

~~SECRET SPOKE~~

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TO COMSEVENTHFLT CVA TG CDRS WESTPACCTG-70.8 CTU-77.0.1 CTU-77.0.2 SSO MACV

INFO DIRNSA [] HQ NSAPAC (ATTN:NOG)

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

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~~SECRET~~ SAVIN SECTION TWO OF SEVENF46T/3966 WEEKLY DRV AIR DEFENSE WRAP-UP FOR THE INTERCEPTION FROM THE PATROL ALTITUDE OF 20,000FT, THE INTERCEPT CONTROLLER VECTORS THE FIGHTER TO A PREDETERMINED POINT AT WHICH A DESCENDING TURN MANEUVER IS EXECUTED. THIS PARTICULAR SITUATION ASSUMES THAT THERE IS NOT SIGNIFICANT CLOUDCOVER AND THAT BOTH THE INTERCEPTOR AND TARGET ARE IN RADARCONTACT. IN ORDER TO SIMPLIFY THE INTERCEPT, THE CONTROLLER HAS AVAILABLE A TRANSPARENT RADAR-SCOPE OVERLAY. AT THE RIGHT ARE LINES WHICH REPRESENT TARGET PATHS AT VARIOUS SPEEDS. AT THE LEFT ARE VARIOUS POSSIBLE INTERCEPTOR VECTORS. THE NUMBERS 1, 2, 3, 4, AND 5 REPRESENTS TIMES IN MINUTES FROM THE POINT AT WHICH THE DESCENDING TURN MANEUVER IS BEGUN. THE INTERCEPT CONTROLLER ALINES THE OVERLAY ON HIS RADAR SCOPE SO THE TARGET TRACK IS ALIGNED ON THE APPROPRIATE TARGET SPEED LINE, THEN HE VECTORS THE FIGHTER ALONG THE NEAREST INTERCEPT LINE TOWARD THE POINT AT WHICH THE DESCENDING TURN MANEUVER BEGINS. THE INTERCEPTOR SPEED IS HELD CONSTANT AT APPROXIMATELY 445 KNOTS TRUE AIRSPEED. THE TARGET AND INTERCEPTOR SHOULD CONVERGE SO THAT EACH CROSSES IDENTICAL TIME LINES AT THE SAME TIME. IF NOT, THE OVERLAY CAN BE SHIFTED ON THE RADAR SCOPE TO MAKE THE LINES COINCIDE. IF THE FIGHTER APPROACHED THE START-MANEUVER POINT ON A PERFECT HEAD-ON PATH, A TURN OF 15 DEGREES TO EITHER SIDE IS MADE PRIOR TO BEGINNING THE DESCENDING TURN MANEUVER TO ALLOW VISUAL OBSERVATION OF THE TARGET DURING THE DESCENDING TURN. THE START MANEUVER POINT IS DETERMINED SO THAT THE INTERCEPTOR WILL ARRIVE AT TARGET ALTITUDE ABOUT 20MS ZEHIND THE TARGET. FACTORS CONSIDERED IN PREPARING THE OVERLAY ARE TARGET AND INTERCEPTOR SPEEDS, TURN TIME, AND THE TIME LAG BETWEEN THE COMMAND TO BEGIN THE MANEUVER AND THE ACTUAL ACCOMPLISHMENT OF THE MANEUVER. THE CONTROLLER MAY NOT HAVE TIME TO USE THE OVERLAY DURING RADARCONTACT AT LOW ALTITUDE, SO THE CONTROLLERS MUST UNDERSTAND THE PRINCIPLES OF THE INTERCEPT AND BE SUFFICIENTLY SKILLED THAT THEY MAY CONTROL THE INTERCEPT WITHOUT USING THE OVERLAY. RADAR INTERCEPT FROM PATROL AT 6000FT IS SIMILAR TO THAT DESCRIBED ABOVE; HOWEVER, DUE TO A SMALLER ALTITUDE DIFFERENTIAL, THE INTERCEPTOR MUST EXECUTE HIS TURN IN A MORE HORIZONTAL PLANE. AS A RESULT, THE START-MANEUVER POINT IS OFFSET MORE TO ONE SIDE OF THE TARGET'S FLIGHT PATH. COMMENTS: IT HAS BEEN NOTED IN THE PAST THAT DRV MIG TACTICS REFLECTED IN TRAINING PRECEDE THEIR USE IN ACTUAL COMBAT SITUATIONS. IF THIS TREND HOLDS TRUE, U.S. STRIKE PILOTS CAN EXPECT TO ENCOUNTER THE AFOREMENTIONED TACTIC IN THE VERY NEAR FUTURE. 4. AT 0828Z ON 22 MAY, AN 0-1 AIRCRAFT (COVEY 60) WAS LOST TO A POSSIBLE SAM IN THE VICINITY OF 1701N 10654E. THE PILOT OF ANOTHER 0-1 AIRCRAFT REPORTED SIGHTING A SECOND SAM IN THE VICINITY OF 1714N 10641E. PHOTO RECONNAISSANCE ON 22 MAY REVEALED AN OCCUPIED SAM SITE LOCATED AT 1709N 10644E WITH FOUR SA-2 MISSILES ON LAUNCHERS. ADDITIONALLY, ONE SINGLE LINE BEARING (SLB) ON 22 MAY AND ONE SLB ON 23 MAY INDICATES THAT A FS WAS LOCATED AT 1715N 10642E. WHEN A U.S. AIR STRIKE WAS FLOWN AGAINST THE SAM BATTALION LOCATED BY PHOTOGRAPHY ON THE STRIKE AIRCRAFT WERE

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22 May 016

Holmes, Lester pg 15

~~SECRET SPOKE~~

332

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~~SECRET SPOKE~~

UNABLE TO LOCATE THE TAR-GET, SUGGESTING THAT THE BATTALION WAS AWARE OF THE PHOTO-RECCESSION AND MOVED TO A NEW LOCATION.5. ON 22 MAY COMINT REFLECTED A NEW SAM BATTALION ACTIVE AT 2751N 1055E (VI476).750 NNNH

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