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ELECTRONICS COUNTERMEASURES SQUADRON ONE  
U. S. Naval Air Station  
Sasebo, Japan

Harry B. SUNDER, having been duly sworn, deposes and says:

I am an Ensign in the United States Naval Reserve and am on active duty attached to Electronics Countermeasures Squadron ONE as Assistant Air Intelligence Officer. I have been attached to the squadron since June 1956.

Prior to coming to the squadron for duty I attended the Navy Air Intelligence Training Center at Alameda, California. When I arrived for duty I was designated as the Squadron Air Intelligence Officer. As such on 22 August 1956, it was my duty to conduct briefings for LCDR HUTCHINSON and LCDR STRUTHERS and the officer and enlisted personnel in their plane crews in preparation for patrol flights on the night of 22-23 August.

Briefing of the two crews were conducted separately about an hour apart. And to the best of my knowledge I briefed LCDR STRUTHERS and his group first.

The briefings were conducted in the Squadron Air Intelligence Office where are maintained charts, photographs and other material which would be of assistance to pilots and crewmen preparing for operational missions.

During the briefings a large air navigation chart was used on which the proposed track for the patrol flight had been laid off. This proposed track was discussed in detail in relation to information concerning military activity in various areas. As I recall there was no specific information that indicated any significant changes along the Chinese Communist mainland.

Including in the briefing were instructions as to the time of departure for the patrol, call signs and radio frequencies to be used, altitudes to be flown, geographical positions where altitudes should be changed, and action to be taken if attacked by unidentified aircraft. Water currents to be expected also were covered.

Additionally, the latest information was discussed concerning friendly flights that might be encountered.

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Search and rescue, evasion and air safety are discussed from time to time and plane commanders have this information available in their flight folders. Although I do not recall specifically whether these items were discussed during the briefing of LCDR HUTCHINSON and his crew.

After I completed the briefing for LCDR HUTCHINSON I do recall that he gave his crew specific instructions for time to be aboard the aircraft and gas load to be carried. He also specifically stressed the need for good navigation on the early part of the track which was above Shanghai and emphasized that he did not want to get inside the assigned track, stating that the land areas above Shanghai give poor navigational radar return due to the nature of the terrain.

In addition to briefing the pilots and crewmen of planes 124362 and 124364, I was to relieve as squadron duty officer on night of 22 August after the planes had taken off for their patrols. In preparing to take over as Duty Officer I was present at the squadron hangar from about 1700 local time until about 1845 local time. It is the squadron duty officer's responsibility to assist in issuing flight gear and to supervise general preparations for a flight.

At about 1845 local time LCDR HUTCHINSON, who was to precede LCDR STRUTHERS, taxied away from the flight line in plane 124362. He returned 10 minutes later however, explaining that in his pre-flight check off he had discovered a hydraulic leak. The trouble was determined to be in the hydraulic system of the starboard wing. A delay of from one to two hours was estimated for repairs and at this time LCDR STRUTHERS decided to precede LCDR HUTCHINSON in taking off. This he did at 1904 local time.

At this time I left the hangar area and proceeded to Fleet Air Wing SIX air plot where I was to remain as long as there were squadron planes on patrol. The assistant squadron duty officer was instructed to inform me when LCDR HUTCHINSON taxied out for take off. I received this information about 2000 local time. Later, a message was received by radio that LCDR HUTCHINSON had taken off at 2020 local time.

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During the evening four radio messages were received which were encoded position reports for LCDR HUTCHINSON's plane. These messages were received without incident using the routine call sign N7642 which had been assigned to plane 124362 for the flight. During this time there was nothing to indicate any unusual occurrences.

On receipt of the messages, which were encoded, I deciphered them using the current aircraft cipher code and then plotted the positions on a V30-28-0 aeronautical chart.

At 1619 GCT (0119 local zone plus nine time) an emergency transmission was received from plane 124362 stating the plane had been attacked by aircraft. This message was one four letter code group "PSYM" which when deciphered meant "attacked by aircraft". The group was preceded by "X31" which was the special call sign that the plane was to use in case of emergency.

When this message came in REYNOLDS, Radioman Third Class, was guarding the circuit and I was seated about 10 feet from him. REYNOLDS informed me that he was receiving the emergency call sign from one of the squadron aircraft.

I immediately arose and proceeded to his operating position. By this time he had written out "PSYM" on a message blank and I immediately took this and decoded the message. REYNOLDS continued to listen for further signals. Nothing more was reported by REYNOLDS and he stated that it sounded as if the plane's transmitter had been cut off.

After decoding the message I immediately called the executive officer, CDR HUFF and told him I thought he should come to Air Plot immediately which he did. I also called the Fleet Air Wing duty officer and on CDR HUFF's arrival I also called the Commanding Officer, CDR LARSON, who also came to Air Plot.

On his arrival the executive officer alerted Air Sea Rescue and I proceeded to notify other officials in the area that one of our planes apparently was in difficulty.

*Harry B. Sunder*  
HARRY B. SUNDER  
ENS, USNR

Sworn to before me this NINTH day of APRIL 1957  
*George H. Rood*  
GEORGE H. ROOD  
Commander, U. S. Navy

I have the authority to take oaths in accordance with PL 508, 81st Congress, C. 169, Sec. 1.

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