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Aug. 2, 1960

U.S. AMBASSADOR CAUGHT SPYING IN BRAZIL

Moscow, Soviet European Service in Finnish, Aug. 5, 1960, 1715 GMT--L

(Summary) Brazilian newspapers have reported that the U.S. Ambassador Cabot, assisted by other U.S. diplomats, has attempted to bribe the governor of Rio Grande do Sul to reveal secret information. Cabot offered a great sum of money for permission to photograph the files of the secret police. Two other provincial governors of Brazil received similar offers. Cabot is said to have turned the U.S. Embassy into a spy center and his dismissal from the country is demanded.

"Although the news is coarse, it cannot nowadays be said to be sensational. American spies so often get trapped. First there was the U-2 and then the RB-47 spy flights. Yesterday there were photographs in the Moscow papers of American spy equipment collected in the USSR. The fact that spying has become systematic in America's policy is proved by the diplomatic status of Ambassador Cabot, who was caught spying in Brazil. Here once again we see how honest U.S. diplomacy is.

"In the official U.S. Who's Who it states first that Cabot's eyes are pale blue. Then he is quoted as saying that the United States seeks to avoid interfering in the affairs of other countries, but in August last year Cabot saw fit to advise the Brazilian Government how best to protect the interests of American monopolies and how to trade or not trade with other countries. Brazil regarded these activities of a diplomat as interference in the internal affairs of another country and a wave of protest swept the country. This August proved even more unfortunate for Cabot. He was disclosed as a spy."

Our listeners may have seen the hero of this short commentary of ours in Finland, for he was there as the U.S. ambassador.

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U.S. COMMUNIST--EPAVDA on Aug. 7 carries an article by William Patterson, "A Glorious Daughter of the American People," on the 70th birthday of one of the leaders of the U.S. Communist Party and fighter for peace, Elizabeth Gurley Flynn. She is marking this happy day in the country where the party of the great Lenin broke the chains of imperialist pillagers, destroyed the tsarist empire, created the invincible family of nations, and is now directing it toward unlimited economic and cultural progress, to the bright future of a communist world. (Moscow, Home, Aug. 7, 1960, 0900 GMT--L)

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TEXT OF INDICTMENT OF SPY PILOT POWERS

Moscow, TASS, Radioteletype in Russian to USSR Press, Aug. 9, 1960,
1110 GMT-21

(Official indictment of Francis Powers, signed by R. Rudenko, USSR prosecutor general and state justice advisor, July 9--date as received)

(Text) Case number----(blank--Ed.): Criminal case concerning the indictment of Francis Gary Powers for the crime stipulated in article 2 of the USSR law on responsibility for crimes against the state (word indistinct).

On May 1, 1960, at 0536 hours Moscow time, an unidentified plane violated the USSR state border at a point 20 kilometers southeast of Kirovabad in the Tadzhik SSR and penetrated USSR airspace at an altitude of 20,000 meters, taking a course toward the interior of Soviet territory.

The plane which violated the Soviet border was continuously watched by USSR air defense units. This revealed that the plane's course lay over large industrial centers and important defense targets in the Soviet Union. The plane, during the entire course of its flight, flew at an altitude of 20,000 meters, an altitude at which no civilian planes fly. The information which has been obtained leaves no doubt that in this case there was a premeditated intrusion into USSR airspace with hostile intentions.

In view of this, the Soviet Government gave the order to shoot down the plane. Carrying out this order, one of the subunits of the USSR air defense, at 0655 hours, Moscow time, with the first rocket fired shot down the above-mentioned plane at an altitude of 20,000 meters in the region of Sverdlovsk, a distance of more than 2,000 kilometers from the place where the Soviet border was crossed. The pilot of the plane bailed out by parachute and was detained. At the very first interrogation it was established that he was Francis-Gary Powers, a citizen of the United States.

The examination of the remnants of the plane and the special equipment it carried established that it was an American plane of the Lockheed U-2 type, designed for high altitude flights, equipped for reconnaissance service. For this purpose it was fitted with equipment for taking aerial photographs and carrying out radio reconnaissance at a high altitude.

Among the remnants of the plane were found photographic films of Soviet airfields and other important military and industrial targets in the Soviet Union. In addition, a ferromagnetic tape with recordings of signals of some Soviet radar stations was found.

The preliminary investigation carried out in connection with the present case by the Committee for State Security attached to the USSR Council of Ministers has established that the spy flight of this plane was organized with the knowledge of the Government of the United States by a special American intelligence subunit based in Turkey and bearing the code name of "10-10."

When on May 5, 1960, information was given about this bandit flight by Comrade N.S. Khrushchev, chairman of the USSR Council of Ministers, at the session of the USSR Supreme Soviet, the U.S. State Department representative on the same day acknowledged that the infringement of USSR frontiers by an American plane "is fully possible" but was of an accidental, unpremeditated nature.

According to the State Department announcement, the Lockheed U-2 plane was supposedly carrying out weather observation, "(word indistinct) of air" in the upper layers of the atmosphere in the region of the Soviet-Turkish frontier on May 1, and due to faulty oxygen supply the pilot lost his course. Further, in this announcement of the State Department it was indicated that it was possible that the pilot may have lost consciousness and the plane, guided by the automatic pilot, flew into Soviet territory.

This version was on the same day confirmed by the announcement of the U.S. National Aeronautics and Space Administration (NASA) (that?) the named plane was carrying out research for the study of atmospheric conditions and wind gusts at great heights. The announcement of NASA alleges that the search for the missing Lockheed U-2 plane was organized in the Lake Van region (Turkey--TASS). The same version was stated in the note of the U.S. Embassy in Moscow, handed to the USSR Foreign Ministry on May 6 of this year.

On May 7 the head of the Soviet Government, N.S. Khrushchev, in his report at the session of the USSR Supreme Soviet, unmasked the falsity of this version and brought forward irrefutable and concrete facts which indisputably show the premeditated, perfidious, and bandit-like nature of the violation of USSR airspace by the American Lockheed U-2 plane, as well as the aims of intelligence flights, inadmissible in view of the elementary requirements in maintaining normal state relations in times of peace.

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After this the State Department, driven into the corner by the facts brought forward by Comrade N.S. Khrushchev, was obliged in its new announcement of May 7, 1960, to acknowledge the espionage nature of the Lockheed U-2 plane flight, stipulating however, that "as far as it concerns Washington (several words indistinct) and no permission for the flight described by N.S. Khrushchev was given."

In the announcement of the State Department still left open the question of the direct participation of the U.S. Government in the above-mentioned impudent act of aggression against the Soviet Union, any doubts in this connection were removed by the announcement of Herter, U.S. secretary of state, on May 9 on behalf of the U.S. Government.

In this statement, unprecedented in the history of international relations, Secretary of State Herter declared that under the 1947 law concerning national security, from the moment his administration took office, President Eisenhower introduced directives on conducting intelligence activities against the Soviet Union. On the basis of these directives, it was indicated by Herter, programs were worked out and implemented which envisaged the encroachment of American intelligence aircraft into Soviet airspace.

Herter's statement was (word indistinct) on May 11, and U.S. President Eisenhower himself (also admitted) that the flights of American aircraft over the territory of the Soviet Union were and remain a "calculated policy of the United States of America." The same was declared by the Government of the United States of America in a note to the Soviet Government on May 12, 1960.

Particularly insolent and shameless was the statement by U.S. Vice President Nixon, made on a May 15 TV broadcast, in which he not only confirmed the declarations--which were cynical and violated the norms of international rights--made earlier by Herter and Eisenhower that the flights of American aircraft over the territory of the Soviet Union are a calculated policy of the United States of America, but he went even further.

(Word indistinct) that the United States finds an "uninterrupted program" of espionage activities necessary, and justified the obvious lie, contained in the statement of the U.S. State Department on May 5, about "meteorological observations carried out by the Lockheed U-2 plane"--that is to say, he defended the right of the United States to spy.

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These statements by the secretary of state, the President, and the Vice President of the United States appeared as an official confirmation by the United States of the inhumane actions against the Soviet Union perpetrated over several years, expressed in repeated violations by American airplanes of USSR airspace with reconnaissance aims.

In this way, the American Government has officially proclaimed its persistent policy which can only be conducted under conditions when (word indistinct) are in a state of war. During Eisenhower's term as president of the United States, that is, since January 1953, the Soviet Union has made several protests to the U.S. Government regarding the violation of USSR territory by American airplanes. In their estimation of these violations, the Soviet Government pointed out that "such violations of Soviet frontiers by American military airplanes are connected with the fulfillment of definite tasks set by the American military command." (Note delivered on /word indistinct/ September 1954--TASS)

Protesting strongly against such actions, the USSR Government has repeatedly underlined in its notes that these violations "represent a rude infringement of elementary and normal international rights" (note delivered Sept. 6, 1954--TASS), and represent "premeditated actions by some circles in the United States, calculated to increase tension between the Soviet Union and the United States" (note delivered July 10, 1956--TASS). The U.S. Government confined itself to purely formal replies to these notes.

Continuous cases of violation of Soviet territory by American airplanes are a scandalous breach of universally recognized principles of international rights establishing full and exclusive sovereignty of each state over the airspace above the territory of that state.

This principle, under which "each state has full and exclusive sovereignty over the airspace above its territory," was confirmed by the International Geneva convention on air navigation regulations of Oct. 13, 1944, was confirmed again at (word indistinct) convention in 1925 by several American states, and again at the International civil aviation convention in Chicago on Dec. 7, 1944.

The same principle of complete and exclusive sovereignty of states over the airspace above their territories has been integrated in the aviation laws of several countries, including the Soviet Union and the United States (1925 act of U.S. Congress on air trade and 1958 act of Congress on civil aviation--TASS).

The first article of the 1935 air laws of the USSR also establishes that "the Soviet Union has full and exclusive sovereignty over the airspace of the Soviet Union." This principle of sovereignty is sacred and inviolable in international relations.

Under such conditions, the above mentioned statements by U.S. President Eisenhower, Vice President Nixon, and U.S. Secretary of State Rusk, who tried to justify the infringement of the sovereignty of the USSR by the American Air Force and the (repeated?) violations in principle of state (two words indistinct) the United States, cannot be taken in any other way than as an open declaration regarding the unwillingness of the Government of the United States to take into consideration the basic, universally accepted norms of international law, without which normal relations between states are impossible.

The repeated intrusion by the American Air Force into USSR airspace, and in particular the flight of the Lockheed U-2 plane on May 1 of the current year, are a gross violation of the sovereignty of the USSR and an act of aggression, trampling the norms of international law and the lofty principles of the U.N. Charter, which was also signed by the United States.

With the present level of military technology, and when the United States--as it has been many times stated by responsible American military leaders--constantly keeps in the air duty bombers with loads of atomic and hydrogen bombs, reconnaissance flights, photographing of possible bombing targets, and the mapping (vyvavleniye) of radar stations are integral parts of a military air attack.

In the above-mentioned conditions, the intrusion of a foreign plane into Soviet airspace can always be a sign of the beginning of an armed attack. Furthermore, there can be no guarantee that any such plane which appears over Soviet territory does not carry a death-dealing load. The aggressive act of the U.S. (Air Force?), in the form of the impudent intrusion of the American military plane into Soviet airspace, belongs to the category of actions which constitute a direct threat to universal (peace?). In circumstances when some states possess nuclear weapons and means for delivering them at almost lightning speed, the aggressive act committed by the United States on May 1, 1960, against the Soviet Union could have led to most grave consequences for humanity.

In the above-mentioned statements of the leaders of the Government of the United States, as well as in the note of the U.S. Government of May 12, of the current year, it is (reiterated?) that the Lockheed U-2 plane which was shot down near Sverdlovsk was allegedly a civilian plane.

Material evidence has proved the falsity of these assertions. The identity card No. (AF1283068?) which was taken from Powers bore the emblem of the U.S. Defense Department and the inscription "Defense Department, United States of America."

Asked the meaning of his holding such an identification card as a pilot of the U.S. Air Force, Powers replied: "It means that I worked with the U.S. Air Force as a civilian pilot."

Further on, asked how one should consider the establishment in which he worked, whether it is military or civilian, Powers replied: "It is a (combination?) of civilian and air force service, under the cover and code name, subunit 10-10."

Powers testified that approximately in April 1960 the air (base?) (word indistinct) was (visited?) by the chief of staff of the U.S. Air Force, Gen. Thomas White, who came especially to inspect the "10-10" subunit.

Asked what other military personalities, besides General White, visited the base at Incirlik, Powers said that during his stay at the airbase in Incirlik, General Everest, commander in chief of U.S. air forces in Europe, and (other?) American generals visited the base twice. Therefore, it was established that the Lockheed U-2 shot down on May 1, 1960, belonged to the U.S. Air Force.

The criminal violation by the U.S. Government of universally recognized international rights is one of the elements of the aggressive trends in the foreign policy implemented by the U.S. Government. This aggressive policy has been repeatedly formulated by U.S. statesmen, and in particular, by a former U.S. secretary of state, John Foster Dulles, as "the policy of strength," "policy of intimidation," and "policy of balancing on the brink of war."

Only in July 1959 Nixon, the vice president, in an article published in LIFE magazine highly praised the so-called policy of balancing on the brink of war, and declared that this policy is one of the main principles of the United States, even now.

The manifestation of this policy produced, as is known, the conclusion, under the aegis of the United States, of aggressive pacts and unions in almost all parts of the world, the arms race, the creation of a network of military bases on the borders of the Soviet Union and other socialist countries, and other aggressive actions threatening universal peace and security.

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Another manifestation of this policy was the systematic violation of Soviet territory by U.S. military airplanes, including the aggressive violation on May 1, 1960, by the American Lockheed U-2 plane.

The reckless activities of the U.S. Government have caused the wrenching of the summit talks in Paris and the complication of the international situation. The Government of the United States has involved several states in the implementation of its aggressive policy, states which border on the Soviet Union and have permitted the use of their territories for American military bases, and are therefore accomplices in aggressive actions against the USSR.

As was established during the investigation, the violation by the American Lockheed U-2 plane on May 1 would have been impossible without the use of military airbases on territories bordering the Soviet Union, in particular Turkey, Pakistan, and Norway, since the range of the Lockheed U-2 prevents its use from U.S. bases.

It has been established that the reconnaissance subunit 10-10, in which Powers was trained, was located at the American-Turkish air base in Incirlik. U.S. Air Force Colonel Shelton is the commander of this subunit. The Lockheed U-2 plane which violated Soviet territory on May 1 of this year was transferred from the Incirlik base to the military air base in Peshawar, Pakistan, and took off from there for the Soviet Union. At the same time there took place the violation of Afghan sovereignty--over the territory of which flew the above-mentioned airplanes--without knowledge of the Afghan Government.

Asked what emergency (zapasnyye) airfields were provided for the May 1 flight, Powers answered: "I could use any airfield in Norway, Pakistan, or Iran as an emergency airfield."

It was also agreed that Powers, after completing the flight, was to land on the military airbase at Bodoe, in Norway, which was previously used by the 10-10 reconnaissance subunit.

(All these?) circumstances have been ascertained by Powers' evidence, the itinerary map found on him, and other proofs. The instructions received by Powers also provided for the possibility of violating the sovereignty of other states. Concerning this question Powers testified: "In case I was short of fuel to fly to Murmansk according to the itinerary, I could, before reaching Kandalaksha turn left and fly--over Finland--to Norway, toward Bodoe airfield."

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The instructions given to Powers provided for the possibility of landing, if needed, on an airfield in Finland or Sweden. Powers said of this matter: "(Words indistinct) situated along the line marked with green pencil--the line marked on the flight map--means that I (could?) make a landing on Sodankyla airfield in Finland. Colonel Shelton told me, however, that this airfield was bad, and that I could use it only in case of extreme necessity, but that it was better than to land somewhere on Soviet territory. He also said that it would be better to land in Sweden or Norway, but preferably in Norway."

This evidence by Powers is also confirmed by marks made on the flight map.

So the investigation concerning the present case has proved once again that American military bases set up on the territories of certain foreign states are a menace to peace and (sovereignty?) of peoples.

For the implementation of the aggressive and spy-like policy against the Soviet Union the U.S. Government and military command have conducted, for a number of years, activities involving the selection and training of the necessary cadres. For this purpose also Francis Gary Powers, the accused in the case, was enrolled.

During the investigation Powers testified that in 1950 he volunteered for American military service, underwent training in the air force school at Greenville, Mississippi, and then at the air force base in the suburbs of Phoenix, Arizona. After training he served as an airman at various U.S. Air Force bases with the rank of first lieutenant.

In April 1956 Powers was engaged by the U.S. Central Intelligence Agency to carry out special intelligence tasks in specially equipped high-flying planes. During job interviews it was explained to Powers what kind of tasks he would be called upon to perform. In this regard Powers said: "I was told that in the main my work would consist of flying along the USSR frontiers with a view to collecting information about radiolocation installations and radio transmitters, as well as other information. I was also told that in the future, provided everything went well, I might be given other tasks."

After this he concluded a secret agreement with the U.S. CIA, headed by Allen Dulles, and signed (a document?) about keeping his collaboration secret. Powers was warned that if he violated secrecy and spread data concerning the activities of American intelligence he would be sentenced under criminal law to (10?) years' imprisonment or a 10,000-dollar fine, or both. Indeed, Chapter 37, "Spying and Censorship," of the U.S. code of laws contains paragraph 795, which provides this kind of sentence for the said (crimes?).

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According to Powers, for carrying out the spying tasks of American intelligence he received a monthly salary of 2,500 dollars, while during his Army service he had been paid 700 dollars monthly.

After he enrolled with American intelligence he was sent for special training at an airport located in the Nevada desert. At that airport, which was at the same time a part of the atomic polygon (polygon), he was trained for two and a half months in mastering a high-flying plane, the Lockheed U-2, and its equipment for the interception of radio and radiolocation signals. In planes of this type Powers made training flights at great heights and (great distances?) over California, Texas, and the northern part of the United States.

With a view to secrecy, the spy pilots undergoing training at that airfield were given false names. In particular, Powers was known there as Palmer. After the special training Powers was sent to the American-Turkish military aviation base Incirlik, situated near Adana, where was located the intelligence subdivision known under the code name "10-10" was located.

This subunit, designed for reconnaissance work against the USSR through reconnaissance airplanes sent into the airspace over the USSR for collection of information on military, industrial, and other important objects, was listed for secrecy under NASA.

Concerning a certificate found on him and issued in January 1959, Powers stated that in this certificate "it shows that I have the right to fly U.S. Air Force planes. It was given to me at the Subunit 10-10 at the airbase in Incirlik. This certificate is given to us in the name of NASA."

Under orders from the Subunit 10-10, Powers had since 1956 systematically done high-altitude flights in the Lockheed U-2 along the Soviet Union borders with Turkey, Iran, and Afghanistan.

Powers gave evidence on these flights as follows: "We took off from Incirlik airfield and flew to the east to the city of Van, on the shores of Lake Van. Afterwards we set our course for Teheran, the capital of Iran, and after a flight over Teheran flew to the east, south of the Caspian Sea. Afterwards we usually flew south of Mashed, crossed the Iran-Afghanistan frontier and then flew along the Afghanistan-Soviet frontier (TASS ellipsis) Some distance from the eastern frontier of Pakistan we turned and returned to Incirlik by the same route. Later we started turning after deeper penetration of Afghanistan territory, about 200 miles."

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Powers also said further that during his reconnaissance flights he was given as emergency landing fields the airfields on the territories of Iran, in Meshed, and Teheran. The route of the airplane flown by Powers over USSR territory on May 1, 1960, had previously been carefully planned. This is proved by the fact that Powers was chosen for this flight since he had been familiar with the airport in Bodoe (Norway--SASS) since 1958.

The investigation has established that Powers left the military airport in Incirlik on Apr. 27 flying a U.C. transport plane for the airfield at Peshawar in Pakistan. Colonel Shelton arrived at the Peshawar base to prepare him for the flight. Shelton was accompanied by 20 people, members of the personnel of the Subunit 10-10. Another pilot of the Subunit 10-10 flew the specially fitted Lockheed U-2 airplane there.

During the night of May 1, 1960, two and a half hours before the flight Powers received an order from Shelton to fly over USSR territory south to north at a height of 20,000 meters according to the following route: Peshawar, Aral Sea, Sverdlovsk, Kirov, Archangel, Murmansk, and to land in Norway at the Bodoe airfield.

In accordance with instructions, Powers, flying over the Soviet Union, had to switch on at definite locations a special apparatus in aircraft for aerial photography and (word indistinct) work of radar stations of the USSR anti-air defense system. According to Shelton's orders Powers (had to pay?) particular attention to a number of sectors on his route and to two points--on one a (word indistinct) rocket launching platform was supposed to be located, and on the other an important defense installation. All these instructions were accurately fulfilled by Powers.

Powers took off in the Lockheed U-2 from the Peshawar airbase, reached 20,000 meters, flew over Afghanistan, and violated the airspace of the Soviet Union more than 2,000 kilometers from the frontier. During the flight the navigation equipment and special apparatus worked faultlessly. During his flight Powers felt normal and entered on the flying chart intelligence data. In the region of Sverdlovsk, Powers' aircraft was shot down by Soviet (anti-air defense?) forces.

Asked under what circumstances the (word indistinct) aircraft was shot down, Powers stated: "Unexpectedly, I heard a muffled explosion and saw an orange flash. The aircraft suddenly (words indistinct). It seemed to me that the wings and tail support were broken off. It is possible that there was no direct hit on the aircraft, but that the explosion occurred near the aircraft and the splinters from the explosion hit the aircraft. This occurred at an approximate height of 63,000 feet. I was shot down approximately 25-30 miles south or southwest of Sverdlovsk. At this moment I was flying fairly accurately, according to the course.

"During the plane's fall I was pressed to the instrument panel and was therefore unable to use the ejection equipment. But I raised the canopy, opened the belt, and crawled out of the aircraft from the top. The parachute opened automatically."

By the statement of the accused, material evidence, and the findings of experts, it was determined that the aircraft piloted by Powers was equipped with special explosive charges so that the pilot could blow it up in case of a forced landing on USSR territory. In addition to this, an explosive apparatus was also installed in the magnetic tape recorder designed for (intercepting?) signals from Soviet radar stations.

Powers was carrying a special needle with a powerful poison of the curare group. This needle was given to him, Powers stated, to commit suicide in the event of torture. All these schemes and carefully envisaged measures and precautions were designed to avoid disclosure of the aggressive policy of leading circles in the United States and to deceive the world public.

In addition to the needle, Powers was given a pistol with a silencer, cartridges, a Finnish knife, a collapsable rubber boat, a complete set of topographic maps of the European USSR and (word indistinct) belonging to it, means for lighting a fire, signal flares, a flashlight, a compass, a saw, fishing tackle, and other objects, as well as Soviet money in the sum of 7,500 rubles, gold coins, rings, and watches, which, as stated by Powers, were handed to him by Colonel Shelton on entering the aircraft. They were for use in bribing Soviet people in the event of a forced landing on USSR territory. All these (articles were found?) on Powers at the time he was detained.

(Words indistinct) and many others who watched the shooting down of the U-2 by a rocket near Sverdlovsk and who detained pilot Powers, who came down in a parachute, gave the following testimony:

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V. P. Surin: "On May 1, 1960, at about 1100 hours local time, (three words indistinct) in the apartment, I heard a loud noise, like a jet plane but sharper. I ran out into the street to see what was happening. At the same time I also saw... (TASS ellipsis) columns of dust... (TASS ellipsis) At the same time I noticed high in (the sky?) a (word indistinct) white spot which was coming down. I started (word indistinct) I made out that it was a parachutist coming down. While this was happening, (word indistinct) Leonid Chuzhakin, a colleague, came by in (word indistinct) automobile... (TASS ellipsis). When he came out of the cab I immediately showed him the descending parachutist and we watched to find out where he would land. After some time it became evident that he would land... (TASS ellipsis) on the bank of a stream near a high-voltage line. Chuzhakin (asked) me to get in the car and we drove to the place where the parachutist would land. Within 50 meters of the spot Chuzhakin stopped and we ran to the place where the parachutist had landed."

L. A. Chuzhakin: "When we removed the interphone headset and the helmet, the parachutist spoke to us in a language we could not understand. We asked him who he was and he did not reply at all. Then we understood that he was--(TASS dashes) a foreigner. This put us on our guard and then Chuzhakin removed the long-barreled pistol that was hanging in a leather holster on his belt. Then by sign language we asked whether he was alone, and he by sign language replied that he was. Seeing that the parachutist was--(TASS dashes) a foreigner, we decided to detain him."

P. E. (Sabin): "As he hit the ground the parachutist fell. So that his parachute would not drag him on the ground, I held him and (words indistinct) parachute, in so far as he knew all about it, as in the past he had served in the air force. At that time, my acquaintances, Anatoliy Cheremisin, Leonid Chuzhakin, and Vladimir Surin came running up and helped the parachutist to his feet. I helped him remove the parachute, and Cheremisin, Chuzhakin, and Surin removed the interphone headset and the helmet and the gloves. When the parachutist was free of the gear, he said something in a language unknown to us. We asked him who he was and what had happened, but he did not reply at all and only shook his head. We understood that he was a foreigner and decided to detain him."

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A.F. Chermisin: "Sabin and I took the apprehended parachutist by the arms and led him to the automobile which had brought Chuchakin and Surin. While we were putting the parachutist in the automobile, Sabin discovered and confiscated a Finnish knife in his possession."

During the inspection of the airplane, it was established that details and assemblies of the airplane had received considerable damage from the hit in the air and the impact with the ground. Parts of the airplane were scattered over an area of about 20 kilometers.

Powers, the accused, when he was shown the parts of the destroyed airplane and asked what kind of airplane it was, answered: "This is a (word indistinct) Lockheed U-2 in a very damaged state." Asked whether this was the airplane he flew on May 1, 1960, the accused Powers replied: "I think it is the same airplane which I flew on May 1, 1960. To be more precise I would have to examine the airplane cabin, if it has been preserved..." (TASS ellipsis)

After this the accused Powers was shown the preserved part of the airplane cabin. To the question: "Do you recognize this part of the airplane?" He answered: "Yes, I recognize it. This is the canopy of the pilot's cabin. I am sure that it is the canopy from the cabin of my airplane...." (TASS ellipsis)

The experts who examined the remains of the airplane have concluded that it is a single-seater (word indistinct) reconnaissance airplane of the U-2 type of the American Lockheed firm, with a single turbojet engine. The airplane had no government identification marks. Apparatus for photography and radio technical reconnaissance were installed on the airplane, including a two-lens aerial camera with a focal distance of 26 inches, and an apparatus for detection of radio waves of three-centimeter, ten-centimeter, and meter-range wavelengths.

Also installed in the plane was a remote control explosive charge (blok podryva) with a content of 1.4 kilograms of explosive material. On the fuselage and parts of the airplane exist marks of various American firms, and in particular, a turbojet engine of the firm of Pratt and Whitney, a starting assembly, and an electric supply assembly made by the firms Hamilton-Standard, General Electric, and others. There are also marks on the fuselage showing that it belongs to the war department of the United States. For instance, the assembly for radio technical reconnaissance, made by the firm Hewlett-Packard and the (Higgins?) laboratory, has a special index number showing that it belongs to the U.S. war department.

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The absence of government ownership marks, the presence of complex and special (word indistinct) radio technical (word indistinct), and also of the explosive charge for the destruction of the airplane, proves its reconnaissance purpose.

The technical investigation conducted in this case has proved that the aircraft had a special aviation (one or two words indistinct) connected with the apparatus for radio radiation with a store of ferromagnetic film for eight hours of uninterrupted operation. The magnetic tape recorder was marked index No. 12570, serial No. 769, with a motor (one or two words garbled) mechanism of constant current (supplied?) by the American firm of (name indistinct) in Ohio.

The deciphered records of the impulse signals on the ferromagnetic film proved that these are signals of radar stations of the radar security system of the antisircraft defense of the Soviet Union. By these data it is possible to determine the length of the radio waves with which (word indistinct) the radar stations are working, the frequency of the impulses, the time the radar station detected the plane and its location at the time, and the number and operating procedure of the radar stations.

The intelligence character of the flight of the Lockheed U-2 aircraft over the territory of the USSR is also confirmed by technical knowledge and examination of the photographic equipment of the aircraft.

The experts have determined that the camera for aerial photography, model 73-B, No. 732400, which was found on board the Lockheed U-2, is a special intelligence photographic camera designed to take photographs from a great height (one or two words indistinct) of 160-200 kilometers.

Investigations have established that during the flight over the territory of the Soviet Union Powers photographed the locations of industrial, military, and other important installations. A considerable part of the film taken from the plane had not been exposed and it was possible to develop it.

Examinations of the aerial photographs taken showed that the area photographed from the aircraft by the long-range camera covered the territory from the region (south?) of Tashkent to Sverdlovsk in the Soviet Union. This film showed a number of military and civil airfields, as well as important industrial installations in the southern Urals.

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It has been determined by the findings of experts and other evidence collected that the aerial photographs taken during the flight of the Lockheed U-2 aircraft piloted by Powers contained (one or two words indistinct) intelligence information in regard to industrial and military installations located on the photographed territory and could be used for intelligence purposes, as well as for compiling topographical charts and for determining (words indistinct) military installations.

The intelligence characteristic of the flight of the Lockheed U-2 aircraft is also confirmed by the statements of the accused Powers, made at the preliminary hearing and in his signed declaration.

Powers, interrogated according to the charge submitted, pleaded guilty and stated: "I admit being guilty of having flown over the territory of the Soviet Union and over locations indicated to me. During the flight I turned on and off the switches of the special equipment installed on my plane. I assume that this was done for the purpose of obtaining intelligence information about the Soviet Union."

And further: "Under the (agreement?) concluded (between?) CIA and me, (words indistinct), I am a pilot of the special air force subunit (A-TS?) which is engaged in collecting information on existing radio stations and radar stations on the territory of the Soviet Union, and also, as I assumed, the location of rockets."

The guilt of Powers (few words indistinct) is confirmed by material and written evidence, the conclusions of experts, and the depositions of witnesses. On the grounds that the said Francis Gary Powers, born in 1929, a citizen of the United States of America, a native of the town of Jenkins, Kentucky, with higher education, an airman of the special 10-10 reconnaissance subunit under the U.S. CIA--engaged by the U.S. CIA in 1956--is being charged with active espionage activity against the Soviet Union, which is the expression of the aggressive policy conducted by the U.S. Government.

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On May 1, 1960, he, Powers, (with the knowledge?) of the U.S. Government, and while carrying out instructions for American reconnaissance, which is implementing the said aggressive policy, in a specially equipped (for words indistinct) Lockheed U-2 plane trespassed USSR airspace to collect intelligence of a strategic character on the disposition of rocket bases, airfields, radar networks, and other highly important defense and industrial objectives of the USSR, intelligence which constitutes state and military secrets of the Soviet Union, and having penetrated into Soviet territory to a depth of more than 2,000 kilometers, made with the aid of special equipment photographs of a number of the above-said objectives and recorded the signals of radar stations, and also collected other data of espionage character.

The offense committed by the defendant, Francis Gary Powers, provided by Article 2 of the USSR Law on the criminal liability for state crimes.

The indictment was compiled on July 7, 1960, in Moscow.

Signed: Chairman of the State Security Committee under the USSR Council of Ministers (name indistinct).

(Editor's Note--M: Several parenthetical cross references to page and paragraph numbers in the printed text of the indictment bill were omitted.)

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COMPRESSORS FOR CUBA--The Tashkent transport machine-building plant recently sent four compressors to Havana, and on Aug. 5 the staff of the enterprise reported that the Cuban order has been fulfilled. These compressors can be used in building bridges, railways, and highways. They are also widely used in the mining industry. (Moscow, Home, Aug. 5, 1960, 1300 GMT--L) (UNCLASSIFIED)

GRUMKO RECEIVES HASSUNAH--On Aug. 5 USSR Minister of Foreign Affairs Andrey Gromyko received the secretary general of the Arab League, Abd al-Khaliq Hassunah, and had a talk with him. (Text) (Moscow, TASS, Russian, Aug. 5, 1960, 1808 GMT--L) (UNCLASSIFIED)

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DECISION STRESSES DEVELOPMENT OF TRADE

Moscow, TASS, Radioteletype in English to Europe, Aug. 9, 1960, 1310 GMT--L
(UNCLASSIFIED)

(Text) Moscow--The CPSU Central Committee and the USSR Council of Ministers have adopted a decision on measures for the improvement of trade.

The decision stresses that utmost development of trade in the country is a major national task. The decision notes that there is every condition for the state and cooperative trade systems to fully and better supply the increased demand for consumer goods.

In 1959 retail trade turnover in the USSR was 73 percent higher than in 1953, and sales of consumer goods have risen considerably.

In accordance with the decision, 105,000 more shops are to be opened in the Soviet Union during 1961-1965; 17,345,000,000 rubles will be invested during this period in the construction of trade and catering enterprises, warehouses, and cold storage houses.

The CPSU Central Committee and the USSR Council of Ministers accepted the proposal of the board of the Tsentrsoyuz that during 1961-1965 shops, catering establishments, and warehouses of cooperative organizations be built at a total cost of 12.7 billion rubles with funds of the consumers cooperatives, which operate mostly in the countryside.

Under the seven-year plan, the volume of retail trade turnover in the USSR is to increase by 62 percent.

The decision outlines practical measures for improving the work of catering establishments, introducing advanced and more economic trade techniques, and insuring the output of high quality goods by industrial plants in the country.

The decision envisages large-scale participation by factory and office workers, kollektivniki, and housewives in controlling the work of trading establishments.

The Ministry of Foreign Trade has been instructed to import a wide assortment of high quality goods to satisfy the consumers' tastes.