

Jet Hijacker, Lured by Ransom, Captured in Capital

51 Passengers Are Safe but Pilot Is Shot in Scuffle

Special to The New York Times

WASHINGTON, June 4 — A onetime bread truck driver from Phoenix, Ariz., hijacked a Trans World Airlines jet this morning with 51 passengers aboard, and was captured at Dulles International Airport near here tonight when he was lured back to the airport to collect what he thought was almost \$100-million in ransom money.

The hijacker, identified by the Federal Bureau of Investigation as Arthur G. Barkley, 49 years old, had forced the plane to make an earlier stop at Dulles to refuel, to get another pilot, and to pick up \$100,000, which he thought was the \$100-million he had demanded when he took over the plane shortly after it left Phoenix at 8 A.M., Mountain standard time (11 A.M., Eastern daylight time).

After the plane landed for the second time, the F.B.I. shot out its tires while it was on the runway. In the scuffle that ensued, the original pilot of the TWA Boeing 727, Dale C. Hupe, a veteran with 23 years experience, was shot in the abdomen. The F.B.I. reported that

Continued on Page 38, Column 2



The New York Times (by Mike Lien)

Capt. Billy Williams, in dark coat, boarding the hijacked plane yesterday on its first stop at Dulles Airport. He carried a briefcase with \$100,750 to give to the hijacker.

Continued From Page 1, Col. 4

his condition apparently was not serious.

The hijacker, who was shot in the thumb, was captured at 7:32 P.M., about seven and a half hours after the plane had been seized in the air.

The passengers fled the plane unharmed.

The plane had left Phoenix and was scheduled to stop at St. Louis and then continue on to National Airport in Washington. After its seizure, St. Louis was bypassed and the plane landed at Dulles. It was not known where the hijacker ultimately wanted to take the plane.

A TWA spokesman said they had first received word of the hijacking at about noon Eastern daylight time, and had immediately begun complying with the hijacker's demands.

These included positioning of a fuel truck at a distant spot in the airport and the collection of as much money as they could readily assemble from bank branches near the airport.

The plane landed at Dulles for the first time at 3:40 P.M. and remained on the ground for 54 minutes. During that time, it took on 47,000 gallons

of kerosene jet fuel.

It also picked up Capt. Billy Williams, who is qualified for international flights.

Captain Williams is the same pilot who flew a hijacked jet and was forced to fly from California to Italy last year.

Arrival of 2d Pilot

Captain Williams arrived at Dulles from New York in a twin-engine light plane. He alighted from the smaller aircraft, picked up a sack containing the \$100,000 from the runway and carried it up the rear ramp of the waiting three-engine jet. Shortly thereafter, the big plane took off and headed south.

Shortly after the plane took off from Dulles at 4:34 P.M. according to the Federal Aviation Administration, the hijacker apparently counted the money and realized that the sack did not contain the \$100-million for which he had asked.

He then radioed, in a message allegedly intended for President Nixon, "You don't know the rules of law. You don't even know how to count money."

The hijacker then renewed his demand for the full amount. At 6:15 P.M. the F. A. A. reported that the jet, which was then near Elmira, N. Y., and headed north, was turning

around and coming back to Dulles.

During the return flight, Captain Williams radioed that the hijacker wanted the remainder of the \$100-million in \$100 bills "and wants nothing less."

When the plane landed, fuel trucks, police cars and other vehicles surrounded it while F.B.I. sharpshooters shot out the jet's rear tires.

Apparently unaware that the plane was crippled, the hijacker ordered the pilot to get rid of the vehicle barricade.

Wants Barricade Cleared

"He want you to get the vehicles off the runway," Captain William radioed the Dulles tower. "He says he's going to kill us if you don't get them off right now."

At that point, Barkeley came on the radio and said, "You're stalling: Get the vehicles off the runway."

The tower operator replied that he was trying to get the vehicles away.

At that point, the F.B.I. agents apparently boarded the jet and moved forward into the cockpit area. Behind them, passengers fled the plane and were seen running across the

runways toward the main terminal building.

An F.A.A. employe standing near the plane gave the following description of what happened:

"The F.B.I. decided to try to enter the cockpit. One agent was boosted up to the cockpit door with a gun in his hand. He got in and then bounced about halfway out the door. He must have been pushed. There were two, three, four shots, I don't know. And that was the end of the ballgame."

Hijacker Also Shot

It was at that point, apparently, that Captain Hupe was shot. At the same time, the hijacker also was shot. One witness said he seemed to have been shot in the thumb. "He was led away in handcuffs—still defiant," the witness said.

Apparently, the F.B.I. had placed 100 sacks stuffed with paper along the runway, hoping to lure the hijacker out of the plane. The decision to shoot out the tires apparently came when the ruse did not work.

Barkley was identified as a former truck driver for the Continental Baking Company in Phoenix. According to a spokesman for that company, Barkley contended he was dismissed without reason over an issue of 19 days sick leave that he took and was unable to verify.

He sued the company for back pay and also sued the Teamsters Union, of which he was a member, for not supporting his claim, and for allegedly interfering with his attempts to find another job.

Last March 9, the United States Supreme Court refused Barkley a hearing in an income tax case. It was an appeal from an Internal Revenue Service finding that Barkley owed the Government \$471.78 in unpaid income tax from 1964.

Supreme Court Appeal

In his appeal, Barkley began with a statement that he was "being held a slave by the United States" and had been treated "as a slave" by the United States Tax Court, which upheld the Revenue Service.

After he took over the plane yesterday above Las Vegas, Barkley directed his first radioed demands, including the \$100-million, directly at the Supreme Court.

A passenger on the hijacked plane, Herbert Geshwind of Phoenix, helped the other passengers leave the aircraft after it had landed at Dulles the second time.

Just as the last of the passengers had slipped out an emergency door, Mr. Geshwind said, and as he was about to get out himself, he saw the door to the cockpit open and Barkley emerge into the passenger cabin.

Mr. Geshwind said the hijacker looked shocked when he saw that the other passengers had escaped.

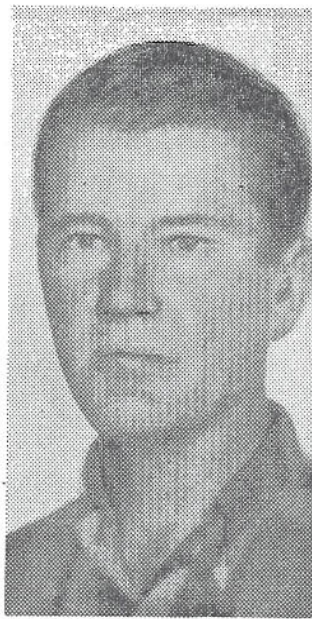
Richard Hill, urban renewal director in Zanesville, Ohio, another passenger on the plane, said the passengers had lain on the grass alongside the runway to avoid any gunfire.

However, before the hijacker had been disarmed, all the passengers were removed in one of the mobile-lounges used at Dulles to carry passengers to and from parked aircraft.

Messages From Plane

WASHINGTON, June 4 (UPI)—Following is a log of messages from the Trans World Airlines Boeing 727 commandeered over New Mexico. All times are Eastern Standard unless otherwise indicated.

9 A.M. Mountain Standard Time, shortly after the hijacking—The hijacker directed a message to the Supreme Court, saying he wanted \$100-million in small bills delivered to the plane when it landing at Wash-



Associated Press

Arthur J. Barkley was described as the hijacker.

ington. He also requested a fuel truck and two T.W.A. representatives to meet the aircraft.

4:30 P.M., shortly before takeoff from Washington where \$100,750 was put aboard the plane—"To the President and the State Department: "You don't know how to count money and you don't even know the rules of the law."

4:39—The pilot, who had been ordered to fly south on takeoff, radioed that he had been ordered to turn around and was flying northeast.

4:45—From the hijacker—"Send a message to the President. Tell him his orders failed. They were not carried out."

5—"Is the President ready to fulfill my request? That request was for \$110-million."

5:10—"Is there any word yet?" A Federal Aviation Administration control center told him to standby.

5:25—The pilot, who had been flying due north, radioed that he was 25 miles northwest of Elmira, N. Y., at 29,000 feet and was turning around and heading due south.

5:33—Over Williamsport, Pa., the pilot radioed—"In all probability, we will return to Dulles if all conditions met."

5:46—Radar spotted the plane apparently headed toward Baltimore and the F. A. A. queried the pilot, who responded—"Could be headed toward Washington National."

6—Pilot radios the hijacker

"wants the money at the end of the runway after touch down" but the pilot still does not know where he is to land.

6:10—Pilot, preparing to land at Dulles International Airport, radios that hijacker wants the remainder of the \$100-million he requested in 100-dollar bills "and wants nothing less."

6:40—Hijacker radios he wants more fuel. The FAA proposed that he permit two people to help refuel and two to hand up the money. The hijacker refuses, saying he will permit only one to refuel and one to hand up the money.

7:05—Plane lands at Dulles. Pilot advises he wants no one on the runway.

7:18—After F.B.I. agents shot out plane's rear tires and an F.A.A. fire truck blocked the plane, the pilot radioed—"He wants you to get the vehicles off the runway. He says he's going to kill us if you don't get them off right now." Then the hijacker came on—"You're stalling. Get the vehicles off the runway." The Dulles Tower replied—"Negative. We are trying to contact the people in the vehicles and get them off."

7:42—with the pilot shot in the stomach and the hijacker captured, a co-pilot came on the radio in a shaky voice and said he wanted to advise families of other crew members that none except the pilot had been injured.