

Wedding plans Include police

By Anna Tomforde  
The Guardian



WILLIAM AND KATE

LONDON — Security for Britain’s royal wedding next month will cover every kind of threat “from terrorism downwards”, a top Scotland Yard police commander said Monday, in the wake of violent protests at the weekend in London against government cutbacks.

Metropolitan Police Commander Bob Broadhurst, who will be in overall charge of security for the wedding between Prince William and Kate Middleton on April 29, said police would consider an increased use of stop-and-search powers for the event.

The measures would probably be necessary to prevent radical extremists from attempts to disrupt the ceremonies, after two violence-filled demonstrations in London in the past three months.

The latest occurred Saturday, when anarchist extremists joined the fringes of a peaceful trade union-led march and attacked a number of “symbolic targets,” including shops, banks and luxury hotels.

Last December, a Rolls-Royce in which Prince Charles and his wife, Camilla, were traveling through the West End of London, was attacked by demonstrator after a day of violent student protests against a rise in university tuition fees.

“We are looking specifically at the royal wedding and what we can do to prevent Saturday’s disorder and violence creeping in to that event. We always look at our powers to try to quell violence before it happens,” Broadhurst told the BBC in a frank interview.

However, he said, Saturday’s event, in which some 400,000 people marched peacefully, while a small minority broke away, was “very different”, and different powers were available to the police for the royal wedding.

SEE WEDDING, D1



Mary F. Calvert/MCT

Protesters rally inside the lobby of The Homer Building after they stormed the building, Monday. A number of liberal groups lined up outside the offices of BGR Group at The Homer Building in Washington, D.C. to protest a fundraiser for Wisconsin Republicans at a major Washington, D.C., lobbying firm.

American dream faces reality

By Steven Thomma  
McClatchy Newspapers

WASHINGTON — The bitter fight over union pay and benefits in states such as Ohio and Wisconsin is more than a clash over an annual budget.

It’s a sign of a country wrestling with fundamental change as it leaves the familiar moorings of the 20th century and struggles to forge a new economic and political order.

Working people have been watching their paychecks stagnate or shrink since the 1980s. Health care costs have been rising steadily. Jobs have been migrating overseas. The dream of upward mobility has slipped from many people’s grasp. The rules seem to be changing.

Politicians from both major parties have responded with partisan solutions on party-line votes, unwilling or unable to forge consensus, leaving anxiety and bitterness in their wake. They’ve borrowed trillions to pay for wars and health care benefits, bailed out Wall Street

and auto companies, even as they cut taxes. As a result, debt has skyrocketed.

Amidst that shifting landscape, Americans have reacted at times with rage in town hall meetings in 2009, outside the U.S. Capitol as Congress passed a health care law in 2010, and in state capitols in 2011, as governors and legislators push cuts in pay and benefits for teachers and other public workers.

But there’s more to the angst than the day’s headlines.

“What’s going on is something deeper within the electorate itself,” said John Kenneth White, a professor of politics at Catholic University in Washington. “People feel their rights are being taken away. People feel they’re losing the American Dream.”

Consider the case of the Ohio laborer who said during the 2008 presidential campaign that he feared Democratic candidate Barack Obama’s proposed tax increases on incomes beyond \$250,000.

Samuel “Joe the Plumber”

Wurzelbacher actually made far less than that — \$40,000 in 2006, according to the Toledo Blade newspaper. But he said he wanted to buy a plumbing business and move up. That, Republicans said, was what the American dream was all about. Anyone could move up and make more, so everyone had a stake in keeping taxes low on the wealthy.

It was that way, once.

For decades after World War II, middle-class incomes rose rapidly, and the gap between rich and poor narrowed.

“The United States witnessed a period of strong and sustained economic growth, creating a rising tide that lifted all boats and ushering in an era of unprecedented prosperity,” said a report from the Economic Mobility Project at the Pew Charitable Trust.

“In the last generation, however, an increasingly competitive global economy has caused the growth of median family income to slow notably.”

By one measure, working

Americans continue to do better. Eight out of 10 Americans make more in inflation-adjusted dollars than their parents did, Pew found.

But they’re not upwardly mobile like their parents were in the 1950s and 1960s. Pew found that 42 percent of people in the bottom fifth of income now will stay in the bottom fifth, unable to move up the ladder even from one generation to the next.

“If America really is a country where people have equality of opportunity, not outcome, we would expect to see more movement,” said Erin Currier, project manager at the Economic Mobility Project. “We would expect that people would not look so predictably like their parents.”

At the same time, some are slipping downward, particularly minorities. Pew found that 16 percent of children in middle-income families will fall all the way to the bottom. Among African-Americans, 45 percent will fall to the bottom.

“There is not equality of op-

SEE DREAM, A2

Southwest grounds 79 planes for inspection

By Louis Sahagun and Mike Anton  
Los Angeles Times

LOS ANGELES — Southwest Airlines grounded 79 of its Boeing 737 aircraft Saturday after a harrowing incident in which a hole tore open in the fuselage of a flight bound for Sacramento and depressurized the cabin.

Southwest spokeswoman Brandy King said the company canceled 300 flights across the country so Boeing engineers could help conduct emergency inspections on the aircraft. Investigators from the National Transportation Safety Board and the Federal Aviation Administration were still trying to determine what caused the fuselage to rupture on Flight 812 from Phoenix to Sacramento on Friday afternoon. The aircraft, which contained 118 passengers, safely made an emergency landing in Yuma, Ariz.

Passengers described a terrifying and chaotic scene. Some reported hearing a noise like a small explosion or gunshot before the cabin lost pressure. While the aircraft’s breathing masks were deployed, some occupants lost consciousness. One flight attendant and one passenger were treated for minor injuries, according to the airlines.

Saturday’s cancellations were felt throughout the airlines network, and it was unclear when the grounded planes would be returned to service. At least 13 flights scheduled to depart from Los Angeles International Airport were canceled Saturday afternoon, including flights bound for San Francisco, Phoenix, Denver, Tucson, Ariz., Albuquerque, N.M., and Las Vegas.

Rita Aguilar-Cayo, 58, was among the scores of Southwest passengers at Los Angeles International awaiting word on their flights’ statuses Saturday. “I just arrived on a national flight from Tahiti and now I’m going home, and I really, really want to get

SEE FUSELAGE, A2

Radiation continues to leak as Japanese attempt to stop water contamination

By Julie Makinen and Ralph Vartabedian  
Los Angeles Times

TOKYO — Japanese emergency crews are scrambling to contain rising levels of extremely radioactive water that has leaked into tunnels and basement equipment rooms at the Fukushima Daiichi nuclear power plant, putting up dangerous new obstacles to workers trying to bring the reactors under control.

Workers were using sandbags and concrete panels Tuesday in a desperate attempt to prevent the contaminated water from further spreading through the plant or into the nearby soil and ocean.

Their challenge is compounded by the fact that they must continue to douse water on the nuclear reactors and the spent fuel pools that would otherwise overheat and release additional radiation. Japanese officials warned Tuesday morning that

temperatures in one of the reactors was again rising.

Chief Cabinet Secretary Yukio Edano said that cooling the reactors would remain the top priority, though workers would try to reduce the amount of water being used in order to reduce the potential for wider contamination. “We have to prioritize cooling,” Edano said.

In addition, deposits of plutonium — a long-lived radioactive element — were found in the soil around the plant. The government said some of the plutonium may have seeped from damaged fuel rods inside the plant, with Edano calling the situation “very grave.”

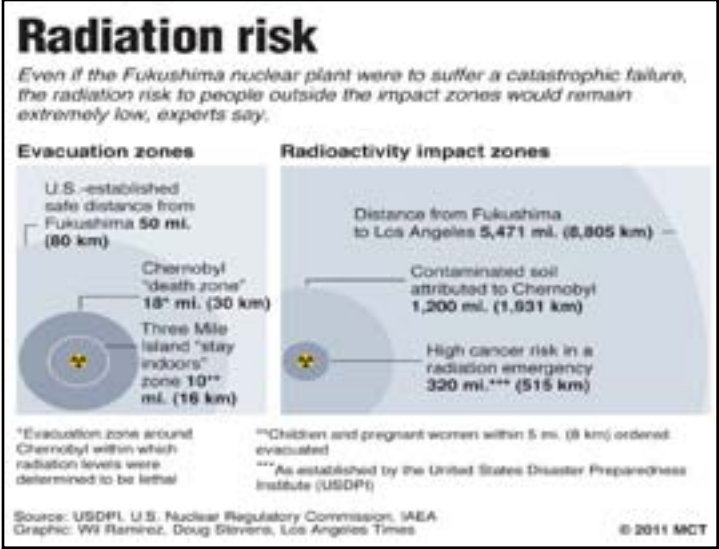
The problems represent further setbacks for Japanese authorities, demonstrating that more than two weeks after the earthquake, they still do not know the extent of damage and continue to improvise as they learn more about the state of the damage and the radiation leaks.

“Everything is being done by

the seat of their pants,” said Edwin Lyman, a nuclear physicist with the Union of Concerned Scientists, a U.S. watchdog group. “They are solving each problem, until the next one comes along.”

Japanese and American nuclear industry experts have offered several conflicting explanations of where the water came from: runoff from water cannons fired into the damaged plant, leakage from pools holding spent fuel rods or even coolant from the damaged reactor vessels that overheated in the early days of the disaster.

The presence of highly radioactive water was complicating work at the site already hindered by mechanical problems and damage from the quake and tsunami. Engineers have run a crucial new power line to the plant from the electrical grid, but radioactivity was keeping workers from getting close enough to hook it up throughout the complex.



The radiation level of the water in the tunnel at the No. 2 reactor was reported at 1,000 millisieverts per hour; four times a worker’s limit for a full year, meaning even brief exposure could be harmful.

Plant authorities were exploring ways to capture and store the contaminated water. But

experts say it could take days to weeks to work out a way to remove all the water safely, further slowing efforts to bring the stricken facility under control. The engineers must also figure out where the contaminated water originated and how it got into the tunnels that house pipes connecting the reactor to the

turbines.

If not, the tunnels could simply flood again even as water is pumped out.

A U.S. nuclear design engineer said he believes the water accumulating in the tunnels and turbine rooms comes from water cannons and helicopters that attempted to spray water into the spent fuel pools but missed their mark. The water then accumulated radioactivity washed off the plant structure, and coursed downhill through the plant until reaching the tunnels.

“All that seawater they have been spraying on the reactors, tons of seawater, it basically had to go somewhere,” said University of Southern California nuclear safety expert Najmedin Meshkati.

Even if the water is pumped out, radioactivity may remain behind, leaving the site still dangerous to work in. Lyman said porous concrete walls and floors could absorb the radio-

SEE JAPAN, B3

WEATHER

TODAY



High 77°  
Low 56°

Partly cloudy

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# Computer hacker proves nation’s cyber security should be priority

By Ken Dilanian  
Tribune Washington Bureau



MAIFFRET

WASHINGTON — When a large Southern California water system wanted to probe the vulnerabilities of its computer networks, it hired Los Angeles-based hacker Marc Maiffret to test them. His team seized control of the equipment that added chemical treatments to drinking water — in one day.

The weak link: County employees had been logging into the network through their home computers, leaving a gaping security hole. Officials of the urban water system told Maiffret that with a few mouse clicks, he could have rendered the water undrinkable for millions of homes.

“There’s always a way in,” said Maiffret, who declined to identify the water system for its own protection.

The weaknesses that he found in California exist in crucial facilities nationwide, U.S. officials and private experts say.

The same industrial control systems Maiffret’s team was able to commandeer also run electrical grids, pipelines, chemical plants and other infrastructure. Those systems, many designed without security in mind, are vulnerable to cyber attacks that have the potential to blow up city blocks, erase bank data, crash planes and cut power to large sections of the country.

Terrorist groups such as al-Qaida don’t yet have the capability to mount such attacks, experts say, but potential adversaries such as China and Russia do, as do organized-crime and hacker groups that could sell their services to rogue states or terrorists.

U.S. officials say China already has laced the U.S. power grid and other systems with hidden malware that could be activated to devastating effect.

“If a sector of the country’s power grid were taken down, it’s not only going to be damaged

to our economy, but people are going to die,” said Rep. Jim Langevin, D-R.I., who has played a lead role on cyber security as a member of the House Intelligence Committee.

Some experts suspect that the U.S. and its allies also have been busy developing offensive cyber capabilities. Last year, Stuxnet, a computer worm some believe was created by the U.S. or Israel, is thought to have damaged many of Iran’s uranium centrifuges by causing them to spin at irregular speeds.

In the face of the growing threats, the Obama administration’s response has received mixed reviews.

President Barack Obama declared in a 2009 speech that protecting computer network infrastructure “will be a national security priority.” But the follow-through has been scant.

Obama created the position of federal cyber-security “czar,” and then took seven months to fill a job that lacks much real authority. Several cyber-security proposals are pending in Congress, but the administration hasn’t said publicly what it supports.

“I give the administration high marks for doing some things, but clearly not enough,” Langevin said.

The basic roadblocks are that the government lacks the authority to force industry to secure its networks and industry doesn’t have the incentive to do so on its own.

Meanwhile, evidence mounts on the damage a cyber attack could inflict. In a 2006 U.S. government experiment, hackers were able to remotely destroy a 27-ton, \$1 million electric generator similar to the kind commonly used on the nation’s power grid. A video shows it spinning out of control until it shuts down.

In 2008, U.S. military officials discovered that classified networks at the U.S. Central Command, which oversees military operations in the Middle East and Central Asia, had been penetrated by a foreign intelligence service using malware spread through thumb drives.

That attack led to the creation in 2009 of U.S. Cyber Command, a group of 1,000 spies and hackers charged with preventing such intrusions. They also are responsible for mounting offensive cyber operations, about which the government will say next to nothing.

The head of Cyber Command, Gen. Keith Alexander, also leads the National Security Agency, the massive Fort Meade, Md.-based spy agency in charge of listening to communications and penetrating foreign computer networks.

Together, the NSA and Cyber Command have the world’s most advanced capabilities, analysts say, and could wreak havoc on the networks of any country that attacked the U.S. — if they could be sure who was responsible.

It’s easy to hide the source of a cyber attack by sending the malware on circuitous routes through computers and servers in third countries. So deterrence of the sort relied upon to prevent nuclear war — the threat of massive retaliation — is not an effective strategy to prevent a cyber attack.

Asked in a recent interview whether the U.S. could win a cyber war, Alexander responded, “I believe that we would suffer tremendously if a cyber war were conducted today, as would our adversaries.”

Alexander also is quick to point out that his cyber warriors and experts are legally authorized to protect only military networks. The Department of Homeland Security is charged with helping secure crucial civilian infrastructure, but in practice, the job mostly falls to the companies themselves.

That would’ve been akin to telling the head of U.S. Steel in the 1950s to develop his own air defenses against Soviet bombers, writes Richard Clarke, who was President George W. Bush’s cyber-security adviser, in his book “Cyber War: The Next Threat to National Security and What to Do About It.”

The comparison underscores the extent to which the U.S. lacks the laws, strategies and policies needed to secure its cyber infrastructure, experts say.

“If we don’t get our act together, the consequences could be dire,” said Scott Borg, who heads the U.S. Cyber Consequences Unit, which analyzes the potential damage from various scenarios.

## Fuselage

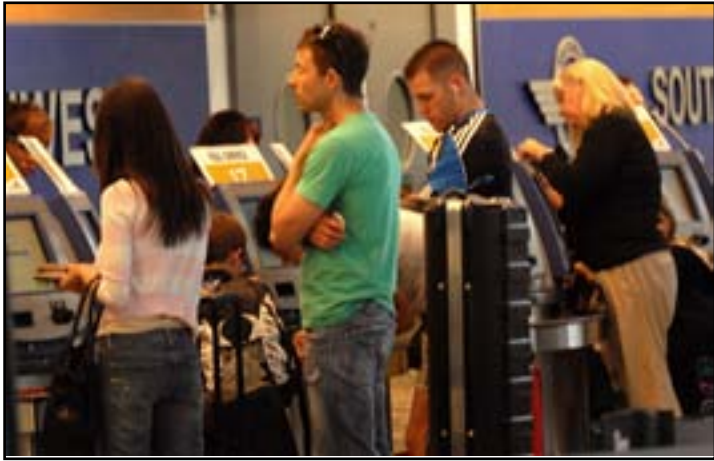
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there,” Cayo said. “But I’m starting to feel pretty insecure.”

Standing behind Cayo were 19 missionaries of various ages from Victory Christian Academy in Valparaiso, Ind. The group, dressed in identical orange T-shirts, were returning home from a year in Los Angeles. Group member Deanna Abner, 48, said they were unaware of Friday’s incident until they got in line to check their luggage Saturday. Asked whether she was worried, Abner shrugged. “God is in control. We don’t worry about it,” she said. “The worst that can happen is that we all go to heaven.”

Officials said the inspections could last for several days and that they were looking for any indications that other planes were suffering from “aircraft skin fatigue.”

Southwest has had problems with fuselages tearing in the past. In 2009, a foot-long hole opened in the top of a jet while it was



Dan Rosenstrauch/Contra Costa Times/MCT

**Southwest Airlines customers waited in long lines to find out their flight was either changed or cancelled on Saturday at Oakland Airport in Oakland, Calif. The airline grounded 79 planes after a rupture appeared in a jet’s fuselage.**

cruising at 30,000 feet, forcing an emergency landing in West Virginia.

That same year, the airline was fined \$7.5 million by the FAA for nearly 60,000 flights in which the planes had not undergone required inspections for fuselage cracks. “Given Southwest’s history, this raises a real concern,” said Jim Hall, a transportation

consultant. “Everyone knows they pound those airplanes hard.”

The structural integrity of aging airline fleets has been an issue since 1988 when cracks caused the roof of an Aloha Airlines Boeing 737 to peel away while on its way to Honolulu. A flight attendant was sucked out of the depressurized craft, and dozens of passengers were injured.

The incident led to stricter inspection regulations, but through the years a number of airlines have had incidents where weakened fuselages tore apart in mid-air.

The FAA earlier this year implemented new rules requiring additional structural inspections of Boeing 757 and 737 aircraft. The agency rejected Southwest’s request for more time to complete inspections, which the company said would require “out-of-sequence maintenance” that would cause “a significant burden.” Southwest’s fleet of 548 aircraft is made up of Boeing 737s; the one that tore open Friday was 15 years old, according to FAA records.

Hall said commercial aircraft used more for short-haul flights common throughout Southwest’s flight schedule are more prone to structural stress than long-haul aircraft. “They get pressurized and depressurized on a more frequent basis,” he said.

According to the airline’s website, the Southwest fleet has an average age of slightly more than 11 years. Each plane flies an average of six flights a day; the average trip is 648 miles and nearly two hours long.



## Dream

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portunity in the way we as a nation imagine there is,” Currier said. “The American dream is struggling.”

It has been since the mid-to-late 1970s. One key may have been the decline of unions in the private sector, which previously had helped increase wages not only for members, but also for workers in some non-union businesses, by setting a benchmark.

Bruce Western, a sociology professor at Harvard University, said that middle-class incomes started to stagnate around the time that private-sector union membership started to decline. From 1974 to 2007, private-sector union membership dropped from 34 percent to 8 percent for men, and from 16 percent to 6 percent for women, according to Western.

At the same time, income at the bottom and middle of the scale started to stagnate, and the gap between rich and poor grew by 40 percent, he said.

Today, fewer than 7 of 100 jobs in the private sector are unionized. About 36 of every 100 government jobs are unionized, but workers there are under heavy pressure to take pay cuts and pay more for benefits, as their neighbors in the private sector also have done.

“We actually were looking to buy a house, and we stopped doing that because we don’t know what our income is going to be,” police officer Hope Rummell of

Alliance, Ohio, told The Washington Post.

“We’re strong middle class. We went to college and we do okay. But we have a real fear that this will kill out a large percentage of the middle class in this state.”

She was speaking about the push in Ohio to cut public-sector spending and limit collective bargaining.

She could’ve been speaking for millions of Americans in similar straits.

Historically optimistic, Americans have turned pessimistic on one keystone measure of the American dream: They generally don’t buy the idea that life will be better for the next generation.

On Election Day last November, only 32 percent of voters said they believed life will be better for the next generation of Americans, while 39 percent thought it would be worse and 26 percent thought it would be about the same.

That’s not just the recession talking. Election Day polls going back to 1992 found similar results, with the exception of 2000, when optimism spiked momentarily at a rare moment of peace, prosperity and balanced budgets.

If such sentiments feed anger at the Republican governors of Ohio or Wisconsin, or at the Democratic president in Washington, the underlying cause is nonpartisan.

The feeling of betrayal by one’s own government appears to run within both public-employee union members angry at efforts to roll back their benefits, and tea party protesters, who rallied first against government

baileouts of Wall Street bankers, then at the Democratic health care law.

“There is a connection,” said Western at Harvard University. “They’re really angered by a violation of what they think is fair. ... In the tea party, it was connected to bailouts. ... There was a real sense of unfairness at a time when people were struggling economically. ‘Why were those people bailed out?’ And that’s exactly what was happening in Wisconsin. They see the idea that their bargaining rights would be stripped as unfair.”

Beyond unfair, people see the government as turning a deaf ear to them.

“People believe they were disempowered,” said White of Catholic University. “Tea party activists felt they were shut out of power. Now people in Wisconsin feel they were locked out of the process.”

At least for now, there appears to be no sign that either party has found the politically persuasive answer to the nation’s pocket-book anxiety. The country is not rallying to either political party or coalescing into any kind of a solid majority behind either side’s approach.

“Change has been the norm for our politics for three elections,” said Lee Miringoff, the director of the Marist Institute for Public Opinion at Marist College in Poughkeepsie, N.Y. “There’s a lot of ambivalence. On one hand, people want change. On the other hand, the people who push the change are criticized for overreaching.”

