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Federation of Airline Pilots Associations (re: hijacking)**

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Print Name of Person Submit Image

Signature of Person Submit

U.S. Is Moving on Two Fronts in Effort to Halt Sharp Increase in Plane Hijacks

By ROBERT LINDSEY

One day last winter, a National Airlines pilot named James G. Brown, a few days after he had flown to Havana with a .38-caliber pistol behind his right ear and four sticks of dynamite at his elbow, implored a Congressional committee:

"If anyone has any solution to the problem of hijacking, please do something about it expeditiously — because it's a tragedy waiting for a place to happen."

This fear—that the next man who bolts into a cockpit waving a gun may trigger a disaster that could doom a plane-load of passengers — haunts aviation even more deeply this week.

With the hijacking and subsequent bombing by Arab nationalists of a Trans World Airlines jet in the Middle East a week ago, many aviation leaders are concerned that air piracy has entered a dangerous new phase. But they still have no solution to the problem.

There have been 46 hijackings in the world this year, including 40 planes commandeered to Cuba—25 American airliners and 15 from other nations.

Sharp Rise in Hijackings

This year's hijackings almost equal the combined number of hijackings from the first recorded illegal diversion of an airliner — the hijacking of a Czech plane to West Germany on March 24, 1950 — through 1968. There were 59 hijackings in that period.

In a series of interviews with The New York Times, Government and airline officials said two developments could help control part of the hijacking problem.

One was disclosed yesterday when the United States State Department sent to Montreal a document ratifying the 1963 Tokyo Convention, an international agreement calling for nations to promptly release hijacked airliners, their passengers and crew members.

The document is scheduled to be submitted today to the International Civil Aviation Organization (I.C.A.O.) in Montreal. The United States will become the 12th nation to ratify the agreement, the final ratification needed to make the pact effective.

In the other development, Federal Aviation Administration officials said they would approach the airline industry this month with proposals to install "metal-sensing" weapon detectors at the passenger boarding gates of major United States airports.

Special Training Planned

Use of the weapon detectors will be coupled with special training to help airline employees identify potential hijackers. F.A.A. researchers said that most persons who have hijacked airliners in this country have displayed up to six easily spotted common "be-

haviors or the country in which the plane is owned.

The I.C.A.O., a United Nations agency with 116 member nations that regulates certain technical aspects of international aviation, has convened a meeting at Montreal starting Sept. 23 to discuss the United States proposal to add an annex to the Tokyo Convention calling for such an agreement.

But in a world split by deep ideological and political differences, where giving political asylum is a long and respected tradition, there are doubts among some aviation leaders and diplomats that such an agreement will ever work.

For more than a year, this country's major hope of reducing the tide of hijacked planes to Cuba has been overtures, made through the Swiss Embassy in Havana, urging Premier Castro to either extradite hijackers or punish them in Cuba.

But recent events have dampened the hopes. Cuba had been close to concluding an agreement with Mexico—the only Latin-American country with which it has diplomatic relations—calling for the reciprocal return of hijackers.

More recently, however, Cuba has refused to extradite two Mexican students who hijacked a plane to Havana July 26. Cuba holds that they are political refugees and has provided a haven. Mexico insists they are not wanted on political charges.

"After this," one high level State Department Cuban specialist said, "it's hard to be too optimistic about them sending us back our hijackers."

Officials Give Views

These were some of the comments made by the aviation leaders interviewed by Times reporters:

John H. Shaffer, head of the Federal Aviation Administration, said the use of a bomb to damage the T.W.A. plane in the Middle East a week ago, the detention of passengers and the hijacking of a commercial jet as a tactic in the Israeli-Arab conflict constituted a "new" kind of hijacking that worried him.

"I'm afraid," he said, "that this is a warning of things to come."

The F.A.A.'s proposed instal-



Canadian Press
Charles F. Butler, U.S. representative in Montreal.

"No state in the world is immune from having this kind of activity used against it," he said, adding that it is best for every state, in its own self interest, to adhere to the principle that unlawful interference with civil aviation must be dealt with strongly."

He said the United States would push strongly for agreement on the proposed addition to the Tokyo Convention at the upcoming meeting of a special I.C.A.O. Committee on illegal seizure of aircraft.

Meanwhile, he said that the group has sent a telegram to Syria urging an early explanation of "all aeronautic" (non-political) aspects of the hijacking of the T.W.A. plane.

F. C. Wiser Jr., president of T.W.A., who returned to New York yesterday after meeting



Associated Press
Frank E. Loy, transportation official in State Dept.

possible. I would say in this area that there are a number of efforts continuing to deal with Syria on this matter, but I wouldn't want to jeopardize them by talking about them."

The United States does not have diplomatic relations with Syria and is working to get the two Israeli passengers who are being held released through the Italian Embassy in Damascus.



The New York Times
Stuart G. Tipton, head of Air Transport Association.

Stuart Tipton, president of the Air Transport Association, said it was "terribly important that the nations of the world lay down principles that will prevent the hijacker to be able to commit such a crime with impunity."

The use of weapon-detection devices, he said, "can provide something useful, but we really haven't been able to develop gadgets that show any

great promise of catching the hijacker who is really determined."

Dr. John T. Dailey, chief of the psychology staff of the F.A.A. office of aviation medicine, and a member of an F.A.A. panel studying the hijacking problem, said he was "optimistic that we can do something useful about this problem through a combination of the passenger surveillance system based on a combination of behavior characteristics and the weapon detector."

"We are ready to confer with the airlines with a recommendation that we go ahead with use of the system at several locations," he declared.

He declined to identify what the hijackers do that gives away their hijacking plans. "I can only say that it is based on what a person does or doesn't do" at the airport or in obtaining a ticket.

"We've worked this out in some detail," he said, "and think it will work in screening out many potential hijackers, although we make no claims that we are going to solve the problem completely."

Charles H. Ruby, president of the Air Line Pilots Association, a member of the International Federation of Airline Pilots Association, which has threatened to call a one-day pilots strike over the world to protest hijackings, said that the pilots wanted "to wake up the countries of the world that they

have to get off the dime and do something about hijacking."

"Sometimes," he said, "you have to get people's attention in very unorthodox ways. We've got to have international agreements making hijacking an international crime."

The date for the proposed strike by the 44,000 members of the international pilots' group has not been set, although officers said it would not be before Sept. 22.

In Germany, Heinz Klunker, chairman of a labor union representing pilots for Lufthansa German Airways, told a Times reporter that the decisive factor in stopping hijackings "is for governments to decide on an international level to punish such criminals with the sharpest measures and jail sentences."

He favored a boycott of flights to Syria or any other nation that does not punish hijackers, but said he opposed the threatened boycott.

There is a sense of frustration among most of the airline and Government officials, trying to cope with the hijacking problem.

"Can you think of anything more vulnerable than a jet airliner up in the air?" a State Department official said. "A guy sticks a gun, or anything like this [in the Middle East]. How do you protect the planes going to do anything he says." Recalling two attacks during



Charles H. Ruby, president of the pilots association.

the past year, on Israeli-owned El Al airliners at European airports, and the retaliatory raid by Israeli commands on Arab-owned jets at the Beirut Airport last Dec. 28, he added:

"It's really frightening how damned vulnerable an airplane can be in a political situation like this [in the Middle East]. How do you protect the planes and the passengers? It's going to be awfully tough."



F. C. Wiser Jr., president of Trans World Airlines.

with Syrian officials over the hijacked plane, said that "short of searching passengers

Czech plane to West Germany on March 24, 1950 — through 1968. There were 59 hijackings in that period.

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In the other development, Federal Aviation Administration officials said they would approach the airline industry this month with proposals to install metal-detecting weapon detectors at the passenger boarding gates of major United States airports.

Special Training Planned

Use of the weapon detectors will be coupled with special training to help airline employees identify potential hijackers. F.A.A. researchers said that most persons who have hijacked airliners in this country have displayed up to six easily spotted common "behavioral traits" that telegraph their intents, officials will not describe the traits for reasons of security.

Under the proposed system, airline employees would look for passengers with giveaway traits, then scrutinize the metal detector as suspected passengers move through the airport boarding gate.

Little Optimism Shown

But no-airline or Government official was optimistic enough yesterday to say that these steps would halt hijacking.

While they predicted the weapon detectors might stop some potential hijackers, they generally agreed there was little hope of stopping the most determined ones; a can of shaving cream, shown to a frightened stewardess as a "bomb," has been used to divert a jet to Havana.

What is really needed, they said, is a means to deter hijackers, an international agreement assuring that hijackers will be punished — either in the country where they seek

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The F.A.A.'s proposed instal-



Associated Press
John H. Shaffer, head of the Federal aviation agency.

lation of weapon detectors at airports will help, he said, but "it is not the final answer. I don't suggest it will stop hijacking, but it will be an effective deterrent to some people."

The final answer, he said, will be an international extradition agreement. "Hijacking is the most serious operational problem now facing aviation," he said.

Charles F. Butler, the United States representative to the I.C.A.O., said the United States Government "put a great deal of stock in the idea that this international organization can function effectively against hijacking."

seizure of aircraft. Meanwhile, he said that the group has sent a telegram to Syria urging an early explanation of "all aeronautic" (non-political) aspects of the hijacking of the T.W.A. plane.

F. C. Wiser Jr., president of T.W.A., who returned to New York yesterday after meeting



F. C. Wiser Jr., president of Trans World Airlines.

with Syrian officials over the hijacked plane, said that short of searching passengers for weapons, "I don't know what kind of security measures we can establish for stopping this kind of thing."

"I really think the problem will only be solved when, in some way, severe punishment is meted out to the people responsible. Until this becomes a custom, I don't think there will be an effective way to stop hijacking."

"We're extremely concerned; this incident was the first in which there was a real effort to destroy a plane. I'm hopeful this situation is as close to a major disaster that we're going to get."

Frank E. Loy, deputy assistant secretary of state for transportation and telecommunications, said that in hijacking there was a short-term and a long-term problem.

"The long-term problem is to get an international code of morality that recognizes hijacking as an international crime and all nations agree to it," he said. "For the short term, there are a lot of things we can do, such as convincing Syria to return the passengers as soon as

U N I T E D N A T I O N S

Press Services
Office of Public Information
United Nations, N.Y.

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Note No. 3550
30 August 1969

NOTE TO CORRESPONDENTS

Following is the text of a statement issued today by the Secretary-General, U Thant, through a United Nations spokesman:

The hijacking of the Trans World Airline civilian aircraft to Damascus was a deplorable and irresponsible act which could serve no useful purpose. It is good, therefore, to learn from radio reports of the official announcement that all of the passengers and crew and the aircraft are being promptly released. This is in the interest of the safety of international air travel and of international law and order.

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UNITED NATIONS

Press Services
Office of Public Information
United Nations, N.Y.

(FOR USE OF INFORMATION MEDIA -- NOT AN OFFICIAL RECORD)

Note No. 3551
1 September 1969

NOTE TO CORRESPONDENTS

The following statement was made today by a United Nations spokesman:

From the beginning of the incident of the hijacked TWA airliner which landed in Damascus, the interest and concern of the Secretary-General have centred on the prompt release of all of the passengers and crew and the aircraft. He finds it good that all of the jetliner's personnel except two men have been permitted to leave Syria, but he hopes that the remaining two will also be released soon, in the interest of international law and order and security in air travel.

* *** *

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INCOMING
INFO COPY
FILE NO.
ACTION <i>Bunch</i>
TO

LT

THE SECRETARY GENERAL UNITED NATIONS NEWYORK

THE INTERNATIONAL FEDERATION OF AIR LINE
PILOTS ASSOCIATIONS RESPECTFULLY REQUESTS AN
INTERVIEW WITH YOU IN CONNECTION WITH THE SERIOUS
PROBLEM OF HIJACKING ALREADY REFERRED TO IN
OUR PREVIOUS VISITS AND NOW FURTHER UNDERLINED BY
THE RECENT HIJACKING OF TWA 8707 TO SYRIA

COL 8707

PAGE/2

STOP WE WOULD LIKE TO DISCUSS THE FOLLOWING
POLICY STATEMENT ETIANATING FROM A MEETING OF OUR GEVERNING BODY
IN PARIS ON FIRST SEPTEMBER QUOTE IFALPA STATEMENT
IFALPA, ON 29 AUGUST, CABLED TO THE PRIME MINISTER AND THE
FOREIGN MINISTER OF SYRIA ITS EXTREME ANXIETIES OVER THE
HIJACKING OF

COL 29

PAGE/3

THE TWA AIRCRAFT ON 28 AUGUST. IT IS NOW
FURTHER CONCERNED AT THE REPORTED DETENTION OF TWO PASSENGERS
BY THE SYRIAN AUTHORITIES AND THE REPORTED FAILURE TO TME
PUNITIVE ACTION AGAINST THE HIJACKERS. THESE TWO POINTS MF
FAILURE TO COMPLY WITH THE TOKYO CONVENTION ON THE RELEASE OF

COL 28

PAGE/4

PASSENGER AND THE NEW CLAUSES RECOMMENDED AT ICAO FOR THE
PUNISHMENT OF THE HIJACKERS DO, IN FACT, GIVE OVERT ENCOURAGEMENT
TO FURTHER CRIMINAL ACTS OF THIS NATURE. THIS POSITION IS SO
CERTAIN THAT PILOTS ALL OVER THE WORLD FEEL THAT THE SAFETY OF

PAGE/4

PASSENGER AND THE NEW CLAUSES RECOMMENDED AT ICAO FOR THE PUNISHMENT OF THE HIJACKERS DO, IN FACT, GIVE OVERT ENCOURAGEMENT TO FURTHER CRIMINAL ACTS OF THIS NATURE. THIS POSITION IS SO SERIOUS THAT PILOTS ALL OVER THE WORLD FEEL THAT THE SAFETY OF THEIR PASSENGERS AND AIRCRAFT

PAGE/5

CAN BE JEOPARDISED AT A MOMENT'S NOTICE AND, MOREOVER, THEY ARE NOW WITHOUT THE MEANS FULLY TO DISCHARGE THEIR RESPONSIBILITIES TO DELIVER THE PASSENGERS SAFELY TO THEIR DESTINATION.

IFALPA REGARDS THE PARTICULAR CASE OF THE HIJACKING TO SYRIA AS PART OF THE ALARMING GROWTH OF THE GENERAL

PAGE/6

HIJACKING PROBLEM.

THIS CASE ILLUSTRATES THE PROJECTION OF THE PROBLEM BEYOND THE POINT OF AIR SAFETY INTO THE POLITICAL FIELD.

IT BRINGS INTO PLAY WARLIKE ACTIONS AND, AS SUCH, CAN BE A THREAT TO WORLD PEACE.

IFALPA THEREFORE BELIEVES THAT THE RESPONSIBILITY FOR THE SOLUTION

700

UNATION 222422 1045 02.SEP

PAGE/10

OF OPERATIONS OR A SERIES OF SUCH.

FOR THIS EVENTUALITY IFALPA HAS TODAY CABLED FOR THE FORMAL CONCURRENCE OF ITS MEMBERSHIP. IT EXPECTS THIS PROCESS TO BE COMPLETED BY 8 SEPTEMBER AND TO MEET WITH THE OVERWHELMING SUPPORT OF ITS 44,000 PILOTS MEMBERS.

IN THIS EVENT,

8

COL 8 44,000

PAGE/11

IFALPA PLANS TO GIVE 15 DAYS NOTICE TO THE AIRLINES AND THE TRAVELLING PUBLIC OF ITS INTENTION TO CEASE ALL CIVIL OPERATIONS EXCEPT THOSE OF A DEFINED HUMANITARIAN NATURE. WE HOPE THAT THIS ACTION WILL BE SUFFICIENT TO DEMONSTRATE THE FORCE OF PILOT OPINION IN THEIR DESIRES TO UPHOLD

COL 15

PAGE/12

THEIR LONG DEDICATION TO AIR SAFETY AND SO CONTINUE THEIR FULL SERVICE TO THE TRAVELLING PUBLIC. IFALPA BELIEVES THAT THESE ACTIONS WILL BE UNDERSTOOD AS A DEMONSTRATION AIMED SOLELY AT THE RE-ESTABLISHMENT OF SAFETY IN THE AIR AND THAT, AS SUCH, THEY WILL HAVE THE SUPPORT OF

PAGE/13

THE PUBLIC AND ALL OTHERS SIMILARLY CONCERNED.

QUOTE

CAPTAIN VITALY NICOLAIEV OF FRANCE DEPUTY PRESIDENT OF IFALPA AND CAPTAIN RAY GERBER ARE HOPING THIS INTERVIEW CAN TAKE PLACE ON FRIDAY AFTERNOON FIFTH SEPTEMBER FORSBERG PRESIDENT INTERPILOT LONDON W.2

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UNATION 222422 0159 01. SE

OPERATIONS
CABLE OPERATIONS
18 SEP - 1 PM 8:21

INCOMING
ACTION
TO <i>L. B. Bennett</i>
FILE NO.
ACTION COMPLETED
INITIALS
CLASSIFIED BY <i>Records Control</i> DATE <i>1985</i>

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UNATION 222422/RC44/FR

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URPU CQ FRPA 350/339

PARIS 141841 650/639 1 2153

LT

THE SECRETARY GENERAL UNITED NATIONS NEWYORK

OF THIS PROBLEM LIES WITH THE UNITED NATIONS

SECURITY COUNCIL RATHER THAN WITH TECHNICAL ORGANIZATIONS.

IFALPA URGENTLY CALLS UPON THE U.N. TO TAKE SUCH MEASURES AS

ARE NECESSARY TO SECURE THE IMMEDIATE RELEASE OF THE TWO

PASSENGERS DETAINED IN SYRIA AND, FURTHER, THE IMPOSITION OF

SUITABLE PUNISHMENT

PAGE/8

OF THE HIJACKERS.

IFALPA HOPES THAT ITS APPEAL, WHICH WILL BE TRANSMITTED IN

PERSON TO THE SECRETARY GENERAL OF THE UNITED NATIONS BY TWO

PRINCIPAL OFFICERS OF THE FEDERATION BEFORE THE END OF THE

WEEK, WILL BE HEARD.

HOWEVER, IN CASE THIS ACTION IS UNSUCCESSFUL,

PAGE/9

AND TAKING INTO ACCOUNT THE

NEAR-DISASTROUS CHARACTER OF THE LATEST

INCIDENT, IFALPA HAS PREPARED A PROGRAMME TO BRING THE URGENCY

OF THE SITUATION TO THE ATTENTION OF THE TRAVELLING PUBLIC BY

ONE OF THE FEW AVENUES OPEN TO IT. THIS IS BY MEANS OF A

24-HOUR WORLD-WIDE CESSATION

COL 24-HOUR

PAGE/10

OF OPERATIONS OR A SERIES OF SUCH.

FOR THIS EVENTUALITY IFALPA HAS TODAY CABLED FOR THE FORMAL

6L
m
YZ161 3 (UN) NY 369/357 3 1730Z =

BTATPRIORITY

FORSBERG

PRESIDENT

INTERPILOT

LONDON/W2 (ENGLAND) =

I REFER TO YOUR CABLE TO ME OF ONE SEPTEMBER CONCERNING THE QUESTION OF THE HIJACKING OF AIRCRAFT AND MORE SPECIFICALLY THE TWA AIRLINER WHICH WAS HIJACKED TO DAMASCUS AND TWO OF ITS PASSENGERS WHO ARE STILL DETAINED THERE. I NOTE YOUR REQUEST THAT =
P2 =

TWO REPRESENTATIVES OF YOUR ORGANIZATION BE GIVEN AN INTERVIEW WITH ME, PREFERABLY ON FRIDAY AFTERNOON FIVE SEPTEMBER. I WILL BE HAPPY TO MEET AND TALK WITH THEM BUT BECAUSE OF MY FIRM TRAVEL SCHEDULE THIS CANNOT BE IN NEWYORK ON SEPTEMBER FIFTH. I WOULD SUGGEST THAT THE =

PS 5

MEETING BE IN GENEVA SWITZERLAND IN THE PALAIS DES NATIONS AT SIXTEEN HUNDRED HOURS ON SATURDAY SEPTEMBER SIXTH. PLEASE ADVISE IF THIS WILL BE SUITABLE FOR YOUR REPRESENTATIVES. PARA. FROM THE TIME I FIRST LEARNED OF THE UNFORTUNATE INCIDENT OF THE TWA AIRCRAFT, I WAS GREATLY =

P4/52/50 =

CONCERNED THAT ANOTHER ACT OF HIJACKING HAD TAKEN PLACE AND WITH THE NECESSITY FOR THE PROMPT RELEASE OF ALL OF THE AIRCRAFT'S PASSENGERS AND CREW AND THE AIRCRAFT ITSELF. AS YOU KNOW, MY POSITION ON THE MATTER OF HIJACKING HAS ALWAYS BEEN THAT NO ADVANTAGE SHOULD BE TAKEN =

PS =

BY ANYONE OF THE CRIMINAL ACT OF HIJACKING, FOR TO DO SO COULD ONLY ENCOURAGE SUCH REPREHENSIBLE ACTS. BECAUSE OF MY CONCERN ABOUT THE WELLBEING AND RELEASE OF THE PEOPLE ON BOARD THE AIRCRAFT, I HAVE DELIBERATELY REFRAINED FROM PUBLIC ANNOUNCEMENTS AND STATEMENTS EXCEPT FOR TWO WHICH =

PS =

MAY BE OF INTEREST TO YOU. THE TEXT OF THE TWO PUBLIC STATEMENTS I HAVE MADE ARE AS FOLLOWS:

I. STATEMENT ISSUED ON THIRTY AUGUST: QUOTE THE HIJACKING OF THE TRANS WORLD AIRLINE CIVILIAN AIRCRAFT TO DAMASCUS WAS A DEPLORABLE AND IRRESPONSIBLE ACT WHICH COULD SERVE =

P7/60/56 =

NO USEFUL PURPOSE. IT IS GOOD, THEREFORE, TO LEARN FROM RADIO REPORTS OF THE OFFICIAL ANNOUNCEMENT THAT ALL OF THE PASSENGERS AND CREW AND THE AIRCRAFT ARE BEING PROMPTLY RELEASED. THIS IS IN THE INTEREST OF THE SAFETY OF INTERNATIONAL AIR TRAVEL AND OF INTERNATIONAL =

PS/52/50 =

LAW AND ORDER. UNQUOTE

II. STATEMENT ISSUED ON ONE SEPTEMBER: QUOTE FROM THE BEGINNING

OF THE INCIDENT OF THE HIJACKED TWA AIRLINER WHICH LANDED IN
DAMASCUS, THE INTEREST AND CONCERN OF THE SECRETARY-GENERAL HAVE
CENTRED ON THE PROMPT RELEASE OF ALL OF THE PASSENGERS AND CREW =
P9/61/97 =

AND THE AIRCRAFT. HE FINDS IT GOOD THAT ALL OF THE JETLINER'S
PERSONNEL EXCEPT TWO MEN HAVE BEEN PERMITTED TO LEAVE SYRIA,
BUT HE HOPES THAT THE REMAINING TWO WILL ALSO BE RELEASED SOON,
IN THE INTEREST OF INTERNATIONAL LAW AND ORDER AND SECURITY IN
AIR TRAVEL. UNQUOTE =

U THANT

SECRETARY-GENERAL UNITED NATIONS +

COL LONDON/W2

CORR LAST LINE ADDRESS READS LONDON/W2 AND PS THIRD LINE 3RD GRP
READS WELLBEING RPT WELLBEING.....

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U THANT SECRETARY GENERAL UNITED NATIONS NEWYORK

WE THANK YOU FOR YOUR CABLE TO IFALPA PRESIDENT

CAPTAIN FORSBERG AND YOUR EXPRESSED CONCERN REGARDING HIJACKING

STOP TWO IFALPA SENIOR REPRESENTATIVES WILL BE HONOURED TO

MEET YOU AS SUGGESTED AT THE PALACE OF NATIONS GENEVA

SWITZERLAND AT 1600 HOURS SATURDAY 6TH SEPTEMBER

JACKSON INTERPILOT

COLL 1600 HOURS 6TH U THANT

NNNN

UNITED NATIONS

Press Services
Office of Public Information
United Nations, N.Y.

(FOR USE OF INFORMATION MEDIA -- NOT AN OFFICIAL RECORD)

Press Release SG/SM/1152
6 September 1969

TEXT OF STATEMENT BY SECRETARY-GENERAL TO PRESS IN GENEVA
ON HIS MEETING WITH REPRESENTATIVES OF AIR PILOTS ASSOCIATIONS

Following is the text of a statement by the Secretary-General, U Thant, issued today at United Nations Office at Geneva:

"Today I met with the following representatives of the International Federation of Air Line Pilots Associations at the United Nations Office at Geneva: O. Forsberg (President), V. Nicolaeff (Deputy-President), J. Ogrady (Vice-President), C. Jackson (Executive Secretary).

"Georges Palthey, Deputy Director-General of the United Nations Office at Geneva, was also present at the meeting.

"The meeting was conducted in a very cordial atmosphere and I found the exchange of views very useful.

"I expressed my appreciation to the representatives of the IFALPA for their keen and legitimate concern regarding the serious problem of hijacking and I agreed with them that the problem had projected beyond the question of air safety into the political field. I also reiterated my view that no advantage should be taken by anyone of the criminal act of hijacking, for to do so could only encourage such reprehensible acts. It is my firm conviction that all such acts in the past have generated world-wide revulsion against the political causes which the perpetrators hope to promote. In fact, acts of hijacking only damage the cause which the perpetrators espouse.

"I noted with appreciation the measures already taken by ICAO (International Civil Aviation Organization) to prevent the occurrence of any acts of unlawful interference with international civil aviation and welcomed the decision of the Council of ICAO in establishing a committee of eleven to recommend specific preventive measures or procedures.

(more)

"I also noted with appreciation that, only yesterday (5 September 1969), the United States deposited with ICAO the instrument of ratification of the Tokyo Convention on Offences and Certain other Acts Committed on Board Aircraft. This Convention will consequently enter into force on 4 December 1969. More ratifications can probably be anticipated in the near future.

"I also informed the representatives of IFALPA that I had been in constant communication with the International Air Transport Association through its Director General, Knut Hammarskjold, on the problems of hijacking and possible measures of preventing them.

"I expressed my appreciation to the representatives of IFALPA for their motive in suggesting that the solution to the problem of hijacking 'lies with the United Nations Security Council rather than with technical organizations'.

"They explained the historial background of the problem of hijacking, and they believed that the situation has now come to such a stage that it is threatening international peace and security. They felt very strongly that because of this political and security aspect, the Security Council should urgently take up this question with a view to arriving at certain decisions. For instance, requiring Member States to make a statement of intent to ratify the Tokyo Convention and the punitive clauses recommended by the Council of ICAO.

"However, I pointed out that for the matter to be dealt with by the Security Council it would be necessary for some Member States to request the inclusion of the item on the Council's agenda. It is always open to a Member State to make such a request at any time, and the members of the IFALPA can always urge the Governments of the States of which they are nationals to do so.

"As an alternative to a discussion of the matter in the Security Council, it could be brought before the General Assembly at its forthcoming session as an additional item of an urgent and important character under Rule 15 of the Assembly's rules of procedure, either by one or more Member States.

(more)

Regarding the projected world-wide cessation of flight operations for 24 hours or a series of such operations, which the President of IFALPA mentioned in his cable dated 1 September 1969 addressed to me, I expressed, as my personal opinion, that such a step would not produce the desired result, and that it would only cause serious inconvenience to airline passengers throughout the world.


I also informed the representatives of IFALPA that since the recent hijacking of a TWA Boeing 707 to Syria and the detention of two of its passengers, I have been in touch with the Government of Syria on that matter."

* *** *

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UNITED NATIONS
SECURITY
COUNCIL




Distr.
GENERAL

S/9428
3 September 1969

ORIGINAL: ENGLISH

Note by the Secretary-General

The following exchange of cables between the President of the International Federation of Air Line Pilots Associations and the Secretary-General is circulated for the information of the Members of the Security Council.

I. Cable dated 1 September 1969 addressed to the Secretary-General by the President of the International Federation of Air Line Pilots Associations:

"The International Federation of Air Line Pilots Associations respectfully requests an interview with you in connection with the serious problem of hijacking already referred to in our previous visits and now further underlined by the recent hijacking of TWA B707 to Syria. We would like to discuss the following policy statement emanating from a meeting of our Governing Body in Paris on first September 'IFALPA Statement, IFALPA, on 29 August, cabled to the Prime Minister and the Foreign Minister of Syria its extreme anxieties over the hijacking of the TWA aircraft on 28 August. It is now further concerned at the reported detention of two passengers by the Syrian authorities and the reported failure to the punitive action against the hijackers. These two points of failure to comply with the Tokyo Convention on the release of passengers and the new clauses recommended at ICAO for the punishment of the hijackers do, in fact, give overt encouragement to further criminal acts of this nature. This position is so serious that pilots all over the world feel that the safety of their passengers and aircraft can be jeopardized at a moment's notice and, moreover, they are now without the means fully to discharge their responsibilities to deliver the passengers safely to their destination. IFALPA regards the particular case of the hijacking to Syria as part of the alarming growth of the general hijacking problem. This case illustrates the projection of the problem beyond the point of air safety into the political field. It brings into play warlike actions and, as such, can be a threat to world peace. IFALPA therefore believes that the responsibility for the solution of this problem lies with the United Nations Security Council rather than with technical organizations. IFALPA urgently calls upon the United Nations to take such measures as are necessary to secure the immediate release of the two passengers detained in Syria and, further, the imposition of suitable punishment of the hijackers. IFALPA hopes that its appeal, which will be transmitted in person to the Secretary-General of the United Nations by two principal officers of the Federation before the end of the week, will be heard. However, in case this action is unsuccessful, and taking into account

the near-disastrous character of the latest incident, IFALPA has prepared a programme to bring the urgency of the situation to the attention of the travelling public by one of the few avenues open to it. This is by means of a 24-hour world-wide cessation of operations or a series of such. For this eventuality IFALPA has today cabled for the formal concurrence of its membership. It expects this process to be completed by 8 September and to meet with the overwhelming support of its 44,000 pilots members. In this event, IFALPA plans to give 15 days' notice to the airlines and the travelling public of its intention to cease all civil operations except those of a defined humanitarian nature. We hope that this action will be sufficient to demonstrate the force of pilot opinion in their desires to uphold their long dedication to air safety and so continue their full service to the travelling public. IFALPA believes that these actions will be understood as a demonstration aimed solely at the re-establishment of safety in the air and that, as such, they will have the support of the public and all others similarly concerned.' Captain Vitaly Nicolaieff of France Deputy President of IFALPA and Captain Ray Gerber are hoping this interview can take place on Friday afternoon fifth September.

FORSBERG President Interpilot London W.2"

/...

II. Cable dated 3 September 1969 addressed to the President of the International Federation of Air Line Pilots Associations by the Secretary-General

"I refer to your cable to me of one September concerning the question of the hijacking of aircraft and more specifically the TWA airliner which was hijacked to Damascus and two of its passengers who are still detained there. I note your request that two representatives of your organization be given an interview with me, preferably on Friday afternoon five September. I will be happy to meet and talk with them but because of my firm travel schedule this cannot be in New York on September fifth. I would suggest that the meeting be in Geneva Switzerland in the Palais des Nations at sixteen hundred hours on Saturday September sixth. Please advise if this will be suitable for your representatives.

From the time I first learned of the unfortunate incident of the TWA aircraft, I was greatly concerned that another act of hijacking had taken place and with the necessity for the prompt release of all of the aircraft's passengers and crew and the aircraft itself. As you know, my position on the matter of hijacking has always been that no advantage should be taken by anyone of the criminal act of hijacking, for to do so could only encourage such reprehensible acts. Because of my concern about the wellbeing and release of the people on board the aircraft, I have deliberately refrained from public announcements and statements except for two which may be of interest to you. The text of the two public statements I have made are as follows:

I. Statement issued on thirty August:

'The hijacking of the Trans World Airline civilian aircraft to Damascus was a deplorable and irresponsible act which could serve no useful purpose. It is good, therefore, to learn from radio reports of the official announcement that all of the passengers and crew and the aircraft are being promptly released. This is in the interest of the safety of international air travel and of international law and order.'

II. Statement issued on one September:

'From the beginning of the incident of the hijacked TWA airliner which landed in Damascus, the interest and concern of the Secretary-General have centred on the prompt release of all of the passengers and crew and the aircraft. He finds it good that all of the jetliner's personnel except two men have been permitted to leave Syria, but he hopes that the remaining two will also be released soon, in the interest of international law and order and security in air travel.'

U THANT
Secretary-General United Nations"



UNITED NATIONS
SECURITY
COUNCIL



Distr.
GENERAL

S/9428/Add.1
8 September 1969

ORIGINAL: ENGLISH

Note by the Secretary-General

Addendum

Subsequent to the exchange of cables between the President of the International Federation of Air Line Pilots Associations and the Secretary-General reported in document S/9428, the Secretary-General met with four representatives of the Federation in Geneva, Switzerland, on 6 September 1969. Following that meeting, the Secretary-General issued a statement which is reproduced below for the further information of the members of the Security Council:

"Today I met with the following representatives of the International Federation of Air Line Pilots Associations at the United Nations Office at Geneva: Mr. O. Forsberg (President), Mr. V. Nicolaeff (Deputy-President), Mr. J. Ogrady (Vice-President), Mr. C. Jackson (Executive Secretary).

"Georges Palthey, Deputy Director-General of the United Nations Office at Geneva, was also present at the meeting.

"The meeting was conducted in a very cordial atmosphere and I found the exchange of views very useful.

"I expressed my appreciation to the representatives of IFALPA for their keen and legitimate concern regarding the serious problem of hijacking and I agreed with them that the problem had projected beyond the question of air safety into the political field. I also reiterated my view that no advantage should be taken by anyone of the criminal act of hijacking, for to do so could only encourage such reprehensible acts. It is my firm conviction that all such acts in the past have generated world-wide revulsion against the political causes which the perpetrators hope to promote. In fact, acts of hijacking only damage the cause which the perpetrators espouse.

"I noted with appreciation the measures already taken by ICAO (International Civil Aviation Organization) to prevent the occurrence of any acts of unlawful interference with international civil aviation and welcomed the decision of the Council of ICAO in establishing a committee of eleven to recommend specific preventive measures or procedures.

"I also noted with appreciation that, only yesterday (5 September 1969), the United States deposited with ICAO the instrument of ratification of the Tokyo Convention on Offences and Certain other Acts Committed on Board Aircraft. This Convention will consequently enter into force on 4 December 1969. More ratifications can probably be anticipated in the near future.

"I also informed the representatives of IFALPA that I had been in constant communication with the International Air Transport Association through its Director General, Knut Hammarskjold, on the problems of hijacking and possible measures of preventing them.

"I expressed my appreciation to the representatives of IFALPA for their motive in suggesting that the solution to the problem of hijacking 'lies with the United Nations Security Council rather than with technical organizations'.

"They explained the historical background of the problem of hijacking, and they believed that the situation has now come to such a stage that it is threatening international peace and security. They felt very strongly that because of this political and security aspect, the Security Council should urgently take up this question with a view to arriving at certain decisions. For instance, requiring Member States to make a statement of intent to ratify the Tokyo Convention and the punitive clauses recommended by the Council of ICAO.

"However, I pointed out that for the matter to be dealt with by the Security Council it would be necessary for some Member State to request the inclusion of the item on the Council's agenda. It is always open to a Member State to make such a request at any time, and the members of IFALPA can always urge the Governments of the States of which they are nationals to do so.

"As an alternative to a discussion of the matter in the Security Council, it could be brought before the General Assembly at its forthcoming session as an additional item of an urgent and important character under Rule 15 of the Assembly's rules of procedure, either by one or more Member States.

"Regarding the projected world-wide cessation of flight operations for twenty-four hours or a series of such operations, which the President of IFALPA mentioned in his cable dated 1 September 1969 addressed to me, I expressed, as my personal opinion, that such a step would not produce the desired result, and that it would only cause serious inconvenience to airline passengers throughout the world.

"I also informed the representatives of IFALPA that since the recent hijacking of a TWA Boeing 707 to Syria and the detention of two of its passengers, I have been in touch with the Government of Syria on that matter."

Syria and the Pirates

International Red Cross officials have visited two Israelis still held in Damascus and report their condition "seems to be good." That is good, but not nearly good enough.

These two innocent victims of an aerial hijacking have been detained for two weeks now by a government which is a member of the United Nations, the proprietor of an airline and the proud owner of a new airport reputed to be one of the finest in the Middle East. By its wholly unwarranted action, the Syrian Government has betrayed its obligations as a member of the international community. It has clearly violated the Tokyo Convention which, although not yet legally in effect, spells out safeguards for international air travel that it is in the interest of all nations to support.

The Syrians have made themselves partners in piracy with a band of terrorists who do not wish Syria well and whose irresponsible acts have been condemned even by their fellow Palestinian "freedom fighters." Surely Damascus must see the folly of continuing to bow to the whims of this lunatic fringe to the detriment of its own and wider Arab interests and in defiance of overwhelming international opinion.

If the Syrians do not speedily release their unintended guests, the United Nations must take prompt action to secure the prisoners' freedom. If aerial piracy continues to go unchallenged, no air traveler anywhere can be safe.

U.N. Action on Aerial Piracy Urged

To the Editor:

Secretary of State Rogers's denunciation of the hijacking of a T.W.A. jet to Damascus as an "act of piracy" may suggest that such piratical acts be dealt with by the U.N. General Assembly.

Piracy has been authoritatively defined by including "every unauthorized act of violence . . . committed on the open sea . . . by passengers against their own vessel. . . . Piracy is a so-called 'international crime'; the pirate is considered the enemy of every state, and can be brought to justice anywhere."

The Assembly might declare that, in the light of humanitarian considerations, technological advances and the needs of international civil aviation, piracy within the meaning of international law embraces every unauthorized act of violence committed in the air space not subject to national jurisdiction by passengers against their own aircraft.

It might further declare that such an act is an international crime which renders the actor subject to criminal penalties of every state. And it should call on all states to punish acts of aerial piracy, as well as hijacking consummated within national air space.

Such a resolution would be effectively declaratory of international law, provided that no consequential segment of mankind represented in the Assembly voted against it. It would be akin to the Assembly's having declared by resolution that celestial bodies are the province of mankind.

Time-Consuming Tactics

The virtue of such a proclamation of "instant international law" is that it is instant; its effectiveness would not have to await the negotiation and time-consuming ratification of a treaty.

To be sure, the legal effectiveness of the Assembly's declaration could be frustrated if those states which have welcomed hijackers voted against it—at any rate, if their great-power patron, the U.S.S.R. did so.

The Assembly cannot adopt resolutions which are effectively declaratory of international law except by virtual unanimity.

But, it cannot be assumed that these states would wish to incur the opprobrium of a negative vote; and, if they did, other states would remain free to conclude a treaty providing

for punishment of aerial hijackers.

A resolution of the Assembly, even if universally supported, would not be wholly effective in deterring hijacking, particularly if certain states did not adopt and apply implementing criminal legislation. But it would still promise to be of some practical effectiveness, for the hijacker would be on notice that, even if the state in which he lands does not punish his crime, any state in which he thereafter sets foot may do so.

STEPHEN M. SCHWEBEL
Washington, Sept. 7, 1969

The writer was formerly legal adviser to the U.S. Delegation to the U.N. General Assembly.

PLS TAKE THIS AHEAD*****

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16 SEPT. '69

C.V. NARASIMHAN

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UNATIONS

GENEVA (SWITZERLAND)

CONFIDENTIAL. RALTHEY FROM NARASIMHAN. YOUR 3800. SECDEF AND BUNCHE
INFORMED OF CONTENTS.

cc Dr. Ralph J. Bunche

Mr. L. Lemieux ✓

C.V. NARASIMHAN
CHEF DE CABINET

ZY/450 GENEVA 308 16 1804Z =

LTF

UNATIONS

NYK =

GVA 3800 CONFIDENTIAL NARASIMHAN FROM PALTNEY A DELEGATION REPRESENTING ALL THE ARAB PERMANENT MISSIONS IN GENEVA AND CONSISTING OF THE AMBASSADORS OF KUWAIT, SAUDI ARABIA AND YEMEN AND THE PERMANENT REPRESENTATIVE OF SYRIA, SAW ME THIS AFTERNOON AND REQUESTED ME TO INFORM THE SECGEN URGENTLY =

P2 =

OF THE FOLLOWING FACTS ^{COLON} ~~1912~~ AAA) THE THREE ARAB COMMANDOS AT PRESENT IN PRISON IN ZURICH FOLLOWING THE ATTACK ON THE ELAL PLANE ARE BEING DETAINED UNDER CONDITIONS WHICH DEPRIVE THEM OF THEIR RIGHT TO COMMUNICATE FREELY WITH THEIR LAWYERS, AND THE JUDICIAL AUTHORITIES IN ZURICH HAVE INSISTED THAT =

P3 =

ALL MEETINGS BETWEEN THE DETAINEES AND THEIR LAWYERS SHOULD BE CONDUCTED IN THE PRESENCE OF A WITNESS AND AN INTERPRETER CHOSEN BY THE AUTHORITIES. BBB) IN ADDITION, THE ARAB EMBASSIES IN BERNE, AND PARTICULARLY THE SYRIAN CONSUL-GENERAL (WHO IS ALSO THE UUNNN PERMANENT REPRESENTATIVE) =

P4 =

WERE INFORMED THAT IF THEY WISHED TO VISIT THE DETAINEES IT COULD ONLY BE AUTHORIZED IF A WITNESS AND INTERPRETER WERE PRESENT. THE SYRIAN CONSUL GENERAL THEREUPON REFUSED TO INTERVIEW THEM UNDER THESE CONDITIONS IMPOSED BY THE ZURICH ATTORNEY-GENERAL. CCC) AS A PROTEST AGAINST THE DISCRIMINATING TREATMENT =

P5 =

METED OUT TO THE DETAINEES, THE TWO ZURICH LAWYERS RETAINED FOR THEIR DEFENCE HAVE RESIGNED, AND THE DETAINEES THEMSELVES HAVE BEEN ON HUNGER STRIKE SINCE 26 AUGUST.

DDD) PROTESTS TO THE POLITICAL DEPARTMENT IN BERNE HAVING

PROVED FRUITLESS, THE ARAB EMBASSIES MADE A DEMARCHE TODAY TO =
P6 =

THE ICRC TO ASK THEM TO INTERVENE AND REPORT ON THE PHYSICAL
HEALTH OF THE DETAINEES AND THE CONDITIONS OF THEIR DETENTION.

EEE) THE ARAB DELEGATES WISH TO INFORM THE SECGEN OF THESE
FACTS BECAUSE THEY CONSIDER THEM TO BE A VIOLATION OF HUMAN
RIGHTS SINCE THE DETAINEES RIGHT OF FREEDOM OF DEFENCE HAS
BEEN DENIED THEM +

COL 3800 26 +

U.S. SEEKS PACTS ON AIR HIJACKERS

A Model Extradition Treaty
With New Zealand Near

Special to The New York Times

WASHINGTON, Sept. 18 —

In conjunction with President Nixon's appeal to the United Nations to help stop airline hijacking, the State Department announced today that it was making new efforts to extradite hijackers from nations in which they may take refuge.

A State Department spokesman, Carl Bartch, said that a new extradition treaty with New Zealand would serve as a model for updating or negotiating new agreements with other nations. Many extradition treaties are obsolete, having been written before the advent of mass airline travel.

Mr. Bartch said that negotiations on the treaty with New Zealand had been completed and signing was expected soon. The pact must be ratified by the Senate and signed by President Nixon.

State Department officials said that all extradition treaties had been reviewed and approaches had been made to a "substantial" number of the more than 80 nations with which the United States has such treaties. They said, however, that it was too early to indicate what response had been received.

Nixon Critical of Asylum

President Nixon told the general assembly of the United Nations that "sky piracy cannot be ended as long as the pirates receive asylum." He said the issue transcends politics and "involves the interests of every nation, the safety of every traveler, and the integrity of that structure of order on which a world community depends."

Mr. Bartch underscored the President's words, noting that the new effort on extradition treaties would not reduce efforts to make airline piracy an international offense.

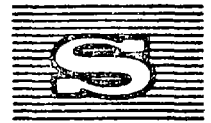
On a related matter, State Department officials reported "no new developments" in their attempts to have the Syrian Government release two Israeli citizens taken into custody after a Trans World Airlines plane was forced to land at Damascus recently.

The officials said that indirect contacts with the Syrian Government were still being made through the Italian Government, which represents United States interests in Syria and several international organizations. They also said that an international airline strike as a protest on hijacking was still possible, although Lebanese and Arab pilots have said they would not support it.

On the extradition problem, almost all existing treaties have no provision for extraditing accused hijackers from the nations to which they flee. The treaty with New Zealand, for example, was derived from one written with Britain in 1842.

Mr. Bartch said that a treaty of extradition with Cuba, the favorite refuge of hijackers in the Western Hemisphere, was still valid although the United States has no diplomatic relations with Havana.

He said, however, that no approach had been made to the Cuban Government on the extradition question because of the "practical difficulties" of implementing any agreement.



UNITED NATIONS
SECURITY
COUNCIL



Distr.
GENERAL

S/9457
29 September 1969

ORIGINAL: ENGLISH

LETTER DATED 25 SEPTEMBER 1969 FROM THE PERMANENT REPRESENTATIVE
OF CANADA ADDRESSED TO THE PRESIDENT OF THE SECURITY COUNCIL

I have the honour, on instructions from my Government, to bring to your attention the enclosed texts of telegrams of 10 September and 22 September exchanged between the President of the Canadian Airline Pilots Association and the Prime Minister of Canada with regard to the problem of unlawful interference with civil aviation.

I shall be grateful if my letter and this exchange of telegrams could be circulated to the members of the Security Council.

Accept, etc.

(Signed) Yvon BEAULNE
Ambassador and
Permanent Representative

Telegram from the Canadian Airline Pilots Association
to the Prime Minister of Canada, 10 September 1969

The Canadian Airline Pilots Association appeals to the Government of Canada to initiate appropriate action before the United Nations to cause the Security Council to take immediate steps aimed at achieving some solution to the increasingly dangerous problem of unlawful interference with international civil aviation. The current plague of hijacking and other armed attacks against civil aircraft must inevitably result in disaster and violent death to innocent travellers. In addition this Association suggests that the political aspects of air piracy must constitute a threat to world peace. We consider this urgent matter to be the responsibility of the United Nations. Canada has acted before when initiatives were desperately needed. The situation threatening civil aviation is becoming desperate.

/...

Telegram from the Prime Minister of Canada to the Canadian
Airline Pilots Association, 22 September 1969

With reference to your telegram of 10 September regarding the problem of unlawful interference with international civil aviation, the Canadian Government shares the serious concern of the Canadian Airline Pilots Association at the risks to crews and passengers of aircraft so attacked.

The Canadian Government intends taking all possible steps, including early ratification of the Tokyo Convention, to try to prevent possible repetition of acts of interference.

The Canadian delegation to the meeting of the ICAO Legal Sub-Committee on the Unlawful Seizure of Aircraft being held this month will take an active part in drafting a comprehensive international agreement relating to hijacking of, or attacks on, aircraft.

With regard to possible action by the United Nations, your communication and the concern of the Canadian Government is being brought to the attention of the President of the Security Council and the Secretary-General of the United Nations with the request that these be circulated to all Members.

In addition, we will be consulting closely with a wide range of Member Governments to determine what steps the United Nations could take to resolve this serious matter.

I assume your counterparts in the International Federation of Airline Pilots Associations are making similar appeals to their respective Governments with a view to having the United Nations consider the question.

I am asking the Secretary of State for External Affairs and the Minister of Transport to keep you informed of developments.

U N I T E D N A T I O N S

Press Services
Office of Public Information
United Nations, N.Y.

(FOR USE OF INFORMATION MEDIA -- NOT AN OFFICIAL RECORD)

Note No. 3587
5 December 1969

NOTE TO CORRESPONDENTS

The following statement was made by a United Nations spokesman today:

The Secretary-General warmly welcomes the reported release of the two passengers of the TWA airliner hijacked to Damascus who had still been detained there. The Secretary-General had been confident all along that the two men would be released although, naturally, he had become increasingly concerned about the delay in the effecting the release.

As is known, from the beginning of this unfortunate incident, the Secretary-General had been exercising his good offices toward obtaining the release of all of the passengers and crew and of the aircraft. Efforts of a similar nature have also been made by other parties. It cannot be said what effect the Secretary-General's efforts may have had on the final decision. As is usually the case in the exercise of good offices, he has taken the position that it would not be helpful to the end sought to publicize at any stage the steps he was taking.

* *** *

BEU/bc

cc: Mr. Bunche
Mr. Lemieux ✓
Registry

12 December 1969

Dear Mrs. Samueloff,

I was about to reply to your letter of November 27th, 1969, when your husband and Mr. Mouallem were released. I can imagine the immense relief that this must be to you and Mrs. Mouallem after the agonizing three months which you have had to undergo, and I am delighted, above all for your sakes, that your husbands have been released at last.

As you know, I have continued since receiving the first news of the hijacking of the TWA plane to do all that I could to secure the release of the passengers and crew of the aircraft. I believed that, as is usual in such cases, it would be unwise and indeed counter-productive to give any publicity to these efforts, or to give to anyone the exact details of what I was trying to do. I have no way of knowing how much my own efforts may have contributed to the final release of your husband and Mr. Mouallem. I do know that many individuals, governments and agencies, including the United Nations, were engaged in trying to secure their release by the means most likely to succeed in the very difficult circumstances, and I do not believe that it is either possible or relevant to assess which of these efforts were more or less useful in achieving at last a satisfactory result. Therefore, while thanking you for your expression of gratitude and appreciation, I would limit myself merely to expressing my own relief, which all men of good will certainly share, that your husbands are safely home again. I send to you and your husband and, through you, to Mr. and Mrs. Mouallem my warmest good wishes for the future.

Yours sincerely,

U Thant

Mrs. Naomi Samueloff
4 Brachiau Street
Jerusalem, Israel

Naomi Samueloff,
4, Brachiau Street,
Jerusalem,
Israel.

November 27th, 1969.

Mr. U Thant,
Secretary General,
United Nations,
New York.

*Recd
4/14/69*

Ralph

Dear Sir,

Three endless months have passed since Mr. Mouallem and my husband have been detained arbitrarily in Syria. Needless to express our despair and deep concern about this unbelievable situation, that a man who has been active for so many years in medical research, teaching students and doing his part for the advancement of science should be detained for no fault whatsoever, in a country not his own. The entire academic world - whatever their political views are - have unanimously protested against this illegal detention without achieving results or even a reply from the Syrian Government.

All my hope rested with the United Nations as I explained on my visit to your office. I understood during our interview that you personally are dealing with our problem, and I was again and again assured of your efforts during recent weeks. Today I read an article in our newspapers regarding your intervention in our matter, and I would like to express here- with our deepest gratitude and appreciation.

At this point of our tragic affair it seems to Mrs. Mouallem and myself, that a direct word from you about the progress of your efforts and a prognosis about your own expectations would be of immense value for both our families.

Could you, kindly, tell us where we stand? We are anxiously waiting for your reply,

Sincerely Yours,

Naomi Samueloff

Mr. Owen Smith. 24/2/70.

With the Compliments of
The International Federation of Air Line Pilots
Associations

Basil Edwards

Headquarters:

1 HYDE PARK PLACE,
MARBLE ARCH, LONDON, W.2.

Telephone: 01-723 8812

Cables: Interpilot, London.

Executive Secretary :

Captain C. C. JACKSON.



INTERNATIONAL FEDERATION OF AIR LINE PILOTS ASSOCIATIONS

Telephone
01-723 8812

Cables
INTERPILOT, LONDON, W.2.

President
CAPTAIN O. FORSBERG

Executive Secretary
CAPTAIN C. C. JACKSON

Headquarters
1 HYDE PARK PLACE
MARBLE ARCH
LONDON, W.2.

Reference: 2/5/2 JK/LN

24th February, 1970.

PRESS STATEMENT (issued 24th February, 1970)

ATTACKS ON AIRCRAFT

The International Federation of Air Line Pilots Associations, representing 45,000 pilots in 51 Associations throughout the world, is deeply shocked by the recent armed attacks against civil transport aircraft and demands that immediate steps be taken by the United Nations, IATA and airport and civil aviation authorities to prevent the recurrence of these inhuman deeds.

The Federation also supports the call for an emergency international conference on air security to be held under United Nations/ICAO auspices, with the participation of all interested organizations.

The Federation further urges States and organizations to take measures to prevent further such incidents being perpetrated by irresponsible extremist elements within their areas of influence. The Federation expects firm assurances from those States and organizations that immediate steps will be taken to protect civil aviation everywhere.

NB: IFALPA Principal Officers are meeting in London 25th February 1970, the results of which will be communicated to you.



cc. Mr. Narasimhan
Mr. Muller/
Mrs. Mira✓

RM/MS

23 XI 70

Robert Muller

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RM/MS

PRESIDENT CHARLES RUBY
21ST BIENNIAL CONVENTION AIRLINE PILOTS ASSOCIATION
HOTEL CARILLON
MIAMI BEACH, FLORIDA

I WAS PLEASED TO LEARN OF YOUR ASSOCIATION'S EFFORTS TO OBTAIN
WIDEST ADOPTION OF PROPER INTERNATIONAL INSTRUMENTS AGAINST AERIAL
HIJACKING. INTERNATIONAL AIR TRANSPORT IS RENDERING THE HUMAN
COMMUNITY A SERVICE WHICH MUST BE ACCOMPANIED BY ADEQUATE LEGAL
PROTECTION FOR ITS PERSONNEL. NO LESSER DEGREE OF LAW AND ORDER
CAN BE ALLOWED TO PREVAIL FOR THE INTERNATIONAL COMMUNITY THAN FOR ITS
COMPONENT NATIONS. THE PHENOMENAL GROWTH OF INTERNATIONAL AIR
TRANSPORT REQUIRES URGENT STEPS FOR THE ESTABLISHMENT OF AN ADEQUATE
INTERNATIONAL LEGAL FRAMEWORK WHICH WILL ALLOW FOR ITS SMOOTH AND
PEACEFUL FUNCTIONING. YOU WILL BE PLEASED TO LEARN THAT LEGAL
COMMITTEE OF GENERAL ASSEMBLY HAS JUST ADOPTED BY AN OVERWHELMING
MAJORITY A RESOLUTION ON AERIAL HIJACKING OR INTERFERENCE WITH CIVIL
AIR TRAVEL. RESOLUTION IS NOW BEFORE GENERAL ASSEMBLY FOR FINAL
APPROVAL. THE TEXT OF THIS RESOLUTION WILL BE COMMUNICATED TO YOU
UPON ITS ADOPTION.

U THANT, SECRETARY-GENERAL

U Thant, Secretary-General

23 November 1970

To the Secretary-General

Captain Dent, one of the two pilots who created "UN We Believe" called this morning to say that the Airline Pilots Association, meeting now in Miami Beach Florida, would greatly appreciate receiving from you a message on aerial hijacking. They have received messages from various eminent personalities in the world. Mr. Narasimhan wanted to wait until the Legal Committee had acted on the draft resolution on hijacking. The Committee adopted it with 99 votes in favour, none against and 10 abstentions. I have prepared a draft cabled message for you.

Robert
Robert.

23/11

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INCOMING
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FILE NO. .
ACTION
TO

NARASIMHAN

U THANT SECRETARY GENERAL UNITED NATIONS
NEWYORK

REQUESTING RESPECTFULLY SHORT INFORMAL MEETING TUESDAY NEXT
CONCERNING FREEDOM OF TRANSIT AND UNIVERSAL RATIFICATION OF CIVIL
AVIATION CONVENTION PLEASE NOTIFY FINNAIR JFK PHONE 65667477

OLA FORSBERG IFAPLA PRESIDENT

COLL 6567477

OK
27th July or
~~30th Aug~~?
If 27th July, I would like to
see him at 4.00 p.m. (with you or
c.v.)
Man
26/7/77
Robins

232422 UNH UR 2048 25 JUL



AIR LINE PILOTS ASSOCIATION
NEW YORK BRANCH OFFICE
PAN AMERICAN BUILDING (56th FLOOR)
200 PARK AVENUE
NEW YORK, NEW YORK 10017
(212) 661-8757
AFFILIATED WITH A.F.L.-C.I.O.

INT'L _____

October 8, 1971

U Thant
Secretary General
United Nations
New York, New York 10017

*Char
11/10/71*

*S.G. did not attend
due to illness
3/11/71*

Dear Mr. Secretary General:

Your letter of October 1 was most welcome. Especially do I wish to thank you for your personal interest in the proposed flight of the General Assembly to Montreal on November 6 and for your commendation.

The pilots recognize that the project is one of their own private initiative and are prepared to accept the responsibility. At the moment, we are seeking to make definite arrangements and will surely keep you informed. Of course, our hope is, in the event all works out well, that you may accept our invitation to be a guest of honor on the flight.

Respectfully yours,

Charles C. Dent

Captain Charles C. Dent

CCD/ac

cc: Mr. Narasimhan

6 Nov
cc: Mr. W. Binaghi
Mr. A. Kotaite
Mr. Narasimhan
✓ Mrs. Mira

CVN/je

1 October 1971

Dear Captain Dent,

I have seen your letters to Mr. Narasimhan dated 2 and 21 September which show that the concerned officials in both the Governments of the United States and Canada have accepted your proposal regarding the Special Flight on 6 November from New York to Montreal and back. I regard this as a laudable private initiative on the part of the Air Line Pilots Association to help in promoting international action to deal with the problem of hijacking and other unlawful interference against international civil aviation.

With kind regards,

Yours sincerely,

U Thant

Captain Charles C. Dent
Air Line Pilots Association
Pan American Building, 56th floor
200 Park Avenue
New York, N.Y. 10017

cc: Mr. A. Kotaite
Mrs. Mira

CVN/je

1 October 1971

Dear Walter,

Thank you for your kind letter of 27 September which I received yesterday. I have noted the points you have made in paragraph 3 of your letter. I enclose herewith a copy of a letter from U Thant to Captain Dent which is based on your advice in paragraph 2.

With kindest regards,

Yours sincerely,

C.V. Narasimhan
Chef de Cabinet

Mr. Walter Binaghi
President of the Council
International Civil Aviation Organization
1080 University Street
Montreal 101, P.Q.
Canada

Nov. 6

CVN/je cc: Mr. Kotaite
Mrs. Mira

B/F 28 Sept. 1971

23 September 1971

Dear Walter,

I enclose copies of recent correspondence with Captain Dent. I shall be grateful if you could let me know whether you see any difficulty about the Secretary-General giving his support to the project, not on the basis that is in any sense official, but a purely private initiative. I am sending a copy of this to Mr. Kotaite also. I shall be in touch with you early next week over the telephone.

With kindest regards,

Yours sincerely,

C.V. Narasimhan
Chef de Cabinet

Mr. Walter Binaghi
President of the Council
International Civil Aviation Organization
1080 University Street
Montreal 101
Canada

Enclosures were: Captain Dent's letter of 21 Sept.
our reply to above letter to Capt. Dent
Dept. of State letter to Capt. Dent
Perm. Mission of Canada's letter to Capt. Dent.

CVN/je

cc: Mr. Walter Binaghi
Mr. A. Kotaite
Mrs. Mira

23 September 1971

Dear Captain Dent,

I have received your letter dated 21 September with which you sent a copy of Ambassador Beaulne's letter to you of 20 September. I am placing the matter before the Secretary-General, and shall write to you again in the course of the next week.

With kindest regards,

Yours sincerely,

C.V. Narasimhan
Chef de Cabinet

Captain Charles C. Dent
Air Line Pilots Association
Pan American Building, 56th floor
200 Park Avenue
New York, N.Y. 10017



AIR LINE PILOTS ASSOCIATION
NEW YORK BRANCH OFFICE
PAN AMERICAN BUILDING (56th FLOOR)
200 PARK AVENUE
NEW YORK, NEW YORK 10017
(212) 661-8757
AFFILIATED WITH A.F.L.-C.I.O.

September 21, 1971

Mr. C.V. Narasimhan
Chef de Cabinet
Executive Office of the Secretary-General
799 United Nations Plaza
New York, N.Y. 10017

Dear Mr. Narasimhan:

Enclosed is a letter from Ambassador Beaulne which we hope completes the intergovernmental authorization necessary for the proposed United Nations Flight to Montreal on November 6th.

It would be helpful in making our plans for the Flight to have a letter from the Secretary General giving his blessing to the project.

There will be a special aviation table at the dinner on Friday. Among those who have accepted as guests are:

Mr. John Shaffer, Administrator - Federal Aviation Administration
Captain Ola Forsberg, President - International Federation of Air Line Pilots Assoc.
Captain Dave Mills, Deputy President - International Federation of Air Line Pilots Assoc.
Captain Charles Simpson, President - Canadian Air Line Pilots Assoc.
Captain J.J. O'Donnell, President - Air Line Pilots Assoc. (U.S.)
Captain William Arsenault, Chairman - UAL Master Executive Council
Captain Tom Crane, Chairman - EAL Master Executive Council
Captain William Murphey, Chairman - TWA Master Executive Council
Captain Tom Pritchard, Chairman - PAA Master Executive Council

Sincerely,

Captain Charles C. Dent
ALPA (U.S.)

CCD/ac
Enclosure



The Permanent Mission of Canada to the United Nations
La Mission Permanente du Canada auprès des Nations Unies

866 United Nations Plaza,
Suite 250,
New York, New York. 10017

September 20, 1971


Dear Captain Dent,

The Canadian Government has deeply appreciated the efforts of groups in the private sector to promote international action to deal with the grave problem of hijacking and other acts of unlawful interference against international civil aviation. The pilots associations, including of course the international federation, the Canadian Airline Pilots' Association and your own, have made noteworthy contributions to these international efforts.

My Government has been interested to learn of the private initiative to publicize the need for continued international efforts against unlawful interference by inviting members of the United Nations Secretariat and Permanent representatives to the United Nations to participate in an airborne reception to be held on a special 747 flight from New York to Montreal, the headquarters sites of the United Nations and ICAO. On behalf of the Canadian authorities, I am pleased to inform you that the participants would receive a courteous welcome on their arrival at Dorval Airport in Montreal. I should therefore be grateful if you would keep me informed of developments and provide me with details in due course.

For my own part, I should be very happy to accept your invitation to be a guest at this unique reception.

Yours sincerely,


Yvon Beaulne,
Ambassador and
Permanent Representative

Captain Charles C. Dent,
Air Line Pilots Association,
200 Park Avenue,
New York, New York. 10017