

* Free app Available for download on your iPad, iPhone or Android

Orlando Sentinel

OrlandoSentinel.com mobile.OrlandoSentinel.com OS

WEATHER
92°/74°
(today/tonight)
Scattered storms.
Forecast, B10

INDEX
Business...A12
Celebrities...A2
Comics...B8
Deaths...B6
Lottery...A4
Opinion...A16
TV...B5

NATION & WORLD

Irene aftermath: Millions still without power as cleanup continues

A day after Irene made landfall in New Jersey, right, its greatest effect was felt far from the coastline — in places like landlocked Vermont and upstate New York. A15



BUSINESS

Markets bounce back

The Dow rose more than 254 points, fueled by consumer spending and a Greek bank merger. Markets charts, A13

MIKE THOMAS

Time to give jobs agency a pink slip. A3



OBITUARY

Scott Harris, 64, dies after battling cancer

The "journalists' journalist" helped launch Central Florida News 13 during his long career. A3



ASSOCIATED PRESS FILE

The Hubble telescope made this image of a planetary nebula in '09.

SMALLER PROJECTS FACE NASA CRUNCH

By MARK K. MATTHEWS
Washington Bureau

WASHINGTON — The cost of NASA's two flagship programs — a new space telescope and its next rocket — is poised to devour much of the agency's shrinking budget in coming years, putting at risk everything from efforts to devel-

op futuristic spacecraft to returning rocks from Mars, scientists and congressional insiders warn.

At a time when budgets are being slashed government-wide, price estimates for the James Webb Space Telescope and NASA's new rocket and crew capsule either have increased by billions of dollars or are at risk to do so, ac-

ording to internal NASA documents and external evaluations.

The Webb telescope, a high-tech successor to the Hubble Space Telescope, once was expected to cost \$3.5 billion and launch this year. Now, the estimate is \$8.7 billion, with a 2018 launch

Please turn to **NASA, A9**

Webb telescope

The successor to the Hubble telescope has more than doubled in cost.

Revised estimated cost with a 2018 launch date

\$8.7B

Initial estimated cost with a 2011 launch date

\$3.5B

SOURCES: NASA, Sentinel research

STAFF GRAPHIC

MORE REST FOR TRUCK DRIVERS?

TO REIN IN ACCIDENTS, FEDS MAY CHANGE RULES



JACOB LANGSTON/STAFF PHOTOGRAPHER

"You see them weaving all over the road," says Laurie Clarke, at an I-4 rest area near Longwood, about truckers fighting fatigue.

By CHRISTINE SHOW | Staff Writer

It was a typical night for Julio Rentas Jr. as he steered his tractor-trailer along an open stretch of Interstate 95 in Flagler County.

Then, out of nowhere, trucker Betty Tucker pulled onto the interstate from the shoulder, where she had pulled over to check a light that had come on in her cab. Rentas' rig smashed into Tucker's, killing the 33-year-old Groveland father of two.

A lawsuit in federal court accused Tucker of Richmond, Va., of having driven a grueling 19 consecutive hours before the accident.

"It's a safety problem — drivers like this are putting everyone on the road at risk," said Orlando attorney Henry "Hank" Didier, who, along with colleague P. Alexander Gillen, won a \$3 million verdict this month for the Rentas family over the December 2009 accident.

In a move to help prevent such accidents, the Federal Motor Carrier Safety Administration, which enforces trucking regulations, has proposed reducing the allowable driving time for interstate truckers from 11 hours in each 14-hour shift to 10 hours. Truckers also would be required to take a one-hour break during

Please turn to **TRUCKS, A15**

ACCIDENT VICTIM



Julio Rentas Jr., shown with his wife Glenda, died in 2009.

Proposal changes hours-of-service rules for interstate truckers, A15

EXCLUSIVE

Did Sheriff's Office misuse files, photos to lobby against gun bill?

By HENRY PIERSON CURTIS
Staff Writer

Florida law-enforcement officials dipped into secret intelligence files to lobby against legislation that would have allowed holders of concealed-weapons permits to carry their guns openly, newly released documents show.

Leading the effort last spring was one of Orange County Sheriff Jerry Demings' staff lobbyists, who gave lawmakers surveillance and state drivers license photos of eight concealed-weapons permit holders, despite a state law that makes the identities of the 800,000 permit holders confidential.

The idea was to distribute photographs of motorcycle-gang members with valid gun permits to show legislators the sort of people who might scare away tourists if they displayed their pistols, according to an investigation by the Orange-Osceola State

"Those are the ones we're worried about carrying ... Please defeat this terrible bill."

Sheriff's Capt. Mike Fewless to the state Senate Judiciary Committee

Attorney's Office.

The information given to lawmakers came from the secret files of the Orange sheriff's Intelligence Squad, an undercover unit that investigates "motorcycle gangs, white supremacy groups ... organized crime and other non-traditional cases," the

Please turn to **REPORT, A9**

Orlando outlet malls avoid slowdown

By SANDRA PEDICINI
Staff Writer

Bolstered by tourists and locals alike, cash registers are ringing at Central Florida's outlet malls.

Orlando Premium Outlets on Vineland Avenue this month revealed plans to expand, for the second time in less than five years.

The 550,000-square-foot center and its sister property on International Drive are both fully leased. And more stores want in. Retailers from New York & Co. to Ann Taylor have abandoned many traditional malls while rapidly opening more outlet stores.

The allure of luxury at rock-bottom prices brings



JACOB LANGSTON/STAFF PHOTOGRAPHER

Business is going so strong for Orlando Premium Outlets that it is planning its 2nd expansion in less than 5 years.

shoppers to outlet centers, featuring brands such as Ralph Lauren, Brooks Brothers and Tory Burch.

Many items are over-

stocked or discontinued, while others are part of separate product lines

Please turn to **RETAIL, A9**

GATORLAND

Offer Expires Sept. 31

Florida Residents Only \$14.99 per person!

Florida Residents (Adults) are just \$14.99 per person, plus tax with this coupon. Offer valid thru September 5, 2011. Proof of residency required per adult.

(407) 835-5496
www.gatorland.com

SCREAMIN' GATOR

1,200 FEET OF HIGH FLYING FUN

It's fast... it's wild... it's Orlando's ONLY zip line to race above giant alligators and crocodiles!

\$69.99, per person, plus tax

Flight times available daily; advanced reservations are required. Log onto www.gatorland.com to view zip-line requirements and purchase tickets.

The Screamin' Gator Zip Line is not included with General Park Admission.

14501 S. Orange Blossom Trail Orlando, Florida 32837

TRUCKS

Continued from Page A1

marathon shifts that include loading and unloading their cargo and to take more time off duty between seven-day stretches. A final decision is due Oct. 28 on the rules, which the trucking industry says will raise the cost of doing business.

In addition, the federal agency last year approved a rule that by 2012 will require interstate truckers who repeatedly violate hours limits to install electronic devices that replace traditional paper log books. Yet another rule still in the works could require recorders for interstate truckers, regardless of whether they've been caught cheating on their logs.

The changes come even as the number of fatal truck crashes has dropped in recent years after a major overhaul of rules that took effect in 2004. Since then, truckers have had to take 10 hours off to rest between shifts — two hours longer than previously. Truckers used to be able to work and take breaks as they needed, but the 2004 rules required that once drivers started a shift, they needed to stop working 14 hours later.

The stricter rules have contributed to a reduction in fatal crashes, trucking organizations say. In 2009, the number of fatal crashes nationwide involving large trucks dropped 20 percent from 2008, to 2,987, according to an April report from the safety administration. During the same period, miles traveled by large trucks

TRUCKERS FACE STRICTER RULES

The Federal Motor Carrier Safety Administration will make a final decision in October on proposed changes to hours-of-service rules for commercial interstate truckers.

Time-on-duty rule: Truckers work 14-hour shifts but can work longer under certain circumstances

Time-on-duty proposal: Truckers would have to stop working completely after finishing their 14-hour shift. They could stop after 16 hours only twice a week. They could be on duty only 13 of the 14 hours — they would have to take an hour break.

Driving-time rule: The maximum amount of time a trucker can be

on the road driving is 11 hours.

Driving-time proposal: The safety administration is leaning toward changing the total driving to 10 hours.

Restart rule: Truckers can "restart," or begin a new weekly shift of 60 or 70 hours, after taking at least 34 hours off-duty.

Restart proposal: The 34-hour rule would remain, but truckers would be restricted by how often they could use it. Time off would have to include two consecutive off-duty periods from midnight to 6 a.m. during certain weeks, which would require that truckers spend more time off between weekly shifts.

fell 7 percent, the report showed.

But in a December report, the federal agency said the fatal-crash numbers were "still unacceptably high." And industry experts say the proposed changes still won't do enough to improve safety in the demanding industry and reduce the exhaustion that truckers experience.

Truckers are routinely confronted with tight schedules and often have little choice but to press on and fight fatigue. With the poor economy pressuring trucking companies to operate more efficiently with fewer drivers, there's even more of a push for truckers to maximize their time. Because of the demands, some truckers break the rules that limit how long they're supposed to be behind the wheel at a given time — often with tragic consequences.

In 2006, a truck driver plowed into a car stopped behind a school bus in Lake Butler, a tiny North Florida community. The car burst into flames, killing seven children ranging in age from 20 months to 15 years old. The National Transportation Safety Board found that the trucker, Alvin Wilkerson, had been awake for 34 hours before the wreck, except for a brief nap. He is serving a seven-year prison sentence.

Fatigue also was a factor in a June wreck in Leon County, where a tractor-trailer driver crashed into a car head-on and killed a woman. Trucker James Perry Wyrosdick, who was arrested on several charges, including driving under the influence of drugs and vehicular homicide, had exceeded the limit of driving hours for his shift, authorities said. He is in the Leon County Jail.

Although federal crash records show fatigue as the cause in fewer than 2 percent of fatal truck crashes last year, the statistics often don't tell the entire story, said Henry Jasny, general counsel and vice president of Advocates for Highway and Auto Safety. Law officers who fill out crash reports often check off other factors, such as failing to yield or swerving, he said. Fatigue is usually reported only if a driver admits being tired, he said.

"Otherwise, it doesn't get noticed," said Jasny, whose Washington, D.C., group lobbies for stricter rules to combat the problem of sleepy truckers. "You don't know where or when it's going to happen."

Fort Lauderdale trucker Laurie Clarke, who was taking a break at an Interstate 4 rest area in Seminole County

last week, knows the stress that lengthy driving shifts can bring. She and fellow truckers are under extreme pressure to meet schedules, she said, and punctuality is important for companies to operate efficiently and inexpensively.

"Toward the end [of the shift], I'm getting tired, no doubt about it," said Clarke, 41, who in her travels has noticed how fatigue affects other truckers. "You see them weaving all over the road."

But the American Trucking Associations, which represents the trucking industry, argues that the need for tougher driving rules is unnecessary given that the number of fatal crashes is down. They will serve only to drive up costs for trucking companies in an already-difficult economic situation, said Dave Osiecki, the organization's senior vice president for police and regulatory affairs.

"It's hard to understand what the basis is of these changes," Osiecki said.

No changes are in the offing for truckers who work solely in Florida, according to the state Office of Motor Carrier Compliance. Those truckers can drive longer than their interstate brethren — up to 12 hours in a 16-hour shift. The rules have not been reviewed since 2005.

But interstate drivers often feel forced to maximize their driving time even if they need to rest, said Todd Spencer, executive vice president of Owner-Operator Independent Drivers Association, which represents more than 150,000 members.

Jasny said drowsy truckers are a danger to themselves and other motorists.

"They're like time bombs waiting to go off," he said. "You don't know where or when it's going to happen."

Melissa Wisdom, who has traveled cross-country for 11 years, said she would appreciate more breaks during her shifts.

"I'm traveling through the day. I rest. And then I get back up and drive," said the 51-year-old Jacksonville resident, who drinks jugs of coffee to stay awake. "All this traffic is very stressful. I get really tired."

Tucker, the trucker involved in the crash that killed Rentas, was cited for improper lane change for pulling out in front of a vehicle going in the same direction. Her license is suspended after she failed to pay a fine associated with the case, according to Flagler County court records.

Before his death, Rentas juggled the challenges of truck driving and spending time with his family. Nine months before the accident, the family moved to Central Florida from Jersey City, N.J., in search of a better life.

Rentas spent his last day with his wife, Glenda, and their two sons, Anthony, now 14, and Michael, now 5. They gathered for breakfast. He slept during the day. Before he left for work that night, he sat down for dinner with his family.

It would be their last meal together.

cshow@tribune.com or 352-742-5917