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Folder Title: Korean Airlines Shootdown
(08/31/1983-November 1983) (1 of 22)

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WITHDRAWAL SHEET

Ronald Reagan Library

Collection: EXECUTIVE SECRETARIAT, NSC: Records:

Archivist: kdb/kdb

Subject File

FOIA ID: F1998-069/1, Mayer

Box/OA#: Box ~~7~~ 43

[8/31/83 - 11/83] (1/22)

File Folder: Korean Airline Shootdown Vol. ~~18/31/83 (1)~~

Date: 12/21/1999

DOCUMENT NO. & TYPE	SUBJECT/TITLE	DATE	RESTRICTION
1. map	(1p) D. 9/14/00 NLSF98-069/1 #1	n.d.	P1, F1, F3, P3
2. report	Current Developments, 3p D. " " #2	9/2/83	P1, F1, P3, F3
3. cable	021421Z SEP 83, 1p D. " " #3	9/2/83	P1, F1, P3, F3
4. report	re airliner shootdown, 1p D 10/30/01 NLSF98-069/1 #4	n.d.	P1, F1
5. report	(p 2-3 only), 2p D " " #5	n.d.	P1, F1
6. report	(p 8 + map only), 2p	9/2/83	P1, F1
7. report	Executive Summary, 2 September 1983, 1p D. 9/14/00 NLSF98-069 #7	9/2/83	P1, F1, F3, P3
8. memo	Situation Room Checklist, 1p R 5/10/06 " #8	9/2/83	P1, F1
9. memo	Situation Room Note, 2p R " " #9	9/2/83	P1, F1
10. memo	William Clark to RR: Daily Report, 1p R " " #10	9/2/83	P1, F1
11. memo	Situation Room Checklist, 1p R " " #11	9/2/83	P1, F1
12. chart	(1p) D 10/30/01 NLSF98-069/1 #12	n.d.	P1, F1
13. cable	021435Z SEP 83, 1p D " " #13	9/2/83	P1, F1
14. cable	021440Z SEP 83, 1p D " " #14	9/2/83	P1, F1
15. cable	021441Z SEP 83, 1p D " " #15	9/2/83	P1, F1
16. cable	021356Z SEP 83, 2p D " " #16	9/2/83	P1, F1

RESTRICTIONS

P-1 National security classified information [(a)(1) of the PRA].
P-2 Relating to appointment to Federal office [(a)(2) of the PRA].

P-3 Release would violate a Federal statute [(a)(3) of the PRA].
P-4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA].

P-5 Release would disclose confidential advice between the President and his advisors, or between such advisors [(a)(5) of the PRA].

P-6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA].

C. Closed in accordance with restrictions contained in donor's deed of gift.

F-1 National security classified information [(b)(1) of the FOIA].

F-2 Release could disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA].

F-3 Release would violate a Federal statute [(b)(3) of the FOIA].

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F-6 Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA].

F-7 Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA].

F-8 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA].

F-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA].

WITHDRAWAL SHEET

Ronald Reagan Library

Collection: EXECUTIVE SECRETARIAT, NSC: Records:

Archivist: kdb/kdb

Subject File

FOIA ID: F1998-069/1, Mayer

Box/OA#: Box ~~7~~ 43

8/31/83 - 11/83

C1/22

File Folder: Korean Airline Shootdown Vol. 1 8/31/83 (1)

Date: 12/21/1999

DOCUMENT NO. & TYPE	SUBJECT/TITLE	DATE	RESTRICTION
17. cable	021251Z SEP 83, 1p <i>D 10/30/01 NLSF98-069/1 #17</i>	9/2/83	P1, F1
18. cable	021138Z SEP 83, 1p <i>J " " #18</i>	9/2/83	P1, F1
19. cable	021100Z SEP 83 (w/notations), 1p <i>D " " #19</i>	9/2/83	P1, F1
20. cable	020007Z SEP 83, 1p <i>D 9/14/00 NLSF98-069/1 #20</i>	9/2/83	P1, F1, P3, F3
21. report	Situation Report No. 2, 2p <i>R 5/10/06 " #21</i>	9/1/83	P1, F1
22. memo	Situation Room Note, 1p <i>D, 6/30/00 NLSF98-069/1 #22</i>	9/1/83	P1, F1, P3, F3
23. cable	012039Z SEP 83 (w/notations), 1p <i>D. 9/14/00 NLSF98-069/1 #23</i>	9/1/83	P1, F1, P3, F3
24. cable	012119Z SEP 83, 2p <i>D. 9/14/00 NLSF98-069/1 #24</i>	9/1/83	P1, F1, P3, F3
25. message	from Foreign Minister Gromyko, 1p <i>R 5/10/06 " #25</i>	9/1/83	P1, F1
26. chronology	re shootdown of Korean airliner, 3p <i>D. 9/14/00 NLSF98-069/1 #26</i>	n.d.	P1, F1, P3, F3
27. chronology	same text as item 26 (w/notations), 2p <i>D. " " #27</i>	n.d.	P1, F1, P3, F3
28. report	FBIS 071 (partial), 1p <i>P. " " #28</i>	9/1/83	P1, P3, F1, F3
29. report	(p 1-2 only) (w/notations), 2p <i>D 10/30/01 NLSF98-069/1 #29</i>	9/1/83	P1, F1
30. report	re Korean Airlines incident, 2p <i>D " " #30</i>	9/1/83	P1, F1
31. cable	011208Z SEP 83 (w/notations), 1p <i>D " " #31</i>	9/1/83	P1, F1
32. memo	Situation Room Note, 2p <i>PART 5/10/06 NLSF98-069/1 #32</i>	9/1/83	P1, F1

RESTRICTIONS

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FOIA ID: F1998-069/1, Mayer

Box/OA#: Box ~~7~~ 43

[9/31/83 - 11/83] (1/22)

File Folder: Korean Airline Shootdown Vol. ~~18/31/83 (1)~~

Date: 12/21/1999

DOCUMENT NO. & TYPE	SUBJECT/TITLE	DATE	RESTRICTION
33. map	(w/notations), 1p D 10/30/01 NLSF98-069/1 #33	n.d.	P1, F1
34. log	Situation Room (p 2-5 only) (w/notations), 4p D F98-069/1 #34	n.d.	P1, F1 11/16/10
35. cable	012252Z SEP 83, 3p D 10/30/01 NLSF98-069/1 #35	9/1/83	P1, F1
36. cable	012212Z SEP 83, 1p D " " " #36	9/1/83	P1, F1

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MEMORANDUM

~~CONFIDENTIAL~~

THE WHITE HOUSE
WASHINGTON

SITUATION ROOM CHECKLIST

September 2, 1983

~~CONFIDENTIAL~~

Suggested Elements of Resolution for Security Council Meeting

In a message to our UN Mission, State suggests the following elements be included in a resolution that will be tabled at an urgent meeting of the Security Council to discuss the Korean incident.

- o The condemnation of the deliberate and unprovoked Soviet action against a commercial aircraft.
- o A request the International Civil Aviation Organization mount an investigation.
- o A call upon all parties involved to cooperate unreservedly in the investigation. ~~(C)~~

SECSTATE 250634, PSN 50760

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NLS F98-06911 #8

BY CS NARA, DATE 5/10/06

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MEMORANDUM

THE WHITE HOUSE
WASHINGTON

SITUATION ROOM NOTE

September 2, 1983

~~CONFIDENTIAL~~

World Reaction to KAL Shootdown

In reaction to yesterday's shootdown of the KAL aircraft, the ROK has announced a three-day mourning period and has demanded a Soviet apology, punishment of those responsible for the incident, compensation, and a guarantee that the Soviet Union will never commit such an atrocity again. In other reactions:

- o First Secretary Heinz-Joachim of the GDR embassy in Washington described the incident as a "horrible mistake," during a private meeting yesterday. The East German contended that, if the Soviet Union is involved in the matter, it should express its deepest regrets and strongest disapproval and not deny involvement.
- o The KAL incident has dominated the Japanese media with banner headlines and extended newscasts, and public reaction appears to be one of incredulity and shock with growing outrage against the Soviet action. Foreign Minister Abe, who stated that "future Soviet attitude" toward the incident could affect bilateral relations, plans to call in the Soviet ambassador. However, our embassy comments that the approach we choose will be a determining factor in what actions Japan takes.
- o In a press interview following issuance of a statement condemning the act, Australian Prime Minister Hawke said he was "appalled" by the incident and said such incidents "cannot be tolerated." Characterizing the shoot-down as "barbarous," Hawke said such behavior is "incompatible with relations among civilized nations."
- o The Dutch government released a statement which "strongly condemns this horrible deed," and is considering what consequences will result from this action.

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NLS 198-069/1 #9

at: CU NARA, DATE 5/10/06

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-2-

- o PRC officials are still sorting through the information but they nevertheless said that the action taken by the Soviets was "shocking and regrettable," adding that no case justified the shooting down of a commercial airline in their view. ~~(c)~~

The Hauge 6090, PSN 51255; Beijing 13597, PSN 51223; Seoul 9028, PSN 51124; TDOO/B/321/02774-83, PSN 50643; Tokyo 7094, PSN 50899; Canberra 8493, PSN 51041

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MEMORANDUM

THE WHITE HOUSE
WASHINGTON

~~SECRET~~

September 2, 1983

MEMORANDUM FOR THE PRESIDENT

FROM: WILLIAM P. CLARK

SUBJECT: Daily Report

Reaction to Soviet Downing of Korean Airliner

The International Federation of Airline Pilots Association (IFALPA) in London is expected to issue a strong statement today denouncing the Soviet downing of the Korean airliner. In addition, the organization reportedly is considering a number of proposals in response to Moscow's action, including:

- o A complete boycott of all airline service into the USSR.
- o Refusal to allow Soviet aircraft to fly into major airports worldwide.
- o A request to the International Association of Machinists to refuse service of Soviet aircraft flying into major airports abroad.

According to an IFALPA official, the organization is likely to approve a limited boycott of air service to the Soviet Union, however, it is still uncertain how far the organization's members are willing to go to boycott servicing of Soviet aircraft abroad. (S)

Soviets Sharpen Anti-U.S. Rhetoric on Lebanon

The Soviet central press carried a TASS statement yesterday sharply critical of U.S. involvement in Lebanon, and accusing U.S. troops of "delivering strikes with the use of artillery and helicopters at areas inhabited by the Moslem population of Lebanon."

~~SECRET~~

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DECLASSIFIED:

NLS F98-069/1 #10

AT CU NARA, DATE 5/10/06

~~SECRET~~

~~SECRET~~

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

SITUATION ROOM CHECKLIST

September 2, 1983

SECRET

Asking the Soviets for Crash Site Information

In light of CINCPAC report that reliable information indicates a strong possibility that Soviet search units have located the crash site of KAL 007 in the vicinity of Ostrov Monegon Island, State instructs our embassy in Moscow to contact the Ministry of Foreign Affairs immediately to ask them to inform us of any results they have achieved in their search and rescue efforts.

- o The demarch should emphasize humanitarian concerns and the need to act quickly.
- o If the crash site is in or near Soviet territorial waters, Soviet concurrence should be sought for available U.S. units to assist in searching the site.
- o The urgency of our request should be emphasized. (S)

SECSTATE 250699, PSN 50920

~~SECRET~~

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NLS 198-0609/1-#11

BY Al NARA, DATE 5/10/06

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WHITE HOUSE SITUATION ROOM

PAGE 01
SIT381

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U N C L A S S I F I E D EFTO FOLLOW-UP ONE AND FINAL TO USN-39

CRITIC 1-83

(U) AVAILABLE COLLATERAL INFORMATION INDICATES THAT ALL ALLIED
ACFT INVOLVED IN SEARCH-AND-RESCUE OPERATIONS ARE ACCOUNTED FOR.
XXHH
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REQUEST/RECEIPT FOR TRANSMISSION

WASHFAC

<p>OFFICE 183 SEP -1 PM 6:47 DATE AND TIME TRANSMITTED</p>	<p>SITE D <u>458</u> SSN NBR</p>	<p>RECEIVED SEP 19 83 NM... 83 SEP 1 P 8:30 DATE AND TIME RECEIVED SITUATION ROOM</p>
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TO BE COMPLETED BY REQUESTER

FROM: CAR LEADER OFFICE/DESK 2E757 PHONE NBR 75131

SUBJECT: KOREAN AIRLINER SHOT DOWN

CLASSIFICATION UNCLAS PAGES 3

DELIVERY INSTRUCTIONS

<input type="checkbox"/>
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HOLD FOR NORMAL DUTY HOURS

IMMEDIATELY

NOTE: FURNISH AFTER DUTY HOUR CONTACT TELEPHONE NUMBER FOR EACH ADDRESSEE REQUIRING AFTER HOUR DELIVERY.

TRANSMIT TO

AGENCY	INDIVIDUALS NAME	OFFICE	ROOM NBR	PHONE NBR
	Bob SIMMS	365	Situation Rm	456-6465
	LARRY SPEARIS SEND to W. WHITE HALL	CARE/CURIA		

REMARKS:

QUESTIONS AND ANSWERS

NOT RELEASED YET

Q: HAVE YOU MOVED ANY RESOURCES IN THE AREA AS A RESULT OF THE 747 SHOT DOWN?

A: YES. WE HAVE MOVED FIVE USAF F-15's ^{and an AWACS} FROM KADENA AB OKINAWA TO MISAWA AB JAPAN.

Q: WHY?

A: ~~THE AIRCRAFT IS BEING SEARCHED FOR IN THE AREA OF THE SOUTH CHINA SEA.~~ AN AWACS will participate in any SAR effort and the

~~SEARCH AREA IS BEING EXPANDED TO COVER THE AREA OF THE SOUTH CHINA SEA.~~ F15s will protect the AWACS if necessary.

Q: HOW LONG ARE THE AIRCRAFT GOING TO BE THERE?

A: UNTIL SUCH TIME AS THE SEARCH AND RESCUE EFFORT IS TERMINATED.

Q: ARE ANY OF THE AIRCRAFT ARMED?

A: FIGHTERS NORMALLY CARRY SELF PROTECTION ARMAMENT.

Q: HOW MANY U. S. AIR FORCE PEOPLE ARE INVOLVED?

A: APPROXIMATELY 100 PEOPLE ARE DEPLOYED TO MAINTAIN THE AIRCRAFT INVOLVED IN THE SEARCH AND RESCUE MISSION.

Q: WHY IS THE U. S. AIR FORCE INVOLVED IN A CIVILIAN AFFAIR?

A: THE AEROSPACE RESCUE AND RECOVERY SERVICE IS FREQUENTLY INVOLVED IN HUMANITARIAN EFFORTS AS ARE THE RESCUE AND RECOVERY SERVICES OF OTHER GOVERNMENTS.

CHOPPED BY JCS (OPS PAO)
CHOPPED BY NSC (PAO)
CHOP PENDING BY STATE (PA) ACTION OFF SUE PITMAN

RELEASED BY ASD(PA), AT 1700, 1 SEP

Procedures:

- If a Communist civil aircraft, while over US territory, deviates in excess of FAA criteria from its approved route for a nonemergency reason, the following procedures apply.
 - FAA advises the aircraft to return to the cleared route.
 - FAA immediately notifies ADCOM if aircraft fails to obey.
 - After FAA notification, ADCOM will dispatch aircraft to intercept the foreign aircraft and attempt to lead it back to the cleared route.
 - If foreign aircraft fails to return to cleared route after intercept, surveillance will be maintained by ADCOM and FAA. Additional measures will be passed to the interceptor by any available communications.
- Intercept and escort missions will not normally be conducted when:
 - Weather or safety factors would preclude safe mission conduct.
 - They would interfere with the conduct of active air defense missions.
- Certain areas have been identified as militarily sensitive and should be avoided by Communist country aircraft.

Facts:

- Prior to Jan 82, Aeroflot conducted two flights per week into Dulles.
- Regular Soviet Aeroflot flights suspended in Jan 82 in response to martial law in Poland.
- Currently, approximately six (6) diplomatic flights per year have been authorized for embassy support.
- Last Aeroflot violation took place in December 1981 which overflew Groton Connecticut during a submarine launch. State Department protest was filed. No intercept was made as there was no FAA violation.
- Cuban Airlines last violations took place on 4 and 5 March 83 on overflights of Griffiss AFB during ALCM loadouts resulting in a two week suspension of flights.
- China Airlines last violation took place on 27 July 83 on an overflight of Ellsworth AFB. No US action has been taken to date.
- No intercepts of communist civilian airlines have taken place. This would happen only if the aircraft penetrated the aircraft identification zone (ADIZ) as an unknown.

SOVIET FORCES PRESENT ON SAKHALIN ISLAND

Ground: Two ~~as follows~~ divisions - about 16,000 men

Navy: Seven facilities, about 1,600 men

Air Forces: Two major air bases

- a. Smirnykh - over 30 flogger counter-air all-weather fighters
- b. Dolinsk/Sokol - over 30 Flagon ~~and~~ fighters

SAMs

Radars

RELEASED ASD(PA), AT 1700, 1 SEP

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NLS F98-0691, #21

NARA, DATE 5/10/06

~~SECRET/EXDIS~~

DEPARTMENT OF STATE
OPERATIONS CENTER

WORKING GROUP ON KAL INCIDENT

Situation Report No. 2

Situation as of 1700 EDT September 1, 1983

Confirmation of Shootdown: Early today we received confirmation the Soviets had shot down the KAL flight at 1826 hours Zulu. At 1830 hours the Korean aircraft was reported by radar at 5,000 meters. At 1838 hours it disappeared from the radar screen. Soviet and U.S. search and rescue teams were dispatched to the area, but no wreckage has been sighted up to this time.

Demarche to Soviets: Undersecretary Eagleburger called in Soviet Charge Sokolov at 0930 EDT to lodge an official U.S. protest on behalf of the U.S. and ROK governments against the Soviet attack on the airliner. Eagleburger stated it was essential we receive a rapid and complete explanation from the Soviet side of the circumstances of the incident. Sokolov responded that he had been awakened by Assistant Secretary for EUR Burt during the night and had dispatched a report to Moscow. He would similarly report Eagleburger's demarche. However, he did not yet have a reply from Moscow, and therefore could not say anything in response.

Secretary's Press Conference: Secretary Shultz held a press conference at 1045 describing in detail the sequence of events leading to the destruction of the Korean airliner, and expressing our "revulsion" to the attack.

First Soviet Response: At 1217 an English-language TASS item reported that Soviet air defense fighters "tried to give assistance in directing to the nearest airfield" to an "unidentified plane", which ignored warnings from Soviet aircraft and "continued its flight in the direction of the Sea of Japan".

Presidential Statement: The White House released at 1345 a statement by the President concerning the unprovoked Soviet attack on an unarmed commercial flight.

~~SECRET/EXDIS~~
DECL: OADR

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- SECDEF (LDX)
- JCS (LDX)
- WH (LDX)
- CIA (LDX)


SECRET/EXDIS

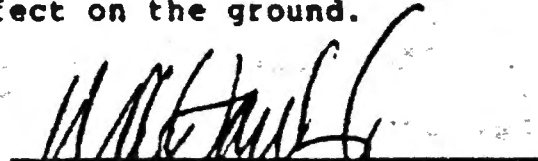
-2-

Gromyko Message: At 1425 Soviet Chargé Sokolov called on Assistant Secretary Burt and conveyed a message from Gromyko, which did not deviate in any material respect from the earlier TASS statement.

Consular Efforts: The Working Group has thus far received inquiries on 35 USCs who were on the flight. KAL informs them that the flight included 112 "non-Asians." When dates and places of birth on passengers are obtained, the Group forwards them to CA/PPT for information on next of kin and verification of U.S. citizenship. They are informing all callers that all passengers are "presumed dead."

Bomb Threat Against Aeroflot Montreal Flight: The Royal Canadian Mounted Police received a bomb threat against Aeroflot flight SU 302 departing Montreal today at 1810 hours. Both NORAD and the FAA were informed by the Watch. It is not clear whether the flight is bound for Moscow or Havana; stepped up security procedures will be in effect on the ground.


Lawrence J. Goodrich
KAL Working Group


William A. Garland
Senior Watch Officer

Clearances: EUR: RBurt)
EA: WABrown) by E

SECRET/EXDIS

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WASHFAX RECEIPT
DEPARTMENT OF STATE

RECEIVED

83 SEP 1 P 4: 29

USE
SITUATION ROOM

B

S/S #

STATE

SEP 1 PM 4 30

[Handwritten signature]

1480

MESSAGE NO _____ CLASSIFICATION _____ No. Pages 1

FROM: Covey
(Officer name) (Office symbol) (Extension) (Room number)

MESSAGE DESCRIPTION FOLLOW-UP TO 9/1 SIG:
DRAFT RELEASE for MEDIA

TO (Agency)	DELIVER TO	Extension	Room No.
NSC	KINMITT NSC 9/S		

FOR: CLEARANCE INFORMATION PER REQUEST COMMENT

REMARKS: asap pls.

S/S Officer: Covey *[Signature]*

SUPER URGENT !!

DECLASSIFIED
NLS F98-069/1 #75

CU NARA, DATE 5/10/06

~~SECRET~~

MESSAGE FROM FOREIGN MINISTER GROMYKO

On the night from August 31st to September 1st, an unidentified plane coming from the direction of the Pacific Ocean, entered the air space of the Soviet Union over the Kamchatka Peninsula and then for the second time violated the Soviet air space over the Sakhalin Island. The plane did not have navigation lights, did not respond to queries and did not enter into contact with the radio control service.

Fighters of the Anti-Aircraft Defense, which were sent aloft towards the intruder plane, tried to give it assistance in directing it to the nearest airfield. But the intruder plane did not react to the signals and warnings from the Soviet fighters and continued its flight in the direction of the Sea of Japan.

In connection with the request of the American side, we have taken measures to search for the plane. The result is that signs of a possible crash of the plane have been found in the area of the Moneron Island. The search in the area continues.

Message received from Soviet Charge Oleg Sokolov (2:25)
Thursday, September 1, 1983.

COMMENT: Moneron Island is in the Sea of Japan inside of Soviet territorial waters.

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The Soviet Foreign Minister has sent a message to Secretary Shultz in reply to our demand of earlier today for an explanation of the shooting down of a Korean Airlines 747 by Soviet aircraft. The message which was delivered by the Soviet Embassy here to the Department of State is an almost verbatim repetition of the TASS item issued from Moscow today which reads as follows:

An unidentified plane entered the air space of the Soviet Union over the Kamchatka Peninsula from the direction of the Pacific Ocean and then for the second time violated the air space of the USSR over Sakhalin Island on the night from August 31 to September 1. The plane did not have navigation lights, did not respond to queries and did not enter into contact with the dispatcher service.

Fighters of the anti-aircraft defence, which were sent aloft towards the intruder plane, tried to give it assistance in directing it to the nearest airfield. But the intruder plane did not react to the signals and warnings from the Soviet fighters and continued its flight in the direction of the Sea of Japan.

In addition Mr. Gromyko's message includes a statement that in connection with the US request, the Soviets have taken measures to search for the aircraft and indicates that as a result of the search signs of a possible crash have been found in the area of Morenon Island. The search, ^{the message} ~~Mr. Gromyko~~ says, continues in the area.

The Soviet Charge has been informed that the United States Government finds this reply totally inadequate and reiterates its demand for a satisfactory explanation.

September 1, 1983

FBIS 071

BULLETIN

TASS REPORTS KOREAN PLANE ENTERED SOVIET AIRSPACE

LD011725 MOSCOW TASS IN ENGLISH 1717 GMT 1 SEP 83

("TASS REPORT" -- TASS HEADLINE)

(TEXT) MOSCOW SEPTEMBER 1 TASS -- AN UNIDENTIFIED PLANE ENTERED THE AIR SPACE OF THE SOVIET UNION OVER THE KAMCHATKA PENINSULA FROM THE DIRECTION OF THE PACIFIC OCEAN AND THEN FOR THE SECOND TIME VIOLATED THE AIR SPACE OF THE USSR OVER SAKHALIN ISLAND ON THE NIGHT FROM AUGUST 31 TO SEPTEMBER 1. THE PLANE DID NOT HAVE NAVIGATION LIGHTS, DID NOT RESPOND TO QUERIES AND DID NOT ENTER INTO CONTACT WITH THE DISPATCHER SERVICE.

FIGHTERS OF THE ANTI-AIRCRAFT DEFENCE, WHICH WERE SENT ALOFT TOWARDS THE INTRUDER PLANE, TRIED TO GIVE IT ASSISTANCE IN DIRECTING IT TO THE NEAREST AIRFIELD. BUT THE INTRUDER PLANE DID NOT REACT TO THE SIGNALS AND WARNINGS FROM THE SOVIET FIGHTERS AND CONTINUED ITS FLIGHT IN THE DIRECTION OF THE SEA OF JAPAN.

1 SEP 1740Z 

DECLASSIFIED IN PART
NLS F98-069/1 # 28
By LOI, NARA, Date 11/8/00

WASHFAX RECEIPT
DEPARTMENT OF STATE

RECEIVED

3 SEP 1 AIO: 49

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WASHFAX SITUATION

URGENT

S/S #

MESSAGE NO. 1461 CLASSIFICATION UNCLASSIFIED No. Pages 2
FROM JCovey S/S 28448 7224
(Officer name) (Office symbol) (Extension) (Room number)
MESSAGE DESCRIPTION Statement on Shooting down of Korean Plane

<u>TO (Agency)</u>	<u>DELIVER TO:</u>	<u>Extension</u>	<u>Room No.</u>
<u>NSC</u>	<u>Bob Kimmitt</u>	<u>395-3044</u>	
	<u>NSC S/S</u>		

FOR CLEARANCE INFORMATION PER REQUEST COMMENT

REMARKS PLEASE DELIVER URGENTLY TO ADDRESSEE.

S/S Officer: JCovey [Signature]

At 1400 hours, Greenwich Mean Time, yesterday (1000 EDT),
A Korea Airlines Boeing 747 on route from New York to Seoul,
Korea, departed Anchorage, Alaska. Two hundred and sixty nine
passengers and crew were on board, including Congressman
Lawrence P. MacDonald.

At approximately 1600 hours (GMT), the aircraft came
to the attention of Soviet radar. It was tracked constantly by
the Soviets from that time. The aircraft strayed into Soviet
airspace over the Kamchatka Peninsula, over the Sea of Okhotsk,
and over Sakhalin Island.

The Soviets tracked the commercial airliner for some two and
one-half hours. A Soviet pilot reported visual contact with
the aircraft at 1812 hours. The Soviet plane was, we know, in
constant contact with its ground control.

At 1821 hours the Korean aircraft was reported by the
Soviet pilot at 10,000 meters. At 1826 hours the Soviet pilot
reported that he fired a missile and the target was destroyed.

At 1830 hours the Korea aircraft was reported by radar at
5,000 meters. At 1838 hours the Korean plane disappeared from
radar screens.

We know that at least eight Soviet fighters reacted
at one time or another to the airliner. The pilot who shot the
aircraft down reported after the attack that he had in fact
fired a missile, that he had destroyed the target, and that
he was breaking away.

REMARKS

About an hour later, Soviet controllers ordered a number of their search aircraft to conduct search and rescue activity in the vicinity of the last position of the Korean airliner reflected by Soviet tracking. One of these aircraft reported finding kerosene on the surface of the seas in that area.

During Wednesday night, U.S. State Department officials were in contact with Soviet officials seeking information concerning the airliner's fate. The Soviets offered no information. As soon as U.S. sources had confirmed the shooting down of the aircraft, the U.S., on its behalf and on behalf of the Republic of Korea, called in the Soviet Charge d'Affaires in Washington this morning to express our grave concern over the shooting down of an unarmed civilian plane carrying passengers of a number of nationalities. We also urgently demanded an explanation from the Soviet Union.

The United States reacts with revulsion to this attack. Loss of life appears to be heavy. We can see no excuse whatsoever for this appalling act.

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~~SECRET~~

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

SITUATION ROOM NOTE

September 1, 1983

~~SECRET-SENSITIVE~~

Soviets Shoot Down Korean Airliner

A South Korean 747 Airline disappeared last night with 268 people aboard, apparently including the Democratic Congressman from Georgia, Larry McDonald. The plane originated in New York and was bound for Seoul, Korea.

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Diplomatically the Soviets had denied that the aircraft landed or was forced down on Sakhalin. On the other hand, a South Korean foreign ministry official indicated privately that it appeared KAL Flight #7 had violated Soviet airspace.

~~SECRET-SENSITIVE~~

DECLASSIFY ON: OADR
CLASSIFIED BY MULTIPLE SOURCES

DECLASSIFIED IN PART
NLS 898-069/1 332
By CS, NARA, Date 5/10/06

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[REDACTED]

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- o Tass reports a "South Korean Boeing 747 passenger plane on a regular flight from New York to Seoul had disappeared without a trace...searches mounted by Japanese authorities produced no results."
- o The ROK has reworded an earlier statement that the plane was forced to land in Sakhalin and is saying the information is "not confirmed."

In embassy reporting Ambassador Walker told ROK Foreign Minister Bum Suk Lee that U.S. Forces Korea [REDACTED]

[REDACTED] In late press developments (0635 EDT):

- o Japanese Prime Minister Yasuhiro Makasone met with senior officials on the incident and one later told reporters "there is a possibility that the plane might have been shot down." (Situation Room comment: [REDACTED])
 - o A South Korean government spokesman says "it appears almost certain that a Korean airlines plane carrying 269 people has been attacked and downed by a third country."
- [REDACTED]

Various Sources

~~SECRET~~

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THIS FORM MARKS THE FILE LOCATION OF ITEM NUMBER 33-34 LISTED ON THE
WITHDRAWAL SHEET AT THE FRONT OF THIS FOLDER.

AP-KOREAN AIRLINER (TOPS)

(SEOUL, SOUTH KOREA) -- THE FATE OF A KOREAN AIRLINES JUMBO

JET CARRYING A U-S CONGRESSMAN AND 268 OTHER PEOPLE REMAINS A
MYSTERY.

IT'S BEEN 15 HOURS SINCE ANYONE LAST HEARD FROM THE PLANE -- WHEN THE PILOT REPORTED HIS POSITION AS BEING ABOUT 100 MILES FROM JAPAN.

KOREAN AIRLINE OFFICIALS LATER SAID THE PLANE HAD LANDED SAFELY ON
A SOVIET-CONTROLLED ISLAND NEAR JAPAN -- BUT THE SOVIETS DENY THAT.
AND JAPANESE OFFICIALS ARE SAYING THE DELAY IN INFORMATION FROM THE
SOVIETS INCREASES THE POSSIBILITY THAT THE PLANE DID NOT LAND SAFELY.

JAPAN'S DEFENSE AGENCY SAYS ITS RADAR SAW WHAT MIGHT HAVE BEEN THE JUMBO JET NEAR THE SOVIET ISLAND AT ABOUT THE TIME THE PILOT LAST REPORTED HIS POSITION. THE AGENCY SAYS THE PLANE WAS FLYING AT AN ALTITUDE OF 30-THOUSAND FEET WHEN IT SUDDENLY VANISHED FROM THE RADAR SCREEN ABOUT NINE MINUTES AFTER THE RADIO CONTACT. THE AGENCY SAYS THIS RAISES THE POSSIBILITY OF A MID-AIR EXPLOSION.

A DEFENSE AGENCY OFFICIAL ALSO SAYS RADAR DETECTED TWO OTHER
PLANES IN THE AREA, FLYING IN THE SAME DIRECTION AS THE FIRST PLANE.

THE FLIGHT LEFT NEW YORK AT ABOUT MIDNIGHT TUESDAY NIGHT (CORRECT); AND STOPPED IN ANCHORAGE, ALASKA YESTERDAY MORNING. FROM THERE, IT WENT ON TOWARD SOUTH KOREA.

CONGRESSMAN LAWRENCE MCDONALD, A DEMOCRAT FROM GEORGIA, IS AMONG THE PASSENGERS. MCDONALD IS CHAIRMAN OF THE JOHN BIRCH SOCIETY. THERE IS NO WORD ON HOW MANY OTHER AMERICANS WERE ON BOARD -- BUT SOUTH KOREAN TELEVISION SAYS THERE WERE MORE THAN 100 WHOSE NATIONALITIES ARE NOT KNOWN. THE REST ARE KOREAN, JAPANESE AND TAIWANESE.

AP-WX-09-01-83 0528EDT

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