

Produced exclusively
for Newspapers In
Education by
PARADE magazine

DAILY NEWS



Do you think prom
night has become too
dangerous?

▲ Making Proms Safer

Prom season is approaching, which means school administrators, parents, and police officers are working to remind students of the tragedies that drunk driving has brought to so many communities on prom night. According to Mothers Against Drunk Driving (MADD), 290 young people (age 15-20) were killed in alcohol-related crashes during typical prom weekends in 2005—and 198 of those deaths involved an impaired teenage driver. This spring, some community groups are staging “Project Safe Prom” dramatizations of prom night accidents, which typically involve simulated car crashes. Police departments are planning to add extra officers to weekend highway patrols during prom weekends to get impaired drivers off the road as quickly as possible—and to crack down on liquor stores that sell to minors. MADD is encouraging parents to ask their teens to sign the group’s pledge to remain alcohol- and drug-free on prom night (and all year long). And administrators are urging student couples to attend school-sponsored after-prom parties rather than retreating to house parties or hotel rooms.

Making News: Does your paper promote safe prom activities or write about teens and drunk driving? Do the articles help convince you to avoid dangerous situations? What else could the paper do?

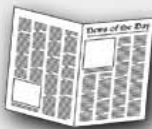
Where Do You Stand? Do you have any prom plans? Does your school offer a place to go after the dance? Do student groups try to convince prom-goers to avoid drinking and driving? Do you think the messages get through to most students? Would you sign a safe-prom “pledge”? All things considered, are proms worth it? Write a letter to the editor c/o PARADE Classroom, 711 Third Ave., New York, N.Y. 10017.



Surf for More!

Learn more about planning a safe prom from **Students Against Destructive Decisions** (sadd.org/promtoolkit.htm) and take the **MADD pledge** (think.madd.org). Or read **David Levithan's “21 Proms”** (Scholastic, 2007).

Coming Up in the
April 29 PARADE:
Mandy Moore



Cover the Story

Your editor-in-chief wants to offer students in your area a guide to prom season. You’ve been asked to lead the project. What advice will you give students about planning a memorable evening? What will you tell them about staying safe? Which stores and locations will you recommend? Whom will you interview?

▼ Quick News Quiz

1. A gunman killed 32 people, and then himself, in a deadly rampage in Blacksburg, Va., on the campus of:
a. the University of Virginia.
b. Virginia Tech.
c. George Mason University.
2. Jon Corzine suffered serious injuries in a car crash and for many weeks will be unable to serve as governor of:
a. Connecticut.
b. Pennsylvania.
c. New Jersey.
3. This bank—the world’s biggest—announced that it will cut 17,000 jobs to reduce expenses:
a. Bank of America
b. Citigroup
c. Wells Fargo
4. Swiss food company Nestlé is spending about \$5 billion to buy this company, America’s largest producer of baby food:
a. Gerber
b. Hershey
c. General Mills
5. The author of *Slaughterhouse-Five*, which is often read by high school English classes, died at age 84. He is:
a. Saul Bellow.
b. Norman Mailer.
c. Kurt Vonnegut.

Doctors: Cheney’s blood clot shrinking

By DEB RIECHMANN
The Associated Press

WASHINGTON — The blood clot in Vice President Dick Cheney’s left leg is slowly getting smaller, according to doctors who checked his leg today and gave him an upbeat report, a spokeswoman said.

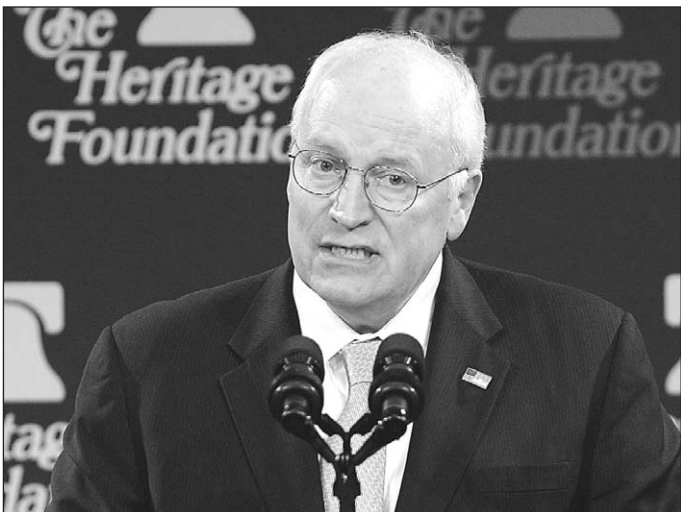
Cheney was taken to his doctor’s office for an ultrasound of the clot, then returned to the White House to resume his normal schedule, said Megan McGinn, a spokeswoman for the vice president.

“The ultrasound was reassuring and showed that the clot is gradually resolving,” she said. “His blood thinning medication was found to be in the desired range. The vice president’s doctors advised him to continue the current course of treatment.”

Cameron Akbari, a vascular surgeon at the Washington Hospital Center who was not directly involved in Cheney’s case, said that any time a clot doesn’t get larger is good news.

“It’s essentially like a snowball in that if one is not on a blood thinner, the snowball gets larger and larger,” Akbari said. “But if one remains on the blood thinner, the snowball melts on its own. The same thing is happening to the clot.”

On March 5, doctors discovered that Cheney had a clot,



Charles Rex Arbogast/AP

A blood clot in Vice President Dick Cheney’s leg is getting smaller, according to his doctors.

called a deep venous thrombosis, in his left lower leg.

The 66-year-old Cheney has a history of heart problems. Blood clots that form deep in the legs can become killers if they break off and float into the lungs. This is called a pulmonary embolism. Deep vein thrombosis strikes an estimated 2 million Americans each year, killing 60,000.

Cheney’s doctor’s office is located at the George Washington University Medical Faculty Associates near George Washington University Hospital.

Cheney went to the hospital on March 20 after experienc-

ing discomfort in his left lower leg. McGinn said then that the ultrasound revealed no extension or complication of his clot and that his blood thinning medication was therapeutic.

Cheney has had had a number of heart-related problems over the years.

He had six hours of surgery on his legs in 2005 to repair a kind of aneurysm, a ballooning weak spot in an artery that can burst if left untreated. He has had four heart attacks, quadruple bypass surgery, two artery-clearing angioplasties and an operation to implant a special pacemaker in his chest.

DNA from partly eaten pastry helps nab car thief

EASTPOINTE, Mich. (AP) — Norman O. Wheeler probably wishes he had finished that cinnamon bun.

DNA evidence from the partly eaten pastry led to Wheeler’s arrest in a 2004 car theft.

The 40-year-old Detroit resident already was serving time for another auto theft when authorities made the DNA match.

Wheeler pleaded guilty earlier this month, and he now faces sentencing May 22.

Eastpointe Officer Ed Lulko was investigating the car-theft report when a witness described seeing a man arrive in one car and then break out the windows of the other car and steal it, according to police in the Detroit suburb.

“Officer Lulko found the partially eaten pastry in the car and sent it to the Michigan State Police crime laboratory with hopes that the DNA left on the roll could lead to the identity of the perpetrator,” Detective Eric Keiser told The Macomb Daily of Mount Clemens. As a convict, Wheeler’s DNA was on file, leading to the match and arrest.

From Page 1A

Goodrum has been subject of protection order from Petrich before

to stay at least 500 feet away from Petrich. He cannot contact her and must not commit any further acts of domestic violence or abuse. Goodrum also cannot damage any of Petrich’s property.

This is not the first time Petrich has filed for a domestic violence order against Goodrum. She received an order in 2000 when she was 18 years old.

Petrich claimed then that Goodrum hit her while the two were driving back to Franklin from Bowling Green, according to the order.

“He also told me he wanted to snap my neck and if he couldn’t have me then no one else could,” according to Petrich’s statement at the time.

The prior order also banned Goodrum from hav-

ing firearms and obligated him to attend domestic violence counseling, according to the order.

Goodrum was tried and acquitted in 2005 for the death of Melissa “Katie” Autry, 18, who was beaten, raped, sodomized and set on fire in her Poland Hall dorm room May 4, 2003.

The trial was moved to Owensboro because of pretrial publicity.

Stephen Soules, 21, of Scottsville also was charged in Autry’s murder. Soules pleaded guilty and received a life sentence.

Soules testified that Goodrum killed Autry, but no physical evidence linked Goodrum to Autry’s dorm room.

From Page 1A

GM vice chairman: White House approach to energy misguided

America’s energy challenges.

The report proposed increases in fuel economy standards, as well as the adoption of a national renewable energy standard, and looked at other energy policy issues.

The commission is recommending a new-vehicle fuel economy improvement target of 4 percent per year, which Lutz described as an “ill-conceived way to curb fuel use.”

But the environmental group thinks otherwise.

“We believe events of the last two years justify increasing the stringency of our initial recommendations on a number of major issues, especially climate change and automotive fuel economy,” said William K. Reilly, former EPA administrator and commission co-chair, earlier this year. “At the same time, as in our original report, these revised recommendations continue to emphasize market-based, cost-effective approaches that we believe can gain the political support to become law.”

Lutz said the government is using the “incremental approach” to squeeze more fuel economy out of the design of the combustion engine, instead of taking a more transformative stance.

Lutz said a more transformative approach – in which government cooperates with the auto industry to see what is feasible versus what isn’t – is better than the “fear and panic” Washington has for car makers to do something.

Lutz favors a national program that can help automakers begin the transition away from fossil fuels to renewable sources or to the gradual electrification of automobiles.

“We have the technology to get 25 to 30 percent fuel economy improvements across the board,” Lutz said. But there’s a difference in having the technology and being able to apply technology in

a way that won’t disrupt the market, he said.

Lutz admitted that of all of his responsibilities, it’s dealing with pressures from government regulations that keeps him up at night.

“Depending on what the feds do with fuel economy regulation, there is no free ride here. All of that technology costs money,” Lutz said.

Lutz gave an overview of GM’s plan to debut more engine and transmission improvements for its vehicles, along with putting out more alternative energy vehicles.

Two million ethanol capable vehicles will be on the road by the end of the year, Lutz said.

“The problem with ethanol is that the automobile industry can build the E85-capable engines, but there is not yet a national distribution system,” Lutz said.

GM will have five hybrid models on the market before the end of this year and nine at the end of 2008, Lutz said.

Lutz said the benefit of the Global Automotive Conference is that it takes him out of his corporate world to mingle with people with different corporate belief systems.

“The greatest value comes from interaction among the participants and the speakers acting as a catalyst,” Lutz said.

Al Salerno, a first-time participant of the conference, said Lutz added a human element to the issues by telling what suppliers and other OEMs are looking for – solutions.

“He’s been in the industry for so many years. .. he continues to learn and listen,” Salerno said.

Salerno is the regional vice president for Tradebeam Inc., a global trade management company providing software and services that help companies expand their global reach. Salerno participated in a panel presentation on global technology sourcing Monday.

For Wil Cooksey, general manager of the Bowling Green General Motors Assembly Plant, Lutz’s speech was a pat on the back.

“I got new encouragement,” Cooksey said. “With his vast knowledge and experience, it gave you hope. We tend to underestimate what the various car companies are capable of doing. We’re working on some important stuff.”

Monday morning, Lutz toured the Bowling Green plant with Cooksey before flying to Louisville for the second day of the conference.

“It’s a total global perspective. He reminds us that we are a global company,” Cooksey said. “He talked to my plant and gave them some real nice encouragement.”

That encouragement is needed as uncertainty looms among workers at the plant about where production for the newest version of the Corvette will be located.

According to Andrea Hales, spokeswoman for the plant, the Bowling Green Area Chamber of Commerce contacted the plant last week with that very concern.

Hales said the newest version of the Corvette is still in the early design stage and that GM is several years away from the next generation of the Corvette.

“It hasn’t been assigned to be built anywhere,” Hales said.

When the design is complete, she said, proposals will be presented from GM plants across the country, including from the Bowling Green plant.

“Hopefully we’ll secure that product,” Hales said.

Hales is used to the rumors and is taking a “this has happened before” approach, pointing out that the rumor mill was stirred up when GM prepared for the debut of the Corvette C5 and C6 designs.

“We’re doing everything we can in order to secure future products,” Hales said.