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Enclosure to despatch no. 20,097 of October 7, 1945,
from American Embassy, Mexico; D. F.

MEXICO
BID

Published Findings on Oumansky Crash In- 2204.0100
vestigation.

Mexico City

R-905-45

8 October 1945

Source: As indicated.

Evaluation: B-2

1. Attached as enclosures are two excerpts from Mexico City newspapers of 6 October 1945, with regard to the Oumansky crash re-investigation. The excerpt from "El Universal" stated in substance:

In the opinion of Mexican legal authorities not the remotest possibility exists that the crash in which Russian Ambassador Constantino A. OUMANSKY perished was caused intentionally or by an act of sabotage to the aircraft. The most minute investigation of all details was made to clear beyond a shadow of a doubt the truth of the cause of the accident.

(The following resolution (decision) was published in full in "El Universal".)

On 16 June 1945 the Department of Investigation was charged with investigating the facts of the crash in which Oumansky, other members of the Russian Embassy in Mexico, and several Mexican military men lost their lives, and in which the MAF C-60-01 airplane was destroyed. The results of the investigation were submitted to the Public Minister and he, in turn, after analyzing the facts of the case, came to the conclusion there was no evidence to permit the supposition the crash had been caused by criminal acts and, on the contrary, that the very lamentable accident was occasioned by pilot error and the unfavorable conditions in which the pilot found himself after the take-off, and it was not possible to determine whether it was due to pilot imprudence or lack of experience.

Furthermore, should the pilot have been found guilty of imprudence, which he was not, the fact he was killed in the accident would have voided the penal responsibility.

Considering there is no evidence of criminal acts, that no determined person can be charged with the accident, and that the witness (Note 1) Mariam L. Troynitzky, widow of one of the Russian Embassy members, cannot be interrogated at this time because she is presently in U.S.S.R., the proceedings have been declared suspended until such time as it is possible to conclude this investigation by interviewing said witness.

Verbally, Lic. Jesus Villaseñor, special representative of the Public Minister, informed the press the

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accident was unfortunate and that a similar type disaster had taken place in the United States and in U. S. territory. (Note 2). The aircraft took off at night under instructions from Ambassador Oumensky, who did not wish to pass through a certain Central American country during daytime, because it was opposed to the Stalin régime. The airplane took off with unusual speed for technical reasons, and the pilot lost the horizon line. To orient himself he lowered the aircraft, not thinking he would touch the ground, but unfortunately he did. He then attempted once more to raise the airplane and with much difficulty he succeeded but hit two ditches, could not save himself, and crashed. "Our Government gave the best facilities and safety to Ambassador Oumensky and his committee, and its best technicians to avoid any trouble. Only fatality could frustrate all the precautions taken by the Mexican Government."

2. Comment:

a. Reference Note (1) would explain the report that the investigation papers were to be turned over to the Russian Embassy in Washington. (See M/A Mexico Report No. R-881-45, 2204.0100, 28 September 1945.

b. Reference Note (2) a clipping from the January 1945 issue of Air Force Magazine, page 25, was furnished a witness at General Salinas' request by this Office. This dealt with a B-25 crash under almost identical conditions.

c. In view of the fact the proceedings are merely "suspended", this must not be considered a closed affair. However, it is the conviction of this Office that the issue will not be again renewed in Mexico or under official Mexican auspices.

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