INFORMATION TO USERS

This manuscript has been reproduced from the microfilm master. UMI films the text directly from the original or copy submitted. Thus, some thesis and dissertation copies are in typewriter face, while others may be from any type of computer printer.

The quality of this reproduction is dependent upon the quality of the copy submitted. Broken or indistinct print, colored or poor quality illustrations and photographs, print bleedthrough, substandard margins, and improper alignment can adversely affect reproduction.

In the unlikely event that the author did not send UMI a complete manuscript and there are missing pages, these will be noted. Also, if unauthorized copyright material had to be removed, a note will indicate the deletion.

Oversize materials (e.g., maps, drawings, charts) are reproduced by sectioning the original, beginning at the upper left-hand corner and continuing from left to right in equal sections with small overlaps. Each original is also photographed in one exposure and is included in reduced form at the back of the book.

Photographs included in the original manuscript have been reproduced xerographically in this copy. Higher quality 6" x 9" black and white photographic prints are available for any photographs or illustrations appearing in this copy for an additional charge. Contact UMI directly to order.

UMI

A Bell & Howell Information Company
300 North Zeeb Road, Ann Arbor MI 48106-1346 USA
313/761-4700   800/521-0600

IDENTIFICATION AND ANALYSIS OF INTERNATIONAL

TERRORISM TRENDS ON AERONAUTICAL

SECURITY

By

CHRIS ANTHONY HAMILTON

Bachelor of Science
Saint Louis University
Saint Louis, Missouri
1987

Master of Science
Central Missouri State University
Warrensburg, Missouri
1991

Education Specialist
Central Missouri State University
Warrensburg, Missouri
1994

Submitted to the Faculty of the
Graduate College of the
Oklahoma State University
in partial fulfillment of
the requirements for
the Degree of
DOCTOR OF EDUCATION
May, 1996

UMI Number: 9632935

Copyright 1996 by
Hamilton, Chris Anthony

UMI
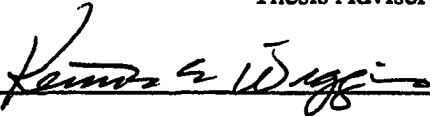300 North Zeeb Road
Ann Arbor, MI 48103

COPYRIGHT

By

Chris Anthony Hamilton

May, 1996

IDENTIFICATION AND ANALYSIS OF INTERNATIONAL
TERRORISM TRENDS ON AERONAUTICAL
SECURITY

Thesis Approved:

_____
Thesis Adviser

_____

_____

_____

_____
Dean of the Graduate College

ii

ACKNOWLEDGMENTS

I would like to take this opportunity to express my sincere appreciation to all those who, support, guidance, and sacrificed time made my educational experience at Oklahoma State University a successful one.

First, I would like to thank my doctoral committee chairman, Dr. Cecil Dugger for his guidance and direction throughout my doctoral program. Dr. Dugger is a unique individual for which I have great respect not only as a mentor but also as good and supportive friend.

I would also like to thank my dissertation advisor Dr. Steven Marks, for his support and impute in my academic life at Oklahoma State University.

I would also like to thank the Dr. Kenneth Wiggins, Head, Department of Aviation and Space Education for his continue and great support in many ways, that without, I will have never completed my educational goals.

Finally, I would like to thank Dr. Deke Johnson as my doctoral committee member, that has always a kind and wise word to get me through difficult days.

TABLE OF CONTENTS

v

LIST OF TABLES

CHAPTER 1

NATURE AND SCOPE OF THE STUDY

Introduction

We are living in a mobile society and many people are traveling via the fastest economical means of transportation, the airplane. Within this fast-moving society, we are also experiencing a fast-growing fear of utilizing this means of transport. One cause of this fear is "terrorism." There can be few regular airline travelers who have not had occasion to worry about their involvement in a hijacking or aerial piracy. Yet the recognition of terrorists and the detection of their potential activities present major difficulties.

Hijacking attempts are a serious threat to air safety. In addition to risks arising from the willingness of hijackers to use their weapons on the ground or, more dangerously, in flight, it is possible that an aircraft will be involved in an accident because hijackers insist on continuing a flight in unsafe conditions. There have been occasions when the lives of passengers were put at greater risk by the captain not being fully in command of the aircraft than by the direct violence threatened by the hijacker(s).

The best place to stop aeronautical terrorism from occurring is at the airline terminal. International airport terminals are utilized by large numbers of people from nearly every country of the world. This is why airports and aircrafts are used by terrorists in their attempts to settle the arguments of the world. It is possible to produce a terror-proof airport, but this would require procedures and restrictions very frustrating to travelers. Such procedures however, would stop terrorists from carrying in and/or checking in luggage containing explosives, and subsequently not boarding the airplane. Terrorists may carry weapons not easily detectable by the current airport security systems. Improved

security would require better devices to detect such weapons. Such security measures would mean a huge increase in equipment, facilities, labor costs, and time delays. Unfortunately, if terrorism continues to be a problem, these measures may well be part of the future of air travel.

Statement of the Problem

Terrorism is a phenomenon of our daily life. At this point no systematic study of trends of international aeronautical terrorism has been conducted. Information is needed to further help design and guard against aeronautical terrorism.

Purpose of the Study

The purpose of this study is to document past incidents and project future aeronautical terrorist activities worldwide. Terrorist activities and hijackings can be further prevented by utilizing information obtained through a review of prior air piracies, hijackings, and other airport and airline security problems and situations.

Hypothesis

The hypothesis of this study is that hijackers use similar procedures and attack patterns during an air piracy. By tracing these similarities, air carriers and agencies can further prevent future air piracies, and other airport and airline security problems and situations.

The Delimitations

1. This study did not compare individual security systems of international airlines regardless of their home base or official business headquarters.
2. This study did not take political uncertainties in a geographical region as a classification for the airport security ineffectiveness.

3. Air travel incidents were not taken as individual events without taking into consideration the history of the group or individual assuming responsibility unless the appropriate authorities have reported that the group or individual was responsible for the act.

Limitations

1. Due to unavailability of primary sources secondary sources were utilized in the study.

2. Only public knowledge terrorist incidents were utilized in the study.

Basic Assumptions

1. Airports and airlines, worldwide, provide different levels of security against terrorism and air piracy.

2. The origination (in a geographical and/or political region) of the flight is a very important factor in determining potential risks of hijacking.

3. All security personnel have the minimum training required to identify basic threats during the initial screening of luggage and passengers.

4. All airports are under, and follow, the requirements of airport security set by the International Civil Aviation Organization.

The Definition of Terms

The definitions of terms utilized in this study were derived from multiple terrorist specialize publications. These definitions were developed specific to this study only.

Aircraft: Any vehicle, lighter-than-air airplane, or craft, used or designed for navigation of or flight in the air.

Airline: A corporate name for an air carrier. A company or organization that engages in the business of providing air transport.

Airline ticket: A document that serves as evidence of payment of the fare for air transport, issued by or on behalf of the carrier and including the conditions of contract and notices and the flight and passenger coupons contained therein.

Air passenger: Any person except members of the crew, carried or to be carried in an aircraft with the consent of the airline.

Air piracy: The term is used interchangeably with hijacking and has the exact meaning and form within the content of this study.

Airport: A landing area, terminals and related facilities used by aircraft and passengers.

Airport authority: The organization, corporation or administration which controls an airport.

Anti-terrorism: Includes all of the actions taken to prevent terrorism or a specific terrorist act from occurring. These actions include threat assessments, target hardening, personal protection, and operation security.

Anti-terrorist forces: Government and international agencies, officials, military units and private persons or organizations who plan or execute policies or actions to prevent terrorism, to end terrorist actions in progress, to limit the effects of such actions and/or to capture terrorists and break up terrorist organizations.

Assassination: Murder for political ends by the disinterested agents of a revolutionary cause.

Baggage: Personal possessions accompanying a passenger on a flight. It includes both checked and unchecked baggage, accompanied and unaccompanied baggage of the passenger.

Counter-terrorism: The response to an actual terrorist event. This includes the tactical response, the criminal investigation, and the emergency operations command and control structure that manages the response to an ongoing terrorist situation.

Coup d'etat: A coup d'etat is a change of regime brought about by illegal and unconstitutional action on the part of a holder of some political and military office.

Extremist: An individual who is prepared to break the law, with particular reference to political violence.

Hijacking: To force the pilot of an aircraft to fly to a nonscheduled landing point for the purpose of using the passengers' lives as bargaining chips in forcing the target audience to grant the terrorist's demands.

Hostage: A person kept as a pledge pending the fulfillment of an agreement.

Incident: An occurrence or event, deliberate or accidental, that interrupts normal procedural operations of an airport or an airline and may precipitate a crisis.

Kidnap: To seize and detain or carry away a person by unlawful force or fraud and often with demand for ransom.

Personnel: The body of persons employed by or are active in an airline or airport organization.

Propaganda: Can be defined as any information, ideas, doctrines or special appeals disseminated to influence the opinion, emotions, attitudes or behavior of any specified group in order to benefit the sponsor either directly or indirectly.

Public knowledge incident: A terrorist incident that has been classified by airport and/or other governmental authorities accessible to the public.

Revolutionary war: A form of warfare in which the ultimate objective is the total destruction of the society in which the conflict is occurring, and of the government and administration of the area.

Sabotage: Involves the use of explosives, incendiaries and weapons to disable facilities, people and/or equipment.

Simulation: A theatrical performance of an act of terrorism where individuals and groups can be trained to respond effectively to terrorist attacks.

State terrorism: Countries that provide assistance, whether with money, training, arms or various facilities, to extremist movements engaged in challenges to the security of other states.

Supporters of terrorism: All those who not only sympathize with the aims and actions of terrorists but who also arm them, train them, finance them, produce and disseminate propaganda for them, defend them in international or other public and private forums and take similar steps to assist terrorists without directly participating in the planning or execution of terrorist strikes. Supporters include individuals, organizations, and governments.

Terminal: Airport facilities used by airlines for arriving and departing flights.

Terror: Measures of extreme repression, including torture, used by terrorists to oppress the population or to repress political dissenters.

Terrorism: Terrorism is the unlawful use of force or violence against persons or property to intimidate or coerce a government, the civilian population, or any segment thereof in furtherance of political or social objectives.

Terrorists: Those who perform acts of terrorism, those who plan them and those who are active members of operational terrorist groups.

Trend: There is a general tendency that terrorist incident reoccurrence follow a direction of movement and amplitude.

Travel documents: Passport and other documents required by law, regulations, orders, demands or requirements of the countries concerned, to be presented by the passenger.

Victims of terrorism: Governments that are targets of terrorist acts as well as officials or private persons who are slain, injured, kidnapped, taken hostage or robbed by terrorists.

Weapon: All instruments available to terrorist groups for their actions; most common are explosives, grenades, light automatic weapons, and pistols, including sophisticated ones such as heat-seeking, ground-to-air missiles.

Significance of the Study

The findings of this study will have merit in the airline industry as an informative tool in learning the potential risk areas of terrorist activities. When airlines are deciding on new international routes, this study will be of value in the selection of the route if safety is believed to have an effect on the used capacity of the route.

The leisure, or business, traveler can use the findings of this study as a guiding tool in providing information for the selection of a safe airport, airline, or destination.

The findings of this study can also be used as a guideline for international airports in designing effective security measures for incoming or outgoing flights which previously had destinations or origin areas with high terrorist activities.

Additionally, the findings will have merit for the international aviation authorities in determining how effective their regulatory procedures are in preventing terrorist acts within their nation-states.

This study will have significance for university faculty and students working in the areas of air piracy and international terrorism in providing an overview of the terrorist activities of individuals or groups and in the identification of the airports and airlines involved. It can be used for further investigation of the security problems or as reference information for future studies in this area.

CHAPTER 2

REVIEW OF RELATED LITERATURE

Origin of Terrorism

It is generally accepted that the terms terrorism and terrorist were born of the "regime de la terreur" or Reign of Terror (1793-1794) in revolutionary France (Connor, 1987). In ancient Athens, conflict exceeded the limits of debate. Both politicians and philosophers resorted to violence. Works damaging to state security were punishable by death to anyone found guilty of conspiring for a coup d'etat or other change in the regime. Punishment was extended to both the "criminal" and his family. Suspicion alone was enough to provoke the worst punishment (Ezeldin, 1987).

The ancient Egyptian papyruses relate the violence resulting from the struggle between parties of the clergy or different intellectual camps. The ancient Romans considered a political criminal as the nation's enemy. Cicero, in describing such a criminal, rejects the designation "criminal" as insufficiently severe, preferring instead "parricide." Cicero considers acts of violence directed against society as equivalent to parricide because both the ruler and society as a whole represent parental authority (Ezeldin, 1987).

In the Middle Ages, nobles employed terrorist gangs to breach security in the states of their enemies. In addition to these gangs, slaves rebelled, formed gangs, and set out for revenge, murder, theft, and anarchy. Although terrorism has been known throughout history, it did not become significantly important until the rise of the nation state. As the nation states formed and trade encouraged the use of the seas, pirates threatened maritime transportation. Throughout modern history, different forms of terrorist rule have emerged:

Stalin and Beria in Russia, Hitler and the Gestapo in Germany, and Bocassa in Central Africa. Brutal acts have been committed against political opponents (Ezeldin, 1987).

Returning to piracy as a form of international terrorism, one finds that it is the phenomenon most similar to international terrorism of the twentieth century. In spite of all that has been written on the history of terrorism, piracy represents a single pattern of international terrorism. All countries of the world are entitled to prosecute pirates. From the Paris Declaration in 1856 to the Geneva Convention in 1958, numerous conventions have been held and agreements signed to combat piracy (Ezeldin, 1987).

Based on the history of piracy, many scholars regard hijacking as the modern variation of piracy, with airplanes considered analogous to ships. Therefore, researchers prefer to call hijacking "air piracy" instead of "skyjacking" or "hijacking."

Definitional Focus on Terrorism

As a term, terrorism is used indiscriminately and is characterized by a multitude of hypocritical, hidden or implicit meanings. Very often, it is used as a term of abuse, or a term to distance the observer from the act: Other people commit acts of terrorism; our side fights legitimately (Taylor, 1988).

The term terrorism is used from the perspective of a violent act aimed at influencing the political process, and the terrorist is the individual who commits the act. Whether the terrorist is inspired by ideological or religious motives, or some combination of both, or indeed whether he, or she, is driven by intense nationalistic fervor, the political aim is to change society through undermining authority and ultimately inducing its overthrow (Taylor, 1988).

To achieve this, the terrorist will seek to both challenge the existing forces of law and public order and demonstrate their fallibility. In doing this, the strategy may well be to try to create situations where the government, through its security services or legal system, will over-react and introduce repressive measures. This may well lead to the development

of one form of state terrorism, creating a spiral of high levels of tension, mistrust and unrest within society (Taylor, 1988).

Focusing on terrorist behavior has the virtue of identifying a particular kind of act, a violent act, and using that as the principal feature for identification. It follows from this view that a state, for example, can commit
terrorist acts just as readily as a small secret society. A violent act includes not only the death of victims, but physical injury to them, and damage to property (Taylor, 1988).

Reign of Terror

Those frightened, but not physically injured, are also victims of terrorism. Casualties of terrorism may be classified according to the mode by which the victims met their death. Terrorists act on a variety of motives with a great variety of individual traits characterizing particular groups. Thus, someone can refer to terrorism as political terrorism, revolutionary terrorism, and state terrorism. Categorizing someone as a terrorist does not preclude categorizing that same person as a madman, guerrilla, ideologue, revolutionary or a patriot if on the other side of the conflict (Connor, 1987).

Target selections of true terrorist groups are: 1) civilians 2) government officials, and 3) military personnel. The simple fact is that more fear and anxiety can be generated by attacks against non-combatants than by attacks against strictly military or governmental targets (Connor, 1987).

Revolutionary groups advocating the introduction of a different political system and nationalist/separatist groups seeking freedom from external control have used terrorism against not only totalitarian and authoritarian regimes but also against democratic governments (Connor, 1987).

The motivation behind the techniques, strategies, and aims of terrorist groups is a great desire for publicity. Many of those groups confuse sympathy and publicity, of course, and mistakenly assume that one automatically follows the other (Connor, 1987).

Characteristics of Terrorists

The popular, and largely accurate, image of today's terrorist is that of a young person because terrorist activities require fitness, daring, and strength. A high percentage of left-wing terrorists have been, and are, middle class or even above. Both left and right-wing groups have contained some people whose childhood has been disrupted in some way. Left-wing terrorists have successfully completed their education and have found a career niche. In the right-wing groups the predominant social background is middle and lower middle class with limited education (Connor, 1987).

The training of a terrorist effectively begins with an introduction to the cause they will work for, and this may begin during childhood and continue with teachers, lecturers and professors. Many terrorist groups have prepared training manuals to disseminate practical information and establish a group identity. Many groups now have the opportunity to learn a variety of skills in privately operated training camps and establish themselves as free-lance (mercenary) soldiers (Connor, 1987).

Airport Security and Airlines

No other industry in the world has been under such a violent and sustained terrorist attack as that endured by the aviation industry over the past twenty years. The role of the airline industry in aviation security is paramount. The primary purpose is the protection of those who utilize air transportation and the crews and others who operate and handle the aircraft. To achieve that objective, it is necessary to protect the aircraft and everything associated with its operation (Alexander & Sochor, 1990).

The role of the individual airline operator and the airport is crucial in the airline's area of responsibility and in assisting in the overall coordination of protection measures. Together with the appropriate authorities of the state of registry, it is essential that the airline and the airports keep under constant review the level of threat and adjust the relevant elements of the operator's security program accordingly (Alexander & Sochor, 1990).

As a general rule, preventive measures to protect against the threat of unlawful interference in an airport can be divided into three parts: 1) Anti-hijack measures are the measures relating to everything that is carried in the passenger cabin of an aircraft. 2) Anti-sabotage measures are the measures relating to everything that is carried in the cargo holds of an aircraft. 3) General measures which apply to both hijack and sabotage are commonly referred to as "good housekeeping" (Alexander & Sochor, 1990).

Airport Security Plan

Each air-carrier airport should have a security plan. The airport master security plan should be established in accordance with requirements of Federal Aviation Regulations Part 107. Such a program has the purpose of describing the function of the airport as it relates to security. The existing and planned provisions provide security against unauthorized access to the air operations area for protection of the public utilizing the airport transportation facilities. Certain aviation security standards are required for operators of airports that regularly serve scheduled air carriers (Odegard, Smith & Shea, 1984).

The first step in security planning is to identify the areas that must be protected so that each can be given the attention it requires. For each area so identified, protection starts with establishing an appropriate degree and kind of access control. A major and continuing obstacle to the acquisition and implementation of security measures called for by the Federal Aviation Regulations is the airport's lack of money with which to meet these requirements. To a large extent, the problem is the same for all U.S. airports, but the smaller airports are most constrained in this respect (Moore, 1991).

Protecting Airports from Terrorists

The screening of passengers and their hand baggage has been the single most successful preventive measure against hijacking and must be continued and, wherever possible, improved.

The only procedure now used routinely to guard against bombs in cargo-hold luggage is to require that every passenger checking such luggage have a valid ticket for the flight on which the luggage is to go. The theory is that a passenger would not be likely to bomb the plane on which he was riding (Lineberry, 1977).

Even thorough inspection of all passenger baggage, however, would not protect against bombs planted in lockers by airport visitors who were not plane passengers. To meet this problem, some airports are considering such ideas as requiring locker keys to be dispensed at a central point, making random checks of lockers and increasing police patrol of public facilities in airports. Meanwhile, many airports have closed their luggage lockers to the public (Lineberry, 1977).

Of the airport anti-hijack measures, passenger screening should only be carried out by well-trained and dedicated staff using strict guidelines, either completely by hand or with the assistance of properly calibrated electronic equipment designed for that purpose. Available electronic equipment in regular use still remains state-of-the-art, metal detecting doorways and hand held devices for the screening of passengers, together with X-ray units for the processing of hand baggage. Other measures include the use of explosive sensing equipment, armed guards and air marshals (Connor, 1987).

At the airport, the preventive fight against sabotage is far more demanding insofar as the method and the design of the device used is only limited by the ingenuity of the saboteur. In this regard, extreme precautions must be used in the instruction and training of staff and the selection of any equipment used. Again, measures must be designed to prevent all hold stowed items from being used for sabotage (Alexander & Sochor, 1990).

With the problem-free carriage of cargo and unaccompanied baggage, it is necessary to establish a very selective system of acceptance for carriage. Cargo and unaccompanied baggage of doubtful origin or content should not be accepted or carried under any circumstances (Alexander & Sochor, 1990).

As part of the general measures, there is a continuing requirement for very close cooperation between the airline and the airport. It is essential that both security programs, and their procedures and implementations, are compatible. This is particularly relevant in every-day operations and even more pertinent in a situation of heightened threat. The airline and airport must establish and maintain an effective Personnel Identification System which restricts to an absolute minimum those authorized to access aircraft and all vulnerable areas of an airport. An aircraft should parked in a low risk, fenced and well-lighted area or, if necessary, in an area of high risk a specific search and the presence of armed guards is required. The ramp area of an airport covers a multitude of people and numerous duties. To maintain integrity, there is the on-going need to ensure that the backgrounds of those authorized to work on the ramp area of an airport are scrutinized and that each individual is clearly identifiable to his employer, his fellow workers and to the airport authorities (Alexander & Sochor, 1990).

Less Apparent Airport Security

Governments, airlines, security forces, airport authorities, pilots and passengers know that international laws will not prevent attempted crimes of interference and that it is necessary to provide security systems at airports. A good airport security system has one or more less apparent air security measures which, when employed properly, serve to deter or prevent terrorist attacks (Odegard, Smith & Shea, 1984). These less apparent measures include profile recognition, use of 'watchers", electronic surveillance and no-panic codes usage.

Training airport personnel in psychological profile recognition enables them to identify individuals whose modus operandi conforms to established parameters within which potential threats have been shown to fall (Connor, 1987).

Known by various names in different parts of the world, "watchers" are individuals with photographic memories provided by security or intelligence agencies. Their task is

simply to recognize one of the many faces they have studied in "wanted" or "suspect" lists (Connor, 1987).

Electronic surveillance is located at strategic points around air terminals; cameras are linked to monitors which are watched constantly for signs of potential danger (Connor, 1987).

No-panic codes are simply prearranged phrases which may be announced over the public address system to alert all security personnel and other staff to an emergency situation without alarming passengers and terminal visitors (Connor, 1987).

The International Response to Terrorism

Terrorist attacks reflect international political trends and events, and the threat is subjected to constant review and re-assessment by security forces who cooperate together for the common good. Interpol develops cooperation and intelligence sharing between national security forces. The International Civil Aviation Organization arranges regional aviation security seminars providing advice and technical information to other states at no cost except that of being in attendance. The International Air Transport Association Security Committee visits "problem" airports and assesses security measures in place before making confidential reports to the responsible authority. The International Federation of Airline Pilot's Associations has a standing committee. Its main task is to identify airports that fall short of the necessary standards of security; these airports are then considered as possible candidates for a ban to be imposed by the Federation's members (Alexander & Sochor, 1990).

Governments maintaining anti-terrorist security forces conduct exercises to determine whether the forces are sufficiently well-trained and equipped to meet the eventuality for which they were established. Some exercises take place at major airports where passengers may be surprised and alarmed to be confronted by armed personnel and armored vehicles (Alexander & Sochor, 1990).

Any scheme suggested to control the problem of terrorism is going to be difficult to sell to all members of the world community. It has been a contention that further reliance upon the traditional rules of extradition is unworkable, given the complexity of the laws, their nationalistic bases of jurisdiction and the undefined nature of what constitutes a "political crime." If an individual turns to the international crime approach, one begins to see ways of handling the situation on a multilateral basis which corresponds more closely to the nature of the problem (Buckley & Olson, 1980).

<center>Improve Defense Against Terrorism</center>

The issue of increasing security and how we can do it more effectively has brought a lot of controversy to the airline industry. By international standards, airline security in America is very lax (Joyce, 1991).

Federal agencies, and the industry in the United States have identified at least six operational areas of civil aviation that need review and possible correction to improve defenses against terrorist attacks. Currently all U.S. airport operators are preparing access programs under an FAA regulation introduced in February 1989. Ambiguities in the rule, however, and differing interpretations of it by FAA regional directorates have confused airport and airline officials. The regulation is called the automated access rule, but automation will not always be required (Ott, 1989).

In the last ten years, security at airports has been the most contentious aspect of travel. A vast amount of money has been spent on the problem, yet explosives and weapons are still smuggled aboard with remarkable regularity. The first consideration is that air travel has had the effect of shrinking the world and by-passing frontiers. World tourism is at a peak, bringing millions of international pleasure-seekers to the airports. Take away the risk and air travel is popular because it is generally efficient, affordable, pleasant and easy. The factors inherent to any improvements to air travel security measures are essentially commercial and humane (Hoe & Morris, 1980).

In May 1990, President Bush named a commission that produced a fiery report emphasizing the lack of security in the airline industry. According to the report, "The U.S. civil aviation security system is seriously flawed and has failed to provide the proper level of protection for the traveling public. This system needs major reform. Only a massive effort now will bring our technology ahead of the destructive devices of terrorist adversaries" (Yeaple, 1991).

A 1995 pentagon-sponsored study call for the vice president's task force on terrorism to be reestablished for a high-level review of capabilities available to counter increasingly lethal attacks on targets such as civil transports. Concern about the possibility of terrorist attacks on aircraft intensified recently when the U.S. government uncovered a plot to blow up U.S. civil transports in Asia. Because of this the U.S. will need to have human intelligence capabilities such as informants working inside terrorist groups in the U.S. and abroad. Since attacks that cause few fatalities no longer have the shock value that terrorists seek, there will be an inevitable progression to larger-scale operations. The Oklahoma City bombing showed an attack with many casualties is likely to capture U.S. media attention for several weeks rather than just a few days. This may lead to more attacks on U.S. soil (Hughes, 1995).

After the Oklahoma City bombing, the Senate passed a sweeping anti-terrorism bill, supported by President Clinton, that would bar groups linked to terrorists from fund-raising in the United States, make it easier to deport terrorism suspects and streamline death-penalty appeals (Roberts & Bowermaster, 1995).

Terrorism and Air Safety

What can the airline passenger do to avoid the problem of airline hijacking? When traveling from the U.S. an American carrier should be chosen. Direct flights to the destination should be chosen where possible. Stops and layovers should be avoided.

Plane changes should take place in safe areas. Expensive luggage should not be used. Time spent waiting in airports should be held to a minimum (Scotti, 1986).

The chances of a traveler being specifically targeted by terrorists are small because of the surveillance and planning that precede most terrorist events. However, one could find oneself as a random victim as a result of being in the wrong place at the wrong time (Seger, 1990). The experience of others will be helpful to you if you are the victim of a hijacking. Blend in with the other airline passengers. Avoid eye contact with your captors. Remember there may be other hijackers covertly mixed among the regular passengers. Although captors may appear calm, they cannot be trusted to behave reasonably or rationally at all times. Never feel totally secure because you can never be completely protected at all times (Overseas Security Advisory Council, 1991). In the unlikely event of an air piracy, do keep calm and avoid panic; do adapt mentally to your situation; do conserve your strength and health; do not provoke your captors; do not argue with your captors, especially on philosophical issues; do not discuss ransom demands, insurance, or what you believe is being done in your behalf (Kmet & Mendelson, 1978). Stay alert, but do not challenge them; comply with their instructions. If interrogated, keep answers short and limited to nonpolitical topics. Carry a family photo; at some point you may be able to appeal to captors' family feelings. Minimize the importance of your job. Give innocuous reasons for traveling. Never admit to any accusations, and finally, do not give up hope (Overseas Security Advisory Council, 1991).

The Stockholm Syndrome

The Stockholm Syndrome is an emotional survival reaction to being held hostage. The defense mechanisms of counter-phobic reactions, denial, reaction formation, and identification with the aggressor all contribute to the formation of the Stockholm Syndrome. As the hostage situation begins to drag out, defense oriented reactions are replaced with more positive coping behaviors. There are three components to the

Stockholm Syndrome: (1) positive feelings toward the hostage takers, (2) negative feelings toward authorities, and (3) after incident compassion and empathy for the hostage takers (Mullins, 1988).

In the past several years there have been several hostage taking incidents where the hostage takers traded clothes with the hostages. Should this occur in a hostage situation, the resentment and fear the hostage has towards the authorities may become extremely severe. Not only does the hostage lose his identity as an individual, the hostage may believe the authorities will think the hostage is now one of the hostage takers (Mullins, 1988).

Even though there are negative aspects to the Stockholm Syndrome, the Syndrome should be allowed to develop. If nothing else, the formation of the Stockholm Syndrome may keep the hostage alive (Mullins, 1988).

CHAPTER 3

METHODOLOGY

Collection of Data

The method used in the collection and reporting of data is very important. This includes historical studies. Historical sources must be subjected to careful analysis to determine both their authenticity and their accuracy. Also sufficient data must be available to conduct a study.

This study examined events involving terrorist activities in the global aviation industry dating from 1931, when the first recorded aviation terrorist incident took place, to 1994. Due to the nature of the study, the data collection was possible only through secondary sources. Secondary sources are documents written or subjects created by others that relate to a specific research question or area of research interest. Secondary sources may include textbooks, encyclopedias, oral histories of individuals or a group, journal articles, newspaper stories, and even obituary notices (Berg,1995). While primary sources were collected and studied, they were not cited because this would constitute a violation of U.S. congressional agreements and other agreements with international aviation authorities.

Historical data, coming from secondary sources, used in this study was subjected to scientific analysis to determine both authenticity and accuracy, with the researcher's application of external and internal criticism. Each datum was subjected to scientific analysis.

In this study, internal criticism was a very important factor. Internal criticism determines the meaning and value, or credibility, of evidence (Berg, 1995). The accuracy of the information about the events which took place in the terrorist incident determined the

effectiveness and success of the study. Each event given by a specific author-source was analyzed to determine the competence and knowledge of the author in this area. The bias and motives of the author-sources were also investigated. In many instances, due to the political importance of the described event or the personal political interest of the author, the reporting or recording of the information could have been distorted intentionally. Authors, being fallible, can also distort information unintentionally.

The consistency of the data was also evaluated. Each piece of evidence for the specific aviation incident was compared with other pieces in different document-sources to determine the degree of agreement. The degree of agreement was analyzed as to the accuracy of the incident's date, the location, the time, the parties involved, including individuals or a terrorist group, the correct airport or airline, and finally any governing aviation security authorities having any direct relation with the incident. Thus, by the very fact that the author-sources agree, these sources validate their accuracy.

A time delay evaluation was also performed for each individual author-source from which evidence for the aviation terrorist incidents was used in this study. The time elapsed between the event's occurrence and the recording of the facts by the source was determined by the publishing date of the documents used according to the author. This fact was taken at face value based on the credibility, both academic and ethical, of the author-source. Due to the secondary sources used, this evaluation form has not proven very effective and has not been taken at full value.

For complete academic validity of this research, internal criticism for accuracy must be performed. However, in this study, internal criticism for accuracy is without research value due to the nature of the secondary sources.

External critisicism is primarily concerned with the question of veracity or genuineness of the source material (Berg,1995). External criticism in establishing authenticity of the sources was unquestionably valid. All sources used were written or edited by the copyrighted author. External criticism was applied only to the document-

source and/or author as a complete and whole academic publication but not to the information written in it. Those tasks and obligations remain with the original author and publisher of the document-sources. A secondary source researcher has no control over this process.

<div align="center">Data Synthesis</div>

To probe the hypothesis of this study, the terrorist aviation activities were categorized so historical terrorist trends could be analyzed. This analysis provided the researcher with a logical analysis in predicting future terrorist activities in the aviation industry. Logical analysis is a systematic attempt to learn about a subject or problem by looking at its elements, breaking it into components (Berg, 1995). The most important goal of the study was to evaluate all the selected terrorist aviation incidents to learn how to prevent the reoccurrence of similar events.

The listing of incidents have been arranged in chronological order by data from 1931 to 1994 and presented in APPENDIX B. This chronological listing can be used as a quick reference of terrorist aviation events from a global view in a specific time frame, whatever the case might be for the needs of the reader or other researchers wanting to use this study as a reference source.

For this work, these data have been used in a manner and form consistent with the guidelines of a historical study. The data were divided into eight different parts: a) Europe, and former Soviet Union; b) North Africa, Near and Middle East; c) Sub-Sahara Africa; d) South and East Asia; e) Australia and the Pacific; f) North America; g) Central America and the Caribbean; h) South America. The data was tabulated and presented in tables in Chapter Four. The relation and grouping of the data were made according to the global location where the incident took place (airport) or the origination of the incident (airline flight). In some cases, where very important points needed to be made, the final destination of the incident has been recorded as the "location."

These eight geographical regions were developed in accordance with the geo-political conditions of the world. This is an effective procedure for testing the hypothesis and the problem researched in this study. Due to the almost daily geographical changes, the researcher has used the borderlines of the "old" world, as approved by international organizations such as the United Nations. The word "former" has been used to describe a country that has been dissolved today from the "old" world.

Due to the complexity of the collection, selection and analysis of historical data, any sequential similarities of events were only circumstantial. The events for logical analysis have been recorded as they were given by the historians in this field.

The terrorist incidents used in this study are only a small representative sample and with some researchable importance. Events of political importance like the ones involving terrorist activities are very difficult to be researched by field historians. These events will become public knowledge, in some cases, years after the actual incident occurred. In many instances aviation security organizations, like International Civil Aviation Organization, Federal Aviation Administration , Civil Aviation Authority and others, prefer incidents of this nature not to become public knowledge because such knowledge induces unnecessary panic over an airport or an airline and also interfere with the effectiveness of aviation security measures.

Thus, it was established by researchers in the field of international aviation terrorism that information disseminated to the general public could, in fact, teach individuals to hijack a plane or terrorize an airport and that information could be utilized to teach them not to perform or have the urge to attempt such acts.

This study utilized a representative sample of "public knowledge" incidents. Because of the large numbers, inclusion of all incidents which have ever occurred would be impractical. Furthermore, the viewpoint for assessment of an incident is a "western" one. Because human life is valued differently in various cultures, dangers faced during an aviation incident may or may not be taken as such, depending on the viewpoint of the

observer. This viewpoint is inevitably defined by the religious, ethnic, territorial, political and nationalist ideas of the recording historian. So, the same person may be a terrorist or a hero, a criminal or an intellectual depending on the view of the recording historian.

It is therefore essential that a consistent, (albeit in this case "western") view be applied to all incidents. This "western" viewpoint may in some cases differ from views of the same incidents in other parts of the world.

Logical Analysis

Logical analysis of historical aviation incidents, requires the establishment of a guideline or form of questions to be answered during the analysis of the data. Some questions therefore might not be applicable to a particular incident. The guideline used for this work consists of the following questions.

1. What kind of individual(s) was/were involved in the hijack or airport incident? This may also include the following:

    a) The age, gender and ethnic origin of the terrorists involved.

    b) Any interrelationships among members of the terrorist group, including

    ·   any dependents.

    c) Any political affiliations or group memberships of the individuals involved.

    d) Whether the individuals involved had any experience with firearms or other weapons, any experience in the military and/or aviation.

2. How was the aviation terrorist incident carried out or attempted? This may include details on:

    a) The type of weapon(s) used.

    b) Any description available from the airline crew, airport personnel or any passengers involved in the incident.

    c) Dangers or threats imposed on passengers and employees.

    d)   The terrorists' reactions or responses and what they said during the incident.

    e)   Familiarity of the terrorists with the airport or airliner. If available, any airline ticketing or boarding information on the terrorists or hijackers.

3)   What were some important characteristics of the aircraft, airline flight or airport involved in the aviation incident? Some supporting questions might be:

    a)   If a flight, what was the destination and origin of the flight, any scheduled intermediate stops, type of aircraft used, the gate or airport location.

    b)   The time of day of the origination of the flight, number of passengers and crew aboard, any dignitaries or suspicious payload on the plane.

    c)   The composition of the flight crew, ethnic background, any special anti-terrorist training, any "protective" equipment installed on the plane, any unusual mechanical characteristics on the aircraft involved.

4)   After the "final" destination of a hijacking, what was the relationship of the hijackers to that destination?

    a)   Whether the terrorists had ever been to that destination before. If yes, why were they there and were any local contacts available?

    b)   Security measures expected of the airline after the aircraft reached the "final" destination.

    c)   Reasons that destination was chosen by the terrorists.

    d)   In the case of an airport terrorist incident, reasons that airport was chosen, any unusual geographical or architectural characteristics of the airport grounds.

The above guidelines for logical analysis establish useful means for testing the hypothesis and establishing historical trends to project and help prevent future terrorist activities in aviation.

CHAPTER 4

ANALYSIS OF THE DATA

Characteristics of the Study

The purpose of this study is to document past incidents and project future aeronautical terrorist activities worldwide. Terrorist activities and hijackings can be further prevented by utilizing information obtained through a review of prior air piracies, hijackings, and other airport and airline security problems and situations.

Aviation terrorist incidents by the eight world regions have been analyzed individually. Each historical trend in terrorist activity was identified, and analyzed in order to identify evidence of similar patterns used during an air piracy or airport attack. By tracing and reporting those similarities it is expected that reoccurrence of events of this nature might be avoided.

Europe, and the former Soviet Union

Table 1 lists the aviation terrorist incidents in Europe, and the former Soviet Union. These incidents were analyzed in order to establish trends to aid in the prevention of similar terrorist acts.

TABLE 1

Chronology of Aviation Terrorist Incidents in
Europe, and the former Soviet Union (EU)

==

April 6, 1948. Prague, former Czechoslovakia.
Seventeen people hijacked the Prague to Bratislava domestic flight to the U.S. Zone of
Germany (Mickolus, 1980). EU

May 5, 1948. Brno, former Czechoslovakia. Five people hijacked a domestic
Flight from Brno, Moravia to Ceske, Budegovice to the U.S. Zone of Germany (Mickolus,
1980). EU

June 4, 1948. Belgrade, Yugoslavia. Two men hijacked the Belgrade to Sarajevo
local flight to Bari, Italy (Mickolus, 1980). EU

June 17, 1948. Bucharest, Rumania. A Soviet-Rumanian Airways C47 on a
domestic flight was hijacked to Salzburg, Austria (Mickolus, 1980). EU

June 30, 1948. Varna, Bulgaria. A retired colonel hijacked the Bulgarian Junkers
52 flight from Varna to Sofia and landed it in Istanbul, Turkey (Mickolus, 1980). EU

September 12, 1948. Athens, Greece. Eight armed Greeks hijacked a Dakota
plane on the Athens to Salonika run, diverting it to Tetova, Yugoslavia (Mickolus, 1980).
EU

January 4, 1949. Peos, Hungary. Twenty two people hijacked a local Peos to
Budapest Hungarian flight to the U.S. Zone of Germany (Mickolus, 1980). EU

April 29, 1949. Timisoara, Rumania. A student hijacked a Soviet-Rumania
Airlines Dakota flying from Timisoara to Bucharest and forced it to fly to Salonika, Greece
(Mickolus, 1980). EU

September 16, 1949. Gdansk, Poland. Five men hijacked the LOT flight from
Gdansk to Lodz, forcing it to land in Stockholm, Sweden (Mickolus, 1980). EU

December 9, 1949. Sibiv, Rumania. Four people hijacked a Soviet-Rumania DC3
flying from Sibiv to Bucharest and forced it to fly to Belgrade, Yugoslavia (Mickolus,
1980). EU

December 16, 1949. Lodz, Poland. Sixteen Poles hijacked a Polish flight from
Lodz to Gdansk and diverted it to Roenne, Bornholm Island, Denmark (Mickolus, 1980).
EU

March 24, 1950. Bratislava, former Czechoslovakia. A DC3 from Bratislava to
Prague was hijacked and headed for Erding in the U.S. Zone of Germany (Mickolus,
1980). EU

(table continues)

Table 1 (cont.)

March 24, 1950. **Ostrava, former Czechoslovakia.** A DC3 on a flight from Ostrava to Prague was diverted to Erding in the U.S. Zone of Germany (Mickolus, 1980). EU

March 24, 1950. **Brno, former Czechoslovakia.** The pilot of the Brno to Prague flight was forced to land his plane on Erding in the U.S. Zone of Germany (Mickolus, 1980). EU

April 13, 1950. **Northolt, U.K.** An explosive device blew up the British European Airways Viking 1B on its flight from London to Paris via Northolt (Mickolus, 1980). EU

August 11, 1950. **Pottmes, former Czechoslovakia.** Two people hijacked a Czechoslovakian transport plane on a flight to Pottmes in the U.S. Zone of Germany (Mickolus, 1980). EU

October 17, 1951. **Belgrade, Yugoslavia.** A Yugoslavian National Airlines DC3 on a domestic flight was hijacked to Zurich, Switzerland, by the pilot and copilot (Mickolus, 1980). EU

June 26, 1952. **Belgrade, Yugoslavia.** Three people hijacked the Belgrade to Puola flight of Yugoslavian National Airlines, diverting it to Foligno, Italy, where they requested political asylum (Mickolus, 1980). EU

March 23, 1953. **Prague, former Czechoslovakia.** The pilot of the Prague to Brno C47 flight of Czechoslovakian National Airlines, diverted the plane to Frankfurt-am-Main, Germany (Mickolus, 1980). EU

July 13, 1956. **Gyor, Hungary.** A Hungarian twin-engined Malev flying from Gyor to Szombathely, Hungary, was hijacked and landed at Ingolstadt, Germany (Mickolus, 1980). EU

June 2, 1958. **Former Czechoslovakia.** Three people brandished a pistol and forced the pilot of a domestic general aviation charter plane to fly to Vienna, Austria (Mickolus, 1980). EU

July 8, 1959. **Cattaro, Yugoslavia.** A Yugoslavia airliner flying from Cattaro to Belgrade was hijacked and ordered to land at the nearest Italian airport in Bari (Mickolus, 1980). EU

September 10, 1961. **Erwan, former Soviet Union.** A YAK12 chartered passenger plane of the Russian domestic air service was flying from Erwan to Yekhegnadzor, Armenia, when three Armenians attempted to divert it to Turkey (Mickolus, 1980). EU

March 17, 1962. **Paris, France.** A French plane flying from Paris to St. Martin de l'Ardoise, France, had a hijacking attempt by a suspected member of the Secret Army Organization (Mickolus, 1980). EU

(table continues)

Table 1 (cont.)

April 16, 1962. Amsterdam, Netherlands. A Portuguese worker attempted to hijack a KLM flight from Amsterdam to Lisbon and divert it to East Berlin (Mickolus, 1980). EU

October 19, 1964. Shadur-Lungu, former Soviet Union. As a Soviet AN2 passenger plane flew from Shadur-Lungu to Izmail, two hijackers pulled a gun and a knife on the crew and directed the pilot to fly over the Black Sea (Mickolus, 1980). EU

May (?) 1965. Moscow, former Soviet Union. A Russian AN2 flying from Moscow to Leningrad was the scene of an unsuccessful hijacking by two people who shot and killed the flight engineer (Mickolus, 1980). EU

August 9, 1966. Batumi, former Soviet Union. An attempt by three men to hijack a domestic Soviet flight to Turkey was foiled in a gunfight with two people wounded (Mickolus, 1980). EU

June 30, 1967. Palma de Mallorca, Spain. A British owned and operated HS125 air taxi, chartered to fly from Palma de Mallorca to Ibiza, Spain, was hijacked to Algiers, Algeria (Mickolus, 1980). EU

October 12, 1967. Rhodes, Greece. A British European Airways Comet 4B flying from Athens to Nicosia crashed after an explosive device detonated in the tourist passenger cabin. All sixty-six people aboard died (Mickolus, 1980). EU

March 18, 1968. Paris, France. Five French students bombed the Paris office of Trans World Airlines (Mickolus, 1980). EU

July 22, 1968. Rome, Italy. An El Al Boeing 707 flying from Rome to Tel Aviv was hijacked to Algiers by three members of the Popular Front for the Liberation of Palestine (Sobel, 1975). EU

November 8, 1968. Paris, France. An Olympic Airways B707 flying from Paris to Athens was hijacked out of Orly Airport by two Italians who forced the plane back to Paris (Mickolus, 1980). EU

December 26, 1968. Athens, Greece. Two Palestinians attacked an El Al Boeing 707 with grenades and submachine gun fire as it took off for New York (Dobson & Payne, 1987). EU

January 2, 1969. Crete, Greece. A Patriotic Front member hijacked an Olympic DC6B flying from Crete to Athens, diverting it to Cairo where he requested political asylum (Mickolus, 1980). EU

February 2, 1969. Zurich, Switzerland. El Al Boeing 707, as it was preparing to take off for Tel Aviv, was machine-gunned. Copilot and one hijacker were killed, five passengers wounded (Dobson & Payne, 1987).* EU

(table continues)

Table 1 (cont.)

February 18, 1969. Zurich, Switzerland. El AL flight 432, a Boeing 720B scheduled to fly from Zurich to Tel Aviv, was machine gunned while taxiing down the runway (Watson, 1976).* EU

March 11, 1969. Frankfurt, Germany. A bomb planted by the Eritrean Liberation Front exploded aboard an Ethiopian Airlines B707 parked at Frankfurt Airport (Mickolus, 1980). EU

August 9, 1969. Athens, Greece. A bomb exploded at an Olympic Airways office in Athens, injuring two American tourists (Mickolus, 1980). EU

August 16, 1969. Athens, Greece. An Olympic Airways DC3 on the Athens-Agrinion-Ioannina run was hijacked by a Greek family, who forced the plane to land at Valona, Albania (Mickolus, 1980). EU

August 29, 1969. Rome, Italy. TWA flight 840, a Boeing 707 en route from Rome to Tel Aviv, was taken to Damascus where the plane is destroyed by two

PFLP members. This was the first third party involved hijacking (Ruwayha, 1990).* EU

September 8, 1969. Brussels, Belgium. Three Arabs recruited by Al Fatah threw hand grenades at the El Al office in Brussels (Sobel, 1975). EU

October 19, 1969. Warsaw, Poland. A Polish LOT Llyushin 18 flying the Warsaw-East Berlin-Brussels run was diverted to West Berlin's Tegel Airport in the French sector by two East Germans (Mickolus, 1980). EU

November 20, 1969. Wroclaw, Poland. A Lot Antonov 24 flying the Wroclaw-Warsaw-Bratislava run was hijacked by two youths who forced the pilot to fly to Vienna, Austria (Mickolus, 1980). EU

November 27, 1969. Athens, Greece. Two Jordanians threw two hand grenades into the Athens office of El Al, killing one and wounding fifteen people (Watson, 1976). EU

November 30, 1969. Paris, France. A Brazilian Varig B707 on the London-Paris-Rio de Janeiro route was hijacked by an Algerian while parked in Paris and flown to Cuba (Mickolus, 1980). EU

December 12, 1969. Berlin, Germany. Bombs were defused at the El Al ticket office in downtown West Berlin (Dobson & Payne, 1982). EU

December 12, 1996. Madrid, Spain. Two members of the ELF attempted to hijack an Ethiopian Airlines flight on the Madrid-Rome-Athens-Addis Ababa run, but were foiled by security guards (Watson, 1976). EU

December 21, 1969. Athens, Greece. Three PFLP members were arrested while attempting to board the Tel Aviv-Athens-Rome-New York TWA B707 flight in Athens under suspicion of hijacking the plane to Tunis (Sobel, 1975). EU

(table continues)

Table 1 (cont.)

January 9, 1970. Paris, France. TWA flight 802, a B707 flying from Paris to Rome was hijacked by a man who diverted the plane to Beirut, Lebanon (Mickolus, 1980). EU

February 2, 1970. Zurich, Switzerland. A Swiss airliner en route from Zurich to Tel Aviv was destroyed by mid-air explosion. Forty-seven people died (Dobson & Payne, 1987).* EU

February 21, 1970. Zurich, Switzerland. In Swissair flight 330 out of Zurich's Kloten Airport, a bomb exploded in the luggage compartment, resulting in a crash which killed all 47 people aboard the plane (Dobson & Payne, 1982). EU

February 21, 1970. Frankfurt, Germany. An Austrian Airlines Caravelle flying from Frankfurt to Vienna had a bomb explosion in the cargo hold, creating a jagged hole in the bottom of the fuselage (Mickolus, 1980). EU

March 14, 1970. Athens, Greece. A bomb exploded in the landing gear of a United Arab Airlines Antonov 24 flying from Athens to Cairo via Alexandria, causing extensive damage and injuring two passengers (Mickolus, 1980). EU

May 8, 1970. Munich, Germany. A Molotov cocktail was thrown at the offices of Pan American Airlines in Munich (Mickolus, 1980). EU

May 10, 1970. Geneva, Switzerland. An incendiary device exploded in the baggage compartment of an Iberia Air Lines DC9 in Geneva (Mickolus, 1980). EU

May 10, 1970. Amsterdam, Netherlands. A firebomb that was to have been planted on board an Iberian Airlines plane bound for Spain exploded in Amsterdam Airport (Mickolus, 1980). EU

May 10, 1970. Frankfurt, Germany. A firebomb that was to have been planted on board an Iberia Airlines plane bound for Spain exploded in Frankfurt Airport (Mickolus, 1980). EU

May 10, 1970. London, U.K. A bomb was found before it exploded in a suitcase, which was on board a loaded Iberia Airlines plane bound for Spain from Heathrow Airport (Mickolus, 1980). EU

August 8, 1970. Prague, former Czechoslovakia. A Czechoslovakian IL14 flying from Prague to Bratislava was hijacked by a family who diverted the plane to Vienna, Austria (Mickolus, 1980). EU

August 19, 1970. Gdansk, Poland. A LOT IL14 flying between Gdansk and Warsaw was hijacked by five individuals to the Danish island of Bornholm (Mickolus, 1980). EU

September 6, 1970. Frankfurt, Germany. Two members of the PFLP took over TWA flight 741, a B707 flying from Frankfurt to New York. The plane was diverted to Dawson's Field, Zerka, Jordan (Chapman & Chapman, 1980). EU

Table 1 (cont.)

September 6, 1970. **Zurich, Switzerland.** A Swissair DC8 out of Zurich on its New York-bound flight was seized by three members of the PFLP and flown to Zerka, Jordan (Bell, 1978). **EU**

September 6, 1970. **Amsterdam, Netherlands.** Pan Am flight 93 out of Amsterdam was hijacked by two Arabs, PFLP members. They forced the plane to fly to Beirut and then on to Cairo, where the plane was destroyed (Dobson & Payne, 1982). **EU**

September 14, 1970. **Bucharest, Rumania.** A Rumanian TAROM BAC111 flying from Bucharest, Rumania to Prague, Czechoslovakia was hijacked by a Hungarian group to Munich, Germany (Mickolus, 1980). **EU**

September 27, 1970. **Paris, France.** A woman deposited a suitcase containing a bomb at the Iberia counter at Paris's Orly Airport, where it exploded, injuring a stewardess (Mickolus, 1980). **EU**

September 27, 1970. **London, U.K.** A bomb exploded in a suitcase that was to be loaded on an Aer Lingus flight (Mickolus, 1980). **EU**

October 15, 1970. **Batumi, former Soviet Union.** An Aeroflot AN24 flying between Batumi and Sukhermi was hijacked by a Lithuanian man to Trebizond, Turkey (Watson, 1976). **EU**

October 27, 1970. **Kerchi, former Soviet Union.** A Aeroflot IL14 flying the Kerchi-Krasmodar-Sevastopol domestic route was hijacked by two students to Akliman, Turkey (Mickolus, 1980). **EU**

May 27, 1971. **Oradea, Rumania.** A Rumanian Tarom IL14 flying from Oradea to Bucharest was hijacked by five armed men and a woman, who demanded to be flown to Munich, Germany (Mickolus, 1980). **EU**

July 20, 1971. **Rome, Italy.** An attack was made on Rome offices of Alia, the Jordanian airline (Dobson & Payne, 1987). **EU**

July 28, 1971. **Rome, Italy.** A male PFLP member gave a Dutch woman body-trapped luggage to take on board an El Al airliner flying from Rome to Lod Airport in Israel (Dobson & Payne, 1987). **EU**

August 24, 1971. **Madrid, Spain.** A bomb exploded in a B707, belonging to the Royal Jordanian Airline, Alia, which was parked at Madrid's Barajas Airport (Watson, 1976). **EU**

September 1, 1971. **London, U.K.** A Peruvian girl attempted to destroy an El Al plane with a suitcase bomb en route from London to Tel Aviv (Dobson & Payne, 1982). **EU**

October 12, 1971. **Barcelona, Spain.** Two men hijacked an Avensa Convair 580 flying from Barcelona to Caracas and diverted it to Cuba (Mickolus, 1980). **EU**

(table continues)

Table 1 (cont.)

October 16, 1971. **Kalamata, Greece.** A man attempted to hijack an Olympic Airways YS11A flying from Kalamata to Athens and diverted it to Beirut (Mickolus, 1980). **EU**

January 26, 1972. **Stockholm, Sweden.** A Jugoslovenski Aerotransport DC9 flying from Stockholm to Belgrade crashed after a bomb exploded in the forward luggage compartment. Only one person survived the crash (Chapman & Chapman, 1980). **EU**

March 11, 1972. **Rome, Italy.** An Alitalia Caravelle twin engine flying from Rome to Milan was hijacked by a woman who forced the plane to fly to Munich (Mickolus, 1980). **EU**

April 17, 1972. **Geneva, Switzerland.** A Swissair DC9 flying from Geneva to Rome was hijacked by a man who claimed to have a bomb and demanded to go to Argentina (Mickolus, 1980). **EU**

April 18, 1972. **Prague, former Czechoslovakia.** A Slovair L410 flying from Prague to Marianske and Marienbad was hijacked by two Czech miners who diverted the plane to Nuremburg, Germany (Mickolus, 1980). **EU**

May 8, 1972. **Vienna, Austria.** Sabena Airlines flight 517, a B707 flying the Vienna-Athens-Tel Aviv route, was hijacked by four members of Black September who forced the pilot to land at Lod Airport, Tel Aviv (Dobson & Payne, 1987). **EU**

May 25, 1972. **Paris, France.** Members of the Committee of Coordination bombed the offices of Pan Am and TWA in Paris to protest U.S. bombing in North Vietnam (Alexander & Kilmarx, 1979). **EU**

May 28, 1972. **Crete, Greece.** An Olympic Airways 707 flying from Heraklion to Athens was hijacked by a Greek male who demanded money and a ticket to London (Mickolus, 1980). **EU**

June 8, 1972. **Marianske Lazne, former Czechoslovakia.** A Slov-Air L410 flying from Marianske Lazne to Prague was hijacked by ten adults and one child. The pilot was killed and the copilot wounded. The flight landed in Weiden, Germany (Mickolus, 1980). **EU**

July 10, 1972. **Cologne, Germany.** A Lufthansa B737 flying from Cologne to Munich was hijacked by an Algerian, but the police apprehended him aboard the plane (Mickolus, 1980). **EU**

August 16, 1972. **Rome, Italy.** A bomb placed in a portable record player, stored in the baggage compartment of an El Al B707 flying from Rome to Tel Aviv, exploded shortly after takeoff (Mickolus, 1980). **EU**

September 15, 1972. **Goteborg, Sweden.** SAS flight 130, a DC9 flying from Goteborg to Stockholm, was hijacked by three Croatian males who forced the plane to Malmo (Chapman & Chapman, 1980). **EU**

Table 1 (cont.)

October 7, 1972. Ronchi Del Legionary, Italy. An Aero Transporti Italiani Fokker F27 flying from Ronchi Del Legionari to Bari, Trieste, and Venice was hijacked by an armed teenager who was later found dead inside the empty plane (Mickolus, 1980). EU

October 11, 1972. Lisbon, Portugal. A Lufthansa B727 flying from Lisbon to Frankfurt was hijacked by a male who claimed to have a bomb and threatened to blow up the plane (Mickolus, 1980). EU

November 24, 1972. Frankfurt, Germany. An Air Canada DC8 from Frankfurt to Montreal and Toronto was hijacked on the ground by an armed gunman who police marksmen shot and killed aboard the aircraft (Mickolus, 1980). EU

May 1, 1973. Barcelona, Spain. The Barcelona office of British European Airways was damaged by firebombs (Mickolus, 1980). EU

May 2, 1973. Barcelona, Spain. Two firebombs were thrown at the offices of Pan Am, breaking all of the windows and causing considerable smoke damage (Mickolus, 1980). EU

May 25, 1973. Moscow, former Soviet Union. An Aeroflot TU104 flying from Moscow to Chita was hijacked by a man. The plane crashed in southern Siberia, leaving no survivors (Mickolus, 1980). EU

June 19, 1973. Rostov, former Soviet Union. A male hijacked a Russian domestic plane without passengers to Trebizond, Turkey. The flight was originally scheduled to fly between Rostov and Batum (Mickolus, 1980). EU

July 20, 1973. Amsterdam, Netherlands. JAL flight 404, a B747 from Paris to Tokyo and Anchorage, was seized by four armed hijackers after leaving Amsterdam. The hijackers forced the plane to fly to Damascus, Syria and then to Benghazi, Libya (Gutteridge, 1986). EU

August 5, 1973. Athens, Greece. Two Black Septembrists opened machine-gun and grenade attack on passengers, killing five and wounding fifty-five. Most of the passengers were waiting to board a TWA flight from Tel Aviv-Athens-New York (O'Ballance, 1979). EU

September 28, 1973. London, U.K. A bomb exploded in a fire exit in the West London air terminal, injuring six persons (Mickolus, 1980). EU

October 2, 1973. Duesseldorf, Germany. A KLM DC9 flying from Duesseldorf to Amsterdam was hijacked by a man who was later disarmed by the crew (Mickolus, 1980). EU

October 18, 1973. Paris, France. An Air France B727 flying from Paris to Nice was hijacked by a woman who forced the pilot to land at Marseille, where she was shot dead by the police (Mickolus, 1980). EU

(table continues)

Table 1 (cont.)

November 2, 1973. **Bryansk, former Soviet Union.** An Aeroflot YAK40 flying from Bryansk to Moscow was hijacked by four armed males. In Moscow, the police stormed the aircraft, killing two and capturing the other two hijackers, as well as wounding a passenger (Mickolus, 1980). **EU**

December 1, 1973. **Zurich, Switzerland.** A Swissair DC8 flying from Zurich to Geneva was hijacked by an armed man. In Geneva, the police overpowered him (Mickolus, 1980). **EU**

December 17, 1973. **Rome, Italy.** Four Arab terrorists began firing into the crowded transit lounge. Taking six hostages, they moved on to a Pan Am B707 waiting for take off for Beirut and Tehran and threw two phosphorus grenades. The airliner caught fire killing 29 of the passengers and injuring eighteen. Then the terrorists hijacked a Lufthansa B737 plane, a flight originally bound for Munich, to escape. They flew to Beirut, Athens, Damascus and Kuwait where the terrorist surrendered (Bell, 1978). **EU**

February 8, 1974. **Barcelona, Spain.** A Molotov cocktail was thrown at an Air France office in Barcelona (Mickolus, 1980). **EU**

March 3, 1974. **Amsterdam, Netherlands.** British VC10 hijacked en route from Bombay to London, was blown up in Amsterdam, in another operation by NAYLP Abu Nidal's group (Dobson & Payne, 1982). **EU**

March 22, 1974. **Bastia, Corsica.** A French Air Inter Caravelle III was destroyed on the ground at Bastia. An explosive device was placed in the forward landing gear compartments in the movable flap of the wheel housing (Mickolus, 1980). **EU**

August 5, 1974. **Brussels, Belgium.** During the morning rush hour in Brussels, a bomb exploded in front of the downtown office of Iberia Airlines, wounding five people (Jenkins & Johnson, 1976). **EU**

August 6, 1974. **Quimper, France.** A bomb exploded in the landing gear compartment of an Air Inter Caravelle III parked at Quimper airport (Mickolus, 1980). **EU**

September (7)8, 1974. **Athens, Greece.** A Tel Aviv-Athens-New York TWA B707 airliner was blown up in flight over the Ionian Sea as it flew to the United States, killing all eighty-eight on board (O'Ballance, 1979). **EU**

September 11, 1974. **Barcelona, Spain.** A bomb caused property damage but no injuries at the LAN-Chile Airlines office in Barcelona (Mickolus, 1980). **EU**

September 13, 1974. **Marseilles, France.** A bomb placed at the entrance of the Air Algeria office in Marseilles caused extensive damage inside the office (Jenkins & Johnson, 1976). **EU**

October 8, 1974. **Athens, Greece.** A TWA airliner that had arrived in Greece from Israel was blown up in flight over the Aegean. All 88 on board were killed (Dobson & Payne, 1982). **EU**

(table continues)

Table 1 (cont.)

December 15, 1974. Paris, France. A bomb exploded outside the TWA offices in Paris. No injuries were reported (Alexander & Kilmarx, 1979). EU

January 7, 1975. Manchester, U.K. A British Airways BAC111 flying from Manchester was hijacked by an Iranian before landing in London. The hijacker pointed a pistol at a stewardess and threatened to use a hand grenade to blow up the plane (Mickolus, 1980). EU

January 13, 1975. Paris, France. Two men fired two RPG-7 rockets at an El Al 707 scheduled to fly to Montreal and New York. They missed the El Al and hit the fuselage of a Yugoslav DC9 scheduled to fly from Orly Airport to Zagreb (Sobel, 1978).* EU

January 19, 1975. Paris, France. At Orly Airport, an Arab was setting up an RPG-7 rocket launcher to fire at an El Al scheduled to fly to Tel Aviv. He was joined by two other terrorists who fired machine guns and threw hand grenades at the police (O'Ballance, 1979).* EU

May 16, 1975. Barcelona, Spain. Five or six Catalan separatist youths broke windows in a Pan Am ticket office in Barcelona and threw a Molotov cocktail, which caused smoke and fire damage (Mickolus, 1980). EU

September 27, 1975. Athens, Greece. A young man entered the cockpit of an Olympic Airways SC7 flying from Athens to Mykonos. He threatened to blind the pilot with nitric acid if he was not flown to Albania (Mickolus, 1980). EU

September 30, 1975. Budapest, Hungary. A Malev Hungarian Airlines TU154 flying from Budapest to Beirut crashed into the Mediterranean Sea, killing all on board after an explosion occurred (Mickolus, 1980). EU

December 13, 1975. Paris, France. Members of Carlos's gang tried to destroy an El Al plane at Orly Airport using a hand-held rocket. They missed the target, and hit a Yugoslav airliner instead (Dobson & Payne, 1987).* EU

December 19, 1975. Paris, France. At Orly airport Carlos's men wound 20 bystanders in gunfight, seize hostages, and bargain their way onto a flight to Iraq (Dobson & Payne, 1987). EU

December 24, 1975. Stuttgart, Germany. The Yugoslav Aero Transport office in Stuttgart was bombed. There was property damage but no injuries (Mickolus, 1980). EU

January 31, 1976. Paris, France. The Iran Air Office on the Avenue des Champs Elysees in Paris was attacked (Mickolus, 1980). EU

February 11, 1976. Paris, France. New Order firebombs damaged the Paris offices of Aeroflot (Mickolus, 1980). EU

Table 1 (cont.)

February 14, 1976. **London, U.K.** A man aboard a National Airlines flight from London to Miami informed the captain that he wanted to go to Cuba. The crew overpowered him, and the plane landed safely in Miami (Mickolus, 1980). **EU**

February 20, 1976. **Lyons, France.** A bomb exploded in the Air Algerie office in Lyons. The office was heavily damaged by the blast, but the explosion caused no injuries (Mickolus, 1980). **EU**

March 7, 1976. **Paris, France.** Shots from automatic weapons were fired at the windows of an Aeroflot office in Paris, causing considerable property damage but no injuries (Mickolus, 1980). **EU**

April 30, 1976. **Paris, France.** A Turkish Airlines DC10 flying from Paris to Istanbul was hijacked by a Turkish migrant worker who demanded to be flown to either Marseille or Lyons. However, the plane returned to Orly Airport where he surrendered (Mickolus, 1980). **EU**

June 27, 1976. **Athens, Greece.** Air France flight 139, an Airbus 300 on a flight from Tel Aviv to Athens-Paris, was hijacked out of Athens by seven members of the PFLP. The plane first landed in Bengazi, Libya and then flew on to Entebbe, Uganda (Chapman & Chapman, 1980). **EU**

September 4, 1976. **Nice, France.** KLM flight 366, a DC9 flying from Malaga, Spain to Amsterdam, was hijacked out of Nice by three armed hijackers. The plane landed in Tunis, Cyprus, circled off Israel's shore and then returned to Larnaca Airport in Cyprus (Alexander & Freedman, 1983). **EU**

September 7, 1976. **Ajaccio, France.** Corsican separatists blew up an Air France Boeing 707 jet at Ajaccio Airport after ordering all the 181 passengers out. No injuries were reported (Sobel, 1978). **EU**

October 28, 1976. **Prague, former Czechoslovakia.** Flight OK 313, an Llyushin 18 on a local flight from Prague to Bratislava, was hijacked on the ground by an armed man to Munich, Germany (Mickolus, 1980). **EU**

November 4, 1976. **Copenhagen, Denmark.** A Polish TU134 flying from Copenhagen to Warsaw was hijacked by a man who forced the pilot to fly to Vienna's Schwechat Airport (Mickolus, 1980). **EU**

January 3, 1977. **Las Palmas, Canary Islands.** The South African Airways office in Las Palmas was bombed during the night (Mickolus, 1980). **EU**

March 14, 1977. **Barcelona, Spain.** An Iberia Airlines B727 flying from Barcelona to Palma de Mallorca was hijacked by an Italian man. He demanded to be flown to Abidjan, Ivory Coast (Mickolus, 1980). **EU**

March 26, 1977. **Las Palmas, Canary Islands.** A bomb exploded in the terminal at Gondo Airport. Airport confusion resulted in the Tenerife Crash which killed 580 people (Moore, 1991). **EU**

(table continues)

Table 1 (cont.)

May 2, 1977. **Rome, Italy.** Minutes after an Iberian airliner landed at Rome's Fiumicino Airport, a Libyan unsuccessfully threaten the pilot and demanded to be flown to Madrid (Mickolus, 1980). **EU**

June 6, 1977. **Genoa, Italy.** The Genoa office of Lufthansa was firebombed, causing minor damage (Mickolus, 1980). **EU**

June 18, 1977. **Vidin, Bulgaria.** A Bulgarian flight from Vidin to Sofia was hijacked by a man who ordered the pilot to fly to London or Munich. The plane landed in Belgrade, Yugoslavia (O'Ballance, 1979). **EU**

July 10, 1977. **Petrozavodsk, Former Soviet Union.** Two young men hijacked an Aeroflot TU134 from Petrozavodsk, Karelia, to Leningrad and forced the pilot to land in Helsinki, Finland (O'Ballance, 1979). **EU**

July 11, 1977. **Zurich, Switzerland.** The Zurich office of Iran Air was destroyed by firebombs (Mickolus, 1980). **EU**

July 30, 1977. **Milan, Italy.** The Milan offices of Aeroflot were bombed, causing severe damage to the offices (Mickolus, 1980). **EU**

August 12, 1977. **Paris, France.** The Paris-Cairo flight of an Air France jumbo jet was diverted out of Nice by an Egyptian to Brindisi, Italy (Mickolus, 1980). **EU**

September 30, 1977. **Paris, France.** An Air Inter Caravelle was hijacked over Paris by a man who demanded radio air time to broadcast a taped message (Sobel, 1978). **EU**

October 11, 1977. **Prague, former Czechoslovakia.** A Czech YAK40 flying to Prague was hijacked out of Karlovy Vary by a man and a woman who forced the pilot to fly to Frankfurt, Germany (O'Ballance, 1979). **EU**

October 13, 1977. **Majorca, Spain.** Lufthansa Flight 181 en route from Majorca to Frankfurt with 82 passengers was hijacked by four Palestinians and flown to Mogadishu, Somalia after a multi-destination flight around the Middle East and the Horn of Africa (Clutterbuck, 1987). **EU**

May 7, 1978. **Ashkabad, former Soviet Union.** A man was killed by police when he attempted to hijack a local Aeroflot flight from Ashkabad to Mineralniye Vodi (Mickolus, 1980). **EU**

May 10, 1978. **Prague, former Czechoslovakia.** Three Czech persons hijacked a Llyushin-18 flying from Prague to Brno to Germany, where they requested political asylum (Mickolus, 1980). **EU**

August 6, 1978. **Amsterdam, Netherlands.** A KLM DC9 flying from Amsterdam to Madrid was hijacked by a Dutchman who diverted the plane to Algiers (Mickolus, 1980). **EU**

(table continues)

Table 1 (cont.)

August 30, 1978. **Warsaw, Poland.** A man hijacked a LOT Airlines Tupolev 134 on a flight from Warsaw to East Berlin and diverted it to a U.S. military base in West Berlin (O'Ballance, 1979). **EU**

September 30, 1978. **Oulu, Finland.** A man hijacked a Finnair plane between Oulu and Helsinki. He ordered the crew to fly to Amsterdam and then back to Finland (Mickolus, 1980). **EU**

November 15, 1978. **Krasnodar, former Soviet Union.** An armed man attempted to hijack a Soviet airliner flying between Krasnodar and Baku, Azerbaidjan (Mickolus, 1980). **EU**

February 27, 1979. **Oslo, Finland.** Four members of a religious sect attempted to hijack an Oslo to Moscow Aeroflot jetliner with the use of Molotov cocktails (Mickolus, 1980). **EU**

April 16, 1979. **Brussels, Belgium.** Palestinian terrorists, hoping to take over El Al flight 334 from Tel Aviv via Vienna at Zaventem Airport in Brussels, conducted a gun battle that left a dozen people injured (Mickolus, 1980). **EU**

July 29, 1979. **Barajas, Spain.** ETA bombs went off at Barajas Airport, killing one person and injuring at least nine others (Mickolus, 1980). **EU**

August 5, 1979. **Fuerteventura, Canary Islands.** Three men drove onto the Puerto Rosario, Fuerteventura Airport, commandeered an Iberian Airlines DC9, took hostages and flew to Lisbon, Portugal (Mickolus, 1980). **EU**

August 27, 1979. **Frankfurt, Germany.** A bomb exploded in the Frankfurt offices of Turkish Airlines, damaging the building and injuring a German woman (Mickolus, 1980). **EU**

September 12, 1979. **Frankfurt, Germany.** A Lufthansa B727 flight originating in Paris was hijacked by a German man out of Frankfurt and flew on to its original destination of Cologne (Mickolus, 1980). **EU**

December 9, 1979. **Rome, Italy.** Two bombs exploded at the Rome offices of Pan American Airways, World Airways, British Airways, and Philippine Airlines, injuring twelve persons (Mickolus, 1980). **EU**

June 27, 1980. **Italy.** An Italian DC9 plane, carrying 81 innocent passengers, was hit by a "missile from an unknown origin." The plane was flying along the same route that President Khaddafi's Topolof was supposed to be flying (Ruwayha, 1990). **EU**

July 15, 1983. **Paris, France.** A suitcase bomb exploded at a crowded Turkish Airlines counter at Orly airport, killing seven and injuring 56 others (Dobson & Payne, 1987). **EU**

September 1, 1983. **Former Soviet Union.** A Soviet pilot shoots down Korean Air Lines Flight 007, killing all 269 aboard (Martin & Walcott, 1988). **EU**

Table 1 (cont.)

July 31, 1984. **Frankfurt, Germany.** Air France Boeing 737 hijacked to Tehran on flight from Frankfurt to Paris. Two people killed (Dobson & Payne, 1987). EU

August 30, 1984. **Sofia, Bulgaria.** Bomb explosion set by Turks at Varna Airport (Dobson & Payne, 1987). EU

June 14, 1985. **Athens, Greece.** TWA Flight 847 en route from Athens to Rome was hijacked by two terrorists and flown to Beirut (Trager, 1986). EU

June 19, 1985. **Frankfurt, Germany.** A bomb explosion at Frankfurt's International Airport (Dobson & Payne, 1987). EU

July 1, 1985. **Rome, Italy.** A bomb exploded in a suitcase being moved between flights at Leonardo da Vinci International Airport, wounding 15 airport employees (Moore, 1991). EU

July 1, 1985. **Madrid, Spain.** A British Airways Office in downtown Madrid was bombed, killing one person and injuring 27 (Moore, 1991). EU

November 23, 1985. **Athens, Greece.** Egyptair Boeing 737 hijacked on flight from Athens to Cairo and forced to land at Luqa, Malta by three members of the Abu Nidal organization. Sixty passengers killed (Ezeldin, 1987). EU

December 27, 1985. **Rome, Italy.** Attacks carried out on passengers waiting to check in on El Al, Pan Am and TWA flights at Leonardo da Vinci Airport, Rome. The toll was 15 people dead, including three of the terrorists, and 47 wounded (Trager, 1986). EU

December 27, 1985. **Vienna, Austria.** An attack with AK-47s and grenades at Vienna's Schwechat Airport by the Abu Nidal Organization. The toll was three dead, including one of the terrorists, and 47 wounded (Ezeldin, 1987). EU

April 2, 1986. **Athens, Greece.** TWA Flight 840 en route from Rome to Athens experienced an in-flight explosion. The explosion tore a 9 by 4 feet hole in the side of the fuselage, sucking four Americans out of the gaping hole, including an eight-month-old girl (Office for Combatting Terrorism, 1988). EU

April 17, 1986. **London, U.K.** A pregnant Irish woman boarding an El Al flight in London was found to have a bomb in her carry-on luggage (Office for Combatting Terrorism, 1988). EU

June 26, 1986. **Madrid, Spain.** A suitcase bomb was partially detonated at the Barajas Airport, wounding eleven. The bomb was intended to explode on an El Al flight to Tel Aviv (Office for Combatting Terrorism, 1988). EU

December 21, 1988. **Lockerbie, Scotland.** Pan Am Flight 103, which originated at Frankfurt and was en route to New York, exploded in the air over Lockerbie, Scotland. The explosion killed 258 passengers and crew, and another eleven people were killed on the ground (Moore, 1991). EU

(table continues)

Table 1 (cont.)

September 2, 1993. **Aviano, Italy.** Three terrorists threw a handgrenade over the fence and fired shots at the U.S. Air Force base in Aviano. The Red Brigades terrorist group later claimed responsibility (Office of the Coordinator for Counterterrorism, 1994). **EU**

March 9 -13, 1994. **London. U.K.** The Provisional Irish Republican Army (PIRA) fired mortars at London's Heathrow International Airport in three separate attacks (Office of the Coordinator for Counterterrorism, 1995). **EU**

April 11, 1994. **Greece.** The 17 November terrorist group claimed responsibility for planting rockets aimed at a British aircraft carrier, the Arc Royal. The rockets were defused by explosives experts (Office of the Coordinator for Counterterrorism, 1995). **EU**
==

Analysis of Europe and the former Soviet Union (EU)

Aviation Terrorist Incidents

Historically Europe is the continent with the most political or territorial blood in its soil. For centuries humankind here has had disputes which cost the lives of millions of people. The aviation industry also had its share in these disputes with the first recorded attack in 1948 and the last in 1994.

The predominate recognizable terrorist activity pattern in Europe is from East to West, although in a limited number of cases the terrorist pattern is from West to East. The communist regimes in East Europe had brought a number of people to their knees. These people, in attempts for a better life, have tried to escape to any countries in the West. The predominant East-West politically motivated movement was from 1948 to the late 1970's. After 1978 people still tried to escape from the East but were less successful.

In 1948 the study shows six incidents with four involving hijackings from an east socialist nation to a European free zone and one to the neighboring country of Turkey. On a different occasion suspected socialist sympathizers hijacked a Greek Dakota to Yugoslavia. In 1949 the theme is about the same; people want to escape from the East to free Western European destinations. In the year 1950, the recorded incidents started in

Czechoslovakia and ended in the U.S. zone in Germany. In the same year, a U.K. plane had a in-flight explosion over Northolt. In the coming years of 1951 to 1953 and 1956 we have two incidents one from Yugoslavia and one from Hungary involving political asylum sicker. The same story continues in the years 1958,1959, and 1961.

In 1962 history took a different direction, with an attempt on a KLM flight from Amsterdam to East Berlin by a communist sympathizer from Portugal. The former Soviet Union gave history the next three aviation related terrorist activities in 1964, 1965 and 1966. In 1967 an in-flight detonation cost the life of 66 passengers over the Greek island of Rhodes. In 1968 the four incidents involved activities by Palestinian activists in Paris, Rome, and Athens. The year of 1969 in Europe was a very busy one, with 15 recorded incidents included in this study. The motives were political asylum seekers and political injustice for their cause.

Twenty aviation terrorist attacks were recorded for the year 1970 with most incidents involving conflicts on the Middle East question and secondly individuals seeking a better life from the east communist nations to western destinations. Six events of 1971 originated in western Europe, one of the incidents involved a hijacking to Cuba while the rest involved incidents over differences in Middle East causes. And in 1971 six Rumanians demanded to be flown to Germany. If there is a year of drastic and unexplainable terrorist behavior it was in 1972 in Europe, with 14 incidents. This year also marks the uncertainty of people's behavior over the war in Vietnam.

Four Arab terrorists made the headlines in 1973, with an incident that left 29 dead and 18 injured. The total number of incidents in 1973 were 12 with 3 originating in the former Soviet Union and had hijacking destinations to Western Europe. In 1974, 88 people died on an in-flight explosion over the Ionian Sea as the Plane flew to the United States. The second highlight of the year was by NAYLP Abu Nidal's group in the incident the organization blow up a British VC10 in Amsterdam. El AL was the main target with three terrorist incidents in 1975. Another recorded incident involved Malev TU154, which

exploded over the Mediterranean Sea killing all on board. The total number of incidents for 1975 was nine. An Air France B707 was blown up by a Corsican Separatist in 1976. Other incidents include the hijacking of an Air France A300 by seven PFLP members to Libya and Uganda in Africa. From the eleven incidents recorded in 1976 in this study three involved attracts of airline's city offices in the Continent.

The most important incident in 1977, was the hijacking of Lufthansa flight 181 through out Middle East and North Africa. A second big incident that year includes the Tenerife crash which killed 580 people. Six events took place in 1978, with the majority originating in Eastern Europe. In 1979 the ETA group attacked the Barahas Airport in Spain killing one and injuring nine. The total number of incidents that year amounted to seven.

The new decade, (the1980's), was signified with a major recorded terrorist incident. The shoot down of Korean Air Lines flight 007, in 1983, killing 269 aboard. The same year an explosion at Orly airport cost the life to seven people and injured 56 others. In 1984, an Air France hijacking to Tehran cost the life to two people. In the decade of 1980's, 1985 might be classified one of the most blood shaded years. Seven incidents took place in which five involved numerous incidents with wounded and killed persons. All events took place in Western Europe. The in-flight explosion of flight 840 from Rome to Athens cost the lives to four Americans, including an infant, in 1986. In 1988, the event that shook the life for most Americans was Pan Am flight 103, over Lockerbie, Scotland, costing the lives to 269 people. The last recorded terrorist incidents included in this study in Europe were in 1994. A recorded attack in London and the second in Greece by the November 17 group.

A number of terrorist incidents occurred also from West to East with the first recorded in 1948 in Greece. These incidents continued up to the late 1960's. This was the time frame when the Europeans started questioning their identity. This identity crisis was

between democracy and communism. A number of terrorist incidents involved communist sympathizers wanting to "escape" to the East.

From the late 1940's to the early 1950's, the southern European countries suffered under a strong communist wave, which almost destroyed these nation-states' identity. A civil war in the Balkans had affected the airline traffic due to the resentment of "capitalistic" ownership of the airlines and to the same extent the lack of airport/airline security procedures.

In the 1970's and 1980's Europe was an open battle field in attempts to solve the Middle East's conflicts. A number of Palestinian Organizations had terrorized the European airline industry. The main resentment was against Israeli and American presence in the continent. The activities included bombing not only airline offices and airport ticket counters but also airliners on the ground or in the air. Some of the organizations involved here were ELF, PFLP, NAYLP and Patriotic Front Corsica.

In the 1980's the continent had two of the bloodiest terrorist incidents. One involved Korean Air Lines in 1983, where 269 people lost their lives. The other was in 1988, on Pan Am Flight 103, where again 269 lost their lives.

There is a potential for these numbers to increase because advancement in technology allows for the making of larger and larger airliners with more passenger and cargo capacity. One incident can causes hundreds of lives to be lost. That is one of the reasons that terrorists use aviation as their means of public manipulation.

In 1970 and 1971 there were only two incidents of successful hijackings to Cuba from Western Europe, which is a contrast to the many hijackings to Cuba from North America happening at the same time. The possible cause is the greater distance from Europe to Cuba and the fact that East Europe was only next door.

The overall terrorist activities in the "old" continent (Europe) from 1948 to 1986 were against airports and airline city offices. Airports were and are easy targets due to their easy accessibility to the terrorists. This ease of accessibility comes from architectural flaws

and the lack of futuristic airport designs. Another factor is security ineffectiveness, that is not due to outdated security systems. On the contrary, Europe has some of the most advanced security technology. The ineffectiveness in European airports comes from human incompetence.

Airline city offices have become targets due to the international media effectiveness in promoting the terrorists' "ideas" during any incident. Airline offices have started only in the late 1980's and 1990's installing security systems. Before, these locations were easy targets in the airline industry.

Europe is the crossroads of the world, the international economic and cultural center, and that brings great numbers of air travelers. These air travelers need to feel secure when traveling on the continent. In order to accomplish this security, the individual countries must learn to base their security not only in technology but also provide highly trained personnel to use the technology effectively. It takes only one incident to make travelers extra conscious of their lives.

North Africa, Near and Middle East

Table 2 introduces the aviation terrorist incidents in North Africa, Near and Middle East. These incidents have been analyzed to establish trends to aid in the prevention of similar terrorist acts.

TABLE 2

Chronology of Aviation Terrorist Incidents in
North Africa, Near and Middle East (ME)

===

October 30, 1946. **Jerusalem, Israel.** Jewish terrorists attacked the Ras El Air airfield in the vicinity of Jerusalem, killing six and injuring eleven British (Mickolus, 1980). **ME**

March 4, 1956. **Nicosia, Cyprus.** A bomb exploded in the freight compartment of a Cyprus Airways Hermes at Nicosia Airfield (Mickolus, 1980). **ME**

Table 2 (cont.)

April 27, 1956. Nicosia, Cyprus. A bomb destroyed a British-owned Cyprus Airways plane at Nicosia Airport (Mickolus, 1980). ME(

December 19, 1957. Oran, Algeria. An Air France Armagnac flying from Oran, Algeria, to Paris was rocked over central France by a bomb that exploded in the lavatory (Mickolus, 1980). ME

November 10, 1961. Casablanca, Morocco. A Transportes Aeros L1049 flying from Casablanca to Lisbon was taken over by six heavily armed people and forced to circle Lisbon dropping leaflets (Mickolus, 1980). ME

November 22, 1966. Wahidi, Aden (now southern Yemen). An Aden Airways DC3 flying from Wahidi's Paddy's Field in south Arabia to Aden disintegrated in an explosion that destroyed the aircraft (Mickolus, 1980). ME

February 7, 1967. Egypt. A Russian-built AN24 on a domestic Egyptian flight was hijacked by a terrorist, who diverted the plane to Jordan (Mickolus, 1980). ME

June 30, 1967. Aden, South Yemen. An empty Aden Airways Viscount was bombed while parked on the tarmac at Aden Airport (Mickolus, 1980). ME

December 28, 1968. Beirut, Lebanon. Israeli commandos took over Beirut Airport and destroyed 13 Arab-owned aircraft (Sobel, 1975). ME

August 18, 1969. Cairo, Egypt. An Egyptian Mistair Anatov-24 flying from Cairo to Aswan was hijacked to El Wagah, Saudi Arabia (Mickolus, 1980). ME

August 19, 1969. Damascus, Syria. Hijacking of TWA plane by PFLP. The plane was destroyed as a strike at imperialist interests (Watson, 1976).* ME

September 16, 1969. Istanbul, Turkey. A Turkish Airways Viscount flying from Istanbul to Ankara was hijacked by a law student to Sofia, Bulgaria (Mickolus, 1980). ME

June 21, 1970. Tehran, Iran. Three Iranian males hijacked an Iranian Airlines B727 flying from Tehran to Abadan, forcing the pilot to land in Baghdad, Iraq (Mickolus, 1980). ME

June 22, 1970. Beirut, Lebanon. Pan American flight 119, a B707 flying from Beirut to New York, was hijacked by an Albanian, who forced the pilot to fly to Cairo, Egypt (Mickolus, 1980). ME

July 12, 1970. Riyadh, Saudi Arabia. A Saudi Arabian B707 was hijacked on its Riyadh-Beirut run by an Arab man, who diverted it to Damascus, Syria (Mickolus, 1980). ME

July 22, 1970. Beirut, Lebanon. An Olympic Airways B727 from Beirut to Athens was hijacked by members of the Palestine Popular Struggle Front. In Athens they negotiated for the release of their comrades in Greek jails (Mickolus, 1980). ME

Table 2 (cont.)

August 31, 1970. Annaba, Algeria. An Air Algerie Convair 640 flying from Annaba to Algiers was hijacked by three Algerian males who wished to obtain political asylum in Albania (Mickolus, 1980). ME

September 6, 1970. Dawson's Field, Jordan. In a well-coordinated operation, two airliners were hijacked over Europe and flown to Dawson's Field in the Jordanian desert (Ruwayha, 1990). ME

October 9, 1970. Tehran, Iran. An Iran National Airlines B727 flying between Tehran, Abadan, and Kuwait was hijacked to Baghdad, Iraq, by three armed Iranian youths (Mickolus, 1980). ME

November 10, 1970. Amman, Jordan. A Saudi Arabian Airlines DC3 flying from Amman, Jordan, to Riyadh, Saudi Arabia, was hijacked by a gunman and his wife to Damascus, Syria (Mickolus, 1980). ME

July 24, 1971. Cairo, Egypt. Attack on Alia plane at Cairo Airport. The plane was slightly damaged (Dobson & Payne, 1982). ME

September 8, 1971. Beirut, Lebanon. An Alia Caravelle flying from Beirut to Amman was hijacked by a member of Al Fatah, who ordered the plane to fly to Bengazi, Libya (Mickolus, 1980). ME

May 3, 1972. Ankara, Turkey. A Turkish Airlines DC9 flying from Ankara to Istanbul was hijacked by four armed members of the TPLA, who diverted the plane to Sofia, Bulgaria(Sobel, 1975). ME

May 30(31), 1972. Tel Aviv, Israel. Three Japanese Red Army kamikaze working for PFLP attacked Air France passengers arriving at Lod Airport from Paris and Rome, killing 28 and wounding 76 (Gutteridge, 1986). ME

August 22, 1972. Beirut, Lebanon. A Southern Yemeni Al Yemda Airlines DC6 flying on the Beirut-Cairo-Aden run was hijacked by two males and a woman to Benghazi, Libya (Mickolus, 1980). ME

October 22, 1972. Istanbul, Turkey. A Turkish Airlines B707 flying from Istanbul to Ankara was hijacked by four members of the TPLA, who forced the pilot to fly to Sofia, Bulgaria (Sobel, 1975). ME

October 25 & 26, 1972. Cairo, Egypt. At Cairo Airport, Egyptian officials intercepted parcel bombs addressed to a PLO official. A security officer examining the envelopes was injured by one of the explosions (Mickolus, 1980). ME

October 29, 1972. Beirut, Lebanon. Lufthansa flight 615, a B727 plane en route from Damascus-Beirut-Ankara-Munich run was hijacked in mid-air by two Arabs to Nicosia, Cyprus and then on to Germany. The Arabs demanded the release of members of the Munich massacre on September 5, 1972 (Dobson & Payne, 1987). ME

January 24, 1973. Tehran, Iran. A small bomb caused slight damage to the Tehran office of Pan Am (Alexander & Kilmarx, 1979). ME

(table continues)

Table 2 (cont.)

February 21, 1973. Sinai, Israel. Israeli Phantoms shot down a Libyan Boeing 727 airliner from Tripoli to Cairo which had strayed over Sinai on Israeli territory, killing all 106 aboard (O'Ballance, 1979). ME

April 9, 1973. Nicosia, Cyprus. A Land Rover and another car crashed the gates at Nicosia Airport, driving toward an El Al Viscount and firing machine guns. The return fire killed two terrorists and seven were arrested (Sobel, 1975). ME

April 28, 1973. Beirut, Lebanon. Black September placed a bomb in a lavatory in Beirut International Airport (Mickolus, 1980). ME

August 16, 1973. Benghazi, Libya. Middle East Airlines B707 flight from Benghazi to Beirut was hijacked by a Libyan to Tel Aviv's Lod Airport, accompanied by Israeli Phantoms (Mickolus, 1980). ME

August 25, 1973. Taiz, Yemen. A Yemen Airways DC6 flying from Taiz to Asmara, Ethiopia, was hijacked by an armed Yemeni to Kuwait, where he surrendered (Mickolus, 1980). ME

November 25, 1973. Beirut, Lebanon. A KLM B747 flying from Beirut to New Delhi and Tokyo was hijacked by three members of the Arab Nationalist Youth for the Liberation of Palestine. They forced the pilot to fly to Damascus, Nicosia, Tripoli, Valletta, Dubai, Aden and back to Dubai, where they surrendered (O'Ballance, 1979). ME

March 3, 1974. Beirut, Lebanon. A British Airways flight from Bombay to London was hijacked out of its Beirut stopover by two men, who demanded to be flown to Athens and then Amsterdam, where they set the plane on fire (Sobel, 1975). ME

September 1, 1974. Beirut, Lebanon. A time bomb explosion damaged the Beirut office of Iran Air during the night (Jenkins & Johnson, 1976). ME

November 6, 1974. Amman, Jordan. A Royal Jordanian Airlines Caravalle 50 flying between Amman and Aqaba was hijacked by three off-duty security guards, who diverted the plane to Benghazi's Benina Airport (Sobel, 1978). ME

November (21)22, 1974. Dubai, United Arab Emirates. Four members of the ANYOLP organization rushed to a British Airways VC10 while the plane was refueling en route from London to Singapore, Calcutta, and Brunei. The hijackers demanded the release of Palestinians, threatening to blow up the plane (Jenkins & Johnson, 1976). ME

December 25, 1974. Beirut, Lebanon. An Air India B747 flying the Bombay-Beirut-Rome-New York run was hijacked by a Canadian man, who demanded a gun and passage to a place of his choice (Mickolus, 1980). ME

February 20, 1975. Beirut, Lebanon. A bomb caused serious damage to the Turkish Airlines office in Beirut, but no injuries were reported (Chapman & Chapman, 1980). ME

(table continues)

Table 2 (cont.)

February 23, 1975. Hodeida, Yemen. A Yemen Airways DC3 flying from Hodeida to Sana was hijacked by an Yemeni, demanding to be taken to Abu Dhabi, but the pilot landed at Qizan, Saudi Arabia (Mickolus, 1980). ME

March 1, 1975. Mosul, Iraq. An Iraqi Airways B737 flying from Mosul to Baghdad was hijacked by three Kurdish sympathizers, who threatened to blow up the plane and all aboard (Mickolus, 1980). ME

October 4, 1975. Beirut, Lebanon. Four terrorists attacked Beirut International Airport in an attempt to sabotage the Egyptian-Israeli Sinai accord. Three people, including one of the terrorists, were killed, and fourteen others were wounded (Sobel, 1978). ME

January 1, 1976. Beirut, Lebanon. A sudden explosion aboard a Middle East Airlines 720 flying from Beirut to Dubai and Oman caused the plane to crash into the Saudi Arabian desert, killing all on board (Mickolus, 1980). ME

March 31, 1976. Ankara, Turkey. A bomb caused extensive damage to the offices of Pan Am in Ankara but no injuries (Alexander & Kilmarx, 1979). ME

April 1, 1976. Dubai, United Arab Emirates. A passenger knifed a steward on a KLM 747 flying from Dubai to Zurich. The plane made an unscheduled landing in Vienna (Mickolus, 1980). ME

April 22, 1976. Beirut, Lebanon. In an attack on Beirut International Airport, a commercial transport plane was heavily damaged, twelve people were injured, and three other planes were also hit (Mickolus, 1980). ME

April 24, 1976. Istanbul, Turkey. A bomb exploded at the Iran Air office in Istanbul, causing extensive damage and injuries to four people (Mickolus, 1980). ME

May 25, 1976. Tel Aviv, Israel. A suitcase exploded when a passenger with a Dutch passport opened it in a security office off the luggage area of Tel Aviv's Ben Gurion International Airport. The passenger and a security officer were killed, and ten Israelis were injured (Sobel, 1978). ME

June 27, 1976. Beirut, Lebanon. A Middle East Airlines B707 that had arrived from Amman was hit by four rockets and burst into flames, killing the pilot and injuring five passengers (Mickolus, 1980). ME

July 2, 1976. Kuwait City, Kuwait. The Syrian Airlines office was destroyed by firebombs, which caused no injuries (Mickolus, 1980). ME

July 6, 1976. Tripoli, Libya. A Libyan Arab Airlines B727 flying from Tripoli to Benghazi was hijacked by a man who demanded to be flown to Tunis, but the plane flew to Algiers instead and then on to Palma de Majorca (Sobel, 1978). ME

August 11, 1976. Istanbul, Turkey. Four persons were killed and twenty-six injured when two PFLP terrorists threw grenades and fired submachine guns at a crowd waiting to board El Al flight 582, a B707 bound for Tel Aviv from Istanbul (Alexander & Freedman, 1983). ME

(table continues)

Table 2 (cont.)

August 23, 1976. Cairo, Egypt. An Egyptair B737 flying from Cairo to Luxor was hijacked by three armed men who demanded to be flown to Benghazi, Libya, but the pilot landed the plane at Luxor (Sobel, 1978). ME

December 15, 1976. Baghdad, Iraq. An Egyptian Airlines jet had just landed at Baghdad International Airport when a bomb went off inside a suitcase. Reports claimed that 40 were killed and 300 injured (Mickolus, 1980). ME

February 13, 1977. Istanbul, Turkey. A Turkish Airlines DC9 flying from Istanbul to Izmir was the scene of an attempted hijacking by a Turkish police cadet, who demanded to be flown to Yugoslavia (Mickolus, 1980). ME

March 19, 1977. Dharbakir, Turkey. A Turkish Airlines B727 en route from Dharbakir to Ankara was hijacked by two Turks to Beirut (Mickolus, 1980). ME

May 6, 1977. Beirut, Lebanon. A Norwegian journalist was arrested at Beirut Airport before boarding a flight to Frankfurt when explosives were found in his baggage (Mickolus, 1980). ME

May 29, 1977. Istanbul, Turkey. A bomb in the luggage storage room exploded at Istanbul's International Airport injuring forty-four persons (O'Ballance, 1979). ME

June 5, 1977. Beirut, Lebanon. A Middle East Airlines B707, flight 322 from Beirut to Baghdad, was hijacked by a Lebanese man to Kuwait (Mickolus, 1980). ME

June 29, 1977. Dubai. A Gulf Air VC10 was hijacked after takeoff by a Lebanese man who forced the pilot to land at Doha International Airport in Qatar (Mickolus, 1980). ME

July 8, 1977. Beirut, Lebanon. A B707 leased to Kuwait Airways by British Midland Airways was hijacked out of Beirut by six Fatah dissidents. The plane first flew to Kuwait and then on to Damascus, Syria (Mickolus, 1980). ME

November 17, 1977. Beirut, Lebanon. A bomb was thrown at the Egyptair office in Beirut, causing some damage (Mickolus, 1980). ME

February 18, 1978. Larnaca, Cyprus. Two Egyptian gunmen seized Cypriot DC8 airliner standing at Larnaca's International Airport for ransom to PLO negotiations (Sobel, 1978). ME

October 20, 1978. Istanbul, Turkey. A group of students bombed the Istanbul Pan American Airlines office (Alexander & Kilmarx, 1979). ME

January 12, 1979. Tunis, Tunisia. Three Tunisians hijacked a Tunis to Djerba flight of an Air Tunisia B727 and diverted it to Tripoli, Libya (Mickolus, 1980). ME

January 16, 1979. Beirut, Lebanon. Six Lebanese hijacked a Middle East Airlines 727 flying from Beirut to Amman and diverted it to Jordan and Cyprus (Mickolus, 1980). ME

(table continues)

Table 2 (cont.)

February 19, 1979. Izmir, Turkey. A powerful bomb was thrown at the Pan American Airlines office in Izmir, Turkey (Mickolus, 1980). ME

May 6, 1979. Istanbul, Turkey. A bomb exploded in the foreign airlines transit lounge at Istanbul's Yesilkoy Airport, causing great damage (Mickolus, 1980). ME

June 30, 1979. Tehran, Iran. Twelve armed individuals attacked the runway of Tehran's Mehrabad Airport and stopped a Syrian plane from leaving for London (Mickolus, 1980). ME

July 9, 1979. Beirut, Lebanon. A Global International Airways B707 hired to fly Red Cross supplies from Beirut to San Jose, Costa Rica, was hijacked by PLO members and diverted to Tunisia's Bizerta military airfield (Mickolus, 1980). ME

August 24, 1979. Benghazi, Libya. A Libyan student hijacked a Libyan Airlines B727 flying from Benghazi to Tripoli on its way to Frankfurt, Germany and diverted it to Larnaca Airport, Cyprus (Mickolus, 1980). ME

September 7, 1979. Beirut, Lebanon. Alitalia flight 713, a DC8 flying from Tehran to Rome via Beirut, was hijacked by three Lebanese Shiite students, who wanted to be flown to Cuba (Mickolus, 1980). ME

October 16, 1979. Tripoli, Libya. A Libyan Arab Airways Folker Friendship on a domestic flight was hijacked by three men wanting to fly to Italy or Switzerland (Mickolus, 1980). ME

October 23, 1983. Beirut, Lebanon. The headquarters of the Marine Battalion Landing Team at Beirut Airport was blown apart by a truck filled with explosives; 241 men were killed (Martin & Walcott, 1988). ME

December 3, 1984. Dubai, United Arab Emirates. Shiite terrorists hijacked a Kuwaiti jet on flight from Dubai to Karachi and flew it to Tehran, where they murdered two Americans (Martin & Walcott, 1988). ME

June 11, 1985. Beirut, Lebanon. A Royal Jordanian Airlines jet was hijacked in Beirut by Shiite Muslims. The hostages were released and the plane was blown up (Martin & Walcott, 1988). ME

December 25, 1986. Saudi Arabia. An Iraqi airliner crashed in Saudi Arabia following a hijacking attempt (Office for Combatting Terrorism, 1988). ME

November 29, 1987. Baghdad, Iraq. Korean Air Lines Flight 858 disappeared over the Andaman Sea off Burma, killing all 115 people on board. Two North Korean intelligence agents were arrested in Bahrain on December 1 (Moore, 1991). ME

August 26, 1992. Algiers, Algeria. A bomb exploded in Algiers at the Houari Boumedienne International Airport, near the Air France ticket counter, killing 12 people and injuring at least 128 (Office for Combatting Terrorism, 1992). ME

(table continues)

Table 2 (cont.)

November 8, 1993. Tehran, Iran. A French citizen was injured when a handgrenade was thrown into the Tehran offices of Air France. A group called the Hizballah Committee claimed responsibility, saying it was carried out to protest the French Government's support for the Mujahedin-e-Khalq (Office of the Coordinator for Counterterrorism, 1994). ME

December 24, 1994. Algeria. Members of the Armed Islamic Group (AIG) hijacked an Air France flight in Algeria. The plane arrived in Marseille, France, on 26 December. A French anti-terrorist unit stormed the plane, ending the 54-hour siege in which three hostages were killed by the terrorists. All four terrorists were killed during the rescue (Office of the Coordinator for Counterterrorism, 1995). ME
==

Analysis of North Africa, Near and Middle East (ME)

Aviation Terrorist Incidents

If one considers the terrorist aviation incidents as an earthquake, the epicenter for this segment of the study was Beirut, Lebanon with after shocks in Israel, Libya and Syria. The main cause was and remains not only the dispute between Lebanon and Israel but also the "Palestinian Question." A number of Palestinian organizations have been active in the region, such as PLO, PFLP, PLF, NAYLP, ANYOLP, and more. As long as the "Palestinian Question" remains unanswered, air transportation will suffer in the area. The United States government has given strong warnings about traveling in Lebanon, Libya, Iraq, and Iran and advisories for parts of Israel, Turkey, Syria, Sudan and Egypt. The entire Middle East and North Africa is an active battle field for all kinds of territorial, religious, political, economical, racial and nationalistic disputes.

The first recorded terrorist incident in the Middle East region was in 1946 in Israel with six dead and eleven injured British in an attack of the Ras El Air airfield. In the 1950's three incidents took place two in 1956 and one in 1957. Nicosia's Airport was the main target in 1956. In the 1960's seven incidents were recorded in this study. The most important event for the decade was in 1966, where a Aden Airways DC3 was disintegrated

over Southern Yemen. The second event include the total destruction of 13 Arab-owned aircrafts at Beirut's Airport.

In the 1970, eight incidents were identified in this study with the three countries primarily involved to be Iran, Lebanon and Jordan. In 1971, the study shows two incidents involving Alia Airlines, one in Egypt and one in Lebanon. In the 1972, six incidents were recorded involving the three predominant groups in the region TPLA, PFLP, and PLO, in the countries of Lebanon, Turkey, Egypt, and Israel. Two terrorist incidents highlight the action of the seven events in 1973. The first involve the shooting down of a Libyan B727 over Sinai killing 106 aboard. The second incident involved an attack at Nicosia's Airport where two terrorist end up dead and seven arrested. Lebanon was the origination of three of the five events in 1974. The events included diversion of intended flight routes and attacks on airline city offices. A threat to blow up British Airways VC10 by the ANYOLP organization also took place in 1974 at United Arab Emirates.

Beirut was again the main target of terrorist incidents in 1975. The two recorded events cost the lives to three people and fourteen others were wounded. Of the 12 incidents in 1976, one that overshadows the rest is the Egypt Air jet incident in Baghdad, were 40 people were killed and 300 injured. The same year at Istanbul's Airport two PFLP members attacked El Al flight 582 killing four and injuring twenty-six. Four incidents were recorded in Lebanon and three in Turkey in 1977. One bomb explosion at Istanbul's Airport in Turkey injured 44 people. A Gulf Air VC10 was hijacked from Dubai to Qatar by a Lebanese man. The PLO was involved in one of the two incidents in 1978, where a DC8 was seized for ransom at Larnaca's Airport. Pam Am's city office was the second target in Istanbul. The three top countries on aviation terrorism for 1979 were Lebanon, Libya and Turkey. The PLO was involved in one of the Lebanese incidents, in one of the Turkish incidents great damage was caused by a bomb explosion at Istanbul's Yesilkoy Airport.

There were five aviation terrorist incidents in the 1980's. Early in the year of 1983 an incident at Beirut's Airport cost the lives of 241 marines. Later in the year of 1987, Korean Air Lines flight 858 disappeared off Burma, killing all 115 people on board. In the 1990's three incidents were recorded. In 1992, a bomb explosion near the Air France counter at Algiers Airport killed 12 and injured at least 128. In 1994, an incident was recorded in Algeria involving Air France and members of the Armed Islamic Group with seven people dead.

From Turkey to Iran, and from Libya to Somalia, the events have not stopped since 1946. Even at the moment of this writing, there is a dispute in that region; causing the air transportation industry to suffer. In Turkey, during the Pan Am era, that company was the main target to protest the U.S. presence in the country. Today the Kurdish guerrilla war has no borderlines. Everyone is a target, not only within the region but globally. Since the late 1960's Lebanon and Israel have become one of the most frequent areas of aviation incidents. Syria has also had its share within the same disputes.

Iran and Iraq contributed substantially to the intensity of terrorist activity. Their continuous wars have affected air security from the early 1970's to the present. Jordan also plays a part in this terrorist parade. Its soil has been used not only as a safe haven for numerous terrorist groups but also as the "final" destination for aviation incidents.

North Africa, with Libya as the main aggressor, has terrorized the aviation industry not only on its own soil but globally. Within the nation-state, incidents also include Algeria, Morocco, and Egypt.

The strategic location of Cyprus in the region has made it a target of Palestinian activities in order for them to publicize their political points to the world. Cyprus is the center of public media correspondence for the Middle East and parts of the North Africa region. This makes Cyprus a target for terrorist media manipulation.

Unquestionably, the Middle East region is the most dangerous global region for the aviation industry. But the most devastating conclusions are that the terrorists' action does

not stop within this "territory" but extends to all other continents and sub-continents with no end apparent in the near future.

International cooperation might solve this vicious circle dispute and make aviation the progressive industry in the region. The technology never stops and aviation is the user and distributor of that technology. If terrorism is the Middle East's answer, the region will never see the prosperity it deserves.

Sub-Sahara Africa

Table 3 introduces the aviation terrorist incidents in Sub-Sahara Africa. These incidents were analyzed to establish trends to aid in the prevention of similar terrorist acts.

TABLE 3

Chronology of Aviation Terrorist Incidents in
Sub-Sahara Africa (SS)

===

April 23, 1967. Benin City, Nigeria. Five men hijacked a Nigerian Airlines F27 flying from Benin City to Lagos and forced it to land in Enugu in eastern Nigeria (Mickolus, 1980). **SS**

August 12, 1969. Bahr Dar, Ethiopia. An Ethiopian Airlines DC3 flying from Bahr Dar to Addis Ababa was hijacked by six students to Khartoum, Sudan (Bell, 1978). **S S**

September 13, 1969. Addis Ababa, Ethiopia. An Ethiopian Airlines DC6 flying from Addis Ababa to Djibouti, Somalia was hijacked by three members of the ELF to Aden, South Yemen (Mickolus, 1980). **SS**

January 22, 1971. Bahr Dar, Ethiopia. An Ethiopian Airlines DC3 flying from Bahr Dar to Gondar, Ethiopia, was hijacked by four members of the ELF group to Benghazi, Libya (Mickolus, 1980). **SS**

May 24(26), 1972. Salisbury, Zimbabwe. A South African Airways B727 flying from Salisbury to Johannesburg, South Africa, was hijacked by two Lebanese, who diverted the plane to Blantyre, Malawi (Alexander & Kilmarx, 1979). **SS**

December 8, 1972. Addis Ababa, Ethiopia. An Ethiopian Airlines B720 flying from Addis Ababa to Asmara and Paris was hijacked by seven ELF members, who demanded the release of fellow members of the front, but six of the hijackers died (Mickolus, 1980). **SS**

(table continues)

Table 3 (cont.)

March 20, 1974. Nairobi, Kenya. An East African Airways Fokker F27 flying from Nairobi to Malindi and Mombasa was hijacked by an Ethiopian couple, who demanded to be flown to Libya. The plane stopped at Entebbe, Uganda, where the hijackers surrendered to authorities (Mickolus, 1980). SS

April 8, 1975. Luanda, Angola. A South African Airways jet flying from Johannesburg to London was hit by small arms fire as it came in for a landing at Luanda (Mickolus, 1980). SS

April 5, 1976. Luanda, Angola. A heavily armed Cuban serving as a security guard at Luanda Airport hijacked a Portuguese TAP B747 as it was taking off for Lisbon. He demanded that he be flown to Lisbon, where he was granted political asylum (Mickolus, 1980). SS

April 26, 1977. Makale, Ethiopia. Two members of the ELF attempted to hijack an Ethiopian Airlines flight between Makale and Gonder and divert it to Saudi Arabia or Sudan (Mickolus, 1980). SS

January 12, 1979. Zimbabwe. A civilian airliner was shot down by a hand-held Russian Sam-7 missile (Dobson & Payne, 1987). SS

February 12, 1979. Kariba, Zimbabwe. An Air Rhodesia Viscount was shot down with Strela Soviet missiles on its flight between Kariba and Salisbury, killing all aboard (Mickolus, 1980). SS

September 19, 1989. Brazzaville, Congo. UTA Flight 772, on the second leg of a Brazzaville, Congo/N'djamena, Chad/Paris flight, exploded over Niger, killing all 171 people on board (Office for Combatting Terrorism, 1990). SS

October 25, 1993. Lagos, Nigeria. Four members of a Nigerian dissident group hijacked a Nigerian Airways Airbus-310 airliner with 150 passengers and crew on board shortly after it took off from Lagos. At Niamey, Niger the Nigeria police stormed the aircraft on 28 October. All four of the hijackers surrendered, but one of the crew and one of the hijackers were killed during the rescue operation (Office of the Coordinator for Counterterrorism, 1994). SS

April 27, 1994. Johannesburg, South Africa. A car bomb exploded at Jan Smuts Airport in Johannesburg, injuring 16 persons, including two Russia diplomats and a Swiss Air pilot. Although no group has claimed responsibility, white separatists opposed to South Africa's first multiracial election are believed responsible (Office of the Coordinator for Counterterrorism, 1995). SS

===

Analysis of Sub-Sahara Africa (SS)

Aviation Terrorist Incidents

In the past, the most active terrorist group in the Sub-Sahara Africa region was the Eritrean Liberation Front (ELF) in Ethiopia. From 1969 to 1977 there were a number of incidents involving, not only the ELF group, but also "independent" terrorists in the region.

In sub-Sahara Africa in the 1960's the terrorist incidents involved Ethiopian Airlines in 1969 and the ELF terrorist group. No causalities were reported. Nine incidents were reported in the 1970's in the Sub-Sahara Africa region, three events involved ELF terrorist group and Ethiopian Airlines in 1971, 1972, and 1977. In the 1972 Ethiopian incident six of the seven terrorist died. The second country involved in the 1970's was Zimbabwe with three incidents, one in 1972 and two in 1979. In one of the 1979 incidents, an Air Rhodesia Viscount was shot down with Strela Soviet missiles killing all aboard. The third county Angola, had two incidents over its soil in 1975 and 1976. In the 1976, incident a Cuban was flown to Lisbon, where he was granted political asylum.

The next decade contained only one incident. In 1989, UTA flight 772 from Congo to Paris, where an in-flight explosion killed all 171 people on board. In the 1990's, of the two recorded incidents, the first was in Nigeria in 1993. A Nigerian Airways A310 was hijacked by four members of a dissident group, two people lost their lives in the incident. In 1994, an incident in South Africa involving white separatists in Johannesburg's Airport end up with sixteen injured people.

A number of flights originated in Ethiopia and were hijacked to different countries within the region or in the Middle East. One isolated incident involved a Cuban worker seeking political asylum in Europe. Another incident involved two Lebanese, who were fighting for their own liberation cause in the tense region of South Africa. Two incidents involved Soviet missiles, which were used to shoot down airliners, killing all people

aboard. In 1989, in-flight explosives on a French plane killed all aboard. All these incidents show that political instability will affect the terrorist activities, whether an ELF group fighting for independence or a Cuban for political asylum.

The outsider involvement, such as the source of explosives and firearms, will result in the deaths of hundreds of innocent people. When terrorist groups are operating in the region, and there is also political instability, the result most likely will be inadequate security techniques. The most tense period for this region regarding terrorist aviation incidents was in the 1970's.

South and East Asia

Table 4 introduces the aviation terrorist incidents in South and East Asia. These incidents were analyzed to establish trends to aid in the prevention of similar terrorist acts.

TABLE 4

Chronology of Aviation Terrorist Incidents in
South and East Asia (EA)

==

January 30, 1949. **Shanghai, Republic of China.** Six people hijacked the Shanghai to Tsingtao flight of China National Aviation Corporation to Tsinan, China (Mickolus, 1980). EA

May 7, 1949. **Philippines.** A Philippine Air Lines DC3 crashed into the sea, with no survivors, after a time bomb explosion aboard the plane (Mickolus, 1980). EA

December 30, 1952. **Laoag, Philippines.** A twenty-three year old man hijacked the Laoag to Aparri DC3 flight of Philippine Air Lines in an attempt to fly to his home of Amoy, a Chinese port (Mickolus, 1980). EA

April 11, 1955. **Hong Kong.** An Air India Constellation flying from Hong Kong to Djakarta, Indonesia, exploded en route to the Bandung conference, killing eighteen passengers (Mickolus, 1980). EA

February 17, 1958. **Pusan, South Korea.** A Korean National Airlines DC3 flying from Pusan to Seoul was hijacked to North Korea by five communist sympathizers (Mickolus, 1980). EA

April 10, 1958. **Taegu, South Korea.** On the South Korean Airlines C46 flying from Taegu to Seoul, the pilot and copilot were wounded when a hijacker attempted to divert the plane to North Korea (Mickolus, 1980). EA

(table continues)

Table 4 (cont.)

February 9, 1968. **Da Nang, South Vietnam.** A marine private boarded Pan Am DC6B, chartered by the military to fly soldiers from Da Nang to Hong Kong, during takeoff preparation and at gun point ordered the pilot to go to Hong Kong (Mickolus, 1980). **EA**

November 6, 1968. **Aub, Philippines.** A Philippine Airlines Fokker twin-engine plane flying from Aub to Manila was hijacked by four men, who killed one passenger and wounded another. Upon landing in Manila the hijackers escaped (Mickolus, 1980). **EA**

June 18, 1969. **Karachi, Pakistan.** Three Eritreans in their early twenties conducted an armed attack against an Ethiopian Airlines B707 parked at Karachi Airport (Sobel, 1975). **EA**

December 11, 1969. **Kangnung, South Korea.** A Korean Air Lines YS11 flying the Kangnung-Kimpo-Seoul route was hijacked by two North Koreans and diverted to Sanduk, Wonsan, North Korea (Mickolus, 1980). **EA**

December 22, 1969. **Nha Trang, South Vietnam.** While on a domestic flight over Nha Trang, an Air Vietnam DC6B was rocked by an explosion in the lavatory, killing thirty-two after the crash (Mickolus, 1980). **EA**

March (30)31, 1970. **Tokyo, Japan.** A Japan Air Lines B727 from Tokyo to Fukuoka was hijacked by nine members of the Japanese United Red Army, who demanded to be flown to Pyongyang, North Korea (Gutteridge, 1986). **EA**

April 21, 1970. **Pant Bangan, Philippines.** A Philippine Air Lines HS748 on a local flight near Pant Bangan exploded in the air and crashed, killing all people on board (Mickolus, 1980). **EA**

August 19, 1970. **Nagoya, Japan.** An All Nippon Airways B727 flying from Nagoya to Sapporo was hijacked by a man who demanded that the plane land at Hamamatsu Air Defence Base (Mickolus, 1980). **EA**

September 9, 1970. **Bombay, India.** BOAC flight 775, a VC10 from Bombay to London, was hijacked by three members of the PFLP, who forced the pilot to divert the plane to Beirut and then flew to Zerka's Dawson's field near Amman (Bell, 1978). **EA**

September 18, 1970. **Thailand.** A U.S. citizen hijacked a Bira Air Transport general aviation Cessna 182 flying in northern Thailand and diverted it to Dong Hoi, North Vietnam (Mickolus, 1980). **EA**

January 30, 1971. **Srinagar, India.** An Indian Airlines Fokker Friendship F27 flying from Srinagar to Jammu was hijacked to Lahore, Pakistan, by two members of the Kashmiri Liberation Front (Mickolus, 1980). **EA**

March 30, 1971. **Manila, Philippines.** A Philippine Airlines BAC111 flying from Manila to Davao City was hijacked by six members of the Kabataang Makabayan organization, who demanded to be flown to Peking, China (Mickolus, 1980). **EA**

(table continues)

Table 4 (cont.)

November 20, 1971. **Taipei, Taiwan.** A China Airlines Caravelle flying from Taipei to Hong Kong exploded, due to a bomb, killing all on board (Mickolus, 1980). EA

February (21)22, 1972. **New Delhi, India.** Lufthansa flight 649, a B747 airliner, en route from New Delhi to Athens was hijacked by five Palestinians to Aden (Sobel, 1975). EA

April 5, 1972. **Surabaya, Indonesia.** A Merpati Nusantara Airlines Vickers Viscount flying from Surabaya to Jakarta was hijacked by a male to Jogakarta, Java (Mickolus, 1980). EA

June 15, 1972. **Singapore, Singapore.** A Cathay Pacific Airlines Convair 880 flying the Singapore-Bangkok-Hong Kong run exploded over the central highlands of South Vietnam, killing all aboard (Mickolus, 1980). EA

September 16, 1972. **Manila, Philippines.** A bomb exploded in an Air Manila Fokker F27P flying from Manila to Lligan City at about eleven thousand feet (Mickolus, 1980). EA

November 6, 1972. **Tokyo, Japan.** A JAL B727 flying from Tokyo to Fukuoka was hijacked by an armed male who demanded a second plane (DC8) to fly to Cuba (Mickolus, 1980). EA

March 19, 1973. **Saigon, South Vietnam.** A bomb exploded in the cargo area near the main wing spar of an Air Vietnam DC4 on its landing approach at Ban Me Thuot, after flying from Saigon. There were no survivors (Mickolus, 1980). EA

June 10, 1973. **Biratnagar, Nepal.** A Royal Nepalese Airlines Twin Otter from Biratnagar to Katmandu was hijacked to Forbesganj, India, by three hijackers armed with guns (Mickolus, 1980). EA

September 5, 1973. **Bangkok, Thailand.** A bomb exploded in the gallery of an Air Vietnam flying from Bangkok to Saigon, injuring three persons (Mickolus, 1980). EA

October 11, 1973. **Davao, Philippines.** A PAL BAC111 flying from Davao to Manila and Bacolod was hijacked by three Filipino males to Hong Kong (Mickolus, 1980). EA

February 20, 1974. **Da Lat, South Vietnam.** An Air Vietnam DC4 flying from Da Lat to Da Nang was hijacked by a youth. The pilot landed the plane at Hue, South Vietnam, where the hijacker killed himself and two passengers. Six more people were reported injured (Mickolus, 1980). EA

March 12, 1974. **Tokyo, Japan.** A JAL B747 flying between Tokyo and Naha, Okinawa, was hijacked by a Japanese youth who claimed to have a bomb in a briefcase (Mickolus, 1980). EA

July 15, 1974. **Osaka, Japan.** A JAL DC8 flying from Osaka to Tokyo was hijacked by an armed member of the Japanese Red Army to Nagoya, where he attempted to commit suicide (Jenkins & Johnson, 1976). EA

(table continues)

Table 4 (cont.)

September 14, 1974. **Da Nang, South Vietnam.** An Air Vietnam B727 from Da Nang to Saigon was hijacked by an army major, when it veered off course and crashed, killing all on board (Mickolus, 1980). **EA**

October 7, 1974. **Tainan, Taiwan.** A Far Eastern Air Transportation Corporation Viscount 810 flying from Tainan to Taipei was hijacked by a man who demanded to be flown to the People's Republic of China (Mickolus, 1980). **EA**

November 23, 1974. **Chitose, Japan.** An All Nippon Airways B727 flying from Chitose to Tokyo and Sapporo was hijacked by a Japanese youth who demanded to be flown to North Korea (Mickolus, 1980). **EA**

December 1, 1974. **Bombay, India.** A Swissair DC8 flying from Bombay to Karachi was hijacked by a man who pointed a gun at the crew and demanded to be flown to Libya or Lebanon (Mickolus, 1980). **EA**

February 25, 1975. **Pagadian, Philippines.** Two Filipino men hijacked a PAL DC3 flying the Pagadian-Mindanao-Zamboanga route to Cebu City and then on to Manila (Mickolus, 1980). **EA**

April 9, 1975. **Sapporo, Japan.** On a JAL B747 flying from Sapporo to Tokyo, a young man pointed a pistol at a steward and demanded two parachutes and 30 million yen (Mickolus, 1980). **EA**

June 3, 1975. **Legaspi, Philippines.** As a PAL BAC111 plane was flying from Legaspi to Manila, a bomb exploded inside a lavatory, injuring forty-five and killing one person (Mickolus, 1980). **EA**

July 5, 1975. **Islamabad, Pakistan.** A bomb blew a hole in the fuselage of a Pakistan International Airlines B707. The plane was on the ground at Rawalpindi-Islamabad Airport, having flown from Karachi (Mickolus, 1980). **EA**

July 28, 1975. **Tokyo, Japan.** An All Nippon Airways Lockheed L1011 flying from Tokyo to Hokkaido and Sapporo was hijacked by a Japanese high school student who demanded to be flown to either Hawaii or Okinawa (Mickolus, 1980). **EA**

September 27, 1975. **Bhamo, Burma.** Four persons were injured and one was killed when an individual attacked a Union of Burma Airways plane as it was preparing to take off from Bhamo Airport (Mickolus, 1980). **EA**

October 6, 1975. **Manila, Philippines.** A PAL BAC111 was hijacked by a man, as it was approaching Manila on its flight from Davao. The hijacker demanded to be flown to Benghazi, Libya (Mickolus, 1980). **EA**

November 30, 1975. **Karachi, Pakistan.** A bomb exploded in the baggage storage area in the domestic terminal of Karachi International Airport injuring two people (Mickolus, 1980). **EA**

Table 4 (cont.)

January 5, 1976. Manila, Philippines. A Japan Air Lines DC8 flying from Bangkok to Tokyo was hijacked in Manila by two Filipinos armed with guns and dynamite, who threatened to kill a stewardess if they were not given a free ride to Tokyo (Moore, 1991). EA

April 7, 1976. Cagayan de Oro, Philippines. A PAL BAC111 flying from Cagayan de Oro to Mactan was hijacked by three MNLF members to Manila, Kota Kinabalu, Kuala Lumpur and Bangkok, where they were given a DC8, continued to Karachi, Pakistan and finally landed in Benghazi, Libya (Sobel, 1978). EA

May 21, 1976. Davao, Philippines. A Philippine Airlines BAC111 plane flying from Davao to Manila was hijacked by six MNLF armed males who diverted the plane to Zamboanga, where they demanded a DC8 to fly them to Libya (Moore, 1991). EA

May 26, 1976. New Delhi, India. A vanity case addressed to Aeroflot-New Delhi exploded in the customs area of New Delhi Airport (Mickolus, 1980). EA

September 10, 1976. New Delhi, India. An Indian Airlines B737 flying from New Delhi to Bombay was hijacked by six armed men wanting to fly to Mecca, Saudi Arabia, but the plane landed in Lahore, Pakistan (Mickolus, 1980). EA

March 17, 1977. Sendai, Japan. A Japanese ex-convict attempted to hijack a domestic All Nippon airliner to the city of Sendai from Tokyo (Mickolus, 1980). EA

March 17, 1977. Sapporo, Japan. A man wielding a knife took over an All Nippon B727 after takeoff at Sapporo. Passengers overpowered him (Mickolus, 1980). EA

May 8, 1977. Tokyo, Japan. A Northwest Orient B747 flight 22 from Tokyo to Honolulu was the scene of an attempted hijacking when a American demanded to be flown to Moscow (Moore, 1991). EA

September 28, 1977. Bombay, India. A Japan Airlines DC8 plane was hijacked to Dacca, Bangladesh and held for the release of six Japanese Red Army prisoners (Dobson & Payne, 1987). EA

October 29, 1977. Ho Chi Minh City, Vietnam. Air Vietnam flight 509, a DC3 flying from Ho Chi Minh City to Phuquoc Island, was hijacked by four individuals to Seletar, Singapore (Mickolus, 1980). EA

November 16, 1977. Kuala Lumpur, Malaysia. A time bomb exploded in the Air India office in Kuala Lumpur (Mickolus, 1980). EA

December 4, 1977. Penang, Malaysia. A Malaysia Air System B737 from Penang to Singapore was hijacked and had an in-flight explosion with no survivors (Mickolus, 1980). EA

February 3, 1978. Islamabad, Pakistan. A male Pakistani attempted to hijack a domestic Pakistani B747 flight from Islamabad, injuring three persons (Mickolus, 1980). EA

(table continues)

Table 4 (cont.)

March 9, 1978. **Taipei, Taiwan.** A China Airlines Flight en route from Taiwan to Hong Kong was hijacked by a crew member to Mainland China. The crew member was later killed by a cabin guard (Moore, 1991). **EA**

December 21, 1978. **Calcutta, India.** Two persons hijacked an Indian Airlines B737 flying from Calcutta to New Delhi, and ordered the pilot to fly to Benares (Mickolus, 1980). **EA**

July 25, 1979. **Jessore, Bangladesh.** A Bangladesh man hijacked the flight between Jessore, south Bangladesh, and Dacca of Bangladesh Airlines Fokker-27 and forced the pilot to land at Calcutta's Dum Airport (Mickolus, 1980). **EA**

November 23, 1979. **Osaka, Japan.** A person armed with a bottle opener and a small plastic knife hijacked a Japan Air Lines DC10 flying from Osaka to Tokyo and diverted it to Narita Airport in Tokyo (Mickolus, 1980). **EA**

March 2, 1981. **Kabul, Pakistan.** The Al Zulfigah group hijacked a PLA airliner and flew to Damascus (Dobson & Payne, 1982). **EA**

March 28, 1981. **Bangkok, Thailand.** A hijacked Indonesian airliner was flown to Bangkok, where three days later Indonesian commandos stormed the plane, and four of the five hijackers were killed (Martin & Walcott, 1988). **EA**

June (22)23, 1985. **Tokyo, Japan.** A bomb exploded at Tokyo's International Airport in baggage from a Canadian Pacific flight from Vancouver, B.C. (Moore, 1991). **EA**

May 3, 1986. **Colombo, Sri Lanka.** A bomb blew the tail section away from an Air Lanka Tristar Jet preparing to depart from Colombo Airport. Sixteen people were killed and 41 were injured (Moore, 1991). **EA**

September 5, 1986. **Karachi, Pakistan.** Four Arab men hijacked a Boeing 747 on Pan Am Flight 73 en route from Bombay to Frankfurt via Karachi. Twenty-two people died when Pakistani commandos stormed the plane, and more than 100 were injured (Clutterbuck, 1987). **EA**

April 5, 1988. **Bangkok, Thailand.** The hijacked Kuwait Airways Flight 422, bound from Bangkok to Kuwait, was forced to land at Mashhad, Iran and then flew on to Larnaca, Cyprus and Algiers, Algeria, where the 15-day hijacking ended (Moore, 1991). **EA**

March 26, 1991. **Kuala Lumpur, Malaysia.** Four Pakistanis hijacked a Singapore Airlines flight en route from Kuala Lumpur to Singapore (Office for Combatting Terrorism, 1992). **EA**

July 7, 1993. **Camp Zama, Japan.** Terrorists fired four homemade projectiles at the headquarters of the U.S. Air force at Camp Zama. None of the projectiles exploded and little damage was caused (Office of the Coordinator for Counterterrorism, 1994). **EA**

(table continues)

Table 4 (cont.)

December 11, 1994. **Philippines.** The Abu Sayyaf Group (ASG) claimed responsibility for an explosion aboard a Philippine airliner. One Japanese citizen was killed, and at least 10 others were injured (Office of the Coordinator for Counterterrorism, 1995). **EA**
===

Analysis of South and East Asia (EA)

Aviation Terrorist Incidents

The South and East Asia global region has become the battlefield of a number of terrorist incidents. The causes are very diverse as are the people living in the region.

In the 1940's South East Asia had two recorded incidents both in 1949. A Philippine Air Lines DC3 crashed in the sea with no survivors, after an explosion aboard the plane. The other incident involved a local hijacking in the Republic of China by six people. In the 1950's four incidents were recorded including the two incidents in 1958 in South Korea by communist sympathizers. In 1955, an Air India Constellation had an in-flight explosion costing the lives of 18 passengers. In 1968, two incidents took place one in South Vietnam and one in the Philippines. The Philippines Airlines incident resulted in one passenger dead and one wounded. In 1969, an Air Vietnam DC6B had an in-flight explosion in South Vietnam killing thirty two passengers.

In 1970, five incidents were recorded in this study involving the countries of Japan, Philippines, India, and Thailand. A Philippine Airlines HS748 exploded in the air and crashed, killing all people on board. In 1971, another on board explosion cost the lives to all people on board a China Airlines Caravelle flying from Taipei to Hong Kong. There were five recorded incidents in 1972 involving India, Indonesia, Singapore, Philippines, and Japan. Two in-flight explosion were recorded that year. An Air Manila Fokker F27P in Philippines and a Cathay Pacific Airlines Convair 880, while flying over South Vietnam killing all aboard. An Air Vietnam DC4 was the main terrorist incident in 1973, where a bomb exploded on its landing approach killing all on board. Another Air Vietnam plane

flying over Thailand had a bomb explosion that injured three people. Seven incidents were identified for this study in 1974. Two of the more important ones took place over South Vietnam. The Air Vietnam DC4 hijacked by a youth, cost the lives to three people and injured six. The Air Vietnam B727 hijacking by an army major, cost the lives to all on board in the crash.

The Philippines has the record for the number of incidents in the region in 1975, three. A bomb explosion on a PAL BAC111 injured 45 and killed one person. Four persons were injured and one killed at an attack of a Union of Burma Airways plane. A bomb exploded at the Karachi International Airport injuring two people. Two countries were involved in the 1976 incidents, Philippines and India. The MNLF group from the Philippines hijacked, in two different occasions, a PAL BA111 and demanded to be flown to Libya. In 1976, in India an Indian Airlines B737 was hijacked by six armed men wanting to fly to Mecca. In 1977, a Malaysia Air System B737 had an in-flight explosion with no survivors. During the same year the Air India office was attacked in Kuala Lumpur. Three attempted hijackings took place in Japan. Finally, A Japan Airlines DC8 was hijacked and held in India for the release of six Japanese Red Army prisoners. In 1979, an attempted of a domestic Pakistani B747 hijacking resulted in the injury of three people. A crew member was killed by a cabin guard in a hijacking in Taiwan.

In the 1980's, six incidents were reported. In 1986, an Air Lanka Tristar in Sri Lanka was involved in an incident were sixteen people were killed and 41 injured. The same year, a Pan Am B747 was hijacked in Karachi, the incident ended with 22 people dead and more than 100 injured.

In the 1990's, three incidents were found, one in Malaysia (1991), one in Japan (1993), and one in the Philippines (1994). One Japanese citizen was killed and at least ten others were injured after an explosion aboard a Philippine airliner caused by the Abu Sayyaf Group (ASG).

Korea and Vietnam were the center of a number of conflicts and incidents with significant importance for the West. Some territorial and religious conflicts contributed to a number of incidents in 1970 in the South and East region countries.

India and Pakistan had their share of incidents, initiated primarily by the Japanese Red Army and the Palestinian PFLP group.

A number of incidents can be contributed to the poor relations between China and Taiwan. People were trying to escape from a regime they did not approve. These sporadic incidents continued well into the 1970's.

Japan also had its share of aviation incidents with the primary contributor being the Japanese Red Army, but other incidents were not associated with any particular group of individuals. The Japanese terrorists wanted to go to Cuba, North Korea, and the former Soviet Union. The country has been faced with a number of internal terrorist incidents dating back to the early 1970's and continuing well into the 1980's.

The country with the greatest number of incidents in this region was the Philippines, with the first recorded incident in 1949 and with the last public knowledge incident in 1976. The main contributor was the MNLF organization, but also contributing were Filipinos anger against their government and trying to make the world understand their political situation. Filipinos have fought for years to change their regime to an acceptable democratic system. They have finally succeeded; the only task left is to develop an economic system that will bring all Filipinos together again.

Nepal, Singapore, Burma, Hong Kong, Malaysia, Bangladesh and Thailand also suffered incidents in their territories due to the political instability in the region. Some of the incidents did not involve nationals of these states, but rather these states were merely the playground for controversial issues from other groups such as Pakistanis, Indians, Japanese and Filipinos. This region was the one with the most causes to be fought over, but in order to avoid this, political systems must change, people must be educated and more stringent international security guidelines should be developed and implemented to provide

better safety for air travel. With the booming regional economy, air travel is an essential contributor to that success.

Australia and the Pacific Ocean

Table 5 introduces the aviation terrorist incidents in Australia and the Pacific ocean. These incidents were analyzed to establish trends to aid in the prevention of similar terrorist acts.

TABLE 5

Chronology of Aviation Terrorist Incidents in
Australia and the Pacific Ocean (AU)

===

July 16, 1948. **Macau.** The "Miss Macau," a Cathay Pacific Catalina flying boat, crashed during a hijacking attempt by a band of criminals (Mickolus, 1980). **AU**

July 19, 1960. **Sydney, Australia.** A hijacker attempted to divert to Singapore a Trans-Australia Electra L188 flying from Sydney to Brisbane (Mickolus, 1980). **AU**

November 15, 1972. **Adelaide, Australia.** An Ansett Airlines Fokker Friendship F27 flying from Adelaide to Alice Springs and Darwin was hijacked by an armed man who demanded a light plane and a parachute (Mickolus, 1980). **AU**

December 24, 1974. **Sydney, Australia.** Two firebombs were thrown into a downtown ticket office of Pan Am in Sydney. Two men were arrested for the explosion (Mickolus, 1980). **AU**

December 3, 1977. **Melbourne, Australia.** A bomb exploded in the Yugoslav Airline office in Melbourne (Chapman & Chapman, 1980). **AU**

April 4, 1979. **Sydney, Australia.** An Italian immigrant carrying bombs grabbed a woman in the Sydney Airport terminal and took over a Pan Am B747 scheduled to fly to Los Angeles (Mickolus, 1980). **AU**

June 8, 1979. **Melbourne, Australia.** A Trans-Australia Airlines DC9 from Melbourne was hijacked by an mentally unbalanced Irish man, who was overpowered by a flight attendant (Mickolus, 1980). **AU**

===

Analysis of Australia and the Pacific Ocean (AU)

Aviation Terrorist Incidents

The Australia region has been least affected by terrorist events in the 1970's except in isolated instances against American companies. A number of attacks were against the company that represented the United States of America in the region, Pan Am.

A separate incident involved the Yugoslav Airline offices. The representative country was in a very unstable political period in the 1970's. In yet another incident, an Irish man also attempted to hijack a plane, without success. These events generated a "negative" political climate in the Australia region with respect to Yugoslavia, Ireland, and the U.S.

That environment changed in the 1990's. As a result, we presently have had no aviation terrorist incidents in the Australia and Pacific Ocean region.

North America

Table 6 introduces the aviation terrorist incidents in North America. These incidents were analyzed to establish trends to aid in the prevention of similar terrorist acts.

TABLE 6

Chronology of Aviation Terrorist Incidents
in North America (NA)

===
September 21, 1935. New York, U.S.A. A lieutenant of the U.S. Air Force (then known as U.S. Army Air Corps) hijacked a plane with the intention of flying to Lithuania (Mickolus, 1980). NA

September 9, 1949. Quebec City, Canada. A Quebec Airways DC3 exploded due to a bomb in the baggage compartment on its flight from Quebec City to Comeau Bay, leaving no survivors (Mickolus, 1980). NA

May 28, 1950. Los Angeles, U.S.A. A mentally unbalanced passenger on a Los Angeles to Oakland flight threatened passengers with a pistol (Mickolus, 1980). NA

(table continues)

Table 6 (cont.)

September 24, 1952. Mexico City, Mexico. A bomb exploded in a suitcase after a Mexicana DC3 took off from Mexico City, flying for Oaxaca (Mickolus, 1980). NA

November 1, 1955. Denver, U.S.A. A United Air Lines DC6B flight from Denver to Portland disintegrated when a dynamite bomb detonated in the baggage compartment, killing all aboard (Mickolus, 1980). NA

July 25, 1957. Las Vegas, U.S.A. In a Western Airlines CV240 flying from Las Vegas to Los Angeles, a bomb exploded forty-seven minutes after takeoff (Mickolus, 1980). NA

November 1, 1958. Miami, U.S.A. A Cubana Airlines Viscount flying from Miami to Varadero Airport, Havana crashed when the plane was hijacked by five men (Mickolus, 1980). NA

September 8, 1959. Mexico City, Mexico. A Mexicana DC3 flying from Mexico City to Veracruz was damaged by an in-flight explosion of the fuselage (Mickolus, 1980). NA

January 6, 1960. New York, U.S.A. After a National Airlines DC6B took off from New York on its flight to Miami, a bomb exploded at eighteen thousand feet above North Carolina, killing all aboard (Mickolus, 1980). NA

May 1, 1961. Marathon, U.S.A. National Airlines flight 337, which took off from Marathon in the Florida Keys bound for Miami and Key West, was hijacked to Havana, Cuba (Mickolus, 1980). NA

July 24, 1961. Miami, U.S.A. Eastern Airlines flight 202, an Electra L188 flying from Miami to Tampa, was hijacked to Cuba (Mickolus, 1980). NA

July 31, 1961. Chico, U.S.A. A man wishing to go to Arkansas attempted to hijack the DC3 of Pacific Airlines Company flight 327 flying from Chico, California, to San Francisco (Mickolus, 1980). NA

August 3, 1961. Phoenix, U.S.A. Continental Airlines flight 54, a B707 flying from Phoenix to El Paso, was taken over by an armed convict who directed the pilot to fly to Havana (Mickolus, 1980). NA

August 9, 1961. Mexico City, Mexico. Pan American Airlines flight 501, a DC8 en route from Houston to Guatemala City, was hijacked after it left Mexico City to Havana, Cuba (Mickolus, 1980). NA

April 13, 1962. Miami, U.S.A. A Cessna 172 on a chartered sightseeing flight of the Miami area was hijacked to Havana (Mickolus, 1980). NA

May 22, 1962. Chicago, U.S.A. Continental Airlines flight 11 was en route from Chicago to Los Angeles via Kansas City when an in flight explosion occurred, hurling eight passengers to their deaths (Mickolus, 1980). NA

July 18, 1963. U.S.A. A Cuban-born naturalized U.S. citizen stole a Beech T34 Mentor, which he flew to Cuba (Mickolus, 1980). NA

Table 6 (cont.)

February 18, 1964. Miami, U.S.A. Two individuals, after chartering a private Piper Apache PA23 from Miami to Key West, forced the pilot to fly to Havana (Mickolus, 1980). NA

May (?) 1964. Reno, U.S.A. A Pacific Air Lines F27 crashed, killing forty-four people on board, when the pilot was shot with a .38 caliber revolver (Mickolus, 1980). NA

August 31, 1965. Honolulu, U.S.A. Hawaiian Airlines flight 358, a DC3 flying from Honolulu to Kauai, Hawaii, was diverted by a paroled juvenile back to Honolulu (Mickolus, 1980). NA

October 11, 1965. Molokai, U.S.A. Aloha Airlines flight TS755, an F27 on the ground at Molokai, Hawaii, scheduled to take off for Honolulu, was attacked by two males (Mickolus, 1980). NA

October 26, 1965. Miami, U.S.A. National Airlines flight 209, an Electra 188 bound for Key West from Miami, was the scene of an attempted hijacking to Havana, Cuba (Mickolus, 1980). NA

November 17, 1965. Houston, U.S.A. National Airlines flight 30, a DC8 flying from Houston to Melbourne, Florida, with a stopover in New Orleans, was the scene of an attempted hijacking to Cuba (Mickolus, 1980). NA

November 12, 1967. Chicago, U.S.A. A small explosion occurred in the rear baggage compartment of an American Airlines B727 after it took off from Chicago, en route to San Diego (Mickolus, 1980). NA

November 20, 1967. Hollywood, U.S.A. A Crescent Airlines Piper Apache PA10, chartered by Louis Babler to fly from Hollywood, Florida, to Bimini in the Bahamas, was hijacked by Babler to Havana, Cuba (Mickolus, 1980). NA

February 17, 1968. Marathon, U.S.A. A Piper Apache PA24, chartered to fly from Marathon in the Florida Keys to Miami, was hijacked by the person who charted the plane to Havana, Cuba (Mickolus, 1980). NA

February 21, 1968. Chicago, U.S.A. Delta Airlines flight 843, a DC8 en route from Chicago to Miami, had just left Tampa bound for West Palm Beach, when the plane was hijacked by a man, who instructed the pilot to fly the plane to Cuba, where he was granted political asylum (Mickolus, 1980). NA

March 12, 1968. Tampa, U.S.A. National Airlines flight 28, a DC8 traveling between Tampa and Miami, was hijacked to Havana, Cuba, by two Spanish speaking gunmen (Mickolus, 1980). NA

March 16, 1968. Cozumel, Mexico. A Mexican twin-engine chartered plane, hired by an American to fly from Cozumel to Isla de las Mujeres, Mexico, was hijacked by the person who charted the plane to Havana, Cuba (Mickolus, 1980). NA

Table 6 (cont.)

June 29, 1968. Marathon, U.S.A. Southeast Airlines flight 101, a DC3 flying from Marathon, Florida, to Key West, was hijacked by a fugitive gunman and diverted to Havana, Cuba (Mickolus, 1980). NA

July 1, 1968. Chicago, U.S.A. Northwest Airlines flight 714, a B727 en route from Chicago to Miami, was hijacked to Cuba by a Cuban national (Mickolus, 1980). NA

July 4, 1968. Kansas City, U.S.A. A man flying under the custody of U.S. marshals on TWA flight 329 from Kansas City, to Las Vegas, Nevada, threatened the crew that he had dynamite and would blow up the B727 if it did not fly to Mexico (Mickolus, 1980). NA

July 12, 1968. Key West, U.S.A. An Island City Flying Service Cessna 210 from Key West to Miami was hijacked and diverted to Cuba (Mickolus, 1980). NA

July 12, 1968. Philadelphia, U.S.A. Delta Airlines flight 977, a Convair 880 flying from Philadelphia to Houston with a stopover in Baltimore, was the scene of an attempted hijacking to Cuba (Mickolus, 1980). NA

July 17, 1968. Los Angeles, U.S.A. National Airlines flight 1064, a DC8 flying from Los Angeles to Miami, was hijacked between Houston and New Orleans by a Cuban to Havana, Cuba (Mickolus, 1980). NA

August 4, 1968. Naples, U.S.A. A Naples Airlines Cessna 182, chartered to fly near Naples, Florida, was hijacked by its charterer to Cuba (Mickolus, 1980). NA

September 11, 1968. St. John, Canada. An Air Canada Viscount four-engine turboprop flying from St. John, New Brunswick, to Toronto was hijacked by a U.S. citizen who wished to go to Cuba (Mickolus, 1980). NA

October 6, 1968. Cozumel, Mexico. An Aeromaya Airlines twin-engine Hawker Siddeley 748 turboprop flying from Cozumel to Merida was hijacked over the Isla de Mujeres by an Argentinean woman and ordered to fly to Cuba (Mickolus, 1980). NA

October 23, 1868. Key West, U.S.A. A Key West Airlines Cessna 177 chartered to fly from Key West to Dry Tortugas Island was hijacked by a man who forced the pilot to fly to Cuba (Mickolus, 1980). NA

November 2, 1968. Mobile, U.S.A. A man attempted to hijack Eastern Airlines flight 224, a DC9 flying from Mobile to Chicago, while it was parked in Birmingham, Alabama (Mickolus, 1980). NA

November 4, 1968. Houston, U.S.A. National Airlines flight 186, a B727 en route from Houston to Miami via New Orleans, was hijacked to Havana, Cuba (Mickolus, 1980). NA

November 18, 1968. Merida, Mexico. A CMA DC6 four-engine propeller plane, en route from Merida to Mexico City, was hijacked to Havana, Cuba (Mickolus, 1980). NA

(table continues)

Table 6 (cont.)

November 19, 1968. Los Angeles, U.S.A. A bomb went off in the lavatory of a Continental Airlines B707 flying from Los Angeles to Denver (Mickolus, 1980). NA

November 23, 1968. Chicago, U.S.A. Eastern Airlines flight 73, a B727 en route from Chicago to Miami, was diverted to Havana by five armed Cuban males (Mickolus, 1980). NA

November 24, 1968. New York, U.S.A. Pan American flight 281, a B707 flying from New York to San Juan, was hijacked to Havana by three Puerto Rican males (Mickolus, 1980). NA

November 30, 1968. Miami, U.S.A. Eastern Airlines flight 532, a B720 flying from Miami to Dallas, was hijacked to Havana by a Cuban exile (Mickolus, 1980). NA

December 19, 1968. Philadelphia, U.S.A. Eastern Airlines flight 47, a DC8 flying from Philadelphia to Miami, was hijacked to Jose Marti Airport in Cuba (Mickolus, 1980). NA

January 2, 1969. New York, U.S.A. Eastern Airlines 401, a DC8 flying from New York to Miami, was hijacked by two black men who diverted the plane to Jose Marti Airport in Havana, Cuba (Mickolus, 1980). NA

January 9, 1969. Miami, U.S.A. Eastern Airlines flight 831, a B727 flying from Miami to Nassau, was hijacked by a white university student to Cuba (Mickolus, 1980). NA

January 11, 1969. Jacksonville, U.S.A. United Airlines flight 459, a B727 flying from Jacksonville to Miami, was hijacked and flown to Havana, Cuba (Mickolus, 1980). NA

January 13, 1969. Detroit, U.S.A. A hijacking to Cuba was attempted when Delta Airlines flight 297, a CV880, was on final approach to Miami International Airport after completion of the flight from Detroit (Mickolus, 1980). NA

January 19, 1969. New York, U.S.A. Eastern Airlines flight 9, a DC8 flying from New York to Miami, was hijacked by a Latin man who forced the pilot to fly to Havana, Cuba (Mickolus, 1980). NA

January 24, 1969. Key West, U.S.A. National Airlines flight 424, a B727 flying the Key West-Miami-New York route, was hijacked and flown to Havana, Cuba (Mickolus, 1980). NA

January 28, 1969. Atlanta, U.S.A. Eastern Airlines flight 121, a DC8 flying from Atlanta to Miami, was hijacked to Havana by three Americans (Mickolus, 1980). NA

January 28, 1969. Los Angeles, U.S.A. National Airlines flight 64, a DC8 flying from Los Angeles to Miami, was hijacked by two armed men who demanded to be flown to Jose Marti Airport in Havana (Mickolus, 1980). NA

(table continues)

Table 6 (cont.)

January 31, 1969. San Francisco, U.S.A. National Airlines flight 44, a DC8 on the San Francisco-Houston-New Orleans-Tampa-Miami run, was hijacked to Havana by a California man (Mickolus, 1980). NA

February 3, 1969. Newark, U.S.A. Eastern Airlines flight 7, a B727 flying from Newark to Miami, was hijacked to Havana by a group of Cubans (Mickolus, 1980). NA

February 3, 1969. New York, U.S.A. A New York college student attempted to hijack to Cuba National Airlines flight 11, a B727 flying from New York to Miami (Mickolus, 1980). NA

February 8, 1969. Mexico City, Mexico. A passenger was overpowered when he attempted to hijack a Mexican DC6 flying from Mexico City to Hermosa to Cuba (Mickolus, 1980). NA

February 25, 1969. St. Louis, U.S.A. Eastern Airlines flight 955, a DC8 flying the St. Louis-Atlanta-Miami-San Juan route, was hijacked out of Atlanta and forced to fly to Havana, Cuba (Mickolus, 1980). NA

March 5, 1969. New York, U.S.A. National Airlines flight 97, a B727 flying from New York to Miami with eighteen passengers, was hijacked to Havana by a black male (Mickolus, 1980). NA

March 17, 1969. Dallas, U.S.A. Delta Airlines flight 518, a DC9 flying the Dallas-Atlanta-Augusta-Charleston route, was hijacked to Jose Marti Airport in Havana (Mickolus, 1980). NA

March 19, 1969. Dallas, U.S.A. Delta Airlines flight 918, a CV880 flying the Dallas-New Orleans-New York route, was the scene of an unsuccessful attempt to hijack it to Havana (Mickolus, 1980). NA

March 25, 1969. Newark, U.S.A. Delta Airlines flight 821, a DC8 on the Newark-Dallas-San Diego-Los Angeles run, was hijacked out of Dallas by a Latin man to Havana, Cuba (Mickolus, 1980). NA

May 5, 1969. New York, U.S.A. National Airlines flight 91, a B727 flying from New York to Miami, was hijacked to Havana by two Canadians (Mickolus, 1980). NA

May 26, 1969. Miami, U.S.A. Northeast Airlines flight 6, a B727 flying from Miami to New York City, was hijacked to Havana by three Cuban exiles (Mickolus, 1980). NA

May 30, 1969. Alexandria, U.S.A. Texas International Airlines flight 669, a CV600 flying from Alexandria, Louisiana to New Orleans, was the scene of an unsuccessful attempt to hijack the plane to Cuba (Mickolus, 1980). NA

June 17, 1969. Oakland, U.S.A. TWA flight 154, a B707 flying from Oakland to New York, was hijacked to Havana, Cuba (Mickolus, 1980). NA

(table continues)

Table 6 (cont.)

June 22, 1969. New York, U.S.A. Eastern Airlines flight 7, a DC8 on the New York-Newark-Miami run, was hijacked to Havana by a family of Cuban exiles (Mickolus, 1980). NA

June 25, 1969. Los Angeles, U.S.A. United Airlines flight 14, a DC8 flying from Los Angeles to New York, was hijacked by a Latin man to Havana, Cuba (Mickolus, 1980). NA

June 28, 1969. Baltimore, U.S.A. Eastern Airlines flight 173, a B727 on the Baltimore-Tampa-Miami run, was hijacked to Havana over Daytona Beach by a white passenger (Mickolus, 1980). NA

July 26, 1969. Los Angeles, U.S.A. Continental Airlines flight 156, a DC9 flying the Los Angeles-El Paso-Midland, Texas-Lubbock, Texas route, was hijacked to Havana, Cuba by a black male (Mickolus, 1980). NA

July 26, 1969. Mexico City, Mexico. A Mexicana de Aviacion DC3 flying the Mexico City-Minatitlan, Veracruz-Villahermosa, Tabasco run, was hijacked to Havana by two pistol-wielding individuals (Mickolus, 1980). NA

July 31, 1969. Philadelphia, U.S.A. TWA flight 79, a B727 on the Philadelphia-Pittsburgh-Indianapolis-St. Louis-Los Angeles run, was hijacked to Havana's Jose Marti Airport (Mickolus, 1980). NA

August 5, 1969. Syracuse, U.S.A. Eastern Airlines flight 379, a DC9 flying the Syracuse-Philadelphia-Tampa run, was the scene of a hijacking attempt to Cuba by the oldest recorded hijacker (Mickolus, 1980). NA

August 14, 1969. Boston, U.S.A. Northeast Airlines flight 43, a B727 flying from Boston to Miami, was hijacked to Havana by two Latin men (Mickolus, 1980). NA

August 29, 1969. Miami, U.S.A. National Airlines flight 183, a B727 on the Miami-New Orleans-Houston run, was hijacked to Cuba by a Latin man (Mickolus, 1980). NA

September 7, 1969. New York, U.S.A. Eastern Airlines flight 925, a DC8 from New York to San Juan, Puerto Rico, was hijacked by a Latin man to Jose Marti Airport near Havana (Mickolus, 1980). NA

September 10, 1969. New York, U.S.A. Eastern Airlines flight 929, a DC8 flying from New York to San Juan, was the scene of an unsuccessful attempt to hijack it to Havana (Mickolus, 1980). NA

September 24, 1969. Newark, U.S.A. National Airlines flight 411, a B727 flying the Newark-Charleston-Miami route, was hijacked to Havana by a Latin man (Mickolus, 1980). NA

October 9, 1969. Los Angeles, U.S.A. National Airlines flight 42, a DC8 flying from Los Angeles to Miami, was hijacked to Havana, Cuba by a Latin man (Mickolus, 1980). NA

(table continues)

Table 6 (cont.)

October 21, 1969. Mexico City, Mexico. Pan American flight 551, a B720 flying the Mexico City-Merida-Miami run, was hijacked while descending at Merida and forced to fly to Havana (Mickolus, 1980). NA

November 1, 1969. Baltimore, U.S.A. TWA flight 85, a B707 on the Baltimore-St. Louis-Kansas City-Los Angeles-San Francisco run, was hijacked to Shannon Airport in Ireland (Mickolus, 1980). NA

November 10, 1969. Cincinnati, U.S.A. A fourteen-year-old student attempted to hijack Delta Airlines flight 670, a DC9 scheduled to fly from Cincinnati to Chicago, in order to go to Sweden, later changing his attempting destination to Mexico (Mickolus, 1980). NA

November 18, 1969. Merida, Mexico. A Mexican general aviation plane was hijacked on its flight from Merida to Cozumel by a man who diverted it to Cuba (Mickolus, 1980). NA

December 2, 1969. San Francisco, U.S.A. TWA flight 54, a B707 flying from San Francisco to Philadelphia, was hijacked over Nebraska and forced to fly to Havana (Mickolus, 1980). NA

December 26, 1969. New York, U.S.A. United Airlines flight 929, a B727 flying from New York to Chicago, was hijacked by a Latin man to Cuba (Mickolus, 1980). NA

February 16, 1970. Newark, U.S.A. Eastern Airlines flight 1, a B727 flying from Newark to Miami, was hijacked by a Latin man to Havana, Cuba (Mickolus, 1980). NA

March 11, 1970. Cleveland, U.S.A. United Airlines flight 361, a B727 flying the Cleveland-Atlanta-Tampa-West Palm Beach route, was hijacked by a black male to Cuba (Mickolus, 1980). NA

June 4, 1970. Phoenix, U.S.A. A white male hijacked TWA flight 486, a B727 flying from Phoenix to St. Louis and Washington, D.C., in order to resolve a conflict with the Internal Revenue Service (IRS) (Mickolus, 1980). NA

July 1, 1970. San Francisco, U.S.A. National Airlines flight 28, a DC8 flying from San Francisco to Miami, was hijacked by a Latin man to Havana, Cuba (Mickolus, 1980). NA

July 25, 1970. Acapulco, Mexico. An Aeronaves de Mexico DC9 flying from Acapulco to Mexico was hijacked by four armed men, who diverted the plane to Cuba (Mickolus, 1980). NA

August 2, 1970. New York, U.S.A. Pan American flight 299, a B747 flying on its New York to San Juan run, was hijacked by a Latin man to Havana's Jose Marti Airport (Mickolus, 1980). NA

August 19, 1970. Newark, U.S.A. Trans-Caribbean Airlines flight 401, a DC8 from Newark to San Juan, was hijacked by three men to Havana, Cuba (Mickolus, 1980). NA

(table continues)

Table 6 (cont.)

August 20, 1970. Atlanta, U.S.A. Delta Airlines flight 435, a DC9 flying from Atlanta to Savannah, Georgia, was hijacked by a U.S. Marine to Havana, Cuba (Mickolus, 1980). NA

August 24, 1970. Las Vegas, U.S.A. TWA flight 134, a B727 flying from Las Vegas to Philadelphia, was hijacked by a man who diverted the plane to Cuba (Mickolus, 1980). NA

September 19, 1970. Pittsburgh, U.S.A. Allegheny Airlines flight 730, a B727 from Pittsburgh to Boston, was hijacked by a black male to Havana, Cuba (Mickolus, 1980). NA

October 30, 1970. Miami, U.S.A. National Airlines flight 43, a DC8 flying from Miami to Tampa and San Francisco, was hijacked by a Cuban family, forcing the plane to fly to Havana (Mickolus, 1980). NA

November 1, 1970. San Diego, U.S.A. United Airlines flight 598, a B727 flying from San Diego to Los Angeles and Portland, was hijacked by a Mexican man, who forced the pilot to refuel at Tijuana, Mexico, and fly on to Havana (Mickolus, 1980). NA

November 13, 1970. Richmond, U.S.A. Eastern Airlines flight 257, a DC9 flying between Richmond, Virginia, and Atlanta, Georgia, was hijacked by a black gunman to Cuba (Mickolus, 1980). NA

November 25, 1970. New York, U.S.A. A ten-inch pipe bomb exploded, causing extensive damage to the New York City offices of Aeroflot (Mickolus, 1980). NA

January 3, 1971. Los Angeles, U.S.A. National Airlines flight 36, a DC8 flying the Los Angeles-Tampa-Miami route, was hijacked and flown to Cuba by a group of two men, their wives, and four children (Mickolus, 1980). NA

January 22, 1971. Minneapolis, U.S.A. Northwest Airlines flight 433, a B727 flying the Minneapolis-Milwaukee-Detroit-Washington run, was hijacked by a black male to Havana, Cuba (Mickolus, 1980). NA

February 4, 1971. Chicago, U.S.A. Delta Airlines flight 379, a DC9 flying from Chicago to Nashville, was hijacked by a black male who forced the pilot to fly to Havana, Cuba (Mickolus, 1980). NA

February 25, 1971. San Francisco, U.S.A. Western Airlines flight 328, a B737 from San Francisco to Seattle, Washington, was hijacked by a male to Vancouver, Canada (Mickolus, 1980). NA

March 31, 1971. New York, U.S.A. Eastern Airlines flight 939, a DC8 flying from New York to San Juan, Puerto Rico, was hijacked by a Latin man to Havana, Cuba (Mickolus, 1980). NA

April 5, 1971. Key West, U.S.A. American Air Taxi flight 208, a Cessna 402 flying from Key West to Miami, was hijacked by a Latin male to Cuba (Mickolus, 1980). NA

Table 6 (cont.)

May 25, 1971. Redmond, U.S.A. A man hijacked an Air West F27 flying from Redmond, Oregon, to Klamath Falls, Oregon, and demanded to be flown to Denver, Colorado (Mickolus, 1980). **NA**

May 28, 1971. Miami, U.S.A. Eastern Airlines flight 30, a B727 flying from Miami to New York, was hijacked by an IRA supporter to Nassau, Bahamas (Mickolus, 1980). **NA**

June 4, 1971. Charleston, U.S.A. United Airlines flight 796, a B737 flying from Charleston, West Virginia, to Newark, New Jersey, was hijacked by a white male with Israel as the final destination. The plane landed at Washington, D.C.'s Dulles Airport (Mickolus, 1980). **NA**

June 12, 1971. Chicago, U.S.A. TWA flight 358, a B727 flying from Chicago to Albuquerque and New York City, was hijacked at the boarding gate by a black male who held hostages and demanded a flight to North Vietnam (Mickolus, 1980). **NA**

July 2, 1971. Acapulco, Mexico. Braniff flight 14, a B707 on the Acapulco-Mexico City-San Antonio, Texas, run, was hijacked by a couple, who forced the pilot to fly to Monterey, Mexico, Lima, Peru, Rio de Janeiro, Brazil and Buenos Aires, Argentina looking for political asylum (Mickolus, 1980). **NA**

July 23, 1971. New York, U.S.A. TWA flight 335, a B727 flying the New York-Chicago-Los Angeles run, was hijacked by a white male who demanded to be flown to Milan, Italy. He was the first U.S. hijacker to be killed on U.S. soil during an attempt (Mickolus, 1980). **NA**

July 24, 1971. Miami, U.S.A. National Airlines flight 183, a DC8 flying from Miami to Jacksonville, Florida, was hijacked by a Latin male to Havana (Mickolus, 1980). **NA**

October 9, 1971. Detroit, U.S.A. Eastern Airlines flight 953, a B727 flying from Detroit to Miami and Puerto Rico, was hijacked by a man who forced the pilot to fly to Cuba (Mickolus, 1980). **NA**

October 18, 1971. Anchorage, U.S.A. Wein Consolidated Salta flight 15, a B737 flying from Anchorage to Bethel, Alaska, was hijacked by an armed man who wanted to be taken to Cuba (Mickolus, 1980). **NA**

October 25, 1971. New York, U.S.A. American Airlines flight 98, a B747 flying from New York to San Juan, was hijacked by a Latin male to Cuba (Mickolus, 1980). **NA**

November 13, 1971. Calgary, Canada. An Air Canada DC8 flying from Calgary to Toronto was hijacked by a Canadian who demanded to be flown to Ireland (Mickolus, 1980). **NA**

November 24, 1971. Washington, U.S.A. Northwest Airlines flight 305, a B727 flying from Washington, D.C. to Portland and Seattle, was hijacked by an individual who demanded to be flown to Reno and Mexico (Mickolus, 1980). **NA**

(table continues)

Table 6 (cont.)

November 27, 1971. Phoenix, U.S.A. Three armed blacks hijacked a TWA B727 from Phoenix to Chicago and Washington, D.C. and diverted it to Cuba (Mickolus, 1980). NA

December 24, 1971. Minneapolis, U.S.A. Northwest flight 734, a B707 flying from Minneapolis to Chicago, was hijacked by a white male who surrendered after the flight landed (Mickolus, 1980). NA

December 26, 1971. Chicago, U.S.A. American Airlines flight 47, a B707 flying from Toronto to San Francisco, was hijacked out of Chicago and diverted to Salt Lake City by a white male (Mickolus, 1980). NA

December 26, 1971. Thunder Bay, Canada. An Air Canada DC9 flying from Thunder Bay to Toronto was hijacked by a U.S. citizen to Cuba (Mickolus, 1980). NA

January 7, 1972. San Francisco, U.S.A. Pacific Southwest flight 902, a B727 flying from San Francisco to Los Angeles, was hijacked by a black couple. They wanted to go to Africa, but they settled on flying to Cuba (Mickolus, 1980). NA

January 12, 1972. Houston, U.S.A. Braniff flight 38, a B727 flying from Houston to Dallas, was hijacked by a white male who demanded to be flown to South America (Mickolus, 1980). NA

January 20, 1972. Las Vegas, U.S.A. Hughes Airwest flight 800, a DC9 flying from Las Vegas to Reno, was hijacked by a white male to Denver (Mickolus, 1980). NA

January 26, 1972. Albany, U.S.A. Mohawk flight 452, an FH227 flying from Albany, New York, to New York City, was hijacked by a white male who was killed by an FBI agent (Mickolus, 1980). NA

January 29, 1972. Los Angeles, U.S.A. TWA flight 2, a B707 en route from Los Angeles to New York, was hijacked by a white male, whom an FBI agent shot and captured in New York City (Mickolus, 1980). NA

March 7, 1972. Miami, U.S.A. A Chalk's Flying Service Grumman Goose 73 was entered on the ground in Miami by two fugitives from justice who forced the copilot to fly to Havana (Mickolus, 1980). NA

March 7, 1972. Tampa, U.S.A. National Airlines flight 67, a B727 flying from Tampa to Miami and Melbourne, Florida, was hijacked by a white youth who was overpowered by a federal marshal (Mickolus, 1980). NA

March 19, 1972. Key West, U.S.A. A Tortugas Airways Cessna 206 en route from Key West to Dry Tortugas Islands, was hijacked by a white couple to Havana, Cuba (Mickolus, 1980). NA

April 7, 1972. New York, U.S.A. United Airlines flight 885, a B727 flying from New York to Los Angeles, was hijacked by a white male who diverted the plane to San Francisco and Salt Lake City (Mickolus, 1980). NA

Table 6 (cont.)

April 9, 1972. **Oakland, U.S.A.** Pacific Southwest flight 942, a B727 flying from Oakland, California, to San Diego, was hijacked by a white male who was overcome by FBI agents (Mickolus, 1980). NA

April 13, 1972. **Albuquerque, U.S.A.** Frontier Airlines flight 91, a B737 en route from Albuquerque to Tucson and Phoenix, was hijacked to Los Angeles by a Latin male (Mickolus, 1980). NA

April 17, 1972. **Seattle, U.S.A.** Alaskan flight AS-1861, a B727 flying from Seattle, Washington to Annette Island, Alaska, was hijacked by a black male who demanded to be flown to Cairo, Egypt (Mickolus, 1980). NA

April 17, 1972. **Miami, U.S.A.** Delta Airlines flight 952, a Convair 880 flying from Miami and West Palm Beach to Chicago, was hijacked by a white male who demanded to be flown to the Bahamas (Mickolus, 1980). NA

May 5, 1972. **Salt Lake City, U.S.A.** Western Airlines flight 407, a B737 flying from Salt Lake City to Los Angeles, was hijacked by a white army draftee, who diverted the plane to Cuba (Mickolus, 1980). NA

May 6, 1972. **Allentown, U.S.A.** Eastern Airlines flight 175, a B727 flying from Allentown, Pennsylvania, to Washington, D.C., and Miami, was hijacked by a white male to New Orleans, where the hijacker flew another plane to Honduras (Mickolus, 1980). NA

June 2, 1972. **Reno, U.S.A.** United Airlines flight 239, a B727 scheduled to fly from Reno to San Francisco, was taken over on the ground by a pistol-wielding youth, who parachuted from the plane near Reno during the night (Mickolus, 1980). NA

June 3, 1972. **Los Angeles, U.S.A.** Western Airlines flight 701, a B727 flying from Los Angeles to Seattle, was hijacked by two Black Panther Party members to San Francisco. They flew on to New York and Algiers, Algeria, where they asked for asylum (Mickolus, 1980). NA

June 23, 1972. **New York, U.S.A.** American Airlines flight 119, a B727 flying the New York-St. Louis-Tulsa run was hijacked by a white male. The hijacker transferred planes and demanded to be flown to Toronto, Canada (Mickolus, 1980). NA

June 30, 1972. **Seattle, U.S.A.** Airwest flight 775, a DC9 flying from Seattle to Portland, was hijacked by a white male but he was apprehended at Portland (Mickolus, 1980). NA

July 5, 1972. **Sacramento, U.S.A.** A Pacific Southwest B737, flight 710 flying from Sacramento to Hollywood and San Francisco, was hijacked by two Bulgarian males, who demanded to be flown to Siberia. In crossfire the FBI killed the hijackers and a passenger, as well as wounding two others (Mickolus, 1980). NA

July 6, 1972. **Oakland, U.S.A.** Pacific Southwest flight 389, a B727 flying from Oakland to Sacramento, was hijacked by a male to San Diego (Mickolus, 1980). NA

Table 6 (cont.)

July 12, 1972. Oklahoma City, U.S.A. American Airlines flight 633, a B727 flying from Oklahoma City to Dallas, was hijacked by a white male to Norman, Oklahoma (Mickolus, 1980). NA

July 12, 1972. Philadelphia, U.S.A. National Airlines flight 496, a B727 flying from Philadelphia to New York City, was hijacked by two black males to Lake Jackson, Texas (Mickolus, 1980). NA

July 31, 1972. Detroit, U.S.A. Delta Airlines flight 841, a DC8 flying from Detroit to Miami, was hijacked by five Black Panther Party sympathizers to Algiers, Algeria (Mickolus, 1980). NA

August 18, 1972. Reno, U.S.A. United Airlines flight 877, a B727 flying from Reno to San Francisco, was hijacked to Seattle by a white male (Mickolus, 1980). NA

October 30, 1972. Houston, U.S.A. Eastern Airlines flight 496, a B727 flying from Houston to Atlanta, was hijacked on the ground by four armed men who forced the pilot to fly to Havana (Mickolus, 1980). NA

November 8, 1972. Monterrey, Mexico. A Mexicana de Aviacion B727 flying from Monterrey to Mexico City was hijacked by four members of the Armed Communist League to Cuba for political asylum (Sobel, 1975). NA

November 10, 1972. Birmingham, U.S.A. Southern Airways flight 49, a DC9 flying from Birmingham to Montgomery, Alabama, was hijacked by three wanted criminals who forced the pilot to fly to nine different locations before landing in Cuba (Mickolus, 1980). NA

December 14, 1972. Wabush, Canada. A Quebecair BAC111 flying from Wabush to Montreal was hijacked by a man who forced the pilot to fly to Montreal and then shuttle between Montreal and Ottawa (Mickolus, 1980). NA

January 2, 1973. Atlanta, U.S.A. Piedmont Airlines flight 928, a YS11A flying from Atlanta to Washington, D.C. and Baltimore was hijacked by a white male who claimed to want a flight to Toronto (Mickolus, 1980). NA

March 7, 1973. Spokane, U.S.A. A man armed with a rifle took two hostages and attempted to seize a plane at Spokane Airport. Three people were injured in the attack (Mickolus, 1980). NA

February 22, 1974. Baltimore, U.S.A. Delta Flight 523, a DC9, was scheduled to fly from Baltimore to Atlanta. Samuel Joseph Byck intended to crash the airliner into the White House. Three people died and one was wounded in the incident (Moore, 1991). NA

March 14, 1974. Mexico City, Mexico. The Mexico City offices of Cubana de Aviacion were damaged by a dynamite explosion, claimed by the FLNC (Mickolus, 1980). NA

(table continues)

Table 6 (cont.)

May 1, 1974. **New York, U.S.A.** A bomb exploded in the international arrivals terminal for Alitalia and SAS Airlines at JFK International Airport in New York, injuring two airline employees (Mickolus, 1980). NA

August 6, 1974. **Los Angeles, U.S.A.** A bomb went off at Los Angeles International Airport in the Pan Am lobby of the International Carrier Building, killing three persons and injuring thirty-five others (Mickolus, 1980). NA

September 4, 1974. **Boston, U.S.A.** At Boston's Logan Airport an Eastern Airlines flight 1160, a DC9 was taken over by a black male, who demanded that he be flown to New York City's La Guardia Airport (Mickolus, 1980). NA

November 29, 1974. **Montreal, Canada.** A Canadian Pacific Airlines B737 flying on the Montreal-Winnipeg-Edmonton-Vancouver run was hijacked by a Canadian citizen, who held a knife to the throat of a stewardess and demanded to go to Cyprus (Mickolus, 1980). NA

March 6, 1975. **Phoenix, U.S.A.** Two Latin men chartered a Sawyer Aviation Cessna 310 to fly them from Phoenix to Tucson. During the flight, they pointed a gun at the pilot and forced him to fly to Nogales, Mexico (Mickolus, 1980). NA

April 5, 1975. **Los Angeles, U.S.A.** An explosive device caused considerable damage to the Los Angeles office of Iraqi Airways but caused no injuries (Mickolus, 1980). NA

July 22, 1975. **Tampa, U.S.A.** An explosion occurred in Tampa Airport when a baggage handler picked up a valise that contained numerous M-80 firecrackers and cherry bombs (Mickolus, 1980). NA

September 30, 1975. **Boston, U.S.A.** In Boston, a man was injured and the window of the Iberia Airlines office was shattered by a small bomb (Mickolus, 1980). NA

October 7, 1975. **Greensboro, U.S.A.** Three men chartered an Atlantic Aero Cessna 177 to fly from Greensboro, North Carolina, to Atlanta, Georgia. Shortly after take off, with the use of a revolver, they demanded to be flown to Florida (Mickolus, 1980). NA

October 17, 1975. **Miami, U.S.A.** A bomb exploded in a locker at the Miami International Airport main terminal, but no injuries were reported (Mickolus, 1980). NA

November 24, 1975. **Palomar, U.S.A.** A man chartered a California Air Charter Piper Navajo to fly from Palomar, California, to Dallas, Texas. The individual pulled a gun and ordered the pilot to fly to Mazatlan, Mexico (Mickolus, 1980). NA

November 27, 1975. **Miami, U.S.A.** A mechanic discovered a ticking bomb behind a wall panel behind the lavatory on a Bahamasair BAC111 at Miami International Airport (Mickolus, 1980). NA

Table 6 (cont.)

December 29, 1975. New York, U.S.A. A bomb exploded in a baggage locker at a Delta, Eastern, and TWA claims area of New York City's La Guardia Airport, killing eleven and injuring seventy-five (Sobel, 1978). NA

June 25, 1976. New York, U.S.A. A bomb exploded near an escalator on the first floor of the Pan Am Building in Manhattan, because Pan Am flew to Syria and Iraq (Mickolus, 1980). NA

July 2, 1976. Boston, U.S.A. An Eastern Airlines Electra II Lockheed was destroyed when an explosive that had been placed between the strut and the landing gear detonated at Boston's Logan International Airport, injuring one person (Mickolus, 1980). NA

September 10, 1976. New York, U.S.A. A TWA Boeing 727 on flight 355 from New York to Chicago was hijacked by six Croatian nationalists. The hijacked plane flew to Gander, Newfoundland, then landed at Keflavik Air Base in Iceland and last at Charles de Caulle Airport in Paris (Bell, 1978). NA

December 21, 1976. San Francisco, U.S.A. A man took two hostages at gunpoint and commandeered a United Airlines DC8 at San Francisco International Airport. He demanded a flight crew to fly him to the East Coast (Mickolus, 1980). NA

January 11, 1977. New York, U.S.A. A mentally ill man demanded that TWA flight 700, a B747 flying from New York to London, be flown to Uganda (Mickolus, 1980). NA

August 14, 1977. Miami, U.S.A. A bomb exploded near a Venezuelan Air Force plane parked at Miami International Airport (Mickolus, 1980). NA

August 20, 1977. Honolulu, U.S.A. A man claimed he had a bomb and forced the pilot of a Western Airlines B707 flying from Honolulu to Denver to land at Salt Lake City (Mickolus, 1980). NA

October 20, 1977. Grand Island, U.S.A. Frontier Airlines flight 101, a B737 from Grand Island to Denver, was hijacked by a man to Kansas City and then on to Atlanta (Mickolus, 1980). NA

October 21, 1977. Miami, U.S.A. A National Airlines DC10 was diverted to Hamilton, Bermuda, when a bomb threat was received while the plane was en route from Miami to Paris (Mickolus, 1980). NA

November 14, 1977. New York, U.S.A. An Air India B747 was diverted to Ireland on a flight from New York to London after receiving a bomb treat (Mickolus, 1980). NA

December 23, 1977. Miami, U.S.A. A bomb exploded in the Miami Beach offices of Venezuela's Viasa Airlines (Mickolus, 1980). NA

December 25, 1977. Miami, U.S.A. Eastern Airlines flight 688, a DC9 flying the Miami-Jacksonville-Atlanta-Indianapolis route, was hijacked by an individual who wished to go to Cuba. He was overpowered by police in Atlanta (Mickolus, 1980). NA

(table continues)

Table 6 (cont.)

March 13, 1978. **San Francisco, U.S.A.** A man claiming to have a bomb hijacked a United Airlines San Francisco-to-Seattle flight, diverted it to Oakland, and then to Denver (Mickolus, 1980). **NA**

May 16, 1978. **Mexico City, Mexico.** An Aeromexico DC9 was hijacked to Mexico City, where the two hijackers surrendered (Mickolus, 1980). **NA**

May 22, 1978. **New York, U.S.A.** FALN incendiary devices went off at the Eastern Airlines Terminal of New York's JFK Airport; near the TWA desks at Newark Airport's terminal A; and between Eastern and Delta Airlines' desks at New York's La Guardia Airport, causing slight damage (Mickolus, 1980). **NA**

August 25, 1978. **New York, U.S.A.** A passenger on a TWA B707 flight 830 from New York to Geneva, Switzerland, threatened to blow up the plane if several prisoners were not released (Mickolus, 1980). **NA**

October 2, 1978. **Chicago, U.S.A.** A TWA plane flying from Chicago to Rome, Italy, was diverted to Montreal after a bomb threat (Mickolus, 1980). **NA**

October 16, 1978. **Los Angeles, U.S.A.** British Airways BA-282, a DC10 flying from Los Angeles to London, landed on Canada's Baffin Island after a bomb threat (Mickolus, 1980). **NA**

December 14, 1978. **New York, U.S.A.** A man hijacked National Airlines flight 97, a B727 from New York to Miami, diverting the flight to Charleston, South Carolina (Mickolus, 1980). **NA**

January 28, 1979. **Los Angeles, U.S.A.** United Airlines flight 8, a B747 from Los Angeles to New York City, was hijacked shortly after takeoff by a woman (Mickolus, 1980). **NA**

March 17, 1979. **Los Angeles, U.S.A.** Continental Airlines flight 62, a B727 on a flight from Los Angeles to Miami, was hijacked by a man who wanted to be flown to Tucson and Cuba (Mickolus, 1980). **NA**

March 24, 1979. **New York, U.S.A.** A bomb at JFK International Airport injured four TWA baggage handlers hauling luggage for TWA flight 17 to Los Angeles (Mickolus, 1980). **NA**

June 11, 1979. **New York, U.S.A.** Delta Airlines flight 1061, an L1011 Tristar from New York to Miami, was hijacked to Havana, Cuba (Mickolus, 1980). **NA**

June 20, 1979. **New York, U.S.A.** A Serbian nationalist hijacked American Airlines flight 293, a B727 en route from New York to Chicago. He demanded the release of a Serbian Orthodox priest (Mickolus, 1980). **NA**

July 20, 1979. **Denver, U.S.A.** A biochemist hijacked United Airlines flight 320 from Denver to Omaha by claiming to have a bomb and demanding to go to Havana (Mickolus, 1980). **NA**

Table 6 (cont.)

August 23, 1979. **Portland, U.S.A.** A United Airlines B727 flying from Portland to Los Angeles was forced to return to Portland, when a man claimed to have a bomb (Mickolus, 1980). **NA**

October 30, 1979. **California, U.S.A.** A Pacific Southwest Airlines flight was hijacked over southern California by an American who claimed to have a bomb and demanded to be taken to Mexico City (Mickolus, 1980). **NA**

November 15, 1979. **Chicago, U.S.A.** An altimeter-controlled bomb exploded shortly after the takeoff from Chicago's O'Hare Airport of American Airlines flight 444, a B727 flying to Washington's National Airport (Mickolus, 1980). **NA**

December 3, 1979. **Newark, U.S.A.** Cubana de Aviacion shifted the departure of its Soviet-built airliner from Newark to JFK Airport after receiving a threat (Mickolus, 1980). **NA**

August 11, 1982. **Honolulu, U.S.A.** A bomb exploded under the seat cushion aboard Pan Am Flight 830 just before landing at Honolulu Airport. One Japanese teenager was killed (Martin & Walcott, 1988). **NA**

June (22)23, 1985. **Montreal, Canada.** Air India Boeing 747 on flight from Montreal to London exploded over the Atlantic Ocean, killing all 329 passengers and crew aboard (Martin & Walcott, 1988). **NA**

December 7, 1987. **Los Angeles, U.S.A.** David Burke, a former USAir employee, hijacked PSA Flight 1771 from Los Angeles to San Francisco. He shot the cockpit crew, causing the aircraft to crash killing all 43 people on board (Moore, 1991). **NA**

===

Analysis of North America (NA)

Aviation Terrorist Incidents

North America is the region of the melting pot of nationalities, religions, political beliefs and cultural diversities. The people living here have some of the convictions and beliefs of the "old" country, and when something happens that will be detrimental to that "old" country, they will often fight for it.

The first recorded incident for the North America region was in 1935, the next one was in 1949, involving a Quebec Airways DC3 on an in-flight explosion leaving no survivors. In the 1950's six incidents were recorded for the North America region. In

1955, a United Airlines DC6B disintegrated in flight killing all aboard. In 1957, in a Western Airlines VC240 a bomb exploded forty-seven minutes after takeoff.

In 1960, a National Airlines DC6B had an in-flight explosion on its way to Miami killing all aboard. In 1961, five incidents were recorded, from those the four were hijackings involving North American destinations to Cuba, from Marathon, Miami, Phoenix, and Mexico City. In 1962, from the two incidents recorded, the first was a hijacking to Cuba. The second was an in-flight explosion of Continental Airlines flight 11 costing the lives to eight people. In 1963, a Beech T34 was hijacked to Cuba. In 1964, from the two recorded incidents the first one was a hijacking to Cuba, the second a hijacking ending up in a crash of Pacific Air Lines F27, killing forty-four people on board. Two attempted hijackings were in the record for 1965 to Cuba from Miami and Houston. In 1965, two other incidents took place in Hawaii involving Hawaiian Airlines and Aloha Airlines.

In 1967, a Florida flight was hijacked to Cuba. In Chicago a small explosion occurred in an American Airlines B727 after take off. From the twenty-two incidents recorded in this study in North America in 1968 the nineteen were hijackings from the U.S.A., Mexico, and Canada to Cuba. In 1969, terrorists from North America had one destination in mind, Cuba. Thirty-eight hijackings took place in U.S.A. and Mexico with destination Cuba. Two other hijackings from Baltimore and Cincinnati had hijacking destination Ireland and Sweden respectively.

In 1970, eleven hijackings took place from U.S.A. and Mexico with final destination Cuba. Aeroflot was also the target in 1970, with extensive damage to its New York City office. In 1971, eleven out of the twenty-two reported terrorist incidents had destination Cuba from the U.S.A. and Canada. In the months of May and June 1971, the hijackings involved U.S. cities with landing after hijacking to other U.S. cities. In July, a Braniff B707 was hijacked in Mexico and forced to fly into four destinations in Central and South America. The first hijacker to be killed on U.S. soil took place in Chicago when a

man attempted to hijack TWA's flight 335 to New York. In November, an Air Canada DC8 flight was hijacked to Ireland by a Canadian citizen.

In 1972, the study has reported 29 terrorist incidents with only seven involving hijacking to Cuba. The important incidents for 1972, includes the Pacific Southwest B737 hijacking by two Bulgarians to Siberia, the event ended with three dead and two wounded. In the same year, five Black Panther Party sympathizers hijacked to Algiers, Algeria a Delta Airlines B727 in Philadelphia. Three people were injured in the 1973 attack of Spokane Airport. In Atlanta a YS11A Piedmont Airlines was hijacked by a male to Toronto. Six reported incidents occurred in 1974. The unusual incident that cost the lives of three and wounded one was Delta flight 523 when someone wanted to crash the plane into the White House. Los Angeles International Airport was the target of a bomb explosion killing three and injuring thirty-five others.

Many different incidents took place in 1975 in North America. A bomb exploded in a baggage locker of New York City's La Guardia Airport killing eleven and injuring seventy-five. Five other incidents were recorded involving explosive devices in Los Angeles, Tampa, Boston, and Miami. A TWA B707 on flight 535 from New York was hijacked by six Croatians to three countries in Europe in 1976. An Eastern plane was destroyed in 1976 at Boston's Logan Airport, one person was injured. Eight incidents took place in North America in 1977. Miami was the center of four of those events. A bomb explosion at Miami's International Airport. A bomb explosion at Venezuela's Viasa Airlines Miami city offices. An individual wanted Eastern Airlines flight 688 to go to Cuba. And finally, a National Airlines DC10 received a bomb treat on its way to Paris.

Three incidents took place in 1978 in New York. FALN incendiary devices went off at JFK and La Guardia Airports, a bomb threat on a TWA B707 on its way to Geneva, a national Airlines B727 was diverted to Charleston, South Carolina. In 1978, bomb threats diverted two planes from Chicago and Los Angeles to Canada. In 1979, after a number of years pass, Cuba is the final destination of hijackings from Los Angeles, New

York, and Denver. Four TWA baggage handlers were injured at JFK's Airport in New York. The total number of incidents were ten for 1979.

In the 1980's three incidents were recorded one in 1982, one in 1985, and one in 1987. The first, a bomb explosion at Pan Am flight 830 in Honolulu killed one teenager. In 1985, an Air India B747 exploded over the Atlantic Ocean killing all 329 people on board. In 1987, a PSA flight 1771 was hijacked by a former employee in Los Angeles, causing the plane to crash killing all 43 people on board.

In the U.S. an incident involving "old" national ties, dates back to 1935. From 1944 to 1958 numerous incidents in airport installations involved bomb explosions.

But the big "explosion" was from 1958 to 1979, with a tremendous number of hijackings from North America to Cuba. In the late 1960's almost daily hijackings occurred from the U.S. to Cuba. This "routine" form of hijacking continued up to 1972. Then there were only sporadic incidents until 1979. After 1979 only unsuccessful attempts took place.

Why did all these incidents happen in the U.S.? In the 1960's up to the late 1970's was the "love generation" or "flower children," called by others the hippies and the yippies. This was a very politically motivated generation, but also the American generation with the highest drug usage. Their political beliefs had a tremendous effect on the airlines' air piracy. Castro's regime and communism represented to them, for almost two decades, the ideal theoretical life style. They believed in communal living and human equality but also had developed a strong distrust of government. This U.S. anti-governmental mentality, in conjunction with the communist ideology, pushed a number of Americans into committing terrorist aviation acts to prove their socio-political point to the rest of the world.

Another ideological conflict that contributed to the aviation terrorist acts in the late 1960's and early 1970's was the Vietnam war. In 1972, when the military draft was in effect in the U.S. a number of incidents involved hijacking and attempted hijacking of airliners to the country north of the border, Canada.

From 1972 to 1979 the increase of bomb explosions in America at airports and airline facilities was contributed to the U.S. involvement in Vietnam.

In the 1980's three of the bloodiest incidents originated in North America. The one that stigmatized Canada's airport security was the Air India incident in 1985 with 329 people dead. The last incident recorded by this study in North America was in 1987 in the U.S. where after being hijacked, the plane crashed, killing 43 people.

Canada and Mexico had incidents in the same time frame, from 1935 to 1985, with Cuba as the final "destination" for reasons similar to the ones in the U.S. One of the important activities in North America was the action taken in Mexico by the FLNC group in 1974 against the Cuban influence in the region. The FLNC bombed a number of Cuban interest aviation installations in protest of the Cuban presence in the country.

Central America and the Caribbean

Table 7 introduces the aviation terrorist incidents in Central America and the Caribbean. These incidents were analyzed to establish trends to aid in the prevention of similar terrorist acts.

TABLE 7

Chronology of Aviation Terrorist Incidents in
Central America and the Caribbean (CA)

==

April 9, 1958. **Havana, Cuba.** A Cubana plane flying from Havana to Clara, Cuba, was hijacked to Merida, Mexico (Mickolus, 1980). **CA**

November 6, 1958. **Manzanillo, Cuba.** A Cubana Airlines DC3 flying from Manzanillo to Holguin, Cuba, was hijacked and diverted to a rebel airstrip in Oriente Province (Mickolus, 1980). **CA**

January 1, 1959. **Havana, Cuba.** A group of ex-President Batista's supporters hijacked a Cubana airliner to New York (Mickolus, 1980). **CA**

April 10, 1959. **Aux Cayes, Haiti.** A Haitian DC3 flying from Aux Cayes to Port-au-Prince was hijacked by six men who killed the pilot and forced the copilot to fly to Cuba (Mickolus, 1980). **CA**

(table continues)

Table 7 (cont.)

April 16, 1959. **Havana, Cuba.** A Cuban Aerovias DC3 flying from Havana to the Isle of Pines, Cuba, was diverted by four Cuban gunmen to Miami (Mickolus, 1980). **CA**

April 25, 1959. **Varadero Beach, Cuba.** A Cubana Vickers Viscount flying from Varadero Beach to Havana was hijacked and forced to fly to Key West, Florida (Mickolus, 1980). **CA**

October 2, 1959. **Havana, Cuba.** A Cubana Viscount en route from Havana to Santiago was hijacked by four people who threatened the pilot with hand grenades and a pistol to fly to Miami (Mickolus, 1980). **CA**

April 12, 1960. **Havana, Cuba.** A domestic flight of a Cubana Viscount was hijacked by the thee-man crew and another individual to Miami (Mickolus, 1980). **CA**

July 18, 1960. **Havana, Cuba.** A single-engine general aviation Cuban plane was hijacked from its flight from Havana to Varadero and forced to land in Fort Lauderdale (Mickolus, 1980). **CA**

July 28, 1960. **Oriente, Cuba.** A Cubana flight from Oriente province to Havana was diverted to Miami by three men (Mickolus, 1980). **CA**

October 29, 1960. **Havana, Cuba.** A Cubana DC3 flying from Havana to the Isle of Pines was hijacked by nine men who diverted it to Key West (Mickolus, 1980). **CA**

December 8, 1960. **Havana, Cuba.** Five individuals attempted to hijack a domestic Cubana flight. After a gun battle, the plane crash-landed at Cienfuego Airport (Mickolus, 1980). **CA**

July 3, 1961. **Havana, Cuba.** A Cubana DC3 bound for Veradero from Havana was hijacked and forced to land in Miami (Mickolus, 1980). **CA**

August 9, 1961. **Havana, Cuba.** Five anti-Castro Cubans attempted to hijack an Aerovias C46 flying from Havana to the Isle of Pines, Cuba, and divert it to Miami (Mickolus, 1980). **CA**

March 27, 1966. **Santiago, Cuba.** A Cubana Llyushin 18 was flying from Santiago to Havana when the flight engineer attempted to force the pilot to fly to Miami, while the pilot headed back to Jose Marti Airport in Havana, Cuba (Mickolus, 1980). **CA**

July 7, 1966. **Santiago, Cuba.** A Cubana Llyushin 18 flying from Santiago to Havana was hijacked by nine men, including the pilot, to Kingston, Jamaica (Mickolus, 1980). **CA**

June 19, 1968. **Santo Domingo, Dominican Republic.** A Venezuelan Airlines (VIASA) DC9, flying from Santo Domingo, Dominican Republic, to Curacao, Netherlands Antilles, was hijacked to Cuba by three Dominican leftists (Mickolus, 1980). **CA**

August 22, 1968. **Nassau, Bahamas.** An Island Flying Service Cessna Skymaster 336, chartered to fly from Nassau to Exuma, was hijacked by a person who diverted the plane to Cuba (Mickolus, 1980). **CA**

(table continues)

Table 7 (cont.)

September 20, 1968. San Juan, Puerto Rico. Eastern Airlines flight 950, a B720 flying from San Juan to Miami, was hijacked over the Bahamas by a Latin man and forced to fly to Havana, Cuba (Mickolus, 1980). CA

February 10, 1969. San Juan, Puerto Rico. Eastern Airlines flight 950, a DC8 flying from San Juan to Miami, was hijacked to Havana, Cuba (Mickolus, 1980). CA

April 13, 1969. San Juan, Puerto Rico. Pan American 460, a B727 flying from San Juan to Miami, was hijacked to Havana, Cuba by four Latin males (Mickolus, 1980). CA

July 29, 1969. Managua, Nicaragua. A male hijacker dressed as a female attempted to divert to Cuba a Nicaraguan plane flying from Managua to the coast of Nicaragua (Mickolus, 1980). CA

November 4, 1969. Managua, Nicaragua. A Nicaraguan Lanica BAC-111 flying the Miami-Managua-San Salvador-Mexico City route was hijacked out of Managua by two males and forced to fly to Havana (Mickolus, 1980). CA

December 23, 1969. Puerto Limon, Costa Rica. A LACSA C46 flying from Puerto Limon to San Jose was hijacked by a man to Cuba (Mickolus, 1980). CA

March 25, 1970. Belize. A British Honduran (Belize) chartered Cessna 180 on a local flight was hijacked by a couple to Cuba (Mickolus, 1980). CA

May 1, 1970. Kingston, Jamaica. Two armed Americans on board a British West Indian Airways B727 flying from Kingston to Miami demanded to be flown to Algiers (Mickolus, 1980). CA

October 21, 1970. Limon, Costa Rica. A LACSA BAC111, flying between Limon and San Jose, Costa Rica, was hijacked by seven members of the FSLN, who demanded to be taken to Cuba (Mickolus, 1980). CA

December 12, 1971. San Salvador, Nicaragua. A Lancia BAC111 flying from San Salvador to Managua and Miami was hijacked by three FSLN members to Cuba (Mickolus, 1980). CA

December 22, 1971. Dajabon, Dominican Republic. An Alas Del Caribe Air Islander BN2A flying from Santiago to Santo Domingo was hijacked by an individual to Dajabon, Dominican Republic (Mickolus, 1980). CA

May 25, 1972. Panama City, Panama. An LAN 727 flying from Santiago to New York with stops in Panama City and Miami was jolted when a pipe bomb exploded while the plane was over the Caribbean, causing extensive damage to the rear end of the aircraft (Mickolus, 1980). CA

November 5, 1972. San Salvador, El Salvador. A bomb exploded in the main ticket office of Pan Am in San Salvador, causing considerable damage but no injuries (Alexander & Kilmarx, 1979). CA

(table continues)

Table 7 (cont.)

July 10, 1973. Barbados. A bomb exploded in the Cubana interest British West Indies Airways office (Mickolus, 1980). CA

June 1, 1974. Port-au-Prince, Haiti. A bomb in a trunk that had been shipped on an Air France flight from Miami exploded in the baggage room at the Port-au-Prince Airport, injuring a policeman (Mickolus, 1980). CA

September 9, 1975. Port-au-Prince, Haiti. A Haiti Air Inter Dehavilland flying from Port-au-Prince to Cap Haitien was hijacked by three young Haitians, who demanded to be taken to Cuba but were overpowered by the crew and passengers (Mickolus, 1980). CA

July 10, 1976. Bridgetown, Barbados. The office building in Bridgetown housing the British West Indian Airways office was damaged extensively by a bomb explosion (Mickolus, 1980). CA

August 24, 1976. San Jose, Costa Rica. CORU bombs exploded at the San Jose offices of Iberia Airlines, injuring six (Mickolus, 1980). CA

October 6, 1976. Bridgetown, Barbados. A bomb exploded on board Cubana Airlines flight 455, a DC8 flying to Jamaica and Cuba with stops at Guyana and Trinidad. The plane crashed into the ocean, killing all on board (Mickolus, 1980). CA

June 30, 1979. San Juan, Puerto Rico. A Cuban brandished a bottle of rum and took over eastern Airlines flight 932, a B747 flying from San Juan to Miami, and demanded to go to Cuba (Mickolus, 1980). CA

July 18, 1979. Managua, Nicaragua. Former members of Nicaragua's National Guard commandeered four planes to fly them to safety. The Miami-based Groth Air Services flew 147 refuges to Miami. A Red Cross DC8 flew 150 Nicaraguans to Guatemala City. An Electra and a DC9 belonging to the British-Nicaraguan Red Cross were diverted to San Jose, Costa Rica (Mickolus, 1980). CA

August 16, 1979. Guatemala City, Guatemala. An American hijacked Eastern Airlines flight 980 from Guatemala to Miami. He was overpowered when the plane was in a landing pattern over Havana (Mickolus, 1980). CA

July 24, 1992. Lima, Peru. Five American Airlines workers in charge of cleaning and loading tasks were wounded by a bomb that exploded at Lima's Jorge Chavez Airport (Office for Combatting Terrorism, 1993). CA

July 19, 1994. Panama. A commuter plane exploded in flight over the Santa Rita mountains. Among the 21 victims were Israeli nationals, dual Israeli-Panamanian citizens, three U.S. citizens, and 12 Jewish persons (Office of the Coordinator for Counterterrorism, 1995). CA

==

Analysis of Central America and the Caribbean (CA)

Aviation Terrorist Incidents

Havana, Cuba, was the epicenter of all the activities in the region. From 1958 till today, the people are either for or against Castro's regime.

In the 1950's in Central America Cuba was the primary origination of terrorist incidents with two in 1958 and five in 1959. During this period, five incident involved individuals wanting to escape from Cuba to a North American country. Only one was in other direction, involving a Haitian DC3, hijacked by six men to Cuba, in which incident the pilot was killed.

In 1960, five incidents took place all originating in Cuba, and all hijackings had destination in Southern Florida. In 1961 two aircrafts from Cuba were hijacked to Miami. In 1966, two incidents took place. A Cuban Llyushin 18 was hijacked to Jamaica by nine men. The second was, an attempted hijacking in Cuba involving a Llyushin 18 on a local flight. Three incidents, one from the Dominican Republic, one from the Bahamas, and one from Puerto Rico end up with aircraft hijackings to Cuba in 1968. All five terrorist incidents in 1969 in Central America were from Puerto Rico, Nicaragua, and Costa Rica with final destination Cuba.

In 1970, two of the three incidents were from Belize to Cuba, and from Costa Rica to Cuba by seven FSLN members. An incident in Jamaica involved two Americans wanting to fly to Algiers. Three FSLN members hijacked a Nicaraguan flight to Cuba in 1971. Another incident involved a domestic hijacking in the Dominican Republic. An LAN B727 was jolted when a pipe bomb exploded while the plane was over the Caribbean in 1972. The same year in El Salvador a bomb exploded in the main ticket office of Pan Am, causing considered damage. In 1973, a bomb exploded in the Cubana interest BWIA office. In 1974, one policeman was injured when a bomb exploded at the Port-au-Prince Airport in Haiti.

In 1975, an attempted hijacking to Cuba from Haiti took place involving three Haitians. In 1976, a bomb exploded on board Cubana Airlines flight 455 over Barbados, killing all on board. The same year, two airline city offices were attacked, one in Costa Rica at the Iberia Airlines office injuring six. The other at the BWIA office in Barbados causing extensive damage. In 1979, two incidents started in Puerto Rico and Guatemala involving Eastern Airlines flights were hijacked to Cuba. In Nicaragua, former members of Nicaragua's National Guard hijacked four planes to fly them to safety. No incident was reported in this study for the 1980's in Central America.

In 1992, five American Airlines workers were wounded by a bomb that exploded at Lima's Airport. In 1994, a commuter plane exploded in flight over the Santa Rita mountains in Panama killing twenty-one people on board.

A number of incidents involved Cubans trying to escape for a better life, but some incidents within the region involved terrorists that perceived Cuba to be a safe haven. A group that perceived Cuba to be a safe haven was Sandinista National Liberation Front with their base in Nicaragua. The group hijacked planes to Cuba to show their support for Castro's regime and their anti-governmental views of their own country's political power. Isolated incidents against the American presence in the region also occurred, with bomb explosions in Pan Am offices.

As long as Cuba is under communist regime, there is apt to be incidents in the region. A big difference is that the new incidents are apt to be from Cuba to other nations, such as the U.S.

In the late 1960's and 1970's many incidents originated in the U.S. and other Central American countries from individuals or groups supporting "socialism". In the U.S. the period is known as the "hippie generation," when a movement of anti-governmental mentality, equality and freedom, but also a lot of drug use, took place.

In the 1990's the "businessman generation" has taken effect and the ideology for "communist pride" died with the end of the "disco period."

Political conditions and ideologies do affect the time frame on terrorist aviation incidents in the Central American region. There were similar incident trends in Europe, where people escaped from East to West. This trend in Central America will not likely stop until Castro's power base has ended. But if the famine extends into a greater scale, the number of incidents may increase for "freedom" seekers to the U.S. through the means of air and sea. As long as Castro's airport security procedures are as weak as they are today, there are apt to be people trying to escape. In many cases the "freedom seekers" are the same ones that supposedly are in charge of airport security or fly for the Cuban government, such as the national airline or military pilots.

South America

Table 8 introduces the aviation terrorist incidents in South America. These incidents have been analyzed to establish trends to aid in the prevention of similar terrorist acts.

TABLE 8

Chronology of Aviation Terrorist Incidents in
South America (SA)

===

February 21, 1931. Lima, Peru. The first recorded hijacking occurred when the American pilot of a Pan-American F7 Ford trimotor was forced to drop propaganda leaflets over the city (Mickolus, 1980). SA

February 23, 1931. Arequipa, Peru. Colonel Cerro ordered Elmer Faucett to fly over Arequipa and drop governmental newsletters (Mickolus, 1980). SA

September 27, 1956. Santa Cruz, Bolivia. An airliner flying from Santa Cruz to La Paz was hijacked by the forty-seven political prisoners it was carrying and landed in Salto, Argentina (Mickolus, 1980). SA

December 2, 1959. Rio de Janeiro, Brazil. Eight men hijacked a Panair Do Brazil Constellation flying from Rio de Janeiro to Belem and forced the pilot to fly it to Aragarcas, Brazil (Mickolus, 1980). SA

April 28, 1960. Caracas, Venezuela. On a DC3 of Linea Aeropostal Venezoelana flying from Caracas to Puerto Ayacucho, an in-flight explosive device detonated in the cockpit, killing all people aboard (Mickolus, 1980). SA

(table continues)

Table 8 (cont.)

November 27, 1961. **Caracas, Venezuela.** An Avensa DC6B flying from Caracas to Maracaibo was hijacked by five men to Curacao (Mickolus, 1980). **SA**

November 28, 1963. **Ciudad Bolivar, Venezuela.** Six members of the FALN hijacked an Avensa Convair Twin Engine CV440 en route from Ciudad Bolivar to Caracas where they dropped leaflets (Mickolus, 1980). **SA**

December 8, 1964. **Tipuani, Bolivia.** A Bolivian Alas Airlines C47 flying from Tipuani to La Paz crashed after an in-flight explosion, killing all fifteen on board (Mickolus, 1980). **SA**

September 28, 1966. **Buenos Aires, Argentina.** An Argentina Airlines DC4 bound from Buenos Aires to Rio Gallegos was hijacked by twenty people, who forced the pilot to fly to the Falkland Islands (Bell, 1978). **SA**

May 29, 1967. **Barranquilla, Colombia.** A time bomb tore the rear fuselage of an Aerocondor DC6 flying between Barranquilla and Bogota. The plane landed there safely (Mickolus, 1980). **SA**

August 6, 1967. **Barranquilla, Colombia.** A Colombian Aerocondor DC4 flying from Barranquilla to San Andres Islands in Colombia was hijacked to Cuba by five armed men (Mickolus, 1980). **SA**

September 9, 1967. **Barranquilla, Columbia.** A Colombian Avianca DC3 flying from Barranquilla to Maganque, Colombia, was hijacked by three armed men and forced to land in Santiago, Cuba (Mickolus, 1980). **SA**

March 5, 1968. **Riohacha, Colombia.** An Avianca DC4 flying from Riohacha to Barranquilla was hijacked by three members of the National Liberation Army and forced to fly to Santiago de Cuba, Cuba (Mickolus, 1980). **SA**

March 21, 1968. **Caracas, Venezuela.** An Avensa CV440 flying from Caracas to Maracaibo was hijacked to Cuba by four armed men (Mickolus, 1980). **SA**

September 22, 1968. **Barranquilla, Columbia.** An Avianca Airlines Boeing 727, flying from Barranquilla to Cartagena, was hijacked by a man who diverted the plane to Camaguey in central Cuba (Mickolus, 1980). **SA**

September 22, 1968. **Barranquilla, Colombia.** An Avianca Airlines DC4 flying from Barranquilla to Santa Clara was hijacked by a man who diverted the plane to Santiago de Cuba (Mickolus, 1980). **SA**

January 7, 1969. **Riohacha, Colombia.** A lone gunman armed with a revolver entered the cockpit of an Avianca DC4 flying from Riohacha to Maicao, Colombia, and directed it to Santiago, Chile (Mickolus, 1980). **SA**

January 12, 1969. **Buenos Aires, Argentina.** A Peruvian ASPA CV990 flying from Buenos Aires to Miami was hijacked by an Ecuadorian using a Mexican passport who forced the pilot to fly to Havana (Mickolus, 1980). **SA**

(table continues)

Table 8 (cont.)

January 19, 1969. Guayaquil, Ecuador. An Ecuadoriana International Lockheed Electra 188 on the Guayaquil-Quito-Miami run was hijacked to Jose Marti Airport near Havana, Cuba (Mickolus, 1980). SA

February 5, 1969. Barranquilla, Colombia. A Colombian SAM DC4, flying from Barranquilla to Medellin, was hijacked to Cuba (Mickolus, 1980). SA

February 6, 1969. Caracas, Venezuela. Seven men hijacked a Venezuelan airliner to Havana, Cuba (Mickolus, 1980). SA

February 11, 1969. Maracaibo, Venezuela. A Venezuelan Aeropostal DC9 flying from Maracaibo to Caracas was hijacked to Havana by five men (Mickolus, 1980). SA

March 11, 1969. Medellin, Colombia. A man attempted to hijack a Sociedad Aeronautica De Medellin EC4 on the Medellin-Bogota-Barranquilla flight to Havana (Watson, 1976). SA

March 16, 1969. Barranquilla, Colombia. An Aerocondor Airlines DC6, flying from Barranquilla to San Andres Island, was hijacked to Camaguey, Cuba (Mickolus, 1980). SA

March 17, 1969. Lima, Peru. A Faucett Airlines B727, flying the Lima-Arequipa-Tacna route, was hijacked by six men to Jose Marti Airport in Havana, Cuba (Mickolus, 1980). SA

April 11, 1969. Guayaquil, Ecuador. An Ecuadorian Airlines DC6 flying the Guayaquil-Quito-Miami run was hijacked by three armed men to Havana, Cuba (Mickolus, 1980). SA

April 14, 1969. Bogota, Colombia. A Colombian SAM DC4 on the Bogota-Santa Maria-Medellin-Barranquilla run was hijacked out of Medellin by three armed men to Havana (Mickolus, 1980). SA

May 20, 1969. Bogota, Colombia. An Avianca B737 flying from Bogota to Pereira was hijacked by four men to Havana (Mickolus, 1980). SA

June 20, 1969. Villavicencio, Colombia. Four people with machine guns hijacked a Columbia Urraca Airlines DC3 flying from Villavicencio to Monterrery, diverting it to Havana (Mickolus, 1980). SA

July 3, 1969. Tulcan, Ecuador. Thirteen armed individuals hijacked an Ecuadorian SEATA DC3 flying from Tulcan to Quito, and forced it to fly to Santiago, Cuba (Mickolus, 1980). SA

July 10, 1969. Barranquilla, Colombia. An Avianca DC4 flying from Barranquilla to Santa Marta was the scene of an unsuccessful hijacking to Cuba (Mickolus, 1980). SA

August 4, 1969. Barranquilla, Colombia. An Avianca DC4 flying the Barranquilla-Santa Marta-Riohacha run was hijacked to Cuba by three males (Mickolus, 1980). SA

(table continues)

Table 8 (cont.)

August 23, 1969. **Burcarmanga, Colombia.** An Avianca AVRO-748 flying from Burcarmanga to Bogota was hijacked by two men to Santiago de Cuba (Mickolus, 1980). SA

September 6, 1969. **Quito, Ecuador.** Two Tame Commercial Airlines C47 transport planes on domestic flights from Quito to Guayaquil were hijacked and directed to fly to Cuba (Watson, 1976). SA

October 8, 1969. **Belem, Brazil.** A Brazilian Cruzeiro do Sul Caravelle flying from Belem to Manaus was hijacked to Havana by six armed men (Mickolus, 1980). SA

October 8, 1969. **Buenos Aires, Argentina.** An Aerolineas Argentinas B707 flying from Buenos Aires to Miami was hijacked to Havana via Santiago, Chile, by an Argentine student (Mickolus, 1980). SA

October 28, 1969. **Buenaventura, Colombia.** A Colombia Aerotaxi Airlines Beechcraft chartered to fly from Buenaventura to Bogota was hijacked by two armed men to Havana via Kingston (Mickolus, 1980). SA

November 4, 1969. **Buenos Aires, Argentina.** A Brazilian VARIG B707 flying from Buenos Aires to Santiago was hijacked by six armed individuals and flown to Havana (Mickolus, 1980). SA

November 8, 1969. **Cordoba, Argentina.** An Austral Airlines BAC111 was hijacked while flying from Cordoba to Buenos Aires across the Andres to Chile and then to Cuba (Mickolus, 1980). SA

November 12, 1969. **Manaus, Brazil.** A Cruzeiro do Sol YS11, flying from Manaus to Belem, was hijacked by a lone man to Havana, Cuba (Mickolus, 1980). SA

November 12, 1969. **Santiago, Chile.** A LAN Caravelle flying from Santiago to Puerto Mont was hijacked fifteen minutes after takeoff by two teenagers who wished to go to Cuba (Mickolus, 1980). SA

November 12, 1969. **Santiago, Chile.** Five armed males hijacked a Chilean Airlines Caravelle and diverted it from its Santiago-Punta Arenas flight to Cuba via Antofagasta (Mickolus, 1980). SA

November 13, 1969. **Cucuta, Colombia.** An Avianca DC4 flying from Cucuta to Bogota was hijacked by six students and diverted to Cuba (Mickolus, 1980). SA

December 19, 1969. **Santiago, Chile.** A LAN B727 flying from Santiago to Asuncion, Paraguay, was hijacked by a student to Cuba (Mickolus, 1980). SA

January 1, 1970. **Montevideo, Uruguay.** A Brazilian Cruzeiro do Sul Caravel flying from Montevideo to Rio de Janeiro was hijacked by five armed hijackers to Havana, Cuba (Mickolus, 1980). SA

March 11, 1970. **Bogota, Colombia.** An Avianca B727 flying from Bogota to Barranquilla was hijacked by four men who directed the pilot to fly to Cuba (Mickolus, 1980). SA

(table continues)

Table 8 (cont.)

March 12, 1970. Santiago, Chile. A Brazilian Varig B707 flying from Santiago, Chile to London, U.K., was hijacked by one armed man who diverted the plane to Cuba (Mickolus, 1980). **SA**

March 24, 1970. Cordoba, Argentina. An Aerolineas Argentinas Comet IV flying from Cordoba to Tucuman and Buenos Aires was taken over by an armed couple and flown to Cuba (Mickolus, 1980). **SA**

April 26, 1970. Brasilia, Brazil. A Brazilian Viacao Aerea de Sao Paulo B737 flying from Brasilia to Manaus was hijacked by a gunman to Cuba (Mickolus, 1980). **SA**

June 26, 1970. Cucuta, Colombia. An Avianco B727 flying from Cucuta to Bogota was hijacked by two armed men to Cuba (Mickolus, 1980). **SA**

July 4, 1970. Belem, Brazil. A Cruzeiro do Sol YS11 flying from Belem to Macapa was hijacked by an armed man who diverted the plane to Cuba (Mickolus, 1980). **SA**

July 28, 1970. Salta, Argentina. An Aerolineas Argentinas B737 flying from Salta to Buenos Aires was hijacked by an armed man who wished to divert it to Cuba (Mickolus, 1980). **SA**

May 8, 1971. Monteria, Colombia. An Avianca DC4 flying from Monteria to Cartagena was hijacked by an armed man to Maracaibo, Venezuela (Mickolus, 1980). **SA**

May 29, 1971. Caracas, Venezuela. Pan American flight 442, a B707 flying from Buenos Aires to Miami, was hijacked out of Caracas by a Latin male who demanded to be flown to Havana (Mickolus, 1980). **SA**

October 20, 1971. Quito, Ecuador. A Saeta Viscount flying from Quito to Cuenca was hijacked to Cuba by four men and two women (Mickolus, 1980). **SA**

December 16, 1971. Sucre, Bolivia. A Lloyd Air Boliviano F862 flying from Sucre to La Paz was hijacked by an individual who killed the pilot and injured the copilot and a passenger (Mickolus, 1980). **SA**

April 8, 1972. Piura, Peru. A Faucett B727 flying from Piura to Chiclayo was hijacked by two armed men who attempted to divert the plane to Cuba (Mickolus, 1980). **SA**

May 23, 1972. Quito, Ecuador. An Empress Ecuadoriana de Aviacion DC6B Electra flying from Quito to Guayaquil was hijacked by a male who threatened to blow up the aircraft and was killed by two air force men (Mickolus, 1980). **SA**

May 30, 1972. San Paulo, Brazil. A Varig Airlines Lockheed Electra 188 flying from San Paulo to Porto Alegre was hijacked by an armed male who committed suicide with his pistol (Mickolus, 1980). **SA**

July 18, 1972. San Andres Island, Colombia. An Aero Opita Tao flying from San Andres Island to Bogota was hijacked by a male who killed the pilot and severely wounded the copilot (Mickolus, 1980). **SA**

Table 8 (cont.)

August 15, 1972. **Trelew, Argentina.** An Austral BAC111 flying from Trelew to Buenos Aires was hijacked by ten people to Santiago, Chile, where they were granted political asylum (Mickolus, 1980). SA

August 25, 1972. **Neiva, Colombia.** An Opita Air Taxi (TAO) from Neiva to Bogota was hijacked in flight by four men to Cuba (Mickolus, 1980). SA

May 18, 1973. **Valera, Venezuela.** An Avensa Convair 580 flying from Valera to Barquisimeto was hijacked by members of Punto Cero to Curacao, Panama City, Merida, Mexico City and finally to Havana, Cuba (Mickolus, 1980). SA

May 30, 1973. **Cali, Colombia.** An SAM Lockheed Electra flying the Cali-Pereira-Medellin route was hijacked by two members of the ELN. They ordered the plane to fly to Aruba and then to Ecuador, Peru, Argentina, Aruba, Argentina, and finally to Paraguay (Watson, 1976). SA

June 20, 1973. **Buenos Aires, Argentina.** In a gun battle between police and members of the ERP, FAR and Montoneros at Buenos Aires's Ezeiza Airport, twenty were killed and three hundred injured (Mickolus, 1980). SA

July 4, 1973. **Buenos Aires, Argentina.** An Aerolineas Argentina B737 flying from Buenos Aires to Tucuman was hijacked by an ERP member who forced the pilot to fly to Mendoza, Argentina, Santiago, Chile, Lima, Peru, Panama City, Panama, and finally Havana, Cuba (Mickolus, 1980). SA

October 20, 1973. **Buenos Aires, Argentina.** An Aerolineas Argentina B737 flying from Buenos Aires to Salta was hijacked by four armed terrorists who forced the plane to fly to Tucuman and then to Yacuiba, Bolivia (Mickolus, 1980). SA

October 31, 1973. **Maracaibo, Venezuela.** An Avensa DC9 flying from Maracaibo to Caracas was hijacked out of Barquisimeto by a male who demanded to be flown to Cuba; the hijacker shot and seriously wounded himself (Mickolus, 1980). SA

January 21, 1974. **Pasto, Colombia.** An Aeropesca Vicker Viscount flying between Pasto and Popayan was hijacked by a young man to Cali, Barranquilla and then to the final destination of Havana, Cuba (Mickolus, 1980). SA

May 11, 1974. **Pereira, Colombia.** An Avianca B727 flying from Pereira to Bogota was hijacked by four armed men. The plane flew to Bogota, Cali, Pereira, and back to Bogota, where the hijackers demanded to be flown to Cuba (Mickolus, 1980). SA

July 24, 1974. **Pereira, Colombia.** An Avianca B727 flying between Pereira and Medellin was hijacked by a couple who forced the pilot to land at Cali (Watson, 1976). SA

February 22, 1975. **San Paulo, Brazil.** A VASP B737 flying from San Paulo to Brasilia was hijacked by a man who had passed through preboard screening with a pistol. Policemen shot and critically wounded the hijacker (Mickolus, 1980). SA

(table continues)

Table 8 (cont.)

December 23, 1975. **Barrancabermeja, Colombia.** A SAM Beachcraft D80 flying from Barrancabermeja to Medellin was hijacked by a man whom the local authorities shot twice in the head upon landing. The hijacker later died in a hospital (Mickolus, 1980). SA

February 29, 1976. **Medellin, Colombia.** An Aces Airlines general aviation Saunders ST27 flying from Medellin to Apartado was hijacked by an armed man to Chigordo and then back to Medellin. The hijacker was shot during a gun battle and died in a hospital (Mickolus, 1980). SA

January 3, 1977. **Bogota, Colombia.** A bomb was removed from an Avianca jet in Bogota shortly before it was due to fly to Caracas, Venezuela (Mickolus, 1980). SA

June 21, 1977. **Santiago, Chile.** An LAN B727 flying from Antofagasta to Santiago was hijacked by a Chilean man who diverted the plane to Mendoza, Argentina (Mickolus, 1980). SA

July 5, 1977. **Arica, Chile.** Four Chileans hijacked a Ladeco B727 flying from Arica to Santiago on a domestic flight and diverted it to Lima, Peru (Sobel, 1978). SA

February 17, 1978. **Bogota, Colombia.** A bomb exploded in the office of Lufthansa in Bogota, causing some damage (Mickolus, 1980). SA

May 11, 1978. **Santa Marta, Colombia.** An Avianca flight from Santa Marta to Bogota was hijacked by two gunmen and diverted to Cali, Colombia; Aruba; and Willemstad, Curacao (Mickolus, 1980). SA

August 25, 1982. **Rio de Janeiro, Brazil.** An explosive device was found on Pan Am Flight 441 after the plane arrived in Rio de Janeiro. The bomb had been on the plane for 14 days and 40,000 miles (Martin & Walcott, 1988). SA

November 27, 1989. **Bogota, Columbia.** On Avianca Flight 203, a bomb placed under a seat exploded, killing 107 (Moore, 1991). SA

October 25, 1993. **Lima, Peru.** Terrorists exploded a large bomb under a minibus in the parking lot near the departure terminal at Lima's international airport. The driver of a hotel shuttle bus was killed and about 20 others were injured. The American Airlines cargo office, which was located nearby, sustained some damage (Office of the Coordinator for Counterterrorism, 1994). SA

==

Analysis of South America (SA)

Aviation terrorist Incidents

The first recorded hijackings in the Aviation history took place in South America

both in Peru in 1931, where the pilots were forced to drop propaganda leaflets and

governmental newsletters. Forty-seven political prisoners hijacked an airliner from Bolivia to Argentina in 1965. A domestic hijacking took place in Brazil by eight men in 1959. An in-flight explosive device killed all people aboard a DC3 of Linea Aeropostal Venezoelana in Venezuela in 1960. In 1961 and 1963, two incidents involving Avensa and the FALN group took place. In 1964, an in-flight explosion killed all fifteen people on board a Bolivian Alas Airlines C47 in Bolivia. Twenty people hijacked Argentina Airlines DC4 to Falkland Islands in 1966. In 1967, two hijackings took place from Columbia to Cuba. The same year, a plane landed safely after a time bomb explosion of an Aerocondor DC6 in Colombia. Four incidents took place in South America in 1968, three were in Columbia and one in Venezuela, the final destination for all events was Cuba. In 1969 twenty-seven terrorist incidents originating in South American countries had final destination the communist country island of Cuba. The countries were, Argentina, Ecuador, Colombia, Venezuela, Peru, Brazil, and Chile.

All eight reported terrorist incidents in 1970 had Cuba as their final destination, the countries of origination were Uruguay, Colombia, Chile, Argentina, and Brazil. No human casualties were reported in the years 1969 and 1970. In 1971, an incident in Bolivia cost the lives to three people after a local hijacking of Lloyd Air Boliviano F862. Two hijackings took place from Venezuela and Ecuador to Cuba in 1971. In 1972, one hijacked aircraft by four men from Colombia landed in Cuba. Ten people hijacked a plane from Argentina to Chile for political asylum. A male hijacked a Colombian plane to Bogota where he killed the pilot and wounded the copilot. In 1972, in Ecuador a hijacker was killed by two air force men after threatening to blow up a DC6B Electra aircraft. In 1973, two hijackings after long hopping to numerous countries ended up in Havana, Cuba. One aircraft was from Colombia and the other from Argentina. Twenty were killed and 300 injured at Buenos Aires airport in Argentina by members of the ERP, FAR, and Montoneros terrorist groups.

In Colombia, South America three terrorist incidents took place in 1974. An Avianca B727 and an Aeropesca Vicker Viscount were hijacked from Pereira and Pasto to Cuba. An Avianca B727 was involved in a domestic hijacking in Colombia. In 1975, a hijacker died after being shot by authorities in a SAM Beechcraft D80 hijacking in Colombia. Another hijacker was shot and wounded by police after hijacking a VASP B737 in Brazil. A terrorist was shot and died after hijacking an Aces Airlines ST27 in Colombia in 1976. In 1977, two incidents one originated in Chile involving a LAN B727 hijacking to Argentina. The other was a Ladeco B727 aircraft which was taken to Peru. In 1978, an Avianca flight from Colombia was hijacked to Aruba and Curacao. A bomb exploded in the office of Lufthansa in Bogota.

In 1982, a bomb was found after 14 days and 40,000 miles inside a Pan Am flight 441 plane in Rio de Janeiro, Brazil. In Colombia a bomb was found on Avianca flight 203 in 1989, killing 107 people on board. Two people died and 20 others injured when a large bomb exploded at Lima's International Airport in 1993.

The South America geographical region has the honor of the first recorded aviation incident in 1931. The incident occurred in Peru, and involved dropping of propaganda leaflets. A similar incident occurred in Venezuela by the FALN group in 1963.

Then came the period from 1967 to 1974 when a number of terrorist incidents took place with an epicenter of Columbia. With origination in Columbia, most incidents had the final destination of Cuba. No specific group was involved in this "traffic." The unstable and undesirable Colombian government had "forced" a number of individuals to idealize a better life in a communist country, and that country was Cuba. After 1974, for political reasons again, Cuba did not look so desirable to Colombian freedom seekers.

That did not stop terrorist incidents in Colombia. The last available incident was in 1989. The main reason for the continuation of terrorist incidents in the country was and is drug trafficking. When that stops, the number of incidents are apt to degrease in Columbia.

Other South American countries with fewer incidents were Brazil, Venezuela, Argentina, Peru, and Ecuador. In the same time frame, from 1967 to 1974, most aviation terrorist incidents had the final destination of Cuba. Argentina was the country with the most active terrorist groups in the region.

In the late 1970's and into the 1980's, Columbia was faced with a new wave of aviation-related terrorist incidents primarily protesting the presence of "outsiders" in relation to the anti-drug war. The only way this region is apt to be reasonably safe again is when illegal drugs are not the main source of income in South American countries.

In the late 1980's there were not many incidents in direct relation to political instability. The most important reason for this decrease was the "strong" airport and airline security and the fact that the regional political instability had developed into guerrilla wars which did not expand outside the national borders. The other reason might be that the countries do not expect "outsiders" to help them solve their internal problems, so they have little reason to use aviation terrorist incidents as a means of media manipulation.

CHAPTER 5

SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

Summary

Analysis was conducted to organize the study according to:

(1) What kind of individual(s) was/were involved in the hijack or airport incident?

(2) How was the aviation terrorist incident carried out or attempted?

(3) What were some important characteristics of the aircraft, airline flight or airport involved in the aviation incident?

(4) After the "final" destination of a hijacking, what was the relationship of the hijackers to that destination?

The data was also organized by the eight geographical regions of: a) Europe, and the former Soviet Union; b) North Africa, Near and Middle East; c) Sub-Sahara Africa; d) South and East Asia; e) Australia and the Pacific; f) North America; g) Central America and the Caribbean; h) South America.

Europe and the former Soviet Union

The predominate recognizable terrorist activity trend in Europe is from East to West, although in a limited number of cases the terrorist pattern is from West to East. The communist regimes in East Europe had brought a number of people to their knees. These people, in attempts for a better life, have tried to escape to any countries in the West. The predominant East-West politically motivated movement was from 1948 to the late 1970's. After 1978 people still tried to escape from the East but were less successful.

A number of terrorist incidents occurred also from West to East with the first recorded in 1948 in Greece. These incidents continued up to the late 1960's. This was the time frame when the Europeans started questioning their identity. This identity crisis was between democracy and communism. A number of terrorist incidents involved communist sympathizers wanting to "escape" to the East.

From the late 1940's to the early 1950's, the southern European countries suffered under a strong communist wave, which almost destroyed these nation-states' identity. A civil war in the Balkans had affected the airline traffic due to the resentment of "capitalistic" ownership of the airlines and to the same extent the lack of airport/airline security procedures.

In the 1970's and 1980's Europe was an open battle field in attempts to solve the Middle East's conflicts. A number of Palestinian Organizations had terrorized the European airline industry. The main resentment was against Israeli and American presence in the continent. The activities included bombing not only airline offices and airport ticket counters but also airliners on the ground or in the air. Some of the organizations involved here were ELF, PFLP, NAYLP and Patriotic Front Corsica.

The overall terrorist activities in the "old" continent (Europe) from 1948 to 1986 were against airports and airline city offices. Airports were and are easy targets due to their easy accessibility to the terrorists. Airline city offices have become targets due to the international media effectiveness in promoting the terrorists' "ideas" during any incident. Airline offices have started only in the late 1980's and 1990's installing security systems. Before, these locations were easy targets in the airline industry.

North Africa, Near and Middle East

If one considers the terrorist aviation incidents as an earthquake, the epicenter for this segment of the study was Beirut, Lebanon with after shocks in Israel, Libya and Syria. The main cause was and remains not only the dispute between Lebanon and Israel

but also the "Palestinian Question." A number of Palestinian organizations have been active in the region, such as PLO, PFLP, PLF, NAYLP, ANYOLP, and more. The entire Middle East and North Africa is an active battle field for all kinds of territorial, religious, political, economical, racial and nationalistic disputes.

From Turkey to Iran, and from Libya to Somalia, the events have not stopped since 1946. Even at the moment of this writing, there is a dispute in that region; causing the air transportation industry to suffer. In Turkey, during the Pan Am era, that company was the main target to protest the U.S. presence in the country. Today the Kurdish guerrilla war has no borderlines. Everyone is a target, not only within the region but globally. Since the late 1960's Lebanon and Israel have become one of the most frequent areas of aviation incidents. Syria has also had its share within the same disputes.

Iran and Iraq contributed substantially to the intensity of terrorist activity. Their continuous wars have affected air security from the early 1970's to the present. Jordan also plays a part in this terrorist parade. Its soil has been used not only as a safe haven for numerous terrorist groups but also as the "final" destination for aviation incidents.

North Africa, with Libya as the main aggressor, has terrorized the aviation industry not only on its own soil but globally. Within the nation-state, incidents also include Algeria, Morocco, and Egypt.

The strategic location of Cyprus in the region has made it a target of Palestinian activities in order for them to publicize their political points to the world. Cyprus is the center of public media correspondence for the Middle East and parts of the North Africa region. This makes Cyprus a target for terrorist media manipulation.

Sub-Sahara Africa

In the past, the most active terrorist group in the Sub-Sahara Africa region was the Eritrean Liberation Front (ELF) in Ethiopia. From 1969 to 1977 there were a number of

incidents involving, not only the ELF group, but also "independent" terrorists in the region.

A number of flights originated in Ethiopia and were hijacked to different countries within the region or in the Middle East. One isolated incident involved a Cuban worker seeking political asylum in Europe. Another incident involved two Lebanese, who were fighting for their own liberation cause in the tense region of South Africa. Two incidents involved Soviet missiles, which were used to shoot down airliners, killing all people aboard. In 1989, in-flight explosives on a French plane killed all aboard. All these incidents show that political instability will affect the terrorist activities, whether an ELF group fighting for independence or a Cuban for political asylum.

When terrorist groups are operating in the region, and there is also political instability, the result most likely will be inadequate security techniques. The most tense period for this region regarding terrorist aviation incidents was in the 1970's.

South and East Asia

The South and East Asia global region has become the battlefield of a number of terrorist incidents. The causes are very diverse as are the people living in the region.

Korea and Vietnam were the center of a number of conflicts and incidents with significant importance for the West. Some territorial and religious conflicts contributed to a number of incidents in 1970 in the South and East region countries. India and Pakistan had their share of incidents, initiated primarily by the Japanese Red Army and the Palestinian PFLP group.

A number of incidents can be contributed to the poor relations between China and Taiwan. People were trying to escape from a regime they did not approve. These sporadic incidents continued well into the 1970's.

Japan also had its share of aviation incidents with the primary contributor being the Japanese Red Army, but other incidents were not associated with any particular group of

individuals. The Japanese terrorists wanted to go to Cuba, North Korea, and the former Soviet Union. The country has been faced with a number of internal terrorist incidents dating back to the early 1970's and continuing well into the 1980's.

The country with the greatest number of incidents in this region was the Philippines, with the first recorded incident in 1949 and with the last public knowledge incident in 1976. The main contributor was the MNLF organization, but also contributing were Filipinos anger against their government and trying to make the world understand their political situation. Filipinos have fought for years to change their regime to an acceptable democratic system. They have finally succeeded; the only task left is to develop an economic system that will bring all Filipinos together again.

Nepal, Singapore, Burma, Hong Kong, Malaysia, Bangladesh and Thailand also suffered incidents in their territories due to the political instability in the region. Some of the incidents did not involve nationals of these states, but rather these states were merely the playground for controversial issues from other groups such as Pakistanis, Indians, Japanese and Filipinos.

Australia and the Pacific

The Australia region has been least affected by terrorist events in the 1970's except in isolated instances against American companies. A number of attacks were against the company that represented the United States of America in the region, Pan Am.

A separate incident involved the Yugoslav Airline offices. The representative country was in a very unstable political period in the 1970's. In yet another incident, an Irish man also attempted to hijack a plane, without success. These events generated a "negative" political climate in the Australia region with respect to Yugoslavia, Ireland, and the U.S.

That environment changed in the 1990's. As a result, we presently have had no aviation terrorist incidents in the Australia and Pacific Ocean region.

<u>North America</u>

North America is the region of the melting pot of nationalities, religions, political beliefs and cultural diversities. The people living here have some of the convictions and beliefs of the "old" country, and when something happens that will be detrimental to that "old" country, they will often fight for it.

In the U.S. an incident involving "old" national ties, dates back to 1935. From 1944 to 1958 numerous incidents in airport installations involved bomb explosions.

But the big "explosion" was from 1958 to 1979, with a tremendous number of hijackings from North America to Cuba. In the late 1960's almost daily hijackings occurred from the U.S. to Cuba. This "routine" form of hijacking continued up to 1972. Then there were only sporadic incidents until 1979. After 1979 only unsuccessful attempts took place.

Why did all these incidents happen in the U.S.? In the 1960's up to the late 1970's was the "love generation" or "flower children," called by others the hippies and the yippies. This was a very politically motivated generation, but also the American generation with the highest drug usage. Their political beliefs had a tremendous effect on the airlines' air piracy. Castro's regime and communism represented to them, for almost two decades, the ideal theoretical life style. They believed in communal living and human equality but also had developed a strong distrust of government. This U.S. anti-governmental mentality, in conjunction with the communist ideology, pushed a number of Americans into committing terrorist aviation acts to prove their socio-political point to the rest of the world.

Another ideological conflict that contributed to the aviation terrorist acts in the late 1960's and early 1970's was the Vietnam war. In 1972, when the military draft was in effect in the U.S. a number of incidents involved hijacking and attempted hijacking of airliners to the country north of the border, Canada.

From 1972 to 1979 the increase of bomb explosions in America at airports and airline facilities was contributed to the U.S. involvement in Vietnam.

In the 1980's three of the bloodiest incidents originated in North America. The one that stigmatized Canada's airport security was the Air India incident in 1985 with 329 people dead. The last incident recorded by this study in North America was in 1987 in the U.S. where after being hijacked, the plane crashed, killing 43 people.

Canada and Mexico had incidents in the same time frame, from 1935 to 1985, with Cuba as the final "destination" for reasons similar to the ones in the U.S. One of the important activities in North America was the action taken in Mexico by the FLNC group in 1974 against the Cuban influence in the region. The FLNC bombed a number of Cuban interest aviation installations in protest of the Cuban presence in the country.

Central America and the Caribbean

Havana, Cuba, was the epicenter of all the activities in the region. From 1958 till today, the people are either for or against Castro's regime.

A number of incidents involved Cubans trying to escape for a better life, but some incidents within the region involved terrorists that perceived Cuba to be a safe haven. A group that perceived Cuba to be a safe haven was Sandinista National Liberation Front with their base in Nicaragua. The group hijacked planes to Cuba to show their support for Castro's regime and their anti-governmental views of their own country's political power. Isolated incidents against the American presence in the region also occurred, with bomb explosions in Pan Am offices.

As long as Cuba is under communist regime, there is apt to be incidents in the region. A big difference is that the new incidents are apt to be from Cuba to other nations, such as the U.S.

In the late 1960's and 1970's many incidents originated in the U.S. and other Central American countries from individuals or groups supporting "socialism". In the U.S. the period is known as the "hippie generation," when a movement of anti-governmental mentality, equality and freedom, but also a lot of drug use, took place.

In the 1990's the "businessman generation" has taken effect and the ideology for "communist pride" died with the end of the "disco period."

Political conditions and ideologies do affect the time frame on terrorist aviation incidents in the Central American region. This trend in Central America will not likely stop until Castro's power base has ended. But if the famine extends into a greater scale, the number of incidents may increase for "freedom" seekers to the U.S. through the means of air and sea. As long as Castro's airport security procedures are as weak as they are today, there are apt to be people trying to escape. In many cases the "freedom seekers" are the same ones that supposedly are in charge of airport security or fly for the Cuban government, such as the national airline or military pilots.

<u>South America</u>

The South America geographical region has the honor of the first recorded aviation incident in 1931. The incident occurred in Peru, and involved dropping of propaganda leaflets. A similar incident occurred in Venezuela by the FALN group in 1963.

Then came the period from 1967 to 1974 when a number of terrorist incidents took place with an epicenter of Columbia. With origination in Columbia, most incidents had the final destination of Cuba. No specific group was involved in this "traffic." The unstable and undesirable Colombian government had "forced" a number of individuals to idealize a better life in a communist country, and that country was Cuba. After 1974, for political reasons again, Cuba did not look so desirable to Colombian freedom seekers.

That did not stop terrorist incidents in Colombia. The last available incident was in 1989. The main reason for the continuation of terrorist incidents in the country was and is drug trafficking. When that stops, the number of incidents are apt to degrease in Columbia.

Other South American countries with fewer incidents were Brazil, Venezuela, Argentina, Peru, and Ecuador. In the same time frame, from 1967 to 1974, most aviation

terrorist incidents had the final destination of Cuba. Argentina was the country with the most active terrorist groups in the region.

In the late 1970's and into the 1980's, Columbia was faced with a new wave of aviation-related terrorist incidents primarily protesting the presence of "outsiders" in relation to the anti-drug war. The only way this region is apt to be reasonably safe again is when illegal drugs are not the main source of income in South American countries.

In the late 1980's there were not many incidents in direct relation to political instability. The most important reason for this decrease was the "strong" airport and airline security and the fact that the regional political instability had developed into guerrilla wars which did not expand outside the national borders. The other reason might be that the countries do not expect "outsiders" to help them solve their internal problems, so they have little reason to use aviation terrorist incidents as a means of media manipulation.

Conclusions and Recommendations

Conclusions

Based on historical aviation terrorist incidents data the following conclusions were drawn:

(1) Political regional instability has brought an increase of terrorist incidents in the aviation industry.

(2) Media interference during and/or immediately after an aviation terrorist incident can have devastating results, due to the public's knowledge of events and negotiations confidential and urgent to resolve the terrorist incident.

(3) The selection of counter-terrorist measures and groups are very important in accomplishing positive results in solving an aviation terrorist incident.

(4) Human competence along with technology is responsible for preventing terrorist acts.

(5) During an aviation terrorist incident investigation, political or personal gain motivations should not be the criteria used in establishing the cause and recording the results of the incident.

(6) Regional problems such as the "Palestinian Question," Vietnam, Iran, Iraq, Libya, Cuba and more need to be addressed by the world community.

Recommendations

Based on the historical data the following recommendations were made:

(1) The airline, in the selection of a new route, should evaluate the security conditions at the airport.

(2) Economics should be a part of the formula for selecting an origination and destination in a route going into a 'high risk' aviation terrorist area.

(3) During a terrorist aviation incident the media should be "eliminated" from the site. If that is not possible, only information pertaining to human life should be available to them. Any information on the incident negotiations should be carefully evaluated before given to the media to avoid terrorist use of this information as means of public manipulation through the world media.

(4) Personnel performing security checks should be rigorously tested and evaluated before assignment to the task. This is necessary in establishing and maintaining competence in performing such a task.

(5) A multi-national public service work force should be established by all airlines flying international destinations from their home country to establish a mutual human understanding in the elimination of terrorist incidents.

(6) The governments of the "high risk" areas should work closely with their people and other governments in the prevention of aviation terrorist incidents within their bountries and over the high seas.

(7) All nation-states should accept at full value the recommendations made by the International Civil Aviation Organization in terrorist prevention.

(8) Nation-states should avoid making public announcements by giving advisories or warnings about a specific region. That brings a lot of anger and resentment towards their nationals and a decrease in the security effectiveness provided to their nation-state aviation industry.

Concluding Comment

Airport and airline security can be improved by increasing the number of personnel, by training them better, and modernizing the equipment used.

Should we increase air security? If the answer is yes, and if it is implemented it will lead to more confidence on the part of air travelers which they once possessed. At the same time, airports and airlines must work together to improve the quality of air security.

Airport and airline security personnel are very important in implementing security procedures to prevent aviation terrorist incidents. The number of employees per specific observation location is an eminent factor. To guaranty the best quality in the terrorist prevention the correct number of employees and their training should be a priority when developing an airport security program especially in an airport with international traffic. The airport employees in the security area must be well inform so as to performed their assign security tasks with competence. Those tasks can be accomplish with the correct and appropriate training, and also with the suitable state of mind during working hours. Aviation security employees should not be overworked in the point where they are not able to performed their required duties.

The number of personnel has always been a major concern for airport security programs. Due to the cost involved, airports usually provide the minimum number possible. Airlines have now assume some responsibility by providing their own personnel for at least a limited number of international flights. When the responsibility of sharing the

observation duties are performed by more than the minimum number of required employees the quality standard is greater. This quality standard should be recognized to prevent any potential threat to humans, facilities, and aircrafts.

In conjunction with the correct number of employees per task, their training should also be a top priority for the airport security program. Pre-employment training is essential. Professional development during employment is absolutely necessary. Specific training to their assign tasks should be given in a combination program between the airport and the airlines involved.

The quality of much of the equipment used for airline security is not up-to-date and cannot detect and counter the terrorists' latest techniques. The terrorists always put their best ingenuity to work to develop the most deadly weapons possible. On the other hand, the technology for airport security screening is not growing as rapidly as the technology available to the terrorists.

The airlines serving international destinations must keep in mind, at all times, who their passengers are and from where they are boarding their aircraft. Smooth transit/processing procedures should be established that are well received by the passengers. Therefore, passengers are likely to use the airline again. If the lack of security results in empty seats in one direction of travel for the airline, the profitability of the route is severely damaged.

BIBLIOGRAPHY

Alexander, Y., & Freedman, L. Z. (Eds.). (1983). Perspectives on terrorism. Wilmington, DE: Scholarly Resources.

Alexander, Y., & Kilmarx, R. A. (Eds.). (1979). Political terrorism and business: The threat and response. New York: Praeger.

Alexander, Y., & Sochor, E. (Eds.). (1990). Aerial piracy and aviation security. Dordrecht: Martinus Nijhoft.

Bell, J. B. (1978). A time of terror: How democratic societies respond to revolutionary violence. New York: Basic Books.

Berg, B. L. (1995). Qualitative research methods for the social science (2nd ed.). Boston: Allyn and Bacon.

Buckley, A. D., & Olson, D. D. (Eds.). (1980). International terrorism: Current research and future directions. Wayne, NJ: Avery.

Chapman, M. L., & Chapman, R. D. (1980). The crimson web of terror. Boulder: Paladin Press.

Clutterbuck, R. (1987). Kidnap, hijack and extortion: The response. New York: St. Martin's Press.

Connor, M. (1987). Terrorism, its goals, its targets, its methods, the solutions. Boulder: Paladin Press.

Dobson, C., & Payne, R. (1982). The Terrorists: Their weapons, leaders and tactics (rev. ed.). New York: Facts On File.

Dobson, C., & Payne, R. (1987). The never-ending war: Terrorism in the 80's. New York: Facts On File.

Ezeldin, A. G. (1987). Terrorism and political violence: An Egyptian perspective (S. Ragheb, Trans.). Chicago: The University of Illinois at Chicago. (Original work published 1985)

Gutteridge, W. (Ed.). (1986). Contemporary terrorism. New York: Facts On File.

Hoe, A., & Morris, E. (1988). Terrorism: Threat and response. New York: St. Martin's Press.

Hughes, D. (1995, May 15). Pentagon study call for terrorism review. Aviation Week & Space Technology, pp. 33-34.

Jenkins, B. M., & Johnson, J. A. (1976). International terrorism: A chronology (1974 supplement). Santa Monica: Rand.

Joyce, C. (1991, January 26). Airport detectors not ready for terrorists. New Scientist, pp. 16-17.

Kmett, M. A., & Mendelson, S. (Eds.). (1978). Reducing the risk of terrorism. Washington, DC: American Society for Industrial Security.

Lineberry, W. P. (1977). The struggle against terrorism. New York: H.W. Wilson.

Martin, D. C., & Walcott, J. (1988). Best laid plans: The inside story of America's war against terrorism. New York: Harper & Pow.

Mickolus, E. F. (1980). Transnational terrorism: A chronology of events, 1968-1979. Westport, CT: Greenwood Press.

Moore, K. C. (1991). Airport, aircraft, and airline security (2nd ed.). Boston: Butterwort-Heinemann.

Mullins, W. C. (1988). Terrorist organizations in the United States. Springfield, IL: Charles C. Thomas.

O'Ballance, E. (1979). Language of violence: The blood politics of terrorism. San Rafael, CA: Presidio Press.

Odegard, J. D., Smith, D. L. & Shea W. (1984). Airport planning and management. Belont, CA: Wadsworth.

Office for Combatting Terrorism. (1988). Patterns of global terrorism: 1986. Washington, DC: U.S. Department of State.

Office for Combatting Terrorism. (1990). Patterns of global terrorism: 1989. Washington, DC: U.S. Department of State.

Office for Combatting Terrorism. (1992). Patterns of global terrorism: 1991. Washington, DC: U.S. Department of State.

Office for Combatting Terrorism. (1993). Patterns of global terrorism: 1992. Washington, DC: U.S. Department of State.

Office for the Coordinator for Counterterrorism. (1994). Patterns of global terrorism: 1993. Washington, DC: U.S. Department of State.

Office for the Coordinator for Counterterrorism. (1995). Patterns of global terrorism: 1994. Washington, DC: U.S. Department of State.

Ott, J. (1989, November 13). FAA security panel examines means of improving defense against terrorists. Aviation Weak & Space Technology, pp. 75, 76.

Overseas Security Advisory Council. (1991). Security awareness overseas: An overview. Washington, DC: U.S. Department of State.

Roberts, S. V., & Bowermaster, D. (1995, November 13). Republican family feud. U.S. News & World Report, pp. 40-45.

Ruwayha, W. A. (1990). Terrorism and hostage-taking in the Middle-East (2nd ed.). France: Author.

Scotti, A. J. (1986). Executive safety and international terrorism. Englewood Cliffs, NJ: Prentice-Hall.

Seger, K. A. (1990). The antiterrorism handbook: A practical guide to counteraction planning and operations for individuals, businesses, and government. Novato, CA: Presidio Press.

Sobel, L. A. (Ed.). (1975). Political terrorism (Vol. 1). New York: Facts On File.

Sobel, L. A. (Ed.). (1978). Political terrorism (Vol. 2). New York: Facts On File.

Taylor, M. (1988). The terrorist. London, UK: Brassey's Defence.

Trager, O. (Ed.). (1986). Fighting terrorism: Negotiations or retaliation? New York: Facts On File.

Watson, F. M. (1976). Political terrorism: The threat and the response. Washington, DC: Robert B. Luce.

Yeaple, J. (1991, October). The bomb catchers. Popular Science, pp. 61-65, 98, 102, 104.

APPENDIX

APPENDIX A

APPENDIX A

List of Organizations and Acronyms

ANYOLP: Organization of Arab Nationalist Youth for the Liberation of Palestine (Palestine).

ELN: National Liberation Army (Colombia).

ELP: Eritrean Liberation Front (Ethiopia).

ERP: People's Revolutionary Army (Argentina).

ETA: Basque Nation and Liberty (Spain).

FALN: Armed Frond for National Liberation (United States-Puerto Rico).

FAR: Rebel Armed Forces (Guatemala)

FLNC: Cuban National Liberation Front (Cuba).

FSLN: Sandinista National Liberation Front (Nicaragua).

IRA: Irish Republican Army (Ireland).

MNLF: Moro National Liberation Front (Philippines).

NAYLP: National Arab Youth for the Liberation of Palestine (Palestine-Libya).

PFLP: Popular Front for the Liberation of Palestine (Palestine).

PLF: Palestine Liberation Front (Palestine).

PLO: Palestine Liberation Organization (Palestine).

TPLA: Turkish People's Liberation Army (Turkey).

APPENDIX B

APPENDIX B

Chronology of Aviation Terrorist Incidents

From 1931 to 1994

Author's Note: At the end of each paragraph, symbols and initials have been used in this part of the study for the easy identification of important points made by the researcher.

World Regions:
EU: Europe, and the former Soviet Union
ME: North Africa, Near and Middle East
SS: Sub-Sahara Africa
EA: South and East Asia
AU: Australia and the Pacific Ocean
NA: North America
CA: Central America and the Caribbean
SA: South America

*: This symbol at the end of the paragraph means that the researcher has found that the same aviation incident was given in different chronological order by the various sources available. All variations with proper identification have been included in this study.

February 21, 1931. Lima, Peru. The first recorded hijacking occurred when the American pilot of a Pan-American F7 Ford trimotor was forced to drop propaganda leaflets over the city (Mickolus, 1980). SA

February 23, 1931. Arequipa, Peru. Colonel Cerro ordered Elmer Faucett to fly over Arequipa and drop governmental newsletters (Mickolus, 1980). SA

September 21, 1935. New York, U.S.A. A lieutenant of the U.S. Air Force hijacked a plane with the intention of flying to Lithuania (Mickolus, 1980). NA

October 30, 1946. Jerusalem, Israel. Jewish terrorists attacked the Ras El Air airfield in the vicinity of Jerusalem, killing six and injuring eleven British (Mickolus, 1980). ME

April 6, 1948. Prague, former Czechoslovakia. Seventeen people hijacked the Prague to Bratislava domestic flight to the U.S. Zone of Germany (Mickolus, 1980). EU

Appendix B (cont.)

May 5, 1948. Brno, former Czechoslovakia. Five people hijacked a domestic Flight from Brno, Moravia to Ceske, Budegovice to the U.S. Zone of Germany (Mickolus, 1980). EU

June 4, 1948. Belgrade, Yugoslavia. Two men hijacked the Belgrade to Sarajevo local flight to Bari, Italy (Mickolus, 1980). EU

June 17, 1948. Bucharest, Rumania. A Soviet-Rumanian Airways C47 on a domestic flight was hijacked to Salzburg, Austria (Mickolus, 1980). EU

June 30, 1948. Varna, Bulgaria. A retired colonel hijacked the Bulgarian Junkers 52 flight from Varna to Sofia and landed it in Istanbul, Turkey (Mickolus, 1980). EU

July 16, 1948. Macau. The "Miss Macau," a Cathay Pacific Catalina flying boat, crashed during a hijacking attempt by a band of criminals (Mickolus, 1980). AU

September 12, 1948. Athens, Greece. Eight armed Greeks hijacked a Dakota plane on the Athens to Salonika run, diverting it to Tetova, Yugoslavia (Mickolus, 1980). EU

January 4, 1949. Peos, Hungary. Twenty two people hijacked a local Peos to Budapest Hungarian flight to the U.S. Zone of Germany (Mickolus, 1980). EU

January 30, 1949. Shanghai, Republic of China. Six people hijacked the Shanghai to Tsingtao flight of China National Aviation Corporation to Tsinan, China (Mickolus, 1980). EA

April 29, 1949. Timisoara, Rumania. A student hijacked a Soviet-Rumania Airlines Dakota flying from Timisoara to Bucharest and forced it to fly to Salonika, Greece (Mickolus, 1980). EU

May 7, 1949. Philippines. A Philippine Air Lines DC3 crashed into the sea, with no survivors, after a time bomb explosion aboard the plane (Mickolus, 1980). EA

September 9, 1949. Quebec City, Canada. A Quebec Airways DC3 exploded due to a bomb in the baggage compartment on its flight from Quebec City to Comeau Bay, leaving no survivors (Mickolus, 1980). NA

September 16, 1949. Gdansk, Poland. Five men hijacked the LOT flight from Gdansk to Lodz, forcing it to land in Stockholm, Sweden (Mickolus, 1980). EU

December 9, 1949. Sibiv, Rumania. Four people hijacked a Soviet-Rumania DC3 flying from Sibiv to Bucharest and forced it to fly to Belgrade, Yugoslavia (Mickolus, 1980). EU

December 16, 1949. Lodz, Poland. Sixteen Poles hijacked a Polish flight from Lodz to Gdansk and diverted it to Roenne, Bornholm Island, Denmark (Mickolus, 1980). EU

Appendix B (cont.)

March 24, 1950. Bratislava, former Czechoslovakia. A DC3 from Bratislava to Prague was hijacked and headed for Erding in the U.S. Zone of Germany (Mickolus, 1980). EU

March 24, 1950. Ostrava, former Czechoslovakia. A DC3 on a flight from Ostrava to Prague was diverted to Erding in the U.S. Zone of Germany (Mickolus, 1980). EU

March 24, 1950. Brno, former Czechoslovakia. The pilot of the Brno to Prague flight was forced to land his plane on Erding in the U.S. Zone of Germany (Mickolus, 1980). EU

April 13, 1950. Northolt, U.K. An explosive device blew up the British European Airways Viking 1B on its flight from London to Paris via Northolt (Mickolus, 1980). EU

May 28, 1950. Los Angeles, U.S.A. A mentally unbalanced passenger on a Los Angeles to Oakland flight threatened passengers with a pistol (Mickolus, 1980). NA

August 11, 1950. Pottmes, former Czechoslovakia. Two people hijacked a Czechoslovakian transport plane on a flight to Pottmes in the U.S. Zone of Germany (Mickolus, 1980). EU

October 17, 1951. Belgrade, Yugoslavia. A Yugoslavian National Airlines DC3 on a domestic flight was hijacked to Zurich, Switzerland, by the pilot and copilot (Mickolus, 1980). EU

June 26, 1952. Belgrade, Yugoslavia. Three people hijacked the Belgrade to Puola flight of Yugoslavian National Airlines, diverting it to Foligno, Italy, where they requested political asylum (Mickolus, 1980). EU

September 24, 1952. Mexico City, Mexico. A bomb exploded in a suitcase after a Mexicana DC3 took off from Mexico City, flying for Oaxaca (Mickolus, 1980). NA

December 30, 1952. Laoag, Philippines. A twenty-three year old man hijacked the Laoag to Aparri DC3 flight of Philippine Air Lines in an attempt to fly to his home of Amoy, a Chinese port(Mickolus, 1980). EA

March 23, 1953. Prague, former Czechoslovakia. The pilot of the Prague to Brno C47 flight of Czechoslovakian National Airlines, diverted the plane to Frankfurt-am-Main, Germany (Mickolus, 1980). EU

April 11, 1955. Hong Kong. An Air India Constellation flying from Hong Kong to Djakarta, Indonesia, exploded en route to the Bandung conference, killing eighteen passengers (Mickolus, 1980). EA

November 1, 1955. Denver, U.S.A. A United Air Lines DC6B flight from Denver to Portland disintegrated when a dynamite bomb detonated in the baggage compartment, killing all aboard (Mickolus, 1980). NA

March 4, 1956. Nicosia, Cyprus. A bomb exploded in the freight compartment of a Cyprus Airways Hermes at Nicosia Airfield (Mickolus, 1980). ME

(appendix continues)

Appendix B (cont.)

April 27, 1956. Nicosia, Cyprus. A bomb destroyed a British-owned Cyprus Airways plane at Nicosia Airport (Mickolus, 1980). ME

July 13, 1956. Gyor, Hungary. A Hungarian twin-engined Malev flying from Gyor to Szombathely, Hungary, was hijacked and landed at Ingolstadt, Germany (Mickolus, 1980). EU

September 27, 1956. Santa Cruz, Bolivia. An airliner flying from Santa Cruz to La Paz was hijacked by the forty-seven political prisoners it was carrying and landed in Salto, Argentina (Mickolus, 1980). SA

July 25, 1957. Las Vegas, U.S.A. In a Western Airlines CV240 flying from Las Vegas to Los Angeles, a bomb exploded forty-seven minutes after takeoff (Mickolus, 1980). NA

December 19, 1957. Oran, Algeria. An Air France Armagnac flying from Oran, Algeria, to Paris was rocked over central France by a bomb that exploded in the lavatory (Mickolus, 1980). ME

February 17, 1958. Pusan, South Korea. A Korean National Airlines DC3 flying from Pusan to Seoul was hijacked to North Korea by five communist sympathizers (Mickolus, 1980). EA

April 9, 1958. Havana, Cuba. A Cubana plane flying from Havana to Clara, Cuba, was hijacked to Merida, Mexico (Mickolus, 1980). CA

April 10, 1958. Taegu, South Korea. On the South Korean Airlines C46 flying from Taegu to Seoul, the pilot and copilot were wounded when a hijacker attempted to divert the plane to North Korea (Mickolus, 1980). EA

April 13, 1958. Havana, Cuba. A Cubana DC3 flying from Havana to Santa Clara, Cuba, was hijacked by its three-man crew, and flown to Miami, Florida (Mickolus, 1980). CA

June 2, 1958. Former Czechoslovakia. Three people brandished a pistol and forced the pilot of a domestic general aviation charter plane to fly to Vienna, Austria (Mickolus, 1980). EU

November 1, 1958. Miami, U.S.A. A Cubana Airlines Viscount flying from Miami to Varadero Airport, Havana crashed when the plane was hijacked by five men (Mickolus, 1980). NA

November 6, 1958. Manzanillo, Cuba. A Cubana Airlines DC3 flying from Manzanillo to Holguin, Cuba, was hijacked and diverted to a rebel airstrip in Oriente Province (Mickolus, 1980). CA

January 1, 1959. Havana, Cuba. A group of ex-President Batista's supporters hijacked a Cubana airliner to New York (Mickolus, 1980). CA

Appendix B (cont.)

April 10, 1959. Aux Cayes, Haiti. A Haitian DC3 flying from Aux Cayes to Port-au-Prince was hijacked by six men who killed the pilot and forced the copilot to fly to Cuba (Mickolus, 1980). CA

April 16, 1959. Havana, Cuba. A Cuban Aerovias DC3 flying from Havana to the Isle of Pines, Cuba, was diverted by four Cuban gunmen to Miami (Mickolus, 1980). CA

April 25, 1959. Varadero Beach, Cuba. A Cubana Vickers Viscount flying from Varadero Beach to Havana was hijacked and forced to fly to Key West, Florida (Mickolus, 1980). CA

July 8, 1959. Cattaro, Yugoslavia. A Yugoslavia airliner flying from Cattaro to Belgrade was hijacked and ordered to land at the nearest Italian airport in Bari (Mickolus, 1980). EU

September 8, 1959. Mexico City, Mexico. A Mexicana DC3 flying from Mexico City to Veracruz was damaged by an in-flight explosion of the fuselage (Mickolus, 1980). NA

October 2, 1959. Havana, Cuba. A Cubana Viscount en route from Havana to Santiago was hijacked by four people who threatened the pilot with hand grenades and a pistol to fly to Miami (Mickolus, 1980). CA

December 2, 1959. Rio de Janeiro, Brazil. Eight men hijacked a Panair Do Brazil Constellation flying from Rio de Janeiro to Belem and forced the pilot to fly it to Aragarcas, Brazil (Mickolus, 1980). SA

January 6, 1960. New York, U.S.A. After a National Airlines DC6B took off from New York on its flight to Miami, a bomb exploded at eighteen thousand feet above North Carolina, killing all aboard (Mickolus, 1980). NA

April 12, 1960. Havana, Cuba. A domestic flight of a Cubana Viscount was hijacked by the thee-man crew and another individual to Miami (Mickolus, 1980). CA

April 28, 1960. Caracas, Venezuela. On a DC3 of Linea Aeropostal Venezoelana flying from Caracas to Puerto Ayacucho, an in flight explosive device detonated in the cockpit, killing all people aboard (Mickolus, 1980). SA

July 18, 1960. Havana, Cuba. A single-engine general aviation Cuban plane was hijacked from its flight from Havana to Varadero and forced to land in Fort Lauderdale (Mickolus, 1980). CA

July 19, 1960. Sydney, Australia. A hijacker attempted to divert to Singapore a Trans-Australia Electra L188 flying from Sydney to Brisbane (Mickolus, 1980). AU

July 28, 1960. Oriente, Cuba. A Cubana flight from Oriente province to Havana was diverted to Miami by three men (Mickolus, 1980). CA

October 29, 1960. Havana, Cuba. A Cubana DC3 flying from Havana to the Isle of Pines was hijacked by nine men who diverted it to Key West (Mickolus, 1980). CA

Appendix B (cont.)

December 8, 1960. Havana, Cuba. Five individuals attempted to hijack a domestic Cubana flight. After a gun battle, the plane crash-landed at Cienfuego Airport (Mickolus, 1980). CA

May 1, 1961. Marathon, U.S.A. National Airlines flight 337, which took off from Marathon in the Florida Keys bound for Miami and Key West, was hijacked to Havana, Cuba (Mickolus, 1980). CA

July 3, 1961. Havana, Cuba. A Cubana DC3 bound for Veradero from Havana was hijacked and forced to land in Miami (Mickolus, 1980). CA

July 24, 1961. Miami, U.S.A. Eastern Airlines flight 202, an Electra L188 flying from Miami to Tampa, was hijacked to Cuba (Mickolus, 1980). NA

July 31, 1961. Chico, U.S.A. A man wishing to go to Arkansas attempted to hijack the DC3 of Pacific Airlines Company flight 327 flying from Chico, California, to San Francisco (Mickolus, 1980). NA

August 3, 1961. Phoenix, U.S.A. Continental Airlines flight 54, a B707 flying from Phoenix to El Paso, was taken over by an armed convict who directed the pilot to fly to Havana (Mickolus, 1980). NA

August 9, 1961. Havana, Cuba. Five anti-Castro Cubans attempted to hijack an Aerovias C46 flying from Havana to the Isle of Pines, Cuba, and divert it to Miami (Mickolus, 1980). CA

August 9, 1961. Mexico City, Mexico. Pan American Airlines flight 501, a DC8 en route from Houston to Guatemala City, was hijacked after it left Mexico City to Havana, Cuba (Mickolus, 1980). NA

September 10, 1961. Erwan, former Soviet Union. A YAK12 chartered passenger plane of the Russian domestic air service was flying from Erwan to Yekhegnadzor, Armenia, when three Armenians attempted to divert it to Turkey (Mickolus, 1980). EU

November 10, 1961. Casablanca, Morocco. A Transportes Aeros L1049 flying from Casablanca to Lisbon was taken over by six heavily armed people and forced to circle Lisbon dropping leaflets (Mickolus, 1980). ME

November 27, 1961. Caracas, Venezuela. An Avensa DC6B flying from Caracas to Maracaibo was hijacked by five men to Curacao (Mickolus, 1980). SA

March 17, 1962. Paris, France. A French plane flying from Paris to St. Martin de l'Ardoise, France, had a hijacking attempt by a suspected member of the Secret Army Organization (Mickolus, 1980). EU

April 13, 1962. Miami, U.S.A. A Cessna 172 on a chartered sightseeing flight of the Miami area was hijacked to Havana (Mickolus, 1980). NA

April 16, 1962. Amsterdam, Netherlands. A Portuguese worker attempted to hijack a KLM flew from Amsterdam to Lisbon and divert it to East Berlin (Mickolus, 1980). EU

Appendix B (cont.)

May 22, 1962. Chicago, U.S.A. Continental Airlines flight 11 was en route from Chicago to Los Angeles via Kansas City when an in-flight explosion occurred, hurling eight passengers to their deaths (Mickolus, 1980). NA

July 18, 1963. U.S.A. A Cuban-born naturalized U.S. citizen stole a Beech T34 Mentor, which he flew to Cuba (Mickolus, 1980). NA

November 28, 1963. Ciudad Bolivar, Venezuela. Six members of the FALN hijacked an Avensa Convair Twin Engine CV440 en route from Ciudad Bolivar to Caracas where they dropped leaflets (Mickolus, 1980). SA

February 18, 1964. Miami, U.S.A. Two individuals, after chartering a private Piper Apache PA23 from Miami to Key West, forced the pilot to fly to Havana (Mickolus, 1980). NA

May (?) 1964. Reno, U.S.A. A Pacific Air Lines F27 crashed, killing forty-four people on board, when the pilot was shot with a .38 caliber revolver (Mickolus, 1980). NA

October 19, 1964. Shadur-Lungu, former Soviet Union. As a Soviet AN2 passenger plane flying from Shadur-Lungu to Izmail, two hijackers pulled a gun and a knife on the crew and directed the pilot to fly over the Black Sea (Mickolus, 1980). EU

December 8, 1964. Tipuani, Bolivia. A Bolivian Alas Airlines C47 flying from Tipuani to La Paz crashed after an in-flight explosion, killing all fifteen on board (Mickolus, 1980). SA

May (?) 1965. Moscow, former Soviet Union. A Russian AN2 flying from Moscow to Leningrad was the scene of an unsuccessful hijacking by two people who shot and killed the flight engineer (Mickolus, 1980). EU

August 31, 1965. Honolulu, U.S.A. Hawaiian Airlines flight 358, a DC3 flying from Honolulu to Kauai, Hawaii, was diverted by a paroled juvenile back to Honolulu (Mickolus, 1980). NA

October 11, 1965. Molokai, U.S.A. Aloha Airlines flight TS755, an F27 on the ground at Molokai, Hawaii, scheduled to take off for Honolulu, was attacked by two males (Mickolus, 1980). NA

October 26, 1965. Miami, U.S.A. National Airlines flight 209, an Electra 188 bound for Key West from Miami, was the scene of an attempted hijacking to Havana, Cuba (Mickolus, 1980). NA

November 17, 1965. Houston, U.S.A. National Airlines flight 30, a DC8 flying from Houston to Melbourne, Florida, with a stopover in New Orleans, was the scene of an attempted hijacking to Cuba (Mickolus, 1980). NA

March 27, 1966. Santiago, Cuba. A Cubana Llyushin 18 was flying from Santiago to Havana when the flight engineer attempted to force the pilot to fly to Miami, while the pilot headed back to Jose Marti Airport in Havana, Cuba (Mickolus, 1980). CA

Appendix B (cont.)

July 7, 1966. Santiago, Cuba. A Cubana Llyushin 18 flying from Santiago to Havana was hijacked by nine men, including the pilot, to Kingston, Jamaica (Mickolus, 1980). CA

August 9, 1966. Batumi, former Soviet Union. An attempt by three men to hijack a domestic Soviet flight to Turkey was foiled in a gunfight with two people wounded (Mickolus, 1980). EU

September 28, 1966. Buenos Aires, Argentina. An Argentina Airlines DC4 bound from Buenos Aires to Rio Gallegos was hijacked by twenty people, who forced the pilot to fly to the Falkland Islands (Bell, 1978). SA

November 22, 1966. Wahidi, Aden (now southern Yemen). An Aden Airways DC3 flying from Wahidi's Paddy's Field in south Arabia to Aden disintegrated in an explosion that destroyed the aircraft (Mickolus, 1980). ME

February 7, 1967. Egypt. A Russian-built AN24 on a domestic Egyptian flight was hijacked by a terrorist, who diverted the plane to Jordan (Mickolus, 1980). ME

April 23, 1967. Benin City, Nigeria. Five men hijacked a Nigerian Airlines F27 flying from Benin City to Lagos and forced it to land in Enugu in eastern Nigeria (Mickolus, 1980). SS

May 29, 1967. Barranquilla, Colombia. A time bomb tore the rear fuselage of an Aerocondor DC6 flying between Barranquilla and Bogota. The plane landed there safely (Mickolus, 1980). SA

June 30, 1967. Aden, South Yemen. An empty Aden Airways Viscount was bombed while parked on the tarmac at Aden Airport (Mickolus, 1980). ME

June 30, 1967. Palma de Mallorca, Spain. A British owned and operated HS125 air taxi, chartered to fly from Palma de Mallorca to Ibiza, Spain, was hijacked to Algiers, Algeria (Mickolus, 1980). EU

August 6, 1967. Barranquilla, Colombia. A Colombian Aerocondor DC4 flying from Barranquilla to San Andres Islands in Colombia was hijacked to Cuba by five armed men (Mickolus, 1980). SA

September 9, 1967. Barranquilla, Columbia. A Colombian Avianca DC3 flying from Barranquilla to Maganque, Colombia, was hijacked by three armed men and forced to land in Santiago, Cuba (Mickolus, 1980). SA

October 12, 1967. Rhodes, Greece. A British European Airways Comet 4B flying from Athens to Nicosia crashed after an explosive device detonated in the tourist passenger cabin. All sixty-six people aboard died (Mickolus, 1980). EU

November 12, 1967. Chicago, U.S.A. A small explosion occurred in the rear baggage compartment of an American Airlines B727 after it took off from Chicago, en route to San Diego (Mickolus, 1980). NA

(appendix continues)

Appendix B (cont.)

November 20, 1967. Hollywood, U.S.A. A Crescent Airlines Piper Apache PA10, chartered by Louis Babler to fly from Hollywood, Florida, to Bimini in the Bahamas, was hijacked by Babler to Havana, Cuba (Mickolus, 1980). NA

February 9, 1968. Da Nang, South Vietnam. A marine private boarded Pan Am DC6B, chartered by the military to fly soldiers from Da Nang to Hong Kong, during takeoff preparation and at gun point ordered the pilot to go to Hong Kong (Mickolus, 1980). EA

February 17, 1968. Marathon, U.S.A. A Piper Apache PA24, chartered to fly from Marathon in the Florida Keys to Miami, was hijacked by the person who charted the plane to Havana, Cuba (Mickolus, 1980). NA

February 21, 1968. Chicago, U.S.A. Delta Airlines flight 843, a DC8 en route from Chicago to Miami, had just left Tampa bound for West Palm Beach, when the plane was hijacked by a man, who instructed the pilot to fly the plane to Cuba, where he was granted political asylum (Mickolus, 1980). NA

March 5, 1968. Riohacha, Colombia. An Avianca DC4 flying from Riohacha to Barranquilla was hijacked by three members of the National Liberation Army and forced to fly to Santiago de Cuba, Cuba (Mickolus, 1980). SA

March 12, 1968. Tampa, U.S.A. National Airlines flight 28, a DC8 traveling between Tampa and Miami, was hijacked to Havana, Cuba, by two Spanish speaking gunmen (Mickolus, 1980). NA

March 16, 1968. Cozumel, Mexico. A Mexican twin-engine chartered plane, hired by an American to fly from Cozumel to Isla de las Mujeres, Mexico, was hijacked by the person who chartered the plane to Havana, Cuba (Mickolus, 1980). NA

March 18, 1968. Paris, France. Five French students bombed the Paris office of Trans World Airlines (Mickolus, 1980). EU

March 21, 1968. Caracas, Venezuela. An Avensa CV440 flying from Caracas to Maracaibo was hijacked to Cuba by four armed men (Mickolus, 1980). SA

June 19, 1968. Santo Domingo, Dominican Republic. A Venezuelan Airlines (VIASA) DC9, flying from Santo Domingo, Dominican Republic, to Curacao, Netherlands Antilles, was hijacked to Cuba by three Dominican leftists (Mickolus, 1980). CA

June 29, 1968. Marathon, U.S.A. Southeast Airlines flight 101, a DC3 flying from Marathon, Florida, to Key West, was hijacked by a fugitive gunman and diverted to Havana, Cuba (Mickolus, 1980). NA

July 1, 1968. Chicago, U.S.A. Northwest Airlines flight 714, a B727 en route from Chicago to Miami, was hijacked to Cuba by a Cuban national (Mickolus, 1980). NA

July 4, 1968. Kansas City, U.S.A. A man flying under the custody of U.S. marshals on TWA flight 329 from Kansas City, to Las Vegas, Nevada, threatened the crew that he had dynamite and would blow up the B727 if it did not fly to Mexico (Mickolus, 1980). NA

Appendix B (cont.)

July 12, 1968. Key West, U.S.A. An Island City Flying Service Cessna 210 from Key West to Miami was hijacked and diverted to Cuba (Mickolus, 1980). NA

July 12, 1968. Philadelphia, U.S.A. Delta Airlines flight 977, a Convair 880 flying from Philadelphia to Houston with a stopover in Baltimore, was the scene of an attempted hijacking to Cuba (Mickolus, 1980). NA

July 17, 1968. Los Angeles, U.S.A. National Airlines flight 1064, a DC8 flying from Los Angeles to Miami, was hijacked between Houston and New Orleans by a Cuban to Havana, Cuba (Mickolus, 1980). NA

July 22, 1968. Rome, Italy. An El Al Boeing 707 flying from Rome to Tel Aviv was hijacked to Algiers by three members of the Popular Front for the Liberation of Palestine (Sobel, 1975). EU

August 4, 1968. Naples, U.S.A. A Naples Airlines Cessna 182, chartered to fly near Naples, Florida, was hijacked by its charterer to Cuba (Mickolus, 1980). NA

August 22, 1968. Nassau, Bahamas. An Island Flying Service Cessna Skymaster 336, chartered to fly from Nassau to Exuma, was hijacked by a person who diverted the plane to Cuba (Mickolus, 1980). CA

September 11, 1968. St. John, Canada. An Air Canada Viscount four-engine turboprop flying from St. John, New Brunswick, to Toronto was hijacked by a U.S. citizen who wished to go to Cuba (Mickolus, 1980). NA

September 20, 1968. San Juan, Puerto Rico. Eastern Airlines flight 950, a B720 flying from San Juan to Miami, was hijacked over the Bahamas by a Latin man and forced to fly to Havana, Cuba (Mickolus, 1980). CA

September 22, 1968. Barranquilla, Columbia. An Avianca Airlines Boeing 727, flying from Barranquilla to Cartagena, was hijacked by a man who diverted the plane to Camaguey in central Cuba (Mickolus, 1980). SA

September 22, 1968. Barranquilla, Colombia. An Avianca Airlines DC4 flying from Barranquilla to Santa Clara was hijacked by a man who diverted the plane to Santiago de Cuba (Mickolus, 1980). SA

October 6, 1968. Cozumel, Mexico. An Aeromaya Airlines twin-engine Hawker Siddeley 748 turboprop flying from Cozumel to Merida was hijacked over the Isla de Mujeres by an Argentinean woman and ordered to fly to Cuba (Mickolus, 1980). NA

October 23, 1868. Key West, U.S.A. A Key West Airlines Cessna 177 chartered to fly from Key West to Dry Tortugas Island was hijacked by a man who forced the pilot to fly to Cuba (Mickolus, 1980). NA

November 2, 1968. Mobile, U.S.A. A man attempted to hijack Eastern Airlines flight 224, a DC9 flying from Mobile to Chicago, while it was parked in Birmingham, Alabama (Mickolus, 1980). NA

Appendix B (cont.)

November 4, 1968. Houston, U.S.A. National Airlines flight 186, a B727 en route from Houston to Miami via New Orleans, was hijacked to Havana, Cuba (Mickolus, 1980). NA

November 6, 1968. Aub, Philippines. A Philippine Airlines Fokker twin-engine plane flying from Aub to Manila was hijacked by four men, who killed one passenger and wounded another. Upon landing in Manila, the hijackers escaped (Mickolus, 1980). EA

November 8, 1968. Paris, France. An Olympic Airways B707 flying from Paris to Athens was hijacked out of Orly Airport by two Italians who forced the plane back to Paris (Mickolus, 1980). EU

November 18, 1968. Merida, Mexico. A CMA DC6 four-engine propeller plane, en route from Merida to Mexico City, was hijacked to Havana, Cuba (Mickolus, 1980). NA

November 19, 1968. Los Angeles, U.S.A. A bomb went off in the lavatory of a Continental Airlines B707 flying from Los Angeles to Denver (Mickolus, 1980). NA

November 23, 1968. Chicago, U.S.A. Eastern Airlines flight 73, a B727 en route from Chicago to Miami, was diverted to Havana by five armed Cuban males (Mickolus, 1980). NA

November 24, 1968. New York, U.S.A. Pan American flight 281, a B707 flying from New York to San Juan, was hijacked to Havana by three Puerto Rican males (Mickolus, 1980). NA

November 30, 1968. Miami, U.S.A. Eastern Airlines flight 532, a B720 flying from Miami to Dallas, was hijacked to Havana by a Cuban exile (Mickolus, 1980). NA

December 19, 1968. Philadelphia, U.S.A. Eastern Airlines flight 47, a DC8 flying from Philadelphia to Miami, was hijacked to Jose Marti Airport in Cuba (Mickolus, 1980). NA

December 26, 1968. Athens, Greece. Two Palestinians attacked an El Al Boeing 707 with grenades and submachine gun fire as it took off for New York (Dobson & Payne, 1987). EU

December 28, 1968. Beirut, Lebanon. Israeli commandos took over Beirut Airport and destroyed 13 Arab-owned aircraft (Sobel, 1975). ME

January 2, 1969. New York, U.S.A. Eastern Airlines 401, a DC8 flying from New York to Miami, was hijacked by two black men who diverted the plane to Jose Marti Airport in Havana, Cuba (Mickolus, 1980). NA

January 2, 1969. Crete, Greece. A Patriotic Front member hijacked an Olympic DC6B flying from Crete to Athens, diverting it to Cairo where he requested political asylum (Mickolus, 1980). EU

Appendix B (cont.)

January 7, 1969. Riohacha, Colombia. A lone gunman armed with a revolver entered the cockpit of an Avianca DC4 flying from Riohacha to Maicao, Colombia, and directed it to Santiago, Chile (Mickolus, 1980). SA

January 9, 1969. Miami, U.S.A. Eastern Airlines flight 831, a B727 flying from Miami to Nassau, was hijacked by a white university student to Cuba (Mickolus, 1980). NA

January 11, 1969. Jacksonville, U.S.A. United Airlines flight 459, a B727 flying from Jacksonville to Miami, was hijacked and flown to Havana, Cuba (Mickolus, 1980). NA

January 12, 1969. Buenos Aires, Argentina. A Peruvian ASPA CV990 flying from Buenos Aires to Miami was hijacked by an Ecuadorian using a Mexican passport who forced the pilot to fly to Havana (Mickolus, 1980). SA

January 13, 1969. Detroit, U.S.A. An attempt was made on final approach to hijack to Cuba Delta Airlines flight 297, a CV880 flying from Detroit to Miami (Mickolus, 1980). NA

January 19, 1969. New York, U.S.A. Eastern Airlines flight 9, a DC8 flying from New York to Miami, was hijacked by a Latin man who forced the pilot to fly to Havana, Cuba (Mickolus, 1980). NA

January 19, 1969. Guayaquil, Ecuador. An Ecuadoriana International Lockheed Electra 188 on the Guayaquil-Quito-Miami run was hijacked to Jose Marti Airport near Havana, Cuba (Mickolus, 1980). SA

January 24, 1969. Key West, U.S.A. National Airlines flight 424, a B727 flying the Key West-Miami-New York route, was hijacked and flown to Havana, Cuba (Mickolus, 1980). NA

January 28, 1969. Atlanta, U.S.A. Eastern Airlines flight 121, a DC8 flying from Atlanta to Miami, was hijacked to Havana by three Americans (Mickolus, 1980). NA

January 28, 1969. Los Angeles, U.S.A. National Airlines flight 64, a DC8 flying from Los Angeles to Miami, was hijacked by two armed men who demanded to be flown to Jose Marti Airport in Havana (Mickolus, 1980). NA

January 31, 1969. San Francisco, U.S.A. National Airlines flight 44, a DC8 on the San Francisco-Houston-New Orleans Tampa-Miami run, was hijacked to Havana by a California man (Mickolus, 1980). NA

February 2, 1969. Zurich, Switzerland. El Al Boeing 707, as it was preparing to take off for Tel Aviv, was machine-gunned. Copilot and one hijacker were killed, five passengers wounded (Dobson & Payne, 1987).* EU

February 3, 1969. Newark, U.S.A. Eastern Airlines flight 7, a B727 flying from Newark to Miami, was hijacked to Havana by a group of Cubans (Mickolus, 1980). NA

Appendix B (cont.)

February 3, 1969. New York, U.S.A. A New York college student attempted to hijack to Cuba National Airlines flight 11, a B727 flying from New York to Miami (Mickolus, 1980). NA

February 5, 1969. Barranquilla, Colombia. A Colombian SAM DC4, flying from Barranquilla to Medellin, was hijacked to Cuba (Mickolus, 1980). SA

February 6, 1969. Caracas, Venezuela. Seven men hijacked a Venezuelan airliner to Havana, Cuba (Mickolus, 1980). SA

February 8, 1969. Mexico City, Mexico. A passenger was overpowered when he attempted to hijack a Mexican DC6 flying from Mexico City to Hermosa to Cuba (Mickolus, 1980). NA

February 10, 1969. San Juan, Puerto Rico. Eastern Airlines flight 950, a DC8 flying from San Juan to Miami, was hijacked to Havana, Cuba (Mickolus, 1980). CA

February 11, 1969. Maracaibo, Venezuela. A Venezuelan Aeropostal DC9 flying from Maracaibo to Caracas was hijacked to Havana by five men (Mickolus, 1980). SA

February 18, 1969. Zurich, Switzerland. El AL flight 432, a Boeing 720B scheduled to fly from Zurich to Tel Aviv, was machine gunned while taxiing down the runway (Watson, 1976).* EU

February 25, 1969. St Louis, U.S.A. Eastern Airlines flight 955, a DC8 flying the St. Louis-Atlanta-Miami-San Juan route, was hijacked out of Atlanta and forced to fly to Havana, Cuba (Mickolus, 1980). NA

March 5, 1969. New York, U.S.A. National Airlines flight 97, a B727 flying from New York to Miami with eighteen passengers, was hijacked to Havana by a black male (Mickolus, 1980). NA

March 11, 1969. Medellin, Colombia. A man attempted to hijack a Sociedad Aeronautica De Medellin EC4 on the Medellin-Bogota-Barranquilla flight to Havana (Watson, 1976). SA

March 11, 1969. Frankfurt, Germany. A bomb planted by the Eritrean Liberation Front exploded aboard an Ethiopian Airlines B707 parked at Frankfurt Airport (Mickolus, 1980). EU

March 16, 1969. Barranquilla, Colombia. An Aerocondor Airlines DC6, flying from Barranquilla to San Andres Island, was hijacked to Camaguey, Cuba (Mickolus, 1980). SA

March 17, 1969. Lima, Peru. A Faucett Airlines B727, flying the Lima-Arequipa-Tacna route, was hijacked by six men to Jose Marti Airport in Havana, Cuba (Mickolus, 1980). SA

March 17, 1969. Dallas, U.S.A. Delta Airlines flight 518, a DC9 flying the Dallas-Atlanta-Augusta-Charleston route, was hijacked to Jose Marti Airport in Havana (Mickolus, 1980). NA

Appendix B (cont.)

March 19, 1969. Dallas, U.S.A. Delta Airlines flight 918, a CV880 flying the Dallas-New Orleans-New York route, was the scene of an unsuccessful attempt to hijack it to Havana (Mickolus, 1980). NA

March 25, 1969. Newark, U.S.A. Delta Airlines flight 821, a DC8 on the Newark-Dallas-San Diego-Los Angeles run, was hijacked out of Dallas by a Latin man to Havana, Cuba (Mickolus, 1980). NA

April 11, 1969. Guayaquil, Ecuador. An Ecuadorian Airlines DC6 flying the Guayaquil-Quito-Miami run was hijacked by three armed men to Havana, Cuba (Mickolus, 1980). SA

April 13, 1969. San Juan, Puerto Rico. Pan American 460, a B727 flying from San Juan to Miami, was hijacked to Havana, Cuba by four Latin males (Mickolus, 1980). CA

April 14, 1969. Bogota, Colombia. A Colombian SAM DC4, on the Bogota-Santa Maria-Medellin-Barranquilla run was hijacked out of Medellin by three armed men to Havana (Mickolus, 1980). SA

May 5, 1969. New York, U.S.A. National Airlines flight 91, a B727 flying from New York to Miami, was hijacked to Havana by two Canadians (Mickolus, 1980). NA

May 20, 1969. Bogota, Colombia. An Avianca B737 flying from Bogota to Pereira was hijacked by four men to Havana (Mickolus, 1980). SA

May 26, 1969. Miami, U.S.A. Northeast Airlines flight 6, a B727 flying from Miami to New York City, was hijacked to Havana by three Cuban exiles (Mickolus, 1980). NA

May 30, 1969. Alexandria, U.S.A. Texas International Airlines flight 669, a CV600 flying from Alexandria, Louisiana, to New Orleans, was the scene of an unsuccessful attempt to hijack the plane to Cuba (Mickolus, 1980). NA

June 17, 1969. Oakland, U.S.A. TWA flight 154, a B707 flying from Oakland to New York, was hijacked to Havana, Cuba (Mickolus, 1980). NA

June 18, 1969. Karachi, Pakistan. Three Eritreans in their early twenties conducted an armed attack against an Ethiopian Airlines B707 parked at Karachi Airport (Sobel, 1975). EA

June 20, 1969. Villavicencio, Colombia. Four people with machine guns hijacked a Columbia Urraca Airlines DC3 flying from Villavicencio to Monterrery, diverting it to Havana (Mickolus, 1980). SA

June 22, 1969. New York, U.S.A. Eastern Airlines flight 7, a DC8 on the New York-Newark-Miami run, was hijacked to Havana by a family of Cuban exiles (Mickolus, 1980). NA

Appendix B (cont.)

June 25, 1969. Los Angeles, U.S.A. United Airlines flight 14, a DC8 flying from Los Angeles to New York, was hijacked by a Latin man to Havana, Cuba (Mickolus, 1980). NA

June 28, 1969. Baltimore, U.S.A. Eastern Airlines flight 173, a B727 on the Baltimore-Tampa-Miami run, was hijacked to Havana over Daytona Beach by a white passenger (Mickolus, 1980). NA

July 3, 1969. Tulcan, Ecuador. Thirteen armed individuals hijacked an Ecuadorian SEATA DC3 flying from Tulcan to Quito, and forced it to fly to Santiago, Cuba (Mickolus, 1980). SA

July 10, 1969. Barranquilla, Colombia. An Avianca DC4 flying from Barranquilla to Santa Marta was the scene of an unsuccessful hijacking to Cuba (Mickolus, 1980). SA

July 26, 1969. Los Angeles, U.S.A. Continental Airlines flight 156, a DC9 flying the Los Angeles-El Paso-Midland, Texas-Lubbock, Texas route, was hijacked to Havana, Cuba by a black male (Mickolus, 1980). NA

July 26, 1969. Mexico City, Mexico. A Mexicana de Aviacion DC3 flying the Mexico City-Minatitlan, Veracruz-Villahermosa, Tabasco run, was hijacked to Havana by two pistol-wielding individuals (Mickolus, 1980). NA

July 29, 1969. Managua, Nicaragua. A male hijacker dressed as a female attempted to divert to Cuba a Nicaraguan plane flying from Managua to the coast of Nicaragua (Mickolus, 1980). CA

July 31, 1969. Philadelphia, U.S.A. TWA flight 79, a B727 on the Philadelphia-Pittsburgh-Indianapolis-St. Louis-Los Angeles run, was hijacked to Havana's Jose Marti Airport (Mickolus, 1980). NA

August 4, 1969. Barranquilla, Colombia. An Avianca DC4 flying the Barranquilla-Santa Marta-Riohacha run was hijacked to Cuba by three males (Mickolus, 1980). SA

August 5, 1969. Syracuse, U.S.A. Eastern Airlines flight 379, a DC9 flying the Syracuse-Philadelphia-Tampa run, was the scene of a hijacking attempt to Cuba by the oldest recorded hijacker (Mickolus, 1980). NA

August 9, 1969. Athens, Greece. A bomb exploded at an Olympic Airways office in Athens, injuring two American tourists (Mickolus, 1980). EU

August 12, 1969. Bahr Dar, Ethiopia. An Ethiopian Airlines DC3 flying from Bahr Dar to Addis Ababa was hijacked by six students to Khartoum, Sudan (Bell, 1978). SS

August 14, 1969. Boston, U.S.A. Northeast Airlines flight 43, a B727 flying from Boston to Miami, was hijacked to Havana by two Latin men (Mickolus, 1980). NA

Appendix B (cont.)

August 16, 1969. Athens, Greece. An Olympic Airways DC3 on the Athens-Agrinion-Ioannina run was hijacked by a Greek family, who forced the plane to land at Valona, Albania (Mickolus, 1980). EU

August 18, 1969. Cairo, Egypt. An Egyptian Mistair Anatov-24 flying from Cairo to Aswan was hijacked to El Wagah, Saudi Arabia (Mickolus, 1980). ME

August 19, 1969. Damascus, Syria. Hijacking of TWA plane by PFLP. The plane was destroyed as a strike at imperialist interests (Watson, 1976).* ME

August 23, 1969. Burcarmanga, Colombia. An Avianca AVRO-748 flying from Burcarmanga to Bogota was hijacked by two men to Santiago de Cuba (Mickolus, 1980). SA

August 29, 1969. Miami, U.S.A. National Airlines flight 183, a B727 on the Miami-New Orleans-Houston run, was hijacked to Cuba by a Latin man (Mickolus, 1980). NA

August 29, 1969. Rome, Italy. TWA flight 840, a Boeing 707 en route from Rome to Tel Aviv, was taken to Damascus where the plane is destroyed by two PFLP members. This was the first third party involved hijacking (Ruwayha, 1990).* EU

September 6, 1969. Quito, Ecuador. Two Tame Commercial Airlines C47 transport planes on domestic flights from Quito to Guayaquil were hijacked and directed to fly to Cuba (Watson, 1976). SA

September 7, 1969. New York, U.S.A. Eastern Airlines flight 925, a DC8 from New York to San Juan, Puerto Rico, was hijacked by a Latin man to Jose Marti Airport near Havana (Mickolus, 1980). NA

September 8, 1969. Brussels, Belgium. Three Arabs recruited by Al Fatah threw hand grenades at the El Al office in Brussels (Sobel, 1975). EU

September 10, 1969. New York, U.S.A. Eastern Airlines flight 929, a DC8 flying from New York to San Juan, was the scene of an unsuccessful attempt to hijack it to Havana (Mickolus, 1980). NA

September 13, 1969. Addis Ababa, Ethiopia. An Ethiopian Airlines DC6 flying from Addis Ababa to Djibouti, Somalia was hijacked by three members of the ELF to Aden, South Yemen (Mickolus, 1980). SS

September 16, 1969. Istanbul, Turkey. A Turkish Airways Viscount flying from Istanbul to Ankara was hijacked by a law student to Sofia, Bulgaria (Mickolus, 1980). ME

September 24, 1969. Newark, U.S.A. National Airlines flight 411, a B727 flying the Newark-Charleston-Miami route, was hijacked to Havana by a Latin man (Mickolus, 1980). NA

October 8, 1969. Belem, Brazil. A Brazilian Cruzeiro do Sul Caravelle flying from Belem to Manaus was hijacked to Havana by six armed men (Mickolus, 1980). SA

Appendix B (cont.)

October 8, 1969. Buenos Aires, Argentina. An Aerolineas Argentinas B707 flying from Buenos Aires to Miami was hijacked to Havana via Santiago, Chile, by an Argentine student (Mickolus, 1980). SA

October 9, 1969. Los Angeles, U.S.A. National Airlines flight 42, a DC8 flying from Los Angeles to Miami, was hijacked to Havana, Cuba by a Latin man (Mickolus, 1980). NA

October 19, 1969. Warsaw, Poland. A Polish LOT Llyushin 18 flying the Warsaw-East Berlin-Brussels run was diverted to West Berlin's Tegel Airport in the French sector by two East Germans (Mickolus, 1980). EU

October 21, 1969. Mexico City, Mexico. Pan American flight 551, a B720 flying the Mexico City-Merida-Miami run, was hijacked while descending at Merida and forced to fly to Havana (Mickolus, 1980). NA

October 28, 1969. Buenaventura, Colombia. A Colombia Aerotaxi Airlines Beechcraft chartered to fly from Buenaventura to Bogota was hijacked by two armed men to Havana via Kingston (Mickolus, 1980). SA

November 1, 1969. Baltimore, U.S.A. TWA flight 85, a B707 on the Baltimore-St. Louis-Kansas City-Los Angeles-San Francisco run, was hijacked to Shanon airport in Ireland (Mickolus, 1980). NA

November 4, 1969. Managua, Nicaragua. A Nicaraguan Lanica BAC-111 flying the Miami-Managua-San Salvador-Mexico City route was hijacked out of Managua by two males and forced to fly to Havana (Mickolus, 1980). CA

November 4, 1969. Buenos Aires, Argentina. A Brazilian VARIG B707 flying from Buenos Aires to Santiago was hijacked by six armed individuals and flown to Havana (Mickolus, 1980). SA

November 8, 1969. Cordoba, Argentina. An Austral Airlines BAC111 was hijacked while flying from Cordoba to Buenos Aires across the Andres to Chile and then to Cuba (Mickolus, 1980). SA

November 10, 1969. Cincinnati, U.S.A. A fourteen-year-old student attempted to hijack Delta Airlines flight 670, a DC9 scheduled to fly from Cincinnati to Chicago, in order to go to Sweden, later changing his attempting destination to Mexico (Mickolus, 1980). NA

November 12, 1969. Manaus, Brazil. A Cruzeiro do Sol YS11, flying from Manaus to Belem, was hijacked by a lone man to Havana, Cuba (Mickolus, 1980). SA

November 12, 1969. Santiago, Chile. A LAN Caravelle flying from Santiago to Puerto Mont was hijacked fifteen minutes after takeoff by two teenagers who wished to go to Cuba (Mickolus, 1980). SA

November 12, 1969. Santiago, Chile. Five armed males hijacked a Chilean Airlines Caravelle and diverted it from its Santiago-Punta Arenas flight to Cuba via Antofagasta (Mickolus, 1980). SA

(appendix continues)

Appendix B (cont.)

November 13, 1969. Cucuta, Colombia. An Avianca DC4 flying from Cucuta to Bogota was hijacked by six students and diverted to Cuba (Mickolus, 1980). SA

November 18, 1969. Merida, Mexico. A Mexican general aviation plane was hijacked on its flight from Merida to Cozumel by a man who diverted it to Cuba (Mickolus, 1980). NA

November 20, 1969. Wroclaw, Poland. A Lot Antonov 24 flying the Wroclaw-Warsaw-Bratislava run was hijacked by two youths who forced the pilot to fly to Vienna, Austria (Mickolus, 1980). EU

November 27, 1969. Athens, Greece. Two Jordanians threw two hand grenades into the Athens office of El Al, killing one and wounding fifteen people (Watson, 1976). EU

November 30, 1969. Paris, France. A Brazilian Varig B707 on the London-Paris-Rio de Janeiro route was hijacked by an Algerian while parked in Paris and flown to Cuba (Mickolus, 1980). EU

December 2, 1969. San Francisco, U.S.A. TWA flight 54, a B707 flying from San Francisco to Philadelphia, was hijacked over Nebraska and forced to fly to Havana (Mickolus, 1980). NA

December 11, 1969. Kangnung, South Korea. A Korean Air Lines YS11 flying the Kangnung-Kimpo-Seoul route was hijacked by two North Koreans and diverted to Sanduk, Wonsan, North Korea (Mickolus, 1980). EA

December 12, 1969. Berlin, Germany. Bombs were defused at the El Al ticket office in downtown West Berlin (Dobson & Payne, 1982). EU

December 12, 1996. Madrid, Spain. Two members of the ELF attempted to hijack an Ethiopian Airlines flight on the Madrid-Rome-Athens-Addis Ababa run, but were foiled by security guards (Watson, 1976). EU

December 19, 1969. Santiago, Chile. A LAN B727 flying from Santiago to Asuncion, Paraguay, was hijacked by a student to Cuba (Mickolus, 1980). SA
December 21, 1969. Athens, Greece. Three PFLP members were arrested while attempting to board the Tel Aviv-Athens-Rome-New York TWA B707 flight in Athens under suspicion of hijacking the plane to Tunis (Sobel, 1975). EU

December 22, 1969. Nha Trang, South Vietnam. While on a domestic flight over Nha Trang, an Air Vietnam DC6B was rocked by an explosion in the lavatory, killing thirty-two after the crash (Mickolus, 1980). EA

December 23, 1969. Puerto Limon, Costa Rica. A LACSA C46 flying from Puerto Limon to San Jose was hijacked by a man to Cuba (Mickolus, 1980). CA

December 26, 1969. New York, U.S.A. United Airlines flight 929, a B727 flying from New York to Chicago, was hijacked by a Latin man to Cuba (Mickolus, 1980). NA

Appendix B (cont.)

January 1, 1970. Montevideo, Uruguay. A Brazilian Cruzeiro do Sul Caravel flying from Montevideo to Rio de Janeiro was hijacked by five armed hijackers to Havana, Cuba (Mickolus, 1980). SA

January 9, 1970. Paris, France. TWA flight 802, a B707 flying from Paris to Rome was hijacked by a man who diverted the plane to Beirut, Lebanon (Mickolus, 1980). EU

February 2, 1970. Zurich, Switzerland. A Swiss airliner en route from Zurich to Tel Aviv was destroyed by mid-air explosion. Forty-seven people died (Dobson & Payne, 1987).* EU

February 16, 1970. Newark, U.S.A. Eastern Airlines flight 1, a B727 flying from Newark to Miami, was hijacked by a Latin man to Havana, Cuba (Mickolus, 1980). NA

February 21, 1970. Zurich, Switzerland. In Swissair flight 330 out of Zurich's Kloten Airport, a bomb exploded in the luggage compartment, resulting in a crash which killed all 47 people aboard the plane (Dobson & Payne, 1982). EU

February 21, 1970. Frankfurt, Germany. An Austrian Airlines Caravelle flying from Frankfurt to Vienna had a bomb explosion in the cargo hold, creating a jagged hole in the bottom of the fuselage (Mickolus, 1980). EU

March 11, 1970. Bogota, Colombia. An Avianca B727 flying from Bogota to Barranquilla was hijacked by four men who directed the pilot to fly to Cuba (Mickolus, 1980). SA

March 11, 1970. Cleveland, U.S.A. United Airlines flight 361, a B727 flying the Cleveland-Atlanta-Tampa-West Palm Beach route, was hijacked by a black male to Cuba (Mickolus, 1980). NA

March 12, 1970. Santiago, Chile. A Brazilian Varig B707 flying from Santiago, Chile to London, U.K., was hijacked by one armed man who diverted the plane to Cuba (Mickolus, 1980). SA

March 14, 1970. Athens, Greece. A bomb exploded in the landing gear of a United Arab Airlines Antonov 24 flying from Athens to Cairo via Alexandria, causing extensive damage and injuring two passengers (Mickolus, 1980). EU

March 24, 1970. Cordoba, Argentina. An Aerolineas Argentinas Comet IV flying from Cordoba to Tucuman and Buenos Aires was taken over by an armed couple and flown to Cuba (Mickolus, 1980). SA

March 25, 1970. Belize. A British Honduran (Belize) chartered Cessna 180 on a local flight was hijacked by a couple to Cuba (Mickolus, 1980). CA

March (30)31, 1970. Tokyo, Japan. A Japan Air Lines B727 from Tokyo to Fukuoka was hijacked by nine members of the Japanese United Red Army, who demanded to be flown to Pyongyang, North Korea (Gutteridge, 1986). EA

(appendix continues)

Appendix B (cont.)

April 21, 1970. Pant Bangan, Philippines. A Philippine Air Lines HS748 on a local flight near Pant Bangan exploded in the air and crashed, killing all people on board (Mickolus, 1980). EA

April 26, 1970. Brasilia, Brazil. A Brazilian Viacao Aerea de Sao Paulo B737 flying from Brasilia to Manaus was hijacked by a gunman to Cuba (Mickolus, 1980). SA

May 1, 1970. Kingston, Jamaica. Two armed Americans on board a British West Indian Airways B727 flying from Kingston to Miami demanded to be flown to Algiers (Mickolus, 1980). CA

May 8, 1970. Munich, Germany. A Molotov cocktail was thrown at the offices of Pan American Airlines in Munich (Mickolus, 1980). EU

May 10, 1970. Geneva, Switzerland. An incendiary device exploded in the baggage compartment of an Iberia Air Lines DC9 in Geneva (Mickolus, 1980). EU

May 10, 1970. Amsterdam, Netherlands. A firebomb that was to have been planted on board an Iberian Airlines plane bound for Spain exploded in Amsterdam Airport (Mickolus, 1980). EU

May 10, 1970. Frankfurt, Germany. A firebomb that was to have been planted on board an Iberia Airlines plane bound for Spain exploded in Frankfurt Airport (Mickolus, 1980). EU

May 10, 1970. London, U.K. A bomb was found before it exploded in a suitcase, which was on board a loaded Iberia Airlines plane bound for Spain from Heathrow Airport (Mickolus, 1980). EU

June 4, 1970. Phoenix, U.S.A. A white male hijacked TWA flight 486, a B727 flying from Phoenix to St. Louis and Washington, D.C., in order to resolve a conflict with the Internal Revenue Service (IRS) (Mickolus, 1980). NA

June 21, 1970. Tehran, Iran. Three Iranian males hijacked an Iranian Airlines B727 flying from Tehran to Abadan, forcing the pilot to land in Baghdad, Iraq (Mickolus, 1980). ME

June 22, 1970. Beirut, Lebanon. Pan American flight 119, a B707 flying from Beirut to New York, was hijacked by an Albanian, who forced the pilot to fly to Cairo, Egypt (Mickolus, 1980). ME

June 26, 1970. Cucuta, Colombia. An Avianco B727 flying from Cucuta to Bogota was hijacked by two armed men to Cuba (Mickolus, 1980). SA

July 1, 1970. San Francisco, U.S.A. National Airlines flight 28, a DC8 flying from San Francisco to Miami, was hijacked by a Latin man to Havana, Cuba (Mickolus, 1980). NA

July 4, 1970. Belem, Brazil. A Cruzeiro do Sol YS11 flying from Belem to Macapa was hijacked by an armed man who diverted the plane to Cuba (Mickolus, 1980). SA

(appendix continues)

Appendix B (cont.)

July 12, 1970. Riyadh, Saudi Arabia. A Saudi Arabian B707 was hijacked on its Riyadh-Beirut run by an Arab man, who diverted it to Damascus, Syria (Mickolus, 1980). ME

July 22, 1970. Beirut, Lebanon. An Olympic Airways B727 from Beirut to Athens was hijacked by members of the Palestine Popular Struggle Front. In Athens they negotiated for the release of their comrades in Greek jails (Mickolus, 1980). ME

July 25, 1970. Acapulco, Mexico. An Aeronaves de Mexico DC9 flying from Acapulco to Mexico was hijacked by four armed men, who diverted the plane to Cuba (Mickolus, 1980). NA

July 28, 1970. Salta, Argentina. An Aerolineas Argentinas B737 flying from Salta to Buenos Aires was hijacked by an armed man who wished to divert it to Cuba (Mickolus, 1980). SA

August 2, 1970. New York, U.S.A. Pan American flight 299, a B747 flying on its New York to San Juan run, was hijacked by a Latin man to Havana's Jose Marti Airport (Mickolus, 1980). NA

August 8, 1970. Prague, former Czechoslovakia. A Czechoslovakian IL14 flying from Prague to Bratislava was hijacked by a family who diverted the plane to Vienna, Austria (Mickolus, 1980). EU

August 19, 1970. Gdansk, Poland. A LOT IL14 flying between Gdansk and Warsaw was hijacked by five individuals to the Danish island of Bornholm (Mickolus, 1980). EU

August 19, 1970. Newark, U.S.A. Trans-Caribbean Airlines flight 401, a DC8 from Newark to San Juan, was hijacked by three men to Havana, Cuba (Mickolus, 1980). NA

August 19, 1970. Nagoya, Japan. An All Nippon Airways B727 flying from Nagoya to Sapporo was hijacked by a man who demanded that the plane land at Hamamatsu Air Defence Base (Mickolus, 1980). EA

August 20, 1970. Atlanta, U.S.A. Delta Airlines flight 435, a DC9 flying from Atlanta to Savannah, Georgia, was hijacked by a U.S. Marine to Havana, Cuba (Mickolus, 1980). NA

August 24, 1970. Las Vegas, U.S.A. TWA flight 134, a B727 flying from Las Vegas to Philadelphia, was hijacked by a man who diverted the plane to Cuba (Mickolus, 1980). NA

August 31, 1970. Annaba, Algeria. An Air Algerie Convair 640 flying from Annaba to Algiers was hijacked by three Algerian males who wished to obtain political asylum in Albania (Mickolus, 1980). ME

September 6, 1970. Frankfurt, Germany. Two members of the PFLP took over TWA flight 741, a B707 flying from Frankfurt to New York. The plane was diverted to Dawson's Field, Zerka, Jordan (Chapman & Chapman, 1980). EU

Appendix B (cont.)

September 6, 1970. Zurich, Switzerland. A Swissair DC8 out of Zurich on its New York-bound flight was seized by three members of the PFLP and flown to Zerka, Jordan (Bell, 1978). EU

September 6, 1970. Amsterdam, Netherlands. Pan Am flight 93 out of Amsterdam was hijacked by two Arabs, PFLP members. They forced the plane to fly to Beirut and then on to Cairo, where the plane was destroyed (Dobson & Payne, 1982). EU

September 6, 1970. Dawson's Field, Jordan. In a well-coordinated operation, two airliners were hijacked over Europe and flown to Dawson's Field in the Jordanian desert (Ruwayha, 1990). ME

September 9, 1970. Bombay, India. BOAC flight 775, a VC10 from Bombay to London, was hijacked by three members of the PFLP, who forced the pilot to divert the plane to Beirut and then flew to Zerka's Dawson's field near Amman (Bell, 1978). EA

September 14, 1970. Bucharest, Romania. A Rumanian TAROM BAC111 flying from Bucharest, Romania to Prague, Czechoslovakia was hijacked by a Hungarian group to Munich, Germany (Mickolus, 1980). EU

September 18, 1970. Thailand. A U.S. citizen hijacked a Bira Air Transport general aviation Cessna 182 flying in northern Thailand and diverted it to Dong Hoi, North Vietnam (Mickolus, 1980). EA

September 19, 1970. Pittsburgh, U.S.A. Allegheny Airlines flight 730, a B727 from Pittsburgh to Boston, was hijacked by a black male to Havana, Cuba (Mickolus, 1980). NA

September 27, 1970. Paris, France. A woman deposited a suitcase containing a bomb at the Iberia counter at Paris's Orly Airport, where it exploded, injuring a stewardess (Mickolus, 1980). EU

September 27, 1970. London, U.K. A bomb exploded in a suitcase that was to be loaded on an Aer Lingus flight (Mickolus, 1980). EU

October 9, 1970. Tehran, Iran. An Iran National Airlines B727 flying between Tehran, Abadan, and Kuwait was hijacked to Baghdad, Iraq, by three armed Iranian youths (Mickolus, 1980). ME

October 15, 1970. Batumi, former Soviet Union. An Aeroflot AN24 flying between Batumi and Sukhermi was hijacked by a Lithuanian man to Trebizond, Turkey (Watson, 1976). EU

October 21, 1970. Limon, Costa Rica. A LACSA BAC111, flying between Limon and San Jose, Costa Rica, was hijacked by seven members of the FSLN, who demanded to be taken to Cuba (Mickolus, 1980). CA

October 27, 1970. Kerchi, former Soviet Union. A Aeroflot IL14 flying the Kerchi-Krasmodar-Sevastopol domestic route was hijacked by two students to Akliman, Turkey (Mickolus, 1980). EU

(appendix continues)

Appendix B (cont.)

October 30, 1970. Miami, U.S.A. National Airlines flight 43, a DC8 flying from Miami to Tampa and San Francisco, was hijacked by a Cuban family, forcing the plane to fly to Havana (Mickolus, 1980). NA

November 1, 1970. San Diego, U.S.A. United Airlines flight 598, a B727 flying from San Diego to Los Angeles and Portland, was hijacked by a Mexican man, who forced the pilot to refuel at Tijuana, Mexico, and fly on to Havana (Mickolus, 1980). NA

November 10, 1970. Amman, Jordan. A Saudi Arabian Airlines DC3 flying from Amman, Jordan, to Riyadh, Saudi Arabia, was hijacked by a gunman and his wife to Damascus, Syria (Mickolus, 1980). ME

November 13, 1970. Richmond, U.S.A. Eastern Airlines flight 257, a DC9 flying between Richmond, Virginia, and Atlanta, Georgia, was hijacked by a black gunman to Cuba (Mickolus, 1980). NA

November 25, 1970. New York, U.S.A. A ten-inch pipe bomb exploded, causing extensive damage to the New York City offices of Aeroflot (Mickolus, 1980). NA

January 3, 1971. Los Angeles, U.S.A. National Airlines flight 36, a DC8 flying the Los Angeles-Tampa-Miami route, was hijacked and flown to Cuba by a group of two men, their wives, and four children (Mickolus, 1980). NA

January 22, 1971. Bahr Dar, Ethiopia. An Ethiopian Airlines DC3 flying from Bahr Dar to Gondar, Ethiopia, was hijacked by four members of the ELF group to Benghazi, Libya (Mickolus, 1980). SS

January 22, 1971. Minneapolis, U.S.A. Northwest Airlines flight 433, a B727 flying the Minneapolis-Milwaukee-Detroit-Washington run, was hijacked by a black male to Havana, Cuba (Mickolus, 1980). NA

January 30, 1971. Srinagar, India. An Indian Airlines Fokker Friendship F27 flying from Srinagar to Jammu was hijacked to Lahore, Pakistan, by two members of the Kashmiri Liberation Front (Mickolus, 1980). EA

February 4, 1971. Chicago, U.S.A. Delta Airlines flight 379, a DC9 flying from Chicago to Nashville, was hijacked by a black male who forced the pilot to fly to Havana, Cuba (Mickolus, 1980). NA

February 25, 1971. San Francisco, U.S.A. Western Airlines flight 328, a B737 from San Francisco to Seattle, Washington, was hijacked by a male to Vancouver, Canada (Mickolus, 1980). NA

March 30, 1971. Manila, Philippines. A Philippine Airlines BAC111 flying from Manila to Davao City was hijacked by six members of the Kabataang Makabayan organization, who demanded to be flown to Peking, China (Mickolus, 1980). EA

March 31, 1971. New York, U.S.A. Eastern Airlines flight 939, a DC8 flying from New York to San Juan, Puerto Rico, was hijacked by a Latin man to Havana, Cuba (Mickolus, 1980). NA

Appendix B (cont.)

April 5, 1971. Key West, U.S.A. American Air Taxi flight 208, a Cessna 402 flying from Key West to Miami, was hijacked by a Latin male to Cuba (Mickolus, 1980). NA

May 8, 1971. Monteria, Colombia. An Avianca DC4 flying from Monteria to Cartagena was hijacked by an armed man to Maracaibo, Venezuela (Mickolus, 1980). SA

May 25, 1971. Redmond, U.S.A. A man hijacked an Air West F27 flying from Redmond, Oregon, to Klamath Falls, Oregon, and demanded to be flown to Denver, Colorado (Mickolus, 1980). NA

May 27, 1971. Oradea, Rumania. A Rumanian TAROM IL14 flying from Oradea to Bucharest was hijacked by five armed men and a woman, who demanded to be flown to Munich, Germany (Mickolus, 1980). EU

May 28, 1971. Miami, U.S.A. Eastern Airlines flight 30, a B727 flying from Miami to New York, was hijacked by an IRA supporter to Nassau, Bahamas (Mickolus, 1980). NA

May 29, 1971. Caracas, Venezuela. Pan American flight 442, a B707 flying from Buenos Aires to Miami, was hijacked out of Caracas by a Latin male who demanded to be flown to Havana (Mickolus, 1980). SA

June 4, 1971. Charleston, U.S.A. United Airlines flight 796, a B737 flying from Charleston, West Virginia, to Newark, New Jersey, was hijacked by a white male with Israel as the final destination. The plane landed at Washington, D.C.'s Dulles Airport (Mickolus, 1980). NA

June 12, 1971. Chicago, U.S.A. TWA flight 358, a B727 flying from Chicago to Albuquerque and New York City, was hijacked at the boarding gate by a black male, who held hostages and demanded a flight to North Vietnam (Mickolus, 1980). NA

July 2, 1971. Acapulco, Mexico. Braniff flight 14, a B707 on the Acapulco-Mexico City-San Antonio, Texas, run, was hijacked by a couple, who forced the pilot to fly to Monterey, Mexico, Lima, Peru, Rio de Janeiro, Brazil and Buenos Aires, Argentina looking for political asylum (Mickolus, 1980). NA

July 20, 1971. Rome, Italy. An attack was made on Rome offices of Alia, the Jordanian airline (Dobson & Payne, 1987). EU

July 23, 1971. New York, U.S.A. TWA flight 335, a B727 flying the New York-Chicago-Los Angeles run, was hijacked by a white male who demanded to be flown to Milan, Italy. He was the first U.S. hijacker to be killed on U.S. soil during an attempt (Mickolus, 1980). NA

July 24, 1971. Cairo, Egypt. Attack on Alia plane at Cairo Airport. The plane was slightly damaged (Dobson & Payne, 1982). ME

July 24, 1971. Miami, U.S.A. National Airlines flight 183, a DC8 flying from Miami to Jacksonville, Florida, was hijacked by a Latin male to Havana (Mickolus, 1980). NA

Appendix B (cont.)

July 28, 1971. Rome, Italy. A male PFLP member gave a Dutch woman body-trapped luggage to take on board an El Al airliner flying from Rome to Lod Airport in Israel (Dobson & Payne, 1987). EU

August 24, 1971. Madrid, Spain. A bomb exploded in a B707, belonging to the Royal Jordanian Airline, Alia, which was parked at Madrid's Barajas Airport (Watson, 1976). EU

September 1, 1971. London, U.K. A Peruvian girl attempted to destroy an El Al plane with a suitcase bomb en route from London to Tel Aviv (Dobson & Payne, 1982). EU

September 8, 1971. Beirut, Lebanon. An Alia Caravelle flying from Beirut to Amman was hijacked by a member of Al Fatah, who ordered the plane to fly to Bengazi, Libya (Mickolus, 1980). ME

October 9, 1971. Detroit, U.S.A. Eastern Airlines flight 953, a B727 flying from Detroit to Miami and Puerto Rico, was hijacked by a man who forced the pilot to fly to Cuba (Mickolus, 1980). NA

October 12, 1971. Barcelona, Spain. Two men hijacked an Avensa Convair 580 flying from Barcelona to Caracas and diverted it to Cuba (Mickolus, 1980). EU

October 16, 1971. Kalamata, Greece. A man attempted to hijack an Olympic Airways YS11A flying from Kalamata to Athens and diverted it to Beirut (Mickolus, 1980). EU

October 18, 1971. Anchorage, U.S.A. Wein Consolidated Salta flight 15, a B737 flying from Anchorage to Bethel, Alaska, was hijacked by an armed man who wanted to be taken to Cuba (Mickolus, 1980). NA

October 20, 1971. Quito, Ecuador. A Saeta Viscount flying from Quito to Cuenca was hijacked to Cuba by four men and two women (Mickolus, 1980). SA

October 25, 1971. New York, U.S.A. American Airlines flight 98, a B747 flying from New York to San Juan, was hijacked by a Latin male to Cuba (Mickolus, 1980). NA

November 13, 1971. Calgary, Canada. An Air Canada DC8 flying from Calgary to Toronto was hijacked by a Canadian who demanded to be flown to Ireland (Mickolus, 1980). NA

November 20, 1971. Taipei, Taiwan. A China Airlines Caravelle flying from Taipei to Hong Kong exploded, due to a bomb, killing all on board (Mickolus, 1980). EA

November 24, 1971. Washington, U.S.A. Northwest Airlines flight 305, a B727 flying from Washington, D.C. to Portland and Seattle, was hijacked by an individual who demanded to be flown to Reno and Mexico (Mickolus, 1980). NA

November 27, 1971. Phoenix, U.S.A. Three armed blacks hijacked a TWA B727 from Phoenix to Chicago and Washington, D.C. and diverted it to Cuba (Mickolus, 1980). NA

(appendix continues)

Appendix B (cont.)

December 12, 1971. San Salvador, Nicaragua. A Lancia BAC111 flying from San Salvador to Managua and Miami was hijacked by three FSLN members to Cuba (Mickolus, 1980). CA

December 16, 1971. Sucre, Bolivia. A Lloyd Air Boliviano F862 flying from Sucre to La Paz was hijacked by an individual who killed the pilot and injured the copilot and a passenger (Mickolus, 1980). SA

December 22, 1971. Dajabon, Dominican Republic. An Alas Del Caribe Air Islander BN2A flying from Santiago to Santo Domingo was hijacked by an individual to Dajabon, Dominican Republic (Mickolus, 1980). CA

December 24, 1971. Minneapolis, U.S.A. Northwest flight 734, a B707 flying from Minneapolis to Chicago, was hijacked by a white male who surrendered after the flight landed (Mickolus, 1980). NA

December 26, 1971. Chicago, U.S.A. American Airlines flight 47, a B707 flying from Toronto to San Francisco, was hijacked out of Chicago and diverted to Salt Lake City by a white male (Mickolus, 1980). NA

December 26, 1971. Thunder Bay, Canada. An Air Canada DC9 flying from Thunder Bay to Toronto was hijacked by a U.S. citizen to Cuba (Mickolus, 1980). NA

January 7, 1972. San Francisco, U.S.A. Pacific Southwest flight 902, a B727 flying from San Francisco to Los Angeles, was hijacked by a black couple. They wanted to go to Africa, but they settled on flying to Cuba (Mickolus, 1980). NA

January 12, 1972. Houston, U.S.A. Braniff flight 38, a B727 flying from Houston to Dallas, was hijacked by a white male who demanded to be flown to South America (Mickolus, 1980). NA

January 20, 1972. Las Vegas, U.S.A. Hughes Airwest flight 800, a DC9 flying from Las Vegas to Reno, was hijacked by a white male to Denver (Mickolus, 1980). NA

January 26, 1972. Stockholm, Sweden. A Jugoslovenski Aerotransport DC9 flying from Stockholm to Belgrade crashed after a bomb exploded in the forward luggage compartment. Only one person survived the crash (Chapman & Chapman, 1980). EU

January 26, 1972. Albany, U.S.A. Mohawk flight 452, an FH227 flying from Albany, New York, to New York City, was hijacked by a white male who was killed by an FBI agent (Mickolus, 1980). NA

January 29, 1972. Los Angeles, U.S.A. TWA flight 2, a B707 en route from Los Angeles to New York, was hijacked by a white male, whom an FBI agent shot and captured in New York City (Mickolus, 1980). NA

February (21)22, 1972. New Delhi, India. Lufthansa flight 649, a B747 airliner, en route from New Delhi to Athens was hijacked by five Palestinians to Aden (Sobel, 1975). EA

Appendix B (cont.)

March 7, 1972. Miami, U.S.A. A Chalk's Flying Service Grumman Goose 73 was entered on the ground in Miami by two fugitives from justice who forced the copilot to fly to Havana (Mickolus, 1980). NA

March 7, 1972. Tampa, U.S.A. National Airlines flight 67, a B727 flying from Tampa to Miami and Melbourne, Florida, was hijacked by a white youth who was overpowered by a federal marshal (Mickolus, 1980). NA

March 11, 1972. Rome, Italy. An Alitalia Caravelle twin engine flying from Rome to Milan was hijacked by a woman who forced the plane to fly to Munich (Mickolus, 1980). EU

March 19, 1972. Key West, U.S.A. A Tortugas Airways Cessna 206 en route from Key West to Dry Tortugas Islands, was hijacked by a white couple to Havana, Cuba (Mickolus, 1980). NA

April 5, 1972. Surabaya, Indonesia. A Merpati Nusantara Airlines Vickers Viscount flying from Surabaya to Jakarta was hijacked by a male to Jogakarta, Java (Mickolus, 1980). EA

April 7, 1972. New York, U.S.A. United Airlines flight 885, a B727 flying from New York to Los Angeles, was hijacked by a white male who diverted the plane to San Francisco and Salt Lake City (Mickolus, 1980). NA

April 8, 1972. Piura, Peru. A Faucett B727 flying from Piura to Chiclayo was hijacked by two armed men who attempted to divert the plane to Cuba (Mickolus, 1980). SA

April 9, 1972. Oakland, U.S.A. Pacific Southwest flight 942, a B727 flying from Oakland, California, to San Diego, was hijacked by a white male who was overcome by FBI agents (Mickolus, 1980). NA

April 13, 1972. Albuquerque, U.S.A. Frontier Airlines flight 91, a B737 en route from Albuquerque to Tucson and Phoenix, was hijacked to Los Angeles by a Latin male (Mickolus, 1980). NA

April 17, 1972. Seattle, U.S.A. Alaskan flight AS-1861, a B727 flying from Seattle, Washington to Annette Island, Alaska, was hijacked by a black male who demanded to be flown to Cairo, Egypt (Mickolus, 1980). NA

April 17, 1972. Geneva, Switzerland. A Swissair DC9 flying from Geneva to Rome was hijacked by a man who claimed to have a bomb and demanded to go to Argentina (Mickolus, 1980). EU

April 17, 1972. Miami, U.S.A. Delta Airlines flight 952, a Convair 880 flying from Miami and West Palm Beach to Chicago, was hijacked by a white male who demanded to be flown to the Bahamas (Mickolus, 1980). NA

April 18, 1972. Prague, former Czechoslovakia. A Slovair L410 flying from Prague to Marianske and Marienbad was hijacked by two Czech miners who diverted the plane to Nuremburg, Germany (Mickolus, 1980). EU

(appendix continues)

Appendix B (cont.)

May 3, 1972. Ankara, Turkey. A Turkish Airlines DC9 flying from Ankara to Istanbul was hijacked by four armed members of the TPLA, who diverted the plane to Sofia, Bulgaria(Sobel, 1975). ME

May 5, 1972. Salt Lake City, U.S.A. Western Airlines flight 407, a B737 flying from Salt Lake City to Los Angeles, was hijacked by a white army draftee, who diverted the plane to Cuba (Mickolus, 1980). NA

May 6, 1972. Allentown, U.S.A. Eastern Airlines flight 175, a B727 flying from Allentown, Pennsylvania, to Washington, D.C., and Miami, was hijacked by a white male to New Orleans, where the hijacker flew another plane to Honduras (Mickolus, 1980). NA

May 8, 1972. Vienna, Austria. Sabena Airlines flight 517, a B707 flying the Vienna-Athens-Tel Aviv route, was hijacked by four members of Black September who forced the pilot to land at Lod Airport, Tel Aviv (Dobson & Payne, 1987). EU

May 23, 1972. Quito, Ecuador. An Empress Ecuadoriana de Aviacion DC6B Electra flying from Quito to Guayaquil was hijacked by a male who threatened to blow up the aircraft and was killed by two air force men (Mickolus, 1980). SA

May 24(26), 1972. Salisbury, Zimbabwe. A South African Airways B727 flying from Salisbury to Johannesburg, South Africa, was hijacked by two Lebanese, who diverted the plane to Blantyre, Malawi (Alexander & Kilmarx, 1979). SS

May 25, 1972. Panama City, Panama. An LAN 727 flying from Santiago to New York with stops in Panama City and Miami was jolted when a pipe bomb exploded while the plane was over the Caribbean, causing extensive damage to the rear end of the aircraft (Mickolus, 1980). CA

May 25, 1972. Paris, France. Members of the Committee of Coordination bombed the offices of Pan Am and TWA in Paris to protest U.S. bombing in North Vietnam (Alexander & Kilmarx, 1979). EU

May 28, 1972. Crete, Greece. An Olympic Airways 707 flying from Heraklion to Athens was hijacked by a Greek male who demanded money and a ticket to London (Mickolus, 1980). EU

May 30, 1972. San Paulo, Brazil. A Varig Airlines Lockheed Electra 188 flying from San Paulo to Porto Alegre was hijacked by an armed male who committed suicide with his pistol (Mickolus, 1980). SA

May 30(31), 1972. Tel Aviv, Israel. Three Japanese Red Army kamikaze working for PFLP attacked Air France passengers arriving at Lod Airport from Paris and Rome, killing 28 and wounding 76 (Gutteridge, 1986). ME

June 2, 1972. Reno, U.S.A. United Airlines flight 239, a B727 scheduled to fly from Reno to San Francisco, was taken over on the ground by a pistol-wielding youth, who parachuted from the plane near Reno during the night (Mickolus, 1980). NA

Appendix B (cont.)

June 3, 1972. Los Angeles, U.S.A. Western Airlines flight 701, a B727 flying from Los Angeles to Seattle, was hijacked by two Black Panther Party members to San Francisco. They flew on to New York and Algiers, Algeria, where they asked for asylum (Mickolus, 1980). NA

June 8, 1972. Marianske Lazne, former Czechoslovakia. A Slov-Air L410 flying from Marianske Lazne to Prague was hijacked by ten adults and one child. The pilot was killed and the copilot wounded. The flight landed in Weiden, Germany (Mickolus, 1980). EU

June 15, 1972. Singapore, Singapore. A Cathay Pacific Airlines Convair 880 flying the Singapore-Bangkok-Hong Kong run exploded over the central highlands of South Vietnam, killing all aboard (Mickolus, 1980). EA

June 23, 1972. New York, U.S.A. American Airlines flight 119, a B727 flying the New York-St. Louis-Tulsa run was hijacked by a white male. The hijacker transferred planes and demanded to be flown to Toronto, Canada (Mickolus, 1980). NA

June 30, 1972. Seattle, U.S.A. Airwest flight 775, a DC9 flying from Seattle to Portland, was hijacked by a white male, but he was apprehended at Portland (Mickolus, 1980). NA

July 5, 1972. Sacramento, U.S.A. A Pacific Southwest B737, flight 710 flying from Sacramento to Hollywood and San Francisco, was hijacked by two Bulgarian males, who demanded to be flown to Siberia. In crossfire the FBI killed the hijackers and a passenger, as well as wounding two others (Mickolus, 1980). NA

July 6, 1972. Oakland, U.S.A. Pacific Southwest flight 389, a B727 flying from Oakland to Sacramento, was hijacked by a male to San Diego (Mickolus, 1980). NA

July 10, 1972. Cologne, Germany. A Lufthansa B737 flying from Cologne to Munich was hijacked by an Algerian, but the police apprehended him aboard the plane (Mickolus, 1980). EU

July 12, 1972. Oklahoma City, U.S.A. American Airlines flight 633, a B727 flying from Oklahoma City to Dallas, was hijacked by a white male to Norman, Oklahoma (Mickolus, 1980). NA

July 12, 1972. Philadelphia, U.S.A. National Airlines flight 496, a B727 flying from Philadelphia to New York City, was hijacked by two black males to Lake Jackson, Texas (Mickolus, 1980). NA

July 18, 1972. San Andres Island, Colombia. An Aero Opita Tao flying from San Andres Island to Bogota was hijacked by a male who killed the pilot and severely wounded the copilot (Mickolus, 1980). SA

July 31, 1972. Detroit, U.S.A. Delta Airlines flight 841, a DC8 flying from Detroit to Miami, was hijacked by five Black Panther Party sympathizers to Algiers, Algeria (Mickolus, 1980). NA

(appendix continues)

Appendix B (cont.)

August 15, 1972. Trelew, Argentina. An Austral BAC111 flying from Trelew to Buenos Aires was hijacked by ten people to Santiago, Chile, where they were granted political asylum (Mickolus, 1980). SA

August 16, 1972. Rome, Italy. A bomb placed in a portable record player, stored in the baggage compartment of an El Al B707 flying from Rome to Tel Aviv, exploded shortly after takeoff (Mickolus, 1980). EU

August 18, 1972. Reno, U.S.A. United Airlines flight 877, a B727 flying from Reno to San Francisco, was hijacked to Seattle by a white male (Mickolus, 1980). NA

August 22, 1972. Beirut, Lebanon. A Southern Yemeni Al Yemda Airlines DC6 flying on the Beirut-Cairo-Aden run was hijacked by two males and a woman to Benghazi, Libya (Mickolus, 1980). ME

August 25, 1972. Neiva, Colombia. An Opita Air Taxi (TAO) from Neiva to Bogota was hijacked in flight by four men to Cuba (Mickolus, 1980). SA

September 15, 1972. Goteborg, Sweden. SAS flight 130, a DC9 flying from Goteborg to Stockholm, was hijacked by three Croatian males who forced the plane to Malmo (Chapman & Chapman, 1980). EU

September 16, 1972. Manila, Philippines. A bomb exploded in an Air Manila Fokker F27P flying from Manila to Lligan City at about eleven thousand feet (Mickolus, 1980). EA

October 7, 1972. Ronchi Del Legionary, Italy. An Aero Transporti Italiani Fokker F27 flying from Ronchi Del Legionari to Bari, Trieste, and Venice was hijacked by an armed teenager who was later found dead inside the empty plane (Mickolus, 1980). EU

October 11, 1972. Lisbon, Portugal. A Lufthansa B727 flying from Lisbon to Frankfurt was hijacked by a male, who claimed to have a bomb and threatened to blow up the plane (Mickolus, 1980). EU

October 22, 1972. Istanbul, Turkey. A Turkish Airlines B707 flying from Istanbul to Ankara was hijacked by four members of the TPLA, who forced the pilot to fly to Sofia, Bulgaria (Sobel, 1975). ME

October 25 & 26, 1972. Cairo, Egypt. At Cairo Airport, Egyptian officials intercepted parcel bombs addressed to a PLO official. A security officer examining the envelopes was injured by one of the explosions (Mickolus, 1980). ME

October 29, 1972. Beirut, Lebanon. Lufthansa flight 615, a B727 plane en route from Damascus-Beirut-Ankara-Munich run, was hijacked in mid-air by two Arabs to Nicosia, Cyprus and then on to Germany. The Arabs demanded the release of members of the Munich massacre on September 5, 1972 (Dobson & Payne, 1987). ME

October 30, 1972. Houston, U.S.A. Eastern Airlines flight 496, a B727 flying from Houston to Atlanta, was hijacked on the ground by four armed men who forced the pilot to fly to Havana (Mickolus, 1980). NA

Appendix B (cont.)

November 5, 1972. San Salvador, El Salvador. A bomb exploded in the main ticket office of Pan Am in San Salvador, causing considerable damage but no injuries (Alexander & Kilmarx, 1979). CA

November 6, 1972. Tokyo, Japan. A JAL B727 flying from Tokyo to Fukuoka was hijacked by an armed male who demanded a second plane (DC8) to fly to Cuba (Mickolus, 1980). EA

November 8, 1972. Monterrey, Mexico. A Mexicana de Aviacion B727 flying from Monterrey to Mexico City was hijacked by four members of the Armed Communist League to Cuba for political asylum (Sobel, 1975). NA

November 10, 1972. Birmingham, U.S.A. Southern Airways flight 49, a DC9 flying from Birmingham to Montgomery, Alabama, was hijacked by three wanted criminals who forced the pilot to fly to nine different locations before landing in Cuba (Mickolus, 1980). NA

November 15, 1972. Adelaide, Australia. An Ansett Airlines Fokker Friendship F27 flying from Adelaide to Alice Springs and Darwin was hijacked by an armed man who demanded a light plane and a parachute (Mickolus, 1980). AU

November 24, 1972. Frankfurt, Germany. An Air Canada DC8 from Frankfurt to Montreal and Toronto was hijacked on the ground by an armed gunman who police marksmen shot and killed aboard the aircraft (Mickolus, 1980). EU

December 8, 1972. Addis Ababa, Ethiopia. An Ethiopian Airlines B720 flying from Addis Ababa to Asmara and Paris was hijacked by seven ELF members, who demanded the release of fellow members of the front, but six of the hijackers died (Mickolus, 1980). SS

December 14, 1972. Wabush, Canada. A Quebecair BAC111 flying from Wabush to Montreal was hijacked by a man who forced the pilot to fly to Montreal and then shuttle between Montreal and Ottawa (Mickolus, 1980). NA

January 2, 1973. Atlanta, U.S.A. Piedmont Airlines flight 928, a YS11A flying from Atlanta to Washington, D.C. and Baltimore, was hijacked by a white male who claimed to want a flight to Toronto (Mickolus, 1980). NA

January 24, 1973. Tehran, Iran. A small bomb caused slight damage to the Tehran office of Pan Am (Alexander & Kilmarx, 1979). ME

February 21, 1973. Sinai, Israel. Israeli Phantoms shot down a Libyan Boeing 727 airliner from Tripoli to Cairo which had strayed over Sinai on Israeli territory, killing all 106 aboard (O'Ballance, 1979). ME

March 7, 1973. Spokane, U.S.A. A man armed with a rifle took two hostages and attempted to seize a plane at Spokane Airport. Three people were injured in the attack (Mickolus, 1980). NA

(appendix continues)

Appendix B (cont.)

March 19, 1973. Saigon, South Vietnam. A bomb exploded in the cargo area near the main wing spar of an Air Vietnam DC4 on its landing approach at Ban Me Thuot, after flying from Saigon. There were no survivors (Mickolus, 1980). EA

April 9, 1973. Nicosia, Cyprus. A Land Rover and another car crashed the gates at Nicosia Airport, driving toward an El Al Viscount and firing machine guns. The return fire killed two terrorists and seven were arrested (Sobel, 1975). ME

April 28, 1973. Beirut, Lebanon. Black September placed a bomb in a lavatory in Beirut International Airport (Mickolus, 1980). ME

May 1, 1973. Barcelona, Spain. The Barcelona office of British European Airways was damaged by firebombs (Mickolus, 1980). EU

May 2, 1973. Barcelona, Spain. Two firebombs were thrown at the offices of Pan Am, breaking all of the windows and causing considerable smoke damage (Mickolus, 1980). EU

May 18, 1973. Valera, Venezuela. An Avensa Convair 580 flying from Valera to Barquisimeto was hijacked by members of Punto Cero to Curacao, Panama City, Merida, Mexico City and finally to Havana, Cuba (Mickolus, 1980). SA

May 25, 1973. Moscow, former Soviet Union. An Aeroflot TU104 flying from Moscow to Chita was hijacked by a man. The plane crashed in southern Siberia, leaving no survivors (Mickolus, 1980). EU

May 30, 1973. Cali, Colombia. An SAM Lockheed Electra flying the Cali-Pereira-Medellin route was hijacked by two members of the ELN. They ordered the plane to fly to Aruba and then to Ecuador, Peru, Argentina, Aruba, Argentina, and finally to Paraguay (Watson, 1976). SA

June 10, 1973. Biratnagar, Nepal. A Royal Nepalese Airlines Twin Otter from Biratnagar to Katmandu was hijacked to Forbesganj, India, by three hijackers armed with guns (Mickolus, 1980). EA

June 19, 1973. Rostov, former Soviet Union. A male hijacked a Russian domestic plane without passengers to Trebizond, Turkey. The flight was originally scheduled to fly between Rostov and Batum (Mickolus, 1980). EU

June 20, 1973. Buenos Aires, Argentina. In a gun battle between police and members of the ERP, FAR and Montoneros at Buenos Aires's Ezeiza Airport, twenty were killed and three hundred injured (Mickolus, 1980). SA

July 4, 1973. Buenos Aires, Argentina. An Aerolineas Argentina B737 flying from Buenos Aires to Tucuman was hijacked by an ERP member who forced the pilot to fly to Mendoza, Argentina, Santiago, Chile, Lima, Peru, Panama City, Panama, and finally Havana, Cuba (Mickolus, 1980). SA

July 10, 1973. Barbados. A bomb exploded in the Cubana interest British West Indies Airways office (Mickolus, 1980). CA

Appendix B (cont.)

July 20, 1973. Amsterdam, Netherlands. JAL flight 404, a B747 from Paris to Tokyo and Anchorage, was seized by four armed hijackers after leaving Amsterdam. The hijackers forced the plane to fly to Damascus, Syria and then to Benghazi, Libya (Gutteridge, 1986). EU

August 5, 1973. Athens, Greece. Two Black Septembrists opened Machine-gun and grenade attack on passengers, killing five and wounding fifty-five. Most of the passengers were waiting to board a TWA flight from Tel Aviv-Athens-New York (O'Ballance, 1979). EU

August 16, 1973. Benghazi, Libya. Middle East Airlines B707 flight from Benghazi to Beirut was hijacked by a Libyan to Tel Aviv's Lod Airport, accompanied by Israeli Phantoms (Mickolus, 1980). ME

August 25, 1973. Taiz, Yemen. A Yemen Airways DC6 flying from Taiz to Asmara, Ethiopia, was hijacked by an armed Yemeni to Kuwait, where he surrendered (Mickolus, 1980). ME

September 5, 1973. Bangkok, Thailand. A bomb exploded in the gallery of an Air Vietnam flying from Bangkok to Saigon, injuring three persons (Mickolus, 1980). EA

September 28, 1973. London, U.K. A bomb exploded in a fire exit in the West London air terminal, injuring six persons (Mickolus, 1980). EU

October 2, 1973. Duesseldorf, Germany. A KLM DC9 flying from Duesseldorf to Amsterdam was hijacked by a man who was later disarmed by the crew (Mickolus, 1980). EU

October 11, 1973. Davao, Philippines. A PAL BAC111 flying from Davao to Manila and Bacolod was hijacked by three Filipino males to Hong Kong (Mickolus, 1980). EA

October 18, 1973. Paris, France. An Air France B727 flying from Paris to Nice was hijacked by a woman who forced the pilot to land at Marseille, where she was shot dead by the police (Mickolus, 1980). EU

October 20, 1973. Buenos Aires, Argentina. An Aerolineas Argentina B737 flying from Buenos Aires to Salta was hijacked by four armed terrorists who forced the plane to fly to Tucuman and then to Yacuiba, Bolivia (Mickolus, 1980). SA

October 31, 1973. Maracaibo, Venezuela. An Avensa DC9 flying from Maracaibo to Caracas was hijacked out of Barquisimeto by a male who demanded to be flown to Cuba; the hijacker shot and seriously wounded himself (Mickolus, 1980). SA

November 2, 1973. Bryansk, former Soviet Union. An Aeroflot YAK40 flying from Bryansk to Moscow was hijacked by four armed males. In Moscow, the police stormed the aircraft, killing two and capturing the other two hijackers, as well as wounding a passenger (Mickolus, 1980). EU

Appendix B (cont.)

November 25, 1973. Beirut, Lebanon. A KLM B747 flying from Beirut to New Delhi and Tokyo was hijacked by three members of the Arab Nationalist

Youth for the Liberation of Palestine. They forced the pilot to fly to Damascus, Nicosia, Tripoli, Valletta, Dubai, Aden and back to Dubai, where they surrendered (O'Ballance, 1979). ME

December 1, 1973. Zurich, Switzerland. A Swissair DC8 flying from Zurich to Geneva was hijacked by an armed man. In Geneva, the police overpowered him (Mickolus, 1980). EU

December 17, 1973. Rome, Italy. Four Arab terrorists began firing into the crowded transit lounge. Taking six hostages, they moved on to a Pan Am B707 waiting for take off for Beirut and Tehran and threw two phosphorus grenades. The airliner caught fire killing 29 of the passengers and injuring eighteen. Then the terrorists hijacked a Lufthansa B737 plane, a flight originally bound for Munich, to escape. They flew to Beirut, Athens, Damascus and Kuwait where the terrorist surrendered (Bell, 1978). EU

January 21, 1974. Pasto, Colombia. An Aeropesca Vicker Viscount flying between Pasto and Popayan was hijacked by a young man to Cali, Barranquilla and then to the final destination of Havana, Cuba (Mickolus, 1980). SA

February 8, 1974. Barcelona, Spain. A Molotov cocktail was thrown at an Air France office in Barcelona (Mickolus, 1980). EU

February 20, 1974. Da Lat, South Vietnam. An Air Vietnam DC4 flying from Da Lat to Da Nang was hijacked by a youth. The pilot landed the plane at Hue, South Vietnam, where the hijacker killed himself and two passengers. Six more people were reported injured (Mickolus, 1980). EA

February 22, 1974. Baltimore, U.S.A. Delta Flight 523, a DC9, was scheduled to fly from Baltimore to Atlanta. Samuel Joseph Byck intended to crash the airliner into the White House. Three people died and one was wounded in the incident (Moore, 1991). NA

March 3, 1974. Beirut, Lebanon. A British Airways flight from Bombay to London was hijacked out of its Beirut stopover by two men, who demanded to be flown to Athens and then Amsterdam, where they set the plane on fire (Sobel, 1975). ME

March 3, 1974. Amsterdam, Netherlands. British VC10 hijacked en route from Bombay to London, was blown up in Amsterdam, in another operation by NAYLP Abu Nidal's group (Dobson & Payne, 1982). EU

March 12, 1974. Tokyo, Japan. A JAL B747 flying between Tokyo and Naha, Okinawa, was hijacked by a Japanese youth who claimed to have a bomb in a briefcase (Mickolus, 1980). EA

March 14, 1974. Mexico City, Mexico. The Mexico City offices of Cubana de Aviacion were damaged by a dynamite explosion, claimed by the FLNC (Mickolus, 1980). NA

Appendix B (cont.)

March 20, 1974. Nairobi, Kenya. An East African Airways Fokker F27 flying from Nairobi to Malindi and Mombasa was hijacked by an Ethiopian couple, who demanded to be flown to Libya. The plane stopped at Entebbe, Uganda, where the hijackers surrendered to authorities (Mickolus, 1980). SS

March 22, 1974. Bastia, Corsica. A French Air Inter Caravelle III was destroyed on the ground at Bastia. An explosive device was placed in the forward landing gear compartments in the movable flap of the wheel housing (Mickolus, 1980). EU

May 1, 1974. New York, U.S.A. A bomb exploded in the international arrivals terminal for Alitalia and SAS Airlines at JFK International Airport in New York, injuring two airline employees (Mickolus, 1980). NA

May 11, 1974. Pereira, Colombia. An Avianca B727 flying from Pereira to Bogota was hijacked by four armed men. The plane flew to Bogota, Cali, Pereira, and back to Bogota, where the hijackers demanded to be flown to Cuba (Mickolus, 1980). SA

June 1, 1974. Port-au-Prince, Haiti. A bomb in a trunk that had been shipped on an Air France flight from Miami exploded in the baggage room at the Port-au-Prince Airport, injuring a policeman (Mickolus, 1980). CA

July 15, 1974. Osaka, Japan. A JAL DC8 flying from Osaka to Tokyo was hijacked by an armed member of the Japanese Red Army to Nagoya, where he attempted to commit suicide (Jenkins & Johnson, 1976). EA

July 24, 1974. Pereira, Colombia. An Avianca B727 flying between Pereira and Medellin was hijacked by a couple who forced the pilot to land at Cali (Watson, 1976). SA

August 5, 1974. Brussels, Belgium. During the morning rush hour in Brussels, a bomb exploded in front of the downtown office of Iberia Airlines, wounding five people (Jenkins & Johnson, 1976). EU

August 6, 1974. Quimper, France. A bomb exploded in the landing gear compartment of an Air Inter Caravelle III parked at Quimper airport (Mickolus, 1980). EU

August 6, 1974. Los Angeles, U.S.A. A bomb went off at Los Angeles International Airport in the Pan Am lobby of the International Carrier Building, killing three persons and injuring thirty-five others (Mickolus, 1980). NA

September 1, 1974. Beirut, Lebanon. A time bomb explosion damaged the Beirut office of Iran Air during the night (Jenkins & Johnson, 1976). ME

September 4, 1974. Boston, U.S.A. At Boston's Logan Airport an Eastern Airlines flight 1160, a DC9 was taken over by a black male who demanded that he be flown to New York City's La Guardia Airport (Mickolus, 1980). NA

September (7)8, 1974. Athens, Greece. A Tel Aviv-Athens-New York TWA B707 airliner was blown up in flight over the Ionian Sea as it flew to the United States, killing all eighty-eight on board (O'Ballance, 1979). EU

(appendix continues)

Appendix B (cont.)

September 11, 1974. Barcelona, Spain. A bomb caused property damage but no injuries at the LAN-Chile Airlines office in Barcelona (Mickolus, 1980). EU

September 13, 1974. Marseilles, France. A bomb placed at the entrance of the Air Algeria office in Marseilles caused extensive damage inside the office (Jenkins & Johnson, 1976). EU

September 14, 1974. Da Nang, South Vietnam. An Air Vietnam B727 from Da Nang to Saigon was hijacked by an army major, when it veered off course and crashed, killing all on board (Mickolus, 1980). EA
(

October 7, 1974. Tainan, Taiwan. A Far Eastern Air Transportation Corporation Viscount 810 flying from Tainan to Taipei was hijacked by a man who demanded to be flown to the People's Republic of China (Mickolus, 1980). EA

October 8, 1974. Athens, Greece. A TWA airliner that had arrived in Greece from Israel was blown up in flight over the Aegean. All 88 on board were killed (Dobson & Payne, 1982). EU

November 6, 1974. Amman, Jordan. A Royal Jordanian Airlines Caravalle 50 flying between Amman and Aqaba was hijacked by three off-duty security guards, who diverted the plane to Benghazi's Benina Airport (Sobel, 1978). ME

November (21)22, 1974. Dubai, United Arab Emirates. Four members of the ANYOLP organization rushed to a British Airways VC10 while the plane was refueling en route from London to Singapore, Calcutta, and Brunei. The hijackers demanded the release of Palestinians, threatening to blow up the plane (Jenkins & Johnson, 1976). ME

November 23, 1974. Chitose, Japan. An All Nippon Airways B727 flying from Chitose to Tokyo and Sapporo was hijacked by a Japanese youth who demanded to be flown to North Korea (Mickolus, 1980). EA

November 29, 1974. Montreal, Canada. A Canadian Pacific Airlines B737 flying on the Montreal-Winnipeg-Edmonton-Vancouver run was hijacked by a Canadian citizen, who held a knife to the throat of a stewardess and demanded to go to Cyprus (Mickolus, 1980). NA

December 1, 1974. Bombay, India. A Swissair DC8 flying from Bombay to Karachi was hijacked by a man who pointed a gun at the crew and demanded to be flown to Libya or Lebanon (Mickolus, 1980). EA

December 15, 1974. Paris, France. A bomb exploded outside the TWA offices in Paris. No injuries were reported (Alexander & Kilmarx, 1979). EU

December 24, 1974. Sydney, Australia. Two firebombs were thrown into a downtown ticket office of Pan Am in Sydney. Two men were arrested for the explosion (Mickolus, 1980). AU

December 25, 1974. Beirut, Lebanon. An Air India B747 flying the Bombay-Beirut-Rome-New York run was hijacked by a Canadian man, who demanded a gun and passage to a place of his choice (Mickolus, 1980). ME

Appendix B (cont.)

January 7, 1975. Manchester, U.K. A British Airways BAC111 flying from Manchester was hijacked by an Iranian before landing in London. The hijacker pointed a pistol at a stewardess and threatened to use a hand grenade to blow up the plane (Mickolus, 1980). EU

January 13, 1975. Paris, France. Two men fired two RPG-7 rockets at an El Al 707 scheduled to fly to Montreal and New York. They missed the El Al and hit the fuselage of a Yugoslav DC9 scheduled to fly from Orly Airport to Zagreb (Sobel, 1978).* EU

January 19, 1975. Paris, France. At Orly Airport, an Arab was setting up an RPG-7 rocket launcher to fire at an El Al scheduled to fly to Tel Aviv. He was joined by two other terrorists who fired machine guns and threw hand grenades at the police (O'Ballance, 1979).* EU

February 20, 1975. Beirut, Lebanon. A bomb caused serious damage to the Turkish Airlines office in Beirut, but no injuries were reported (Chapman & Chapman, 1980). ME

February 22, 1975. San Paulo, Brazil. A VASP B737 flying from San Paulo to Brasilia was hijacked by a man who had passed through preboard screening with a pistol. Policemen shot and critically wounded the hijacker (Mickolus, 1980). SA

February 23, 1975. Hodeida, Yemen. A Yemen Airways DC3 flying from Hodeida to Sana was hijacked by an Yemeni, demanding to be taken to Abu Dhabi, but the pilot landed at Qizan, Saudi Arabia (Mickolus, 1980). ME

February 25, 1975. Pagadian, Philippines. Two Filipino men hijacked a PAL DC3 flying the Pagadian-Mindanao-Zamboanga route to Cebu City and then on to Manila (Mickolus, 1980). EA

March 1, 1975. Mosul, Iraq. An Iraqi Airways B737 flying from Mosul to Baghdad was hijacked by three Kurdish sympathizers, who threatened to blow up the plane and all aboard (Mickolus, 1980). ME

March 6, 1975. Phoenix, U.S.A. Two Latin men chartered a Sawyer Aviation Cessna 310 to fly them from Phoenix to Tucson. During the flight, they pointed a gun at the pilot and forced him to fly to Nogales, Mexico (Mickolus, 1980). NA

April 5, 1975. Los Angeles, U.S.A. An explosive device caused considerable damage to the Los Angeles office of Iraqi Airways but caused no injuries (Mickolus, 1980). NA

April 8, 1975. Luanda, Angola. A South African Airways jet flying from Johannesburg to London was hit by small arms fire as it came in for a landing at Luanda (Mickolus, 1980). SS

April 9, 1975. Sapporo, Japan. On a JAL B747 flying from Sapporo to Tokyo, a young man pointed a pistol at a steward and demanded two parachutes and 30 million yen (Mickolus, 1980). EA

Appendix B (cont.)

May 16, 1975. Barcelona, Spain. Five or six Catalan separatist youths broke windows in a Pan Am ticket office in Barcelona and threw a Molotov cocktail, which caused smoke and fire damage (Mickolus, 1980). EU

June 3, 1975. Legaspi, Philippines. As a PAL BAC111 plane was flying from Legaspi to Manila, a bomb exploded inside a lavatory, injuring forty-five and killing one person (Mickolus, 1980). EA

July 5, 1975. Islamabad, Pakistan. A bomb blew a hole in the fuselage of a Pakistan International Airlines B707. The plane was on the ground at Rawalpindi-Islamabad Airport, having flown from Karachi (Mickolus, 1980). EA

July 22, 1975. Tampa, U.S.A. An explosion occurred in Tampa Airport when a baggage handler picked up a valise that contained numerous M-80 firecrackers and cherry bombs (Mickolus, 1980). NA

July 28, 1975. Tokyo, Japan. An All Nippon Airways Lockheed L1011 flying from Tokyo to Hokkaido and Sapporo was hijacked by a Japanese high school student who demanded to be flown to either Hawaii or Okinawa (Mickolus, 1980). EA

September 9, 1975. Port-au-Prince, Haiti. A Haiti Air Inter Dehavilland flying from Port-au-Prince to Cap Haitien was hijacked by three young Haitians, who demanded to be taken to Cuba but were overpowered by the crew and passengers (Mickolus, 1980). CA

September 27, 1975. Athens, Greece. A young man entered the cockpit of an Olympic Airways SC7 flying from Athens to Mykonos. He threatened to blind the pilot with nitric acid if he was not flown to Albania (Mickolus, 1980). EU

September 27, 1975. Bhamo, Burma. Four persons were injured and one was killed when an individual attacked a Union of Burma Airways plane as it was preparing to take off from Bhamo Airport (Mickolus, 1980). EA

September 30, 1975. Boston, U.S.A. In Boston, a man was injured and the window of the Iberia Airlines office was shattered by a small bomb (Mickolus, 1980). NA

September 30, 1975. Budapest, Hungary. A Malev Hungarian Airlines TU154 flying from Budapest to Beirut crashed into the Mediterranean Sea, killing all on board after an explosion occurred (Mickolus, 1980). EU

October 4, 1975. Beirut, Lebanon. Four terrorists attacked Beirut International Airport in an attempt to sabotage the Egyptian-Israeli Sinai accord. Three people, including one of the terrorists, were killed, and fourteen others were wounded (Sobel, 1978). ME

October 6, 1975. Manila, Philippines. A PAL BAC111 was hijacked by a man, as it was approaching Manila on its flight from Davao. The hijacker demanded to be flown to Benghazi, Libya (Mickolus, 1980). EA

Appendix B (cont.)

October 7, 1975. Greensboro, U.S.A. Three men chartered an Atlantic Aero Cessna 177 to fly from Greensboro, North Carolina, to Atlanta, Georgia. Shortly after take off, with the use of a revolver, they demanded to be flown to Florida (Mickolus, 1980). NA

October 17, 1975. Miami, U.S.A. A bomb exploded in a locker at the Miami International Airport main terminal, but no injuries were reported (Mickolus, 1980). NA

November 24, 1975. Palomar, U.S.A. A man chartered a California Air Charter Piper Navajo to fly from Palomar, California, to Dallas, Texas. The individual pulled a gun and ordered the pilot to fly to Mazatlan, Mexico (Mickolus, 1980). NA

November 27, 1975. Miami, U.S.A. A mechanic discovered a ticking bomb behind a wall panel behind the lavatory on a Bahamasair BAC111 at Miami International Airport (Mickolus, 1980). NA

November 30, 1975. Karachi, Pakistan. A bomb exploded in the baggage storage area in the domestic terminal of Karachi International Airport, injuring two people (Mickolus, 1980). EA

December 13, 1975. Paris, France. Members of Carlos's gang tried to destroy an El Al plane at Orly Airport using a hand-held rocket. They missed the target, and hit a Yugoslav airliner instead (Dobson & Payne, 1987).* EU

December 19, 1975. Paris, France. At Orly airport Carlos's men wound 20 bystanders in gunfight, seize hostages, and bargain their way onto a flight to Iraq (Dobson & Payne, 1987). EU

December 23, 1975. Barrancabermeja, Colombia. A SAM Beechcraft D80 flying from Barrancabermeja to Medellin was hijacked by a man whom the local authorities shot twice in the head upon landing. The hijacker later died in a hospital (Mickolus, 1980). SA

December 24, 1975. Stuttgart, Germany. The Yugoslav Aero Transport office in Stuttgart was bombed. There was property damage but no injuries (Mickolus, 1980). EU

December 29, 1975. New York, U.S.A. A bomb exploded in a baggage locker at a Delta, Eastern, and TWA claims area of New York City's La Guardia Airport, killing eleven and injuring seventy-five (Sobel, 1978). NA

January 1, 1976. Beirut, Lebanon. A sudden explosion aboard a Middle East Airlines 720 flying from Beirut to Dubai and Oman caused the plane to crash into the Saudi Arabian desert, killing all on board (Mickolus, 1980). ME

January 5, 1976. Manila, Philippines. A Japan Air Lines DC8 flying from Bangkok to Tokyo was hijacked in Manila by two Filipinos armed with guns and dynamite, who threatened to kill a stewardess if they were not given a free ride to Tokyo (Moore, 1991). EA

January 31, 1976. Paris, France. The Iran Air Office on the Avenue des Champs Elysees in Paris was attacked (Mickolus, 1980). EU

Appendix B (cont.)

February 11, 1976. Paris, France. New Order firebombs damaged the Paris offices of Aeroflot (Mickolus, 1980). EU

February 14, 1976. London, U.K. A man aboard a National Airlines flight from London to Miami informed the captain that he wanted to go to Cuba. The crew overpowered him, and the plane landed safely in Miami (Mickolus, 1980). EU

February 20, 1976. Lyons, France. A bomb exploded in the Air Algerie office in Lyons. The office was heavily damaged by the blast, but the explosion caused no injuries (Mickolus, 1980). EU

February 29, 1976. Medellin, Colombia. An Aces Airlines general aviation Saunders ST27 flying from Medellin to Apartado was hijacked by an armed man to Chigordo and then back to Medellin. The hijacker was shot during a gun battle and died in a hospital (Mickolus, 1980). SA

March 7, 1976. Paris, France. Shots from automatic weapons were fired at the windows of an Aeroflot office in Paris, causing considerable property damage but no injuries (Mickolus, 1980). EU

March 31, 1976. Ankara, Turkey. A bomb caused extensive damage to the offices of Pan Am in Ankara but no injuries (Alexander & Kilmarx, 1979). ME

April 1, 1976. Dubai, United Arab Emirates. A passenger knifed a steward on a KLM 747 flying from Dubai to Zurich. The plane made an unscheduled landing in Vienna (Mickolus, 1980). ME

April 5, 1976. Luanda, Angola. A heavily armed Cuban serving as a security guard at Luanda Airport hijacked a Portuguese TAP B747 as it was taking off for Lisbon. He demanded that he be flown to Lisbon, where he was granted political asylum (Mickolus, 1980). SS

April 7, 1976. Cagayan de Oro, Philippines. A PAL BAC111 flying from Cagayan de Oro to Mactan was hijacked by three MNLF members to Manila, Kota Kinabalu, Kuala Lumpur and Bangkok, where they were given a DC8, continued to Karachi, Pakistan and finally landed in Benghazi, Libya (Sobel, 1978). EA

April 22, 1976. Beirut, Lebanon. In an attack on Beirut International Airport, a commercial transport plane was heavily damaged, twelve people were injured, and three other planes were also hit (Mickolus, 1980). ME

April 24, 1976. Istanbul, Turkey. A bomb exploded at the Iran Air office in Istanbul, causing extensive damage and injuries to four people (Mickolus, 1980). ME

April 30, 1976. Paris, France. A Turkish Airlines DC10 flying from Paris to Istanbul was hijacked by a Turkish migrant worker who demanded to be flown to either Marseille or Lyons. However, the plane returned to Orly Airport where he surrendered (Mickolus, 1980). EU

Appendix B (cont.)

May 21, 1976. Davao, Philippines. A Philippine Airlines BAC111 plane flying from Davao to Manila was hijacked by six MNLF armed males who diverted the plane to Zamboanga, where they demanded a DC8 to fly them to Libya (Moore, 1991). EA

May 25, 1976. Tel Aviv, Israel. A suitcase exploded when a passenger with a Dutch passport opened it in a security office off the luggage area of Tel Aviv's Ben Gurion International Airport. The passenger and a security officer were killed, and ten Israelis were injured (Sobel, 1978). ME

May 26, 1976. New Delhi, India. A vanity case addressed to Aeroflot-New Delhi exploded in the customs area of New Delhi Airport (Mickolus, 1980). EA

June 25, 1976. New York, U.S.A. A bomb exploded near an escalator on the first floor of the Pan Am Building in Manhattan, because Pan Am flew to Syria and Iraq (Mickolus, 1980). NA

June 27, 1976. Beirut, Lebanon. A Middle East Airlines B707 that had arrived from Amman was hit by four rockets and burst into flames, killing the pilot and injuring five passengers (Mickolus, 1980). ME

June 27, 1976. Athens, Greece. Air France flight 139, an Airbus 300 on a flight from Tel Aviv to Athens-Paris, was hijacked out of Athens by seven members of the PFLP. The plane first landed in Bengazi, Libya and then flew on to Entebbe, Uganda (Chapman & Chapman, 1980). EU

July 2, 1976. Boston, U.S.A. An Eastern Airlines Electra II Lockheed was destroyed when an explosive that had been placed between the strut and the landing gear detonated at Boston's Logan International Airport, injuring one person (Mickolus, 1980). NA

July 2, 1976. Kuwait City, Kuwait. The Syrian Airlines office was destroyed by firebombs, which caused no injuries (Mickolus, 1980). ME

July 6, 1976. Tripoli, Libya. A Libyan Arab Airlines B727 flying from Tripoli to Benghazi was hijacked by a man who demanded to be flown to Tunis, but the plane flew to Algiers instead and then on to Palma de Majorca (Sobel, 1978). ME

July 10, 1976. Bridgetown, Barbados. The office building in Bridgetown housing the British West Indian Airways office was damaged extensively by a bomb explosion (Mickolus, 1980). CA

August 11, 1976. Istanbul, Turkey. Four persons were killed and twenty-six injured when two PFLP terrorists threw grenades and fired submachine guns at a crowd waiting to board El Al flight 582, a B707 bound for Tel Aviv from Istanbul (Alexander & Freedman, 1983). ME

August 23, 1976. Cairo, Egypt. An Egyptair B737 flying from Cairo to Luxor was hijacked by three armed men who demanded to be flown to Benghazi, Libya, but the pilot landed the plane at Luxor (Sobel, 1978). ME

(appendix continues)

Appendix B (cont.)

August 24, 1976. San Jose, Costa Rica. CORU bombs exploded at the San Jose offices of Iberia Airlines, injuring six (Mickolus, 1980). CA

September 4, 1976. Nice, France. KLM flight 366, a DC9 flying from Malaga, Spain to Amsterdam, was hijacked out of Nice by three armed hijackers. The plane landed in Tunis, Cyprus, circled off Israel's shore and then returned to Larnaca Airport in Cyprus (Alexander & Freedman, 1983). EU

September 7, 1976. Ajaccio, France. Corsican separatists blew up an Air France Boeing 707 jet at Ajaccio Airport after ordering all the 181 passengers out. No injuries were reported (Sobel, 1978). EU

September 10, 1976. New Delhi, India. An Indian Airlines B737 flying from New Delhi to Bombay was hijacked by six armed men wanting to fly to Mecca, Saudi Arabia, but the plane landed in Lahore, Pakistan (Mickolus, 1980). EA

September 10, 1976. New York, U.S.A. A TWA Boeing 727 on flight 355 from New York to Chicago was hijacked by six Croatian nationalists. The hijacked plane flew to Gander, Newfoundland, then landed at Keflavik Air Base in Iceland and last at Charles de Caulle Airport in Paris (Bell, 1978). NA

October 6, 1976. Bridgetown, Barbados. A bomb exploded on board Cubana Airlines flight 455, a DC8 flying to Jamaica and Cuba with stops at Guyana and Trinidad. The plane crashed into the ocean, killing all on board (Mickolus, 1980). CA

October 28, 1976. Prague, former Czechoslovakia. Flight OK 313, an Llyushin 18 on a local flight from Prague to Bratislava, was hijacked on the ground by an armed man to Munich, Germany (Mickolus, 1980). EU

November 4, 1976. Copenhagen, Denmark. A Polish TU134 flying from Copenhagen to Warsaw was hijacked by a man who forced the pilot to fly to Vienna's Schwechat Airport (Mickolus, 1980). EU

December 15, 1976. Baghdad, Iraq. An Egyptian Airlines jet had just landed at Baghdad International Airport when a bomb went off inside a suitcase. Reports claimed that 40 were killed and 300 injured (Mickolus, 1980). ME

December 21, 1976. San Francisco, U.S.A. A man took two hostages at gunpoint and commandeered a United Airlines DC8 at San Francisco International Airport. He demanded a flight crew to fly him to the East Coast (Mickolus, 1980). NA

January 3, 1977. Bogota, Colombia. A bomb was removed from an Avianca jet in Bogota shortly before it was due to fly to Caracas, Venezuela (Mickolus, 1980). SA

January 3, 1977. Las Palmas, Canary Islands. The South African Airways office in Las Palmas was bombed during the night (Mickolus, 1980). EU

January 11, 1977. New York, U.S.A. A mentally ill man demanded that TWA flight 700, a B747 flying from New York to London, be flown to Uganda (Mickolus, 1980). NA

(appendix continues)

Appendix B (cont.)

February 13, 1977. Istanbul, Turkey. A Turkish Airlines DC9 flying from Istanbul to Izmir was the scene of an attempted hijacking by a Turkish police cadet, who demanded to be flown to Yugoslavia (Mickolus, 1980). ME

March 14, 1977. Barcelona, Spain. An Iberia Airlines B727 flying from Barcelona to Palma de Mallorca was hijacked by an Italian man. He demanded to be flown to Abidjan, Ivory Coast (Mickolus, 1980). EU

March 17, 1977. Sendai, Japan. A Japanese ex-convict attempted to hijack a domestic All Nippon airliner to the city of Sendai from Tokyo (Mickolus, 1980). EA

March 17, 1977. Sapporo, Japan. A man wielding a knife took over an All Nippon B727 after takeoff at Sapporo. Passengers overpowered him (Mickolus, 1980). EA

March 19, 1977. Dharbakir, Turkey. A Turkish Airlines B727 en route from Dharbakir to Ankara was hijacked by two Turks to Beirut (Mickolus, 1980). ME

March 26, 1977. Las Palmas, Canary Islands. A bomb exploded in the terminal at Gondo Airport. Airport confusion resulted in the Tenerife Crash which killed 580 people (Moore, 1991). EU

April 26, 1977. Makale, Ethiopia. Two members of the ELF attempted to hijack an Ethiopian Airlines flight between Makale and Gonder and divert it to Saudi Arabia or Sudan (Mickolus, 1980). SS

May 2, 1977. Rome, Italy. Minutes after an Iberian airliner landed at Rome's Fiumicino Airport, a Libyan unsuccessfully threaten the pilot and demanded to be flown to Madrid (Mickolus, 1980). EU

May 6, 1977. Beirut, Lebanon. A Norwegian journalist was arrested at Beirut Airport before boarding a flight to Frankfurt when explosives were found in his baggage (Mickolus, 1980). ME

May 8, 1977. Tokyo, Japan. A Northwest Orient B747 flight 22 from Tokyo to Honolulu was the scene of an attempted hijacking when a American demanded to be flown to Moscow (Moore, 1991). EA

May 29, 1977. Istanbul, Turkey. A bomb in the luggage storage room exploded at Istanbul's International Airport injuring forty-four persons (O'Ballance, 1979). ME

June 5, 1977. Beirut, Lebanon. A Middle East Airlines B707, flight 322 from Beirut to Baghdad, was hijacked by a Lebanese man to Kuwait (Mickolus, 1980). ME

June 6, 1977. Genoa, Italy. The Genoa office of Lufthansa was firebombed, causing minor damage (Mickolus, 1980). EU

June 18, 1977. Vidin, Bulgaria. A Bulgarian flight from Vidin to Sofia was hijacked by a man who ordered the pilot to fly to London or Munich. The plane landed in Belgrade, Yugoslavia (O'Ballance, 1979). EU

Appendix B (cont.)

June 21, 1977. Santiago, Chile. An LAN B727 flying from Antofagasta to Santiago was hijacked by a Chilean man who diverted the plane to Mendoza, Argentina (Mickolus, 1980). SA

June 29, 1977. Dubai. A Gulf Air VC10 was hijacked after takeoff by a Lebanese man who forced the pilot to land at Doha International Airport in Qatar (Mickolus, 1980). ME

July 5, 1977. Arica, Chile. Four Chileans hijacked a Ladeco B727 flying from Arica to Santiago on a domestic flight and diverted it to Lima, Peru (Sobel, 1978). SA

July 8, 1977. Beirut, Lebanon. A B707 leased to Kuwait Airways by British Midland Airways was hijacked out of Beirut by six Fatah dissidents. The plane first flew to Kuwait and then on to Damascus, Syria (Mickolus, 1980). ME

July 10, 1977. Petrozavodsk, Former Soviet Union. Two young men hijacked an Aeroflot TU134 from Petrozavodsk, Karelia, to Leningrad and forced the pilot to land in Helsinki, Finland (O'Ballance, 1979). EU

July 11, 1977. Zurich, Switzerland. The Zurich office of Iran Air was destroyed by firebombs (Mickolus, 1980). EU

July 30, 1977. Milan, Italy. The Milan offices of Aeroflot were bombed, causing severe damage to the offices (Mickolus, 1980). EU

August 12, 1977. Paris, France. The Paris-Cairo flight of an Air France jumbo jet was diverted out of Nice by an Egyptian to Brindisi, Italy (Mickolus, 1980). EU

August 14, 1977. Miami, U.S.A. A bomb exploded near a Venezuelan Air Force plane parked at Miami International Airport (Mickolus, 1980). NA

August 20, 1977. Honolulu, U.S.A. A man claimed he had a bomb and forced the pilot of a Western Airlines B707 flying from Honolulu to Denver to land at Salt Lake City (Mickolus, 1980). NA

September 28, 1977. Bombay, India. A Japan Airlines DC8 plane was hijacked to Dacca, Bangladesh and held for the release of six Japanese Red Army prisoners (Dobson & Payne, 1987). EA

September 30, 1977. Paris, France. An Air Inter Caravelle was hijacked over Paris by a man who demanded radio air time to broadcast a taped message (Sobel, 1978). EU

October, 11, 1977. Prague, former Czechoslovakia. A Czech YAK40 flying to Prague was hijacked out of Karlovy Vary by a man and a woman who forced the pilot to fly to Frankfurt, Germany (O'Ballance, 1979). EU

October 13, 1977. Majorca, Spain. Lufthansa Flight 181 en route from Majorca to Frankfurt with 82 passengers was hijacked by four Palestinians and flown to Mogadishu, Somalia after a multi-destination flight around the Middle East and the Horn of Africa (Clutterbuck, 1987). EU

(appendix continues)

Appendix B (cont.)

October 20, 1977. Grand Island, U.S.A. Frontier Airlines flight 101, a B737 from Grand Island to Denver, was hijacked by a man to Kansas City and then on to Atlanta (Mickolus, 1980). NA

October 21, 1977. Miami, U.S.A. A National Airlines DC10 was diverted to Hamilton, Bermuda, when a bomb threat was received while the plane was en route from Miami to Paris (Mickolus, 1980). NA

October 29, 1977. Ho Chi Minh City, Vietnam. Air Vietnam flight 509, a DC3 flying from Ho Chi Minh City to Phuquoc Island, was hijacked by four individuals to Seletar, Singapore (Mickolus, 1980). EA

November 14, 1977. New York, U.S.A. An Air India B747 was diverted to Ireland on a flight from New York to London after receiving a bomb treat (Mickolus, 1980). NA

November 16, 1977. Kuala Lumpur, Malaysia. A time bomb exploded in the Air India office in Kuala Lumpur (Mickolus, 1980). EA

November 17, 1977. Beirut, Lebanon. A bomb was thrown at the Egyptair office in Beirut, causing some damage (Mickolus, 1980). ME

December 3, 1977. Melbourne, Australia. A bomb exploded in the Yugoslav Airline office in Melbourne (Chapman & Chapman, 1980). AU

December 4, 1977. Penang, Malaysia. A Malaysia Air System B737 from Penang to Singapore was hijacked and had an in-flight explosion with no survivors (Mickolus, 1980). EA

December 23, 1977. Miami, U.S.A. A bomb exploded in the Miami Beach offices of Venezuela's Viasa Airlines (Mickolus, 1980). NA

December 25, 1977. Miami, U.S.A. Eastern Airlines flight 688, a DC9 flying the Miami-Jacksonville-Atlanta-Indianapolis route, was hijacked by an individual who wished to go to Cuba. He was overpowered by police in Atlanta (Mickolus, 1980). NA

February 3, 1978. Islamabad, Pakistan. A male Pakistani attempted to hijack a domestic Pakistani B747 flight from Islamabad, injuring three persons (Mickolus, 1980). EA

February 17, 1978. Bogota, Colombia. A bomb exploded in the office of Lufthansa in Bogota, causing some damage (Mickolus, 1980). SA

February 18, 1978. Larnaca, Cyprus. Two Egyptian gunmen seized Cypriot DC8 airliner standing at Larnaca's International Airport for ransom to PLO negotiations (Sobel, 1978). ME

March 9, 1978. Taipei, Taiwan. A China Airlines Flight en route from Taiwan to Hong Kong was hijacked by a crew member to Mainland China. The crew member was later killed by a cabin guard (Moore, 1991). EA

(appendix continues)

Appendix B (cont.)

March 13, 1978. San Francisco, U.S.A. A man claiming to have a bomb hijacked a United Airlines San Francisco-to-Seattle flight, diverted it to Oakland, and then to Denver (Mickolus, 1980). NA

May 7, 1978. Ashkabad, former Soviet Union. A man was killed by police when he attempted to hijack a local Aeroflot flight from Ashkabad to Mineralniye Vodi (Mickolus, 1980). EU

May 10, 1978. Prague, former Czechoslovakia. Three Czech persons hijacked a Llyushin-18 flying from Prague to Brno to Germany, where they requested political asylum (Mickolus, 1980). EU

May 11, 1978. Santa Marta, Colombia. An Avianca flight from Santa Marta to Bogota was hijacked by two gunmen and diverted to Cali, Colombia; Aruba; and Willemstad, Curacao (Mickolus, 1980). SA

May 16, 1978. Mexico City, Mexico. An Aeromexico DC9 was hijacked to Mexico City, where the two hijackers surrendered (Mickolus, 1980). NA

May 22, 1978. New York, U.S.A. FALN incendiary devices went off at the Eastern Airlines Terminal of New York's JFK Airport; near the TWA desks at Newark Airport's terminal A; and between Eastern and Delta Airlines' desks at New York's La Guardia Airport, causing slight damage (Mickolus, 1980). NA

August 6, 1978. Amsterdam, Netherlands. A KLM DC9 flying from Amsterdam to Madrid was hijacked by a Dutchman who diverted the plane to Algiers (Mickolus, 1980). EU

August 25, 1978. New York, U.S.A. A passenger on a TWA B707 flight 830 from New York to Geneva, Switzerland, threatened to blow up the plane if several prisoners were not released (Mickolus, 1980). NA

August 30, 1978. Warsaw, Poland. A man hijacked a LOT Airlines Tupolev 134 on a flight from Warsaw to East Berlin and diverted it to a U.S. military base in West Berlin (O'Ballance, 1979). EU

September 30, 1978. Oulu, Finland. A man hijacked a Finnair plane between Oulu and Helsinki. He ordered the crew to fly to Amsterdam and then back to Finland (Mickolus, 1980). EU

October 2, 1978. Chicago, U.S.A. A TWA plane flying from Chicago to Rome, Italy, was diverted to Montreal after a bomb threat (Mickolus, 1980). NA

October 16, 1978. Los Angeles, U.S.A. British Airways BA-282, a DC10 flying from Los Angeles to London, landed on Canada's Baffin Island after a bomb threat (Mickolus, 1980). NA

October 20, 1978. Istanbul, Turkey. A group of students bombed the Istanbul Pan American Airlines office (Alexander & Kilmarx, 1979). ME

(appendix continues)

Appendix B (cont.)

November 15, 1978. Krasnodar, former Soviet Union. An armed man attempted to hijack a Soviet airliner flying between Krasnodar and Baku, Azerbaidjan (Mickolus, 1980). EU

December 14, 1978. New York, U.S.A. A man hijacked National Airlines flight 97, a B727 from New York to Miami, diverting the flight to Charleston, South Carolina (Mickolus, 1980). NA

December 21, 1978. Calcutta, India. Two persons hijacked an Indian Airlines B737 flying from Calcutta to New Delhi, and ordered the pilot to fly to Benares (Mickolus, 1980). EA

January 12, 1979. Zimbabwe. A civilian airliner was shot down by a hand-held Russian Sam-7 missile (Dobson & Payne, 1987). SS

January 12, 1979. Tunis, Tunisia. Three Tunisians hijacked a Tunis to Djerba flight of an Air Tunisia B727 and diverted it to Tripoli, Libya (Mickolus, 1980). ME

January 16, 1979. Beirut, Lebanon. Six Lebanese hijacked a Middle East Airlines 727 flying from Beirut to Amman and diverted it to Jordan and Cyprus (Mickolus, 1980). ME

January 28, 1979. Los Angeles, U.S.A. United Airlines flight 8, a B747 from Los Angeles to New York City, was hijacked shortly after takeoff by a woman (Mickolus, 1980). NA

February 12, 1979. Kariba, Zimbabwe. An Air Rhodesia Viscount was shot down with Strela Soviet missiles on its flight between Kariba and Salisbury, killing all aboard (Mickolus, 1980). SS

February 19, 1979. Izmir, Turkey. A powerful bomb was thrown at the Pan American Airlines office in Izmir, Turkey (Mickolus, 1980). ME

February 27, 1979. Oslo, Finland. Four members of a religious sect attempted to hijack an Oslo to Moscow Aeroflot jetliner with the use of Molotov cocktails (Mickolus, 1980). EU

March 17, 1979. Los Angeles, U.S.A. Continental Airlines flight 62, a B727 on a flight from Los Angeles to Miami, was hijacked by a man who wanted to be flown to Tucson and Cuba (Mickolus, 1980). NA

March 24, 1979. New York, U.S.A. A bomb at JFK International Airport injured four TWA baggage handlers hauling luggage for TWA flight 17 to Los Angeles (Mickolus, 1980). NA

April 4, 1979. Sydney, Australia. An Italian immigrant carrying bombs grabbed a woman in the Sydney Airport terminal and took over a Pan Am B747 scheduled to fly to Los Angeles (Mickolus, 1980). AU

Appendix B (cont.)

April 16, 1979. Brussels, Belgium. Palestinian terrorists, hoping to take over El Al flight 334 from Tel Aviv via Vienna at Zaventem Airport in Brussels, conducted a gun battle that left a dozen people injured (Mickolus, 1980). EU

May 6, 1979. Istanbul, Turkey. A bomb exploded in the foreign airlines transit lounge at Istanbul's Yesilkoy Airport, causing great damage (Mickolus, 1980). ME

June 8, 1979. Melbourne, Australia. A Trans-Australia Airlines DC9 from Melbourne was hijacked by an mentally unbalanced Irish man, who was overpowered by a flight attendant (Mickolus, 1980). AU

June 11, 1979. New York, U.S.A. Delta Airlines flight 1061, an L1011 Tristar from New York to Miami, was hijacked to Havana, Cuba (Mickolus, 1980). NA

June 20, 1979. New York, U.S.A. A Serbian nationalist hijacked American Airlines flight 293, a B727 en route from New York to Chicago. He demanded the release of a Serbian Orthodox priest (Mickolus, 1980). NA

June 30, 1979. Tehran, Iran. Twelve armed individuals attacked the runway of Tehran's Mehrabad Airport and stopped a Syrian plane from leaving for London (Mickolus, 1980). ME

June 30, 1979. San Juan, Puerto Rico. A Cuban brandished a bottle of rum and took over eastern Airlines flight 932, a B747 flying from San Juan to Miami, and demanded to go to Cuba (Mickolus, 1980). CA

July 9, 1979. Beirut, Lebanon. A Global International Airways B707 hired to fly Red Cross supplies from Beirut to San Jose, Costa Rica, was hijacked by PLO members and diverted to Tunisia's Bizerta military airfield (Mickolus, 1980). ME

July 18, 1979. Managua, Nicaragua. Former members of Nicaragua's National Guard commandeered four planes to fly them to safety. The Miami-based Groth Air Services flew 147 refuges to Miami. A Red Cross DC8 flew 150 Nicaraguans to Guatemala City. An Electra and a DC9 belonging to the British-Nicaraguan Red Cross were diverted to San Jose, Costa Rica (Mickolus, 1980). CA

July 20, 1979. Denver, U.S.A. A biochemist hijacked United Airlines flight 320 from Denver to Omaha by claiming to have a bomb and demanding to go to Havana (Mickolus, 1980). NA

July 25, 1979. Jessore, Bangladesh. A Bangladesh man hijacked the flight between Jessore, south Bangladesh, and Dacca of Bangladesh Airlines Fokker-27 and forced the pilot to land at Calcutta's Dum Airport (Mickolus, 1980). EA

July 29, 1979. Barajas, Spain. ETA bombs went off at Barajas Airport, killing one person and injuring at least nine others (Mickolus, 1980). EU

August 5, 1979. Fuerteventura, Canary Islands. Three men drove onto the Puerto Rosario, Fuerteventura Airport, commandeered an Iberian Airlines DC9, took hostages and flew to Lisbon, Portugal (Mickolus, 1980). EU

Appendix B (cont.)

August 16, 1979. Guatemala City, Guatemala. An American hijacked Eastern Airlines flight 980 from Guatemala to Miami. He was overpowered when the plane was in a landing pattern over Havana (Mickolus, 1980). CA

August 23, 1979. Portland, U.S.A. A United Airlines B727 flying from Portland to Los Angeles was forced to return to Portland, when a man claimed to have a bomb (Mickolus, 1980). NA

August 24, 1979. Benghazi, Libya. A Libyan student hijacked a Libyan Airlines B727 flying from Benghazi to Tripoli on its way to Frankfurt, Germany and diverted it to Larnaca Airport, Cyprus (Mickolus, 1980). ME

August 27, 1979. Frankfurt, Germany. A bomb exploded in the Frankfurt offices of Turkish Airlines, damaging the building and injuring a German woman (Mickolus, 1980). EU

September 7, 1979. Beirut, Lebanon. Alitalia flight 713, a DC8 flying from Tehran to Rome via Beirut, was hijacked by three Lebanese Shiite students, who wanted to be flown to Cuba (Mickolus, 1980). ME

September 12, 1979. Frankfurt, Germany. A Lufthansa B727 flight originating in Paris was hijacked by a German man out of Frankfurt and flew on to its original destination of Cologne (Mickolus, 1980). EU

October 16, 1979. Tripoli, Libya. A Libyan Arab Airways Folker Friendship on a domestic flight was hijacked by three men wanting to fly to Italy or Switzerland (Mickolus, 1980). ME

October 30, 1979. California, U.S.A. A Pacific Southwest Airlines flight was hijacked over southern California by an American who claimed to have a bomb and demanded to be taken to Mexico City (Mickolus, 1980). NA

November 15, 1979. Chicago, U.S.A. An altimeter-controlled bomb exploded shortly after the takeoff from Chicago's O'Hare Airport of American Airlines flight 444, a B727 flying to Washington's National Airport (Mickolus, 1980). NA

November 23, 1979. Osaka, Japan. A person armed with a bottle opener and a small plastic knife hijacked a Japan Air Lines DC10 flying from Osaka to Tokyo and diverted it to Narita Airport in Tokyo (Mickolus, 1980). EA

December 3, 1979. Newark, U.S.A. Cubana de Aviacion shifted the departure of its Soviet-built airliner from Newark to JFK Airport after receiving a threat (Mickolus, 1980). NA

December 9, 1979. Rome, Italy. Two bombs exploded at the Rome offices of Pan American Airways, World Airways, British Airways, and Philippine Airlines, injuring twelve persons (Mickolus, 1980). EU

Appendix B (cont.)

June 27, 1980. Italy. An Italian DC9 plane, carrying 81 innocent passengers, was hit by a "missile from an unknown origin." The plane was flying along the same route that President Khaddafi's Topolof was supposed to be flying (Ruwayha, 1990). EU

March 2, 1981. Kabul, Pakistan. The Al Zulfigah group hijacked a PLA airliner and flew to Damascus (Dobson & Payne, 1982). EA

March 28, 1981. Bangkok, Thailand. A hijacked Indonesian airliner was flown to Bangkok, where three days later Indonesian commandos stormed the plane, and four of the five hijackers were killed (Martin & Walcott, 1988). EA

August 11, 1982. Honolulu, U.S.A. A bomb exploded under the seat cushion aboard Pan Am Flight 830 just before landing at Honolulu Airport. One Japanese teenager was killed (Martin & Walcott, 1988). NA

August 25, 1982. Rio de Janeiro, Brazil. An explosive device was found on Pan Am Flight 441 after the plane arrived in Rio de Janeiro. The bomb had been on the plane for 14 days and 40,000 miles (Martin & Walcott, 1988). SA

July 15, 1983. Paris, France. A suitcase bomb exploded at a crowded Turkish Airlines counter at Orly airport, killing seven and injuring 56 others (Dobson & Payne, 1987). EU

September 1, 1983. Former Soviet Union. A Soviet pilot shoots down Korean Air Lines Flight 007, killing all 269 aboard (Martin & Walcott, 1988). EU

October 23, 1983. Beirut, Lebanon. The headquarters of the Marine Battalion Landing Team at Beirut Airport was blown apart by a truck filled with explosives; 241 men were killed (Martin & Walcott, 1988). ME

July 31, 1984. Frankfurt, Germany. Air France Boeing 737 hijacked to Tehran on flight from Frankfurt to Paris. Two people killed (Dobson & Payne, 1987). EU

August 30, 1984. Sofia, Bulgaria. Bomb explosion set by Turks at Varna Airport (Dobson & Payne, 1987). EU

December 3, 1984. Dubai, United Arab Emirates. Shiite terrorists hijacked a Kuwaiti jet on flight from Dubai to Karachi and flew it to Tehran, where they murdered two Americans (Martin & Walcott, 1988). ME

June 11, 1985. Beirut, Lebanon. A Royal Jordanian Airlines jet was hijacked in Beirut by Shiite Muslims. The hostages were released and the plane was blown up (Martin & Walcott, 1988). ME

June 14, 1985. Athens, Greece. TWA Flight 847 en route from Athens to Rome was hijacked by two terrorists and flown to Beirut (Trager, 1986). EU

June 19, 1985. Frankfurt, Germany. A bomb explosion at Frankfurt's International Airport (Dobson & Payne, 1987). EU

(appendix continues)

Appendix B (cont.)

June (22)23, 1985. Montreal, Canada. Air India Boeing 747 on flight from Montreal to London exploded over the Atlantic Ocean, killing all 329 passengers and crew aboard (Martin & Walcott, 1988). NA

June (22)23, 1985. Tokyo, Japan. A bomb exploded at Tokyo's International Airport in baggage from a Canadian Pacific flight from Vancouver, B.C. (Moore, 1991). EA

July 1, 1985. Rome, Italy. A bomb exploded in a suitcase being moved between flights at Leonardo da Vinci International Airport, wounding 15 airport employees (Moore, 1991). EU

July 1, 1985. Madrid, Spain. A British Airways Office in downtown Madrid was bombed, killing one person and injuring 27 (Moore, 1991). EU

November 23, 1985. Athens, Greece. Egyptair Boeing 737 hijacked on flight from Athens to Cairo and forced to land at Luqa, Malta by three members of the Abu Nidal organization. Sixty passengers killed (Ezeldin, 1987). EU

December 27, 1985. Rome, Italy. Attacks carried out on passengers waiting to check in on El Al, Pan Am and TWA flights at Leonardo da Vinci Airport, Rome. The toll was 15 people dead, including three of the terrorists, and 47 wounded (Trager, 1986). EU

December 27, 1985. Vienna, Austria. An attack with AK-47s and grenades at Vienna's Schwechat Airport by the Abu Nidal Organization. The toll was three dead, including one of the terrorists, and 47 wounded (Ezeldin, 1987). EU

April 2, 1986. Athens, Greece. TWA Flight 840 en route from Rome to Athens experienced an in-flight explosion. The explosion tore a 9 by 4 foot hole in the side of the fuselage, sucking four Americans out of the gaping hole, including an eight-month-old girl (Office for Combatting Terrorism, 1988). EU

April 17, 1986. London, U.K. A pregnant Irish woman boarding an El Al flight in London was found to have a bomb in her carry-on luggage (Office for Combatting Terrorism, 1988). EU

May 3, 1986. Colombo, Sri Lanka. A bomb blew the tail section away from an Air Lanka Tristar Jet preparing to depart from Colombo Airport. Sixteen people were killed and 41 were injured (Moore, 1991). EA

June 26, 1986, Madrid, Spain. A suitcase bomb was partially detonated at the Barajas Airport, wounding eleven. The bomb was intended to explode on an El Al flight to Tel Aviv (Office for Combatting Terrorism, 1988). EU

September 5, 1986. Karachi, Pakistan. Four Arab men hijacked a Boeing 747 on Pan Am Flight 73 en route from Bombay to Frankfurt via Karachi. Twenty-two people died when Pakistani commandos stormed the plane, and more than 100 were injured (Clutterbuck, 1987). EA

Appendix B (cont.)

December 25, 1986. Saudi Arabia. An Iraqi airliner crashed in Saudi Arabia following a hijacking attempt (Office for Combatting Terrorism, 1988). ME

November 29, 1987. Baghdad, Iraq. Korean Air Lines Flight 858 disappeared over the Andaman Sea off Burma, killing all 115 people on board. Two North Korean intelligence agents were arrested in Bahrain on December 1 (Moore, 1991). ME

December 7, 1987. Los Angeles, U.S.A. David Burke, a former USAir employee, hijacked PSA Flight 1771 from Los Angeles to San Francisco. He shot the cockpit crew, causing the aircraft to crash killing all 43 people on board (Moore, 1991). NA

April 5, 1988. Bangkok, Thailand. The hijacked Kuwait Airways Flight 422, bound from Bangkok to Kuwait, was forced to land at Mashhad, Iran and then flew on to Larnaca, Cyprus and Algiers, Algeria, where the 15-day hijacking ended (Moore, 1991). EA

December 21, 1988. Lockerbie, Scotland. Pan Am Flight 103, which originated at Frankfurt and was en route to New York, exploded in the air over Lockerbie, Scotland. The explosion killed 258 passengers and crew, and another eleven people were killed on the ground (Moore, 1991). EU

September 19, 1989. Brazzaville, Congo. UTA Flight 772, on the second leg of a Brazzaville, Congo/N'djamena, Chad/Paris flight, exploded over Niger, killing all 171 people on board (Office for Combatting Terrorism, 1990). SS

November 27, 1989. Bogota, Columbia. On Avianca Flight 203, a bomb placed under a seat exploded, killing 107 (Moore, 1991). SA

March 26, 1991. Kuala Lumpur, Malaysia. Four Pakistanis hijacked a Singapore Airlines flight en route from Kuala Lumpur to Singapore (Office for Combatting Terrorism, 1992). EA

July 24, 1992. Lima, Peru. Five American Airlines workers in charge of cleaning and loading tasks were wounded by a bomb that exploded at Lima's Jorge Chavez Airport (Office for Combatting Terrorism, 1993). CA

August 26, 1992. Algiers, Algeria. A bomb exploded in Algiers at the Houari Boumedienne International Airport, near the Air France ticket counter, killing 12 people and injuring at least 128 (Office for Combating Terrorism, 1993). ME

July 7, 1993. Camp Zama, Japan. Terrorists fired four homemade projectiles at the headquarters of the U.S. Air force at Camp Zama. None of the projectiles exploded and little damage was caused (Office of the Coordinator for Counterterrorism, 1994). EA

September 2, 1993. Aviano, Italy. Three terrorists threw a handgrenade over the fence and fired shots at the U.S. Air Force base in Aviano. The Red Brigades terrorist group later claimed responsibility (Office of the Coordinator for Counterterrorism, 1994). EU

Appendix B (cont.)

October 25, 1993. Lagos, Nigeria. Four members of a Nigerian dissident group hijacked a Nigerian Airways Airbus-310 airliner with 150 passengers and crew on board shortly after it took off from Lagos. At Niamey, Niger the Nigeria police stormed the aircraft on 28 October. All four of the hijackers surrendered, but one of the crew and one of the hijackers were killed during the rescue operation (Office of the Coordinator for Counterterrorism, 1994). SS

October 25, 1993. Lima, Peru. Terrorists exploded a large bomb under a minibus in the parking lot near the departure terminal at Lima's international airport. The driver of a hotel shuttle bus was killed and about 20 others were injured. The American Airlines cargo office, which was located nearby, sustained some damage (Office of the Coordinator for Counterterrorism, 1994). SA

November 8, 1993. Tehran, Iran. A French citizen was injured when a handgrenade was thrown into the Tehran offices of Air France. A group called the Hizballah Committee claimed responsibility, saying it was carried out to protest the French Government's support for the Mujahedin-e-Khalq (Office of the Coordinator for Counterterrorism, 1994). ME

March 9 -13, 1994. London. U.K. The Provisional Irish Republican Army (PIRA) fired mortars at London's Heathrow International Airport in three separate attacks (Office of the Coordinator for Counterterrorism, 1995). EU

April 11, 1994. Greece. The 17 November terrorist group claimed responsibility for planting rockets aimed at a British aircraft carrier, the Arc Royal. The rockets were defused by explosives experts (Office of the Coordinator for Counterterrorism, 1995). EU

April 27, 1994. Johannesburg, South Africa. A car bomb exploded at Jan Smuts Airport in Johannesburg, injuring 16 persons, including two Russia diplomats and a Swiss Air pilot. Although no group has claimed responsibility, white separatists opposed to South Africa's first multiracial election are believed responsible (Office of the Coordinator for Counterterrorism, 1995). SS

July 19, 1994. Panama. A commuter plane exploded in flight over the Santa Rita mountains. Among the 21 victims were Israeli nationals, dual Israeli-Panamanian citizens, three U.S. citizens, and 12 Jewish persons (Office of the Coordinator for Counterterrorism, 1995). CA

December 11, 1994. Philippines. The Abu Sayyaf Group (ASG) claimed responsibility for an explosion aboard a Philippine airliner. One Japanese citizen was killed, and at least 10 others were injured (Office of the Coordinator for Counterterrorism, 1995). EA

December 24, 1994. Algeria. Members of the Armed Islamic Group (AIG) hijacked an Air France flight in Algeria. The plane arrived in Marseille, France, on 26 December. A French anti-terrorist unit stormed the plane, ending the 54-hour siege in which three hostages were killed by the terrorists. All four terrorists were killed during the rescue (Office of the Coordinator for Counterterrorism, 1995). ME

VITA

Chris Anthony Hamilton

Candidate for the Degree of

Doctor of Education

Thesis: IDENTIFICATION AND ANALYSIS OF INTERNATIONAL
            TERRORISM TRENDS ON AERONAUTICAL SECURITY

Major Field: Higher Education

Biographical:

    Education: Graduated from Broward Community College, Fort Lauderdale,
Florida in April 1984 with an Associate of Science degree in Aviation
Maintenance Technology. Received a Bachelor of Science degree in
Aeronautics from Saint Louis University, Saint Louis, Missouri in
December 1987. Received a Master of Science degree in Aviation Safety
and an Education Specialist degree in Human Services from Central
Missouri State University, Warrensburg, Missouri in December 1991 and
May 1994, respectively. Completed the requirements for the Doctor of
Education degree with a major in Higher Education at Oklahoma State
University in May 1996.