

~~SECRET SPOKE~~

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CATEGORY = 1

M = 55

MESSAGE = #1807775

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ENP01FOQ05012 2/00/VCA/R56-71 FOLLOW-UP NR. 1 KUS AVN/AVIA-A/I: 05 JAN 72 2200Z  
NSA/VW NSA/HCF-VRDC NORTH VIETNAMESE AIR FORCE MIG-21S SHOOTDOWN AN F-4 ON 1188  
DECEMBER 1971  
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FOLLOW UP NR. 1 TO 2/RO/VCA/R940-71 ON 18 DECEMBER BETWEEN 0622 AND 0644Z, TWO NORTH VIETNAMESE AIR FORCE (NVAF) 921ST REGIMENT MIG-21S REACTING FROM PHUC YEN, ENGAGED AND SHOT DOWN AN F-4 AIRCRAFT, OVER NORTH VIETNAM, APPROXIMATELY 45 NAUTICAL MILES NORTHWEST OF BAI THUONG. AT LEAST EIGHT ADDITIONAL NVAF MIGS, FOUR MIG-19S FROM YEN BAI AND TWO MIG-21S EACH FROM BAI THUONG AND PHUC YEN CONDUCTED DEFENSIVE PATROLS BETWEEN 0615Z AND 0733Z. DETAILS, BEGINNING AT 0602Z THE YEN BAI COMMAND POST WAS PLACED ON CONDITION ONE, AND BETWEEN 0604 AND 0609Z YEN BAI WAS ORDERED TO PREPARE BOTH THE PRIMARY AND SECONDARY AIRCRAFT. AT 0615Z THE FIRST TWO MIG-19S WERE LAUNCHED FROM YEN BAI, AND TWO MINUTES LATER THE SECOND SET OF MIG-19S WERE ORDERED TO TAKE OFF, BUT WERE NEVER NOTED AIRBORNE. THE TWO MIG-19S THEN BEGAN FLYING A DEFENSIVE PATROL SOUTH OF YEN BAI. AT 0621Z IT WAS STATED THAT TWO MIG-21S FROM PHUC YEN HAD TAKEN OFF. AT 0622Z THE FLIGHT LEADER OF THE MIG-21S WAS REFLECTED ON TACTICAL VOICE COMMUNICATIONS, AND AT THIS TIME HE WAS ORDERED TO A 240 DEGREE HEADING AND TO AN ALTITUDE OF 2,000 METERS (6,652 FEET). AT THE SAME TIME THE LEAD PILOT ORDERED HIS WINGMAN TO CLOSE HIS BOOSTER. ONE MINUTE LATER THE CONTROLLER INFORMED THE FLIGHT LEADER TO ATTAIN A SPEED OF 850 KILOMETERS PER HOUR. BETWEEN 0623 AND 0624Z THE FLIGHT LEADER MADE CONTACT WITH BOTH THE SENIOR GCI CONTROLLER AND HANOI BACH MAI AND A REMOTE GCI CONTROLLER ASSOCIATED WITH HANOI BACH MAI. AT 0624Z THE SENIOR GCI CONTROLLER ORDERED THE MIGS TO 7,000 METERS (22,966 FEET). AT 0626Z THE FLIGHT LEADER REPORTED BEING ON A HEADING OF 240 DEGREES AND AT AN ALTITUDE OF 4,000 METERS (12,123 FEET), AND AT THIS TIME HE WAS INSTRUCTED BY PHU YEN TO WORK WITH THE SENIOR GCI CONTROLLER. ONE MINUTE LATER THE PILOT WAS INSTRUCTED TO MAKE A LEFT TURN AND ASSUME A HEADING OF 150 DEGREES. AT THIS TIME HE WAS INFORMED THAT HOSTILES WERE TO HIS LEFT 90 DEGREES, 80 KILOMETERS, AND THE HOSTILE'S ALTITUDE WAS 6,000 METERS (19,685 FEET). THE FLIGHT LEADER THEN INSTRUCTED HIS WINGMAN TO CHECK HIS WEAPONS SWITCH. AT 0629 THE FLIGHT LEADER REPORTED REACHING 7,000 METERS, AND THAT HIS SPEED WAS STILL 850 KILOMETERS PER HOUR. AT 0630Z THE SENIOR GCI CONTROLLER ORDERED THE MIGS TO TURN RIGHT TO A HEADING OF 330 DEGREES, AND THE PILOTS WERE TOLD TO WORK IN THE HOLDING ZONE. THEY WERE THEN ADVISED THAT THE HOSTILES WERE TO THE LEFT 90 DEGREES, 65 KILOMETERS, ALSO AT 0630Z THE PILOTS WERE ORDERED TO INCREASE THEIR SPEED TO 900 KILOMETERS PER HOUR. ONE MINUTE LATER THEY WERE WITHIN 60 KILOMETERS OF THE TARGET, AND THEY WERE ORDERED TO ASCEND TO 8,000 METERS (26,247 FEET). AT THIS TIME TWO BAI THUONG MIG-21S WERE TOLD TO START THEIR ENGINES. AT 0623Z THE MIGS WERE ORDERED TO GO TO A 250 DEGREE HEADING AND INCREASE SPEED TO 950 KILOMETERS PER HOUR. THE LEAD PILOT THEN INSTRUCTED HIS WINGMAN TO GO TO MAXIMUM RPM'S, AND SUBSEQUENTLY TOLD HIM TO USE PARTIAL AFTERBURNER. AT THIS TIME THE TARGET WAS REPORTED TO BE ON THE LEFT 25 DEGREES, 50 KILOMETERS. AT 0633Z THE LEAD PILOT REPORTED DROPPING HIS AUXILIARY FUEL TANK, AND HE SUBSEQUENTLY CLOSED TO WITHIN 25 KILOMETERS OF THE HOSTILE. AT 0624Z THE REMOTE CONTROLLER ADVISED THE LEAD PILOT THAT THE HOSTILE WAS AT 7,000 METERS, AND HE WAS 500 METERS ABOVE IT. THE MIGS CLOSED TO WITHIN 15 KILOMETERS OF THE HOSTILES AND THE WINGMAN STATED THAT THERE WERE TWO AIRCRAFT.

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THE FLIGHT LEADER THEN STATED THAT THERE WAS ONLY ONE AIRCRAFT AND THAT HE WAS GOING TO ENTER THE ATTACK. THE WINGMAN THEN STATED THAT IT WAS AN F-4. AT THIS TIME THE TWO BAI THUONG MIG-21S AND THE TWO ADDITIONAL PHUC YEN MIG-21S WERE NOTED TAKING OFF. AT 0635Z THE LEAD PILOT STATED THAT THE HOSTILE WAS TURNING LEFT TOWARD HIM AND HE WAS ORDERED TO WORK WEST, AND AFTER THE ATTACK BREAK OFF ON A HEADING OF 360 DEGREES. AT 0636Z THE WINGMAN INFORMED THE SENIOR GCI CONTROLLER THAT THE ENEMY WAS BURNING. THE REACTING MIG-21S THEN ASSUMED A 70 DEGREE HEADING, EN ROUTE TO PHUC YEN. THE PHUC YEN CONTROLLER QUERIED WHO HAD FIRED THE MISSILE, AND IT WAS SUBSEQUENTLY STATED THAT THE LEAD PILOT HAD FIRED. THE REACTING MIGS RETURNED TO PHUC YEN AND LANDED BY 0644Z. A THIRD SET OF MIG-19S FROM YEN BAI WAS ALERT AT 0649Z AND TOOK OFF AT 0651Z, AND THE FIRST FLIGHT SUBSEQUENTLY RECOVERED AT 0658Z. THE BAI THUONG AND PHUC YEN MIG-21S CONTINUED TO FLY DEFENSIVE PATROLS AND ALL FOUR AIRCRAFT SUBSEQUENTLY LANDED AT PHUC YEN BY 0715Z. THE THIRD SET OF MIG-19S CONTINUED TO FLY A DEFENSIVE PATROL SOUTH OF YEN BAI UNTIL APPROXIMATELY 0733Z WHEN THEY LANDED. COMMENTS, COLLATERAL INFORMATION INDICATES THAT A U.S. F-4 WAS SHOT DOWN AND THE PILOT BAILLED OUT AT 0639Z AT APPROXIMATELY 20-10N 104-50E. XXIII VZC

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