

# Khomeini urges his followers to arm against U.S.

United Press International  
**TEHRAN, Iran** — Iran's military has captured airbase over Qom, headquarters of Ayatollah Ruhollah Khomeini, and is launching an emergency plan to mobilize all regular and irregular armed forces after a report to the Islamic clergy reported today. The Iranian moves came as U.N. Secretary-General Kurt Waldheim announced a 15-member Security Council would meet this afternoon at his request on the situation in Iran, where for the 24th day, 49 Americans are being held hostage in the embassy by militant Moslem stu-

dents. The 13 released hostages, all women and blacks, are back in the United States, and have suffered no physical harm, but are so far declining to discuss their captivity in any depth.  
 "The Qom airbase has been closed to all kinds of transportation and even passenger aircraft have no permission to overfly Qom," ground forces commander Gen. Valiollah Fallahi said in an interview with the Jomhuri Islami (Islamic Republic) newspaper.  
 "In case of need, a mobilization order will be issued," he said, adding all Iranian tribesmen would be mobilized if Iran was

attacked.  
 "The Islamic Republican Army, while expressing thanks for (public) offers to defend the country's borders against attack, assures all Iranians that all ground, air and sea attacks will be beaten back with full force," an armed forces communique said.  
 Waldheim, who called the situation "the most serious threat to peace" since the 1962 Cuban missile crisis, said he was informed that acting Iranian Foreign Minister Abol Hassan Bani-Sadr would come to New York Saturday, earlier than originally expected.  
 The council is expected to try to reach

agreement on what can be done to bring about release of the hostages and also to set up an international commission, under United Nations auspices, to "investigate the shah's having violated human rights and taken property of people in Iran."  
 In Washington, the State Department announced "nonessential" diplomats and their families have been advised to leave their posts in 10 other Moslem countries in the Middle East and South Asia. A spokesman refused to name the countries since some of them have not been officially notified.  
 Khomeini, in his latest attack against the

United States reported by the official Pars news agency, told Iranians to "equip yourselves and train yourselves and your friends for military purposes to confront the satanic power — the United States."  
 Outside the diplomatic compound in the Iranian capital, sword-bearing Moslems demanding Shah Mohammed Reza Pahlavi be returned to Iran, gathered Monday chanting, "We will kill Carter with sword and fist!"  
 But there were some signs — at least to Iranians — of possible diplomatic progress.  
 Bani-Sadr personally contacted Iran's state-run radio to announce the U.S.

House of Representatives Banking Committee has agreed to investigate the "financial corruption of the shah." The committee chairman in Washington said he would support hearings but would prefer a world body make such an inquiry.  
 The radio, which broke into its programming to announce the news, said, "The day and night endeavor to explain the facts to America and the world public opinion have borne their first fruit."  
 The proposal for a Congressional inquiry was made by Rep. George Hansen, R-Idaho, who is in Tehran on an unofficial "mercy mission."

# THE BATTALION

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## Students offer answers to alleviate bike problem

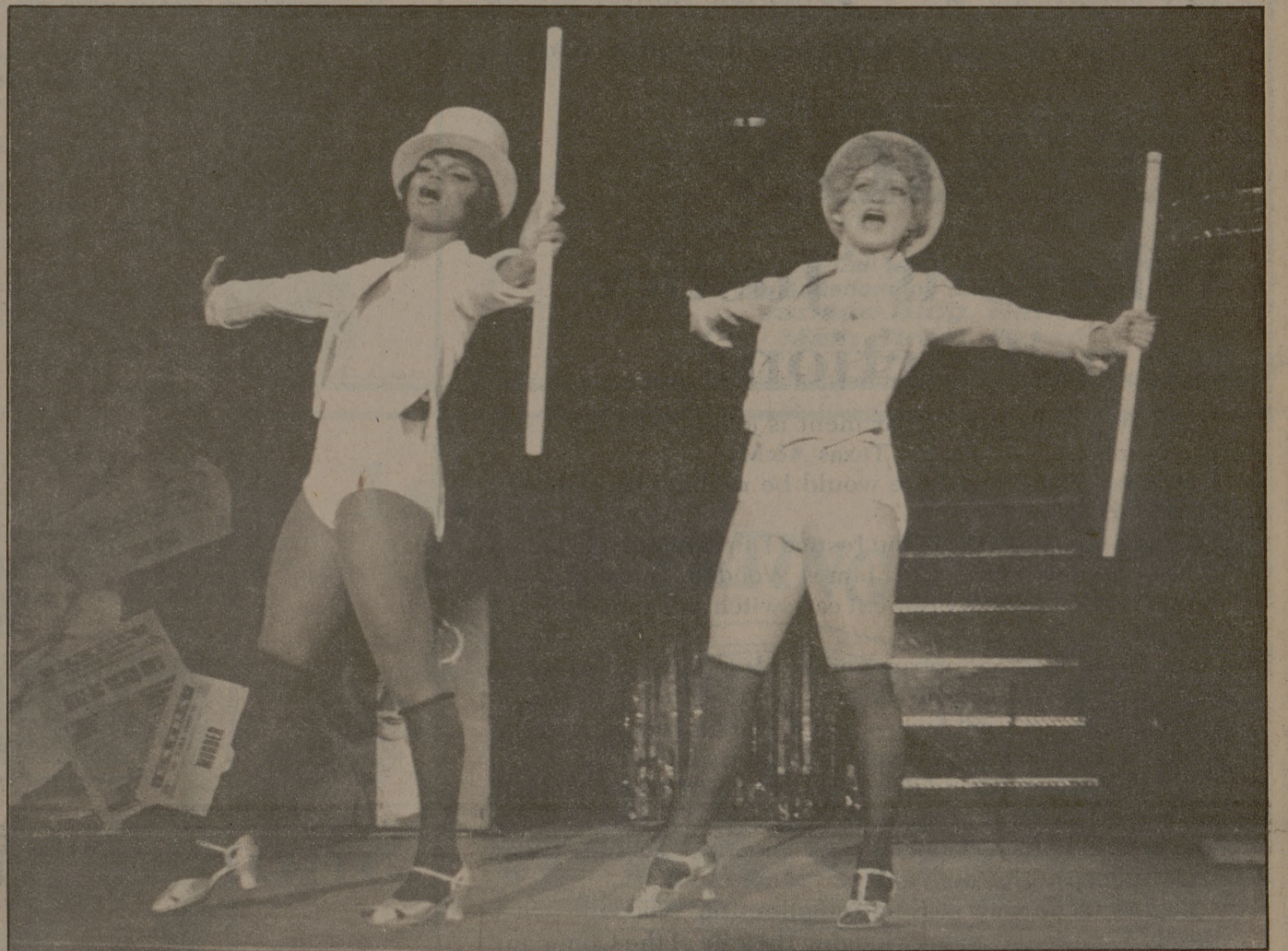
By ANGELIQUE COPELAND  
 Battalion Reporter  
 Bicycles and pedestrians are like oil and water: they don't mix, said a student biker at a meeting sponsored by the student center at Texas A&M University Monday night.  
 Separate routes on campus for pedestrians and bikers was just one solution offered by students at the meeting to help alleviate the congestion on sidewalks in the 3, 245-pedestrian areas of campus.  
 Paul Bettencourt, vice president for student activities and regulations, said the main purpose of the meeting was to get student input on the problem in three areas: the scope of the problem, possible bike-pedestrian solutions, and how effective the solutions would be.  
 The 25 students attending the meeting almost all agreed that a traffic problem existed, but most said that other solutions should be tried before bicycles are actually banned.  
 Solutions offered included more bike lanes, restriction of pedestrians from sidewalk areas, and increased enforcement of traffic regulations.

One student referred to a plan adopted by the University of California that created special routes and elevated ramps for bicycles only that had relieved campus congestion. He suggested a similar plan could be adopted on the A&M campus and that architecture or engineering classes might solve the problem as possible class projects.  
 On the California campus pedestrians are also restricted to surfaces covered in concrete film while bicycles keep to the concrete paths.  
 Another student recommended an increased awareness campaign to educate all students about traffic problems and ask for more consideration from both pedestrians and bicycle riders.  
 "Education, not legislation is the answer to the problem," he said.  
 John Kennedy, an off-campus graduate student, said that stricter enforcement of bicycle traffic regulations would not be an effective solution until the administration began actively to support such action.  
 "Last year the University Police issued only 26 tickets to bicyclists," Kennedy said. "Until the administration supports more enforcement of the bike regulations, the University will be powerless to enforce

whatever restrictions are placed on bikers."  
 Bettencourt said the senate will consider all suggestions and then advise the University Traffic Panel before any regulations are passed. He said that the panel, composed of 13 faculty members and 8 student members, had considered banning bike from the central campus if other alternatives did not provide a reasonable solution to the congestion problem.  
 He defined central campus as the mall areas around the Memorial Student Center to the Academic Building and Harrington Center.  
 Two bills expected to pass at the next senate meeting will create bike lanes on both sides of Spence Street from the Commons to Zachry, and bring pressure on the highway department to speed construction of traffic lights at the Joe Route-Wellborn Highway intersection, Bettencourt said.  
 Bettencourt said that a return to mandatory registration of bicycles was also being considered, but that was not seen as a major solution to the problem since more people have been registering their bicycles since the policy was made voluntary last year.

### Elephant Walk

With the University of Texas football game each year comes the symbolic demise of Aggie seniors — Elephant Walk.  
 Elephant Walk will begin at 1 p.m. Wednesday, according to Pete Greaves, head yell leader.  
 Before the Texas game, Aggie seniors gather by the flagpole in front of the Academic Building and wander aimlessly about the campus like old elephants about to die, symbolizing the fact that they will graduate soon and thus be of no further use to the Twelfth Man.  
 Greaves said the yell leaders and redpots will lead the event, which will end with a senior yell practice at the Bonfire stack.



Roaring '20s at A&M

Kristen Childs as Velma and Melanie Adam as Roxie strike a pose in "R.S.V.P.," the finale to the Broadway musical "Chicago." MSC Town Hall brought the touring production to Rudder Auditorium for a Monday night performance. For a review of "Chicago," see page 3.

## Hijack ... Man accused of attempted air piracy will undergo psychiatric examination

United Press International  
**EL PASO** — An 18-year-old ex-soldier accused of attempting to hijack a Los Angeles-bound jetliner to Iran will undergo psychiatric examination if a motion by court-appointed lawyer is granted.  
 Gerald James Hill Jr. of Chester, Mass., charged from the service in October for "mental reasons" after three weeks of advanced infantry training in Georgia, has been held in El Paso County Jail in lieu of \$10,000 bond for the attempted hijacking Monday of an American Airlines jet.  
 Hill is officially charged with assaulting a member of an aircraft, an offense punishable by up to 20 years in prison and a \$100,000 fine. But federal prosecutors said a detailed indictment — that might include a charge of attempted air piracy — would also be sought.  
 Evidence indicates a deadly weapon was used in the assault, Hill could face an indeterminate amount of time in prison or a life sentence.  
 Hill boarded American Airlines flight 86 in San Antonio Saturday and allegedly fled from his seat wielding a 13-inch

hunting knife as the plane taxied at the El Paso International Airport.  
 Hill detained seven crew members and most of the male passengers on the plane and demanded to be flown to Iran, officials said. The women, children and one elderly male passenger out of the 73 on board were allowed to deplane.  
 FBI agents stormed the plane — which lacked transatlantic capability — about four hours later, capturing Hill. No one was injured.  
 Hill attorney John A. Langford said Monday he will submit several motions soon, including one seeking the psychiatric testing.  
 An FBI spokesman said earlier that Hill was discharged from the Army for "mental reasons." The official FBI report on the incident was not expected to be finished for about a week, a Justice Department official said.  
 "We've got plenty of time to file under the air piracy. We won't be jumping into an indictment right away," spokesman Mike McDonald said.  
 Although he was arraigned before a

judge following his arrest Saturday, Hill appeared before U.S. Magistrate Harry Lee Hudspeth Monday, accompanied for the first time by an attorney.  
 Clad in an Army green T-shirt, blue jeans and tennis shoes, Hill fingered the stubble on his chin and said "Yes, your honor," indicating to Hudspeth he understood the charge against him.  
 Meanwhile, Marcus Wright, chief of the air security office with the Federal Aviation Administration's Dallas office, said FAA inspectors checked security devices at the San Antonio airport Nov. 14 and found them working properly.  
 A second inspection — conducted after the incident — yielded the same results, he said.  
 Wright declined to say whether operators at the airport were responsible for the breach in the security system, but said an FAA inspector had spoken with the airlines and the incident could not be repeated.  
 Wright said Saturday's incident was a fluke.  
 "If the same guy was to try the same thing today, he'd be in jail," he said.

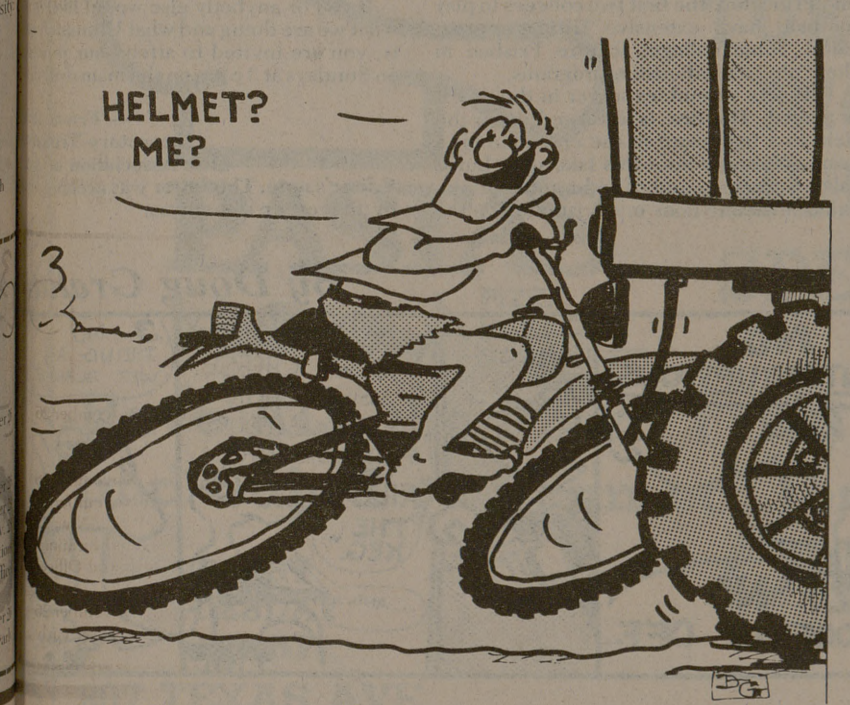
## Tanker fire off Galveston coast may burn out by end of week

United Press International  
**GALVESTON** — A 27-day fire aboard the wrecked tanker Burmah Agate is expected to burn itself out this week, say firefighters, and the Coast Guard is preparing for a large-scale recovery effort in case there are more oil leaks at that time.  
 Burmah Oil Tankers Ltd. owns the 772-foot tanker which collided Nov. 1 with the freighter Mimosa, killing 32 crewmen. The Mimosa was moved to a shipyard, but the Agate has burned and spilled oil ever since the accident.  
 "The tanks that are on fire have a lot of seawater in them and there's oil floating on top of it. How much is oil and how much is water we don't know," Jack Warfield, a Burmah spokesman said. Officials have

estimated half the cargo has been burned or lost into the sea.  
 Warfield said Dutch and American firefighters battling the blaze decided, after one unsuccessful attempt to extinguish it with chemical foam, that letting the blaze burn itself out was the best course.  
 "People like to think, in this age of moon landings, that there's technology that can solve all our problems, but the best thing really is to let it burn," he said.  
 Scattered sections of 150 miles of beach from Galveston southwestward have been splashed with spilled oil and the Coast Guard said today burnt oil residue 3 to 5 feet wide and several feet long trailed easterly from the tanker, turning to southerly

along the coast. No new oil washups were reported on beaches.  
 Teams have worked around the vessel and onshore to clean up the pollution which Warfield said has cost Burmah \$2.8 million. Cost of firefighting and salvage efforts have not yet been determined.  
 The vessel was carrying 16 million gallons of crude oil to Houston refineries when the collision happened just outside the entrance to Galveston Bay and the busy Houston Ship Channel.  
 Because the accident happened outside the 3-mile limit of U.S. territorial waters, Liberia, the country in which both ships were registered, is conducting the official investigation of the accident.

## Texas motorcycle fatalities up since helmet law change



By JACKIE FAIR  
 Battalion Reporter  
 Since August 1977, when Texas law was changed to make helmets optional for motorcyclists over 18 years old, the motorcycle fatality rate has increased threefold, H.F. Goldsmith of the Texas Safety Council said.  
 Texas is one of 27 states that rejected the 1976 National Safety Act requiring helmets. California was the first state to lobby against the restriction arguing that it should be up to the individual to decide if he should protect himself.  
 "Californians believed that helmets should be worn optionally as seat belts are," a National Safety Facts sheet explained. The law was repealed after federal funds for California's Motorcycle Safety Program were withdrawn.  
 With over half of the states following California's trend, the national accident and fatality rate rose also.  
 Between 1977 and 1978, motorcycle registrations decreased by 2 percent, but fatalities increased 12 percent, a Motorcycle Safety Foundation Report said.  
 Texas had 321 motorcycle fatalities in 1978, the second highest number in the nation. California was first with 784 deaths that year. That is about 15 deaths per

10,000 cyclists, the report said. Texas has 213,000 cyclists.  
 The high statistics of these states could be partly due to the good riding weather almost year round, and the extensive highways in both states, said Gerald Vinson, assistant research specialist for the Texas Transportation Institute.  
 "When the law was valid about 90-99 percent of the riders wore helmets," Vinson said. "With the law repealed, only about 60 percent are wearing helmets."  
 With the rising gas prices, motorcycle sales are likely to increase even greater than in the 1973 gas crunch, Vinson said.  
 Cyclists opposing mandatory helmets argue that their freedom of choice is violated. Other arguments are that helmets reduce visibility and hearing, and helmet straps cause increased neck injuries, a study by the Texas Transportation Institute of Texas A&M University shows.  
 But those arguments are diminishing with improved helmet engineering. Newer helmets extend the peripheral vision and, as Vinson explains, "hearing is already impaired by the noise of the cycle. A helmet makes no difference if you want to hear better."  
 "If not for their head, maybe the shield the helmet provides will interest

cyclists who don't want their face to be used as a windshield."  
 Dr. Myron Koehler and Dr. Curtis W. Goode of TTI collected data comparing the increase in motorcycle accidents in Harris and Dallas counties from Aug. 29, 1976 to Aug. 28, 1977, when helmets were mandatory, and from Aug. 29, 1977 to Aug. 28, 1978, when helmets were optional.  
 Although there was only a 0.8 percent increase in Harris county, Dallas county accidents rose 6.4 percent, the Koehler and Goode study showed. Statewide, between 1975 and 1978, deaths related to motorcycle accidents rose 41 percent in Texas, the study indicated.  
 If a helmet still sounds more uncomfortable than the statistics, the Koehler and Goode study reports further:  
 — The unhelmeted rider is 2.5 times more likely to die than the helmeted rider.  
 — The unhelmeted cyclist is 2.67 times more likely to sustain a head injury that was either incapacitating or fatal than the helmeted one.  
 The Texas A&M campus has some dangerous spots to watch for, although the low speed limits reduce the chances for fatalities.  
 "Even the experienced cyclist has quite

an obstacle course on campus with car doors flying open, sprinklers creating wet spots, and pedestrians walking out from between cars, and these are only a few problems," Vinson said.  
 The streets in College Station have even more to watch for with speed limits between 45-50 m.p.h. and huge potholes, the accident potential is great, Vinson said.  
 However, both the campus police and the College Station police do not separate their motorcycle accident records from the automobile or bicycle accident records.  
 "It is impossible for us to determine any increase in motorcycle accidents since the repeal of the helmet law even if we did separate the accident reports," Sgt. Paul Huddlestone of the College Station Police Department said.  
 But TTI was able to separate their records and subsequently discover the increase since the helmet law was repealed.  
 This increase interested the National Safety Council as they now offer Motorcycle Defensive Driving classes as a two hour supplement to the Defensive Driving classes for automobiles. Completion of the two hour course will reduce a motorcycle rider's insurance 10 percent. For more information call H.F. Goldsmith at 696-4945.