

5 Hijackers Charged in U.S. Court

Continued From Page 1

turn to Kennedy Airport that it had been "30 hours of hell."

The hijackers, the 40-year-old pilot said, "conducted themselves like gentlemen, but, believe me, we were dealing with terrorists." He said he feared the most danger from precipitate action by the French police—"I would like to have had more support from the French."

Hijacker's Apartment Searched

The Manhattan murder complaint had been preceded by a search of the apartment of the alleged hijack leader, Zvonko Basic, 28, at 303 West 76th Street. The application for a search warrant said that Mr. Basic, who is unemployed, told another person in Brooklyn a month ago that he "was in possession of bombs and other weaponry."

During the Federal arraignment in Brooklyn an assistant United States attorney, Thomas R. Pattison, told Magistrate A. Simon Chrein that "a loose-knit group is involved" in the hijacking case. He said that "the extent of their funds is not known but quite an amount was needed for this crime alone."

Five one-way fares on the hijacked New York-to-Chicago Trans World Airlines flight would have cost \$80 apiece—a total of \$400. The hijacking operation also included printing thousands of handbills—1,500 dropped over Manhattan and the others over Montreal, Chicago, London and Paris in response to the hijacker demands for publicizing the Croatian campaign.

The air piracy charge carries a penalty, on conviction, of 20 years to life imprisonment. If a death is involved, the death penalty could be sought.

The murder complaint by District Attorney Morgenthau's office charged homicide in the second degree, which carries a penalty, on conviction, of 25 years to life. The initial search warrant had suggested a possible first-degree murder charge—a charge involving the death of a police officer and punishable by death in the electric chair.

The complaint, signed by Detective Neil G. McInnis, said "the defendants, acting together, acting under circumstances evincing a depraved indifference to human life, recklessly engaged in conduct which created a grave risk of death to another person and did thereby cause the death of Police Officer Brian Murray."

Defendants Identified in Court

In addition to Mr. Basic, described as having been a militant Croatian nationalist, and Mr. Vlastic, the defendants were identified in Federal Court yesterday as follows:

Julienne Basic, 27, Mr. Basic's American-born who four or five weeks ago left her job as a teacher of English to the foreign-born at the SCS Business and Technical Institute, 1472 Broadway.

Petar Matanic, 31, of 340 Saw Mill River Road, Yonkers, unemployed, who came to the United States from Yugoslavia in 1969 and was naturalized in Federal Court in Brooklyn only last Aug. 10. At that time he listed his residence as 27-24 21st Street, Astoria, Queens.

116 Federal Bureau of Investigation

had initially spelled his name as "Matovic."

Frane Pesut, 25, of 261 Walker Street, Fairview, N. J., a machinist, who was reported by the owner of his apartment building to work for a Bronx company.

Bronx District Attorney Mario Merola, in whose county Officer Murphy died, said his investigation was continuing in cooperation with all other agencies. Mr. Merola disclosed that there would be a discussion of prosecution problems at 2:15 P.M. today in the office of United States Attorney David G. Trager in Brooklyn. The meeting will be attended also by United States Attorney Robert B. Fiske from Manhattan and Mr. Morgenthau.

Court Assigns Defense Counsel

In the Brooklyn court proceeding, Mr. Basic told Magistrate Chrein he wanted to represent himself, but the magistrate assigned Mark A. Landsman, a Brooklyn lawyer, to accompany him for the arraignment. In addition to ordering \$1 million bail, Mr. Chrein set another hearing for Sept. 23.

Other assigned defense lawyers were David Rudolf of the Legal Air Society, for Mrs. Basic; David W. McCarthy of Mineola, L.I., for Mr. Vlastic; Martin Elifant for Mr. Matanic, and Joseph Ryan of Mineola, for Mr. Pesut.

In Manhattan, two assistant district attorneys, Robert Tanebaum and Robert Gottlieb, have been handling the investigation. In the Bronx, Mr. Merola has named James Shalleck and Robert Moore as his aides.

The Manhattan search warrant for Mr. Basic's apartment was signed by Supreme Court Justice Burton B. Roberts. An inventory given yesterday to Justice Robert M. Haft listed among a score of items seized an electrical switch, rolls of bell wire and electrical tape, a knife, screwdrivers, a plier with insulated handles and boxes with leaflets, books and papers.

At the school where Mrs. Basic had started teaching nearly two years ago—formerly named the School for Computer Studies—Steven Sunshine, director of the English program, said she was "a great teacher" who maintained rapport with pupils. Mr. Sunshine said she had reported a distaste for New York smog and dirt and a hope to return to her native Oregon.

In Stamford, Ivan Capin, 33, who has been Mr. Vlastic's roommate for six years, said that the five defendants had met in New York several times a week but that his roommate had never discussed and hijacking to him.

He said that Mr. Vlastic played soccer Tuesdays and Thursdays at Randalls Island and that the group got together after the games. Mr. Capin added that Mr. Vlastic was formerly an electrician in New York City and had come to the United States in 1969 after being expelled from a Yugoslav university.

A Central Intelligence Agency document, "International and Trans National Terrorism—Diagnosis and Prognosis," was recalled by law enforcement officials yesterday as having cited Yugoslav émigré groups being as involved in 11 terrorist acts throughout the world from January 1968 through last Dec. 31.

The C.I.A. document enumerated five bombings, three assassinations, one hijacking, one assault or ambush and one barricade action involving hostages.

YUGOSLAVIA ASSAILS U.S. ON JET HIJACKING

Says F.B.I.'s Yielding to Terrorist Demand to Distribute Statement to Press Was 'Unfriendly Act'

By MALCOLM W. BROWNE
Special to The New York Times

BELGRADE, Sept. 13 — Yugoslavia, which has demanded American action against Yugoslav dissidents living in the United States, charged through its controlled press and broadcasts today that American "elements" were involved in the Croatian hijacking of an American airliner Friday.

Apart from attacks on the United States in the press here, the Yugoslav Government has submitted at least one high-level protest to Washington. Belgrade complained that the Federal Bureau of Investigation had not only failed to stop the terrorists, but had also complied with a terrorist demand that anti-Belgrade statements be distributed to American newspapers for publication.

The Yugoslav Government has officially described this as an "unfriendly act," a harsh diplomatic phrase that in other situations in other countries has sometimes led to a break in diplomatic relations.

The Government news agency Tanjug set the tone in an editorial saying: "Plane hijacking in the United States is one of a series of anti-Yugoslav actions programmed by U. S. reactionary quarters, which oppose the development of friendly relations between the U. S. and Yugoslavia."

Enmity to Nonaligned Cited

The Communist Party newspaper Borba asserted that the hijacking, which was carried out by six Croatian separatists from La Guardia Airport in New York, was part of an American campaign to sabotage the work of "non-aligned" nations.

The hijacking ended in Paris Saturday when the Croatian terrorists surrendered to the French police without harming the plane or the passengers on board. A bomb they had left in Grand Central Terminal exploded while being examined by the New York police, however, killing one policeman.

Yugoslavia has warned the United States that there is little chance of an improvement in relations between the two countries unless Washington complies with long-standing Yugoslav demands to move against Yugoslav critics of President Tito's Government living in America.

Specifically, Yugoslavia has long sought an exchange of information and cooperation with the F.B.I. in running down Yugoslav dissidents, an arrangement that Belgrade has achieved in West Germany and has sought in other countries, notably Australia and Canada.

Among the millions of Yugoslavs living abroad, many bitterly oppose the Belgrade Government, and among them dozens of emigre political organizations flourish. Some are terrorist, but most believe in peaceful political tactics.

'Hard Line' and Hijackings

State Department Altering Long-Held Policy, Possibly to Defer Criticism of Government Role

By RICHARD WITKIN

The weekend hijacking to Paris of a New York-to-Chicago airliner has accelerated a process of official rethinking on how to deal with terrorists while the lives of hostages are regarded to be in jeopardy. The State Department is expressing its long-held "hard line" policy in altered terms, contending that the old way of stating the policy was often misunderstood. In the past, the policy has widely been publicized as: "We will not negotiate with terrorists."

A department official involved in anti-terrorist planning said yesterday that the preferred way of stating the policy was: "Do everything to effect the safe release of hostages without making any concessions."

There was speculation in the aviation community that the public change in emphasis might have been designed to head off possible criticism about the role of governments in the maneuvering that ended the melodrama with no deaths or injuries to any one aboard the plane.

Only the Hijackers Knew

It must be considered that, while the events were being played out at the Paris airport, no one but the hijackers could know whether they had the devices to make good on threats to blow up the plane if their demands had not been met.

Several questions were being asked about the role of both the United States and French Governments. Was the response of the State Department as rapid and realistic as it might have been? Or did a misunderstood view of the "we will not negotiate" stance cause unnecessary delays that might have led to tragedy if the hijackers had had lethal devices and had been trigger-happy?

As for the French, were authorities in Paris too quick to incapacitate the Trans World Airlines plane? Did they cause what, under different circumstances (armed hijackers with different motivations), might have been fatal delays in facilitating communications with the terrorists?

What Degree of Handling?

In short, what degree of tough governmental handling was called for if the only remaining requirement of the hijackers was to verify that their demand had been met for dissemination of their message in doctored leaflets and news columns?

The captain of the plane, Richard Carey, put it very succinctly when he asked during tower-to-cockpit radio exchanges in Paris: "Tell me, please, what are we being killed for?" A tape of the exchanges was obtained by the National Broadcasting Company.

At another point, the captain told the United States Ambassador, Kenneth Rush, who was in the control tower: "All we know is that these people had a message that they wanted to put in the papers and wanted to drop leaflets on cities, and for this you are asking that this whole ship full of innocent people

can be killed to prove that you can take a stand against terrorists."

The hard-line approach to the overall problem of airline hijacking had received its greatest public acclaim after the Israeli commando raid that freed hostages at Uganda's Entebbe Airport earlier this year.

Demands Were Limited

But was any comparable governmental toughness called for in Paris? In the end, it was decided it was not, since the demands of the terrorists were limited. They were not asking the release of fellow terrorists in Israel and in other jails.

What then can officialdom, here and abroad, learn from the latest episode in the complex, constantly changing, and too frequently tragic history of aerial hijacking?

The dominant view among aviation experts at the moment is that there is nothing wrong in an officially proclaimed and normally implemented policy of toughness with hijackers. Anything less would only encourage other criminals.

But it is counterproductive to adopt too rigid a stand, many believe. A rigid "we will not negotiate" stand can be misinterpreted by middle-level officials to mean "we will not talk." Even a policy of "we will not make concessions" should not be absolute—how do you define "concessions"? Is the dropping of leaflets the kind of concession that warrants risking dozens of lives?

Each on Own Merits

In short, the majority view is that the government should talk and usually act though but, at the same time, should treat each case on its own merits at the time.

That is the way, in the final analysis, that the weekend T.W.A. hijacking was handled. Even while a strict reading of Secretary of State Kissinger's "we will not negotiate" posture was slowing steps overseas to gain the release of the plane's passengers and crew, other branches of the government were experiencing no such rigidities.

Both the Federal Aviation Administration and the Federal Bureau of Investigation, for instance, were urging newspapers to comply with the hijackers' demands for printing the text of their manifesto for Croatian Independence from Yugoslavia.

The policy favoring toughness with flexibility was endorsed by a spokesman for the West German United Nations delegation, which plans to propose new measures against taking hostages when the General Assembly meets later this month.

"In general, you should take a hard line," he said. "But don't say 'never.' You can always make room for special cases."

U. N. ACCORD ON HOSTAGES

European...
Com...
Anti-terror...

UNITED NATIONS...
Leading...
preparing...
against...
mission...
assembly...
the emotional...
stalled...
the last...
The hijacking...
by Croatia...
significantly...
assembly...
Sept. 21...
to reass...
that anti-...
anti-Arab...
Antiterror...
cils have...
mats' miss...
cause...
impetus...
ings or...
ians. In...
dor, it...
this im...
go uncor...

Leading...
preparing...
against...
mission...
assembly...
the emotional...
stalled...
the last...
The hijacking...
by Croatia...
significantly...
assembly...
Sept. 21...
to reass...
that anti-...
anti-Arab...
Antiterror...
cils have...
mats' miss...
cause...
impetus...
ings or...
ians. In...
dor, it...
this im...
go uncor...

UNITED NATIONS...
Leading...
preparing...
against...
mission...
assembly...
the emotional...
stalled...
the last...
The hijacking...
by Croatia...
significantly...
assembly...
Sept. 21...
to reass...
that anti-...
anti-Arab...
Antiterror...
cils have...
mats' miss...
cause...
impetus...
ings or...
ians. In...
dor, it...
this im...
go uncor...

UNITED NATIONS...
Leading...
preparing...
against...
mission...
assembly...
the emotional...
stalled...
the last...
The hijacking...
by Croatia...
significantly...
assembly...
Sept. 21...
to reass...
that anti-...
anti-Arab...
Antiterror...
cils have...
mats' miss...
cause...
impetus...
ings or...
ians. In...
dor, it...
this im...
go uncor...

UNITED NATIONS...
Leading...
preparing...
against...
mission...
assembly...
the emotional...
stalled...
the last...
The hijacking...
by Croatia...
significantly...
assembly...
Sept. 21...
to reass...
that anti-...
anti-Arab...
Antiterror...
cils have...
mats' miss...
cause...
impetus...
ings or...
ians. In...
dor, it...
this im...
go uncor...

UNITED NATIONS...
Leading...
preparing...
against...
mission...
assembly...
the emotional...
stalled...
the last...
The hijacking...
by Croatia...
significantly...
assembly...
Sept. 21...
to reass...
that anti-...
anti-Arab...
Antiterror...
cils have...
mats' miss...
cause...
impetus...
ings or...
ians. In...
dor, it...
this im...
go uncor...

UNITED NATIONS...
Leading...
preparing...
against...
mission...
assembly...
the emotional...
stalled...
the last...
The hijacking...
by Croatia...
significantly...
assembly...
Sept. 21...
to reass...
that anti-...
anti-Arab...
Antiterror...
cils have...
mats' miss...
cause...
impetus...
ings or...
ians. In...
dor, it...
this im...
go uncor...

UNITED NATIONS...
Leading...
preparing...
against...
mission...
assembly...
the emotional...
stalled...
the last...
The hijacking...
by Croatia...
significantly...
assembly...
Sept. 21...
to reass...
that anti-...
anti-Arab...
Antiterror...
cils have...
mats' miss...
cause...
impetus...
ings or...
ians. In...
dor, it...
this im...
go uncor...

UNITED NATIONS...
Leading...
preparing...
against...
mission...
assembly...
the emotional...
stalled...
the last...
The hijacking...
by Croatia...
significantly...
assembly...
Sept. 21...
to reass...
that anti-...
anti-Arab...
Antiterror...
cils have...
mats' miss...
cause...
impetus...
ings or...
ians. In...
dor, it...
this im...
go uncor...

UNITED NATIONS...
Leading...
preparing...
against...
mission...
assembly...
the emotional...
stalled...
the last...
The hijacking...
by Croatia...
significantly...
assembly...
Sept. 21...
to reass...
that anti-...
anti-Arab...
Antiterror...
cils have...
mats' miss...
cause...
impetus...
ings or...
ians. In...
dor, it...
this im...
go uncor...

UNITED NATIONS...
Leading...
preparing...
against...
mission...
assembly...
the emotional...
stalled...
the last...
The hijacking...
by Croatia...
significantly...
assembly...
Sept. 21...
to reass...
that anti-...
anti-Arab...
Antiterror...
cils have...
mats' miss...
cause...
impetus...
ings or...
ians. In...
dor, it...
this im...
go uncor...

Now, y

... in U.S. Court

Hijacked T.W.A. Airliner Is Forced to Fly to Paris

Continued From Page 1

ington to protest the distribution of the statements, according to the Belgrade radio. Nationalism has been an intense movement in Croatia since long before World War I, which erupted in Serbia, another Balkan state that, like Croatia, is now a part of Yugoslavia.

The Federal Aviation Administration said the hijacking was the first successful domestic air piracy since the introduction of extensive security measures at the nation's airports nearly four years ago.

It was not clear yesterday how the hijackers eluded the security checks—including X-ray scanners and metal detectors—at La Guardia. But a T.W.A. spokesman noted that some kinds of explosives, such as plastic, might not be detected by some of the security devices.

Report by Passengers

A number of the passengers released at Gander said on arrival in Chicago yesterday afternoon that the hijackers were armed with handguns and grenades in addition to bombs, but they also noted that the hijackers seemed courteous and even solicitous toward passengers.

The released passengers said there ap-

Information Sought

The police have asked anyone with information about the hijacking of a T.W.A. plane and the planting of a bomb in Grand Central Terminal to call (212) 349-5844. All information will be held in strict confidence, they say.

peared to be four hijackers—three men and a woman. The woman was said to have spoken unaccented English and to have acted like an airline stewardess, walking up and down the aisle attending to passengers' needs.

A spokesman for the F.A.A. said there were either five or six hijackers, and a Trans World spokesman said the number was four to six. One was said to be in the cockpit with the pilot and co-pilot, and was reported to have a bomb strapped to his body. At least one of the other hijackers was reported to have a bomb strapped to his body as well.

The hijacked jet, T.W.A. Flight 355, was commandeered shortly after 8 P.M. Friday en route to Chicago's O'Hare Airport. The seizure took place over western New York State, and the plane was quickly diverted to Montreal's Mirabel Airport for a refueling stop.

Instructions Then Sent

While on the ground there, the hijackers relayed the instructions that led New York police to the bomb and the terrorists' propaganda statements at Grand Central. The bomb, inside in sealed pressure-cooker, was taken to a police firing range at Rodman's Neck in the

Bronx, where several bomb-squad members tried to deactivate it.

But the device exploded, instantly killing Officer Brian J. Murray, 26 years old, and seriously wounding Sgt. Terrence McTigue, 41, Officer Henry Dworkin, 40, and Deputy Inspector Fritz O. Behr, 43. The injured men were taken to Jacobi Hospital in the Bronx.

Meantime, the hijacked 727 which has a flight range of about 1,600 miles and is thus used on domestic flights only, left Montreal and flew to Gander, 1,200 miles to the east. There, it refused and waited for several hours for the arrival of a second T.W.A. plane, a Boeing 707 with a longer range, navigational equipment for a trans-Atlantic flight and a crew rated for international trips.

Flight to Iceland

After the release of 35 of the passengers, the three-engine hijacked jet and its four-engine "pathfinder" escort flew in the early morning hours to Keflavik Airport outside Reykjavik.

There, both were refueled, the hijacked jet took on sandwiches and soft drinks, and suitcases of "Free Croatia" propaganda leaflets were transferred to the 707 jet. In Gander earlier, bundles of the leaflets were dropped off for distribution from the air over New York, Chicago and Montreal.

United States Navy explosives experts, as well as Icelandic policemen and firemen, stood by while the plane was on the ground at Keflavik but took no action. At about 9 A.M., New York time, the hijacked jet and its escort craft took off for England.

A flight of about three hours brought the two planes over London. At Heathrow Airport west of London, where hundreds of policemen with machine guns and armored cars awaited, control-tower officials overheard the pilot of the larger escort plane said on his radio: "Am on leaflet dropping run now."

Control tower officials said the aircraft made three passes over central London at low altitudes. The British Broadcasting Corporation quoted witnesses as having said the leaflets fluttered down over the spires of Parliament and Westminster Cathedral and scattered over the rooftops and streets of the central city.

After the London drop, the planes had a rendezvous at 2,800 feet over Davenport, England, according to Heathrow officials, who overheard a brief air-to-air radio exchange.

"Did you accomplish your mission?" one of the hijackers reportedly asked.

"You betcha we did," the escort plane's pilot replied.

Then, both planes headed for Paris, where once again the escort jet dropped leaflets. Like those dropped in Montreal, they were printed in French.

Shoppers on the crowded Champs Elysees stopped momentarily and gazed skyward as the jetliner roared low over the broad avenue crowded with Saturday traffic. Many witnesses said the plane



At airport in Reykjavik, Iceland, two men carried propaganda leaflets aboard a Boeing 707 that

came in at an altitude of less than 1,000 feet before swooping away. Many of the leaflets were caught by a brisk wind, however, and scattered widely over central Paris.

French airport officials at first were said to have refused to grant landing permission for the hijacked jetliner, but the plane's fuel was reported running low and Prime Minister Raymond Barre personally ordered that the runway be opened for it.

Shortly after 7 P.M., Eastern Daylight Time, both the hijacked jet and its escort, which had only crewmen aboard, landed at Charles de Gaulle, a new airport in suburban Roissy. Both planes went to a remote sector of the airport.

Armed French police were massed on a nearby roadway, but no action was taken. It was not immediately clear whether the escort plane was still under the command of the hijackers.

The leaflet-dropping operations in Montreal, New York and Chicago were carried out by helicopters whose services had been arranged by Trans World Airlines. Instructions for these operations had been passed on by the passengers released in Gander.

In New York City, the drop occurred shortly before 4 P.M. over the Empire State Building at Fifth Avenue and 34th Street. Witnesses said only about 1,000 leaflets, pink and white, were released.

The drop over Montreal occurred about 10 A.M., and the drop in Chicago came shortly after the arrival of the released passengers in the early afternoon.

While on the hijacked jet, the hijackers were said to speak by radio to Ford, Secretary of State Henry Kissinger, Kenneth Rush, ambassador to France, the White House, and the State Department. He thought if Ambassador Rush was a hijacker, he would have been a hijacker.

While the hijackers called themselves as "Fighters for the Liberation of Croatia," they were of any known nationality. Americans here and in other parts of the world said the hijackers' terms.

The Yugoslav government was reported to have charged d'affaires Petkovic, told the hijackers.

"The fact that anti-Yugoslav propaganda against Yugoslavia was being spread by the hijackers' terms."

A Reuters spokesman said the hijackers' spokesman, Zvanko Rush, wife, believed to be a man, and other authorities. But the report said other authorities how the idea

Text of 'Declaration' Issued by 'Headquarters of

Following is the complete text of the "Declaration of the Headquarters of the Croatian National Liberation Forces":

National self-determination is a basic principle of the Yugoslav people.

—After a full thirteen centuries of continuity as a legitimate state, Croatian state sovereignty was abolished. Through the artificial and forced Yugoslav—created state, the Croatian people was subjected to the fascist—

letters and language, prohibited and burned. A frantic attack, unparalleled in time or anyplace, is being waged against the Croatian language, resulting from the fact that language, among other values, is the center of moral

from the Yugoslav nation. One is a 14-year-old girl, not one of the 1970. In



United Press International

eland, two men carried suitcases filled with board a Boeing 707 that later fled to Paris.

Passengers Apparently Unharmmed

By JAMES F. CLARITY

Special to The New York Times

PARIS, Sept. 11—The Trans World Airways airliner hijacked in the United States yesterday by a band of terrorists demanding that Croatian independence from Yugoslavia landed here at dusk today, with about 60 passengers and crew apparently unharmmed.

The Boeing 727 landed at Charles de Gaulle Airport, northeast of Paris, after the plane, and an accompanying airliner, had swooped low over the Champs-Elysees and dropped leaflets outlining the hijackers' demand for a Croatian nation.

The second plane, a Boeing 707, landed at the Paris airport an hour later, apparently carrying only a crew. The 707 had accompanied the 727 from Keflavik, Iceland, the hijackers' last stop before Paris. The trip began yesterday on a New York to Chicago flight, with stops at Montreal and Gander, Newfoundland.

The leaflets dropped over Paris, which were quickly picked up by late-afternoon strollers, said in part that "the world will not have peace until Croatia enjoys all the rights recognized for other peoples and other nations. Croatia is necessary for the world and Yugoslavia does not have the right to exist."

Three hours after the 727 landed, there was still no confirmation that negotiations between the hijackers and French authorities had begun, nor that the French had even agreed to refuse the plane. French authorities had at first refused the plans landing permission, then quickly reversed themselves when it was learned that the was low on fuel. There was no immediate indication of the hijackers' plans at the Paris airport—whether they wanted only to refuel and leave or whether they were prepared to negotiate the release of passengers.

When the 727 landed, it taxied to the remote Runway No. 2. All traffic at the airport was interrupted for an hour as police, fire and other emergency trucks sped to encircle the plane.

Troops Rushed to Airport

Armed troops of the elite antiterrorist unit of the French National Gendarmes were rushed to the airport and deployed in the area of the hijacked plane. But the first demand of the hijackers, apparently relayed through the radio of the accompanying plane, parked a mile or so distant, was that no negotiations could begin until the French security and emergency forces and vehicles were moved a considerable distance away.

Access to the area of the hijacked plane was blocked by the police and the craft was barely visible from the passenger terminal. The second plane was visible, but there was little activity surrounding it immediately after it landed.

There were unconfirmed reports tonight that the American captain of the hijacked plane had asked to see the United States Ambassador to Paris, as well as French Government officials. There was also a report that Prime Minister Raymond

Barre of France had arrived at the airport.

Three hours after the plane had landed, the hijackers had still not made any specific demands, except for an electric generator and for cleaning services for the interior of the plane.

There was some confused irony in the landing here of the plane hijacked by the anti-Yugoslav nationalists.

President Valery Giscard D'Estaing had been scheduled this weekend to visit in Belgrade with President Tito, but the Presidential palace here announced yesterday that the visit had been postponed because Marshal Tito was ill. French officials discounted speculation that there were political reasons behind the postponement of the visit and asserted that the communique to have been signed by the two Presidents in Belgrade had already been prepared.

In the past year, France has taken an officially hard-line position on terrorism, asserting that its policy is not to negotiate with terrorists.

In recent years the French have been embarrassed several times by the actions of terrorists. In September 1974, the French Government flew a group of its crack antiterrorist troops to the Netherlands to help liberate hostages being held in the French Embassy in The Hague by members of the Japanese Red Army. French officials say that the Dutch Government refused to let the antiterrorist troops act.

Last July, an Air France airbus flight from Athens was hijacked to Uganda and brought about the dramatic Israeli Army rescue operation at Entebbe.

Dow Chemical Measles Vaccine Blamed in Suit for Retarded Girl

UNION, Mo., Sept. 11 (UPI) — Diane Wildhaber, mother of a 13-year-old mentally retarded girl, has filed a \$20-million suit against the Dow Chemical Company, manufacturer of a measles vaccine given to the daughter.

Mrs. Wildhaber, of Beaufort, says in the suit filed Tuesday that her daughter, Melinda, suffered encephalitis and mental retardation after taking the vaccine Lirugen in 1968 and had become totally disabled.

The suit says the daughter's medical care for the remainder of her life will cost at least \$5 million and that the girl would have been able to earn \$2 million by working if she were not retarded.

Dow is accused of putting Lirugen on the market without warning of side effects. The suit says the drug, still being sold, contains substances that are "harmful, dangerous and unsafe for human usage."

While on the ground in Paris, the hijackers were reported to have demanded to speak by telephone with President Ford, Secretary of State Kissinger or Kenneth Rush, the United States Ambassador to France. In the late afternoon, a White House spokesman, John Carlson, said he thought "it would be appropriate" if Ambassador Rush spoke to the hijackers.

While the hijackers identified themselves as "Fighters for Free Croatia," and espoused the cause of Croatian independence, they were not identified as members of any known organization, and Croatian-Americans here who favor Croatian separation said they did not condone the hijackers' terrorist tactics.

The Yugoslav Government yesterday was reported to have instructed its chargé d'affaires in Washington, Radomir Peckovic, to protest the distribution of the hijackers' propaganda.

The fact that the F.B.I. distributed anti-Yugoslav pamphlets to the press the Foreign Ministry assesses as a hostile act against Yugoslavia," the Yugoslavia official news agency, Tanjug, reported.

A Reuters report from Montreal quoted a spokesman for the Canadian Transport Department as saying that the leader of the hijackers had been identified as Zvanko Rusik and the woman as his wife, believed to be a former West German airline stewardess, Juliana Schultz. But the report was not confirmed by other authorities, and it did not indicate how the identifications had been made.

Leaders of Croatian National Liberation Forces'

from the year 1970, eight are of Serbian nationality, two are Slovenian, one is a Jew, and one a Montenegrin, not one Croatian. Of nineteen employees of the Washington Embassy in 1970, fifteen are Serbians, one is a Montenegrin, one is without nationality, and two are Croatian. (Mr. Ivan Perich, and Miss Mira Blazevic, the chambermaid of one of the ambassador's wives. Selecting chambermaids for ambassadors' wives from members of the occupied Croatian nation is nec-

essary for the maintenance of a false freedom and deceptive imperialism, denies Croatia her right of independent existence and entitled freedom.

—All Albanians, regardless of their individual political beliefs, desire and support consolidation with their homeland, Albania. In Yugoslavia, they are not only politically, but biologically threatened. In multi-national Yugoslavia, the Albanians are numerically the fourth, and, due to their high natality rate, will soon become the third largest nation.

try which has provided them refuge, until that moment when Croatia becomes free and sovereign. As a result, against their desires, they bring unrest into the entire world. The necessity to fight for Croatia arises from an obligation and duty toward the world and a responsibility toward one's homeland. The Croatian nation is opposed to forced internationalism and state terror, but supports international human-