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Copy No.
17 March 1964

BERLIN CHRONOLOGY

A Chronology of Reports Concerning the Berlin Situation Received
During the Week Ending at 1200 EST 17 March 1964

This is a working paper prepared in the
[redacted] Office
of Current Intelligence, CIA.

[redacted]

GROUP 1
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downgrading and
declassification

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28 Jan

[redacted] the speaker at an SED factory organization meeting near East Berlin on this date claimed that the East German state was seriously damaged by the loss of currency and valuables during the Christmas Pass visits by West Berliners. A Dr. Joswig, Director of the Institute for Currency Circulation and Credit of the College for Economics, Berlin-Karlshorst, stated that visitors took back to West Berlin several million East Marks for the purchase of luxury items for East Berlin friends and relatives. Foodstuffs, antiques, and other valuables were also taken from East Berlin in recompense for gifts from West Berliners. Dr. Joswig stated that each party member had the duty to report all such "violations" to the party. [redacted]

late
Jan

[redacted] increasing pressure has been exerted since September 1963 on East German army members, particularly young recruits, to enter the SED. In instances of refusal, the former place of employment of the soldier was notified. NCO's have also been pressured to reenlist and, in at least one case, when an NCO refused to do so he was reportedly reduced in rank. [redacted] morale among officers in training schools was deteriorating. [redacted]

22. Feb

At 0010Z the commander of a US Berlin-to-Bremerhaven military duty train was prevented by a Soviet officer from inspecting the platform side of his train at the Marienborn checkpoint. The Soviet stated that Russian forces were solely responsible for the security of US trains at the checkpoint. The US officer protested the interference with his normal inspection functions, but the Soviet still refused to let him proceed and the train left Marienborn soon thereafter. At about 2200Z the same US officer, commanding the Frankfurt-to-Berlin train, was challenged by a different Soviet officer at Marienborn after the US commander had completed inspection of the platform side of the train. The Mission commented that these were the first known incidents in which the Soviets objected to a US commander's inspecting the platform side of his train. [redacted]

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Feb

The East German press made political capital out of the visit of five American girls who had been members of the US Olympic ice skating team at Innsbruck. Newspapers carried pictures of the US and GDR flags flying side by side at an East Berlin ice rink where the American athletes competed for the first time in an international sports event in East Germany. Other papers pictured the girls with members of the "GDR team," skating and sight-seeing in the "capital of the GDR." Neues Deutschland carried the texts of statements allegedly made by the girls containing implied praise of conditions in East Germany and suggestions that there be more exchanges of visits by sportsmen from the two countries. The Mission commented that the competition was probably staged--perhaps at the last minute--to entice the Americans, and noted that the girls did not come to the Mission either before or after their visit to East Berlin, so that it remained unclear whether the girls had any inkling of the political significance of their actions. [redacted]

27 Feb

The Embassy reported that during the Quadripartite Luncheon on this date West German State Secretary Karl Carstens indicated the FRG position on the question of Soviet cultural attractions in West Berlin, in response to a question from the US Ambassador. Carstens said that there should be no official Soviet presentations in West Berlin which would involve an agreement with Soviet authorities. Also during the luncheon, the French Ambassador indicated that he would not meet with Soviet Ambassador Abrasimov in Berlin until some time in April. [redacted]

28 Feb

Two US military patrols in East Berlin were tailed by East German civilians. The Mission commented that during the period 7-25 February, 205 US military sedans travelled in East Berlin without being tailed. [redacted]

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The US Army shipped to Berlin by rail a tracked vehicle which exceeded the usual load limit and thus entailed special handling. The Bundesbahn official in Hannover advised the Reichsbahn of this fact but in so doing characterized the shipment as belonging to the Bundeswehr. He later discovered his error and sent a second message giving the correct information but not specifically correcting the erroneous transmission. The shipment apparently went through without difficulty.

According to the East German Transportation Office in Vienna, West German citizens who are residents of Austria, as well as Austrian nationals, will be issued visitors' visas as well as transit visas at the East German border stations upon presentation of appropriate hotel coupons purchased from an Austrian travel bureau. This procedure will also be applied to transit trips to West Berlin. The Embassy Vienna commented that the East German move to ease travel restrictions, following a similar Czech action in December 1963, follows the general trend of Soviet bloc countries to promote tourist travel from Austria.

1 Mar

A 22-year-old East German escaped to West Berlin by penetrating a barbed wire barrier and swimming across an icy canal, according to an AP report. The refugee, a former resident of Teltow, escaped because he had "political difficulties with a Communist party functionary and because he feared arrest. The successful escape was his third try.

2 Mar

Eastern police notified West Berlin police that two damaged buildings on the US Sector border about 200 yards from Checkpoint Charlie will be blown up on 4 or 5 March, UPI reported.

According to a UPI dispatch, the Army announced that two Infantry Battalions will move along the Autobahn through East Germany early in April in a new demonstration of Berlin access rights.

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When queried by a West German reporter on the status of the pass negotiations, GDR Deputy Premier Abusch replied that agreement had been reached on the following points: 1) negotiations can deal "only with the visit of West Berlin inhabitants to their relatives in the GDR capital;" 2) "the GDR will determine the extent of the circle of visitors, the period of time when visits will be possible, and the number of crossing points;" 3) passes will be necessary for visits; 4) passes will be applied for and issued at pass offices in West Berlin, but the processing of them will not take place in West Berlin; 5) the negotiators will "sign a joint protocol, notwithstanding the differing political and judicial points of view;" 6) the December phraseology regarding signatures will be retained. Abusch contended that GDR officials working in West Berlin would not be "consular representatives," nor would recognition of the GDR be involved in any agreement; but he insisted that the acceptance of applications and the issuance of passes would have to be under GDR control. He later claimed that 1,180,327 West Germans visited the GDR (not including East Berlin) in 1963, an increase of 550,634 over 1962; and he revealed that the Reichsbahn and the Bundesbahn had agreed that, if the number of visitors increased in 1964, additional interzonal trains would be added. He also stated that the GDR Travel Bureau was organizing tours of Thuringia for West German travelers. [redacted]

The Mission reported an article in the West German press concerning demands by the Berlin Bus Owners' Cooperative (BORD) for a DM 10 per passenger subsidy to air passengers. BORD claimed that some private bus operators have lost up to 25 percent of their business since air passenger subsidies went into effect and that reductions in air fares--now under consideration--could result in a further decline in business that will affect their very existence. The news item pointed out that the West German Office of Transportation and Utilities was working in support of the bus operators, who must pay both FRG taxes and Soviet Zone tolls and license fees. The Mission commented that the 1963 decline in the number of bus passengers to Berlin has undoubtedly caused the Senat hesitance to support substantial air fare reductions. [redacted]

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UPI reported that East German border guards captured a man trying to escape to the American Sector and then used police dogs in an apparently unsuccessful attempt to find his woman companion. West Berlin police indicated that the man was caught as he fled through barbed wire in the Zehlendorf district. [redacted]

3 Mar

At an "international press conference" in Leipzig, GDR Deputy Foreign Minister Winzer stated that the GDR Government was prepared to prolong the December agreement, on Berlin Passes at any time. He indicated that the agreement, however, would have to be on "the already tested basis." [redacted]

5 Mar

Pravda attacked the scheduled Bundestag "Fraction" and committee meetings in West Berlin as part of Bonn's "revanchist policy" of claiming rights in the city. The newspaper stated that Berliners were alarmed and angered and "unwilling to ride Bonn's chariot on this dangerous and slippery course," according to the Embassy in Moscow. [redacted]

9 Mar

UPI reported that half of the US Army garrison in Berlin began a three-day training exercise in Grunewald Forest. The maneuvers included two of the garrison's four infantry battalions, tanks, mobile howitzers, and engineer units. [redacted]

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The Mission reported that 25 Bundestag committees and all three party "Fraktionen" would hold meetings in West Berlin during the week of 9-13 March. "Fraktion" and executive board meetings were scheduled for 9 and 10 March in the south wing of the Reichstag building and in the Kongresshalle. The Bundestag committees were to meet in the Reichstag from 11 to 13 March to deal with routine matters. The Mission noted that the Defense Committee would meet for the first time in West Berlin but would deliberately abstain from discussing items relating to the Bundeswehr. CSU leader Franz-Josef Strauss was to visit Berlin for the first time in eight years, but Erhard and Adenauer were not expected to be in attendance. Mayor Brandt hailed the sessions as a desirable demonstration that "the large and the small parts of free Germany will not permit themselves to be divided from one another."

The GDR Foreign Affairs Ministry issued a harsh statement denouncing Bonn for having "unlawfully intervened" in the Berlin pass negotiations and for scheduling Bundestag committee meetings in West Berlin, which were said to be of an "especially provocative nature." The meetings of the Bundestag Defense and Foreign Affairs Committees and the scheduled presence of CSU leader Strauss were condemned in particular. The statement concluded with a protest against "this grave and unlawful misuse of West Berlin" and a warning against "the serious consequences which such an irresponsible policy is bound to have."

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Neues Deutschland again denounced the meetings by Bundestag committees--especially the Defense Committee--in West Berlin. The paper asserted that "military Bonn is now also establishing a foothold in West Berlin. They do not dare bring troops to West Berlin; therefore, the Defense Committee and some more Bundestag deputies are mobilized for a big demonstration." Condemning Bonn's "provocative annexation policy," the editorial stated that the GDR Foreign Ministry "rightly warns...against the serious consequences which must inevitably follow the misuse of West Berlin as a bridgehead of the revanchist policy...." It called upon West Berliners to "remember what gift they have just received from the illegal West German occupation power: the prohibition to obtain passes and now the latest prohibition not even to talk about passes." [redacted]

Soviet First Deputy Premier Mikoyan arrived in East Berlin allegedly to participate in birthday ceremonies for GDR Premier Grotewohl on 11 March. [redacted]

A Soviet Colonel assigned to the Military Liaison Mission in Frankfurt was stabbed eight times while travelling in uniform in the Bornheim section of Frankfurt, according to a UPI report. The Colonel was taken to the Frankfurt Army Hospital in critical condition. US surgeons operated immediately, and a Soviet specialist was flown from Moscow to Frankfurt on 12 March. [redacted]

USAFE reported that they had debriefed an aircrew which had flown the same profile as the downed RB-66 an hour and ten minutes earlier, and the crew indicated no problems either with weather or navigational aids. Both planes carried standard equipment, including chaff, ECM gear, two K47 twelve-inch cameras, and two K47 twenty-four inch cameras. [redacted]

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West German and West Berlin newspapers carried numerous--and partially contradictory--reports to the effect that the official East German travel agency had notified Western travel bureaus that henceforth all persons transiting the GDR en route to or from foreign countries could, if they obtained East German transit visas, stop off for as long as 72 hours to visit relatives residing in one of several East German cities. The required transit visas, costing DM 5, would be issued either in foreign cities where the GDR is represented or at the point of entry into the GDR, upon presentation of a GDR travel bureau voucher for pre-paid hotel charges. West Berliners traveling to foreign countries also would be permitted to stop off and visit East Zone relatives, but they would first be required to obtain transit visas on their identity cards. The reports conflicted on what GDR cities would be "open," whether the new regulation would apply to all travelers or only to rail travelers, and when it would become effective.

The Mission noted that presently all travelers desiring to stop over in the GDR must obtain Aufenthaltsgenehmigungen (stop-over or temporary residence permits), which have been available to foreigners and West Germans but have been issued to West Berliners only for visits to the Leipzig Fair or for other regime-approved travel. GDR transit visas presently are required for all travelers transiting the Soviet Zone, including West Germans and West Berliners bound for Poland, Scandanavia, etc. The only exception to the transit-visas requirement are Allied military and civilian officials, West Germans, and West Berliners traveling on prescribed highways and rail lines between West Berlin and the FRG.

First Western reaction to the reports were cautious and somewhat reserved. The Senat noted that even if true, the new regulation would not apply to West Berliners traveling abroad via the FRG since "there is no GDR transit visa on inter-zonal routes." Frankfurt/Main radio, which "broke" the story on 10 March, reported the next day that a GDR travel bureau spokesman had announced that a press conference would be held "soon" to explain the details of the new regulation. However, no comment on the matter was heard from GDR news media. Der Tagesspiegel speculated that the travel relaxation might be designed to induce West Berliners to apply for and accept GDR transit visas

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for travel to and from West Germany. The Mission commented that it also could be 1) a diversionary move in the pass negotiations, 2) a GDR response to Bloc pressures for a relaxation of travel conditions, 3) a move to gain additional revenues in the form of foreign currencies, and for 4) the first step in a campaign to require all interzonal travelers to get GDR transit visas. [redacted]

11 Mar

USAFE reported that the tactical evaluation flight being flown by the RB-66 on 10 March required photography of pre-planned training targets. They noted that the possibility exists that exposures might have been made over East Germany, but doubted that the photos would have military significance. A later report from USCINCEUR added that both the pilot and the instructor navigator are knowledgeable of sensitive ECM plans, and the latter is married to an East German refugee with relatives behind the Iron Curtain. The student navigator, Lt. Welch, speaks and reads Russian fluently. [redacted]

A 20-year-old East German carpenter and a 25-year-old salesman escaped to West Berlin, AP reported. They passed through five rows of barbed wire obstacles on the northern city limits and were not observed by East German border patrols. [redacted]

Stockholm radio carried a report that a Danish businessman was arrested in East Germany on a charge of foreign currency smuggling and abetting defectors. He was taken into custody while on his way to the Leipzig Fair, and reportedly made a full confession. [redacted]

During the afternoon UPI telephoned the mayor of Stendal to inquire about the RB-66 crewmen. The Mayor stated that all three were alive but that one had been injured and hospitalized. Regarding the latter, AP later learned from a Gardelegen nurse that he was not badly hurt and had been "taken away again last night" to join his comrades. UPI identified the crewmen as Capt. David I. Holland of Holland, Michigan, the pilot; Capt. Melvin J. Kessler of Philadelphia, an instructor-navigator; and 1st Lt. Harold W. Welch of Detroit, the navigator. [redacted]

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At 2050 hours (Moscow time) the US Charge in Moscow was summoned to the Soviet Foreign Affairs Ministry, where Deputy Foreign Minister Semenov handed him a strongly-worded note protesting the RB-66 flights as another of the "dangerous activities of American military authorities directed against the territorial integrity of the GDR." The note asserted that the aircraft, which was said to be carrying "special reconnaissance equipment for aerial photography and radio-technical intelligence," crossed into GDR territory near Helmstedt at an altitude of more than 10,000 meters and penetrated to a depth of 70 kilometers. It was intercepted by a Soviet fighter plane south of Altenhausen but "ignored established signals to land and continued its flight deep into the territory of the GDR." The Soviet fighter then fired "warning shots," according to the note; but "in view of the fact that the violator aircraft did not obey the order to land, the Soviet armed forces, acting in agreement with the competent organs of the GDR, took the necessary measures in accordance with instructions for defense of air space, which are known to the American command." The note charged that this "new premediated provocation" showed that the "necessary measures" to prevent such violations had not been taken "the American side." It rejected all explanations about aircraft "accidentally" straying off course and "unintentionally" finding themselves over East Germany "precisely in those areas to which American intelligence affords the highest interest." The note then stated flatly: "The Soviet Government is compelled to warn that, in view of the provocative conduct of American military authorities and continuing regular flights along the borders of the Soviet Union and other socialist countries by aircraft of the US Air Force carrying a nuclear load, as well as in view of the repeated cases of violations by American aircraft of the borders of the socialist countries allied with the USSR, instructions have been confirmed to Soviet armed forces to prevent any violation of Soviet borders and the borders of our allies by foreign military aviation. If in the area where the Soviet Air Force has responsibility for guaranteeing security there should appear military aircraft of NATO countries, then on their non-compliance with orders to land they will be destroyed by the use of all

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necessary means of defense." The noted ended by formally protesting the incident as "a new aggressive act by the US Air Force...clearly at variance with the task of improving relations between the USSR and the USA." The US Charge responded that the aircraft had been on a training mission and had regretably strayed from its course. He stated that there could be no justification for the Soviet action and that he could not in any case accept the note's allegations regarding US military authorities. He requested Soviet cooperation with USMLM teams dispatched to the scene of the crash and asked whether Semenov had any information regarding the fate of the plane's crew. Semenov didn't respond to this query but repeated his previous charges about the aircraft's mission and called attention to the T-39 violation. The US Charge pointed out that the 28 January incident involved an unarmed training plane, resulted in the tragic death of all three crewmen, and had an unfortunate impact on US-Soviet relations." Semenov stated that the protest note would be published on 12 March. []

West German radio reported that 25 out of the 28 existing Bundestag committees held sessions on this date in West Berlin. Bundestag Vice President Jaeger chair a meeting of the defense committee which discussed civil defense, but avoided any mention of military matters affecting the Bundeswehr because the Bundestag desired to avoid airing problems of defense policy in Berlin. []

At a West Berlin press conference, SPD Bundestag floorleader Erler welcomed the proposal by CSU Chairman Strauss to establish a commission of experts on the Pass issue. The Federal Government, the Senat, and the political parties, Erler said, must then conduct joint discussions in order to arrive at joint conclusions. []

The US representative at the North Atlantic Council meeting made the following statement regarding the RB-66 shootdown: "On 10 March 1964, a USAF aircraft of RB-66 type took off from Toul-Rosieres, France on routine training mission to Hamburg and return. It carried crew of three officers. According to flight plan, their aircraft was not routed closer than 75 miles to border Soviet Zone. US Air

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Defense Radar picked up an unidentified aircraft heading eastward at 1345Z and attempted to establish radio contact. Aircraft was instructed to reverse its course, but apparently did not receive transmission and crossed from West into East Germany near Wolfsburg. It disappeared from US radar screens at 1401Z in vicinity Gardelegan about 20 miles inside zonal border. We have received eyewitness report of downing of plane believed be RB-66. At 1404Z pilot BEA Viscount flying in center corridor of Hanover-Berlin flight saw swept-wing aircraft in 30-degree descent enter haze layer at 4500 feet where bright flash or explosion observed. We have reason to believe that the crew members escaped from the aircraft by parachute. US MLM teams despatched two search teams to scene from Potsdam at 1900 and 1930Z. At 2120Z Chief USMLM met with Deputy Chief SERB and requested Soviet assistance in returning crew and reaching scene. Soviet promised relay request to his headquarters, GSFG."

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Commenting on the RB-66 shoot-down a Deutschland-sender commentator asserted that Soviet fighters opened fire only after the aircraft had disregarded an order to land. He asserted that subsequent investigations had revealed that "the aircraft had special espionage equipment for aerial photography and electronic reconnaissance." Denying reports that the aircraft had been lured across the border, he then stated that if the pilot had turned around and flown toward the sun (i.e., westward), the three men "would not additionally have had to face the threat of punishment for refusing to obey orders which now, some time after they have been handed over, is confronting them." [redacted]

The three USMLM search teams sent to the site of the RB-66 crash returned on 11 March. All reached within 250 meters of the crash site before being apprehended and taken to the Soviet Kommandatura in Gardelegen. The Soviet Commandant protested to each team about the violation of the restricted area. The teams reported that East German civilians told them two men parachuted out of the RB-66 while a third, who rode it down, was wounded and in the hospital. They said the aircraft was partially burned but much of it remained together. The search teams reported that the crash site was heavily guarded by Soviet security troops and a careful search was in progress for debris from the aircraft.

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Otto Haffner, owner and general manager of the West Berlin Helios Travel Bureau, told AP that West Berliners traveling through East Germany en route to Bloc countries, Scandinavia, and Austria would be permitted to stop over for 72 hours to visit relatives in designated GDR cities. He specifically stated that the travel relaxation would not apply to East Berlin or to West Berliners en route to the FRG. [redacted]

In an East Berlin speech carried by ADN, Soviet First Deputy Premier Mikoyan voiced concern over the fact that West German "revanchist and militaristic elements are raising their voices louder and louder." He said that if Bonn really were interested in relaxing tensions, it would not "launch such foolish demonstrations in West Berlin as the convening of meetings of committees of the Bundestag, including even the Defense Committee." He then stated: "West Berlin still exists as an occupied territory where occupation rights exist. We have submitted the offer that the occupation regime should be eliminated and that the West Berlin population should be guaranteed free development so that--as in the GDR--steps can be taken in West Germany and in West Berlin toward a rapprochement and peaceful development." [redacted]

ADN announced that West Berliners and West Germans would not be included in the GDR's liberalized transit travel regulations. Quoting a GDR Travel Bureau spokesman, the announcement stipulated that the new procedures would apply only to foreigners transiting the GDR and that "regulations hitherto in force for West Germans and West Berliners continue to be fully valid." The latter could be altered only through "negotiations between the Governments of the GDR and the Federal Republic and between the GDR Government and the West Berlin Senat," the broadcast stated. It charged that "distorted reports by Western news agencies" had been published with "the aim of upsetting the negotiations between the GDR Government and the West Berlin Senat." [redacted]

East Berlin's Neues Deutschland carried the text of the Soviet protest on the RB-66 incident under the headline, "Soviet Government resolutely protests US provocation; note on new violation of GDR airspace; American spy plane shot down." [redacted]

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Moscow radio in a broadcast to Germany on the RB-66 incident claimed that an American A-11 had flown over the territory of a Communist country. The speaker did not elaborate, but concluded that air espionage "obviously continues to form part of US government policy." [redacted]

At an afternoon meeting of the Chief USMLM with the Chief SERB, the Soviet representative said he had no reply either to the US request for a meeting with the Chief of Staff GSFG or to CINCUSAREUR's letter to CINC GSFG. The Chief USMLM requested permission to proceed to the vicinity of the RB-66 crash and Gardelegen hospital, where some reports had stated that one of the crew members was being treated. The Soviet officer stated he would pass the request on to his authorities. [redacted]

Neues Deutschland carried Albert Norden's speech to the 19th German Workers Conference, in which the SED leader stated that the GDR had made concessions in the Christmas pass negotiations and would be willing "in the future to make concessions suitable to create a sensible climate and to serve understanding." However, he continued, "in the interest of the West Berliners," the GDR would make no concessions "to the enemies of the pass agreement who wish to revoke even the most modest steps toward an understanding." In response to a specific question on whether the GDR would be willing to drop its demand for staffing pass-issuing offices in West Berlin, Norden asked: "Why should one not adhere to a procedure which in December was pronounced and considered correct and acceptable by all sides...?" When asked whether the GDR was trying to annex West Berlin "by salami tactics," he replied solemnly: "We have never in the past interfered in the internal social affairs of West Berlin and declare quite clearly that in the future we do not dream of interfering in the social order in West Berlin. We believe that it is the affair of West Berliners how they shape their social, economic, and political conditions." [redacted]

As a consequence of the 28 February mix-up regarding a US Army rail shipment to Berlin, the GDR Transport Minister telegraphed his counterpart in Bonn to charge that Bundeswehr equipment was being illegally sent to Berlin camouflaged as US

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Army shipments. The message demanded that all such shipments be immediately discontinued or else the FRG would have to bear the responsibility for "the necessary strengthened controls" on rail transportation to Berlin. The FRG did not intend to make a formal reply to the telegram but considered sending a response through technical-level Bundesbahn-Reichsbahn channels. [redacted]

13 Mar

ADN announced that Soviet First Deputy Premier Mikoyan had returned by air to Moscow after a three-day visit in East Berlin. [redacted]

An AP story filed in Berlin reported that an "informed source"--an East German official, according to the Mission--claimed that the Soviet Union would release the three USAF officers if the US government would admit it ordered them to fly over East Germany. In the absence of such admission, the officers would be tried on espionage charges. The Mission indicated that it was highly skeptical of the story, which was "one of many" circulating in Berlin. [redacted]

The Embassy reported that a West German news service had received information from a usually reliable source that the three RB-66 crew members were in East Berlin where they were undergoing intensive interrogation by Soviet authorities prior to being turned over to the East Germans for trial. [redacted]

The US Commander in Berlin received a telegram from Maj. Gen. Poppe, the East Berlin "Commandant," complaining that illegal actions committed by US personnel while driving through the "capital of the GDR" seriously endangered security and order. Poppe stated that he had proof of eight American traffic violations during the month of February, and, referring to the 4 March incident, said that US action provoked the population to the extent that it was only due to "the prudent behavior of the Vopos that the incident did not lead to serious consequences." The US Commander was requested "to take necessary measures to prevent recurrence of such incidents in the future." USCOB commented that this was the first telegram received from Poppe since October 1963, when the campaign alleging Allied misbehavior in East Berlin began. After ADN released the text of the telegram, USCOB advised the press that they had received a telegram from a person describing

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himself as "General Poppe" which contained some unfounded allegations concerning traffic violations by US personnel in East Berlin. They noted that the US does not recognize Poppe nor his claimed title and considers such communications as unworthy of cognizance. [redacted]

14 Mar

West Berlin police recovered the body of a woman from the Teltow canal, according to UPI. Police said it was possible she was an East Berliner who drowned while trying to swim to West Berlin. [redacted]

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The Embassy reported that lack of approval by the French Civil Air Attache is the only thing holding up Allied approval of Pan American jet service to Berlin. The French attache claimed that the military in Paris were holding up approval. The French CAA was assured PAA understands it will fly below 10,000 feet in the corridors; the attache was also advised concerning Pan American's earlier operation of flights from New York via Humburg to Berlin in 1954-56. The Embassy commented that it was unlikely the French would prevent this service, and that PAA had been advised to proceed with arrangements to initiate service as planned at the end of May. [redacted]

Izvestia quoted Soviet Air Marshal Vladimir Sudets, Commander-in-Chief of Soviet Anti-Aircraft Forces, as saying American journalists who claimed that the A-11 could penetrate Soviet air defense were "utterly wrong." Sudets said that planes of the A-11 type were a "perfectly feasible target" for Soviet anti-aircraft defense and any repetition of such "risky experiments" as the U-2 flight would meet the same fate. [redacted]

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15 Mar UPI reported that three East Berliners fled to West Berlin within the past twenty-four hours. Two youths, aged 18 and 28, made their escape "over a unique and very simple route which no one had discovered before," and another 18-year-old crossed the border by a different route. [redacted]

16 Mar Schoenefeld Airport was closed from 0830Z until 0945Z due to "technical reasons," [redacted]

In response to alleged questions about why US aircraft which enter East German airspace are intercepted by Soviet, rather than EGAF, fighters, an East Berlin radio commentator explained: "The character and tasks of the Soviet troops temporarily stationed on GDR territory mean that this group of the Soviet armed forces, as part of the military defense forces of the Warsaw Pact, guard and control the land, sea, and airspace of the westernmost frontier of the socialist camp. By virtue of these tasks, Soviet aircraft, for instance, take over protection and safety of the GDR air sovereignty outside the air corridors resulting from previous stipulations in which transport planes of three Western aviation companies fly up to a height of 3,000 meters." In response to a remark that the RB-66 might have been "misled," the commentator replied that such a contention was "nonsense /which/ every child knows...can be easily rebutted." He stated that the latest incident was "such a grave occurrence" because it involved "an aircraft of the US Tactical Air Command, an aircraft which can be used as a reconnaissance aircraft and bomber." He then repeated warnings that any future violations of East German airspace would result in the same consequences. [redacted]

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At a morning meeting between the Chief USMLM and Chief SERB, the Soviets reported that Lt. Welch, the wounded RB-66 crewmember, was in a Soviet military hospital in Magdeburg, and stated that an American medical officer would be permitted to visit Lt. Welch in the hospital and examine him. Only one US military doctor would be permitted to make the trip, and no USMLM personnel could accompany him. During a subsequent evening meeting, the Chief USMLM protested strongly that the Soviet refusal to permit a MLM member to interview the

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flier was a violation of the Huebner/Malinin agreement, but accepted the Soviet conditions for the doctor's visit. A US medical officer was taken by Soviet personnel to the Magdeburg hospital late on the 16th, examined Lt. Welch, and returned to the MLM in the early hours of 17 March. The doctor reported that Lt. Welch has no memory of the RB-66 incident; although the Soviets indicated he was unconscious for only a half-hour, Welch has amnesia concerning the mission, the shutdown incident, and the next few days. He has no recollection of parachuting. Apparently, he had been interrogated very little by the Soviets. Lt. Welch suffered multiple fractures of his left leg and right arm, plus bruises on his thighs and groin. His condition was fair, and he was fully conscious and alert when examined. His attitude was good and there was no evidence that Welch had been drugged in preparation for the interview. Welch indicated that no advance notice had been given him of the examination, and he appeared surprised to see a USAF flight surgeon. The Soviets stated that on 18 March they planned to operate on Welch's leg and arm to pin the fractures. The US doctor requested that Lt. Welch be released to him for return to US control, or that he be permitted to remain with the patient; both requests were refused. When the US doctor asked to return to see the patient, a Soviet Lt. Col. stated that such requests would be passed on and would be negotiated between SERB and the USMLM.



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BERLIN CHRONOLOGY

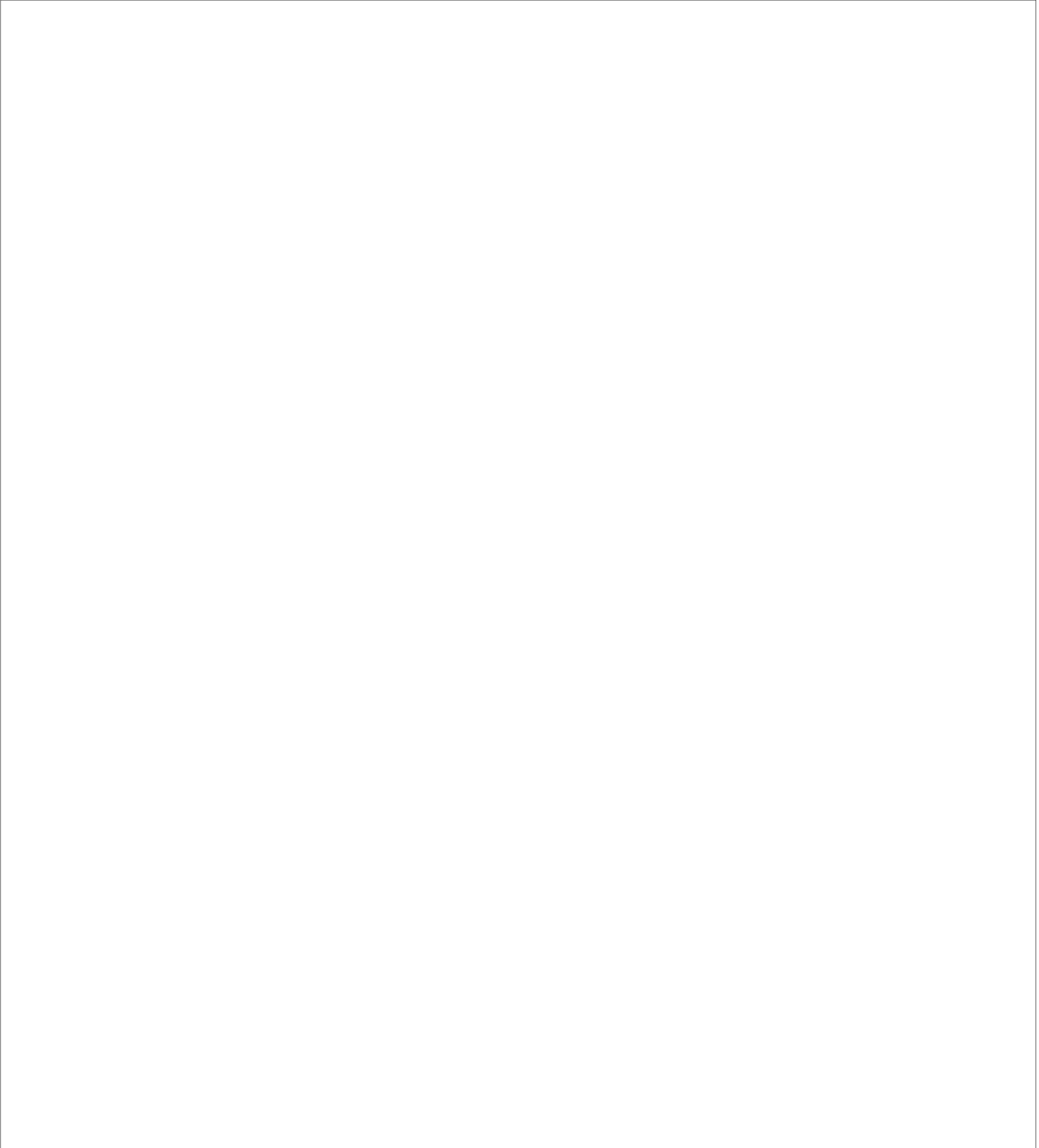


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ANNEX

ANNEX TO SPECIAL INTELLIGENCE SUPPLEMENT
THE RB-66 SHOOTDOWN

The following is a chronology of events relating to the shootdown of a USAFE RB-66 over East Germany on 10 March 1964, as reported by various sources.

10 March 1964

- 1301Z An RB-66B, tail number 54541, took off on schedule from Toul Air Base, France, on a routine navigational training mission for the purpose of upgrading the crew navigator in low level navigation. The aircraft carried normal navigational equipment, classified equipment, and four K47 vertical cameras.
- 1321Z Pilot reported his position over Hahn, West Germany.
- 1332Z Pilot reported his position over Dortmund, and estimated Nordholz (his turning point) at 1352Z. He was not under USAFE radar control at this time. At an unspecified time after 1332Z, the pilot revised his estimate for Nordholz to 1355Z.
- 1337Z The RB-66 was initially reflected on Soviet Air Defense facilities at a point near Brilon, West Germany, on a northeasterly heading towards Hannover.
- 1346Z Soviet tracking reflected the RB-66 approximately 13 NM west southwest of Hannover, and turning to an easterly heading towards the entrance of the central air corridor, at a reported altitude of 26,240 feet.
- 1348Z Telegram, a US radar site in West Germany, first reflected the RB-66 penetrating the Air Defense Identification Zone (ADIZ).
- 1349Z The Soviet Northern Fighter Corps (NFC) controller at Wiggstock began vectoring an airborne MIG-19 towards the RB-66. US ground observers requested assistance in turning back the aircraft which had crossed the ADIZ.
- 1350Z The RB-66 continued almost due east towards the East German border. Allied radar controllers and ground stations attempted to contact the RB-66

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- 1350Z on emergency radio frequency, but got no response. A Zerbst-based MIG-19 took off and was vectored towards the target.
- 1351Z One Soviet pilot reported sighting the target; the second pilot continued to be vectored onto the target, now reported at an altitude of 34,440 feet. A third Soviet fighter took off from Zerbst. Headquarters, 24th TAA contacted NFC concerning the target aircraft.
- 1352Z The RB-66, on a steady course, crossed the East German border within the boundaries of the central air corridor. One Soviet pilot identified the intruder as a fighter, and readied his weapons. Allied radar indicated that the fighter intercept tracks started to converge on the RB-66.
- 1353Z The RB-66 assumed a southeasterly heading and crossed the southern boundary of the central corridor into East Germany. The first Soviet pilot identified the target as an American aircraft, and said he was flying along with him. The second pilot sighted the target.
- 1354Z The RB-66 resumed its due east heading. The first fighter started an attack run while the others were readying their weapons.
- 1355Z The RB-66 continued eastward, as the second and third fighters started moving in. The 24th TAA reported the intruder as a "combat type" aircraft.
- 1356Z The fighters were within two kilometers of the RB-66 and awaiting the command to fire. A 24th TAA Field Headquarters (FHQ), where an unidentified "commander-in-chief" was apparently located, gave the order that the target was to be shot down but instructed the NFC to verify that it was a foreign aircraft.
- 1357Z The third Soviet sighter pilot identified the target as an aircraft with American markings, and reported that the target was turning left and had "let out his dive brakes." The RB-66 assumed a heading to the north. The third fighter was given the command to open fire on the target, and reported that he was executing the command. The second Soviet pilot was also ordered to open fire on the target; he acknowledged the command. The RB-66 crossed back into the central corridor, still heading north.

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- 1358Z The pilot of the RB-66 reported to Hannover control that he was over Nordholz beacon and was descending for the low level portion of his mission. This was the last radio contact with the RB-66. Telegram radar plots showed that the aircraft was then in the central corridor in the vicinity of Genthin, some 150 NM southeast of his reported position. The three intercepting Soviet fighters apparently experienced some difficulty in maneuvering, and had not yet fired on the target.
- 1359Z The second Soviet pilot reported hitting the target at 29,520 feet, and that it was burning; the third fighter also attacked the target, but his cannons misfired. He identified the target then as an American RB-66. Apparently, before the RB-66 was hit, it made a left turn to a westerly course and subsequently veered off towards the northern boundary of the corridor.
- 1400Z The second pilot again reported hitting the target, and that it was burning and going down in a right bank. An IFF signal emanating from the RB-66 switched from normal to emergency mode.
- 1401Z The first fighter pilot reported two parachutes; this was verified by the second pilot, who also spotted a third parachute. The third pilot stayed with the target, and reported that it exploded in the air and again when it struck the ground. The FHQ scrambled a MIG-21/FISHBED from an unidentified airfield, and ordered it to use maximum after-burners and, if necessary, shoot down the target with rockets.
- 1402Z The 24th TAA HQ informed FHQ and NFC that the target had been shot down, was burning and descending. Allied radar sites lost track of the RB-66.
- 1403Z Soviet air defense facilities reflected the RB-66 at a point approximately 7 kilometers NNE of Gardelegen, and passed a procedural trinome indicating that the target had been destroyed.
- 1405Z The first fighter reported that the parachutists had landed, and returned to base. The 24th TAA HQ ordered an aircraft be dispatched to cover the border, and called for an increased ground and air alert.

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