

FACTS BEHIND TERRORISM

Mob links to U.S. terrorism

Investigators of terrorism in the United States may be interested to learn that leading members of the legal community notorious for being pro-terrorist are increasingly turning up as counsel for known organized-crime figures.

Seven Las Vegas casinos—including the Jacobs family-owned Aladdin Hotel—are under investigation by the Organized Crime Strike Force of the U.S. Justice Department, the Security and Exchanges Commission, and the Nevada Gaming Commission. The attorney who represented Aladdin at a hearing to seek a temporary restraining order which would allow Aladdin to continue operations is Ramsey Clark. The former Attorney General in recent years has also dedicated his services to defense of the Baader-Meinhof terrorists in W. Germany and activities on behalf of the terrorist-linked Iranian Student Association.

Last year, William Kunstler, who specializes in preventing witnesses in the FALN terrorist case from testifying before Grand Juries, took a Privacy Act case on behalf of New England organized crime boss, Raymond Patriarcha, who is attempting to block release of his FBI files under the Freedom of Information Act. Before Kunstler won a preliminary motion to prevent a Rhode Island newspaper from obtaining any more of the files, it had been revealed that Patriarcha was involved in dog-track money laundering with Joseph Linsey, a Zionist philanthropist who is a business associate of Meyer Lansky, and a funder of the political campaigns of Sen. Edward Kennedy.

Through Linsey and the New England based Air Terminal Services, Patriarcha is also connected to the Jacobs family.

Atlanta denies contract to Jacobs

An indication of the increasing public awareness of mob connections came on July 23, when the Atlanta city council unanimously rejected a move by the Jacobs family to take over a major service contract at the Atlanta International Airport. The council decision culminated a six-month fight, catalyzed by the U.S. Labor Party's best-selling expose of international drug trafficking, "Dope, Inc.," which saw the majority of council members pitted against the mayor of Atlanta, Maynard Jackson and the *Atlanta Constitution* newspaper.

The significance of the contract lay in the fact that in September 1980, Atlanta International Airport will open up new terminal facilities that will make it the largest airport in the world, and the key international transshipment point for the southern United States.

In May, final bids on the concession were accepted and the Jacobs family's Air Terminal Services, a subsidiary of Sport-Systems Corp. and Emprise, came in with an offer nearly \$2 million over the nearest competitor. Sources in the city reported that the Jacobs bid additionally provided the city of Atlanta with 93.4 percent of the profits made during the first 17 months of contract operation. In other words, the Jacobs brothers wanted the contract very badly.

Atlanta had been slated to become the dope capitol of the South by the early 1980s.

Despite slipshod investigations by Atlanta city agencies, which failed to establish such basic features of the Jacobs' track record as a 1972 series of convictions by federal court in Los Angeles on racketeering charges, the city council refused to bend under a daily press assault from the *Atlanta Constitution* and harangues from the Mayor's office. At the end of May, the joint transportation-finance committee voted by a clear majority to scrap the entire first-round bidding process.

Begin investigation of Jacobs?

Two weeks ago, the city council opened a second round of bidding. While precise details are not yet available, it appears that a consortium of local business interest intent on keeping the Jacobs syndicate out of the city, pooled resources to introduce a bid higher than the Air Terminal Services offer. Today, the joint committee convened to vote that the Allright Parking Company be brought in as the holders of the now 14-month contract and as the option holders on the larger contract commencing with the expanded airport opening in fall 1980.

In unanimously voting in the proposal, the committee seized the opportunity to rap the *Atlanta Constitution*. At the end of the hearing, U.S. Labor Party security specialist Jeffrey Steinberg was given the committee floor to present new evidence against the Jacobs family suggesting that even though Air Terminal Service's bid had been rejected, sufficient evidence of other Jacobs operations existed to warrant public hearings and an investigation by the city attorney's office.

—Michelle Steinberg