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~~SECRET SPOKE~~

CATEGORY = 3

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MESSAGE = 02149995

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FM DIRNSA

TO NSA/UNIFORM WHISKEY NCR NMCC WHITE HOUSE

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~~SECRET SPOKE~~

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ENP01F0072363 2/00/VCA/R116-72 SPOT REPORT FOLLOW-UP NR. 2 AND FINAL

AVN/AVIA-AZI. U.S. AIRCRAFT SHOT DOWN BY NVAF MIG-21, 27 DECEMBER 1972

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SPOT REPORT FOLLOW-UP NR. 2 AND FINAL TO 2/ [ ] VCK/R244-72, 270606Z DEC 72 (ALL TIMES ZULU) ADDITIONAL DATA NOW REVEALS THAT THE NVAF-CLAIMED SHOOT-DOWN BETWEEN 0707 AND 0728 ON 27 DECEMBER WAS BY A MIG-21 FROM PHUC YEN INSTEAD OF GIA LAM AND RESULTED IN THE LOSS OF AN F-4 VICE A HELICOPTER AS PREVIOUSLY REPORTED FROM PRELIMINARY INFORMATION. DETAILS, AT 0707, ONE MIG-21 (FISHBED-J) TOOK OFF FROM PHUC YEN AND WAS IMMEDIATELY TOLD TO CONTACT THE SENIOR GCI CONTROLLER. THE PILOT DID SO AND WAS INSTRUCTED TO TAKE A HEADING OF 090 DEGREES, GO TO AN ALTITUDE OF 5000 METERS AND TO INCREASE ALERTNESS TO HIS LEFT SIDE AT 90 DEGREES. AT 0709, THE PILOT ASKED THE SENIOR GCI CONTROLLER FOR THE ALTITUDE OF THE \$HOSTILES\$ AND RECEIVED AN ALTITUDE OF 2000 TO 2500 METERS. AT THE SAME TIME, THE PILOT WAS TOLD TO \$WATCH YOUR REAR,\$ AND HE REPLIED \$AT AZIMUTH 150, I AM MANEUVERING.\$ AT 0712, AS THE MIG APPROACHED TO WITHIN 30 KILOMETERS OF THE \$HOSTILES,\$ HE WAS INSTRUCTED TO \$DROP TANKS.\$ AT 0713, THE MIG WAS INFORMED OF \$HOSTILES\$ TO HIS RIGHT 50 DEGREES, 20 KILOMETERS AT WHICH TIME THE PILOT THEN REPORTED VISUAL CONTACT WITH TWO ENEMY AIRCRAFT AND THAT HE WAS \$GOING TO FIRE AT ONE THAT HAS A LOT OF BOMBS.\$ AT 0714, THE SENIOR GCI CONTROLLER TOLD THE PILOT NOT TO ATTACK IF THE TARGETS DID NOT HAVE WEAPONS. AT 0715, THE PILOT REPORTED THAT \$THE TWO ENEMY ARE STILL TRAPPED, I AM FLYING TO THEIR REAR FOUR KILOMETERS, THEY ARE GOING ON AFTERBURNERS.\$ ONE MINUTE LATER THE PILOT STATED HE WAS ATTACKING AND IN THE NEXT TRANSMISSION, REPORTED HIS \$ATTACK WAS GOOD, HE IS BURNING, I SHOT HIM.\$ THE MIG THEN BROKE OFF THE ATTACK, CLIMBED TO 10,000 METERS AND WAS TOLD TO RETURN TO PHUC YEN. AT 0721, AS THE MIG WAS APPROACHING PHUC YEN, HE WAS TOLD TO LAND EITHER ON THE MAIN RUNWAY OR THE TAXIWAY, OFF THE END 200 METERS. AT 0724, WHILE ON THE DOWNWIND LEG OF THE LANDING PATTERN, THE PILOT TOLD THE PHUC YEN TOWER CONTROLLER THAT HE WAS BEING FIRED AT FROM THE GROUND BUT CONTINUED TO LAND AFTER THE CONTROLLER REPLIED HE WOULD ISSUE A WARNING. THREE MINUTES LATER, WHILE ON FINAL APPROACH, THE PILOT STATED THAT HE WOULD RELEASE HIS DRAGCHUTE WHILE IN HIS LANDING DESCENT AND AT 0728 WAS TOLD TO EXIT THE RUNWAY, INDICATING A SAFE LANDING. XXHH 0600 #3113 NNNN

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