

~~TOP SECRET UMBRA NOFORN~~

CATEGORY = 2

M = 942

MESSAGE = 00459866

ZCZCDDH594AMC113

RR [REDACTED] DE

[REDACTED] 13 0491145

ZKZK RR HAH DE

R 181130Z

FM USJ-794

TO CG FIRST MAW AESSO UDORN ZEN/AFSSO MACV INFO DIRNSA [REDACTED] USM-808

ZEM

~~TOP SECRET UMBRA NOFORN~~ SECTION ONE OF SIXF46T/118" 233(06 -84 :3:3, :3  
24-0-UP. THE FOLLOWING IS A SUMMARY OF SIGINT/COLLATERAL REFLECTIONS OF SOUTHEAST  
ASIA COMMUNIST BLOC AIRDEFENSE AND FLIGHT ACTIVITY FOR THE PERIOD OF 03 THROUGH  
09 FEB 68. SECTION ONE - HIGHLIGHTS PART ONE - NORTH VIETNAM/AJ DRV AIR 1. DURING  
THIS PERIOD AN INCREASED AGGRESSIVENESS WAS DISPLAYED BY DRV TACTICAL AIR  
ELEMENTS. NUMEROUS ENGAGEMENTS RESULTED IN THE SHOOT-DOWN OF TWO USAF AIRCRAFT  
AND ONE, POSSIBLY TWO, DRV MIG-21'S. IN ADDITION, THE RE-INTRODUCTION OF IL-28'S  
INTO THE DRV AND THE DEPLOYMENTS OF SEVEN NVN IL-14'S, POSSIBLY ALL OF WHICH ARE  
CAPABLE OF CONDUCTING TACTICAL OPERATIONS, TO HANOI/GIA LAM, INDICATES NVN  
INTENTIONS TO INCREASE AIR OFFENSIVE OPERATIONS, PROBABLY IN THE DMZ AREA.  
THERE WERE NO SIGINT REFLECTED ATTEMPTS TO DEPLOY MIG-21'S TO THE SOUTHERN DRV  
AREA NOTED DURING THIS PERIOD, HOWEVER, IL-14'S ON TWO OCCASIONS FLEW SOUTH TO  
THE DMZ AREA. 2. THREE NVN IL-28'S DEPLOYED [REDACTED] TO PHUC YEN [REDACTED]

[REDACTED] NO YET SIGINT REFLECTED THE FLIGHT OF THREE NVN IL-28'S  
TO PHUC YEN AIR-FIELD. DURING THE DEPLOYMENT TO PHUC YEN, AN  
ADDITIONAL THREE NVN IL-28'S, ACCOMPANIED BY A PROBABLE NVN IAH-24 W FLEW [REDACTED]  
[REDACTED] NO FURTHER FLIGHT ACTIVITY WAS REFLECTED RELATING TO THE  
IL-28'S WHICH DEPLOYED [REDACTED] ON 08 FEBRUARY, TWO USAF F-4D'S STAGZD A LOW  
LEVEL STRIKE AGAINST PHUC YEN AIRFIELD DURING THE 0800Z HOUR. PILOTS REPORT  
DROPPING A STRING OF CBU'S IN CLOSE PROXIMITY TO AN IL-28 PARED ON THE TAXIWAY  
AND ESTIMATED IRREPARABLE DAMAGE TO THE AIRCRAFT. SINCE THAT TIME, ONLY TWO  
IL-28'S HAVE BEEN REFLECTED IN SIGINT AIRBORNE AT ONE TIME. ON 09 FEBRUARY, THE  
TWO IL-28'S BEGAN TO SCRAMBLE DURING STRIKE ACTIVITY, FLYING TO AN UNIDENTIFIED  
OF LANGSON AND ORBITING UNTIL U.S. STRIKE AIRCRAFT WERE REFLECTED LEAVING THE  
TARGET AREA. THIS WAS OBVIOUSLY DESIGNED TO PREVENT THE AIRCRAFT FROM BEING  
DAMAGED DURING FURTHER STRIKES IN THE AIRFIELD. THE ORBIT AREA HAS BEEN  
FAIRLY DEFINITE SINCE THEN, AND PROVIDES FOR QUICK RECOVERY TO [REDACTED] BASES AT  
[REDACTED] SHOULD THE IL-28'S BE PURSUED BY "HOSTILE" AIRCRAFT.

3. NVN IL-14 TACTICAL OPERATIONS. BEGINNING ON 05 FEBRUARY, SIGINT HAS  
REFLECTED A SERIES OF UNUSUAL ACTIVITIES INVOLVING NVN IL-14 TRANSPORT AIR-CRAFT  
WHICH INDICATES THE NVN INTENTION OF UTILIZING THESE TRANSPORTS SUPPORT OF  
OFFENSIVE OPERATIONS IN THE DMZ AND A SHAU VALLEY AREA. ON 05 FEBRUARY, SEVEN NVN  
IL-14'S DEPLOYED [REDACTED] DURING THE 1400/1500Z HOUR. THE  
FOLLOWING DAY, 06 FEBRUARY, THESE SEVEN IL-14'S FLEW [REDACTED] INTO THE DRV  
AND LANDED AT HANOI/GIA LAM. BETWEEN 0859 AND 1336Z ON 07 FEBRUARY, SIX OF THESE  
IL-14'S WERE NOTED PERFORMING UNIDENTIFIED FLIGHT ACTIVITY INTO THE DMZ AREA AND  
PROBABLY AS FAR SOUTH AS THE A SHAU VALLEY. PRIOR TO THIS FLIGHT, NUMEROUS  
REFERENCES WERE OBSERVED ON DRV AIR OPERATIONS, FLIGHT SERVICE, AND PAVN GROUND  
COMMUNICATIONS FACILITIES, TO A FLIGHT OF SIX PROPELLER-DRIVEN FROM HANOI/GIA  
LAM TO THE A SHAU VALLEY ON THE NIGHT OF 6-7 FEBRUARY. THE ORIGINAL SCHEDULE WAS  
APPARENTLY CANCELLED DUE TO WEATHER AND EXECUTED A DAY LATER. THE IL-14'S WERE

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#1026

1037

F102 Jersey White

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

P.23

F102A WALLACE L.

F102A WILLIAM L.

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

#1026 + #1037

3 FEB 68

5 FEB 68

F102A LASITER, CARL WILLIAM

454

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INITIALLY NOTED TAKING OFF FROM HANOI/GIA LAM AT 0859Z AND ASSUMING A SOUTHERLY HEADING. THE AIRCRAFT ASSUMED A LOOSE TRAIL FORMATION AND ALTITUDES OF 4900 TO 5900 FT WERE REFLECTED WITH SPEEDS OF 145 TO 157 KTS. DRV AIR SURVEILLANCE FACILITIES CEASED REFLECTING THE IL-14'S AS THEY CROSSED 18-00N ON A SOUTHERLY HEADING. BASED UPON THE RECONSTRUCTED FLIGHT ROUTE, THE AIRCRAFT APPARENTLY FLEW TO A POINT APPROXIMATELY 10NMS SOUTHEAST OF KHE SANH. 709, 3,5343, + 5#3 -43-, THE PILOTS REPORTED SIGHTING "HOFN E" AIRCRAFT CO THE UIOD EXECUTED A SHORT ORBIT WHILE WAITING FOR THE "HOSTILES" TO CLEAR THE OBJECTIVE AREA. AT 1114Z, THE LEAD IL-14 APPROACHED THE APPARENT TARGET AREA AND REPORTED HEAVY CLOUD COVER. HE DESCENDED TO 1600 FT AND REPORTED HE COULD NOT SEE ANYTHING AND ORDERED THE TWO OTHER AIRCRAFT WITH HPM TO DO A 180 DEGREE TURN... INCREASE ALTITUDE AND TURN BACK. TWO IL-14'S IN THE TRAILING ELEMENT INDICATED THEY WOULD CONTINUE TO THE TARGET AREA AND ONE OF THE PILOTS WAS INSTRUCTED TO "TRY TO DESCEND AND DROP." FOUR OF THE SIX IL-14'S TURNED NORTH AND HEADED TO THE VINH AREA AND THE REMAINING TWO AIRCRAFT APPROACHED THE TARGET AREA. AT 1139Z, ONE OF THE PILOTS REPORTED, "I ALREADY DESCENDED TO 1150 FT... SAW THE POSITION CLEARLY... WORKING WELL... CLIMBED TO 2200 FT AND BROKE OUT OF THE CLOUDS... I HAVE FINISHED EVERYTHING." THERE WAS NO INDICATION THAT THE SECOND IL-14 COMPLETED ITS MISSION. THE SIX IL-14'S HEADED BACK TO HANOI/GIA LAM, ENCOUNTERING CLOUD CONDITIONS WHICH HAMPERED VISUAL NAVIGATION. A PERIOD OF CONFUSION RESULTED IN WHICH PILOTS MADE NUMEROUS REQUESTS FOR BEARINGS FROM THE HANOI, VINH AND DAI THUNG CONTROLLERS AND EXPRESSED CONCERN OVER THEIR FUEL STATE. ONE OF THE IL-14'S LOST AN ENGINE, REPORTING THE "OIL LINE ON ONE LEFT SIDE BURNED," AND INDICATED HE WOULD HAVE TO FLY ON THE RIGHT ENGINE. THIS AIRCRAFT RECOVERED AT DAI THUNG WHILE THE REMAINING FIVE IL-14'S CONTINUED ON TO HANOI/GIA LAM.

SUBSEQUENT PHOTO INTELLIGENCE REVEALS THAT THE IL-14 WHICH LANDED AT BUHOUNG UTILIZED A SOD STRIP ALONG THE NORTHERN SIDE OF THE RUNWAY. THE READ-OUT SHOWS THAT THE IL-14 RAN OFF THE END OF THE STRIP AND LOST A PORTION OF THE TAIL SECTION IN THE LANDING ATTEMPT. THIS AIRCRAFT APPEARS TO BE BADLY DAMAGED AND IS NOT CONSIDERED OPERATIONAL. THE FOLLOWING NIGHT, 18 FEBRUARY, TWO IL-14'S WERE ACTIVE IN A SIMILAR FLIGHT, TAKING OFF FROM HANOI/GIA LAM AT 1213H AND PROCEEDING ALONG THE SAME FLIGHT ROUTE REFLECTED THE PREVIOUS NIGHT. THE IL-14'S FLEW TO THE SAME OBJECTIVE AREA AND SUBSEQUENTLY REPORTED THEY HAD SEARCHED THE AREA FOR FIVE MINUTES BUT WERE UNABLE TO SPOT THE TARGET AREA. THE TWO IL-14'S TURNED NORTH AND DURING THE RETURN FLIGHT TO HANOI/GIA LAM, NUMEROUS CLEAR REFERENCES TO "BOMBS" WERE REFLECTED. ONE OF THE AIRCRAFT RELEASED HIS ORDNANCE IN AN UNDISCLOSED AREA AND THE OTHER IL-14 WAS INSTRUCTED NOT TO OVER-FLY HANOI/GIA LAM AND DIVERTED TO THE BOMB RANGE IN THE HOA LANG AREA WHERE HE JETTISONED HIS BOMB LOAD. SIGINT INDICATES THIS AIRCRAFT WAS CONFIGURED TO CARRY AT LEAST SIX BOMBS. 900 NINH

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