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Hart wins New Hampshire primary

United Press International
CONCORD, N.H. — Sen. Gary Hart, seeking to become the "new leadership" of the Democratic Party, defeated front-runner Walter Mondale Tuesday with a stunning upset victory in New Hampshire's first-in-the-nation primary.

Hart's surprisingly big victory halted what for more than a year has been an unimpeded drive by Mondale to the Democratic presidential nomination. With all the other candidates far behind, it left three realistic contenders — Mondale, Hart and Sen. John Glenn of Ohio, who finished third.

"This is a massive victory," Hart said of the surprise outcome. "We're obviously the product of an awful lot of things."

"I think what it represents is that clearly a very large number of people

prefer an alternative to Vice President Mondale and particularly one that represents the future of this party and the country."

With 42 percent of the total vote reporting Hart had 16,079 votes or 40 percent; Mondale, 11,210 or 28 percent; Sen. John Glenn, 4,905 or 12 percent; civil rights activist Jesse Jackson, 2,417 or 6 percent; former Sen. George McGovern, 2,388 or 6 percent; Sen. Ernest Hollings, 1,495 or 4 percent; Sen. Alan Cranston, 990 or 2 percent, and former Gov. Reubin Askew of Florida, 519 or 1 percent.

If those percentages hold up, Hart would win 10 delegates to the Democratic National Convention and Mondale, eight.

President Reagan, who had only token opposition on the Republican side, was also the beneficiary of an organized campaign to write in his

name on the Democratic ticket. With about half the precincts reporting, Reagan had 1,976 votes on the Democratic race, putting him ahead of three Democrats.

Hart led Mondale in every part of the state, although the former vice president was closer in the industrial areas, especially in Manchester, than in the rural areas where the Colorado senator scored his biggest margin.

Mondale virtually conceded the race, saying he took a "cold shower" in New Hampshire, noting that there was "a very heavy theme" running through the campaign "not to end the debate."

But he said he was confident he would overwhelm his rivals in the score of primaries and caucuses coming up in the next few weeks.

He campaigned tirelessly in the state almost non-stop in the final

per Tuesday" — March 13 — when nine states hold primaries and caucuses to pick more than 500 delegates to the national convention.

It was evident that Hart's theme — offering himself as a new leader for the party with new ideas — appealed to independent Yankee voters in New Hampshire who have a history of damaging front-runners, sometimes fatally.

Hart's position in New Hampshire polls was not strong before scoring a surprise second place finish in the Iowa precinct caucuses last week. He apparently gained voters in droves that originally favored other dark horses but switched when it was apparent their first choice had no chance.

He campaigned tirelessly in the state almost non-stop in the final

days and with funds that poured in after his Iowa finish, he waged a \$125,000 advertising campaign the final week.

There would be much analysis of where the Mondale campaign went wrong. His forces came to Iowa 14 months ago and had more workers, more money, more endorsements than any other candidate and maybe in the end New Hampshire voters just went for the underdog.

Hart's victory could help keep alive Glenn's candidacy, since he and not Hart has the better organization after Mondale in the nine states that hold primaries and caucuses on March 13.

"We may have the station leaving the train," Glenn said. "I think people are looking for an alternative. It

opens up a whole new dimension to the campaign."

While the size of the Hart victory was stunning, there were hints over the weekend that Mondale was in trouble. For three consecutive days Washington Post-ABC polls showed Mondale slipping while Hart was moving up strongly. The final poll on the eve of the primary showed them locked at 30 percent each, with John Glenn of Ohio a distant third with 14 percent.

Since it became the nation's earliest primary in 1952, New Hampshire has an uncanny tradition of being mean to front-runners. President Harry Truman and Lyndon Johnson, and favorites Barry Goldwater, Edmund Muskie and Edward Kennedy all got bad news from the voters over the years.

Endangered birds given second chance for life

By ED CASSAVOY
Reporter

The golden eagle placidly preens its feathers, unaware of the fate awaiting 80 percent of all young birds of prey. Death. Perched on the gloved hand of John Karger, this eagle may have a second chance.

Karger, the director of Last Chance Forever, brought his feathered patients to the Blocker building Tuesday night as live evidence of what care and understanding can do.

Karger says the organization's main function is returning injured birds of prey — hawks, eagles, falcons and owls — to their natural habitats.

Karger says he gets the birds from state and federal agencies and private citizens who've heard of Last Chance Forever. Karger says the organization holds only one of four endangered species handling licenses in Texas. He says the birds are brought in with broken legs, wings, gunshot wounds or are young birds that have fallen out of the nest.

Karger says the five-year-old golden eagle perched on his hand is blind — DDT the culprit. "Men dump chemical waste into the earth and then just cover it over with dirt," Karger says, "and they figure out of sight, out of mind." He says the eagle was poisoned by the deadly chemicals filtering into the bird's tissue through the food chain. In the past year, Karger says the eagle is slowly regaining its eye sight.

Karger says his rehabilitation center has 38 birds of prey at the present time. Smiling, Karger says of the 112 birds received in 1983, 77 were returned to the wild.

Karger along with six volunteers

run the San Antonio facility, financed "by scrounging and scraping money wherever and whenever we can." Karger says the 14-chamber facility is not open to the public because "some of the birds are very temperamental and would be upset by strangers."

Karger, a wildlife biologist, says he does not give names to any of the birds because, "I don't want to give them any human characteristics, because they are wild creatures, not pets."

Karger says with the six volunteers doing all the day-to-day chores, he is free to concentrate on surgery to the birds.

Karger says the organization, which receives no government or university funding, cannot afford to finance a 24-hour security system, which would be necessary for the facility to be allowed visitors. Karger says there are cases where people have broken into the bird's enclosures and injured the birds.

Unlike humans, Karger says, "I have never met a malicious falcon, eagle, etc., in all the time I have been handling these birds."

But, Karger says, "Sometimes I do wonder what this eagle sees or what he thinks he see when he stares at me."

Karger says he has been a professional falconer for years and has learned "to show the birds the proper respect," and he has found the birds will respect him. Karger has also done bird of prey research at the South Western Research Institute in San Antonio.

Karger says funds for operating Last Chance Forever come from a variety of sources. "Private donations

of 50 cents or \$50 are of equal importance to us," he says, "because the size doesn't matter, if it shows your heart is in the right place." Last Chance Forever is a tax-deductible organization.

Karger says environmentalist must be realistic. "When a sheep farmer sees an eagle killing a young sheep, he sees a dollar figure in the eagle's talons." Karger says society carries partial blame for injuring these birds of prey. "In a society where we waste so much, we force that poor sheep farmer to produce more." This creates a situation where man must remove some of eagle's natural habitat for his own needs, Karger says.

"Look at it this way, say there is this falcon in a tree when some farmer builds a chicken farm with 2,500 chickens underneath," Karger says, "what would you do?"

Karger says he has contracts to do a number of shows, including the Texas Renaissance Festival. Karger says he thinks exposing people to the birds will disprove some of the myths. "I had one guy ask me if an eagle could pick up a Jeep," Karger says, "and it is not unusual for people to ask if eagles carry off children."

Karger says he doesn't think people who hurt birds of prey do it with malicious intent. "I think more than anything, it is just plain ignorance," he says.

"That is one reason why I do talk like the one here at Texas A&M with live birds," Karger says, "I don't think anyone can understand the environmental problem if they don't know what an eagle looks like." Along with the golden eagle, Karger had a horned owl and a Harris falcon.



Photo by JOHN MAKELY

John Karger displays a golden eagle during a discussion of Last Chance Forever, an organization that fights to save endangered birds Tuesday in the Memorial Student Center.

U.S., Iran debate oil route

United Press International
Iran warned Washington Tuesday that it could close the vital Strait of Hormuz oil route if any incidents occur because of limitations set by the U.S. government on Iranian forces approaching American ships in the area.

Although Iraq claimed its planes bombed tankers berthed Monday at Iran's Kharg Island oil depot at the head of the Persian Gulf Monday, London shipping brokers said tankers were still loading there on Tuesday.

With his Islamic regime reportedly stockpiling oil supplies outside the Persian Gulf, Tehran's Ayatollah Ruhollah Khomeini dismissed President Reagan's pledge to keep the strait open by force, if necessary.

"No superpower could confront Iran, which is a nation that has sacrificed everything for the cause of Islam," the Iranian news agency quoted Khomeini as saying.

Tehran's Foreign Ministry said Iran would not accept "in any form" the American regulations, instituted a month ago to protect U.S. ships from surprise air attack while operating in the Gulf and Sea of Oman.

The Pentagon acknowledged Tuesday that a U.S. destroyer operating in and near the Strait of Hormuz chased off an Iranian patrol plane and a warship and fired across the bow of a second unidentified vessel.

Iran said responsibility for any incident caused by U.S. action would be paid for by Washington, possibly by the closing of the Strait of Hormuz, through which 20 percent of the West's oil supply flows.

Ten injured after jet skids off runway

United Press International
NEW YORK — A Scandinavian Airlines DC-10 jet with 177 people aboard skidded off a rain-slicked runway at Kennedy International Airport Tuesday and nosed into the waters of Jamaica Bay. At least 10 people suffered minor injuries.

Airport fire department personnel helped rescue the 163 passengers and 14 crew members who were ordered to slide down emergency slides or walk out of the tail-end exit of the crippled plane and onto the grassy edge of Jamaica Bay.

"I could see mud flying and I could hear the screech of the engines as the pilot tried to stop the plane. The next thing I knew we were in the water," said Donna Davison of Newport Beach, Calif.

"The crew screamed 'Emergency, get out. Get out,'" another passenger said. "No one panicked ... it was a really good group."

Tom Young, a spokesman for the Port Authority, which operates the airport, said some of the passengers

exited from emergency chutes into flotation rafts while others simply "jumped into the water from the plane."

"Only the nose of the airplane went into the water," an FAA official said. Port Authority police said the craft straddled the shoreline, with the front landing gear submerged in about 10 feet of water and the tail resting on land.

Officials said only the left wing tip and the nose assembly of the Scandinavian Airline System plane were damaged.

Other passengers said all aboard the craft exited in an orderly fashion and listened to crew who ordered passengers to leave all their belongings behind and leave as quickly as possible.

One passenger, however, complained Port Authority police did not have boats prepared for such an emergency landing and said some passengers were forced to sit in res-

cue rafts on the freezing water for up to 20 minutes before being pulled ashore.

The FAA said it could not speculate on whether the rain or pilot miscalculation was to blame for the plane skidding, but one passenger, Brennan Jones of New York, said it appeared the "pilot overshot the runway."

The Port Authority said the injured passengers were treated at the airport medical facility. The other passengers were ushered into the customs area.

The FAA said the jet, Flight 901, had flown in from Stockholm via Oslo, Norway, and "hydroplaned" off runway 4-R about 4:16 p.m. during a fierce winter storm that packed wind gusts of up to 50 mph and dumped more than an inch of rain on the metropolitan area.

Heavy fog that reduced visibility to one sixteenth of a mile was reported in the area at the time of the landing. "I could see a shower of water

coming in," said Mette Bjorun, of Oslo. "I didn't know we were in shallow water and I was very frightened."

One passenger said the pilot managed to set the plane down on the runway "but locked his wheels and went right off the end."

"The plane didn't bounce very much ... I don't think there was any reverse thrust. It just hitched up a little and then there we were, flat in the water."

The nose of the jetliner came to rest intact in about 10 feet of water of Thurston Basin, a tributary of Jamaica Bay in the southeast corner of the airport.

The incident was similar to one on Jan. 23, 1983 in which a World Airways DC-10 from Oakland, Calif., carrying 198 passengers and 12 crew skidded off a runway into icy Boston Harbor at Boston's Logan International Airport. Two people were killed.

In Today's Battalion

- Local**
 - Brazos County Red Cross is renting car seats at low prices for needy families with young children in the area.
- State**
 - Presidential candidate Walter Mondale may attend the March meeting of the Texas AFL-CIO meeting in Austin. See story page 5.
 - UT fans with orange Longhorn stickers on their license plates may face a \$200 fine for violating state law. See story page 6.
- Nation**
 - An injectable unisex contraceptive is being tested in New York. See story page 7.