

For September 21, 2012, CBS

The Associated Press

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<Show: CBS THIS MORNING>

<Date: September 21, 2012>

<Time: 07:30>

<Tran: 092102cb.410>

<Type: Show>

<Head: For September 21, 2012, CBS>

<Sect: News; International>

<Byline: Charlie Rose, Norah O`Donnell, Troy Roberts, Peter Greenberg,
Rebecca Jarvis>

<High: Review of the Bruce Beresford-Redman murder case. American Airlines
cancels hundreds of flights. The new iPhone goes on sale.>

<Spec: Murder; Crime; Mexico; Travel; Airlines; American Airlines;
Communications; Apple>

CHARLIE ROSE: Thousands of people are up early waiting to get a new iPhone 5 as they go on sale. We`ll have more on that in a few minutes.

Welcome back to CBS THIS MORNING. I`m Charlie Rose. Norah O`Donnell is in Washington.

NORAH O`DONNELL: Wow, everybody waiting in line for that new phone today. Pretty exciting for a lot of people.

CHARLIE ROSE: In Feb--

NORAH O`DONNELL: You anxious to get one, Charlie?

CHARLIE ROSE: Indeed, I am.

In February, 48 HOURS MYSTERY went inside a Mexican prison and interviewed former reality television producer Bruce Beresford-Redman. He was just about to go on trial for the murder of his wife in Cancun, Mexico.

NORAH O`DONNELL: Now seven months later, Beresford-Redman talks again to 48 HOURS correspondent Troy Roberts about the case that now seems to be falling apart in court.

(Begin VT)

BRUCE BERESFORD-REDMAN (48 HOURS MYSTERY): If I`m found guilty I`m thirty years in Mexican prison.

TROY ROBERTS (48 HOURS Correspondent): In the nearly seven months of Bruce Beresford-Redman`s murder trial, the government`s theory of how his wife Monica died has never wavered. Prosecutors believe the couple argued violently on the morning of April 5, 2010, then he suffocated her in the hotel room they shared with their two small children. Prosecutors claim he kept her dead body there until he could hide it in the sewer that evening.

CARLA BURGOS (48 HOURS MYSTERY): I know that.

TROY ROBERTS: Monica`s sister Carla Burgos says Bruce is right where he belongs.

CARLA BURGOS: If he really killed my sister, which it looks like he did, I- - I want him in jail.

BRUCE BERESFORD-REDMAN: I`m innocent. I-- I did not kill my wife. I had nothing to do with it at all.

TROY ROBERTS: How are you holding up?

In a new interview with 48 HOURS, Beresford-Redman says prosecutors have totally failed to prove their case.

BRUCE BERESFORD-REDMAN (on phone): It`s very hard for me to understand why I`m still in jail. I`ve been accused of a really, really horrible crime and I would like very much to have the chance to exonerate myself.

TROY ROBERTS: He may well succeed. Much of the physical evidence in the case has been lost or contaminated. And key government witnesses have contradicted the prosecution`s case. The coroner, for instance, pinpoints Monica`s death at 11:40 PM Monday night, but prosecutors insist she died eighteen hours earlier.

BRUCE BERESFORD-REDMAN (on phone): His testimony, to me, obliterate their entire theory.

TROY ROBERTS: And when the state`s criminologist takes the stand incredibly, he testifies he can find no link between Bruce and Monica`s murder.

BRUCE BERESFORD-REDMAN (on phone): I am looking around waiting for someone to stand up and say, oaky, well, we've got the wrong guy. You know, let's get him the hell out of there. And that doesn't happen.

TROY ROBERTS: Determined to press on with a circumstantial case, the chief prosecutor told 48 HOURS, we want to punish him. We have to work with what we have. He said there is other evidence against Bruce but also admitted he's concerned about upholding Cancun's reputation as a tourist Mecca.

JAIME CANCINO (48 HOURS MYSTERY; Skype): It could take forever.

TROY ROBERTS: Bruce's lawyer Jaime Cancino, interviewed via Skype from Mexico, says his client plans to take the stand.

JAIME CANCINO: He's going to be free. At the end of the day, he's going to be free. I can assure you that.

BRUCE BERESFORD-REDMAN (on phone): The fact I'm innocent is going-- at some point will get me out.

TROY ROBERTS: And this summer, he sent a message to his children.

BRUCE BERESFORD-REDMAN (recording): Hopefully, I'm coming home soon. I'm really, really proud of both of you. I miss you guys and I love you. Bye, guys.

(End VT)

CHARLIE ROSE: Troy Roberts is here. First question, is it-- is this anything like a trial in an American court?

TROY ROBERTS: Absolutely not. The Mexican Criminal Justice system is very different from what we're familiar with. The judge hears testimony when his schedule allows. So the proceedings stop and start and lurch forward and go back, and there are-- it's very possible that weeks will go by without anything happening. So this could go on for a very, very long time. It's-- it's very odd.

CHARLIE ROSE: What's going to happen?

TROY ROBERTS: I wish I could tell you the-- if-- if I had a crystal ball.

CHARLIE ROSE: Yeah.

TROY ROBERTS: This is not a jury trial. One judge is listening to all the testimony, weighing all the evidence. What we have right now, it does look like there's a very strong case against Bruce Beresford-Redman, but this is a very high-profile case, and it's very possible that outside pressures could influence the outcome.

CHARLIE ROSE: Like?

TROY ROBERTS: Well, I mean it`s a political-- I-- I believe it`s a political case now. It`s gotten so much attention in that country. And I-- I don`t have any evidence to support this, but it`s very possible that outside pressures from, you know, from the government possibly could influence the outcome.

CHARLIE ROSE: Great to see you. Thanks, Troy.

TROY ROBERTS: Thank you.

CHARLIE ROSE: Troy Roberts, you can see his full report on 48 HOURS MYSTERY. Fatal Episode: The Producer`s Story. That`s tomorrow night at ten, nine Central right here on CBS.

The battle between American Airlines and its pilots is causing trouble for passengers. Peter Greenberg will show us what the pilots are saying and how bad it could still get. You`re watching CBS THIS MORNING.

(ANNOUNCEMENTS)

NORAH O`DONNELL: Remember we told you yesterday that American Airlines has cancelled nearly three hundred flights this week? But the airline`s troubles don`t stop there. New figures show barely half of American`s flights arrived on time in September.

CHARLIE ROSE: American-- American Airlines claims pilots calling in sick are causing many of the problems. CBS News travel editor Peter Greenberg joins us now. Welcome.

PETER GREENBERG (CBS News Travel Editor): Good morning.

CHARLIE ROSE: So tell me, how bad is it?

PETER GREENBERG: Well, let me give you some numbers here. On a normal day, you may have a hundred delays. Yesterday you had five hundred and forty- seven delays at American Airlines. In August, the on-time arrival rate would be seventy- four percent. You know, there`s so far in September, about fifty-four percent. So it`s-- it`s a significant de-- decrease.

CHARLIE ROSE: Mm. And you talked to some of the pilots?

PETER GREENBERG: Well, here`s the problem. Labor relations at American have been acidic for a long time. The pilots have worked without a contract for nine years. The real catalyst was when American sent out furlough letters saying to eleven thousand employees, you may be laid off is the result of our bankruptcy. That was certainly what pulled the trigger on this latest move by the pilots. Now we talked to the pilots union, their spokesman, and this is what he said.

SCOTT SHANKLAND (Allied Pilots Association): I can tell you inequitably there`s--

there's absolutely no job action that is being orchestrated or sanctioned or being led by the-- by the pilots union. What-- what I do think that you're seeing is you're seeing the result of what happens to the operation when you have a huge employee group that is very unhappy. That's our pilots are operating without the protections and benefit of a contract. You have a lot of workers out there and it's not limited to just the pilots that-- that are uncertain about the future of this airline. And they are terribly unhappy with their relationship with management because of having them drive this into bankruptcy when after we've made all these concessions ten years ago.

PETER GREENBERG: And that's the problem. Because the airlines' claiming it's the pilots, the pilots' claiming there's no contract.

CHARLIE ROSE: Mm.

PETER GREENBERG: And you've got a real problem.

CHARLIE ROSE: Norah.

NORAH O'DONNELL: Peter, we should show what the American Airlines said in a statement. They said this, "The recent disruptions are primarily due to the significant increase in maintenance write-ups by our pilots, many right at the time departure." It seems like American is saying that the pilots are engaged in some sort of effort to cause these delays.

PETER GREENBERG: Well, you know, they-- they may have a point here, except the airline union-- the pilots union are saying it's not us at all, it's a group of rogue pilots. And let me give you some background here. The flight attendants have already signed their contract with American, but they did so saying they have no voter confidence in management. The ground workers have signed their contract. The pilots union recommended that the pilots sign their contract. And guess what happen? The pilots overwhelmingly rejected that and said we're not going-- we're not-- we don't like this at all. I was on two American flights this week--

NORAH O'DONNELL: And--

PETER GREENBERG: --both were not on time. They both had mechanical problems quote-unquote "At the time of departure." The first mechanical problem I had--

NORAH O'DONNELL: So Peter--

PETER GREENBERG: --was the pilot said he wasn't happy with his seat felt and we had to-- we waited an hour while they fixed his seat, so.

CHARLIE ROSE: And what do you call that in labor relations?

PETER GREENBERG: A slowdown.

CHARLIE ROSE: Yes. Norah.

NORAH O`DONNELL: And so Peter, bottom line, should people fly American?

PETER GREENBERG: You know what? This is not a safety issue. The problem is, it`s an inconvenience issue. If you have those kind of delays-- look, it`s a good idea if they write up the maintenance problems. But if you have those kinds of delays at fifty-four percent arrival problems, that`s almost a little bit less than half of your flights not showing up on time. You have to take that to consideration. Safety, not an issue.

CHARLIE ROSE: How does all this affect American`s desire to emerge from bankruptcy?

PETER GREENBERG: They need to cut a billion dollars in cost they say--

NORAH O`DONNELL: Yeah.

PETER GREENBERG: --before they can`t come out of bankruptcy. But they really can`t come out of bankruptcy effectively unless they have signed consensual contracts with their unions. They`ve got two out of three now. The pilots are the last remaining ones, and they`re going to the wall on this.

CHARLIE ROSE: Peter, as always, great to see you.

PETER GREENBERG: You`ve got it.

CHARLIE ROSE: It is now seven-forty-two, time for your local weather.

(LOCAL WEATHER BREAK)

NORAH O`DONNELL: Making the case for the iPhone 5, literally. How do you design accessories for a new product without ever touching it or seeing it? We`ve got that story coming up next on CBS THIS MORNING.

(ANNOUNCEMENTS)

NORAH O`DONNELL: Check it out. There are long lines at Apple stores around the world today as the iPhone 5 goes on sale. When Apple revealed the design of the new smartphone, companies that make Apple accessories started scrambling. In many cases, it was guesswork for them, designing new products. And as Rebecca Jarvis reports, guessing wrong could be disastrous.

(Begin VT)

PHIL SCHILLER (September 12; Apple): And this is iPhone 5.

REBECCA JARVIS: When Apple announced the iPhone 5 last week, the design team at Florida-based iPhone case maker Marware was anxiously holed up in a conference room; owner Edward Martin describes it as suspenseful.

EDWARD MARTIN (Marware CEO): We`re watching the live blogs of the event. So we`re, you know, is it going to be this? Is it going to be that?

PHIL SCHILLER: iPhone 5 is the thinnest phone we`ve ever made.

REBECCA JARVIS: Even after the iPhone 5 is unveiled, only a select few, like CNET`s senior editor Scott Stein, get to see and touch the device, before it ships to consumers. Accessory makers are no exception.

SCOTT STEIN (CNET Senior Editor): They don`t know the-- the final design until the starting gun. So you`re guessing and you don`t want to guess wrong. And then when you find out, everyone is scrambling and you have very few days to do it.

MAN: Sliding case and we can`t cover top-end bottom.

REBECCA JARVIS: Nearly a week after the announcement, the clock is ticking. The Marware team is hard at work in what they call "the war room," tinkering with mock-ups of the actual cases and dispatching quality control inspectors to China where the cases are made, and doing it all based on rumors, never having even touched an iPhone 5.

EDWARD MARTIN: We have to wait in line just like everybody else. We`ve the sliding click.

CHRIS PIEDRA (Marware Designer): You get as much as you can possibly ready before Apple releases their data or the device. We then, you know, tweak what we have to tweak to make that design work the new device.

REBECCA JARVIS: Marware is one of many companies trying to grab a piece of the lucrative twenty billion dollar a year smartphone accessory market. But it can be a dangerous and costly guessing game.

EDWARD MARTIN (October 4): How do you follow up a hit product like the iPhone 4?

REBECCA JARVIS: Last year, accessory makers struck out huge when Apple announced a different iPhone than what the market expected.

EDWARD MARTIN: I know a lot of my competitors spent a lot of money, they`ve made a lot of cases, and they had it all throw it away.

That`s great.

REBECCA JARVIS: This time, Marware`s team guessed right. The iPhone 5 is essentially what they expected it to be, save for a few minor tweaks like the re-designed power connector and shape.

CHRIS PIEDRA: The way we solve that--

REBECCA JARVIS: Still, the pressure is on. The small company has seen record-breaking online orders so far, people assuming Marware got it right. But some say there might be an upside for those who take time to get it right.

SCOTT STEIN: They may wait a few extra months. But the idea is that you are going to pay that forward with-- with to be the premier product.

EDWARD MARTIN: And it`s going to be important--

There`s only so much time people are willing to wait. And, you know, when you have a brand new phone that`s, you know, the sexiest thing out there, you got to want to protect it.

We definitely need to get a patent on this, right?

REBECCA JARVIS: Martin is antsy and says profit-wise, the first few months are make-or-break.

For CBS THIS MORNING, Rebecca Jarvis, New York.

(End VT)

CHARLIE ROSE: In TV land this is called show and tell. This is a iPhone 4 on my left and this is an iPhone 5 on my right. You can see it`s a little bit taller and you can also see and you can`t. But I can tell you, it`s much lighter. This is the thing they were talking about. Now you slide-- slide your phone into this, there it is.

NORAH O`DONNELL: You don`t--

CHARLIE ROSE: We`re going to go now from hi-tech to hi-tech inventions. Entrepreneur Elon Musk is going to be with us. He runs SpaceX and Tesla Motors. We`ll talk with him about the future of space travel and also about electric cars. All of that coming up on CBS THIS MORNING.

(ANNOUNCEMENTS)

NORAH O`DONNELL: Three adventurers on the Pacific island nation of Vanuatu are taking some heat. Lots of it actually. After a five-week delay because of the weather, they got within thirty meters of the Marum Volcano, using fire-resistant suits. They are the first people to ever get that close to the lava flow.

CHARLIE ROSE: Timing matters whether you`re selling stocks or eating lunch. We`ll talk with the author who`s figured out the best time to do almost everything, on CBS THIS MORNING. Your local news is next.

(ANNOUNCEMENTS)

END

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