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Downing of jet 'a military decision'

by Michelle Powe

Battalion Staff

An expert on the Soviet military says the Soviet decision to shoot down a Korean airliner last week was not made in Moscow.

Dr. Lynn Hansen, a former Air Force liaison officer to the Soviet Army in East Germany, says he is convinced the command to shoot down the Korean jumbo jet was given in the East and that the issue never reached Moscow.

Hansen, now a research associate at the Center for Strategic Technology at Texas A&M, thinks the decision to shoot down the Korean jet was made by military leaders who believed they were carrying out their

military and patriotic duty and were willing to let political leaders take the blame internationally.

Hansen says top political leaders in the Kremlin would not have given the command to shoot down the Korean jet because the decision was contrary to Soviet interests and to Soviet foreign policy objectives.

Soviet politicians, Hansen says, would not have risked cancellation of this week's meeting in Madrid between Soviet Foreign Minister Andrei Gromyko and Secretary of State George Shultz. The Soviets, he says, want to convince the West that they are a progressive, peace-loving nation and not a threat to Western European security.

The Soviets, Hansen says, are obsessed with the defense of their homeland - which they believe is constantly threatened - and with their military. They are incredibly paranoid about attack from outside nations, he says, and are very conscious of their military professional image.

Hansen says the experience of 1978, when another Korean airliner strayed one thousand miles into Soviet airspace before it was detected and forced to land on Soviet soil, was "a tremendous embarrassment to the Soviets and particularly to their military." That experience, he says, conditioned the Russians to toughen their defenses and prevent any further embarrassment.

Hansen is convinced the Soviets knew immediately that the object on their radar screens was a passenger airliner but were willing to shoot it down rather than let it get away and have to explain how it penetrated Soviet airspace and remained there for two-and-one-half hours.

Hansen suggests the reason the Soviets waited so long before taking any action may have been because the plane entered Soviet airspace during off-duty hours and that it took a long time for information to filter up to someone with enough authority to make a decision.

Hansen says that the person who finally gave the command to fire may not have even realized the plane was

leaving Soviet airspace.

Another top expert on the Soviet military, who asked not to be identified, agrees with Hansen that the decision to shoot the jet down was a military and not a political one, but doesn't agree that it took the Soviets two-and-one-half hours to find someone high enough in authority to make the decision.

Because the Soviet Air Defense is so centralized, the official says, the news of the intrusion into Soviet airspace probably spread to Moscow quickly, but the decision of what to do was just long in coming.

The official says the Soviets shot down the jet at the last possible point they could do so legally, just before it

left Soviet airspace and just before it could get away.

The official also says there is no indication that the Koreans knew the Soviets were interested in them. The plane reported in shortly before it was shot down, the official says and the pilot reported where he thought he was -- south and east of Tokyo -- and reported no problems.

"Clearly we're going to have to get some sort of answer out of the Soviets," the official says. "We can't just let this thing die out." But the official also says the U.S. should let the rest of the world

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Administrative restructuring to be limited to engineering

by Stephanie M. Ross

Battalion Staff

Restructuring such as that done for the administration of the College of Engineering won't be done for any other college at this time, says Dr. Gordon Eaton, provost and vice president for academic affairs at Texas A&M.

"I would guess that there will be people in the College of Agriculture who believe there are close parallels between the activities and administrative structure of engineering and agriculture who may be wondering why we are not doing something similar there," Eaton said Friday.

The College of Engineering administration was restructured last week by the creation of an interim deputy provost position.

Dr. Donald McDonald, who previously was head of the civil engineering department, was named the interim deputy provost and assumed the post Thursday.

"Part of our problem here in engineering was that each faculty member and department head were answering to two bosses up two chains of command and that was causing difficulty," Eaton said.

Currently, the directors of the engineering agencies report to the deputy chancellor of the Texas A&M System, and the dean of the College of Engineering reports to the provost, Eaton said.

With the proposed restructure, the agency directors and the dean will report to the deputy provost who in turn will report to the deputy chancellor and provost. Eaton said the restructuring will add a layer of reporting, but will facilitate coordination among the programs, because all problems will be handled at a lower level by McDonald, who is an engineer.

Before, all conflicts were recognized and handled higher in the chain of command.

Because of their similar histories there was some thought that the College of Agriculture also would

undergo similar changes, but differences between the two colleges make such changes unlikely.

There are three major differences between the two colleges and their agencies that make it unfeasible to restructure the administration in the agriculture college in the same way as the engineering college, Eaton said.

The differences lie in the agencies themselves, the number and geographic location of people working for the colleges and agencies, and differences in government funding.

The agricultural agencies and extension services are large and scattered around the state, and most of them have a resident staff, Eaton said. This allows them to have close contact with the farmers of the area for consultation.

However, the engineering agencies are all located on the main campus

See ENGINEERING, page 18

Soviets claim 'provocation'

United Press International

A Soviet air defense chief, charging a South Korean airliner had violated Russian airspace in a "rude provocation," hinted Sunday the jumbo jet that vanished with 269 people aboard may have been mistaken for a U.S. spy plane.

In an important refinement of Moscow's previous explanations, Romanov said the plane "flew with extinguished lights and its outlines resemble much those of the American reconnaissance plane RS-135."

In Washington, President Reagan played tapes of intercepted Soviet military communications for congressional leaders and a Senate leader said later it was "clear beyond any doubt" the Soviets shot down the jumbo jet last Thursday.

But Col. Gen. Semyon Romanov, chief of staff of the Soviet air defense command, still ignored charges a Soviet warplane shot down the airliner.

Korean Air Lines offered to pay \$75,000 compensation to the families of each victim.

Reagan scheduled a nationwide televised address for Monday to announce sanctions against the Soviet Union, blamed around the world for shooting down the unarmed Korean Air Lines jet on a New York-to-Seoul flight via Anchorage.

"He will want to talk about what steps we are prepared to take together with our allies, but more importantly I think he will want to describe our overall approach to the

Soviet Union," Assistant Secretary of State Richard Burt said.

Appearing on the CBS News show "Face the Nation," Burt said the Soviets had significantly damaged their self-proclaimed reputation as a peace-loving nation and could only repair their image by acknowledging responsibility.

There were 269 people, including Rep. Larry McDonald, D-Ga. and 60 other Americans, aboard KAL Flight 007 that plunged into the Sea of Japan Thursday about 800 miles northwest of Tokyo. All are presumed dead.

Protestors, many of whom carried baseball bats and banners that read "Kill the Russians," marched to Killenworth, a 36-acre compound in Glen Cove housing Russian diplomats, officials said. There were no arrests.

U.S. officials said up to eight Soviet fighter planes tracked the jumbo jet and a Sukhoi Su 15 shot it down with a heatseeking missile.

Search boats have found no bodies in the waters off the Siberian coast. Government officials in Seoul said some nylon debris with Korean lettering was found off Soviet-held Sakhalin Island, but searchers could not immediately determine whether it came from the airliner.

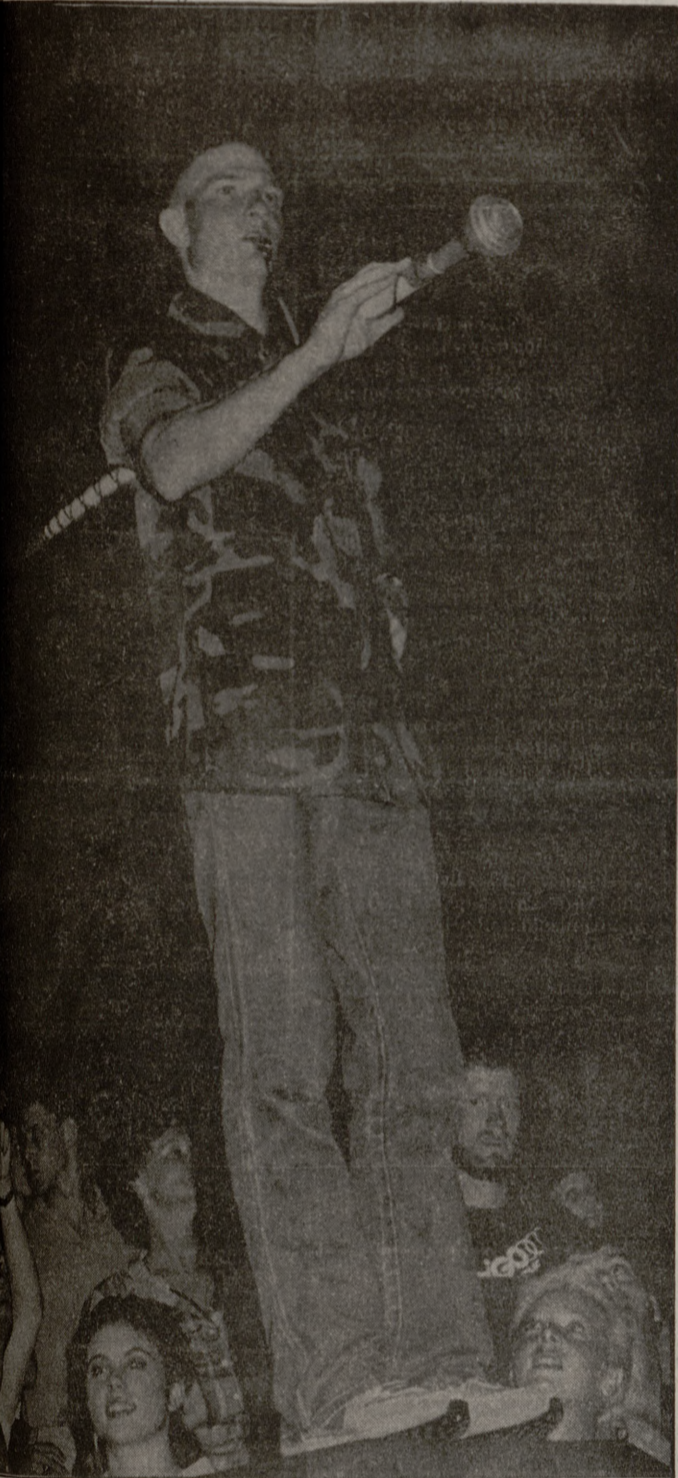
In Moscow, Romanov said a "South Korean plane" strayed into Soviet airspace Thursday over the Kamchatka peninsula and Sakhalin Island -- both bristling with Russian military installations.



staff photo by John Makely

Twelfth Man at work

California ball carrier Dwight Garner feels the bite of the Twelfth Man kickoff squad in the third quarter of Saturday's game in Kyle Field. Making the tackle for the Aggies, who were outscored 19-17, is Ike Liles. See page 15 for a complete story on the game.



staff photo by Mike Davis

Midnight yell

Head drum major Adrian Burke, a senior marketing major from Deer Park, stands on the pillar at the entrance to Kyle Field as he prepares to direct the Aggie Band before Midnight Yell Practice Friday.

Local crash kills 3

HOUSTON — Two adults and a one-year-old child died in the crash of a twin-engine plane which had been missing since Friday night, officials reported early today.

Victims included Larry Oddis Gray, 42, of Houston; Betty Rials, 41, of Houston; and one-year-old Shan-

non Gray of Dallas, a Harris County Sheriff's spokesman said.

CAP Major Bob Price said there were no survivors in the wreck.

Sunday afternoon search teams from the Civil Air Patrol and law agencies found the wreck of a twin-engine plane carrying three people which had been missing since Friday night.

The wreckage was found about 2:20 p.m. CDT in a heavily wooded area of northeast Harris County near Lake Houston and close to Huffman, Texas.

Five CAP aircraft, two Houston Police helicopters and a Coast Guard helicopter worked with a ground search team of 50 people and units of the Harris County Sheriffs Department to find the crash site, Price said.

The Piper Aztec left Baytown bound for Dallas Friday night, Price said. Radar operators lost contact with it about 10:30 p.m. shortly after it took off, he said.

"The FAA will be investigating the cause of the crash," Price said.

'Limited' measures for Soviets

Reagan speech planned tonight

United Press International

WASHINGTON — President Reagan will announce tonight limited retaliatory measures for the Soviet downing of a South Korean airliner, which aides insist could not have been confused with a U.S. spy plane in the area.

Soviet fighter jets Thursday shot down Korean Air Lines Flight 007, killing all 269 people aboard, after the jumbo jet flew off course and into Soviet air space on a flight from Anchorage, Alaska, to Seoul, South Korea.

Reagan scheduled a nationally broadcast address at 8 p.m. EDT to disclose "strong but limited" steps the

United States will take to ensure civilian air safety, aides said. The focus of the speech will be on international action to underscore world outrage over the incident.

Reagan earlier ruled out tough economic sanctions against the Soviets, such as a new grain embargo, or a delay in the nuclear arms control talks that resume in Geneva Tuesday.

Administration officials acknowledged for the first time Sunday that the Soviets initially mistook the KAL Boeing 747 for a U.S. reconnaissance plane also flying in the area.

But, the officials said the identity of the brightly lit, easily recognizable KAL jumbo passenger jet could not

have been mistaken as it was tracked for two hours by Soviet aircraft and on "very good" Soviet radar for 1,000 miles.

The United States routinely flies RC-135's — a military version of the Boeing 707 airliner — in the northern Pacific to monitor Soviet compliance with the Strategic Arms Limitation Treaty, officials said.

By a "bizarre coincidence," an American RC-135 operating in the area crossed the path of the Korean airliner over the Sea of Japan when the two planes were about 300 miles apart, officials said. But the two aircraft were never closer than 75 miles, they added.

"Our plane was well outside Soviet airspace," officials said.

By the time a Soviet Su 15 jet fighter shot down the Korean airliner, the officials said, the American spy plane was 1,000 miles away, still over international waters.

"What seems clear is that they didn't care what it was," an administration official said. "Their interest was in shooting it down."

"The Korean plane approached Soviet territory off course and it was picked up by Soviet radar. They initially assumed it was an (American) RC-135. They were tracking both planes on their radar."

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forecast

Cloudy today with intermittent rain. High near 90.