

FINAL SCORES



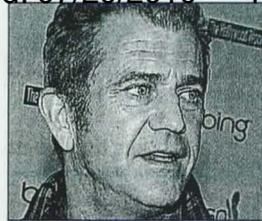
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USA TODAY

NO. 1 IN THE USA



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Tuesday, July 13, 2010

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USA TODAY Snapshots

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Percentage of public libraries with wireless Internet access:



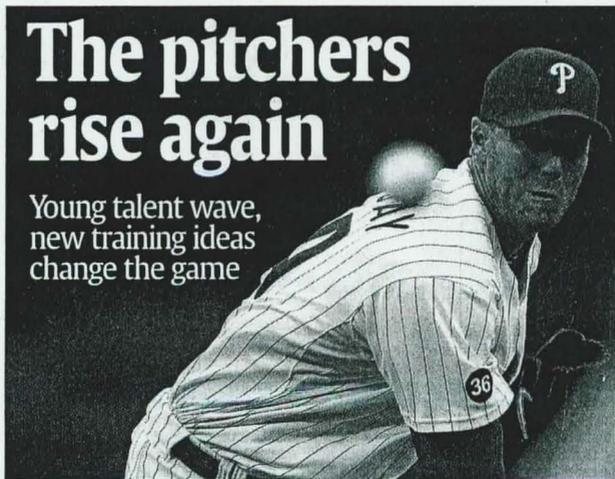
8 pages in Sports

All-Star Game guide

Jimenez, Price take the mound AL, NL lineups, stats
Inside the NL's slump Why Angel Stadium is a favorite

The pitchers rise again

Young talent wave, new training ideas change the game



By Matt Stocum, AP

Perfection strikes twice: The Phillies' Roy Halladay pitched a perfect game May 29, the second in the majors that month — and the first time in 130 years there have been two in one season.

By Paul White USA TODAY

Some of baseball's most prolific sluggers filled three hours of prime-time television Monday in the All-Star Home Run Derby, the game's annual salute to power and offense.

It's about time the hitters got some attention. With two perfect games and a celebrated near-miss, two more no-hitters and diminished offense across baseball, this has been the Year of the Pitcher — at least up to the season's traditional halfway point marked by today's All-Star Game in Anaheim, Calif.

There's no consensus on a reason, but theories abound.

Baseball's stricter policy on performance-enhancing drugs — namely steroids and amphetamines — is widely seen as a factor, but it's more complex than that. The crackdown, in its sixth season, has taken place amid the arrival of



By Dino Vouras, AP

Scoreboard says it all: The Athletics' Dallas Braden made history May 9.

a new generation of talented pitchers who have been trained with increasing sophistication. Some also say umpires have played a role with inconsistent strike zones that hitters say add another layer of guesswork — which pitches are strikes — on top of solving the talented young arms throwing those pitches.

Cover story

And then, there's the theory that suggests swings in the pitcher-hitter pendulum are part of the game's natural cycles.

"There was the era of home runs, what everybody used to call the steroid era," says former player Luis Gonzalez, who hit 354 homers in his 19-year career, including 57 for the Arizona Diamondbacks in 2001.

"Now, it's the pitchers' era. It's just one of those things you can't explain."

Please see COVER STORY next page

Stores look to YouTube for help

Teen 'haul' videos star in back-to-school strategy

By Bruce Horowitz USA TODAY

Show-and-tell shopping videos posted by teens on YouTube for fun are about to get a serious back-to-school commercial twist.

Today, J.C. Penney, one of the nation's largest retailers, will announce plans to turn a handful of these look-what-I-got-at-the-store teen videos — known as "hauls" — into a core component of its back-to-school marketing.

Penney joins several teen-oriented retailers, including Forever 21 and American Eagle, in exploring the use of hauls this fall to go for a bigger share of the \$50 billion Americans are expected to spend on back-to-school and back-to-college goods.



Hauler: Annie St. John shows off her J.C. Penney finds: a military-style hat and a necklace.

J.C. Penney. The chain has a deal with six girls to create back-to-school haul videos. Each was pro-

Backlash grows vs. full-body scanners

Fliers worry about privacy, health risks

By Gary Stoller USA TODAY

Opposition to new full-body imaging machines to screen passengers and the government's deployment of them at most major airports is growing.

Many frequent fliers complain they're time-consuming or invade their privacy. The world's airlines say they shouldn't be used for primary security screening. And questions are being raised about possible effects on passengers' health.

"The system takes three to five times as long as walking through a metal detector," says Phil Bush of Atlanta, one of many fliers on USA TODAY's Road Warriors panel who oppose the machines. "This looks to be yet another disaster waiting to happen."

The machines — dubbed by some fliers as virtual strip searches — were installed at many airports in March after a Christmas Day airline bombing attempt. The Transportation Security Administration (TSA) has spent more than \$80 million for about 500 machines, including 133 now at airports. It plans to install about 1,000 by the end of next year.

But the machines are running into complaints and questions here and overseas:

The International Air Transport Association, which represents 250 of the world's airlines, including major U.S. carriers, says the TSA lacks "a strategy and a vision" of how the machines fit into a comprehensive checkpoint security plan. "The TSA is putting the cart before the horse," association spokesman Steve Lott says.

Security officials in Dubai said earlier this month they wouldn't use the machines because they violate "personal privacy," and information about their "side effects" on health isn't known.

Last month, the European Commission said in a report that "a rigorous scientific assessment" of potential health risks is needed before machines are deployed there. It also said screening methods besides the new machines should be used on pregnant women, babies, children and people with disabilities.

The U.S. Government Accountability Office said in October that the TSA was deploying the machines without fully testing them and assessing whether they could detect "threat items" concealed on various parts of the body. And in March, the office said it "remains unclear" whether they would have detected the explosives that Umar Farouk Abdulmutallab allegedly tried to detonate on a jet bound for Detroit on Christmas.

TSA spokeswoman Kristin Lee says the agency completed testing at the end of last year and is "highly confident" in the machines' detection capability. She also says their use hasn't slowed screening at airports and that the agency has taken steps to ensure privacy and safety.

The TSA is deploying two types of machines that can see underneath clothing: One uses a high-speed X-ray beam, and the other bounces electromagnetic waves off a passenger's body.

Passengers can refuse screening by the machines and opt for screening by a metal detector and a pat-down search by a security officer, the TSA says.

Concerns of frequent fliers

Some opt for pat-downs, 4B

Business Travel

Every Tuesday



How it works: Dave Couts, a program analyst for the Transportation Security Administration, demonstrates how to stand in a new body-scanning machine at Sky Harbor International Airport in Phoenix. Some fliers are uncomfortable being scanned by the machines.

By Matt York, AP

► Scanner backlash is growing, 1A

Debate rages over full-body scans

Fliers complain of added security time, privacy issues, radiation fears

By Gary Stoller
USA TODAY

Frequent business traveler Melissa Wilson refuses to be screened by the government's new full-body imaging machines at airport security checkpoints.

She says she noticed before a recent flight from Houston that the machines increased screening time up to five minutes per passenger. The equipment also enables the government to "strip-search" passengers without probable cause, and the long-term effects of radiation emitted are unknown, she says.

"I've been screened zero times, and that number will remain zero," says Wilson, a management consultant from Palm Beach Gardens, Fla.

Faced with a choice of getting screened by the machines or screened by a metal detector and a pat-down search by a security agent, Wilson and many frequent fliers are choosing a pat-down as questions and opposition about the machines grow. A survey of members of USA TODAY's Road Warrior panel of heavy travelers found more than half of 49 of them who've been screened at least once by the machines opposed them, with 35 saying they increased screening time.

The Transportation Security Administration, which has spent more than \$80 million for about 500 machines, says the criticism is unwarranted. It says the machines improve security, are no threat to passenger privacy or health, and were chosen over alternative screening procedures by more than 98% of passengers during airport tests.

Among the issues debated:

► **Processing times.** The TSA says it takes about 20 seconds to screen a passenger with the machines.

The International Air Transportation Association, which represents 250 of the world's airlines, disputes that. The group says it observed the new machines at Baltimore/Washington airport during the July 4 holiday weekend, and it took 50 to 70 seconds to screen a passenger.

Frequent flier Jim Zipsky of Omaha says it took 2½ to five minutes to screen him with the new machine before each of four recent flights from Omaha's airport. On previous flights, it took a minute or less to walk through a magnetometer, he says.

► **Privacy invasion.** Full-body machines violate the Fourth Amendment, which guards against unlawful searches and seizures, by subjecting travelers to an "invasive search" without any suspicion that they did anything wrong, the Electronic Privacy Information Center alleges in a July 2 lawsuit filed in a U.S. appeals court in Washington. The non-profit group was established to focus attention on civil liberties issues.

The group also says the machines perform digital strip searches that are incompatible with the teachings of some religious faiths.

Dubai airport security officials announced July 5 that the machines contradict Islam and wouldn't be installed

Airports with full-body scanners

Backscatter

Backscatter X-ray machines, which screen passengers with a high-speed X-ray beam, have been deployed to the following airports:

- Boston Logan
- Charlotte
- Chicago O'Hare
- Cincinnati/Northern Kentucky
- Columbus, Ohio
- Corpus Christi, Texas
- El Paso
- Fort Lauderdale-Hollywood, Fla.
- Gulfport-Biloxi, Miss.
- Kansas City, Mo.
- Laredo, Texas
- Lihue, Hawaii
- Los Angeles
- Omaha
- Phoenix
- San Jose



Backscatter: Scan result.

Millimeter wave devices

Millimeter wave devices, which screen passengers by bouncing electromagnetic waves off the body, have been deployed to the following airports:

- Albuquerque
- Atlanta Hartsfield-Jackson
- Baltimore/Washington
- Denver
- Dallas/Fort Worth
- Detroit Metro
- Fort Wayne, Ind.
- Indianapolis
- Jacksonville
- Las Vegas
- Miami
- Raleigh-Durham, N.C.
- Richmond, Va.
- San Francisco
- Salt Lake City
- Tampa
- Tulsa
- Reagan Washington National



Millimeter: Wave result.

there because of privacy concerns. Orthodox Jews and Pope Benedict XVI have also opposed the machines.

The TSA says it sets the machines to blur travelers' facial features and places employees viewing the images in a separate room. The agency says it doesn't store the images and deletes them after viewing.

► **Radiation.** Frequent flier Richard Hofrichter of Glen Allen, Va., says he's been screened by the full-body machines about 30 times this year, and he's worried about the cumulative effects of radiation.

TSA spokeswoman Kristin Lee says the machines that use high-speed X-rays emit a very low dose of radiation, equal to the amount received from the environment during two minutes in flight. Other machines that use electromagnetic waves that emit energy to scan passengers are "thousands of times less than what is per-

mitted for a cellphone," she says.

The TSA says machines that use X-rays were evaluated by the government and scientists who determined that the radiation doses for individuals being screened, operators and bystanders were well below the dose limits specified by the American National Standards Institute.

In April, however, four professors at the University of California-San Francisco, wrote a letter to John Holdren, President Obama's top science adviser, expressing "serious concerns" about "potential health risks" from the machines. The professors are experts in biochemistry, biophysics, X-ray imaging and cancer.

The radiation emitted by the scanners would be safe if it was distributed throughout the entire body, but the majority is absorbed by the skin and underlying tissue, the professors wrote. "The dose to the skin may be dangerously high," they said.

They told Holdren that "there is good reason to believe" the machines would increase the risk of cancer to children, the elderly, pregnant women and others prone to cancer.

David Brenner, the director of Columbia University's radiological research center, says the machines emit very small doses of radiation to the skin. The risk to individuals may be small, Brenner says, but with hundreds of millions of passengers flying each year, "The population risk has the potential to be significant."

► **Ability to detect weapons and explosives.** The Government Accountability Office said in March that it "remains unclear" whether the machines would have detected the explosives in the underwear of a man who allegedly tried to blow up a Northwest Airlines jet bound for Detroit on Christmas Day.

Brian Sullivan and Steve Elson, two former Federal Aviation Administration security agents, say the machines are ineffective for finding explosives and preventing a terrorist from smuggling explosives on board an aircraft.

Billie Vincent, the FAA's former security director, says the machines "incrementally improve" on metal detectors if TSA agents alertly resolve identified threats. There are no screening technologies that "are 100% effective," he says.

TSA spokeswoman Lee says the agency is "highly confident" in the detection capability of full-body, or advanced, imaging technology. "While there is no silver-bullet technology, advanced imaging technology is very effective at detecting metallic and non-metallic threats on passengers, including explosives and powders," she says.

Passengers with concerns about the machines can instead request a pat-down search.

But some frequent fliers say TSA agents at airport checkpoints don't inform passengers that they have a choice.

Wilson, the frequent flier from Palm Beach Gardens, says she's "repeatedly seen" passengers directed to the full-body screening line without explanation or disclosure about the machines.

"Signage disclosing the nature and purpose of the equipment was frequently turned backward, so passengers could not see the information," she says. "The information was occasionally posted on the other side of the equipment where passengers could only see it after going through the machine."