

# Texas A&M The Battalion

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Photo by Sarah Cowan

## Take A Dive

Sheldon Larin, a freshman physical education major, practices one of the skills that helped him

choose his major. Sheldon is from Canada and is a member of the University diving team.

## Renewed war claims first Iranian fatalities

MANAMA, Bahrain (AP) — Another convoy of U.S. warships and Kuwaiti tankers steamed south Thursday through the Persian Gulf, where two supply ship crewmen became the first fatalities of renewed tanker attacks by Iran and Iraq.

Iraq said its warplanes raided a tanker and shipping sources said Iranian speedboat-borne fighters attacked a Japanese tanker and an Italian motorship.

Fire from Iraqi warplanes or Iranian speedboats have hit at least 20 ships registered in nine different nations since Saturday, gulf-based shipping sources said. They say the number at least doubles the average for a month in 1986.

Britain reflagged its first Kuwaiti tanker Thursday off Khor Fakkan port on the Gulf of Oman, shipping sources in the United Arab Emirates said.

The United States has given its flag to 11 Kuwaiti vessels so the U.S. Navy can protect them from attacks by Iran, which regards Kuwait as an ally of Iraq.

Iran and Iraq, which have been at war since September 1980, reported air strikes on each other's territory Thursday and Iraq claimed its gunners downed an Iranian plane.

The convoy of three U.S.-registered Kuwaiti tankers and Navy escorts leaving Kuwait on Thursday were the seventh one-way convoy since the reflagging operation began. Shipping sources said they passed Iranian-held Farsi Island, about 140 miles from the sheikdom, in late afternoon.

During the first convoy the super-tanker Bridgeton hit a mine off the island, which Iran uses as a speedboat base, and the Italian ship was attacked near Farsi early Thursday, the sources said.

Later U.S.-Kuwaiti convoys have negotiated the gulf without trouble and fears of more mines have proved groundless.

U.S. warships and their mine-hunting helicopters have found none and there have been "fewer than five" suspected sightings, a U.S. officer said privately.

In Washington, Defense Department spokesman Robert Sims said the latest convoy was "proceeding uneventfully in the central Persian Gulf. . . . We're into the kind of rou-

tine escort that we said we were going to have when we began this."

The two crewmen of the supply ship Big Orange 14 were killed Tuesday night when Iraqi missiles hit the vessel, under charter to Iran. Shipping sources said Thursday the ship flew the Panamanian flag and all crew members were Filipino or Sri Lankan.

## Experts: Higher speed limit may cause more fatalities

NEW YORK (AP) — Traffic fatalities doubled in New Mexico after it became the first state to increase its speed limit on rural highways to 65 mph, but whether the 10 mph increase is responsible for more deaths is not yet known, highway traffic experts say.

In Illinois, fatalities decreased on rural highways since the higher speed limit went into effect.

"We're not about to say that is meaningful in any way, any more than we're willing to say that New Mexico has twice as many fatalities as last year because they were the first to go to 65," said Al Lauersdorf, a highway safety specialist with the Chicago-based National Safety Council.

"We don't have anything to back up those statements," he said. "We don't know if 65 is working from a safety standpoint or if fatalities have in fact gone up."

Over strong insurance industry opposition, Congress earlier this year allowed an increase of the nationwide speed limit from 55 mph to 65 mph on rural stretches of interstate highway. At least 25 states have enacted the higher speed limit.

A survey of New Mexico motorists shortly after the increase showed nearly half the drivers exceeded the

higher limit, according to the Insurance Institute for Highway Safety.

The New Mexico Public Safety Department reported Monday that 56 people were killed on interstates in rural areas between April and mid-August, compared with 25 deaths during the same period in 1986.

But in Illinois, where the speed limit went up in May, there were 16 traffic deaths on rural interstates between May and July, compared with 26 during the same period a year ago.

Trooper Dave Sanders of the Illinois State Police, said, "But this is a three-month total and you really can't take a lot from three months. Our position essentially is . . . we have to wait and see."

Wyoming also saw a decrease in deaths since the new speed limit was imposed, and state Highway Patrol Capt. Bob Oakes said the higher speeds may actually be contributing to the decrease.

Oakes said too many people violated the 55 mph limit and were forced to pass slower cars more frequently than under the new limit. Less passing means fewer accidents, he said.

## Prosecutor requests eight-year sentence for flyer

MOSCOW (AP) — The prosecutor accused Mathias Rust of taking an ego trip when he hedge-hopped his small plane to Red Square and demanded Thursday that the West German teen-ager be sentenced to eight years in a labor camp.

Vladimir Andreyev said the 19-year-old lot's goal in his daring flight to the Kremlin on May 28 was "cheap popularity" rather than a discussion with Soviet leader Mikhail S. Gorbachev about peace and disarmament.

He asked Judge Robert Tikhomirnov to give Rust eight years for violating international flight rules, two for violating the Soviet border and four years for hooliganism. The terms would be served concurrently.

Rust acknowledged his guilt on the first two charges but has contested the charge of hooliganism.

The trial began Wednesday and a verdict is expected Friday after Rust and his Soviet lawyer, Vsevolod D. Yakovlev, have an opportunity to address the judge and his two lay assistants.

Rust, who was poised and spoke calmly during more than five hours of testimony Wednesday, blushed on Thursday under questioning from the judge and prosecutor.

Andreyev used the testimony of eight witnesses and an aviation expert to cast doubt on Rust's claim that he was on a peace mission.

"I think this trial showed his real face,"

he said, looking at the defendant from across the courtroom. "He didn't want to consider the public order that exists. He deliberately committed this crime and he's a hooligan."

"He perhaps thought, 'I am Rust and I want to land where I want to land,' which was evidence of Rust's 'hooliganism and devilry.'"

The prosecutor asked the court "to determine the punishment of Rust as deprivation of freedom in a corrective colony of reinforced regime for eight years." He said the request included consideration of the defendant's age.

Rust's flight in a single-engine Cessna created headlines around the world and made him a folk hero in West Germany. It

embarrassed the Kremlin and caused a military shakeup, including dismissal of the air defense commander and the forced resignation of Defense Minister Sergei L. Sokolov.

Andreyev accused Rust of endangering hundreds of passengers on airliners approaching Moscow's Sheremetyevo International Airport and said there could have been a dangerous international incident if Soviet forces had shot him down.

In testimony Wednesday, Rust said the flight was the "greatest mistake I've made in my life" and apologized to the court for it. He said he had no ill intent.

He said he wanted to draw attention to his desire for peace, disarmament and a

new world order based on "full democracy." The flight was the only way he could capture the imagination of people throughout the world, Rust said.

On Thursday, he said he could not remember exactly what he said about his mission when he landed.

Prosecution witnesses told the court Rust frightened many people on Red Square when he set the plane down and few people knew he considered his flight a peace mission.

Judge Tikhomirnov said a peace symbol on the plane "looked more like a bomb than a symbol of peace" and scolded Rust for not making the intent of his flight clear immediately upon landing.

## Service run by students will provide notes to supplement class lectures

By Mary-Lynne Rice  
Staff Writer

Taking advantage of an open entrepreneurship opportunity at Texas A&M, a student-run note service, Notes 'n' Quotes, has recently been established near campus. Manager Patricia Evans, a junior in business and recreation major, opened the store Monday, sending graduate students to take notes in undergraduate classes and later type, copy and sell them as supplements to students' lecture notes.

Owner Robert Pyeatt started the note service in Austin 14 years ago at a store called Paradigm, and branches have since extended to Arizona and Louisiana State University, where plans to open soon in Illinois.

"It's a good idea, a good concept," Evans said. "One (note service) had started here before, but it failed. Hopefully, we'll succeed."

Evans began collecting professors' opinions on bringing a note service to their classes this summer, reaching a quota of 15 interested professors before deciding to open the store at A&M. Now 30 professors have their classes covered by note-takers in subjects including animal science, history, psychology, marketing and chemistry.

Although response to the note service is generally favorable, Evans said, some professors don't like it.

"They say it will really come down on class attendance," she said. "They say people will not want to go to class because the lecture notes are available."

Claude Gibson, assistant professor of English, said the note service gives students options.

"They can decide whether they want to go to class or not," he said. "But if they rely on those notes, they'll miss out on the interaction in class."

Sophomore Andrew Gardner agreed, saying students relying heavily on the notes could miss a significant part of class.

"If the class is geared toward discussion and the professor is interesting, you'd miss out on a lot," he said.

"However, if it's a lecture class with a boring professor, using those notes would be fine."

Evans said the service stresses to students that the notes are a supplement — not a substitute — to their own notes.

"Students will skip class," Evans said. "That's a known fact, with or without lecture notes. The purpose of our study notes is to reinforce what they've already picked up."

"You still have to go to class, you have to hear the lecture, you have to take your own notes."

Arthur James, visiting instructor of economics, registered concern

that a note service might not always work smoothly.

"It just depends on how well the notes are taken," James said. "I'd hate to sanction someone else's notes without even seeing them."

Trey Mitchell, a senior marketing major in charge of bookkeeping and advertising, said, "We don't want to take anything away from the professor. We don't want to take away his 'lord and master' privilege."

"But if the professor does ever disagree with our service, we'll take the subscription and refund it."

So far, Evans said, "we've been really encouraged by the professors — they applaud our entrepreneurship."

"And the professors that are really for it are sending their students in," she said.

The note-takers are all graduate students, a requirement "because graduate students usually take the best notes," Evans said. "They've spent more time in classes and they seem to be more thorough in their note-taking."

Beyond graduate classification, note-takers preferably have some knowledge of the subject they cover and perhaps have taken the course before, Evans said. "They really enjoy it because some of them work in classes that they are interested in but haven't had time to take."

They must also be able to type

well in order to provide a quick turnaround time in preparing notes for sale.

The notes are sold on a class-by-class basis or by a semester subscription. Those students with subscriptions pick up their note packages every few days.

In addition to lecture notes, Notes 'n' Quotes also sells Cliff Notes and study guides for foreign languages and the GRE and MCAT and has an exam file with tests from other universities.

Evans has plans to expand the A&M branch of Notes 'n' Quotes, covering ten more professors' classes and eventually offering additional photocopying services, Scantrons and some engineering supplies.

"I think we have a definite service that's needed," Evans said. "I'd like to see it remain here for as long and longer than (the store in) Austin. It will provide good opportunities for students close to campus."

"I've learned an awful lot here. Some of the people working for me have been working on degrees in marketing, finance, advertising, and they're getting to use a lot of those things in here."

Mitchell said, "It has been hard, but we're all learning a lot. We just hope to make good contacts with the professors. We want to offer them the best service possible. That's what our goal is right now."

## Texas buckles down with new legislation about driving safety

By Cindy Milton  
Staff Writer

Recent Texas legislation — including new rules governing approval to use a defensive driving class to avoid paying a traffic ticket — may be changing the way the state's drivers are thinking on the road, said George R. Gustafson, president of the Texas Safety Association.

Several changes in statutes concerning the safety of Texas drivers went into effect Monday and Tuesday.

One bill will clarify vague legislation regarding the use of taking a defensive driving course to wipe out traffic tickets, said Rep. Richard Smith, R-Bryan.

Smith said the changes will make it easier to make a plea of no contest or not guilty to the court by making an oral or written request to take a driver's safety course.

"Before now," Smith said, "there was a more complicated process to go through to take the course in lieu of paying a ticket."

However, in a new stipulation, the law does not allow dismissal of a ticket when the driver was traveling more than 25 mph over the speed limit. It also requires a per-

son requesting the safety course to certify to the court whether he has previously taken a driver's safety course or if he currently is taking a course to wipe out a ticket.

Smith added that the law already limits drivers from using the course to dismiss tickets more than once every two years.

"Any ticket for two years after the completion of a driver's safety course must be paid and cannot be wiped out by taking a course," he said.

Another of the new statutes which went into effect this week prohibits drivers from drinking alcoholic beverages while behind the wheel of an automobile.

Gustafson said, "We're taking measures to slow down the DWI problem and this seems like a good first step."

"This change in the law will put Texas drivers on notice that they shouldn't be drinking while driving."

This safety measure, however, does not say passengers in a car cannot consume alcohol.

In addition, Gustafson said, future licenses will be stamped "under 21" in red ink, which should slow down the purchasing of alcohol by minors.