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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY		REPORT NO. 00-B-87574	
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SUBJECT Behind the Scenes Report on Air Crash Killing Chinese Communist Delegates to Bandung Conference		NO. OF PAGES 3	NO. OF ENCLS.
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DATE ACQUIRED (By source) Up to Jul 55		DATE OF INFORMATION (Date or dates, on or between which, events or conditions described in report existed) Up to Jul 55	
		RESPONSIVE TO OO/C- 615	

THIS IS UNEVALUATED INFORMATION

SOURCE US citizen, one of several unofficial observers during the investigation of the air crash killing Chinese delegates to the Bandung Conference.

He travels continuously on behalf of his US principals to examine and report on civil and military air activities in the various countries of the Far East. Whenever a major air crash occurs, it is one of his responsibilities to immediately proceed to the scene and learn as much as he can about what happened. He has had many years experience in this type of investigation, as well as a long time acquaintance with influential government and business leaders in the countries of the Far East. His reliability is not questioned.

Collector's Note: Because of censorship and other problems, unofficial observers' reports on the air crash in which the Chinese delegates to the Bandung conference were killed, were somewhat incomplete. This report was prepared and written by source after he was able to proceed to a country free from mail censorship.

- In April 1955 I learned of the Air India aircraft KASHMIR PRINCESS accident and received instructions to proceed immediately to the vicinity where the accident occurred in Indonesian waters. After some difficulty in securing a visa to the area, I finally secured telephonic approval to proceed sans visa and arrived there in early May. The first salvage from the accident scene arrived at Tandjong Priok, Djakarta on 8 May with the balance of the salvage to follow on another vessel. The first vessel the GADJAH LAUT arrived on schedule at the Indonesia navy yard. This lot of salvage consisted of the fore and aft cabin sections, engines number one, three, and four and miscellaneous small items and passenger luggage. (b)(3)
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- The off loading was a real whizz bang affair. The crane would reel, there would be a quick whizz followed by a loud bang and another piece of wreckage had been unloaded. Eventually everything was taken off the salvage barge and accident committee members and observers settled down to await the arrival of the BELANTIK with the remainder of the wreckage.
- The BELANTIK arrived on 10 May and all the accident committee members and advisory personnel were informed that there would be a meeting on board the ship on the following morning at 0800. Captain Chaves (ICAO), Mr Muspratt-Williams (Dept of Civil Aviation, Hong Kong), and Mr Newton (Accident Inspector, UK) arrived at the dock on the dot. The balance of the committee arrived in spurts between 0800 and 1200. The group was taken by Navy launch to where the BELANTIK was anchored and the tarpaulins were removed from the wreckage so that another pre-unloading examination could be made. The items in this lot of salvage consisted of the port and starboard wings complete with main landing gear, the flight station section, number two engine and a hodge podge of bits and pieces including seats, galley equipment, sections

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of flooring, radio gear and fragments of structure. No tail assembly -- it was never found.

4. During the course of this inspection our attention was directed to the area between station 145 and station 191 of the starboard wing. Definite indications of concussion and fragmentation were evident throughout the entire area. The Committee Chairman then suggested that all present proceed to the Dept of Civil Aviation offices in the city and continue the discussion.
5. After considerable delay the long awaited evidence arrived under guard. Sure enough, foul play. We were asked to inspect fragments from some type of clockwork mechanism. These pieces had been found buried in mud in the top corrugations of the starboard wing between WS/145 and WS/191. This wing was found lying bottom-side up on the ocean floor. The find was made by Mr Malhotra, Director General, Civil Aviation for India, in the presence of Mr Appuswamy, Chief Inspector for Air India, Dr Imawan, an Indonesian, Chairman of the Accident Investigation Committee, and Dr Sutomo, also an Indonesian, Secretary for the investigating committee. As this wing was the last bit of wreckage to be recovered, the finding of these peculiar items did not detract from the thorough examination of all wreckage previously recovered. Mr Malhotra stated that considerable time had elapsed between the raising of each item of wreckage and that more than sufficient time was available to thoroughly inspect each bit of wreckage immediately after recovery. He also mentioned it was very fortunate that the Chinese representatives aboard had become a bit weary of going through the wreckage and were not present at the time they found the clockwork mechanism.
6. The bits from the alleged infernal machine appeared to be the parts from an everyday vanilla type inexpensive pocket watch. One item consisted of two circular plates approximately 2" in diameter and were separated by four diametrically opposed spacers 1/4" long. Stamped on one plate and very distinct was "F''''''S". At this point the picture began to look more than suspicious. The small lever assembly that is usually found as part of the above F-S adjustment was a bit burned but easily recognized. A small hand made copper gear about the size of a dime was found, also a piece of shaft with burned hairspring welded to it, one small copper screw and two-thirds of a rectangular metal flange (approximately 2 1/2" x 4" would have been the original size) and an assorted selection of blobs of metal that could have been anything.
7. Back to the safe with the evidence, and we were on our way to see the Director of Civil Aviation, Dr R Sugoto. He took the news in stride and said "fine, everyone goes to Hong Kong to carry on from that end." It was finally agreed by all, that whoever had started this thing was playing for keeps and that finding the culprit was a job for security people in Hong Kong.
8. Along with several others, I did not go to Hong Kong. Those of us who remained were to stay and supervise the unloading of wreckage from the BELANTI, removing parts that required laboratory study, and determining if any additional information could be found in the wreckage.
9. The unloading of the BELANTI was the same story as the GADJAH LAUT but with trimmings. The ship was too large to come up to the dock where the wreckage was being held so everything had to be transferred to a smaller barge. By the time the crew had finished the off loading operation the wreck was really a wreck. The whizz bang routine all over again but this time decorative fencing around a Navy office building joined the wreckage, well kept grounds were messed up, and the steel structure of an observation tower that happened to be within swinging distance was damaged. The remaining committee members and observers finally decided there wasn't much that could be learned from the balance of the wreckage and it was all either thrown or dragged into an unused hangar.

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10. Efforts were concentrated on getting the starboard wing on the ground with a minimum amount of damage so parts could be removed and pictures of the explosion area could be taken. Luckily this piece only bounced two feet. The following items were made ready for delivery to the University at Bandung for laboratory analysis:

Strut assembly	P/N 303226R	- 172
Strut assembly	P/N 303225R	- 164
Tube assembly drag link	P/N 283318-8	
Tube assembly drag link	P/N 283319	
Tube assembly drag link	P/N 283318-9	
Tube assembly drag link	P/N 283319	

The following day [mid-May 1955] after the other members of the group had gone for a ride, I was approached at my hotel by two very polite and slippery-looking Chinese gentlemen who stated they had dropped in for a chat concerning the accident. They said they had been so busy with other matters that they had neglected to keep up with the developments of the investigation and would appreciate it very much if I would be so good as to bring them up to date.

11. I knew they were part of the group of Chinese Communist representatives that were onboard the BELANTIK during the salvage operations. I also knew the Indonesian government had not allowed any of them to attend any of the investigation meetings nor had they been permitted to examine the wreckage after it had arrived in Djakarta. I informed them the investigation had come to a standstill because most of the committee members were in Hong Kong and that nothing could be done until they returned because the committee as a body had examined the wreckage as yet. This was a pretty safe story because there had never been more than four individuals milling around the wreckage at any one time.
12. I later learned that every letter mailed to my wife, who lives in another country of the Far East, arrived sealed with scotch tape put on the envelopes after I mailed them. Two letters never did arrive notwithstanding the fact they contained nothing but usual family topics.
13. One US citizen who arrived in Djakarta concerning this matter received a telephone call in which it was stated "white man we know why you are here, you know what is good for you, you will leave!"
14. All those who knew about the time bomb after the wreckage had been examined were advised to keep it quiet and although the cause of the accident was determined on 11 May, nothing was released officially until 26 May.

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D-252803 CIA, 00-B-87574
INDIA/INDONESIA 16 AUG 55
BEHIND THE SCENES REPORT ON AIR
CRASH KILLING CHINESE COMMUNIST
DELEGATES TO BANDUNG CONFERENCE
(INFO UP TO JUL 55)
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