

~~SECRET SPOKE~~

1895

CATEGORY = 1

M = 1892

MESSAGE = 02008887

ZCZC04 7360EXD064 LOG LN NO. 069

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TO NSA/UNIFORM WHISKEY

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~~SECRET SPOKE~~

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ENP01F0072193 2/00/VCA/R43-72 SPOT REPORT FOLLOW-UP NR. 1

KUS.AVN/AVIA,DAMC-A/I. NVAF AND U.S. AIRCRAFT SHOOTDOWNS ON 10 JULY 1972

XXCC

SPOT REPORT FOLLOW-UP NR. 1 TO 2/R0/VCA/R506-72, 102319Z (ALL TIMES ZULU) ON 10 JULY BETWEEN 2246 AND 2325, TWO NORTH VIETNAMESE AIR FORCE (NVAF) MIG-17'S FROM PROBABLE KEP AIRFIELD REACTED TO HOSTILE AIRCRAFT, RESULTING IN THE LOSS OF ONE U.S. AIRCRAFT AND PROBABLY ONE MIG-17 AIRCRAFT. FOLLOWING THE ENGAGEMENT THE OTHER MIG-17 RECOVERED AT PHUC YEN AIRFIELD. SUMMARY AT 2246 NVN TACTICAL VOICE COMMUNICATIONS REPORTED ONE NVAF MIG-17 BEING INSTRUCTED BY THE PROBABLE KEP CONTROLLER TO STAKE OFF, CHECK GOOD, CLOSE WEAPONS SWITCH, AND PREPARE TO WORK. SIX MINUTES LATER, THE KEP CONTROLLER INFORMED AN ADDITIONAL MIG-17 WHICH WAS AIRBORNE THAT THE HOSTILE AIRCRAFT ARE RETURNING TO THE EAST AND HAVE ARRIVED AT PHA LAI (21-08N 106-17E). AT 2253 THE LEAD PILOT WAS INSTRUCTED TO RETURN TO THUR DOO (21-12N 105-28E). ONE MINUTE LATER THE KEP CONTROLLER INFORMED THE LEAD PILOT OF THE POSITION OF THE HOSTILES AND SUBSEQUENTLY THE LEAD PILOT TOLD HIS WINGMAN TO REMAIN CALM. THE WINGMAN THEN STATED THAT HE HAD DROPPED HIS AUXILIARY FUEL TANKS AND HAD GONE ON AFTERBURNER. AT 2255 THE WINGMAN INSTRUCTED THE LEAD PILOT TO MANEUVER AND THAT THEY (HOSTILES) ARE HEAD ON THERE AND YOU FOLLOW ME. TWO MINUTES LATER THE LEAD PILOT INSTRUCTED HIS WINGMAN TO COUNTERATTACK. THE WINGMAN THEN SCREAMED THAT ONE AIRCRAFT BURST INTO FLAMES ALREADY. THE PILOTS WERE THEN INSTRUCTED TO LOCK ON, FOLLOW CLOSELY, PAY ATTENTION AND MANEUVER. AT 2259 THE KEP CONTROLLER QUERIED THE LEAD PILOT IF THERE FORM WAS GOOD AND THE PILOT REPLIED THAT HE DID NOT SEE HIS WINGMAN AT ALL. BETWEEN 2300 AND 2301 TWO GROUND CONTROLLERS ATTEMPTED TO CONTACT THE MISSING MIG-17 PILOT. DURING THIS TIME PERIOD THE LEAD PILOT WAS TOLD TO RETURN AND LAND AT PHUC YEN AIRFIELD DUE TO THE PRESENCE OF THE HOSTILES WITHIN THE KEP AREA. AT 2302 THE LEAD PILOT REQUESTED THAT THE PHUC YEN CONTROLLER CALL FOR HIM TO FIND THE PRESENCE OF HIS WINGMAN. HE WAS INSTRUCTED TO REMAIN CALM AND LAND, THERE IS NOTHING AT ALL. AT 2304 THE KEP AIRFIELD CONTROLLER QUESTIONED THE KEP CONTROLLER IF HE HAD SEEN THE MIG-17 AIRCRAFT, DID HE RETURN TO THE AREA OF KIEEM KOONG (UNLOCATED) AND IF HE OBSERVED HOSTILES BEHIND THE MIG-17. BETWEEN 2308 AND 2313 THE PHUC YEN AND KEP CONTROLLERS ATTEMPTED TO CONTACT THE MISSING MIG-17 PILOT AND THE GROUND CONTROLLER, IN THE PROBABLE PHUC YEN AREA, TOLD A REMOTED GCI CONTROLLER SUBORDINATE TO PHUC YEN THAT HE SAW TWO AIRCRAFT, ONE AIRCRAFT WAS A MIG-17, AND ONE AIRCRAFT HAD DESCENDED LOW ALREADY. AT 2315 THE KEP CONTROLLER INFORMED THE SENIOR GCI CONTROLLER AT HANOI BACH MAI THAT A PARACHUTE WAS SIGHTED 16.2 NM AWAY. TEN MINUTES LATER THE SENIOR GCI CONTROLLER INSTRUCTED ALL CONTROLLERS TO SHUT DOWN. XXHH 350 8410 NNNH

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Approved for release by NSA on 07-09-2014, Transparency Case# 65886

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