

~~TOP SECRET UMBRA~~

CATEGORY = 2

M = 112

MESSAGE = 00190380

ZCZCDUA704MPU332

PP [REDACTED] DE

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ZKZK PP HAH SDASDEP

261510Z

FM NSAPAC RTNAM (C)

TO DIRNSA INFO HQ NSAPAC

ZEM

~~TOP SECRET UMBRA~~ F46/2190 F46/D 893. AT5/D205/D23 HERewith TECH PHASE REPORT NUMBER TWO. DRV/SOUTH CHINA AIR AND AIR DEFENSE ACTY REPORT ((CALL TIMU))A. SAM ACTIVITY 1. ON 24 APRIL DRV VHF MULTICHANNEL COMMUNICATIONS REVEALED TWO SAM FIRINGS, ONE OF WHICH LED TO THE SHOOTDOWN OF A "HOSTILE" AIRCRAFT. DURING A POST LAUNCH DISCUSSION BETWEEN 0506-0523, ONE OF THE SP REVEALED THAT HIS SITE HAD FIRED ONE OR MORE MISSILES AT A FLIGHT CONSISTING OF SIX AIRCRAFT, THERE WERE INDICATIONS OF A SHOOTDOWN DURING THE CON-VERSATION. CORRELATION OF TRACKING REPORTS, ELINT AND COLLATERAL INDICATE MISSILE SITE IS IN THE VICINITY OF 1858N/10518E, AT 0500 A FLIGHT OF SEVEN F4C'S OBSERVED A MISSILE FIRING APPROXIMATELY 1904N/10526E. THE FLIGHT BROKE RIGHT AND DOWN AND THE MISSILE DETONATED BEHIND FLIGHT, PILOTS RETURNED HAD NOT OCCURRED PRIOR TO DETONATION.

[REDACTED] 2. BETWEEN 0800-0817 AN UNIDENTIFIED SAM SITE WAS REFLECTED IN VHF MULTICHANNEL COMMUNICATIONS TRACKING A FLIGHT OF THREE "HOSTILE" AIRCRAFT. AT 0810Z WHEN THE TARGET WAS REPORTED AT A RANGE OF 23 KILOMETERS (NM) A MISSILE FIRING WAS AUDIBLE DUE TO OPEN MICROPHONE CONDITIONS AT THE MISSILE SITE. AT 0711 THE SPEAKER STATED THAT THE TARGET WAS DESTROYED AND AT 0812 INDICATED THERE WERE TWO AIRCRAFT REMAINING IN THE FLIGHT RANGE, R CONTINUED SPORADICALLY ON THESE ACFT UNTIL 0817 WHEN THE SITE REPORTED IT HAD "LOST THE TARGET, CONTINUE SEARCHABLE." COLLATERAL INDICATES THAT TARGET FIRED ON BY THIS SITE WAS A FLIGHT OF 4 F105'S, FLYING IN THE VICINITY OF 20604E. PILOT REPORTS INDICATE THE FLIGHT WAS AT 6000 FEET ON A HEADING OF 155 DEGREES AT 0810 WHEN FOUR MISSILES OBSERVED CLIMBING ON A HEADING OF 25 DE 433. ON RECEIVING INTERNAL WARNING T YREE OF THE AIRCRAFT DROVE. ONE CONTINUED IN LEVEL FLIGHT AND WAS LOST TO A DIRECT HIT BY THE FIRST MISSILE, THE OTHER THREE PASSING OVER STILL IN DESCENDING PHASE AND WERE NOT OBSERVED DETONATING BY THIS FLIGHT. FROM ANALYSIS OF REPORTED PILOT POSITION AND HEADING OF MISSILE WHEN FIRST OBSERVED AND RANGE OF TARGET AS REPORTED BY SAM SITE, IT APPEARS THAT SITE WHICH FIRED MISSILES WAS IN VICINITY OF 2115N/10617E. B. AAA ACTIVITY. NO SIGNIFICANT AAA ACTIVITY WAS REFLECTED IN SIGINTABLE AT THIS TIME.

(FOR MORE DETAILS SEE S/004 PRI-66, FORTHCOMING). D. AIRCRAFT/AIRFIELDS DURING THE PAST TWO DAYS (23 AND 24 APRIL) MIGS HAVE CONTINUED TO REACT TO THE U.S. STRIKE ACTIVITY IN THE NORTHERN DRV. REACTIONS WERE STAGED OUT OF ALL OF THE DRV AIRFIELDS PRESENTLY HOUSING JET FIGHTERS (PHUC YEN, KEP AND HAIPHONG/KEIN AN), INDICATION THAT T HAS NOW ATTAINED A GREATER CONTROL AFD

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(b) (3)-P.L. 86-36

F-105 BUSH,  
ROBERT EDWARD

#0289

(b) (1)  
(b) (3)-50 USC 403  
(b) (3)-18 USC 798  
(b) (3)-P.L. 86-36

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FLEXIBILITY IN THEIR INTERCEPTOR POSTURE. BOTH MIG'S 17 AND MIG-21'S ULOSE GCI CONTROL, HAVE BEEN NOTED REACTING TO DAY AND NIGHT STRIKE ACTIVITY BY U.S. ACFT. THESE MIG REACTIONS ON TH4 OF APRIL RANGED IN NATURE FROM A DEFENSEVE PATROL, WITH NO APPARENT ATTEMPT TO ENGAGE THE HOSTILE AIRCRAFT TO A PURSUIT AND SHOOTDOWN OF U.S. STRIKE FORCE ACFT. THE DRV CONTINUES TO EMPHASIZE MIG FLIGHT ACTIVITY BY SCHEDFROM 30 TO 50 MIG SORTIES EACH DAY BETWEEN THE HOURS OF 2300 AND 1130. A LARGE NUMBER OF THESE SCHEDULED SORTIES LY BECOME INVOLVED IN ACTUAL REACTIONS AS IS EVIDENCED BY THE AT LEAST JWP MIGS NOTED REACTING ON 23/24 APRIL 19E INFORMATION CONTAINED IN SECTIONS II, III, AND IV INCLUDES ALL COMINT AND ELINT DATA AVAILABLE TO USJ-794 AT 25 APR. SECTION TWO: SAM SITES A. ACTIVE SITES B. SUSPECT SITES C. INACTIVE SITES SECTION THREE SITES A. ACTIVE SITES B. SUSPECT SITES C. INACTIVE SITES SECTION FOUR:

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INTERCEPTED DURING THE PAST 30 DAYS. AN INTERCEPT  
 IS USED TO UPDATE THE LAST HEARD DATE.

ALL COMINT LOCATED SITES NSIDERED TO HAVE SECTION FIVE:  
 (UNLESS WE GET INVOLVED IN STATISTICAL PRESENTATION OF TAKAND LANDING OF  
 MIGS/IL-28'S, WHICH COULD BE DONE FROM THE LOGS MAINTAINED AT THE SSG, DO NOT  
 FEEL THIS SECTION L CONTRIBUTE MUCH AMPLIFYING DATA, IF WE DON'T GO THE  
 STATISTICAL AIRCRAFT/AIRFIELDS ROUTE, THIS SECTION WOULD ONLY TO SHOW TRENDS  
 AND DEVIATIONS) J 900 NNNN

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