

Schmidt, who not only thanked the countries directly involved, such as Somalia, but also thanked Eastern European governments, especially for the "active help" in stopping the terrorists. Just prior to the commando raid, East German party leader Hoffmann went to South Yemen to pressure the government there to force the hijackers to leave the capital city of Aden and go onto Somalia, where the commando operation was scheduled to occur.

In France, Gaullist leader Alexandre Sanguinetti declared that it will take a "political and military battle

to defeat the scourge of terrorism." Sanguinetti, an intimate advisor to General de Gaulle, was key in defeating the British-backed, fascist Secret Army Organization terrorists in the early 1960s.

Even more significantly from the standpoint of the British control of the international terror, the Soviet Union government daily, *Izvestia*, ran an article Oct. 15 claiming that the Japanese Red Army operation was run in part out of the Peoples Republic of China. The article derided as fraud the group's claims that they were "fighting Japanese imperialism."

The Hijacking And Rescue

What Really Happened

Thursday, Oct. 13

Lufthansa Flight 181 enroute to Frankfurt from the Mediterranean island of Majorca is hijacked at 2 p.m. by four terrorist professionals who boarded the plane with no identification, armed with heavy handguns and grenades. Such a procedure is highly unusual, particularly in light of the fact that three of the terrorists were Baader-Meinhof gang members released from a West German prison in 1975 in exchange for kidnapped Christian Democratic Mayor of West Berlin Peter Lorenz. The four terrorists had boarded the plane without any intervention by Majorca security officials, whose operations are known to be tainted with British personnel and influence.

The terrorists order the Lufthansa jet pilot, Captain Schumann, to divert the flight from Frankfurt and demand landing authorization from the control tower at the Rome Airport in Fiumicino. The plane lands at 3 p.m. on a runway cordoned off by Italian troops.

West German Chancellor Helmut Schmidt's all-party crisis staff is alerted to the landing of the hijacked airplane at the Rome Airport. The fact that the terrorists are all members of the Baader-Meinhof terrorist gang confirms speculation that the skyjacking is linked with the abduction by Baader-Meinhof terrorists of West German industrialist Hanns-Martin Schleyer, six weeks ago.

West German Interior Minister Maihofer immediately contacts Italian Interior Minister Cossiga to coordinate plans for detaining the hijackers at the Rome airport by whatever means, including shooting the tires, until a specially trained antiterrorist commando team can be rushed to the scene. Cossiga, a known agent of British intelligence, flatly refuses but "covered his tracks" by issuing orders to the airport control tower to stall the plane's takeoff two minutes after the jet took off without control tower authorization.

There is evidence that the plane, refueled by airport officials under the threat that the jet would be blown up with all the passengers on board, took off immediately after the terrorists received a tip that the special West

As The New York Times Tells It

The following is excerpted from The New York Times, Oct. 19 edition.

Thursday, Oct. 13

Lufthansa Flight 181 takes off about 2 p.m. (9 a.m., New York time) from Palma for Frankfurt.

A few minutes after takeoff, three men and a woman get up from their seats, threaten the flight attendants and rush into the pilots' compartment brandishing revolvers.

Lufthansa and West German authorities learn of the hijacking a little later when the airliner's radio operator, the terrorists' guns pointed at him, informs the control tower of Rome International Airport at Fiumicino that the flight has been diverted, and requests authorization to land.

Italian aviation and police officials quickly consult with West German authorities by telephone and telex, and an international hijacking alert is called under long-established procedures.

The Rome airport is closed off for all international and domestic traffic...

In Bonn, Chancellor Schmidt's "crisis staff," an all-party group that had been consulting with the government for several weeks on the fight against terrorism, is alerted. Some officials suggest that the hijacking may be connected with the abduction of Hanns-Martin Schleyer, president of the West German employers and industry federations, who was seized by urban guerrillas.

West German officials plead with Italian Interior Ministry officials in Rome by telephone that the hijacked plane be prevented from leaving. Airport authorities make some attempts at stalling, but agree to refuel the aircraft when the hijackers say refusal will cause them to blow it up with all people aboard.

At 5:50 p.m. the hijacked airliner takes off without control tower authorization and flies eastward. The Lufthansa operations center in Frankfurt reports the airliner is on its way to Cyprus, and Bonn urgently requests the Government of Cyprus to attempt to keep the aircraft on the island until a special West German commando unit is flown there.

...What Really Happened

German antiterrorist team, GSG-9, was on its way to the Rome airport.

The hijacked jet heads for the former British colony of Cyprus and lands at Larnaca Airport at 8:28 p.m. The West German government requests that the special GSG-9 team be given landing rights at the Larnaca Airport. The Cyprus government, advised by British officials, denies the request, forces the plane to touch down at an airport 50 miles away, and only permits a landing at Larnaca after the Lufthansa jet had taken off. Even then, the Cyprus authorities demand advance warning of any action planned by the West German squad — tantamount to telling the terrorists and their controllers when the antiterrorist squad will attack.

Friday, Oct. 14

The hijacked Lufthansa lands in Bahrein for refueling, and here issues their demands for the release of eleven terrorists from West German jails, including Baader-Meinhof gang head Andreas Baader, and two Palestinians jailed in Turkey, in exchange for the lives of the passengers. They set a deadline of 9 a.m. Sunday.

Liberation, a proterrorist French weekly controlled by Ernest Mandel's Fourth International organization, receives the Schleyer kidnapers' ultimatum that the industrialist will be murdered at the same time if the imprisoned terrorists are not freed and a \$15 million ransom is not delivered, according to instruction, by the West German government. In the past *Liberation* has often been used to relay terrorist ultimatums, and in fact has been one of the principal conduits in Western Europe for the past 6 months of terrorist destabilizations.

The hijacked airline leaves the former British colony of Dubai in the United Arab Emirates. Dubai is still a base for British SAS and other covert operations in the Middle East, and its government is virtually run by British "military advisors" assigned to every government minister and military official.

The closed Dubai airport is opened for the terrorists at 5:51 a.m., but landing rights are refused to the West German commando team, forcing it to land in Ankara, Turkey. Schmidt dispatches crisis staff representative Hans-jürgen Wischnewski, accompanied by officials of the West German Federal Criminal Office, to negotiate with the Dubai government and the terrorists. Two British officers intervene in the negotiations, which reportedly later worked out plans for a commando attack by Dubai security officials.

Saturday, Oct. 15

British officials continue to sabotage negotiations in Dubai for release of the terrorists' hostages.

The West German commando team is ordered back to West Germany.

Sunday, Oct. 16

The 9 a.m. deadline passes without incident both in Dubai and in Europe, where the Baader-Meinhof terrorists are holding industrialist Schleyer.

...As The New York Times Tells It

At 8:28 p.m., the plane lands at Larnaca airport. The terrorists demand 11 tons of fuel and permission to take off. As in Rome, the local authorities first try to gain time. At 10:47 p.m., a representative of the Palestine Liberation Organization, Saharia Abdul Rachim at the request of the Government of Cyprus, appeals to the hijackers to release the women and children at least.

Meanwhile, a West German Boeing 727 with 20 members of Border Protection Group Nine, a special antiterrorism commando unit, and some technical specialists on board land at the airport of Akrotiti, 50 miles from Larnaca.

The hijacked jetliner takes off at 10:50 p.m., and the Government of Cyprus permits the commando plane to fly from Akrotiri to Larnaca on condition that none of the armed West German troops leave the plane and no action is taken without previous authorization by the authorities.

Friday, Oct. 14

The hijacked aircraft.. heads toward Bahrain...

The hijackers inform the West German Government that they will spare the lives of all people on board in exchange for the release of 11 terrorists in West German prisons and two Palestinians in a Turkish jail...

Later, newspapers in Paris receive a letter threatening to kill Schleyer and all their hostages if the imprisoned terrorists are not freed and a \$15 million ransom delivered by the BRD gov't.

At 3:24 a.m. the hijacked airliner takes off from Bahrain and heads for Dubai in the United Arab Emirates. But the Dubai airport is quickly closed, and the terrorists order the crew to circle over the Persian Gulf country. At 5:51 a.m., the liner lands with fuel left for only a few more minutes flying.

Officials of the United Arab Emirates start negotiations with the terrorists.

In Bonn, the government and the "crisis staff" are in session most of the day. Chancellor Schmidt trouble-shooter, Mr. Wischnewski, to fly to Dubai to participate in the negotiations...

Security specialists and police officers travel with Mr. Wischnewski. They arrive in Dubai at 11:55 p.m.

Meanwhile, the Boeing 727 with the West German commandos has flown from Cyprus to Ankara.

Saturday, Oct. 15

Inconclusive negotiations with the hijackers go on in Dubai all day...

The Boing 727 with the West German commandos aboard is ordered back to West Germany from Ankara. It arrives in Cologne in the evening.

Mr. Wischnewski denies rumors that Bonn is considering a solution by use of force...

Sunday, Oct. 16

The 9 a.m. deadline set by the terrorists passes but nothing happens. At noon, the hijacked airliner takes off

...What Really Happened

At noon, the terrorists, tipped off to plans for a commando raid on the hijacked jet, order the pilot to leave the Dubai airport. The plane lands in Aden, South Yemen at 4 p.m.

The entire Gulf of Aden region has been kept destabilized for weeks by British-run operations. On Oct. 11, the President and the Chief of General Staff of North Yemen were assassinated on the eve of their scheduled visit to South Yemen to conclude negotiations for the reunification of the two countries.

The South Yemen government had earlier denied landing rights to the terrorists; Captain Schumann brings the plane down on a sandstrip next to the runway in an effort to damage the plane's landing gear. Later in the day, the terrorists murder the captain.

Permission to land the plane in South Yemen was arranged through the diplomatic intervention of East Germany. This is the first of several significant interventions by East Bloc nations to back up West German plans to effect the release of the hijack victims. Part of the agreement arranged by the East German government between West Germany and the Marxist government of South Yemen is for no concession to be made nor negotiations to be carried out with the terrorists.

Schmidt is in consultation with President of France, Prime Minister Callaghan of Britain, and President Carter of the U.S.

That evening, the French government of Giscard d'Estaing offers the Schmidt government of an airport in the former French colony of Djibouti, where the terrorists could be forced to land. A former French paratrooper general who served in the Horn of Africa region offers to provide the Schmidt government with detailed plans of the airport and to advise the crisis government team on alternative attack plans.

Monday, Oct. 17

The hijacked jet leaves South Yemen at 1 a.m. and arrives at Mogadishu airport in Somalia at 4:35 a.m. A new deadline of 3:30 a.m. Tuesday is set.

Schmidt and his representative Wischnewski, now in Somalia, immediately begin negotiations with the Somali government of General Siad Barre. The governments of France, East Germany, the Soviet Union, and the U.S. also apply diplomatic pressure on Barre to cooperate with West Germany and withdraw his offer of asylum to cooperate with the terrorists. Significantly, East German Defense Minister Hoffmann is in South Yemen at this time.

In contrast to the European press endorsement of the action taken by the Schmidt government at this time, particularly on the pages of the French daily *Le Figaro*, U.S. and British press are disseminating disinformation. These newspapers fail to report on the importance of East Bloc diplomacy.

East German Foreign Minister Kurt Fischer offers West German Foreign Minister Genscher any diplomatic support needed before he flew to Somalia to aid in negotiations there. The Soviet Ambassador to Bonn

...As The New York Times Tells It

from Dubai airport and after another seemingly aimless four-hour flight lands in Aden, South Yemen, despite a refusal by the local Government to give it permission...

Later in the day, the terrorists murder the captain...

Monday, Oct. 17

The hijacked Boeing 737 takes off from Aden at 1 a.m. and arrives at Mogadishu at 4:35 a.m. ...

Later in the morning, Mr. Wischnewski's special plan arrives in Mogadishu from Dubai.

In Bonn, Chancellor Schmidt calls Somalia's President Maj. Gen. Mohamed Siad Barre,... explains that the 11 terrorists in West German prisons are guilty of many crimes and could be expected to commit more if they are set free.

In Mogadishu, Mr. Wischnewski calls on the President and pleads with him to allow West German commandos to attack the hijacked plane.

Meanwhile, United States, British, French and other diplomats are active in Middle East and African capitals to back up the West German effort to resolve the hijack case by use of force if necessary. In Saudi Arabia, a leader of the conservative opposition in West Germany, Franz Josef Strauss, who is there on a visit, urges King Khalid and Crown Prince Fahd to help...

The hijackers set a new deadline of 3:30 a.m. Tuesday and again threaten to blow up the plane if their demands are not met.

In East Berlin, Foreign Minister Kurt Fischer telephones the West German Foreign Minister, Hans-Dietrich Genscher and offers whatever diplomatic support he can provide...

A Boeing 727... with the 60 West German commandos received orders to head for Mogadishu. The Greek Government authorized the West German plane to wait on the island of Crete after being assured that technical and health personnel were aboard in readiness for possible emergency.

The West German plane touches down at Mogadishu airport after night-fall, with its landing lights turned off.

Mr. Wischnewski informs Chancellor Schmidt by telephone that in coordination with the Somali President a commando attack on the hijacked airliner is scheduled for 2 a.m. Tuesday, just before the latest ultimatum by the hijackers is to expire.

About half the commando force — 28 men — slide under the airline and fasten plastic charges.

Tuesday, Oct. 18

At 2 a.m. Mogadishu time the commandos spring into action. After seven minutes, all is over and the freed hostages scrambled out of the airliner. Ambulances take away injured and exhausted persons among them.

Five minutes later, Chancellor Schmidt receives a brief telephone report from Mr. Wischnewski: "the job is done."

...What Really Happened

makes a public statement giving full support to West German efforts to free the hijack victims.

Notably, the negotiations excluded two of West Germany's most prominent "British" faction leaders: Josef Strauss of the Christian Social Union, who later bitterly complains of not being briefed while he was in Saudi Arabia, and long-time British agent Willy Brandt, head of the Social Democratic Party.

The negotiations between West Germany and Somalia authorize the issuing of orders to 60 West German commandos to head for Mogadishu. The Greek government of Karamanlis authorizes the use of the island of Crete as a stopover for the commando unit after assurances that technical and health personnel were aboard in case of an emergency.

The West German plane with the commandos on board arrives in Mogadishu that evening with its landing lights off.

The decision for a commando attack, made in collaboration with Somali President Barre, receives the backing of France and the East Bloc nations. It is scheduled for 2 a.m. the next day, just before the latest ultimatum by the hijackers is to expire.

Two events nearly sabotage the planned commando attack, threatening the lives of the hijack victims. Israeli intelligence's special communications intercept unit in Tel Aviv, a unit specializing in monitoring air hijackings, picks up and tapes communications between the GSG-9

plane and ground control. These communications are given to news agencies and aired on Israeli TV, and Austrian TV and radio. Only Schmidt's demand for a blackout enforced by diplomatic pressure allows plans for a raid to proceed.

Then, two hours before the planned commando raid, communication lines between the Mogadishu airport and Schmidt's crisis staff are cut in Italy.

Plans for the raid continue. The commando force slides under the hijacked plane and fastens plastic explosives to the doors.

Tuesday, Oct. 18

The GSG-9 special commando forces begin their assault on the plane, blowing open the doors and exploding special nonlethal grenades to incapacitate the terrorists. In seven minutes the assault, and the hijacking, are over.

Chancellor Schmidt dispatches telegrams to Giscard of France, U.S. President Carter, Barre of Somalia, Greek President Karamanlis, British Prime Minister Callaghan, and the heads of East European governments to thank them for their help in stopping the terrorists.

The Communist Mayor of Jerusalem files suit against the Israeli Ministry of Communications for their complicity in attempting to sabotage West Germany's anti-terrorist plan.

W. Germany Sharpens It's Best Antiterrorist Weapon

West Germany is sharpening its most powerful weapon against terrorism, one more powerful, in fact, than hundreds of anti-terrorist police squads: a sound program for energy expansion with nuclear power as its centerpiece. The combined forces of Bonn's "all-party coalition" are on the verge of forcing an end to the de facto moratorium on domestic nuclear plant construction, enforced for almost a year by environmentalist saboteurs both inside and outside the government.

The speedy resumption of nuclear plant construction was signaled this week by a new set of energy guidelines issued by the executive committee of the Social Democratic Party, the ruling party in the government. The guidelines call for an end to the moratorium and recommend that construction should proceed even if the question of "final waste disposal" is not settled. This is a complete reversal of an earlier SPD resolution which called for a halt to all construction until the waste disposal question was solved, and therefore signifies that forces within the party backing Federal Chancellor

Helmut Schmidt have won the upper hand over the SPD's proterrorist, environmentalist wing led by SPD Chairman Willy Brandt.

The resolution has already enabled the SPD's parliamentary faction to vote in favor of allocating 180 million deutschmarks (\$78 million) for West Germany's fast-breeder reactor project near Kalkar. These funds were frozen early this year by Research and Technology Minister Hans Matthöfer, an ally of the SPD's environmentalist faction.

At the same time, an Oct. 8 meeting between Chancellor Schmidt and British Prime Minister James Callaghan raised new hopes for Europe's controversial nuclear fusion project, the Joint European Torus (JET). Schmidt indicated to Callaghan that he would no longer oppose the establishment of the JET project at Britain's Atomic Energy Authority laboratories near Culham, provided other member countries of the European Economic Community do no object. In return for this favor, West Germany would expect extra funding for even more advanced fusion projects underway at this