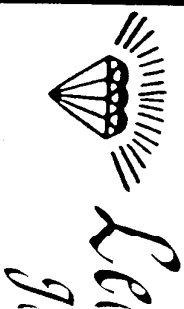
In July, DeKalb County Judge Countyman rejected an argument from the defendants who claimed the maintenance man had no direct legal responsibility to those who were killed in the crash.

Baron contends that he followed FAA standards, but would not comment on the question of liability.

The case against Anderson Propeller, Hinckley Parachute Center, and James Baron has been set for January 1998.

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