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PRESS RELEASE

In 1989 our Research Centre started an investigation of the tragic incident that had occurred on September 1, 1983 when Korean Air Lines Boeing 747, flight KAL 007 flying from Anchorage, Alaska, to Seoul, was hit by the Soviet rockets over the Sea of Japan. The attack took place at 3:26 a.m. local time over the southwestern extremity of the Island of Sakhalin. According to the official TASS statements the Korean Boeing 747 was mistaken for an American spy plane, attacked therefore by Soviet fighters, hit by two rockets and crashed into the sea killing all 269 persons (passengers and crew) on board. Among the passengers on KAL 007 was U.S. Congressman Larry McDonald (D.-Georgia).

Our investigation has led us to the following conclusions refuting the official Soviet statement as a lie:

1. Having been partially damaged by two Soviet rockets launched by the Soviet pilot Col. Osipovich from his SU-15 fighter, the Korean Boeing 747 did not go out of control of its pilots. On the contrary, they started acting in complete accordance with the standard descent procedure demanded by the instructions for cases of sudden decompression of the cabin at a high altitude. The pilot got in touch with the base in Tokyo, reported "the rapid decompression" and requested permission to descend first to 16,000 feet and then to 10,000 feet. Then they started descending from 35,000 feet to 16,000 feet which took four minutes; here they reduced the speed of descent from 4,750 FPM to 1,875 FPM and continued to descend gradually for another eight minutes. At one point during those eight minutes the plane, that was heading away from Sakhalin at the moment of the attack, made a 180 degree turn and started moving toward Sakhalin looking for a spot for a forced landing.
2. Boeing 747 landed on water to the north of the Island of Moneron, not far from Port Nevelsk. The landing was soft. The sea is shallow in that place; the plane did not sink and the people started disembarking on the emergency floats. This information is supported both by eye witness testimonies and by the following objective facts:
 - a) After the attack, flight KAL 007 was seen on several Soviet radar screens; particularly, we have at our disposal the evidence given by Captain of Soviet air defense troops V. V. Rishkov who personally watched flight KAL 007 on his radar and photographed its movement from his air defense post in military unit 1845 located in Zavet Ilyicha settlement. He first saw and photographed the Korean Boeing 747 at rapid descent and then continued watching and photographing it until it reached zero point on the radar, i.e.,

until landing. Similarly, the Korean Boeing was tracked by the radars of the Japanese Wakkanai radar station located on the Island of Hokkaido; they registered that the plane rapidly descended from 35,000 feet to 16,000 feet, then reduced the descent rate being obviously under control, then apparently made a 180 degree turn and started heading towards Sakhalin. On the Japanese radar screen the plane was also seen until reaching the 0-point.

- b) All the experts agree that in case of uncontrolled plummeting the Boeing 747 could only be seen on radar screens for two minutes, while in fact it was seen for at least 12 minutes (the normal descent procedure from the altitude of 35,000 feet for such a type of plane takes about 15 minutes).
- c) In a case of uncontrollable fall, when the plane hits the water surface, the emergency locator transmitter (one of the "black boxes" on the plane) automatically goes into action and starts transmitting a signal that can be received by radio and even heard aurally. If there is no impact, i.e., the water landing is soft, there will be no signal from the "black box." In the case of KAL 007 incident there was no signal.
- d) The pilots of KAL 007, having a radio connection with Japan for quite awhile after the attack, never transmitted the "Mayday" emergency message, which would be quite logical to expect of a pilot whose plane is out of control and cartwheeling toward the sea. Instead, they reported the decompression and their intention to reach a certain altitude which would be absolutely senseless for a plane uncontrollably plummeting from the skies.
- e) Fifty minutes after the attack, an officer-on-duty at the Japanese Narita Airfield heard on the radiophone the voice of KAL 007 Captain Chon-Buin-In who reported a safe emergency landing. In the U.S.A. this radio-transmission was reported by investigator John Kappel, while in the USSR it was confirmed by Soviet correspondent (reporter) Sergei Agafonov who had been shown a tape of this radio transmission by a reporter of the Japanese "Asakhi" TV in Moscow.
- f) The fact of KAL 007's safe landing has been confirmed by two other telephone conversations: Mr. C. K. Suh, Manager of the American Regional Office of Korean Air Lines in Los Angeles called Mr. Tommy Toles, Congressman McDonald's press aide, a few hours after the attack and informed him that he had just received an answer from Korean Air Lines in Seoul and that "the information I got from them is that the U.S. Embassy in Korea informed the Korean Government, Minister of Foreign Affairs...that the plane has landed in Sakhalin."

Besides, Mr. Tommy Toles received information from Mr. Orville Brockman from the Federal Aviation Administration headquarters in Washington that ran as follows:

"We have just received information from our FAA representatives, Mr. Dennis Wilhelm in Tokyo, as follows: He has been advised by the Japanese Civil Aviation Bureau Headquarters, Air Traffic Division, Mr. Takano (who is his counterpart in Japanese aviation) as follows: Japanese self- defense force confirms that the Hokkaido radar followed the Air Korea flight to a landing in Soviet territory on the Island of Sakhalinska...and it is confirmed by the manifest that Congressman McDonald is on board."

- 3. The Soviet coast guard under command of KGB General Romanenko alerted all its vessels along the coastal line as soon as it received information that a plane had been shot down. Therefore, the Soviet patrol vessels approached the plane almost immediately upon its water landing and received on board all the plane people (the passengers). By order of Gen. Romanenko all the passengers and crew were transported to a coast guard base. By his order too, the passengers' luggage was unloaded and also transported to the coast guard base.
- 4. Gen. Romanenko reported on the incident and his consequent actions to the Far Eastern District Army Commander Gen. Tretyak and the latter transferred it further to Andropov that flight KAL 007 had not crashed. As a result, Gen. Romanenko received Marshal Ogarkov's order to tow the

plane from the shoal to deeper waters and sink it. It was also ordered to transfer the passengers to a KGB guarded camp on the mainland (Soviet Gavan), while Congressman McDonald was to be sent, strictly guarded and incognito, to Moscow. The pilots of flight KAL 007 were also ordered to be sent to Moscow. Gen. Romanenko was ordered in the future to keep strictly secret, whatever concerns the fate of the plane and its crew and passengers and to insist that the plane had crashed into the sea killing all on board. At the same time the Soviet Union released an official TASS statement asserting the crash of the plane and the death of everybody on board.

Gen. Romanenko fulfilled exactly the order that originated from Andropov himself who personally followed all the developments: the passengers, crew members and Congressman McDonald disappeared in the KGB hiding places. In view of the above, it is extremely interesting to note that some time later Gen. Romanenko disappeared too: his name has been erased from the KGB computers and such a man seems to have never existed at all.

5. Our investigation (incomplete as yet) has brought us on the tracks of the kidnaped people. We know, for instance, that Congressman McDonald has gone through a number of prisons in Moscow, among them the Central Lubyanka, Lefortovo, a "special dacha" of the KGB in a suburb of Moscow. As far as his present whereabouts are concerned, the investigation is underway, and the information available at the moment cannot be disclosed. We partially know the camps where the passengers were and, with a high degree of probability, are kept now. As for the children from the plane, they were separated from their parents and safely hidden in the orphan houses of one of the Soviet Middle Asian republics.
6. After the plane had been sunk, the Soviet General Staff Chief Marshal Ogarkov arrived in Sakhalin. Together with him arrived his staff officers, KGB officers and other people who helped him supervise the work of the investigation commission (due to which fact we happened to be able to receive at least part of our information) General Varennikov, chief of the General Staff Intelligence, who was appointed in Moscow to head the secret state commission to investigate the incident. The divers attached to the commission removed the flight recorders from the plane (generally known as the "black boxes") that record during all the flight time all the technical information concerning the flight, such as altitude, speed, direction of flight, rate of descent, climb and time, as well as pilot's conversations among themselves and with the land. The data registered by the flight and voice recorders could supply a proof of the safe landing if recovered by wrong people (wrong from the Soviet standpoint of view). Since the plane was announced to have crashed into the sea, it was essential to remove the objective control systems from the plane. For this purpose a special system of rubber containers was invented and worked out that would allow to transport the "black boxes" together with the surrounding water from the bottom of the sea. This was done in the ERAT Scientific Research Institute of the Air Defense Force in the town of Lyubertsy, Moscow District. At the moment, the commander of the Institute was Major General A.A. Subbotin of the Military Air Force, Candidate of Technical Sciences. Among the members of Gen. Varennikov's commission the leading Soviet specialists on the objective control systems were sent to Sakhalin to supervise the removal of the "black boxes" from the plane and their transportation to Lyubertsy. The "black boxes" were brought to Lyubertsy ERAT Institute, to the unit commanded by the Military Air Force Colonel Yu. Yu. Tarasenko who personally guided all the works connected with deciphering the recorder's data. The general supervision was conducted by major General A. A. Subbotin. All the work was done under strictest secrecy conditions. Naturally, no data was received from the recorders that would support the announcement that the plane had crashed, therefore, neither the recorded data nor the very fact that the flight recorders had been found and retrieved have never been publicized. (See the names of specialists involved in the investigation in Appendix 2).
7. Simultaneously with the above information, as far back as May 1990, one of our informants sent us the trademark of the flight recorder that had been brought to Lyubertsy - "Hamilton-AIDS". We immediately sent it to the American aviation expert and pilot Captain Joe Ferguson in order to check if this information was valid. Very soon after we received confirmation from the USA that this very type of recorder had been used on board the Korean Boeing 747. Moreover, according the producer, the trademark could only be seen upon unsealing the recorder. And it was in the USSR that it was unsealed and from whence we got our information. This serves as an objective proof, first of all, of the authenticity of the remaining information received from the same source,

and secondly, of the mendacity of the Soviet authorities who are lying until this very day that no "black boxes" from KAL 007 have been found.

8. Along with the "black boxes" the divers removed from the Korean Boeing 747 the keyboard from the cockpit and all the electronic equipment. All the parts of the plane equipment were later turned over to the Scientific Production Society "Sfera" in Leningrad, the first Moscow instrument-making plant, the Production Society "Pribor" in the city of Kursk and to some others (see the list of plants and organizations - Appendix 2).
9. The technical members of Gen. Varennikov's interministerial commission were surprised that the divers who were sent to recover the "black boxes" from the plane were not asked to look for corpses. But they were surprised a lot more when the divers came back flabbergasted and reported that there were neither corpses nor luggage on the plane. This was registered in a special protocol signed by the divers that was later attached to the secret report prepared by the state commission and addressed to Andropov. Gen. Varennikov offered an idea to the Soviet leadership to use the fact of absence of corpses and luggage on the plane for the purpose of organizing an anti-American propagandist campaign which would maintain that KAL 007 had been on a spying mission and left Anchorage already empty, being guided by radio from another plane flying on a parallel course. This idea was circulated by Gen. Varennikov among the commission members but was not accepted, as no special equipment had been found on the plane that could support this version.
10. In order to better conceal the crime the Soviet leadership conducted a deliberately planned misinformation campaign aimed first of all at the numerous investigating commissions that were created on various levels and whose members sincerely believed they were investigating the incident. Therefore, as a part of this misinformation campaign, already after the "black boxes" and other electronic equipment had been removed, the plane was blown up under water, so the divers of the consequent "investigating" commissions stated that "the plane had crashed and broken to pieces." However, prior to the explosion the complete body of the plane was pictured from the air and the film was confiscated by the KGB.
11. Within recent months, the Soviet central newspaper "Izvestiya" has published two series of articles, allegedly resulting from an "independent" investigation of the incident by the newspaper, but in fact giving massive misinformation concerning the fate of flight KAL 007 and its people. The articles abound in such groundless statements as the following: "the Korean plane fell with a supersonic and blasted at the impact against the water's surface;" "to reveal the mystery of the killed Boeing is apparently impossible;" "it is possible that there were no passengers at all on flight KAL 007;" "there were two Boeing 747s flying at the time in the Sakhalin area...and there are assumptions that KAL 007 has not been shot down at all..."

The newspaper quotes Marshal Ogarkov as saying that no "black boxes" from the plane have been found. But along with this and similar misinformation, that even the Soviets reports defined as "layers of lies and half-truths," the Soviet newspaper has given out a number of facts confirming the data of our investigation. For instance, "Izvestia" has confirmed the place of the emergency landing between the Island Moneron and the Island Sakhalin; they confirmed that there were eye-witnesses to the safe landing; they confirmed the fact that after the plane had been hit by two rockets it was still under control of the pilots, changed its heading and was aloft for at least ten minutes; they confirmed that immediately upon landing the coast guard vessels approached the plane; they confirmed that the body of the plane was complete after landing and that the divers had not found in the sunken plane not only corpses but even passports, wallets or other personal documents of passengers; finally, they confirmed that 50 minutes after the attack a radio-conversation took place between the pilot of the Boeing and the Japanese base.

It is important to note, that the Soviet paper mentioned the fact of absence on board the plane of any life-saving vests and the fact that the seat-belts were unfastened which unambiguously confirms that the passengers safely left the plane after the water landing.

The confirmation of these cardinal moments concerning the fate of KAL 007, unwittingly supplied by the USSR itself, completes the picture we compiled from the objective facts and testimonies of our witnesses that we managed to receive through our sources in the USSR. Taking into account

that we have concretely established the names of specific people who worked with the "black boxes" and the electronic equipment taken out of the plane, as well as the name of the man responsible for the removal of the people from the plane, and many other details of the tragic event, we insist that now a clearly defined purpose must be put forward: to save from the USSR the kidnaped people from KAL 007.

The Soviet newspaper "Isvestia" writes: "The foundation of the Soviet system is fear; the people who had to do with the search for the Korean airliner have been so terrorized and intimidated that up until now, years later, are afraid to recall it; and even if they do recall they are sure to make a reservation: "Don't refer to me!"

And yet, we managed to get, through some brave people in the USSR, the data refuting the official Soviet lie and proving that KAL 007 passengers did not die.

Bringing forward this information concerning the fate of KAL 007 people, we want to inform the world that the governments of the United States, Japan, Korea, and Canada, whose citizens are being detained in the USSR, as well as the U.S. Senate and Congress whose member Larry McDonald has been kidnaped by the Soviet authorities, do not show any desire to act for the sake of saving the kidnaped people. We have transferred the results of our investigation to the U.S. Senate; our data have been checked there and found trustworthy and conclusive. We have suggested to the U.S. Senate that an additional investigation and special hearing should be organized on the issue. The suggestion has been accepted in the Senate. But over eight months have passed (as of July 11, 1991) since our first information was sent to the Senate, and no real action aimed at saving the people has been seen thus far.

Therefore we decided to inform the world media and the committees or relatives of missing persons from flight KAL 007 that the plane did not crash and that it is necessary to demand from the USSR to release the people immediately.

We expect a reaction of the governments of the countries concerned; we expect a reaction of the relatives' committees; we expect them to contact us for the purpose of getting additional information. We expect the governments of the countries whose citizens have been victimized in this case will demand of the Soviet government immediately to return home the kidnapped people.

(signed)

Avraham Shifrin

Executive Director

Research Centre for Prisons, Psychiatric Prisons and Forced Labour Camps of the USSR

Jerusalem, July 11, 1991

Appendix 1

A list of military units of the Soviet Air-Defense troops in the Far-East that were involved in the radar following of the Korean Boeing 747 flight KAL 007 on September 1, 1983 (with the names of officers).

1. Radio technical brigade no. 55 (military unit 67080) - commander Colonel Kononov Anatoli Ivanovich.
2. Fighter aircraft regiment no. 308 - protecting the city of Sov. Gavan.
3. Air-defense corps no. 8 (now air-defense division no. 92) - Komsomolskna-Amure (RTB no. 55 is a part of the 92nd division) as well as the other units on the list.
4. Radio technical battalion 1845 - Commander Lieutenant-Colonel Barabas Edward (later promoted to colonel and to the position of commander of the military aviation depots in Vladivostok); Captain Ryzhkov, Valerii Vladimirovich (presently commander of the command post of radio-technical battalion no. 2213 in Marrinskoe Settlement); on the night of September 1, 1983, he

was on duty at the command post of RTB 1845 in Zavet Ilyicha Settlement and personally followed KAL 007 on the radar screen.

5. ORLR no. 362 (separate radio-location company) - Nelma Settlement.
6. Radio technical battalion no. 2112 - Edinka Settlement on the shore of Tatarskii Proliv - commander of the operative department and RTB2112 Staff Commander Lieutenant-Colonel Goren'kov Sergei Victorovich.
7. ORLR no. 365 - Nakhtakhe Settlement on the shore of Tatarskii Proliv. All the above units followed the flight KAL 007 on their radar screens until its landing near Sakhalin.

Appendix 2

A list of the Soviet aviation, military and technical specialists who were involved in handling and investigating the incident with Korean Air flight KAL 007 on September 1, 1983 (with their corresponding positions at that time), as well as scientific and industrial organizations where the "black boxes" and other electronic parts from the plane were brought and studied.

1. Marshal Ogarkov - Chief of Soviet General Staff
2. General Varennikov - Chief of Soviet General Staff Intelligence, head of the interministerial state secret commission to investigate the incident with flight KAL 007 (consequently promoted to Deputy Defense Minister of the USSR).
3. General Romanenko (KGB), coast guard commander of the area; handled the unloading and consequent arrest of passengers and crew of KAL 007 as well as luggage; handled the transfer of the plane people to Sov. Gavan and further.
4. Major-General Subbotin (Military Aviation), technical scientist; commander of NII ERAT (Scientific Research Institute of Exploitation and Maintenance of the Aviation Equipment) in the town of Lyubertsy, Moscow District; an experienced specialist for investigating air-accidents; took an immediate part in the investigation as a member of the commission (later promoted to director of a special laboratory to investigate specially important air-accidents of the State Aviation Inspection with a direct subordination to the Soviet of Ministers of the USSR). Personally supervised all the works on deciphering the data from the "black boxes" brought to his institute from Sakhalin (the promotion was a result of this work). His present laboratory address is 6, Georgiu Dezh Street, Moscow.
5. Colonel Tarasenko, Yuvenalii Yuvenalievich, head of department of flight recorders in NII ERAT in Lyubertsy where the "black boxes" from KAL 007 were delivered and investigated. In his department, and with his participation, the special rubber containers system was created to transport the "black boxes" with the surrounding water from Sakhalin. Personally headed the work on deciphering the "black box" data (under Gen. Subbotin's general supervision).
6. Kofman, Vladimir Davydovich, commander of the investigation department of the Scientific Research Institute of Civil Aviation, a renown Soviet specialist in the field of investigation of air-accidents. (Later promoted to Deputy- director of a special laboratory to investigate specially important air-accidents, i.e., Gen. Subbotin's deputy - see paragraph 4 - where he is heading the theoretical department and is, in practice, the leader in the laboratory (6, Georgiu Dezh Street, Moscow).
7. Antipov, Mikhail Alexandrovich, head of department of objective control systems - "black boxes" at the Moscow machine-building plant named after S. V. Ilyushin (coded name: P.O.B. P-6327) belonging to the 6th chief department of the Ministry of the Aviation Industry. The address of the plant: 45, Leningradskii Prospect, Moscow. Antipov (who is now retired) was the only civilian member of the investigation commission and was sent to Sakhalin to consult and supervise the removal of the "black boxes" from the plane as the leading Soviet specialist on the American objective control systems.

8. Academician Novozhilov, Genrikh Vasilyevich, the head (General Designer) of the Moscow machine-building plant named after Ilyushin, generally known as "KaBe Ilyushina", (see paragraph 7 for details).
9. Production society "Sfera" ("Pribor" plant) of the Ministry of the Aviation industry (16th Lane, Vasilyevskii Ostrov, Leningrad). In this institution, whose head is Utkin, deputy-general designer is Vadim Leonidovich Sergeev, and the leading specialists are M. Yu. Klyashtornii, V. V. Bakulin, and T.V. Romanova, parts of the "Hamilton" flight recorder from KAL 007 are believed to be kept. This is the leading Soviet institution studying the objective control systems and it is here that the flight recorder from KAL 007 was brought after the initial deciphering of its data in Lyubertsy.
10. The first Moscow instrument-making plant (Obraztsova Street, near Moscow Institute of Transportation Engineers). In 1983 the plant director was Uspenskii. The robot-pilot part of the computer systems from Boeing 747 (KAL 007) are now here.
11. Major-General Sidorov - deputy-head of State Aviation Inspection. The State Aviation Inspection is located in three different buildings: 1. Ministry of Civil Aviation (Leningradskii Prospect), 2. the new building near metro- station "Profsoyuznaya" (the greatest part), and 3. Subbotin- Kofman's laboratory at 6, Georgiu Dezh Street. (see paragraph 4 for details). The State Aviation Inspection must have most complete information concerning the results of the investigation of the KAL 007 incident.
12. Yastrebov, Igor Alexandrovich, a renown specialist on the objective control systems - R. & D. Bureau and experimental plant creating the objective control systems for fighter planes only (the rest is being done by "Sfera" in Leningrad), located in Kiev, on GenRybalko Street - the coded name is P.O.B. A-7240.
13. Tronov, Leonid Petrovich, director, and Korolyov, Gennadii Fomich, the chief engineer - the plant in the city of Kursk producing the objective control systems; its open name is "Probor;" its coded name is P.O.B. B-2097.