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LETTER DATED 22 OCTOBER 1954 FROM THE REPRESENTATIVE OF
THE UNION OF SOVIET SOCIALIST REPUBLICS ADDRESSED TO THE
PRESIDENT OF THE SECURITY COUNCIL

On 27 September and 12 October 1954, notes from the Government of the United States to the Government of the USSR giving a distorted account of the incidents of 7 October 1952 and 29 July 1953 involving United States military aircraft in the Far East, were issued as official Security Council documents (S/3304 and S/3295).

Having regard to this fact and with a view to presenting an objective account of the course of events and of the causes of the aforementioned incidents, I have the honour to transmit herewith the notes of 12 October and 24 November 1952 from the Government of the USSR to the Government of the United States concerning the violation of the USSR State frontier in the area of Yuri Island by a United States military aircraft on 7 October 1952 and the notes of 30 July and 3 and 26 August 1953 concerning the violation of the USSR State frontier by a United States "B-50" military aircraft in the area of Vladivostok on 29 July 1953.

I should be grateful if you would arrange for the texts of the enclosed notes to be circulated to members of the Security Council.

(Signed) A. VYSHINSKY

Note of 12 October 1952 from the Government of the USSR to the
Government of the United States of America

The Government of the Union of Soviet Socialist Republics considers it necessary to address the following statement to the Government of the United States of America.

According to verified reports from the competent Soviet authorities, on 7 October 1952 at about 15.30 hours, Vladivostok time, a four-engined B-29 bomber bearing United States identification signs violated the State frontier of the USSR in the area of Yuri Island. Two Soviet fighter aircraft took off and demanded that the American bomber follow them for a landing at the nearest aerodrome. Instead of complying with the Soviet fighters' legitimate request, the offending aircraft opened fire on them. When the Soviet fighters returned fire, the American bomber made off in the direction of the sea.

The Soviet Government vehemently protests against this new violation of the USSR State frontier by an American military aircraft and demands that the Government of the United States take steps to prevent the violation of the USSR State frontier by American aircraft.

Moscow, 12 October 1952.

Note of 24 November 1952 from the Government of the USSR to the
Government of the United States of America (No.48/USA)

With reference to the United States Government's note of 17 October 1952, the Government of the Union of Soviet Socialist Republics considers it necessary to make the following statement:

The Government of the USSR cannot regard as satisfactory the United States Government's reply to the Soviet Government's note of 12 October 1952 concerning the violation of the USSR State frontier by a United States military aircraft in the area of Yuri Island.

Instead of taking immediate steps to prevent the violation of the Soviet frontier by United States aircraft, the United States Government has seen fit to deny categorically that the Soviet frontier was violated by a United States military aircraft on 7 October, and is trying to justify the illegal deeds of the crew of that aircraft, who opened fire on two Soviet fighter planes. The position thus taken by the United States Government is manifestly incompatible with the universally recognized principles of relations among States.

The real circumstances of the incident were set forth in the Soviet Government's note of 12 October. It has been definitely established that on 7 October, at about 15.30 hours, Vladivostok time, an American four-engined B-29 bomber violated the State frontier of the Soviet Union in the area of Yuri Island.

On being called upon by two Soviet fighters to follow them and land, the offending aircraft, which was armed, as the United States Government admits in its note of 17 October, instead opened fire on the Soviet fighters.

Since the fact of a violation of the Soviet State frontier by an American military aircraft has been definitely established, the Soviet Government cannot entertain the claims set forth in the United States Government's note of 17 October. It is self-evident that responsibility for the consequences of this violation of the Soviet frontier rests with the United States authorities.

With regard to the question of the whereabouts of the crew of the offending United States aircraft, the Soviet Government has no information on the subject.

The Government of the USSR feels it necessary to point out that in the USSR, as in other countries, the instructions in force require that when the State frontier is violated by a foreign aircraft, airmen must compel it to land at a local aerodrome, or, in the event of resistance, must open fire on it.

The Soviet Government sees no need to enter upon a discussion of the United States Government's arbitrary assertion that Yuri Island is not Soviet territory, this assertion being absolutely unfounded and completely contrary to the provisions of the Yalta Agreement concerning the Kurile Islands, which was signed by the Government of the United States of America.

The Soviet Government reaffirms its position, as set forth in its note of 12 October, and again demands that the United States Government take the necessary steps to prevent future violations of the USSR State frontier by American aircraft.

Moscow, 24 November 1952.

Embassy of the United States of America,
Moscow.

Note of 30 July 1953 from the Government of the USSR to the
Government of the United States of America

The Government of the Union of Soviet Socialist Republics considers it necessary to address the following statement to the Government of the United States of America.

According to verified data, on 29 July 1953, at about 7.00 hours Vladivostok time, a four-engined B-50 bomber bearing United States identification signs violated the State frontier of the USSR in the region of Cape Gamov, continuing its flight over USSR territory at Askold Island not far from Vladivostok. When two Soviet fighters approached in order to warn the American aircraft that it was within the boundaries of the USSR and call on it to withdraw from Soviet air space, the American aircraft opened fire on them and seriously damaged one of the Soviet aircraft, piercing its fuselage and left wing and destroying the pressurization of the cockpit. The Soviet aircraft were compelled to return fire, after which the American aircraft flew off in the direction of the sea.

The Soviet Government strongly protests to the United States Government against this gross violation of the Soviet frontier by an American military aircraft, demands that the persons responsible for this violation be brought to justice and looks to the United States Government to take immediate steps to prevent future violations of the USSR State frontier by American aircraft.

Moscow, 30 July 1953.

The Embassy of the United States of America,
Moscow.

Note of 3 August 1953 from the Government of the USSR to the
Government of the United States of America (No.25/OCA)

With reference to the United States Embassy's memorandum of 31 July 1953, the Government of the Union of Soviet Socialist Republics considers it necessary to address the following statement to the Government of the United States of America:

The Soviet Government's note of 30 July 1953 to the United States Government sets forth verified facts which indicate that on 29 July 1953 an American four-

engined B-50 bomber violated the State frontier of the USSR in the region of Cape Gamov, continuing its flight over USSR territory at Askold Island, not far from Vladivostok. When two Soviet fighter aircraft approached in order to warn the American aircraft that it was within the boundaries of the USSR and call on it to withdraw from Soviet air space, the American aircraft opened fire on them, seriously damaging one of the Soviet aircraft. Thereupon the Soviet aircraft was forced to return fire, after which the American aircraft flew out to sea.

The above-mentioned facts show that the statement in the United States Government's memorandum that the American aircraft was attacked by Soviet fighters during a routine flight over the Sea of Japan is contrary to the established facts.

The Soviet Government has absolutely no information about the above-mentioned American aircraft after it flew out to sea, nor about its crew.

The Soviet Government confirms its note of 30 July, demands that the persons responsible for the violation of the Soviet frontier be brought to strict account, and looks to the Government of the United States of America to take steps to prevent any future violations of the State frontiers of the USSR by American aircraft.

The Soviet Government rejects the protest conveyed in the Embassy's memorandum as devoid of all foundation.

Moscow, 3 August 1953.

The Embassy of the United States of America,
Moscow.

Note of 26 August 1953 from the Government of the USSR
to the Government of the United States of America
(No. 30/OCA)

With reference to the United States Government's note of 5 August 1953, the Soviet Government considers it necessary to address the following statement to the Government of the United States of America:

The Soviet Government cannot regard as satisfactory the United States Government's reply to the notes of 30 July and 3 August 1953 concerning the violation of the State frontier of the USSR by an American B-50 military aircraft in the area of Vladivostok.

As was pointed out in the above-mentioned notes of the Soviet Government, on the basis of evidence including statements by the pilots of the Soviet aircraft which encountered the offending American aircraft over Soviet territory, and also on the basis of information received from ground observation points, the American B-50 four-engined bomber violated the State frontier of the USSR at about 6 a.m. local time (about 7 a.m. Vladivostok official time) on 29 July in the area of Cape Gamov and continued its flight over USSR territory at Askold Island not far from Vladivostok. When two Soviet fighters approached in order to warn the American aircraft that it was within the boundaries of the USSR and call on it to withdraw from Soviet air space, the American bomber opened fire on them, at 6.12 a.m. local time. As a result, one of the Soviet aircraft sustained serious damage, the fuselage and left wing being pierced and the pressurization of the pilot's cabin destroyed. In view of the above-mentioned acts on the part of the offending American aircraft, the Soviet aircraft were compelled to return fire, whereupon the American aircraft flew out to sea. The Soviet authorities have no knowledge of the subsequent fate of the offending American aircraft.

The United States Government, as is clear from its note of 5 August, admits that on 29 July, at 6.15 a.m. local time, an American four-engined B-50 bomber fired on a Soviet fighter aircraft; this is approximately the time indicated in the Soviet notes.

The United States Government, however, states in its note that the American bomber did not violate the State frontier of the USSR and that it was attacked by Soviet fighters while flying over the open sea. But the verified data set forth in the Soviet Government's notes of 30 July and 3 August entirely refute the statement that the American B-50 aircraft did not violate the frontier of the USSR and was attacked by Soviet fighters over the Sea of Japan.

Inasmuch as it has been clearly established that the American military aircraft did violate the Soviet State frontier, the Soviet Government rejects as entirely without foundation the protest contained in the United States Government's note.

The United States Government declares in its note that on 29 July, at 1750 hours (5.50 p.m.) local time, i.e. almost twelve hours after the incident, American aircraft observed in the water at a point 42° 14' North latitude and 152° 59' East longitude two groups each containing three or four members of the crew of the aforementioned B-50 bomber, and alleges that there were twelve Soviet PT-type boats in that area of the Sea of Japan, evidently engaged, as the note says, in picking up other survivors of the catastrophe. This statement is in complete contradiction to the facts and is apparently due to the fact that the search for members of the crew of the B-50 bomber was, as the text of the American note indicates, carried out in adverse conditions of fog and darkness, and that the United States Government is, in consequence, basing its charges on information which is at variance with the facts.

The careful investigation carried out by the competent Soviet authorities showed that on 29 July there were no Soviet vessels of any kind in the area of the Sea of Japan referred to in the note. No Soviet vessel reached the area until the following day, i.e. 30 July, about 3 a.m. local time. This was fishing trawler No. 423, which passed through the area referred to in the American note and engaged in fishing operations. According to the report of its master, this trawler was approached by two American destroyers; an American and a Japanese officer who were on a cutter launched from one of the destroyers asked the master of the trawler for information concerning the B-50 aircraft and its crew. Since the crew of the trawler had seen no debris or crew-members of the aircraft in the sea, the master was naturally unable to give the information requested.

With reference to the United States Government's inquiry, in its note, whether the Soviet authorities have any information concerning the members of the crew of the American B-50 aircraft, the Soviet Government considers it necessary to state that the investigation that has been conducted has confirmed that the Soviet authorities have no information concerning the crew of the American B-50 bomber.

The Soviet Government, confirming its notes of 30 July and 3 August, again insists that the persons responsible for the violation of the Soviet frontier should be brought to strict account, and expects the United States Government to take steps to prevent any future violations of the State frontier of the USSR by American aircraft.

Moscow, 26 August 1953.

The Embassy of the United States of America,
Moscow.
