

# TELEGRAM

Foreign Service of the  
United States of America

15/1

OUTGOING

U.S. MISSION BERLIN

*Pal 31-1*

~~CONFIDENTIAL~~

*Classification*

Charge:

Control: 178

Date: Jan 30, 1964  
6PM

ACTION:	Amembassy BONN	PRIORITY	<del>1011</del> 927
INFO:	Secstate WASH	PRIORITY	<del>927</del> 1011
	Amembassy PARIS		642
	Amembassy MOSCOW		566
	Amembassy LONDON		623
	USAREUR/POLAD		
	CINCEUR/POLAD		
	USNMR SHAPE FOR BURNS		
	USELMLO		
	USAFE		
	PARIS ALSO FOR USRO		

AMB  
MIN3  
USCOB  
EA  
POL3  
ECON  
USIS  
ASG  
IO/U  
F&R2

REF: Berlintel 923 to Bonn, 1006 to Dept

SUBJ: T-39 Incident

Chief USMLM met with Acting Chief SERB at 1140 Jan 30. Arrangements were made for release to U.S. control of bodies of U.S. officers killed in air crash and T-39 wreckage.

Chief USMLM and Acting Chief SERB departed Potsdam 1300 for scene of crash. Recovery team with necessary Air Force and USMLM personnel (including doctor) and equipment for transporting bodies and wreckage from crash site to Tempelhof AFB left West Berlin via Checkpoint Bravo at 1630. Recovery team not expected return prior 0600 Jan 31.

GP-4.

178/gk

CALHOUN

AUTH: ARDAY

POL:DGleysteen:af  
30/1725

~~CONFIDENTIAL~~  
*Classification*

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# TELEGRAM

13/2

OUTGOING

POL 31-1

~~CONFIDENTIAL~~

*Classification*

Charge:

Control: ~~ixx~~ 165

POL-3

USCOB

M-3

EA

ECON

USIS

ASAG

IO/U

F&R

Date: 29 Jan. 1964  
00:30 AM

ACTION:	AMEMBASSY BONN 919	IMMEDIATE
INFO:	SECSTATE WASH 1002	"
	AMEMBASSY PARIS 634	"
	AMEMBASSY MOSCOW 560	"
	MEMBASSY LONDON 616	"
	USAREUR/POLAD	"
	CINCEUR/POLAD	"
	USNMR SHAPE FOR BURNS	"
	USELMLO	"
	USAFE	"
	AMCONSUL HAMBURG 17	"

PARIS ALSO FOR USRO , HAMBURG FOR AMBASSADOR  
SUBJECT: USAFE PLANE INTERCEPTED IN SOV ZONE

A. USMLM INSTRUCTED BY USAREUR SEND SEARCH TEAM TO VICINITY DOWNED AIRCRAFT TO INVESTIGATE AND RENDER ASSISTANCE. TEAM DESPATCHED AT 1750 HOURS. CHIEF USMLM MET WITH SERB (COL KHORTOV) AT ~~1930~~ 1915 HOURS. CHIEF USMLM GAVE MINIMUM INFO CONCERNING MISSING AIRCRAFT, INFORMED SERB THAT USMLM TEAM HAD BEEN DESPATCHED TO SEARCH AND ASSIST, AND REQUESTED ANY INFO OR ASSISTANCE POSSIBLE. SERB APPEARED NOT TO KNOW OF INCIDENT AND WAS NON-COMMITAL AS TO POSSIBLE ASSISTANCE.

A SECOND SEARCH TEAM WAS SUBSEQUENTLY DESPATCHED AT 2000 HOURS. ESTIMATED TIME REQUIRED ~~XXXX~~ FOR EACH TEAM TO REACH AREA OF CRASH IS 3 TO 3 1/2 HOURS.

B. AT 2150 SOV CONTROLLER BASC MADE FOLLOWING STATEMENT IN RESPONSE TO EARLIER US QUERIES (BERLINTEL 916 BONN 1000 DEPT) TO US CONTROLLER: QUOTE MY CHIEF CONTROLLER HAS YOUR STATEMENT AND WILL PASS IT TO HIS AUTHORITIES. HE HAS BEEN AWAY FROM HIS OFFICE. UNQUOTE

~~CONFIDENTIAL~~  
*Classification*

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# TELEGRAM

Foreign Service of the  
United States of America

OUTGOING

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Charge:

~~CONFIDENTIAL~~

*Classification*

Control: 165

Date:

CALHOUN

AUTH: ARDAY

DGLEYS/STEEN/DG  
00L5 1/29/64

165/2 sc

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*Classification*

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**TELEGRAM**Foreign Service of the  
United States of America

13/2

**OUTGOING**

US MISSION BERLIN

POL 31-1

Charge:

~~LIMITED OFFICIAL USE~~*Classification*

Control:

177

Date:

Jan 30, 1964  
6PM

ACTION: SECSTATE WASH 1010

INFO: Amembassy BONN 926  
Amembassy LONDON 622  
Amembassy MOSCOW 565  
Amembassy PARIS 642  
USAREUR for POLAD  
CINCEUR for POLAD  
USNMR SHAPE for BURNS  
USAFEMIN3  
AMB  
MSCOB  
EA2  
POL2  
ECON  
~~WCSX~~  
USIS  
ASG  
IO/U  
F&R2

Paris also for USRO

SUBJ: T-39 Incident

East Berlin papers Jan. 30 print text of Soviet protest note below  
text of following announcement by GDR Foreign Ministry:

"On 28 January 1964 about 1455 hours an American combat plane violated GDR air space near Eisenach. False reports circulated by Western agencies try to ignore the fact that the U.S. combat plane penetrated 90 kilometers into GDR air space. Since it did not heed repeated demands to land, the Soviet armed forces temporarily stationed in GDR in accordance with provisions of Warsaw Treaty concerning the common defense and security of GDR sovereignty, took necessary measures. American combat plane crashed 20 kilometers northeast of Erfurt. Soviet armed forces acted in agreement with responsible GDR offices."

177/gk

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# TELEGRAM

Foreign Service of the  
United States of America

OUTGOING

Charge:

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Classification

Control: 177

- 2 -

Date:

"GDR Ministry for Foreign Affairs raises sharpest protest against violation of GDR air space, contrary to international law, by air combat forces of American occupation power in West Germany. This provocative act proves again necessity and correctness of proposal by Soviet Union and GDR govts to govts of Western powers, to withdraw their occupation troops from West Germany and West Berlin".

Comment: In contrast to Sov note GDR announcement (1) seems concerned to explain why Sov (instead of GDR) forces defending East German air space, (2) fails characterize incident as regrettable, and (3) uses occasion to call for withdrawal of Western forces (Sov note calls for US to prevent recurrences).

<sup>cust</sup>  
CALHOUN

*RGM*  
AUTH:RGMays, Jr.

RGMays, Jr.:mjc  
30/1515

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Classification

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# TELEGRAM

Foreign Service of the  
United States of America

16/2

INCOMING

U.S. MISSION BERLIN

COPY NO. 1

DECLASSIFIED

**FILE ROOM COPY**

ACTION:

Authority NND 67230

POL 3

By BKT/NC on 2 May 2013

~~SECRET~~

Classification

Control: 262

POL 31-1

INFO:

FROM: DEPARTMENT

Recd: January 30, 1964

MIN3

USCOB

NO: 560 - JANUARY 29 - 7PM

7:00 AM

AMB

EA ACTION PRIORITY BONN 2100 MOSCOW 2218 INFO PRIORITY USUN 2007

ECON BERLIN 560 LONDON 4629 PARIS 3825

USIS

ASAG

P R I O R I T Y

IO/U

COBB

INFO NMR SHAPE FOR BURNS, US ELEMENT LIVE OAK, CINCEUR FOR JAMES,

USMLM

USAREUR FOR POLAD, USAFE WIESBADEN, CINCLANT FOR POLAD,

F&R

UNN

PARIS ALSO FOR USRO

TYLER MADE FOLLOWING ORAL PROTEST TO SOVIET DCM KORNIENKO (DOBRYNIN ALLEGEDLY SICK):

"AT 2:52 P.M. LOCAL TIME IN GERMANY ON JANUARY 28 AMERICAN T-39 AIRCRAFT, WITH THREE CREWMEN ABOARD, INADVERTENTLY CROSSED INTO EAST GERMANY IN COURSE OF ROUTINE TRAINING FLIGHT OVER WEST GERMANY.

FLIGHT OF AIRCRAFT WAS MONITORED BY OUR RADAR AND EFFORTS WERE MADE TO INFORM CREW OF ITS ERROR AND TO GUIDE AIRCRAFT BACK TO WESTERN SIDE OF DEMARCATION LINE. WE WERE UNABLE TO ESTABLISH CONTACT WITH AIRCRAFT BY ANY MEANS.

RADAR TRACKS SHOW THAT INTERCEPTOR PLANES PURSUED AIRCRAFT WHICH THEREUPON CRASHED IN VICINITY OF ERFURT.

RADIO AND PRESS REPORTS FROM MOSCOW HAVE CONFIRMED THAT AMERICAN AIRCRAFT WAS SHOT DOWN AND ESTABLISHED THAT ALL THREE CREWMEN ARE DEAD. SOVIETS HAVE ALSO HANDED OUR EMBASSY IN MOSCOW (AND PUBLISHED) A NOTE.

US PROTESTS THIS CALLOUS AND INEXCUSABLY BRUTAL ACT OF VIOLENCE AGAINST UNARMED AIRCRAFT THAT ACCIDENTALLY STRAYED OVER DEMARCATION LINE.

I SHOULD ALSO LIKE TO BRING TO YOUR ATTENTION THE FACT THAT SOVIET MILITARY AUTHORITES IN GERMANY HAVE THUS FAR FAILED TO COOPERATE WITH AMERICAN MILITARY AUTHORITIES UNDER HEUBNER-MALININ AGREEMENT.

USMLM PERSONNEL SET OUT TO LOCATE CRASH SITE AS SOON AS THEY WERE ADVISED OF INCIDENT. BUT SOVIET PERSONNEL AT SCENE PREVENTED

262/taf

FORM FS-501  
1-31-55

~~SECRET~~  
Classification

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USMLM OFFICERS FROM EXAMINING WRECKAGE. ONLY AFTER MUCH DELAY DID SOVIET AUTHORITIES ACCEPT DELIVERY OF LETTER FROM GENERAL FREEMAN TO GENERAL YAKUBOVSKY CALLING UPON SOVIET AUTHORITIES TO INVESTIGATE CIRCUMSTANCES OF MATTER AND TO PERMIT LIAISON MISSION PERSONNEL TO CARRY OUT THEIR RESPONSIBILITIES IN CONNECTION WITH AIRCREW AND AIRCRAFT.

SO FAR OUR OFFICERS HAVE NOT BEEN PERMITTED TO EXAMINE WRECKAGE, WHICH THEY REPORT SOVIET PERSONNEL ARE HAULING FROM CRASH SITE. AFTER MORE THAN 24 HOURS AFTER EVENT THESE OFFICERS HAVE NOT BEEN PERMITTED TO RECOVER THE BODIES OF THREE CREWMEN.

SHOOTING DOWN OF THIS AIRCRAFT IS BOUND TO CAUSE SERIOUS PUBLIC REACTION IN US, WHICH I MUST EMPHASIZE TO YOU WILL BE INTENSIFIED BY OBSTRUCTIVE ATTITUDE OF SOVIET AUTHORITIES IN GERMANY. I MUST TELL YOU THIS ACT CANNOT HELP BUT ADVERSELY AFFECT US-SOVIET RELATIONS.

US GOVERNMENT EXPECTS SOVIET GOVERNMENT TO PUNISH THOSE RESPONSIBLE FOR KILLING OF THESE THREE OFFICERS AND DESTRUCTION OF AIRCRAFT. FURTHERMORE, WE REQUEST THAT SOVIET GOVERNMENT INSTRUCT SOVIET AUTHORITIES IN EAST GERMANY TO FULFILL THEIR OBLIGATIONS IN CONNECTION WITH THIS INCIDENT UNDER HUEBNER-MALININ AGREEMENT."

KORNIENKO RESPONDED THAT IN VIEW OF CIRCUMSTANCES, OF WHICH US INFORMED BY SOVIET NOTE, HE CANNOT ACCEPT ANY PROTEST AGAINST ACTIONS OF SOVIET MILITARY AUTHORITIES IN GDR. THIS WAS CLEAR-CUT CASE OF GROSS PROVOCATION. ONE COULD NOT EXPECT TO HAVE A PLANE BY ERROR 100 KILOMETERS DEEP INTO SOVEREIGN STATE; PLANE FAILED REACT TO CONVENTIONAL SIGNALS TO LAND OR TO WARNING FIRE; US HAD BEEN WARNED ANY INTRUDER WOULD BE SHOT. ALTHOUGH SOVIETS THINK INCIDENT REGRETABLE IN VIEW SENSELESS HUMAN LOSS, RESPONSIBILITY RESTS WITH US AUTHORITIES, AND IT IS SOVIETS WHO SHOULD AND DID PROTEST.

TYLER REPEATED WITH EMPHASIS THAT INTRUSION WAS ACCIDENTAL, PLANE WAS UNARMED, HENCE DEFENSELESS, AND US AUTHORITIES DID ALL POSSIBLE TO WARN IT THAT IT OFF COURSE. STATED THOSE ARE FACTS, AND HE MUST REPEAT WE PROTEST AND FEEL KORNIENKO SHOULD KNOW PUBLIC REACTION BOUND BE STRONG, AND WILL BE STRONGER BECAUSE SOVIET AUTHORITIES FAILED COOPERATE WITH USMLM. REPEATED REQUEST SOVIET GOVERNMENT INSTRUCT SOVIET AUTHORITIES EAST GERMANY TO FULFILL HUEBNER-MALININ OBLIGATIONS.

KORNIENKO STATED HE WOULD CONVEY LATTER REQUEST TO AMBASSADOR AND SOVIET GOVERNMENT, BUT CANNOT ACCEPT PROTEST.

DEPARTMENT IS BRIEFING GERMAN, FRENCH AND UK EMBASSIES ON INCIDENT LATTER TODAY, AND WILL INFORM THEM OF ABOVE PROTEST.

GP-3

BALL

~~SECRET~~

# TELEGRAM

Foreign Service of the  
United States of America

14/2

INCOMING U.S. MISSION BERLIN

*V.P. 31-1*

ACTION: DECLASSIFIED  
POL-3 Authority NND 67230  
INFO: By BKT/NC on 2 May 2013

~~CONFIDENTIAL~~

FILE ROOM COPY

Control: 255 *T-39*  
Recd: 29 JAN. 1964  
10:00 PM

*Classification*

USCOB  
MIN-3  
EA  
ECON  
USIS  
ASAG  
IO/U  
AMB  
F&R

FROM: MOSCOW

NO: 78 - 29 JANUARY 1964, 8:00 PM

ACTION DEPT FLASH 2368 INFO BONN FLASH 166 PARIS 296 LONDON  
280 BERLIN 78 USAREUR USAFE

EMBTel 2367

FOL IS TRANSLATION OF MFA NOTE NO. 4/USA ON T-39 INCIDENT  
HANDED ME BY GROMYKO TODAY:

BEGIN TEXT

MFA OF USSR ON INSTRUCTIONS DECLARES FOLLOWING TO  
USA EMBASSY.

ON JAN 28 AT 1555 MOSCOW TIME FROM KASSEL REGION FOREIGN  
MILITARY AIRCRAFT ENCROACHED UPON GDR AIRSPACE IN AREA  
OF DIDORF (25 KM NORTHWEST OF EISENACH). CONTINUING FLIGHT  
IN EASTERLY DIRECTION AT ALTITUDE OF 800 METERS AT SPEED  
OF ABOUT 800 KM PER HOUR, VIOLATOR AIRCRAFT PENETRATED  
GDR TERRITORY TO DEPTH OF 90 KM. IN AREA SOUTH OF  
YCHLHOUSEN VIOLATOR AIRCRAFT WAS INTERCEPTED  
BY FIGHTER PLANE OF SOV GROUP FORCES IN GERMANY WHICH,  
USING ESTABLISHED SIGNALS, ORDERED VIOLATOR TO LAND.  
VIOLATOR DID NOT REACT TO GIVEN SIGNALS AND CONTINUED  
FLIGHT DEEPER INTO GDR TERRITORY VIOLATOR AIRCRAFT  
ALSO DID NOT REACT TO WARNING SHOT, FIRED IN REGION OF  
WEIMAR, IN VIEW OF WHICH FIGHTER PLANE WAS COMPELLED  
TO TAKE MEASURES IN ACCORDANCE WITH INSTRUCTIONS FOR  
PROTECTION OF AIRSPACE, WHICH ARE KNOWN TO AMERICAN  
COMMAND. AS RESULT, VIOLATOR AIRCRAFT CRASHED IN VICINITY  
OF VILLAGE OF FOGELSBERG 20 KM NORTHEAST OF ERFURT.

EXAMINATION OF SCENE OF CRASH SHOWED THAT VIOLATOR WAS  
USAF MILITARY JET AIRCRAFT TYPE T-39. THREE BODIES  
OF MILITARY PERSONNEL WERE FOUND.

~~CONFIDENTIAL~~

SOVGOVT REGISTERS PROTEST IN CONNECTION WITH INCURSION OF GDR AIRSPACE BY USAF MILITARY AIRCRAFT. SOVGOVT CANNOT REGARD SUCH INCURSION AS OTHER THAN GROSS PROVOCATION BY AMERICAN MILITARY AUTHORITIES AIMED AT AGGRAVATION OF SITUATION IN CENTER OF EUROPE. SOV SIDE HAS REPEATEDLY WARNED THAT INCURSIONS OF THIS SORT BY MILITARY AIRCRAFT INTO GDR AIRSPACE WOULD BE DECISIVELY STOPPED.

IN CONNECTION WITH THIS CASE, SOVGOVT CALLS ATTENTION TO FACT THAT SUCH INCURSIONS OF GDR AIRSPACE ONLY LEAD TO UNECESSARY INCIDENTS AND COMPLICATIONS AND GIVE RISE TO SENSELESS HUMAN LOSSES.

SOVGOVT DEEMS NECESSARY TO STRESS THAT FULL RESPONSIBILITY FOR REGRETABLE INCIDENT LIES WITH USA AUTHORITIES. IT EXPECTS THAT USA GOVT WILL TAKE MEASURES AGAINST REPETITION OF SUCH INCIDENTS IN FUTURE.

KOHLER

255/so

**ACTION TAKEN:**

*By Noted + informed  
M. Day. 2300.*

**NO ACTION  
REQUIRED**

DATE *4/3/64*

# TELEGRAM

Foreign Service of the  
United States of America

14/2

INCOMING U.S. MISSION BERLIN

D.G.  
POL 31-1

ACTION: DECLASSIFIED  
POL-2 3 Authority NND 67230  
By BKT/NC on 2 May 2013

~~CONFIDENTIAL~~  
Classification

FILE ROOM COPY

INFO:  
USCOB  
MIN-3  
EA  
ECON  
USIS  
ASAG  
IO/U  
AMB  
F&R

Recd:

29 JAN. 1964  
9:50 PM

FROM: MOSCOW

NO: 77 - 29 JANUARY 1964, 8:00 PM

ACTION DEPT FLASH 2367 INFO BONN FLASH 165 PARIS 295 LONDON  
279 BERLIN 77 USAREUR USAFE

GROMYKO SUMMONED ME TO MFA AT 1715 LOCAL TODAY TO HAND ME  
PROTEST NOTE ON T-39 INCIDENT. NOTE (TRANSLATION OF WHICH  
CONTAINED NEXT FOL TEL) GIVES DETAILED DESCRIPTION VIOLATION  
GDR AIR SPACE BY T-39 AIRCRAFT, STATES AIRCRAFT PERSISTENTLY  
IGNORED SIGNALS BY SOV FIGHTER PLANE WHICH FINALLY COMPELLED  
SHOOT DOWN VIOLATOR AIRCRAFT, AND PROTESTS "GROSS PROVOCATION"  
AS REGRETABLE AGGRAVATION SITUATION IN CENTRAL EUROPE.

AFTER READING NOTE GROMYKO SAID HE HAD CAREFULLY EXAMINED  
DETAILED REPORT OF INCIDENT, WITH MAPS, AND COULD ASSURE  
ME THAT SOV AIRCRAFT HAD MADE EVERY EFFORT TO FORCE VIOLATOR  
AIRCRAFT CHANGE COURSE AND THAT ONLY AFTER CONSIDERABLE  
TIME ELAPSED AND DISTANCE TRAVERSED AFTER INTIAL WARNINGS  
WERE SOVIET AIRCRAFT FORCED TO TAKE FINAL REGRETTABLE ACTION.  
CLEARLY BEHAVIOR OF T-39 WAS BLATANTLY PROVOCATIVE FROM  
BEGINNING TO END AND SOV AUTHORITIES COULD NOT UNDERSTAND  
WHY AIRCRAFT FAILED TO HEED RADIO AND VISUAL WARNINGS  
ESPECIALLY IN VIEW OF IDEAL ATMOSPHERIC CONDITIONS.

I TOLD GROMYKO I WOULD, OF COURSE, BRING SOV GOVT'S NOTE  
TO IMMEDIATE ATTENTION OF MY GOVT. I WAS AWARE OF INCIDENT

AND THAT IT WAS MOST UNFORTUNATE AND DEPLORABLE. I  
WAS SHOCKED THAT SOV AIR FORCE SHOULD HAVE TAKEN SUCH DRASTIC  
ACTION IN VIEW OF FACT THAT T-39 WAS A TRAINING PLANE AND  
MUST HAVE BEEN RECOGNIZED ASFRUGH BY SOVS. IT WAS INCONCEIVABLE  
TO ME THAT SOVIET AUTHORITIES COULD CONSIDER T-39 BEHAVIOR  
AS PROVOCATIVE ACTION SINCE IT WAS UNREASONABLE TO THINK THAT  
A TRAINING PLANE COULD REPRESENT A THREAT TO POWERFUL SOV  
FORCES IN GERMANY. I COULD ASSURE GROMYKO THAT "INCURSION"  
OF SOV ZONE BY T-39 COULD HAVE RESULTED ONLY BECAUSE

~~CONFIDENTIAL~~

Classification

AIRCRAFT HAD GONE OFF COURSE IN CONSEQUENCE OF FAILURE OF EQUIPMENT. THUS CLEARLY FACTS OF CASE WERE AT VARIANCE WITH GROMYKO'S REPORT. I POINTED OUT FURTHER (USING INFO CONTAINED IN BONN'S 478 AND 479) THAT GENERAL FREEMAN HAD BEEN TRYING URGENTLY TO COMMUNICATE WITH YAKUBOVSKY, SO FAR WITHOUT SUCCESS, AND THAT US MILITARY MISSION PERSONNEL HAD BEEN DENIED ACCESS TO SCENE OF CRASH BY LOCAL SOV AUTHORITIES. I WOULD REQUEST GROMYKO'S COOPERATION IN STRAIGHTENING OUT THIS SITUATION IN ORDER TO INSURE ACCESS TO SCENE OF CRASH BY US PERSONNEL AND TO FACILITATE RECOVERY AND RETURN OF BODIES AND EQUIPMENT.

GROMYKO COUNTERED BY STRESSING PROVOCATIVE BEHAVIOR OF T-39 AFTER ORIGINAL WARNING AND BY POINTING OUT THAT THIS WAS MILITARY AIRCRAFT NATURE OF WHOSE EQUIPMENT AND ARMAMENTS KNOWN ONLY TO US AUTHORITIES AND AIRCRAFT CREW. WITH REGARD TO MY REQUEST FOR COOPERATION BY SOV AUTHORITIES ON SPOT, GROMYKO ASSURED ME THAT FULL REPORT OF OUR CONVERSATION WOULD BE IMMEDIATELY CONVEYED TO SOVIET AUTHORITIES IN GERMANY WHO COULD SETTLE PRACTICAL QUESTIONS WITH REGARD TO RETURN OF REMAINS AND AIRCRAFT. HE FORESAW NO DIFFICULTIES IN THIS RESPECT.

I AGAIN POINTED OUT THAT VIOLATION OF SOVIET ZONE AIR SPACE COULD NOT HAVE BEEN DELIBERATE AND THAT PLANE OBVIOUSLY WENT OFF COURSE AS RESULT OF FAILURE EQUIPMENT AS REFLECTED BY INABILITY WIESBADEN BASE PERSONNEL TO COMMUNICATE WITH IT WHEN DEVIATION FROM COURSE FIRST NOTED.

GROMYKO ADMITTED POSSIBILITY OF FAILURE OF EQUIPMENT BUT EVEN IF THIS HAD BEEN CASE T-39 SHOULD HAVE RESPONDED TO VISUAL SIGNALS WHICH CREW COULD NOT HAVE FAILED TO NOTICE IN VIEW OF IDEAL ATMOSPHERIC CONDITIONS. IN ANY CASE HE COULD NOT SAY WHETHER INCURSION WAS DELIBERATE OR NOT BUT HE COULD SAY HE WAS SORRY THAT VIOLATION OF AIR SPACE HAD OCCURRED AND HAD RESULTED IN DEPLORABLE END. HE FELT INCIDENT WAS PARTICULARLY UNFORTUNATE COMING AT THIS TIME WHEN OUR TWO NATIONS ARE FACING UP TO "GREAT TASKS".

I SAID I COULD AGREE FULLY WITH LATTER STATEMENT.

GROMYKO'S BEHAVIOR AND TONE OF HIS REMARKS LEFT ME WITH DISTINCT IMPRESSION HIS EXPRESSION OF REGRETS GENUINE, NOT SIMPLY PRO FORMA.

254/sc

KOHLEK

**ACTION TAKEN:**Noted by  
DJ 2/15 **NO ACTION  
REQUIRED**DATE 2/13/64~~CONFIDENTIAL~~

# TELEGRAM

## Foreign Service of the United States of America

14/1

OUTGOING

U.S. MISSION BERLIN

POL 31-1

Charge:

~~CONFIDENTIAL~~  
Classification

Control: 170

Date: Jan 29, 1964  
7PM

ACTION: Amembassy BONN PRIORITY 923

INFO: Secstate WASH PRIORITY ~~1000~~ 1006  
 Amembassy PARIS 637  
~~Amembassy MOSCOW~~  
 Amembassy MOSCOW 563  
 Amembassy LONDON 619  
 USAREUR/POLAD  
 CINCEUR/POLAD  
 USNMR SHAPE FOR BURNS  
 USELMLO  
 USAFE

PARIS ALSO FOR USRO

SUBJECT: USAFE Aircraft Shot Down in Soviet Zone

REF: Berlin's 921 to Bonn, 1004 to Dept.

POL3  
MIN3  
USCOB  
EA  
ECON  
USIS  
ASG  
IO/U  
F&R2

Mission has now learned that first U.S. MLM tour returned from T-39 crash site 10 miles north of Weimar, 1400. Team had been able to take photographs during early morning Jan 29 showing some wreckage, Soviet personnel and vehicles.

While U.S. MLM tours not permitted by Soviet personnel to proceed to aircraft itself, because of bright moonlight observation was possible from a distance. During night ~~we were not permitted~~ Soviets engaged in salvaging wreckage and hauling it away. By daylight very little wreckage remained.

Tour had impression that aircraft heading in NNW direction at time of impact.

Two other tours which had been under detention have since been released and are returning Berlin.

GP-1.

CALHOUN

AUTH: ARDAY

POL:DGleysteen:af  
29/1805

170/gk

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Classification

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# TELEGRAM

## Foreign Service of the United States of America

15

OUTGOING

U.S. MISSION BERLIN

POL 31-1

POL 3  
USCOB  
M 3  
EA  
ECON  
USIS  
ASAG  
IO/U  
CGBB  
USMLM  
F&R2

Charge:

~~CONFIDENTIAL~~  
Classification

Control: 167

Date: Jan 29, 1964  
1337

ACTION: Amembassy BONN 921 IMMEDIATE

INFO:	Secstate WASH	<del>CONFIDENTIAL</del>	PRIORITY 1004
	Amembassy PARIS	"	636
	Amembassy MOSCOW	"	562
	Amembassy LONDON	"	618
	USAREUR/POLAD	"	
	CINCEUR/POLAD	"	
	USNMR SHAPE FOR BURNS	"	
	USELMLO	"	
	USAFE	"	

PARIS ALSO FOR USRO

SUBJECT: USAFE Plane Shot Down in Soviet Zone

REF: Berlintel 920 Bonn 1003 Dept

USMLM dispatched third team (two already sent) to site of crash at aircraft 0020. Efforts to approach ~~7872~~ have been unsuccessful and there some reason believe two of MLM teams being detained. Third team ~~managed~~ believes it has ~~7872~~ photo of crash site and now en route to Berlin.

Meanwhile Sovs have made crash site restricted area for MLM.

Sovs have made no comment in BASC in response to US requests for info.

GP-1.

CALHOUN

AUTH: ARDAY

Coordinated: USCOB *H*

ql67rtg

POL:DGleysteen:af  
29/1310

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Classification

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# TELEGRAM

Foreign Service of the  
United States of America

14/2

INCOMING

U.S. MISSION BERLIN

Pol 31-1  
**FILE ROOM COPY**  
T-39

DECLASSIFIED

~~CONFIDENTIAL~~

ACTION: Authority NND 67230  
POL 3. By BKT/NC on 2 May 2013

Classification

Control: 246

INFO: FROM: BONN  
MIN 3  
USCOB NO: 763 - JAN 29, 1 AM

Recd: January 29, 1964  
7:00 AM

EA  
ECON IMMEDIATE

ASAG ACTION IMMEDIATE USAREUR INFO IMMEDIATE CINCEUR HAMBURG 138  
IO/0 MOSCOW 478 PARIS 996 LONDON 844 USAF USBER 763 DEPT 2673  
F&R  
CGPB

IN VIEW OF CONTINUED LACK OF CLEAR INFORMATION ON MISSING AIRCRAFT, EMBASSY CONSIDERS IT IMPORTANT THAT CONCERN BE FORMALLY EXPRESSED TO SOV CINC AS MATTER OF GREAT URGENCY. WE THEREFORE RECOMMEND THAT YOU GIVE FOLLOWING COMMUNICATION TO SOXNIS, TEXT OF WHICH HAS BEEN APPROVED BY AMBASSADOR MCGHEE:

BEGIN TEXT:

DEAR GENERAL YAKUBOVSKY:

AT 2:01 P.M. LOCAL TIME ON JANUARY 28 AN AMERICAN T-39 MILITARY AIRCRAFT DEPARTED WIESBADEN AIR BASE ON A LOCAL TRAINING MISSION WITH THREE CREWMEN ABOARD, CAPTAIN JOHN F. LORRAINE, LIEUTENANT COLONEL GERALD K. HANNAFORD AND CAPTAIN DONALD G. MILLARD. THIS PLANE WAS SCHEDULED TO RETURN TO WIESBADEN AT 4:30 P.M. IT HAS NOT RETURNED.

THE FLIGHT OF THE PLANE WAS MONITORED BY US RADAR AND IT WAS OBSERVED THAT THE PLANE CROSSED INADVERTENTLY INTO EAST GERMANY AT 2:52 P.M. EFFORTS WERE IMMEDIATELY MADE TO INFORM THE CREW OF ITS ERROR AND TO GUIDE THE PLANE BACK ACROSS THE DEMARCATION LINE. IT WAS IMPOSSIBLE TO CONTACT THE PLANE BY RADIO, HOWEVER, PRESUMABLY DUE TO A COMMUNICATIONS FAILURE. RADAR TRACKS SHOW THAT

TWO INTERCEPTOR PLANES PURSUED THE PLANE WHICH SUBSEQUENTLY CRASHED IN THE VICINITY OF ERFURT.

I AM AWAITING FULL INFORMATION ON THIS MOST SERIOUS INCIDENT FROM THE US MILITARY MISSION TO THE SOVIET ZONE WHICH HAS BEEN IN TOUCH WITH YOUR HEADQUARTERS ON THE MATTER AND WHICH HAS SENT TWO SEARCH PARTIES TO THE AREA WHERE THE PLANE IS REPORTED TO HAVE CRASHED.

46/105

~~CONFIDENTIAL~~

FORM 13-501  
2-21-50

Classification

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# TELEGRAM

Foreign Service of the  
United States of America

13/2

OUTGOING

POL 31-1

POL-3

~~CONFIDENTIAL~~  
Classification

Control: 162

USCOB  
M-3  
EA  
ECON  
USIS  
ASAG  
IO/U  
F&R

Charge:

Date: 28 Jan. 1964  
8:30 PM

ACTION: AMEMBASSY BONN 916 IMMEDIATE

INFO: SecSTATE WASH 1000 "

AMEMBASSY PARIS 633 "

AMEMBASSY MOSCOW 559 "

AMEMBASSY LONDON 615 "

USAREUR/POLAD "

CINCEUR/POLAD "

USNMR SHAPE FOR BURNS "

USELMLO "

USAFE "

AMCONGEN HAMBURG 16 "

PARIS ALSO FOR USRO  
HAMBURG FOR AMB MCGHEE

SUBJECT: USAFE PLANE INTERCEPTED IN SOVIET ZONE

ONLY ACTION WHICH HAS TAKEN PLACE SO FAR IN BASC  
IS FOLLOWING:

ON INSTRUCTIONS FROM HQ USAFE, US CONTROLLER AT  
1640Z ASKED SOV CONTROLLER IF HE HAD ANY INFO ON ONE  
OF OUR PLANES WHICH WAS MISSING. SOV CONTROLLER REPLIED BY ASKING  
WHAT TYPE OF AIRCRAFT, AND FOR TIME AND POSITION. US CONTROLLER  
THEN INSTRUCTED/REPLY QUOTE T-39 FLYING IN LOCAL AREA AT  
WIESBADEN DEPARTED AT ~~1800~~ 1301Z WITH AN EXPECTED  
APPROACH TIME OF 1530Z AND AIRCRAFT HAS NOT BEEN HEARD FROM  
SINCE. UNQUOTE ~~TEXT~~ THIS MSG GIVEN SOV CONTROLLER AT  
1643Z.

AT 1841Z, FOLLOWING REMARK CLARIFYING TIME AT WHICH  
AIRCRAFT LAST HEARD FROM WAS GIVEN TO SOV CONTROLLER:  
QUOTE AT 1330Z HE (PILOT) WAS GIVEN APPROACH FOR 1530Z  
AND THAT WAS LAST CALL RECD FROM AIRCRAFT. UNQUOTE

AT 1910Z, ON INSTRUCTIONS FROM HQ USAFE, US CONTROLLER

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# TELEGRAM

Foreign Service of the  
United States of America

OUTGOING

Charge:

~~CONFIDENTIAL~~  
Classification

Control: 162

Date:

MADE FOLLOWING STATEMENT TO SOV CONTROLLER: QUOTE RADAR  
CONFIRMS A TRACK PRESUMED TO BE THE T-39 CROSSED INADVERTENTLY  
INTO SOV ZONE NORTH OF SOUTH END OF SOUTH CORRIDOR. AIR-  
CRAFT APPARENTLY HAD COMMUNICATIONS FAILURE AND WAS LOST.  
RADAR CONFIRMS TWO INTERCEPTOR TRACKS FOLLOWING TRACKS OF T-39.  
REQUEST ANY INFO YOU HAVE ON THIS AIRCRAFT. UNQUOTE SOV  
CONTROLLER THEN ASKED IF WE HAD ANY TIPS. AT 1916Z  
US CONTROLLER REPLIED THAT RADAR TRACK CROSSED SOV ZONE  
AT 1352 $\frac{1}{2}$ Z.

SOVS HAVE MADE NO FURTHER COMMENT IN BASC SINCE THAT  
TIME.

CALHOUN

JAC.  
AM  
07

162/sc

DGLEYSTEN/DG  
2026/1/28/64

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TELEGRAM

14

INGOMING

U.S. MISSION BERLIN  
~~CONFIDENTIAL~~

D.G.  
FILE ROOM COPY

DECLASSIFIED  
Authority NND 67230  
By BKT/NC on 2 May 2013

Classification

Control: 240

POL 31-1  
T-39

Recd: 28 JAN. 1964  
8:00 PM

ACTION:  
POL-3  
INFO:  
MIN-3  
USCOB  
EA  
ECON  
USIS  
IO/U  
ASG  
F&R-2

FROM: BONN

NO: 759 - 28 JANUARY 1964, 7:00 PM

ACTION IMMEDIATE DEPT 2665 INFO IMMEDIATE MOSCOW 475 PARIS 992 LONDO:  
840 BERLIN 759 CINCEUR USAREUR USAFE

USAREUR FOR POLAD

REF: EMBTEL 2658 TO DEPT

FOLLOWING IS LATEST INFORMATION AVAILABLE TO EMBASSY RE PLANE  
INCIDENT IN SOV. ZONE:

T-39 AIRCRAFT (TWIN JET) CLEARED FROM WEISBADEN FOR LOCAL  
FLIGHT. TAKE-OFF BELIEVED TO HAVE BEEN 1300 ZEBRA. LAST  
RADIO CONTACT WAS AT 1330 ZEBRA AT WHICH TIME PILOT  
ACCEPTED APPROACH TIME FOR WIESBADEN AT 1530 ZEBRA.

EMBASSY UNDERSTANDS SOVIET CONTROLLER AT BASC HAD NOT YET  
RESPONDED TO EARLIER US CONTROLLER REQUEST FOR INFO RE  
AIRCRAFT. EMBASSY UNDERSTANDS FROM USAREUR THAT USMLM HAS  
BEEN INSTRUCTED TO APPROACH SERB.

GP-4

240/sc

<b>ACTION TAKEN:</b>
MCGHEE
<input checked="" type="checkbox"/> NO ACTION REQUIRED
DATE 2/3/64

# TELEGRAM

Foreign Service of the  
United States of America

14/1

INCOMING

US MISSION BERLIN

FILE ROOM COPY

DECLASSIFIED

Authority NND 67230

By BKT/NC on 2 May 2013

~~CONFIDENTIAL~~

Classification

Control: 239

POL 31-1

Recd:

JAN 28, 1964  
7PM

ACTION: POL 3

INFO:  
MIN3  
USCOB  
EA  
ECON  
USIS  
IO/U  
ASG  
F&R2

FROM: BONN

NO : 757 JAN 28, 5PM

ACTION IMMEDIATE DEPT 2658 BERLIN 757 INFO IMMEDIATE HAMBURG  
134 MOSCOW 474 PARIS 998 LONDON 837 CINCEUR USAFE USAREUR  
BEM

IMMEDIATE

USAREUR FOR POLAD

REF: EMBTEL 2657 TO DEPT, 756 TO BERLIN, 473 TO MOSCOW

RE USAFE PLANE INTERCEPTED IN EAST ZONE, AMBASSADOR SUGGESTS  
PROTESTS SOONEST BY WASHINGTON AND BERLIN.

EMBASSY BELIEVES USMLM SHOULD IMMEDIATELY DEMAND FROM SERB  
ALL DETAILS OF INCIDENT, INCLUDING EXACT LOCATION OF AIRCRAFT  
AND PILOT, AND INFORM SERB THAT WE ARE DISPATCHING MLM TEAM  
TO SCENE OF ACTION.

IF WE CANNOT ESTABLISH IMMEDIATE EFFECTIVE CONTROL WITH  
SERB, OR IF LATTER WITHHOLDS DETAILS, SUGGEST THAT USAREUR  
PROMPTLY SUMMON SOXMIS TO CONVEY SAME MESSAGE.

WHENEVER CONTACTS MADE, PROTESTS SHOULD ALSO BE LODGED,  
FROM CINCUSAREUR TO GENERAL YAKUBOVSKY.

239/gk

MCGHEE

**ACTION TAKEN:**

*DT 1/28/64*

NO ACTION  
REQUIRED

DATE *2/3/64*

~~CONFIDENTIAL~~

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Foreign Service of the  
United States of America

14/1

INCOMING

US MISSION BERLIN - D.G.

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Authority NND 67230

By BKT/NC on 2 May 2013

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POL 31-1

238

Control:

7-39

Recd:

JAN 28, 1964

7PM

ACTION: POL3

XMO  
INFO:  
MIN3  
USCOB  
EA  
ECON  
USIS  
ASG  
IO/U  
F&R2

FROM: BONN

NO : 756 JAN 28 5PM

ACTION IMMEDIATE HAMBURG 133 INFO IMMEDIATE DEPT 2657  
MOSCOW 473 BERLIN 756 PARIS 990 LONDON 838

IMMEDIATE

SECRET

FOR AMBASSADOR

INFORMATION JUST RECEIVED THROUGH OTHER CHANNELS THAT A USAF  
PLANE STRAYED INTO EAST ZONE, WAS INTERCEPTED AND FIRED UPON  
BY SOVIET PLANES, AND CRASHED TEN KILOMETERS NORTH OF ERFURT,  
WHERE IT IS BURNING. WE HAVE ALSO RECEIVED THIS INFORMATION  
FROM GERMAN ARMY.

GP-3.

**ACTION TAKEN:**

*By mt*

NO ACTION  
REQUIRED

DATE 2/5/64

FILE

238/gk

~~SECRET~~

Classification

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ACTION:  
POL 3

Authority NND 67230  
By BKT/NC on 2 May 2013

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*Pol 31-1*  
7-39  
Class: 197  
Date: Feb 28, 1964  
0700

INFO:  
USCOB  
M 3  
EA  
ECON  
NSIS  
ASAG  
IO/U  
COBB  
P&R2

FROM: MOSCOW

NO: 85 - FEBRUARY 27 - 2PM

ACTION DEPT 2070 INFO BOMN 182 WELIN 89 LONDON 317 PARIS 338

FOI IS ENG'S TRANSLATION OF MFA NOTE NO. 10/USA RE T-39  
INCIDENT RECEIVED BY MESSENGER FEB 27:

BEGIN TEXT

MFA OF USSR IN CONNECTION WITH EMBASSY NOTE 815 OF FEB 6  
CONSIDERS IT NECESSARY TO STATE FOLLOWING:

SOV GOVT REJECTS AS NOT CORRESPONDING TO REALITY STATEMENTS  
OF AMERICAN SIDE CONCERNING CIRCUMSTANCES OF INCIDENT INVOLVING  
USAF AIRCRAFT 139. IT WOULD LIKE TO DIRECT ATTENTION OF US  
GOVT TO FACT THAT USA MILITARY AUTHORITIES WHO AUTHORIZED  
FLIGHT OF T-39 AIRCRAFT DOUBTLESSLY ARE WELL-INFORMED  
REGARDING WITH WHAT PURPOSE THIS AIRCRAFT PENETRATED AIR SPACE  
OF GDR AND WHY AMERICAN PILOT REFUSED OBEY REPEATED SIGNALS  
TO LAND.

SOV GOVT HERewith CONFIRMS ITS NOTE OF JAN 29 AND AGAIN  
DIRECTS ATTENTION OF US GOVT TO NEED FOR TAKING MEASURES  
FOR PREVENTION SUCH INCIDENTS IN FUTURE. END TEXT.

KDHLER

<b>ACTION TAKEN:</b>
<input checked="" type="checkbox"/> NO ACTION REQUIRED
DATE <u>2/28</u>
INITIALS <u>[Signature]</u>

197mlg

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BTF-171  
February 6, 1964

Central  
→ Files  
REC'D FEB 24 1964  
WR  
JH  
Pol

US REPLY DATED FEBRUARY 6, 1964,  
TO SOVIET NOTE<sup>1/</sup> ON T-39 INCIDENT

The United States Government rejects the Soviet version, contained in the Ministry's note No. 4 dated January 29, of the January 28 incident in which an American T-39 aircraft was shot down in East Germany. In particular the Soviet allegations that the American penetration over the demarcation line was intentional and that the American crew was given adequate signals to land do not correspond to the facts.

The facts are that the American T-39 was on a training flight in the course of which it inadvertently crossed into East Germany. Every possible effort was made by the United States military authorities to communicate with the aircraft before it crossed the demarcation line. American aircraft also attempted to intercept the T-39. Repeated efforts were also made to communicate with the aircraft after it had crossed the line and to guide it back to West Germany. All these efforts, which unfortunately failed, must have been known to the Soviet authorities.

With regard to the alleged warning signals, the United States Government has no evidence indicating that any signals to land were seen by the American airmen. In fact, it is clear to the United States Government that the crew was not given adequate warning before the aircraft was shot down.

In the circumstances of this case the destruction of the aircraft, causing the death of its crew members, was an inexcusable act of violence and shows nothing but a callous disregard for human life. The United States Government expects the Soviet Government to punish those responsible for the killing of these men and the destruction of the aircraft, and to take appropriate measures so that there shall be no repetition of this tragedy.

1/ Delivered to Embassy Moscow on January 29, 1964.

~~CONFIDENTIAL~~

# TELEGRAM

Foreign Service of the  
United States of America

15

INGOMING

US MISSION BERLIN

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ACTION:  
POL 3

Authority NND 67230  
By BKT/NC on 2 May 2013

~~CONFIDENTIAL~~

POL 31-1

INFO:  
USCOB  
M 3  
EA  
ECON  
USIS  
ASAC  
IO?u  
CGBB  
USMLM  
F&R2

Classification

Control: 56

Recd: Feb 7, 1964  
0700

FROM: DEPARTMENT

NO : 572 FEB 6, 7PM

ACTION PRIORITY MOSCOW 2319 INFO BONN 2162 BERLIN 572 PARIS 3975  
LONDON 4895 USAPE USAREUR CINCEUR USNMR SHAPE  
USAREUR AND CINCEUR FOR POLADS; USNMR SHAPE FOR BURNIS

PARIS ALSO FOR USRO

SUBJ: T-39 NOTE

REF: MOSCOW'S 2446

DEPT RECOGNIZES VALIDITY YOUR POINTS SUPPORTING RELEASE OF TEXT  
OF NOTE. AFTER RECONSIDERING ALL FACTORS, HOWEVER, WE CONTINUE  
TO BELIEVE THAT TEXT SHOULD NOT BE RELEASED AND THAT PRESS  
INQUIRIES SHOULD BE ANSWERED BY STATEMENT NOTE CONFIRMS IN WRITING  
ORAL PROTEST MADE BY TYLER JANUARY 29.

GP-3

<b>ACTION TAKEN:</b>	
<input type="checkbox"/> NO ACTION REQUIRED	
DATE	2/7/64
INITIALS	dy

RUSK

56rtg

~~CONFIDENTIAL~~

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ACTION: Authority NND 67230  
POL 3 By BKT/NC on 2 May 2013

~~CONFIDENTIAL~~

POL 31-1

Classification

Control: 41

Recd: Feb 6, 1964  
0700

INFO: FROM: DEPARTMENT

USCOB NO: 570 - FEB 5, 10 AM

M 3 ACTION PRIORITY MOSCOW 2297 INFO BONN 2146 BERLIN 570 LONDON  
EA 4837 PARIS 3934 USAFE USAREUR CINCEUR USNMR SHAPE

USIS USAREUR AND CINCEUR FOR POLAD - USNMR SHAPE FOR BURNS

ASAG IO/U CGBB USMLM VERBATIM TEXT

P&R2 PARIS ALSO FOR USRO

SUBJ: T-39 INCIDENT

REF: MOSCOW'S 2368

-JECT

FOLLOWING IS TEXT US NOTE (MINUS COMPLIMENTARY OPENING) HERE ABOVE SUB  
NOTE SHOULD BE DELIVERED SOONEST BY MEANS YOU CONSIDER MOST  
APPROPRIATE. WE DO NOT PLAN TO PUBLISH. IN CASE OF PRESS  
INQUIRIES, WE PLAN TO SAY THAT  
NOTE CONFIRMS IN WRITING ORAL PROTEST MADE BY TYLER JANUARY 29.

BEGIN TEXT

THE UNITED STATES GOVERNMENT REJECTS THE SOVIET VERSION, CONTAINED  
IN THE MINISTRY'S NOTE NO 4 DATED JANUARY 29, OF THE JANUARY 28  
INCIDENT IN WHICH AN AMERICAN T-39 AIRCRAFT WAS SHOT DOWN IN  
EAST GERMANY. IN PARTICULAR THE SOVIET ALLEGATIONS THAT THE  
AMERICAN PENETRATION OVER THE DEMARCATION LINE WAS INTENTIONAL  
AND THAT THE AMERICAN CREW WAS GIVEN ADEQUATE SIGNALS TO  
LAND DO NOT CORRESPOND TO THE FACTS.

THE FACTS ARE THAT THE AMERICAN T-39 WAS ON A TRAINING FLIGHT  
IN THE COURSE OF WHICH IT INADVERTENTLY CROSSED INTO EAST GERMANY.  
EVERY POSSIBLE EFFORT WAS MADE BY US MILITARY AUTHORITIES TO  
COMMUNICATE WITH THE AIRCRAFT BEFORE IT CROSSED THE DEMARCATION  
LINE. AMERICAN AIRCRAFT ALSO ATTEMPTED TO INTERCEPT THE T-39.  
REPEATED EFFORTS WERE ALSO MADE TO COMMUNICATE WITH THE AIRCRAFT  
AFTER IT HAD CROSSED THE LINE AND TO GUIDE IT BACK TO WEST  
GERMANY. ALL THESE EFFORTS, WHICH UNFORTUNATELY FAILED, MUST  
HAVE BEEN KNOWN TO THE SOVIET AUTHORITIES.

WITH REGARD TO THE ALLEGED WARNING SIGNALS, THE UNITED STATES  
GOVERNMENT HAS NO EVIDENCE INDICATING THAT ANY SIGNALS TO LAND  
WERE SEEN BY THE AMERICAN AIRMEN. IN FACT, IT IS CLEAR TO THE  
UNITED STATES GOVERNMENT THAT THE CREW WAS NOT GIVEN ADEQUATE

41rtg

WARNING BEFORE THE AIRCRAFT WAS SHOT DOWN.

IN THE CIRCUMSTANCES OF THIS CASE THE DESTRUCTION OF THE AIRCRAFT, CAUSING THE DEATH OF ITS CREW MEMBERS, WAS AN INEXCUSABLE ACT OF VIOLENCE AND SHOWS NOTHING BUT A CALLOUS DISREGARD FOR HUMAN LIFE. THE UNITED STATES GOVERNMENT EXPECTS THE SOVIET GOVERNMENT TO PUNISH THOSE RESPONSIBLE FOR THE KILLING OF THESE MEN AND THE DESTRUCTION OF THE AIRCRAFT, AND TO TAKE APPROPRIATE MEASURES SO THAT THERE SHALL BE NO REPETITION OF THIS TRAGEDY.  
END TEXT

GP-4

RUSK

<b>ACTION TAKEN:</b>	
<input checked="" type="checkbox"/> NO ACTION REQUIRED	
DATE	2/6/64
INITIALS	mg

# TELEGRAM

Foreign Service of the  
United States of America

15/3

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Classification

MIN 3  
USCOB  
POL 3  
EA  
ECON  
USIS  
ASAG  
IO/U  
F&R  
CGBB  
USMLM

Charge:

Control: 16

*POL 31-1  
T-39*

ACTION: ~~XXXXXXXXXXXX~~ Amembassy BONN SECSTATE WASH PRIORITY  
=1037

Date: February 4, 1964  
1830 HOURS

INFO: ~~XXXXXXXXXXXX~~ Amembassy BONN 950  
Amembassy PARIS 657  
Amembassy MOSCOW 580  
Amembassy LONDON 637  
USAREUR/POLAD  
CINCEUR/POLAD  
USNMR SHAPE for BURNS  
USELMLO  
USAFE

Paris also for USRO

SUBJ: January 28 T-39 Incident

On Feb. 1 USCOB sent msg (USAB 016) in response to USCINCEUR request  
USCOB  
for ~~USBER~~ comment on possible connection between Jan. 24 Sov BASC protest

re T-39 corridor violation and Jan. 28 shooting down of T-39.

<sup>Sov</sup>  
USCOB msg repeats text of Jan. 24 protest and continues:

QUOTE

3. Neither form nor content of protest was unusual. For example,  
this protest closely resembles a written protest made concerning helicopter  
overflight of East Berlin on 19 September 1963 (Berlin's Airgram A-201,  
23 September 1963).

4. 28 January boundary violation occurred in roughly same area as  
the incident of few days before. Sovs might have believed that U.S.

was conducting planned reconnaissance in that locality.

For this reason,  
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16/taf

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Control: 16

- 2 -

Date:

or simply as general reaction following first violation, Sovs might have tightened up on interception procedures and stiffened rules of engagement under which interceptors operated. They might have considered it necessary to make demonstration of next violator after 24 January incident in order to preclude further intrusions. We are inclined however to doubt that there existed more than most minor relationship, such as general increase of alertness along boundary following 24 January. Violations were very different in character. One involved traffic in air corridor, duly notified to Sovs, while other was direct penetration of East Germany having no relation to air corridors. One was infrequent but not rare occurrence, and Soviet reaction was routine. 28 January incident, on other hand, was very unusual, given depth of penetration, and likely was regarded by Sovs as extremely serious in itself and not because it followed closely on relatively minor occurrence. We inclined believe, in fact, that undetected penetration of West German F-84s in 1961 was more directly responsible for sharp Soviet reaction in this case than was 24 January violation. It is to be expected that Sovs would have determined in 1961 that their own reaction and intercept was poor,

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OUTGOING

Charge:

~~SECRET~~  
Classification

Control: 16

- 3 -

Date:

that they perfected their intercept procedures and that such occurrence  
would not be permitted again. UNQUOTE

GP-3

CALHOUN

AUTH: ARDay

USCOB

USCOB - Col. Wardell

POL:DG|eysteen/dhc04  
04/1530

~~SECRET~~  
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United States of America

15/3  
15/3

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Pol 31-1

T-39

~~XXXX~~  
AMB  
USCOB  
M-3  
~~EOL-2~~  
ECON  
USIS  
ASAG  
IO/U  
CGBB  
USMLM

EA-2 Authority NND 67230

By BKT/NC on 2 May 2013 ~~LIMITED OFFICIAL USE~~

Charge:

*Classification*

Control: 002 T-39

ACTION: SECSTATE WASHDC 1026

Date: 1 Feb. 1964  
2:30 PM

INFO : AMEMBASSY BONN 941  
AMEMBASSY LONDON 632  
AMEMBASSY MOSCOW 574  
AMEMBASSY PARIS 652  
USAREUR for POLAD  
USNMR SHAPE for BURNS  
USAFE  
USELMLO

PARIS also for USRO

REF ~~XXXX~~ : Berlintel 1021 to Dept, 936 to Bonn

SUBJECT: T-39 Incident

"Neues Deutschland" Feb 1 carried long second-page article giving detailed "proof" that US T-39 trainer must have been on spy mission and had not inadvertently strayed into East German airspace. Article attributed to GDR Air Force "expert", makes following points:

1) Aircraft flying over GDR territory without permission must follow directions given by air defense aircraft. Such directions involve use of internationally valid signals. Soviet aircraft acted in accordance with accepted practices re US Air Force plane Jan 28. Refusal to heed visual signals -- as in T-39 case -- and evasive action are conclusive proof that plane intentionally violating airspace.

2) US aircraft flew through NATO identification zone (ADIZ) along FedRep border, through which no aircraft may fly without being

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*Classification* Control: 002  
-2- Date:

identified. Since NATO air defense system took no measures to intercept aircraft, flight must have been planned. Article states that "placing blame exclusively on aircraft crew is transparent method customarily used by imperialist circles in such cases."

3) US aircraft flew straight and fast into GDR and did not give impression of being lost. Lost aircraft would have flown slowly to save fuel. Aircraft failed to follow "standard NATO instructions" to fly west or towards interior of FedRep when lost in ADIZ area, or fly in triangular pattern to alert radar sites. Compliance with NATO instructions was possible in any case had crew taken their direction bearing from position of sun in relation to time of day. There were no jetstreams which might have pushed aircraft into GDR air space without its knowledge.

4) T-39 is not "harmless" type, as alleged by West. Article quotes "interavia" specifications to show that T-39 equipped with "complete navigation and fire direction equipment (NASARR type) and Doppler radar," and that further version used for radar disrupting missions. Thus, T-39 "is suitable for many different military tasks and could perform radar and radio reconnaissance as well as take infra-red and radio pictures through clouds - in other words, espionage."

5) Article argues that when such aircraft, manned by crew of three officers, disobeys air defense instructions, unequivocal

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Control: 002

-3-

Date:

conclusion is that "air space intruder is executing military assignments over GDR territory." Such aircraft must be prevented from fulfilling mission and must be destroyed if they fail to obey warnings. Article concludes that "outlined facts prove correctness of USSR and GDR proposals that Western powers withdraw occupation forces from West Germany and West Berlin and avoid any kind of military provocation."

COMMENT. Highly detailed justification given by "ND" for shooting down of T-39 has defensive ring, suggesting need was felt -- perhaps because of unfavorable reaction to incident among East German population -- to provide more convincing argumentation than that previously presented in GDR media. Judging by "ND" story, need especially felt to "prove" that T-39 was combat aircraft. Noteworthy, moreover, that "ND" makes point that Soviet pilot who shot down T-39 "acted in framework of common air defense of Warsaw Pact member states in which, for GDR territory, pilots of National People's Army fulfill their duty side by side with Soviet pilots." Possible infer from statement that East Germans aware of and embarrassed by contradiction between their pretensions to air sovereignty and fact that it was Soviets, not they, who responsible for T-39 incident.

EAS:WRSmyser:rh

CALHOUN

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**TELEGRAM**Foreign Service of the  
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15/2

**OUTGOING**

U.S. MISSION BERLIN

**FILE ROOM COPY**POL-3  
AMB  
USCOB  
M-3  
EA  
ECON  
USIS  
ASAG  
IO/U  
CGBB  
USMLM

Charge:

~~CONFIDENTIAL~~  
Classification

Control:

0001

Date:

1 Feb. 1964  
2:00 PMACTION: AMEMBASSY BONN 940  
INFO : SECSTATE WASH 1025  
AMEMBASSY LONDON 631  
AMEMBASSY MOSCOW 573  
AMEMBASSY PARIS 651  
USAREUR for POLAD  
CINCEUR for POLAD  
USNMR SHAPE for BURNS  
USAFE

PARIS also for USRO

SUBJECT: T-39 Incident

REF : Bonntel 2711 Dept 775 Berlin

1) On basis suggestion para 3 reftel, US Controller BASC commented this morning to Sov Controller on personal basis that when C-130 flew out through corridor yesterday with remains of T-39 crew, MIG fighter flew nearby on two occasions. US Controller said that while no flight safety violations occurred, it seemed strange to us that they picked just this plane to approach with fighters. He said this kind of close flying in corridor always unfortunate, since it introduced element of danger, but on this occasion it seemed especially unfortunate and inappropriate. US Controller said that above not protest, only personal comment. Sov Controller listened to these remarks and made no comment.

2) In marked contrast to their normal behaviour, since shooting

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# TELEGRAM

Foreign Service of the  
United States of America

OUTGOING U. S. MISSION BERLIN

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Charge: ~~CONFIDENTIAL~~ Control: 001  
*Classification*  
-2- Date:

of T-39 Sov BASC personnel have been reserved in their relations with US Controllers. US Controllers describe Sov attitude as uncomfortable ~~uncomfortable~~ or embarrassed.

GP-4

CALHOUN

POL:ARD<sup>3</sup>ay:DGleysteen:rh

001/sc

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Authority NND 67230

By BKT/NC on 2 May 2013

# TELEGRAM

Foreign Service of the  
United States of America

15/2

INCOMING U.S. MISSION BERLIN

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ACTION:  
POL 3

~~CONFIDENTIAL~~  
Classification

Control: 001 T-39

Recd: Feb 01, 1964  
0800

INFO:  
AMB  
USCOB  
M 3  
EA  
ECON  
USIS  
ASAB  
CGEB  
F&R2  
IO/u

FROM: BONN

NO: 775 - JAN 31, 8 PM

P R I O R I T Y

ACTION PRIORITY DEPT 2711 INFO PRIORITY BERLIN 775 MOSCOW 485  
PARIS 1000 USAFE USAREUR CINCEUR USELEMLO

USAREUR AND CINCEUR FOR POLADS

PARIS ALSO FOR USRO

SUBJECT: AIR INCIDENT IN EAST GERMANY

1. WE HAVE RECEIVED FOLLOWING INFORMATION FROM USAFE BASED ON DEBRIEFING OF PILOT OF C-130 CARRYING REMAINS OF T-39 VICTIMS FROM BERLIN TO WIESBADEN: 32 MINUTES AFTER TAKEOFF FROM TEMPLEHOF WHILE FLYING IN SOUTH CORRIDOR AN AIRCRAFT APPEARED OFF THE RIGHT WING OF THE C-130. COPILOT IDENTIFIED AIRCRAFT AS FARMER TYPE, POSSIBLY MIG 19. AIRCRAFT FLEW OFF RIGHT WING FOR TWO TO THREE MINUTES AT ESTIMATED DISTANCE OF 2000 YARDS. IT THEN PASSED DOWN UNDER, UP IN FRONT, UP AND OVER WHERE IT TOOK POSITION ON THE OTHER WING AT ESTIMATED DISTANCE OF 1000 YARDS. AIRCRAFT FLEW THERE FOR A FEW MINUTES AND THEN DISAPPEARED.

44 MINUTES AFTER TAKEOFF ANOTHER AIRCRAFT CAME UP AND TOOK POSITION OFF RIGHT WING AT DISTANCE OF ABOUT ONE-QUARTER MILE. IT FLEW THERE FOR A FEW MINUTES AND THEN DEPARTED.

2. USAFE QUERIED USAF DUTY OFFICER IN BASC ABOUT ANY UNUSUAL HAPPENINGS IN BASC DURING THE PREPARATION FOR DEPARTURE AND THE FLIGHT OF THE C-130. DUTY OFFICER REPORTED NOTHING UNUSUAL EXCEPT THAT SOVIET CONTROLLER ASKED IF THE CA130 WOULD CARRY THE REMAINS. US CONTROLLER CONFIRMED THIS. US CONTROLLER DID NOT KNOW WHETHER SOVIET CONTROLLER MADE ANY SUBSEQUENT PHONE CALLS.

3. IN VIEW DISTANCES INVOLVED IT DOES NOT APPEAR THAT PRESENCE OF FIGHTER AIRCRAFT CAN BE CHARACTERIZED AS HARASSMENT. WE HAVE SUGGESTED THAT US DUTY CONTROLLER IN BASC ADVISE SOVIET CONTROLLER ON PERSONAL BASIS OF THE PRESENCE OF FIGHTER AIRCRAFT NEAR C-130 IN SOUTH CORRIDOR AT TIME STATED AND EXPRESS CONCERN ABOUT POSSIBLE DANGERS INVOLVED FOR AIR SAFETY. SUCH ACTION

WOULD NOT PRECLUDE LATER FORMAL PROTEST IF THIS IS DEEMED  
ADVISABLE BUT MIGHT ELICIT SOVIET REPOSE WHICH WOULD CLARIFY  
MOTIVATION OF FLIGHTS.

4. WE DO NOT FEEL PRESS RELEASE ON THIS  
DEVELOPMENT IS WARRANTED OR DESIRABLE. ON OTHER HAND IF THERE  
SHOULD BE LEAK AND WE RECEIVE PRESS QUERIES WE BELIEVE FACTUAL  
REPLY SHOULD BE GIVEN INCLUDING STATEMENT THAT PROXIMITY  
OF FIGHTERS NOT SUCH AS TO CONSTITUTE HARASSMENT.

PLEASE ADVISE IMMEDIATELY IF DEPARTMENT CONSIDERS OTHER PRESS  
HANDLING PREFERRED.

GP-4.

MCGHEE

**ACTION TAKEN:**  
*BAC controller  
 instructed accordingly*

**NO ACTION  
 REQUIRED**

DATE *2/1*  
 INITIALS *A*

POL 31-1  
FILE ROOM COPY  
7-39

A-1066

~~CONFIDENTIAL~~

DEPARTMENT OF STATE

INFO: BONN, BERLIN, LONDON, PARIS



EMBASSY MOSCOW

January 31, 1964

Addendum to Report of January 29 Meeting with Foreign Minister Gromyko on T-39 Incident

Embtel 2367

In the course of his informal remarks to the Ambassador on the T-39 incident (reported in ref tel), GROMYKO, at one point, referred to the T-39's crossing of "corridor" boundaries in detailing the Soviet version of the flight of the "violation aircraft." It was not clear whether Gromyko in fact meant the demarcation line and his use of "corridor" was a slip of the tongue or whether he believed that, according to Soviet evidence the plane was in the corridor and its presence there was in itself a violation of existing procedures. In any case, the Ambassador felt it wise to set the record straight. He informed Gromyko that if the T-39 was in fact in the corridor it was there because it had strayed from its course; Gromyko should understand, however, that its presence there could not be regarded as a violation of corridor procedures since use of the air corridors is not proscribed to military aircraft.

Rec'd in M Feb 19 1964

T	10
H	2
AD	3
PL	
US	
EC	
EA	1
CO	
DS	4
	5
ACTION:	
DATE:	
BY:	

For the Ambassador:

Malcolm Toon  
Counselor for Political Affairs

GROUP 4  
Downgraded at 3-year intervals.  
Declassified after 12 years.

~~CONFIDENTIAL~~

MToon:nlr 1/31/64

MToon

WStoessel

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US MISSION, BERLIN

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AMB  
EA 3  
M 3  
USCOB  
POL 2  
ECON  
USIS  
ASAG  
IO/U  
F&R2

Charge:

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Classification

Control: 188

Pol 31-1  
T-39

Date: Jan 31, 1964  
1716

ACTION: SecState WASH 1021

INFO: Amembassy BONN 936  
 Amembassy LONDON 629  
 Amembassy MOSCOW 571  
 Amembassy PARIS 649  
 USAREUR FOR POLAD  
 CINCEUR FOR POLAD  
 USNMR SHAPE FOR BURNS  
 USAFE

PARIS also for USRO.

SUBJECT: T-39 Incident

Ref: Berlintel 1010 to Dept, 926 to Bonn.

Under caption "Avoidable," brief East German "Neues Deutschland" editorial Jan 31 termed incident "gross provocation" and charged "American occupiers" with "full responsibility." Asserted GDR is sovereign state; defense arrangements under Warsaw Pact, whose members have mutual obligation to protect their territory "in common," call for forceful termination of flight of foreign military planes which ignore warnings and signals to land. Replied to Western arguments that plane had no hostile purpose <sup>by</sup> stating pilot could have clarified this by obeying Soviet signals to land plane. Contended that, if one accepted assumption that all intruding

188rtg

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-2- Date:

foreign planes have good intentions and therefore allowed them to fly freely, "Americans could undertake espionage flights unmolested or drive their atomic bombs about over the GDR." Concluded one sure way to avoid such incidents would be to withdraw from Germany all troops of foreign powers.

"ND" also published text of TASS item out of Washington.

Comment: In developing same points contained in GDR Foreign Ministry announcement (reftel), editorial shows special concern to justify attack on plane and impugn American conduct.

*cdh*  
CALHOUN: *[initials]*

*[initials]*  
AUTH: RGMays, Jr.

*WAW*  
EAS: RGMays: WMWoessner: em  
31/1645

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