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## Comments on TRUE Magazine Version of U-2 Incident

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a. Statement: "Powers left his home at Incirlik, Turkey, near Adana, on April 27 and landed at Peshawar, Pakistan, the famous British fortress city which guards the Khyber Pass to Afghanistan. In Peshawar he waited for good weather. Shortly after dawn on May 1, he filed a routine flight plan giving a course back to Incirlik, Turkey."

Comment: The text of the Soviet indictment of Powers, published in The New York Times of 10 August 1960, contained the following statement:

> "As established by the investigations, on April 27, 1960, Powers was brought in a transport plane of the United States Air Force from the Incirlik Air Force Base to Pakistan -- the Peshawar airport."

[redacted]

b. Statement: "First indication that the Russians were back on the attack came from an excited Russian voice: 'He's turning left!' Then: 'He's coming lower!'"

Comment: No recording of any Russian voices was picked up by us. All that we obtained were Russian radar plots of the flight from time to time. A similar statement written subsequent to the publication of this magazine, and in Anderson's column of 12 May (he was then substituting for Drew Pearson) contained the following:

> "The terse radio exchanges between the Russian pilots who shot down an American spy plane over Sverdlovsk 1200 miles inside Russia were picked up by supersensitive listening devices in Turkey, it has now been learned.
>
> "The last words that crackled over the radio were one pilot's excited shout: 'He's turning left!' Then silence.

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"Despite the great distance, the Red fliers' conversation was overheard distinctly through monitoring equipment which Uncle Sam uses to keep an ear to the ground along the Soviet border."

A copy of this article is attached.

c. Statement: "Graceful to the last, the U-2 fluttered down, moth-like, to make its own belly landing. The air-speed indicator jarred stuck at 340 knots."

Comment: This is speculation and does not conform to our reconstruction of the manner in which the U-2 reached the ground. It is our belief that the aircraft crashed to the ground. The air speed indicator was on display at the Gorkiy Square exhibit and photographs suggest that the needle might be indicating 340 knots. This is not conclusive of anything, however, and there were indications that the instruments had been disassembled and put back together. The needle could have been set at any reading by the Soviets to further substantiate their claim that the aircraft was brought down by a missile.

d. Statement: "The experts aren't quite certain whether Powers tried to destroy his plane or not. Damage in the center section of the wreckage could have been caused by a small dynamite blast he set off."

Comment: The equipment bay, in which the explosive charge was located, was missing from the exhibit. Therefore, it was impossible to determine from examination of the wreckage whether the equipment bay suffered blast damage. This is academic, however, because we know that the aircraft destruct mechanism did not fire. It was displayed virtually intact at the exhibition.

e. Statement: "But the experts could tell from the state of the wreckage shown in Gorkiy Park that the U-2 made a belly landing with its engine dead. The turbine blades were bent backwards; they would have been sheared off if the engine had been functioning at the time of the crash. The damage to the underside indicated the plane had scraped along the ground."

Comment: It is true that from examination of the wreckage qualified observers from Pratt & Whitney concluded that the engine compressor and turbine were not rotating at impact. However, the relatively undamaged condition of the after fuselage and vertical tail and severe damage to what was undoubtedly the top of the engine lead to the possibility that the aircraft to some extent at least broke apart in the air.

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f. Statement: "Although trained in the espionage trade, Powers was much more a pilot than a spy. His instruments were the real spies. His orders did not require him to commit suicide in the event of failure or imminent capture."

Comment: A UPI dispatch appearing in The Washington Post of 16 May 1960 reads as follows:

> "George V. Allen, director of the United States Information Agency, said yesterday the pilot of the ill-fated U-2 spy plane was under orders to admit his intelligence role if captured by the Russians . . . . Allen said Powers was not the conventional type of espionage agent in that he freely admitted he was on an intelligence mission when his plane was knocked down and he was captured. He said he understood that Powers' ready admission was in line with instructions from his superiors."

There have been numerous published reports that Powers was not instructed to use the hypodermic needle, including the following in The New York Times of 30 May:

> "What about the hypodermic needle with deadly poison that the pilot carried?
>
> "This, Washington authorities indicated, was intended to be used only in a last resort -- to escape torture.
>
> "The pilot had no hard and fast instructions to commit suicide to avoid capture, an authoritative spokesman declared."

g. Statement: "As for keeping his lip buttoned, Powers' instructions in case of capture were to admit promptly what the Russians were bound to find out anyway. His superiors reasoned that sophisticated third-degree methods could force any prisoner into far more damaging statements than the simple truth."

Comment: The statement concerning Powers' superiors' reasoning could easily have been a deduction from the published reports referred to in the preceding paragraph.

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h. and i. The Air Force is preparing comments on these paragraphs. They will be forwarded in a supplemental paper as soon as available.

j. Statement: "To prevent this, the CIA went to Lockheed Aircraft in 1954 with a secret assignment. The cloak-and-dagger agency wanted a civilian plane which could not possibly be mistaken for a bomber but which could penetrate deep into Russia. It must be able to carry heavy electronic, infra-red camera equipment at heights which would put it beyond the reach of interceptors or anti-aircraft fire."

Comment: The 16 May issue of Time Magazine contained the following statement:

> "Soon after the cold war began, heavily loaded U. S. patrol bombers began lugging cameras and electronic gear around the rim of Russia to scout out Soviet radar defenses. As they fought their ill-equipped, cold-war intelligence battles, they counted their casualties from Siberia to Armenia. Some five years ago the Central Intelligence Agency asked California's Lockheed Aircraft Corp. to design an almost incredible plane. It must be capable of deep penetration of the Soviet land mass; it must be able to fly far above the possibility of interception -- out on the fringes of space. And it must manage its lofty missions while burdened with a maximum of intricate electronic and camera gear. In an astonishing one year later, Lockheed's most expert design team delivered the U-2."

k. Statement: "By 1956, Lockheed was operating ten U-2's, ostensibly for the nation's civilian Space Agency as gatherers of weather information. Actually the pilots got their orders from the CIA. The Space Agency received its weather data all right. But this was merely a by-product. The real product was vital pictures from deep in Russia which were sent direct to CIA."

Comment: The fact that Lockheed was operating ten U-2's in 1956 for what was then NACA was widely publicized as part of the cover story for the program. The true mission of the aircraft (photo reconnaissance for CIA) was, of course, public knowledge after the 1 May incident.

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l. Statement: "But the loyalty program in Congress demanded clean-cut, all-American boys who could pass a rigid security clearance and be able to swear that their grandparents were born in this country."

Comment: We believe this is pure speculation. Of course, the most rigid security clearance procedures were employed. This could easily be deduced from the very nature of the program. All candidates were carefully screened before accepted. However, the statement that they had to be "able to swear that their grandparents were born in this country" is completely untrue.

m. Statement: "But the hand-picked pilots were given rigorous training in the techniques of modern espionage. Lockheed executives made it a point never to ask questions about the daredevil young men in their school. It was run by close-lipped Clarence "Kelly" Johnson, the company's vice president in charge of Advanced Development Projects."

Comment: The 16 May issue of Time Magazine contained the following statement:

> "Once the U-2 was test-flown, the National Aeronautics and Space Administration (NASA) set up a pilot training unit ostensibly under control of Lockheed -- but most of Lockheed's top officials made it a point to know very little about it. Everything was turned over to Vice President Clarence L. ('Kelly') Johnson, who is in charge of Advanced Development Projects. The training unit recruited select U. S. pilots, and presumably they were drilled in the same rigorous survival training as Strategic Air Command pilots. Presumably they got long special training in high-altitude work."

n. Statement: "Emergencies downed at least four U-2's before Powers finally was forced down in the wrong place at the wrong time. As early as February 1956, a U-2 crashed in Arizona after fire broke out in the cockpit. Pilot Robert J. Everett, like Powers officially on Lockheed's payroll, bailed out at 30,000 feet. Seven months later, another U-2 hit the dirt near Kaiserslautern, West Germany. The pilot, Howard Carey, was also a Lockheed man. The following April, another U-2 crashed in a desolate corner of northwestern Nevada, killing the Lockheed pilot, Robert L. Sieker.

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"Then on September 24, 1959, a U-2 based at Atsugi, near Tokyo, drifted down for an emergency belly landing at Fugisawa airstrip. As a rescue team rushed to his aid, the pilot remained in his cockpit. Not until a U.S. helicopter disgorged a squad of Americans in civilian clothes did the pilot pull back his canopy and shout, "I'm okay!" Curious Japanese noted that the blue-black plane bore no markings; neither did the pilot's flight suit, though he carried a revolver on his hip. The rescue squad drew pistols to keep the Japanese back, which aroused even more curiosity."

Comment: All of these incidents were reported in the press at the time they occurred. The February, 1956, date cited by the True Magazine story is incorrect. The Everett crash actually occurred in December of 1956. Concerning the Fugisawa, Japan, incident, the 16 May issue of Time Magazine reported as follows:

> "Inevitably, though, there were a few crashed, and, inevitably, word got around. In 1957 the Pentagon officially acknowledged the U-2, described it as a high-altitude, single-engined weather research plane -- which it surely is. But the public rarely got a look at it. Then one day last September members of a Japanese glider club were shooting landings at a light-plane strip 40 miles southwest of Tokyo. In midafternoon a black jet, its engine dead, wobbled down on the strip.
>
> "Fifteen minutes later a U.S. Navy helicopter arrived, disgorged a squad of Americans in civilian clothes. For the first time the pilot opened his canopy, called "I'm O.K." and climbed out. The Japanese noted that he carried a pistol at his waist, that his flight suit bore no markings. Moments later more U.S. civilians arrived, drew pistols and ordered the Japanese away from the plane. But not before Eiichiro Sekigawa, editor of Tokyo's Air Views, got a meticulous description."

o. Statement: "Since the flights began in early 1956, U-2's are known to have operated out of Alaska, Japan, Okinawa, the Philippines, England, Germany, Turkey and Pakistan."

Comment: NASA news release of 5 May 1960 included the following statement:

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"Since inception of the research program in 1956, the U-2 flying weather laboratories have operated from bases in California, New York, Alaska, England, Germany, Turkey, Pakistan, Japan, Okinawa, and the Philippines."

p. Statement: "Thereafter, U-2 overflights became increasingly frequent until they were going into Russia about once a month. Most U-2s sneaked in and out without detection. One got within 70 miles of Moscow to photograph defense installations at Kolomna."

Comment: This also appears to be speculation although partially true. U-2 penetrations were aperiodic, and their frequency was dependent upon approval by the highest political authority. These approvals did not approximate a frequency of once a month. There was an overflight of Moscow in July of 1956. However, the flight did not photograph or pass over Kolomna. In some instances U-2 flights were undetected but in most instances they were tracked by Soviet radar.

q. Statement: "The last penetration before the Powers mission was on April 9. The spy plane flew over the Tyura Tam missile center, then hurried back with important photographs. This flight was picked up by frustrated Russian defenders, who were all set for Powers when he showed up on May 1."

Comment: The 9 April U-2 flight did cover Tyura Tam and this fact, to our knowledge, has not previously appeared in print. This could be speculation (because the 1 May flight also overflew Tyura Tam) or might have been obtained from an official source. The fact of this 9 April flight was disclosed by Khrushchev himself in several public statements.