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EO 12958 3.4(b)(1)>25Yrs
(S)

Analysis of photographs of the U-2 wreckage displayed at Gorki Park indicates the following:

- A. Definite fragmentation damage to aircraft from source outside aircraft. Detonation appears to have occurred in roughly the area of underside of right inboard wing.
- B. Cannot determine conclusively whether or not aircraft disintegrated in the air. However, the lack of extreme damage to the engine seems to indicate that a large part of the aircraft was intact at time of impact.
- C. Wing spars do not show usual bending and twisting common to impact damage. This indicates that aircraft (1) could have been dismantled for transport from Sverdlovsk to Moscow, or (2) blast effect severed wing, or (3) highly stressed forces from violent maneuver after initial damage caused the wing to separate.
- D. Engine appears not to have sustained fragmentation or blast damage. There is no damage apparent to engine prior to impact. Engine appears to have been horizontal at time of impact indicating again that there was a considerable part of the airplane with the engine. Examination of photographs of engine compressor rotor stages shows that engine was turning at most at very low rpm at time of impact indicating that engine was not running and that forward velocity at time of impact was low.
- E. No identifiable parts of fuselage in photography.
- F. Cannot determine conclusively whether or not ejection seat was used. However, condition of seat and the fact that pressure hoses appear to be still attached indicates that the seat was not used.
- G. Parachute probably used. Packing wrinkles are out indicating load has been applied to the parachute canopy. However, cannot tell conclusively whether the wrinkles were removed by hanging the parachute or through use by pilot. There is no apparent damage to pilot's personal equipment indicating that the pilot was probably out of the aircraft at the time of impact.
- H. Cannot determine whether or not detonator was used. Assume that the fairly intact part labelled "Destructor Unit" is the actuator and not the charge container.
- I. No evidence of fire apparent.
- J. Tail section of aircraft in background appears to be intact and in relatively good condition.

ATTC does not have details on (1) operational aircraft, (2) electronic pod, (3) placement of destruct charge, or (4) type of ejection seat. If further analysis is desired we could go to Aberdeen Proving Grounds to analyze effects damage and/or to Lockheed Aircraft for details listed above. However, handling limitations of photography would have to be lifted.
20 May/

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