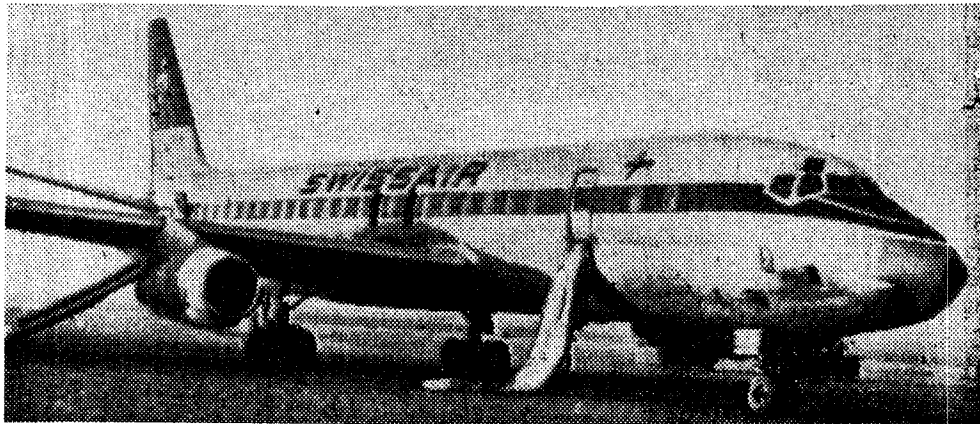


ARABS HOLD 150 HOSTAGES IN SEIZED JETS IN DESERT; GUERRILLAS SEEK A TRADE



Associated Press
Hijacked Trans World Airlines and Swissair jets standing on a desert plateau in Jordan

U.S. and 4 Nations Seek Joint Stand on Detention

By TAD SZULC

Special to The New York Times

WASHINGTON, Sept. 7 — Secretary of State William P. Rogers met urgently here today with diplomats from four other governments whose aircraft and citizens were involved in the Arab commando hijackings yesterday.

The session was aimed at a joint policy toward the Palestinian guerrillas' demand for the release of imprisoned commandos in return for at least 150 passengers on two seized airliners.

Later in the day, Mr. Rogers discussed the hijackings with President Nixon at the White House.

As the Middle East drama interrupted the Labor Day holiday in Washington and turned the State Department into a center of activity, the Administration saw the hijackings and their possible consequences as

affecting the entire Middle East situation.

Coinciding with Israel's withdrawal from the peace talks in protest against reported violations of the month-old truce by the United Arab Republic, the hijackings raised basic questions about the ability of the Arab governments to participate effectively in the peace efforts.

American officials, who believe that the aim of the commandos is to hamper the peace negotiations, noted the inability of the Egyptian Government to prevent the guerrillas from blowing up a jet of Pan American World Airways at the Cairo Airport and the helplessness of the Jordanian army to protect two other airliners in the desert.

Among the demands report-

Continued on Page 17, Column 3

U.S. Seeks Joint Stand on Hijackings

Continued From Page 1, Col. 7

edly made by the commandos was the freeing of Palestinian commandos now in Israeli prisons. Israel's insistence that governments must not "submit to blackmail" left the prospects for a prompt liberation of the passengers highly uncertain.

Other demands by the commandos included the freeing of their companions in Switzerland, West Germany and Britain. While Switzerland agreed earlier today to let go the three Palestinian guerrillas held since 1969, Bonn was withholding its decision pending consultations in Washington, and Britain turned down the demand.

Reporting on Mr. Rogers's conference with diplomats from Israel, Britain, West Germany and Switzerland, State Department officials said no decisions have been reached.

In the five-nation meeting at the State Department, Mr. Rogers conferred with Ambassador Itzhak Rabin of Israel, Ambassador John Freeman of Britain, the West German chargé d'affaires, Hans H. Noebel, and the Swiss chargé, Charles Muller.

Attending the conference were the Under Secretary of State for Political Affairs, U.

Alexis Johnson, and the Assistant Secretary of State for Near Eastern and South Asian Affairs, Joseph J. Sisco.

The problem facing the United States was to evolve a common approach to the guerrillas' demands, but after the day's conferences the State Department said the United States had not yet formulated its own position.

Officials said matters might have been better coordinated if Switzerland had not acted alone, but they recognized her right of sovereign decision-making in a situation in which her citizens and aircraft were involved.

Israeli sources said Israeli traditional policy was to oppose "horse-trading" practices with the Arabs. They indicated that unless the Israeli Cabinet decided to reverse this policy for humanitarian reasons, the Government was unlikely to release any of the 3,000 guerrillas and other prisoners in its hands.

Mr. Nixon and Mr. Rogers returned to Washington late last night from the Western White House at San Clemente, Calif.

The White House press secretary, Ronald L. Ziegler, said, "We are doing all in our power

to bring about the release of the passengers and the aircraft."

Although the Administration offered no details about its efforts to free the two jetliners—the Boeing 707 of Trans World Airlines and the DC-8 of Swissair—and their passengers and crews, State Department officials said there were no contingency plans for action by United States armed forces to move to their rescue.

State Department officials said contacts with the Jordanian Government at this stage covered only the case of an unidentified United States Army sergeant who was reportedly kidnapped by the guerrillas in Amman on Saturday.

There were no known meetings today with Jordanian Embassy officials, and the State Department said the dealings with Jordan were being handled by the United States chargé d'affaires in Amman, Harry Odell.

The impression given here was that Mr. Odell was not trying to discuss the hijacking situation with Jordanian authorities on the ground that the Amman Government seemed to have little control over the situation.

Pan Am Is Optimistic About Improved

METHODS TO AVERT HIJACKING STUDIED

Use Would Be Limited and
Some Airline Officials Are
Dubious About Prospects

By RICHARD WITKIN

The perfection of several devices to intensify the screening of passengers and baggage during loading of airliners is "just around the corner," the director of security of Pan American World Airways said yesterday.

The official, Frank Cardman, said too that the airlines were developing systems for putting down hijacking attempts in flight.

But in the aftermath of the hijacking of four United States-bound planes by Arab guerrillas Sunday, he emphasized that, to minimize chances of injuring bystanders or causing a crash, such measures would be used only when it was felt that they insured maximum safety for passengers and crew.

"It's not fair to say we're just going to keep turning airplanes in the direction the hijackers want to go," Mr. Cardman declared.

Others Less Confident

Other industry sources appeared less confident about soon finding relatively safe ways to stop hijacking once they get started. And there was almost universal opposition to copying the Israelis' tactic, illustrated on an El Al plane Sunday, of carrying armed guards and having them use guns in overpowering hijackers.

To avoid simplifying the task of would-be hijackers, the Pan American official declined to detail the devices being worked on. There has been considerable talk in the industry about

THE NEW YORK TIMES, TUESDAY, SEPTEMBER 8, 1970

Screening of

L

17

Passengers and Baggage

several approaches to the problem of interrupting hijacking attempts without undue risk.

One approach calls for feeding a basically harmless gas into the passenger-cabin ventilation system and temporarily incapacitating the hijackers along with the rest of the occupants. The cockpit crew could protect themselves with gas masks.

Another approach involves dart guns that would inject hijackers with a substance that would temporarily paralyze them.

A third alternative would be use of so-called "stun guns" being tested by the police in Berkeley, Calif., for riotcontrol work. The guns fire small bean bags at the speed of a pitcher's fast ball. The blow is enough to incapacitate the person hit but, because it is distributed over an area the size of the flexible bag, it is not enough to kill or inflict serious injury.

The main reason for opposition to the use of armed guards is the danger that a bullet might destroy the plane, either by causing an explosion in the pressurized cabin at high altitude or by severing a control cable or other vital linkage.

Sniffing for Explosives

The highest hopes for intercepting hijackers as they board are attached to devices for sniffing the presence of almost any explosive. It is known that some experimental sniffers are already in service, apparently by El Al if not others.

Over the last year or more widening use has been made of magnetometers, which detect the presence of a gun or other metallic object as a passenger walks by. They are commonly used in conjunction with visual observation of passengers, usually when they buy tickets, to see if they betray traits

believed to be characteristic of hijackers.

One puzzling aspect of the hijackings Sunday was why security precautions had not been effective.

Officials of Trans World Airlines, which has been a prime victim on international routes and has put in force one of the most comprehensive screening systems, indicated that it was in use at Frankfurt.

As for Pan American, whose jumbo jet was hijacked after take-off from Amsterdam and then blown up on the ground at Cairo, Mr. Cardman said he did not know if magnetometers had been in use.

An Israel source in London said Sunday that the two hijackers of the El Al plane had had their belongings checked. Efforts were under way to find out how their weapons had gotten by the airline's procedures, considered the toughest in the business. Swissair, was also seeking to determine how the hijackers of its plane had escaped detection.

One problem the airlines apparently did not have to worry about immediately was the cost of damage to their planes. All were reported totally insured. On the other hand, it was expected that insurance rates would go up.

Any passengers injured in a hijacking could apparently collect limited payments for damages regardless of whether any airline negligence could be proved. Some passengers were reported injured in evacuating the Pan American jet in Cairo, for instance.

KENNEDY ARRIVAL IS JOYOUS FOR 148

300 Greet El Al Passengers With Tears and Laughter

By MICHAEL T. KAUFMAN

With tears, kisses and laughter, with spontaneous singing and dancing, 148 passengers sped through customs at Kennedy Airport this morning, 18 hours and 15 minutes after they were pitched into anxiety by two terrorists who tried to seize their plane, an El Al jetliner, on route here from Tel Aviv.

It was 2:30 A.M. when the first of the passengers stepped into the lobby of the International Arrivals Building to the cheers and applause of some 300 people. Most of the well-comers were friends and family of the travelers, but there were others who said they knew no one aboard Flight 219, one of four United States-bound planes hijacked Sunday and the only one to escape.

Phil Horn, a 32-year-old social worker from Teaneck, N. J., was one of those, and two friends were heading home in their car when they heard on the radio that the plane was landing. Hurriedly painting signs saying "Shalom" and "the People of Israel Live," they went to Kennedy. "We came to bear witness," said Mr. Horn "and to say 'Well done' to those that lived through these harrowing

A Feeling of Pride

Ralph Alnelah, a 17-year-old student at Forest Hills High School, said: "All day long, I've felt very proud. I mean, I'm Jewish, and well, I felt, here's a people, we dealt with them."

One of the passengers, Mrs. Max Schenk, president of Hadassah, told how the hijackers boarded in Amsterdam and were seated next to her.

"The man was reading The London Times and I was reading The Observer and I thought I would ask him to switch when we finished, but I never got a chance," she recalled.

"Suddenly," she went on, "after no words at all were said by the couple, he rose and shouted, a scream, a bellow, an animal sound that I will probably always remember and hear in my dreams. He had a small silver pistol and walked up toward the cockpit with the

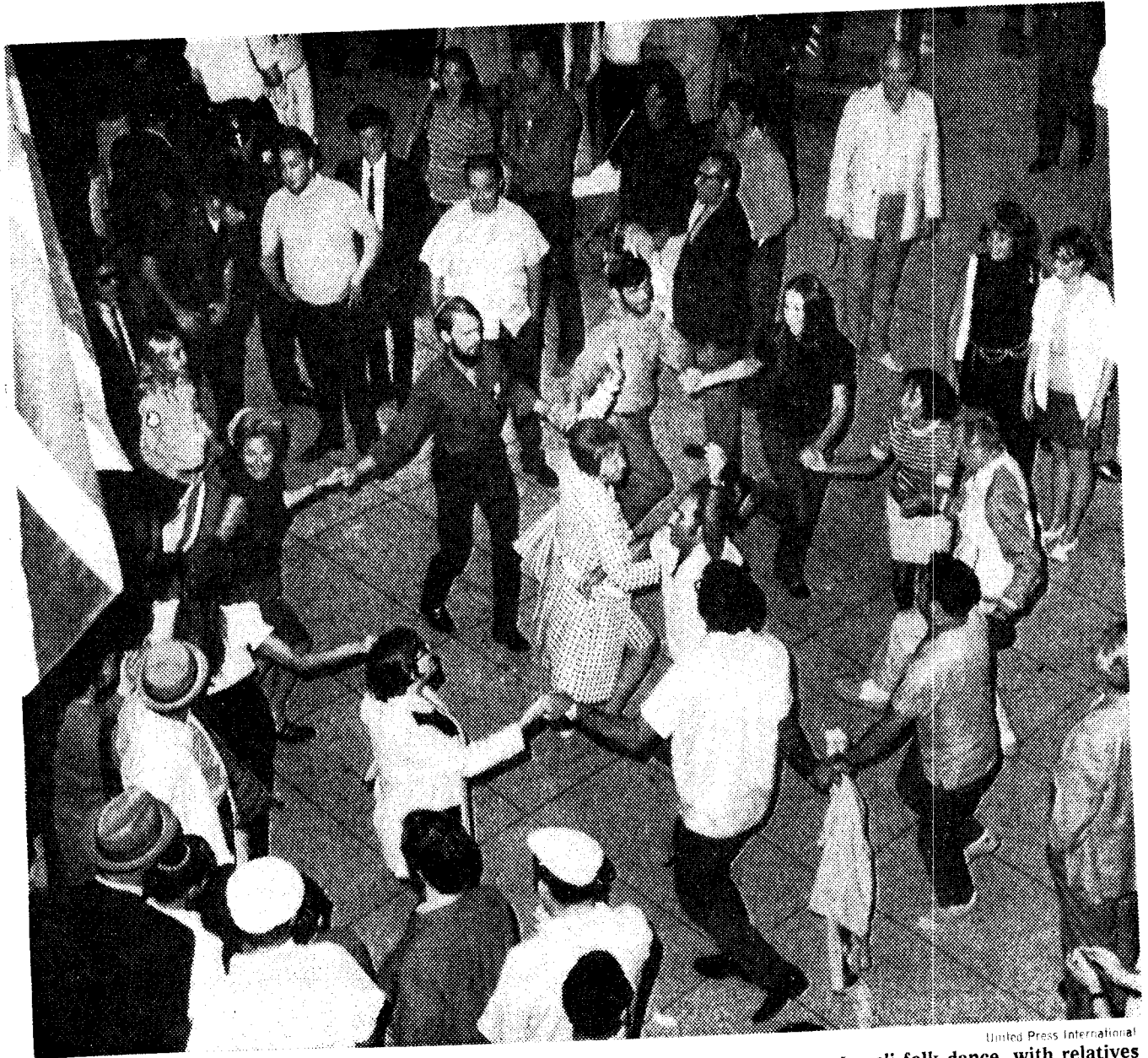
girl behind."

Alfred Khazzam, who was sitting behind Mrs. Schenk and who speaks Arabic, remembers that before the man screamed he said one word to his accomplice — "Yallah!" Arabic for "Come on!"

Within the next minute or two, all passengers agree, three soft pops sounded. There was scuffling in the first-class compartment and the plane went into a sharp dive.

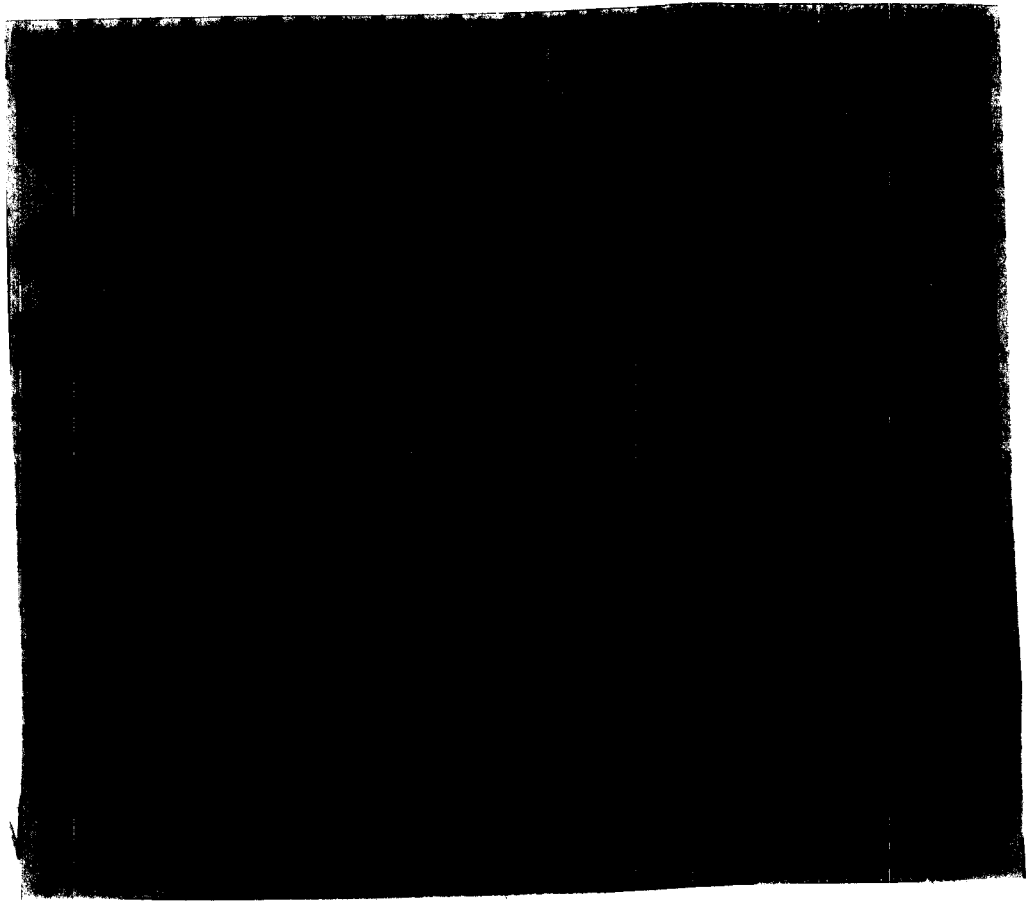
The man with the gun was shot and subdued by security agents. Shlomo Vider, a steward, was wounded. The woman was felled by some passengers and her ankles and hands were bound.

Mrs. Schenk noticed the young woman's purse on the seat. "I thought maybe there were explosives in it, so I looked," she said. "All I saw was a Honduran passport. Then we heard we would be going to London."



CELEBRATION: Passengers from the hijacked El Al Boeing 707 dancing the hora, an Israeli folk dance, with relatives and friends at Kennedy International Airport. The plane flew from London and arrived here early yesterday morning.

United Press International





United Press International

RECEIVING TREATMENT: A passenger being aided by an official at the airport in Cairo yesterday for minor injuries inflicted during rapid disembarkment from hijacked Pan American 747 jumbo jet. Passengers were told that jetliner would be blown up eight minutes after landing. Explosive charges went off two minutes after everybody left craft.

Israel Urges Rejections of Hijackers' Demands

By PETER GROSE

Special to The New York Times

JERUSALEM, Sept. 7—

The Israeli Government told its ambassadors in Washington and major European capitals today to urge government firmness against guerrilla demands. Officials deplored the Swiss and West German Governments' apparent willingness to free Palestinian prisoners in exchange for the passengers of two hijacked planes.

A Foreign Ministry spokesman said all concerned should hold the Government of Jordan responsible for the security and return of the Swissair and Trans World Airlines planes and their passengers, grounded at a remote spot in Jordan.

The spectacular hijackings were a direct outgrowth, Israeli officials argued, of the Greek Government's willingness to free Arab prisoners last month after a Greek Olympic Airlines plane had been hijacked and held as hostage. "Once this sort of blackmail becomes successful," said one official, "there will be no end to it."

In this mood, there was no willingness here to release any guerrilla prisoners held by Israel, as the hijacking organization was reportedly demanding. But diplomats said reports were coming in too fast and were too disjointed for anyone to be sure what was being demanded of whom.

So far, Israeli officials refuse to accept any responsibility for the three planes successfully hijacked yesterday—two of which had earlier flown into and left Israel's Lod International Airport. They cited the unsuccessful hijacking attempt yesterday of a jetliner of El Al, Israel's national airline, as proof that air piracy could be prevented if adequate precautions were taken.

Two Israelis, identified here as security guards on board the El Al flight, were reportedly flown back to Lod Airport after brief questioning by Scotland Yard in London.

Arriving shortly after midnight, they were rushed into a

special car at the bottom of the steps of their plane and taken into a private airport room where Israel's Minister of Transport, Shimon Peres, and top officials of El Al were waiting.

Within minutes, according to Israeli sources, they were called to the telephone to speak with Premier Golda Meir in Jerusalem, and with Defense Minister Moshe Dayan.

Israeli officials are tight-lipped about discussing the precautions against hijacking taken on El Al flights. The two security men were reportedly required to sign papers before leaving the waiting room pledging that they would not discuss their experiences.

The pilot, Capt. Uri Bar-Lev, ducked all questions about security matters when he and the crew of the New York-bound plane returned this evening.

"None of the crew carries guns," was all he would say about the reported in-flight battle that took place between Amsterdam and London.

Sirhan Has Expected to Be Traded



Associated Press

Poster distributed in Arab countries by the Palestine Liberation Organization last year says, "Sirhan B. Sirhan—a guerrilla, not a murderer." Writing at bottom criticizes "Zionist circles" in the U.S. for allegedly trying to distort motives behind shooting of Senator Robert F. Kennedy.

Sirhan Bishara Sirhan — whose release was mentioned in some accounts yesterday as an Arab commando demand in return for the freedom of some 150 hijacked passengers—has said in interviews that he expected to be freed at some time in similar fashion.

The Popular Front for the Liberation of Palestine, which held the hostages, officially denied, however, making such a demand.

The slim, dark-haired Jordanian immigrant, convicted last year of the murder of Senator Robert F. Kennedy, is in a small cell on death row in California's San Quentin Prison. He is appealing his death sentence.

During his four-month trial last year, Sirhan repeatedly told of his intense hatred of Senator Kennedy for his espousal of the Israeli cause and for his pledges to send additional United States war planes to Israel.

U. S. AIDE SEIZED IN JORDAN CAPITAL

**Sergeant Believed Held by
Palestinian Commandos**

AMMAN, Jordan, Sept. 7 (Reuters)—An American sergeant assigned to the United States Embassy here has been kidnapped, the embassy announced today as new violence flared in Amman between Arab commandos and Jordanian troops.

The sergeant, who was not identified, has been missing since Saturday, and the Jordanian Government was trying to get him released, the embassy said.

An embassy spokesman did not identify the kidnapers, but they were believed to be Palestinian commandos.

During commando clashes in June, Morris Draper, first secretary at the embassy, was kidnapped by commandos but released unharmed after 24 hours.

Fighting in Amman

Meanwhile, Palestine commandos and Jordanian security forces clashed today in Amman and its suburbs despite a two-day agreement to ease tension in the capital.

Most stores were closed and people stayed in their homes as fighting broke out in various parts of the city. There were reports of casualties, but no exact figures.

The two sides agreed Saturday to pull back forces in Amman after several clashes last week. Fighting began in various provincial towns during the weekend and later spread to Amman. Weekend fighting added 70 casualties to the 200 reported in Amman last week.

The Government blamed the

commandos for the fighting. An official Government spokesman said the commandos had started a mass search of houses in one area of the city and had detained several Jordanian soldiers. He said military and civilian vehicles had been stolen.

Television and broadcasting stations outside Amman came under machine-gun and rocket fire and a police post at Wadi Sir, north of Amman, was attacked, the spokesman said.

Guerrillas in the center of the city seized a vehicle and its two occupants, including the driver, while a traffic policeman

watched. The guerrillas then drove off through the crowded hilly streets followed by jeeps carrying armed guerrillas and the occupants of the captured vehicle.

At Al-Wahdat refugee camp, main guerrilla stronghold in the Amman area, tension mounted after commandos built roadblocks of sandbags.

King Hussein denied in a broadcast last night that he was trying to liquidate the commando movement. Observers said they believed the unscheduled broadcast, the King's third in eight days, was prompted by the weekend clashes.

Shortly before the broadcast over Amman radio and television, automatic fire and explosions were heard in the Jebel al-Nuzha area, north of the city.

The newspaper Fatah, organ of one Palestinian group, referred today to a number of shooting incidents in Amman yesterday and accused the Jordanian authorities of responsibility for them. "The Palestinian revolution will not keep silent for long and will strike at the heads of the conspiracy," it said.

✈️ CRAFT IN JORDAN

Swiss Accept Plan to Free Commandos — Bonn Said to Yield

By LINDA CHARLTON

Arab commandos held as hostages in the Jordanian desert yesterday at least 150 of the passengers aboard two of the four New York-bound jetliners they hijacked Sunday. As ransom, the commandos demanded the release of Arab guerrillas held prisoner in Israel, Britain, Switzerland and West Germany.

The Swiss agreed to the demand, and the West Germans reportedly planned to do so.

In Jordan, 127 passengers, believed to be women and children, were released at the desert plateau where the planes landed, about 70 miles from Amman. The passengers were then taken to a hotel in the Jordanian capital.

The two planes held in Jordan were among the four hijacked by members of the Popular Front for the Liberation of Palestine. The aircraft were:

☞ A Swissair DC-8 from Zurich, with 155 passengers and crew, diverted to the Jordanian desert.

☞ A Trans World Airlines Boeing 707 from Frankfurt, with 151 passengers and crew, also diverted to the "revolution airstrip."

☞ An El Al Israel Airlines 707 from Amsterdam, whose crew and passengers thwarted a mid-air hijacking by two young Arabs, one of whom was killed. All 148 passengers, and a new crew of 10, arrived in New York early yesterday from London, where the jet made an emergency landing after the abortive hijacking.

☞ A Pan American World Airways 747 jumbo jet, hijacked first to Beirut and then to Cairo, where the \$23-million aircraft was blown up on the runway minutes after the 169 passengers and crew members were evacuated. Late yesterday a special Pan Am flight was bringing back to New York

Continued From Page 1, Col. 8

137 of those aboard. Two remained in Cairo and 30 in Rome, where the flight made a stopover.

Spokesmen for the Popular Front in Amman said that the remaining Swissair and T.W.A. passengers—or at least the American, British and West German men—would be held hostage for the imprisoned commandos. They set a deadline of 10 P.M. Wednesday, New York time. The exchange of the Israelis was a later demand.

There were early reports from commando spokesmen in Beirut that the release of Sirhan B. Sirhan, the assassin of Senator Robert F. Kennedy, was also a condition for the release of the passengers. But these reports were denied by the Popular Front in Amman last night. The Beirut spokesman acknowledged that final decisions for the guerrilla organization were made in Amman.

The commando demands forced a day of intense diplomatic negotiation in both Europe and the United States, including a meeting of representatives of Britain, Israel, Switzerland and West Germany with Secretary of State William P. Rogers in Washington.

Return of Body Sought

The release of one of the two El Al hijackers, 24-year-old Leila Khaled, was among the initial demands made by the commandos. Miss Khaled was largely responsible for the hijacking of a T.W.A. 707 to Syria in August, 1969, an operation that was, until Sunday, regarded as the Popular Front's most successful undertaking. The return of the body of the Miss Khaled's male colleague, who was shot and killed during their attempt to seize the jet shortly after it took off from Amsterdam, was another condition set by the commandos.

They also demanded the release of three Arabs jailed in Switzerland for their part in an attack on an Israeli airliner at Zurich's airport last year, and of three guerrillas jailed in West Germany for an attack last February on Israelis at an airport lounge in Munich.

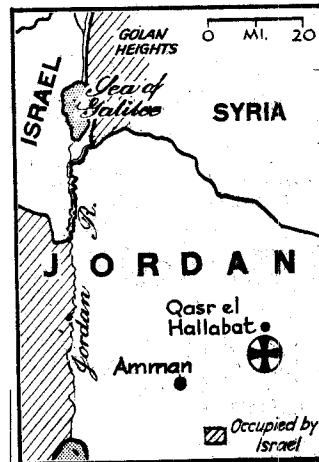
In return, the commandos offered to free the passengers and crew of the T.W.A. Boeing 707, valued at about \$8-million, and of the Swissair DC-8, which an airline spokesman said had a value of about \$10-million. As for the aircraft, a spokesman in Beirut said: "You will

get the answer, but not now."

Swiss Accept Terms

The commandos later added to their terms. They said that the release of an unspecified number of Arab guerrillas held in Israel. A commando spokesman said that about 3,000 guerrillas were interned in Israel and that the exact number whose freedom would be required would be stipulated later. There were indications that the release of Israeli passengers and of passengers holding dual Israeli and American citizenship might be linked specifically to the freeing of the guerrillas held by Israel.

The Swiss federal and can-



The New York Times Sept. 8, 1970

Hijacked planes were held on a desert plateau (cross).

tonal (state) governments announced early yesterday that they had agreed to the terms and had asked the International Committee of the Red Cross to negotiate the exchange. A special mission left for Amman later.

A spokesman for the West German Interior Ministry said after an all-day meeting of Cabinet officials that the Government "had decided to take measures to counter the ultimatum of the kidnapers." Later, an authoritative source said unofficially that the West German Government planned to release the three commandos.

In London, Prime Minister Heath met with advisers to discuss the British response. No decision was announced last night, and another meeting was scheduled for this morning.

T.W.A.'s president, F. C. Wisner, said in New York yesterday that he was in continual communication with officials of the State Department in Washington to facilitate the return of passengers on the hijacked flight. T.W.A. released a list of

Continued on Page 16, Column 6

passengers aboard its flight, and later a list of those passengers who had been taken from the plane to Amman. Swissair declined to release its passenger list on grounds that publication of the names could endanger the people who are being held.

Excited by the success of three of their four hijacking attempts Sunday, officials of the Popular Front seemed to be trying to gain as much tactical and propaganda advantage as possible yesterday. Addressing reporters in an information center in downtown Beirut, a spokesman said the commandos had blown up the hijacked Pan American jumbo jet in Cairo to "symbolize our protest against the acceptance of the American peace plan by the United Arab Republic." This called for a 90-day cease-fire, which began Aug. 7, to allow indirect peace talks, which have broken down.

Jordanian a Negotiator

The release of some of the Swissair and T.W.A. passengers was made, a commando spokesman said, because "they could not endure" conditions aboard the planes. The spokesman said they were free to go as they pleased from Amman. Their release came after negotiations between the commandos and

Lieut. Gen. Mashur Haditha, the chief of staff of the Jordanian Army.

The planes, according to Michael Clayton of the British Broadcasting Corporation, are a two-hour drive from Amman, "on a hard plateau, not on an airstrip."

"Palestine commandos are standing by the aircraft with guns," he said. "The passengers are inside the aircraft under the blazing sun amid the baking expanse. In a complete ring outside the commandos are more than 50 tanks and armored cars of the Jordanian Army. Both sides are playing an appalling game of bluff. There is a threat of battle if either side makes a false move."

There was no formal comment from the Jordanian Government about the hijackings, and no move by the Jordanian Army to try to rescue the passengers or to take possession of the planes.

The released prisoners were brought to the Hotel Jordan Intercontinental in Jordanian Army buses. One passenger on the Swissair flight, Gerry Tomiatti, a beautician from Queens, said her first indication of a hijacking came when a

voice said over the plane's loudspeaker: "Good evening. You now have a new captain."

The passengers said that the planes had been undamaged during the desert landing, but that two passengers—one with a broken wrist and another with a broken leg—had been treated at Amman's hospitals. The released passengers also said they had spent the night strapped into the plane seats.

Representatives of the International Committee of the Red Cross were reportedly allowed to bring blankets and other supplies to the passengers remaining in the planes.

Selective Basis Possible

Spokesmen for the Popular Front indicated that passengers might be released on a selective basis, by nationality, with British, American and West German men passengers held until the young woman held in Britain and the three Arabs held in West Germany were released, as well as the Arabs in Swiss custody. The implied demand for the Israeli exchanged was made later.

All other passengers would be released, the spokesmen said, and two Indian men were among the passengers allowed to leave for Amman yesterday.

In London yesterday, a telephoned bomb scare led to the removal of 80 passengers and crew members from the first El Al flight from New York, but no explosives were found aboard the Boeing 707. The bomb threat was received after the jet arrived and was parked away from the terminal, ringed by police cars. All baggage was taken off and searched, and the passengers, who had already reboarded for the flight to Tel Aviv, debarked again.

In a comment on the foiled El Al hijacking, a guerrilla spokesman in Beirut yesterday protested the presence of armed security guards abroad El Al flights as "in a gross violation of international law."

Some Hijacking Victims Begin To Reach Amman From Desert

AMMAN, Jordan, Sept. 7 (AP) — Tired, dusty and thirsty, some of the women and children passengers of Swissair and Trans World Airlines jets hijacked yesterday began arriving in Amman tonight after being freed by their Arab guerrilla captors.

They had been confined to the planes under a blistering sun in the desert northeast of Amman for 15 hours before the guerrillas decided that about 120 women and children could leave. However, 150 men—Israeli, American, British, West German and Swiss—were still hostage by the guerrillas.

Gerry Tomiatti, a beautician from Queens, asked for a drink of water when she arrived in the Jordanian capital. She was returning to New York on the Swissair flight when the plane was seized by the hijackers.

The first she knew of the act, she said, was when someone said over the public address system: "Good evening. You now have a new captain."

When the DC-8 landed at the

airstrip 25 miles northeast of Amman, "dust clouds filled the cabin and everyone thought the plane was on fire," she said. "About half the passengers went down the emergency escape chute before we realized there was no danger."

The 145 passengers and crew spent the night with their seatbelts fastened at the guerrillas' orders. Early today a delegate of the International Committee of Red Cross arrived and persuaded the guerrillas to permit the passengers to go to the rest rooms, Miss Tomiatti said.

A New York passenger, who asked that her name not be used, said that the Swissair plane had made a bumpy landing and stopped quickly to avoid colliding with the TWA plane already down at the field.

"We had no idea where we landed," she said.

A German woman was taken to Amman's Italian Hospital with a broken wrist. Guerrillas said a man had been treated for a broken leg.



Associated Press

HIJACKERS: From the left, Samir Abdel Maguid, Mazen Abu Mehid and Aly Sayed Aly at Cairo airport after destroying plane. Egyptian authorities held them for questioning.

Passengers on T.W.A. Jet

Following is a list of the passengers aboard Trans World Airlines Flight 741 when it was hijacked to Jordan Sunday. The names of passengers on another plane hijacked to Jordan, a Swissair jet were not available. According to reports from Jordan, about 80 women, children and old people have been freed and some male passengers will be released later. Their names were not disclosed.

A second list, which appears after the main list, contains names of passengers on Flight 741 who, according to T.W.A., are now housed in the Intercontinental Hotel in Amman, Jordan. Discrepancies are due to fragmentary nature of reports.

BOARDED AT TEL AVIV

HARARI, Rafoul, Rabbi
 HARARI, Rafoul, Mrs.
 HARARI, Rafoul (child).
 HARARI, Rafoul (infant).
 HARARI, Rafoul (infant).
 HARARI, Rafoul (infant).
 HARARI, Rafoul (infant).
 HARARI, Rafoul (infant).
 HARARI, Rafoul (infant).
 BERGER, Miss M.
 HERMAN, Miss M.
 DAYAN, Miss J.
 LESTER, N. (child)
 LESTER, N. (child)
 GRUBLER, Miss E.
 MALKA, Miss S.
 KOSOKOWSKI, Mrs. R.
 ROTH, Miss
 GOREN, Master A.
 GOREN, Miss N.
 MILLER, Mr. B.
 HOROWITZ, M. (infant)
 FINSTEIN, Mr.
 FINSTEIN, Mrs.
 FINSTEIN, Miss
 NEWTON, Mrs. H.
 NEWTON, Mr. J.
 GOLDSCHMIDT, Miss D.
 ROSMAN, H. (child)
 ROSMAN, L. (child)
 ROSMAN, Mrs. E.
 KAHN (child)
 KAHN (child)
 KAHN, Mrs. T.
 BERKOWITZ, Mrs. G.
 LESTER, Mrs.
 BERKOWITZ, Dr. G.

GIVE A KID A CAMP.
 VIA FRESH AIR FUND.

BOARDED AT FRANKFURT

ALFRED
 ADASSI
 ADASSI
 BORMEISTER
 BORMEISTER
 CULLEN
 CULLEN
 DESCHKE, R. B.
 DESCHKE
 DESCHKE
 DESCHKE
 FALLDINE
 FREDEA
 HOLLINGSWORTH
 HOLLINGSWORTH
 HAMDAN

KADABA
 LAPEZ
 VASQUEZ
 McBRIDE, Jane
 ORTLINGHAUS
 PELIKAN, Miss
 PITTARDO, C.
 POLLET, R. B.
 ROGERO
 ROGERO
 SWANSON
 SMITH
 STRAUSS, D.
 TEMEL
 WARNOCK
 ZAUNER

BOARDED AT ATHENS

BURNETT, T. T.
 BURNETT, Mrs. T. T.
 RIDENHOUR, Walter
 RIDENHOUR, Mrs. P.

CAIN, J.
 CAIN, Mrs.
 CAIN, (infant)
 JACOBSON, Mrs. S.

BOARDED AT BOMBAY

DAVE
 RAO
 RAO
 RAO
 MOHAN
 PALCONDIMAR
 THIMAS
 GUPTA
 GUPTA
 GUPTA

GUPTA
 JABEN
 MORSE
 MECKONI
 KOTHARI
 KANATANI
 KANATANI
 PALGONIA
 PATEL
 OMPRAKASH

BOARDED AT BANGKOK

WOODS, J. L.
 SCHWARTS, R. N.

HOUSED IN HOTEL

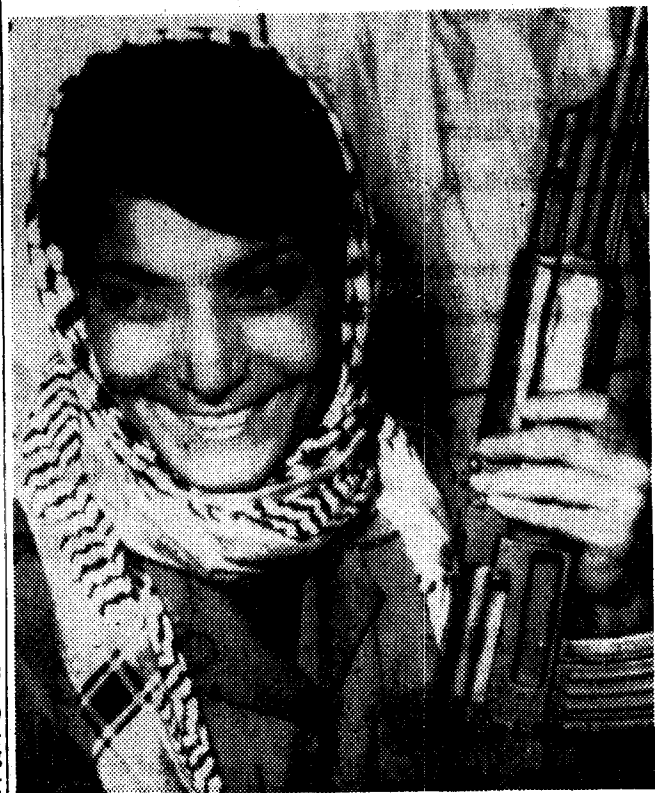
ADASSI, Daiwish
 ADASSI, Yvonne
 BORMEISTER, Marlys
 CAIN, Lenneft
 CAIN, L. L. (infant)
 CAIN, Mary
 CULLEN, Heidi
 CULLEN, Ingeborg
 DAVE, Rainikant
 GUPTA, M. C.
 GUPTA, Mantu
 GUPTA, Manu
 GUPTA, Santush
 HAMDAN, Abdullas
 JABEN, Zahera
 KANATANAT, Santosh

KANATANAT, Shirley
 KOTHARI, Jaya S.
 McBRIDE, Jayne
 MOHAN, Kumary
 MOHAN, Lakshmi
 ORTLINGHAUS, Rose
 PALONDICAR, M. C.
 PATEL, Ashvin N.
 PELIKAN, Christel
 POLLET, Sofia
 PORTER, Nancy
 PRAKASH, O. M.
 SMITH, Ruth
 SWANSON, John
 THOMAS, Saraja
 WARNOCK, Sheila

Denmark Won't Extradite Pole Who Hijacked a Plane

COPENHAGEN, Sept. 7 (AP)—The Danish Government decided today against extraditing Zbigniew Iwanicki, a 29-year-old Polish butcher who hijacked a Polish airliner with 23 passengers and forced it to land in Copenhagen on June 5. The decision was made in the face of official pressure by Poland.

Justice Minister Knud Thesstrup said that however much the Danish Government denounced hijackings there would be little preventive effect from extraditing the Polish hijacker.



United Press International

FOILED IN REPEAT HIJACKING: Leila Khaled, 24, after she helped hijack a T.W.A. jet to Damascus, Syria, last August. The photograph above has appeared many times in European and Israeli publications. Her male colleague was shot and killed during attempt to seize El Al jetliner on Sunday and she was taken into custody in London. Her release was demanded by the Popular Front for the Liberation of Palestine. She belongs to the organization. A Honduran passport was found in a purse she was carrying.

Legal Help for Hostages Is Lacking

By JAMES M. NAUGHTON
Special to The New York Times

WASHINGTON, Sept. 7—In the view of legal experts, the United States appeared powerless today to obtain the release of some 150 airline passengers and crew members held hostage by Arab guerrillas in Jordan.

"I think of the law as simply having a hole here," said Frank E. Loy, a vice president of Pan American World Airways who was, until this year, a State Department legal expert on air piracy.

The chief concern of the United States was for the safety of the Americans aboard the Trans World Airlines and Swissair jets hijacked yesterday over Europe.

Short of armed intervention in Jordan, which the State Department said was not being contemplated, there was little the United States could do except continue to resort to diplomacy.

Limitations Underscored

"We are responsible for them, to the degree we can be of help to them," a State Department spokesman said. His comment underscored the limitations on the amount of American help that could be made available.

Among the guerrilla demands is the release of an unspecified number of commandos held in Israeli prisons. But Itzhak Rabin, Israel's Ambassador to the United States, indicated following a meeting with Secretary of State William P. Rogers that his Government would not accede to the demand.

"No one should submit to blackmail," said Mr. Rabin. "We look upon governments whose carriers were hijacked for the release of all passengers."

The State Department thus appeared to have been placed in a dilemma similar to that

posed by the kidnapping of two Americans, Dan A. Mitrione and Dr. Claude L. Fly, by Uruguayan rebels last month.

In that instance, the United States response was limited to diplomatic overtures toward the Uruguayan Government, which refused to meet a guerrilla demand for the release of political prisoners. Mr. Mitrione was killed and Dr. Fly is believed to be held still by the rebels.

The United States did nothing to discourage two other Latin-American governments from meeting the demands of kidnapers in earlier cases involving capture of American officials.

C. Burke Elbrick, the American Ambassador to Brazil, was released after 78 hours of captivity in exchange for the freedom of 15 political prisoners. An Air Force attaché in Santo Domingo, Lieut. Col. Donald J. Crowley, was freed in March after the Dominican Republic released 19 political prisoners.

The only direct American alternative when another government refuses to meet demands of rebels, or, in the case of the airplane hijackers, Arab guerrillas, would be to send United States troops to guarantee the safety of citizens or secure their release.

President Johnson sent troops to the Dominican Republic in 1965, after civil turmoil broke

out, on the ground that they would be used to protect Americans.

But in the airline hijacking the State Department is said to believe that it would not help to send troops to the rescue.

Jordan Not in Control

The situation is complicated by the apparent inability of the Jordanian Government to control the Palestinian guerrillas.

The Tokyo convention covering air piracy, which went into effect last year, stipulates that a nation in which a hijacked plane lands must permit passengers and crew to continue their journey as soon as practicable.

The United States is a party to the international agreement, but Jordan is not, and the guerrillas have no legal standing internationally.

Mr. Rabin called again for some sort of new international compact under which airlines would agree to boycott those countries that failed to deal firmly with hijackers.

For the present, however, the safety of the captured passengers in Jordan appeared to depend largely upon the guerrillas and Israeli responses to their demands.

"The dilemma is clear," said a State Department official. "Either surrender to their terms or don't. Hopefully, we can find some options in between."

Hijackers in Cairo Say They Blew Up 747

SEPTEMBER 8, 1970

in Retaliation for U.S. Support of Israel

Warn That Oil Property Of Americans Is Next

By **RAYMOND H. ANDERSON**

Special to The New York Times

CAIRO, Sept. 7—Left-wing Palestinian guerrillas who hijacked a Pan American jumbo jet to Cairo and blew it up on the runway minutes after landing this morning told passengers the action was in retaliation for support of Israel by the United States and warned that American-operated oil wells would be next.

The Boeing 747 was torn by explosions less than two minutes after the 173 passengers and crew members, as well as the two Palestinian hijackers and an explosives expert who joined the plane in Beirut, had slid down escape chutes and scrambled away across the surrounding desert sand.

About half a dozen passengers were injured in the escape and some were hospitalized. The hijackers had said the explosives would not go off until eight minutes after the evacuation of the plane.

There were conflicting reports about the number of persons on the 747, but John G. O'Neill, the Pan American World Airways manager in Cairo, put the total at 155 passengers, 14 crew members and four "Pan American personnel."

Waiting in Lounge

Apart from those hospitalized, the passengers and crew were taken to the airport transit lounge to await a special flight from London to take them to New York, the destination of the jet when it left Amsterdam yesterday.

The special flight left Cairo late this afternoon with all the passengers and crew members

except three—two injured passengers and the husband of one.

The wreckage of the \$23-million jet was being cleared from the runway this afternoon. The only sections still intact of the 355-ton, six-story-high plane were the tail and a portion of the left wing.

The jet was hijacked by two guerrillas of the Marxist-oriented Popular Front for the Liberation of Palestine. The hijackers, described by passengers as "perfect gentlemen," said that the seizure of the plane was coordinated with other hijackings yesterday.

The popular Front for the Liberation of Palestine is frowned upon by the Egyptian leadership. Dozens of its members have been expelled from Cairo in recent weeks because of hostility to Cairo's acceptance of the United States settlement initiative.

The treatment accorded the three commandos who brought the plane here is uncertain. Al Aham, the semiofficial Cairo

newspaper obliquely criticized the hijacking, saying that the Palestinians should seek the support of world opinion, not antagonize it.

The plane landed in Cairo at 4:23 A.M., local time (9:23 P.M., Sunday, New York time.)

"The hijackers told us the plane would be blown up, but they said it so politely and with such smiles that we couldn't take this too seriously," recalled Cornelius Van Aalst, the jet's flight service supervisor, in the airport restaurant this morning. He added:

"But we got everyone ready

to escape fast after landing, asking them to take off their shoes for the slide down the chute. We put the shoes in blankets to throw them, but some got lost." Egyptian authorities gave shoes to passengers who arrived in the terminal in their stockings.

The hijackers were "very friendly," and showed "exemplary manners" to the passengers, Mr. Van Aalst said, adding that one helped carry an injured woman in a blanket from the plane.

Motives Were Explained

Dr. James Helme, a pediatrician from Nashville, said that the hijackers, nervous at first, had soon calmed down and began talking with passengers. They explained their motives and the objectives of the Palestinian movement.

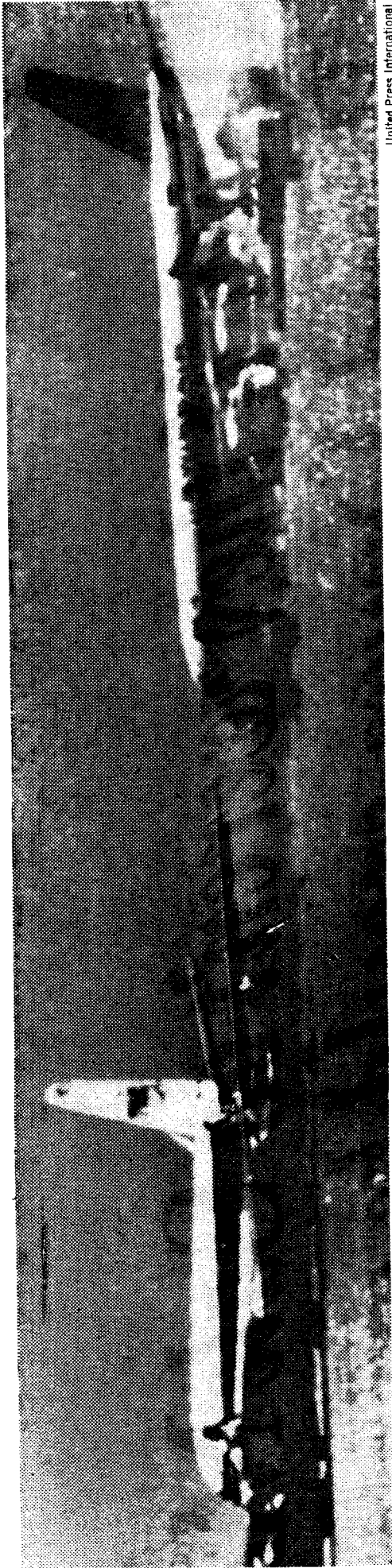
"We are going to blow up this plane and after that it will be the American oil wells," one of the hijackers told Dr. Helme.

One of the planes was hijacked, the Palestinian said, so it and its passengers could be held as hostages for the release of Sirhan B. Sirhan, the Palestinian immigrant to the United States who was convicted of the murder of Robert F. Kennedy.

Dr. Alan Shalita of the New York University Medical Center said the hijackers had checked passports of all the passengers, and had asked passengers their occupations. They also asked if there were any Israeli citizens aboard.

"They told us they didn't like the United States but liked the American people, didn't like Israel but had no hatred of Jews," Dr. Shalita said.

Capt. J. W. Priddy, the chief pilot, who had taken his wife for her first flight on a jumbo jet, said that the hijackers had forced him to fly low over Cairo several times before allowing him to land, suspicious that he might have flown to some other city.



United Press International

HELD BY COMMANDOS: Hijacked Trans World Airlines, left, and Swissair planes, on a plateau in the desert in Jordan



Associated Press

SMOLDERING: Pan American's 747 jumbo jet after commandos in Cairo blew it up