

# Transport Aides Urge a Commission on Hijacking

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WASHINGTON, June 5—Department of Transportation officials said today, that they had endorsed the Air Line Pilots Association's appeal for a Presidential commission on aircraft hijacking.

President Nixon, who described the Trans World Airlines pilot wounded in yesterday's hijacking here as "a national hero," was reported close to a decision on naming such a blue-ribbon panel.

Arthur G. Barkley, the former bakery truck driver who commandeered a T.W.A. jetliner from Phoenix yesterday and demanded \$100-million ransom for the plane's crew and its 51 passengers, was being held without bond in the city jail at Alexandria, Va. United States Magistrate Stanley King set June 10 as the date of a preliminary hearing on the piracy charges.

Capt. David C. Hupe, shot in the stomach during the climactic struggle to subdue Barkley in the airliner cockpit, was reported in good condition and excellent spirits today after three hours of repair surgery at Fairfax Hospital in Falls Church, Va., last night.

President Nixon, who said today that he remembered Captain Hupe from their service together on Guadalcanal during World War II, called Fairfax Hospital and spoke to the nurse

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Associated Press

Arthur G. Barkley, with pistol, in cockpit before he was rushed and captured. Foreshortening by camera made man at left seem closer to hijacker than he was. Photo by Roger Buchanan, a passenger, became available early yesterday.

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## U.S. AIDES FAVOR HIJACKING AGENCY

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who is attending the pilot in the intensive-care unit. The President told the nurse, Mary Jane Mastorovich, that he wished the captain a speedy recovery, and then said:

"He went through the entire war without a scratch, and it's too bad he had to be injured now in this way. Tell him for me that he is a national hero."

When the White House press secretary, Ronald L. Ziegler, was questioned about the proposed commission on hijacking, he said, "I wouldn't rule that out."

The hijacking crisis at Dulles International Airport yesterday ended without any serious injuries and was one of the first in which a hijacker was promptly apprehended. All discussions

of the incident here today were suffused with a sense of grateful relief and admiration for the many individual acts of courage and cool decision.

At the same time, it was clear from dozens of eyewitness accounts that even in the most successfully handled hijacking crises, there is no system for meeting these emergencies and no established chain of command among the many agencies suddenly involved together.

### Principal Agencies

To the question, "Who's in charge here?" there were few clear answers at the height of the crisis last night from the three principal parties: T.W.A., which owned the airliner; the Federal Aviation Administration, which runs the air navigation system around the country and had a special responsibility in this case as the owner and operator of the capital's airports; and the Federal Bureau of Investigation.

F. C. Wiser, the president of T. W. A., said in New York today that in all his decisions yesterday—from the original provision of \$100,750 to the hijacker to the ultimate decision to ground the plane and prevent a second take-off—he had been guided by the instructions of both Federal agencies.

"All the major decisions were implemented on a coordinated basis," Mr. Wiser said. Other accounts, closer to the scene, put more emphasis on the chain of relatively independent decisions that finally formed the strategy that led to Barkley's capture as follows:

¶T. W. A., which had delivered not only money but also an internationally certified pilot to appease the hijacker's threats broke precedent after the second landing at Dulles and, on Mr. Wiser's decision, instructed the F. A. A. to immobilize the plane on the ground.

¶The F.A.A. represented by its airport manager, Dan Mahaney, determined that deflating the plane's tires with rifle bullets was a more effective method than blocking the runways with trucks, and justified the risk of enraging the evidently unstable hijacker.

¶The F.B.I., which had pursued a course of marked deference and restraint during the plane's hour-long refueling stop at Dulles earlier in the afternoon, asserted its police jurisdiction abruptly at 7:32 P.M. and dispatched five agents to rush the hijacker in his cockpit lair.

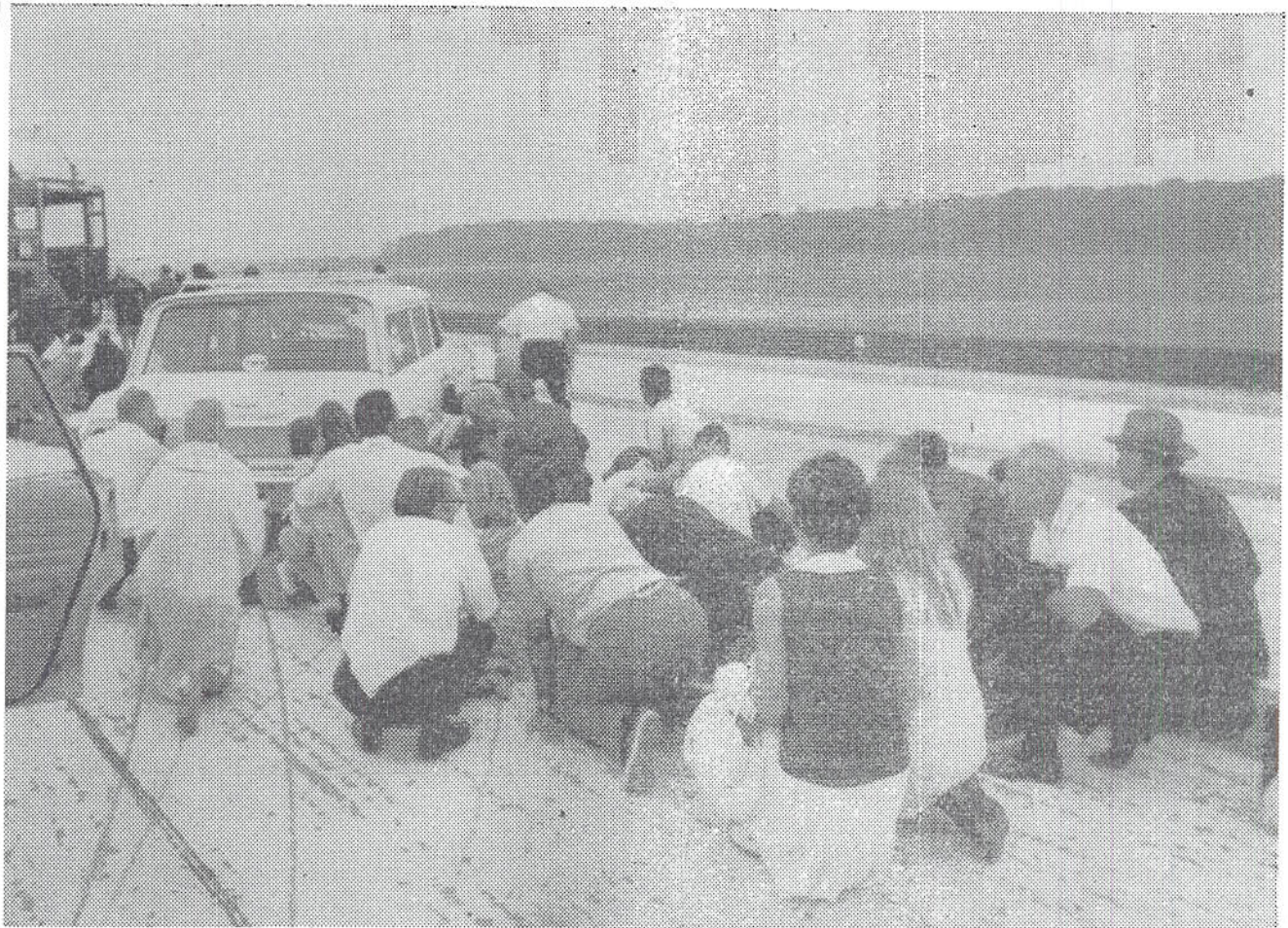
¶Captain Hupe and his copilot, Don Salmonson, who had been signaling each other with facial expressions that they would soon have to run the risk of a hand-to-hand struggle against the knife- and gun-wielding hijacker, jumped him as he started to fire at the approaching F.B.I. agents. The pilots had wrestled Barkley to the floor of the cockpit even before the agents swarmed into the plane through the open passenger door.

¶Several passengers, disregarding the advice of the crew, took it on themselves to pop open the plane's emergency exits and evacuate most of the passengers as soon as they made their second landing at Dulles.

### Passenger Opened Door

One passenger, Richard Gil-





Associated Press

**PASSENGERS OF HIJACKED JET** taking cover behind a station wagon at Dulles Airport on Thursday as hijacker was captured. They escaped from plane while he was in the cockpit. Photo is by Roger Buchanan, another passenger.

len, a 44-year-old engineer from Los Angeles, gave this account:

"When we finally came back after this ridiculous ride, I looked out and saw the gasoline truck lined up for another refueling, and I said to myself, to heck with that. I asked the co-captain if it would endanger the crew to pop the door, and he said, yes, it would.

"I told him it might endanger us all more to stay. So I turned the big handle on the door, flopped open the chute and told my wife: 'Honey, out you go!'"

The essentially independent nature of the critical decision-making was underlined by Arven H. Saunders, the F.A.A.'s director of the Bureau of National Capital Airports.

Mr. Sanders insisted that he would never have let the F.A.A. police fire on the jetliner's tires unless T.W.A. had said not to let the plane move.

"It's T.W.A.'s airplane," Mr. Saunders said. "They're responsible for the passengers in it."

"If T.W.A. had said to let the plane go," said Mr. Mahaney, F.A.A.'s man in charge of Dulles Airport, "we would have fueled her up and sent her off."

Ironically, though T.W.A. went to remarkable lengths to put Capt. Billy Williams, a pilot with special experience with hijackers, on the captive jet yesterday, there was no effective radio communication with Cap-

tain Williams after he entered the plane, and no system of coded messages that might have escaped the notice of the hijacker standing by him.

Though the primary lesson of past hijackings has been the importance of following pilots' guidance from the cockpit, there was apparently no opportunity yesterday to consult with Captain Williams or Cap-

tain Hupe about the critical decision that put their lives in momentary jeopardy: the decision to flatten the airplane's tires.

The F.A.A. control tower did not notify the cockpit that it was deflating the tires, presumably because it wanted to protect the pilots from any share of the hijacker's anger. In fact, however, it was the news that the plane could not be moved that touched off Barkley's final round of threats.

"He told us then," Mr. Salmonson said later, "that he was going to kill us."

At a news conference two and a half hours after the hijacker was captured, Captain Williams spoke of the rifle shots to the tires as the turning point—the event that had brought him and his colleagues closest to summary execution but that ultimately saved their lives.

It was unclear whether Captain Williams would have recommended such a course if he had had the chance.

"We've been talking about this among ourselves," he said, nodding at Mr. Salmonson and their flight engineer, James A. Hankins. "The hijacker had convinced all of us that he would kill us. The only hope was to get him."

It was unthinkable, Captain

Williams suggested, to take off again. "Obviously the intervention at this airport saved all of our lives—no matter where the decision came from."

"It was a tough decision to shoot the tires," Mr. Mahaney said, after choosing that course of action. "The risk was less than anything else we could think of. If we had put trucks on the runway, he would have threatened to kill the crew unless we moved them. The main thing was that we didn't want the plane in the air when he discovered that the new bags we had set out for him on the

runway were full of play money."

Captain Williams, who flew a T.W.A. jet last Oct. 31 from New York to Rome under the gunpoint instructions of the hijacker, Affaello Minichiello, emphasized that the sense of danger at the hands of Barkley yesterday was infinitely greater — a point that was only vaguely appreciated by officials outside the plane.

"This time was much more dangerous," Captain Williams said, shaking his head. "He had convinced us he was going to do away with the airplane and with all of us, whether or not he got the money."

Earlier, Captain Williams said, the hijacker had stated repeatedly, "No man should die alone. He should take a lot of money and a lot of people along with him."

The F.A.A. has often stated that the swift capture and punishment of hijackers are the most effective deterrents, and yesterday's finale was considered a promising development in that light.

At the same time, Barkley had obviously eluded the F.A.A.'s formal guidelines for detecting hijackers, before they embark, by their looks and behavior.

T.W.A. confirmed that while it makes some use of the electronic devices to detect metal weapons in passengers' baggage and clothes at terminal gates, it has not yet installed such equipment at Phoenix where Barkley had embarked.

A T.W.A. spokesman discouraged the drawing of general conclusions from the fact that, after first indulging most of the hijacker's demands, it had won its gamble in a showdown confrontation with him.

"As to whether the procedure followed yesterday involves a change in the general procedures for dealing with previous hijackers, the procedures are undergoing constant evolution since each hijacking is different," the spokesman said.