

Soviet jetliner crashes in Luxembourg, kills 12

By The Associated Press

LUXEMBOURG — A Soviet jetliner carrying 77 people veered off the runway, plunged into a stand of trees and exploded in flames just after landing at Luxembourg airport last night. Police and fire officials said 12 people were killed and 65 injured.

The survivors, some of them burned severely, were taken to five hospitals in the city and to a burn center in Metz, France, about 37 miles to the south.

About 40 people, including six crew members, apparently got out of the burning plane on their own, Luxembourg's RTL television said. Some made it to a farmhouse not far from where the plane came to rest, while others fainted as they ran, the report added.

Airport officials said the plane, an Ilyushin 62 of the Soviet airline Aeroflot, landed in clear weather, carrying 66 passengers and a crew of 11. Cause of the subsequent crash was not known.

Officials said those on board were from several countries, but did not provide details.

Police initially told reporters at the scene that 53 people died and that 24

were injured. The figure was altered after survivors, including the pilot and co-pilot, were taken to hospitals.

"We heard an extremely loud engine noise that lasted for a few seconds," said a man who lives next to Findel Airport.

"Then there was silence," he said, followed by a series of explosions that continued for about 20 minutes.

Airport officials said the aircraft landed at 8:23 p.m. (3:23 p.m. EDT), and appeared to have made a proper landing until it suddenly turned to the right and skidded about 1,000 yards.

It shot over a small pond and plunged into some woods, knocking down trees for about 100 yards before it came to a halt at the end of a small valley, according to airport officials and television reports. The explosions followed and the plane caught fire.

About 250 members of emergency medical and rescue teams were at the scene. The Soviet ambassador and other embassy personnel also were at the airport.

Rescue workers brought powerful lights to the scene of the crash and called out for survivors in several languages, including Russian.

RTL television said it was the first major air disaster in the history of this tiny grand duchy of about 360,000,

surrounded by Belgium, West Germany and France.

In Metz, France, the Freyming Merlebach Burn Center was placed on alert and emergency teams were called in to treat burn victims.

Traffic controllers in the airport tower said the pilot had approached from the west and landed without instruments because weather conditions were good.

"The air was clear, there was no mist or anything," according to one local reporter.

Luxembourg airport officials said the Ilyushin was scheduled to continue on to Lima, Peru, after the stop in Luxembourg, where 15 passengers were to get off.

The most recent reported crash of an Aeroflot airliner was last July 6.

An Ilyushin-62 crashed shortly after takeoff from Moscow's Sheremetyevo Airport, and Western sources said about 90 people were killed. Soviet authorities did not release a casualty figure for the crash, which was the sixth known air disaster involving an Il-62 or its sister plane, the Il-62m.

The worst reported disaster involving a Soviet airliner was Oct. 13, 1972, when 176 people perished in an Ilyushin jet crash in Moscow.



Rescue workers survey the wreckage of a Soviet plane that exploded after skidding off a runway after landing in Luxembourg last night. Twelve people died and 65 were injured in the explosion.

U.S. peace-keeping mission returns to Beirut

By STEVEN K. HINDY
Associated Press Writer

BEIRUT, Lebanon — About 800 U.S. Marines returned to Beirut by ship and helicopter yesterday and took control of the airport from departing Israeli forces in a new peacekeeping operation slated to last until all foreign armies are out of Lebanon.

The Marines, marching in formation, wore camouflage uniforms and flak jackets and carried M-16 automatic rifles, mortars and anti-tank weapons. The rifles were unloaded, but the Marines carried ammunition clips and were under orders to load and fire in self-defense.

Lebanese children waved and smiled at the Marines. Many of the leathernecks had their names written on their helmets in Arabic, the work of Lebanese army soldiers who patrolled the port with the Marines when the Americans spent 16 days in Beirut this summer.

"A lot of us are calling this Beirut Part II," said Cpl. Mark Kearny of Jefferson City, Tenn., who said some of the Arabic lettering on his helmet spelled out his nickname — "Cowboy."

It was the second time in a month the Marines landed. The first operation ended Sept. 10 after the evacuation of PLO guerrillas from the city ringed by Israel since June. Syrian troops are camped in eastern Lebanon, and President Reagan says the Marines will stay until all

Israelis and Syrians leave.

U.S. Embassy spokesman John Reid said 400 more Marines would land today along with tanks, armored vehicles, and wire-guided anti-tank weapons. Small boats from the U.S. tank-landing ship Hermitage reconnoitered the coast in preparation for the landing.

The Marines, along with Italian and French peacekeeping troops, were requested by President Amin Gemayel in the wake of the Sept. 14 assassination of his brother, President-elect Bashir Gemayel, and the massacre of hundreds of men, women and children in the Sabra and Chatilla refugee camps Sept. 16-18.

Nearly 500 French troops who formerly served with the U.N. peacekeeping force in southern Lebanon joined the 1,080 French soldiers and 1,170 Italians who have already deployed in the Sabra and Chatilla camps and in central Beirut.

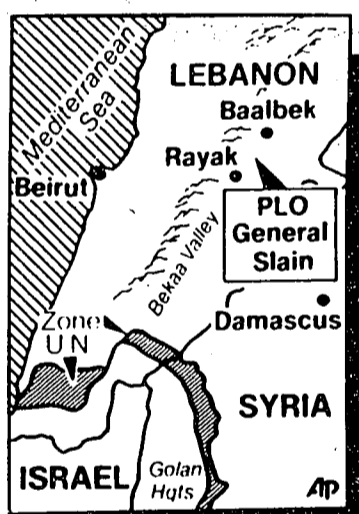
The U.S. Embassy said roughly 400 Marines landed at the seaport from the 6th Fleet ships Manitowoc and Saginaw and drove in trucks and jeeps south to Beirut international airport at 4 p.m. (10 a.m. EDT).

At the airport, they joined 400 Marines who were ferried by Chinook and Sea Stallion helicopters from the helicopter-carrier Guam.

Some Marines manned a sandbagged position with Lebanese troops on the main road into the airport, and other Marines cooked dinner over campfires.

Still others marched in formation to positions near the airport runways. Some unloaded their gear from vehicles parked in front of the airport. They stopped reporters from entering certain areas.

A U.S. information officer, Lt. Col. Lee Delmore, said the Marines would be deployed in a four square-mile area around the airport, about one mile north of Israel's new lines.



He said about 600 men would be deployed on the airport grounds, and another 600 would be in positions near the north-south four-lane highway that leads to the airport.

The eastern borders of the American zone are marked at Lialaki in the northeast and Schweifat in the southeast, he said,

and the zone extends westward to the sea.

"There will be checkpoints, there will be roving patrols, probably we don't go east of the railroad," said Delmore.

Navy Cmdr. Peter Litrenta added: "Their rifles will not be loaded, but they will have ammunition with them, and they can load instantly."

Like the French and Italians, many of the Marines who arrived Wednesday served in the multinational force that guarded the safety of Palestine Liberation Organization guerrillas who were evacuated from Israeli-besieged Beirut in late August and early September.

U.S. Ambassador Robert Dillon greeted the Marines and said, "...They'll be here long enough to do the job — to assist the government of Lebanon in establishing control over Beirut and the surrounding area."

He said the Israeli army would have access to the airport only on an emergency basis, "something medical or a life-threatening situation," and only with the approval of the Lebanese army.

The Israelis had been demanding a presence at the airport and the use of one of its two runways for military purposes.

"The departure of the Israelis from the airport is a very important symbol of turning over sovereignty to the Lebanese people," Dillon said. Asked if Israel had balked at the idea, he replied: "I think there was

some persuasion and the Israeli government accepted our proposals."

Munitions experts from the Lebanese army detonated at least two mines yesterday left behind by the PLO near the airport. The Marines will help the Lebanese clear the mines.

The Marines' landings at the airport started at 1:55 p.m., two hours after the seaport landings. The landing operation had been scheduled for last Sunday, but was delayed when the Israelis refused an American demand they evacuate all of Beirut.

The last Israeli soldiers pulled out

of the airport just as the Marines landed. However, the Israeli flag was lowered at 12:15 p.m., and a sign that said "Goodbye to Beirut!" was painted on the back of one of the last jeeps to go.

Israeli army spokesman Shlomo Malnik said Israeli forces would pull back to the Beirut-Damascus highway.

Malnik said the departure of the last three jeeps, three armored cars and a few dozen Israelis from the airport meant Israel had evacuated the entire city. But an Israeli Foreign Ministry source in Tel Aviv said the last troops would pull out of east Beirut early today.

Israel feels guilt of massacre

TEL AVIV, Israel — The slaughter of Palestinian refugees in Beirut is scarring the Israeli soul with guilt.

"The day after the pogrom in the refugee camps in Beirut, I stood before the mirror for my morning shave, and I spat in my face," wrote Shalom Rosenfeld, a former editor-in-chief of Israel's prestigious daily newspaper Maariv.

A crisis of moral values is wracking the Jewish state and threatening the stability of Prime Minister Menachem Begin's government.

"Something has broken," says his predecessor, Yitzhak Rabin. But the critics are not just Begin's

political foes, like Rabin. They also include people like Rosenfeld, Israelis from the prime minister's own ideological camp.

The breakdown is somewhere in the psychological machinery that drives Israelis to try to live up to the image created by the founding fathers of Israel — a striving to be a new breed, different from their ghetto forefathers, removed from the Old World of hatred, wars and Holocaust.

Just as today's Israeli is proud to believe he would never go like a lamb to the slaughter, so he is proud to think that he would never treat people the way Jews have been treated.

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Marines view Beirut ruins

Troops say city resembles aftermath of 'nuclear war'

By G.G. LABELLE
Associated Press Writer

BEIRUT, Lebanon — The waves and smiles came mostly from children as the U.S. Marines wound their way through Beirut yesterday, getting their first real look at the destruction wreaked by seven years of civil war and the Israeli invasion that began in June.

Sgt. Paul Reese of Hartford, Conn., shook his head after the 45-minute drive from Beirut's port on the city's north side to the airport on the south that the Marines will patrol. He expressed his feelings about what he'd seen in two words.

"Nuclear war," he said. "That's what it looks like."

The first Marines to come ashore arrived at the port at 11:55 a.m. (5:55 EDT) aboard the landing ship Manitowoc. The ship's prow opened, a steel ramp was lowered and men and machinery were on the ground in minutes. The landing ship Saginaw docked about 90 minutes later and disgorged more Marines and several dozen jeeps and trucks.

The port in which they landed was a familiar one — the troops spent time in Lebanon earlier this summer.

Cpl. Mark Kearny of Jefferson City, Tenn., said he was glad to be back in Beirut, describing how the Marines had been waiting offshore aboard ships for days and been told several times they'd be going ashore, only to have the order rescinded each time because Israeli forces refused to leave west Beirut.

"After that, when they finally tell you you're going in and mean it, you say, 'oh good,'" he said.

The destruction in the port is mainly from the 1975-76 civil war, when fighting turned what had been Beirut's center into a deserted battleground of buildings with only shards of glass for windows and walls pockmarked by small arms fire.

What the Marines saw yesterday was entirely new to them. Israeli bombs dropped this summer left half-collapsed buildings along the route. Families could be seen living in shattered apartment houses. Bomb craters, burned out cars, sandbagged barricades and piles of burning garbage lined the roadways.

Children smiled and waved as the convoys of nearly 50 vehicles, including 11 filled with troops, passed by. There were also some smiles from adults, but most just looked blankly at the Marines in their camouflage uniforms. Three men playing cards on a street corner barely looked up at the new army that had come to town.

The Marine convoy reached the airport shortly before 5 p.m. (11 a.m. EDT), but other members of the 32nd Amphibious Marine Unit had been arriving at the field by helicopter from the USS Guam for almost three hours, after the Israelis met the U.S. demand that they be out of the airport before the Marines entered.

Lance Turner, a medical corpsman from San Diego, Calif., was asked if he thought patrolling the airport and the surrounding area would be more risky than being in the enclosed port.

"Well, we're more wide open out here, and you can't really tell who is around," he said. "At least before, you knew you had the water at your back."



Members of the U.S. Marine Corps landed at Beirut's International Airport yesterday as part of a peace-keeping mission stationed in Lebanon. Israeli forces left Beirut early yesterday.

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weather

Mostly sunny today after some patchy morning fog with a high of 72. Clear and cool tonight with patchy fog forming toward morning and a low of 50. Mostly sunny and warm tomorrow after some patchy morning fog with a high near 75.

—by Craig Wagner

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