

Flight 007 update : Truth slips out

"Obscured by what will surely be claimed as legitimate national security matters, the U.S. government possessed the capability to directly intercede during the entire sweep of events culminating in the annihilation of Korean Air Lines Flight 007. Few facts concerning that capability have been brought to public attention."

"Based on the information disclosed by the Reagan Administration during the last two weeks, it is clear that a major effort has been undertaken to bewilder the American people concerning the capabilities of U.S. Air Force RC-135, and, more importantly, the National Security Agency."

These words are from a *Denver Post* article of September 13th, 1983, written by Tom Bernard and T. Edward Eskelson, former U.S. Air Force communications specialists who flew on RC-135 missions based in Okinawa. This article, by men who should know, has not been picked up by the wire services or television networks.

Ever since the U.S. government has admitted that an RC-135 was in the area of the Korean airliner, it has attempted to downplay its role, saying the plane is little more than a "passive listening device" and was off the coast of the U.S.S.R. "Verifying compliance with arms control agreements." President Reagan told the media that the RC-135 was back in Alaska an hour before Flight 007 was shot down.

"As former crew members on an RC-135, we find official statements concerning the extent of its involvement prior to and following the KAL shutdown incompatible with our experience," Bernard and Eskelson wrote. The RC-135 is only nominally an Air Force plane. While its flight crew is Strategic Air Command, the electronics and communications part of the plane are under control of Air Force Security personnel. They, in turn, are under the operational control of the National Security Agency (NSA).

"It has been our experience," the two writers said, "that, on occasion, NSA adjusts the orbits of RC-

135s so that they will intentionally penetrate the airspace of a target nation. This is ordered for the purpose of bringing the target country's air defense systems into a state of alert. This allows the NSA to analyze the potential flaws and weaknesses."

While the RC-135 that flew in tandem with the KAL plane might have returned to Alaska before the plane was shot down, another replaced it. The authors say the planes are in the air in that strategic area 24 hours a day. "We find the inference made by President Reagan that the Sakhalin-Kamchatka target area was abandoned by the RC-135 intercept platform to be unbelievable and contrary to NSA policy."

A key capability of the RC-135, they pointed out, is its ability to intercede. "The RC-135 has a super-advanced, ultra-secure communications system which is linked to the most sophisticated communications network in the world. This system, sometimes referred to as a 'back channel,' permits the instantaneous reporting of tactical intelligence to the highest levels of the U.S. government, including the President, from any location in the world. A message intended for the President is designated as a 'critic' and is required to be in the President's hands no more than 10 minutes after the actual time of transmission, for instance, from an RC-135 orbiting over the Sea of Japan."

Bernard and Eskelson believe "that the entire sweep of events... was meticulously monitored and analyzed instantaneously by U.S. intelligence," and that the "official U.S. version of events is incomplete and misleading." They add, "There are serious questions in our minds as to not only what specific role did the capabilities of the RC-135 play in the eventual shooting down of the KAL airliner, but also why these capabilities were never utilized in an attempt to head off the tragedy."

Additional cracks in the U.S. government's story are slowly coming to light:

"New evidence shows the KAL flight was closely coordinated with the movements of a Ferret-D intelligence satellite; that besides another RC-135 in the area there were two Orion naval planes, an AWACS aircraft, and the U.S. frigate Badger."

"The Soviets report the South Korean plane carried eleven electronics experts in addition to its normal 18-member crew."

"Aviation Week & Space Technology of August 22nd, a week before the KAL flight, displayed a map of the U.S.S.R. captioned: 'U.S. Scrutinizing New Soviet Radar.'"

"British and Canadian papers have stated that the U.S. intelligence agencies have used similar airlines of other nations for spying for years."

"The former chairman of Japan's joint chiefs of staff said a Soviet pilot would have found it extremely 'difficult, almost impossible, to have identified the type of aircraft or its emblem in the early morning darkness.' He noted that 747s, as well as U.S. and Japanese Orion P3-C air surveillance craft and large aerial tankers flown by the U.S. Air Force, are equipped with the same anti-collision light, or strobe, that the Soviet pilot reported seeing. Therefore it is reasonable to believe the Soviet pilot thought he was tracking a U.S. military plane."

"Ernest Volkman, national affairs editor of *Defense Science* magazine, said Korean airlines 'regularly' make flights into Soviet airspace to carry out military reconnaissance for the U.S."

"The *London Daily Express* said the fact that the KC-135 was in the area during the KALS penetration of Soviet airspace, 'means the American plane was using the airliner as cover.' The *Daily Express* said RC-135s fly from British territory as well as from the U.S."

"The *San Francisco Examiner* reported, 'One U.S. official with close ties to the military intelligence said that carriers owned by governments deemed friendly to the U.S."

are fitted in this country with cameras and other devices for intelligence collection." The newspaper quoted a "defense source" as affirming that foreign-owned carriers "are filled with cameras and sensing devices at a handful of U.S. bases" including Andrews Air Force Base near Washington.

"The pilot of the KAL plane was a retired Army colonel, and highly experienced, perhaps the senior man in this line. It was he who earlier this year flew South Korea's dictator on his visit to President Reagan."

"The *New York Times* wrote on September 2, 1983, referring to U.S. intelligence experts: 'These experts said that this week's incident came against the backdrop of an aggressive American effort to develop technical intelligence penetration of the Sea of Okhotsk over more than 30 years and after more than a score of such incidents, many of them recorded in considerable detail or reconstructed by American or allied intelligence officials.'"

"Congressmen George Crockett and John Conyers, Black Representatives from Michigan, abstained from the House vote condemning the shutdown. Crockett said, 'If Congressional investigations of our Central Intelligence Agency have taught us anything it is that the CIA's covert operations do not rule out the use of civilian aircraft for reconnaissance purposes, including the aircraft of a surrogate nation like South Korea.'"

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Goucher joins Black Studies staff

by Nathaniel Scott

Seasons change, the old pass away, what was is, and the new professor is a lady.

At the end of Winter Term, academic year 1982-83, the chairman of Portland State University's Black Studies Department, William "Bill" Little, resigned after a lengthy dispute over departmental policy. Dr. Little retained his faculty position and began a year of sabbatical leave effective Fall Term of this year. Dr. Darrell Millner, acting director of Black Studies in 1976-77, was named director effective Spring Term, 1983.

With the shuffling of departmental heads complete, professor Candice Goucher was hired to a tenured position. Goucher's areas of teaching will be Afro-American History, African History, and Southern African Workshop.

Southern African Workshop, which begins in November, she said, will focus mostly on South Africa and give historical background on its "racism and political situation."

Professor Goucher did her undergraduate work at USC in San Diego, acquired her masters from Columbia University in New York City, and is doing her Ph.D. work at UCLA. Her Black Studies areas include African art and extensive archaeology field work in Nigeria, Ghana and other areas in West Africa. Most recently, she taught Black Studies courses at UCLA.

"My special research interest is African technology—metal working," she said. "I hope to have the opportunity to do some research in the transfer of African skills—specifically Black mending skills—to American technology."

The European version of Black History—the distorted version—can best be corrected through archaeology, Goucher said. "Archaeology serves as a corrective to history. It allows one to get at the experience of people." In addition, we need to see what the "oral tradition and archaeology tell us about the past." she has extensive training in the field of archaeology.

Married to a historian who expects to join her in November, pro-



Candice Goucher will teach Afro-American History, African History, and Southern Africa Workshop in Portland State University's Black Studies Department. (Photo: Richard J. Brown)

fessor Goucher is "proud" to be a part of PSU's Black Studies Department. She thinks "it is appropriate" to combine Afro-American and African studies under the direction of one departmental head, but she sees the need for an additional course—African art—a course she said she is well-qualified to teach.

"I would like to see some African art courses taught at PSU," she said. "There are a lot of resources in Portland for teaching African art. For example, there is the Paul Gebauer collection—a world renowned collection from Cameroon in West Africa." In addition to that, she mentioned the abundance of sculp-

ture—wood and metal—and the possibility of masks, all easily accessible for teaching and researching at the Art Museum.

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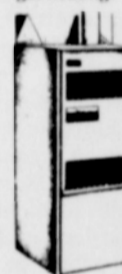
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