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

1956

~~SECRET SPOKE~~

CATEGORY = 1 M = 1145

MESSAGE = Ø2144Ø53

ZCZCCØ3 9583EXA72Ø LOG LN NO. Ø69
OO [redacted] DE
[redacted] Ø86Ø1/8412 3552256
ZNY MMNSH
ZKZK OO ZLZ DE
O 2Ø2122Z DEC
72 ZYH
FM DIRNSA
TO NSA/UNIFORM WHISKEY NCR NMCC WHITE HOUSE
ZEM
~~S E C R E T SPOKE~~ SECTION ONE
XXMM
ENPØ1-0072355 2/OO/[redacted] VCK/R592-72 SPOT REPORT SONGBIRD [redacted]
NVN [redacted] REFLECTIONS OF AND REACTIONS TO U.S. AIR OPERATIONS 2Ø DEC 72
XXCC

ON 2Ø DECEMBER BETWEEN Ø756Z AND 1""5Z NORTH VIETNAMESE (NVN) AIR DEFENSE FACILITIES [redacted] REFLECTED U.S. AIRCRAFT OPERATING OVER NORTH VIETNAM. NVN FACILITIES TRACKED A MINIMUM OF 155 HOSTILE AIRCRAFT OF WHICH AT LEAST, 73 WERE IDENTIFIED AS B52'S, 1 AS AN F111, AND 1 AS A LOW ALTITUDE DRONE. THE AIRCRAFT WERE ACTIVE IN THE AREAS OF HANOI, WEST AND NORTH WEST OF HANOI, PHUC YEN, KEP, AND HAIPHONG. [redacted] I. AIR SURVEILLANCE TRACKING (WAVE ONE) (READ, TIME, POSITION AMPLIFICATION, HEADING) TRACK 151 Ø7Ø5Z 2Ø-Ø2N 1Ø4-1ØE S.E. TRACK 752 Ø758/2Ø-42N 1Ø6-43E/1 S.T.A. LOW ALT DRONE Ø759/2Ø-45N 1Ø6-3ØE/AT 8ØØ METERS Ø8ØØ/2Ø-52N 1Ø6-3ØE/NORTH Ø8Ø2/2Ø-55N 1Ø6-43E Ø8Ø5/21-Ø8N 1Ø6-23E Ø8Ø6/21-48N 1Ø6-1ØE/NW VICINITY OF KEP Ø8Ø8/21-32N 1Ø6-Ø3E/NW Ø8Ø9/21-Ø5N 1Ø5-5ØE/W Ø815/2Ø-58N 1Ø5-23E/W Ø816/2Ø-58N 1Ø5-1ØE/W TRACK 574 Ø817/19-18N 1Ø5-43E/NW Ø818/19-18N 1Ø5-5ØE/E Ø823/19-12N 1Ø6-Ø3E/SE Ø834/19-12N 1Ø5-37E Ø838/19-28N 1Ø5-43E/N Ø854/2Ø-38N 1Ø6-43E/2STA 3ØØØM.N Ø859/2Ø-38N 1Ø7-Ø3E/SE Ø91Ø/2Ø-15N 1Ø7-1ØE/S OVER GOT TRACK 48 Ø9Ø7/19-38N 1Ø6-18E/U/I/W Ø9Ø8/19-43N 1Ø5-5ØE/NW Ø9Ø8/19-55N 1Ø5-43E/LAST NOTED POSITION TRACK 62 Ø959/2Ø-15N 1Ø6-37E/TWO ST (4ØØØ METERS)/W 1ØØ1/2Ø-15N 1Ø6-23E/NW 1ØØ6/2Ø-Ø5N 1Ø6-17E/W 1Ø07/2Ø-Ø5N 1Ø6-Ø3E/NE 1Ø13/2Ø-18N 1Ø6-43E/NE 1Ø14/2Ø-22N 1Ø6-5ØE/NE 1Ø16/2Ø-32N 1Ø7-Ø3E/NE 1Ø18/2Ø-35N 1Ø7-1ØE/SE 1Ø21/2Ø-32N 1Ø7-23E/GOT TRACK 586 1ØØØ/19-18N 1Ø5-57E/2 ST AT 4ØØØ M S 1ØØ4/19-12N 1Ø5-57E 1ØØ8/19-28N 1Ø5-5ØE 1Ø1Ø/19-42N 1Ø5-57E/N 1Ø14/19-58N 1Ø6-43E/NE OVER GOT 1ØØ4/19-28N 1Ø5-5ØE/FOUR S/T (4ØØØM) 1ØØ6/19-33N 1Ø5-43E/NW 1ØØ8/19-42N 1Ø5-57E/NE 1Ø1Ø/19-42N 1Ø5-57E/NE 1Ø12/19-42N 1Ø6-1ØE/E 1Ø15/19-42N 1Ø6-43E/EAST (OVER GOT) TRACK 72 1Ø17/2Ø-12N 1Ø6-37E/TWO S/T (35ØØM) 1Ø18/2Ø-15N 1Ø6-37E/N 1Ø19/2Ø-22N 1Ø6-43E/NE 1Ø2Ø/2Ø-22N 1Ø6-43E/NE 1Ø22/2Ø-25N 1Ø7-Ø3E/(GOT) TRACK 76Ø 1Ø32/2Ø-42N 1Ø6-5ØE 1Ø33/2Ø-22N 1Ø6-57E/S OVER GOT TRACK 756 1Ø46/2Ø-22N 1Ø6-43E/4 ST AT 4ØØØM 1Ø47/2Ø-48N 1Ø6-37E/N 1Ø48/2Ø-52N 1Ø6-5ØE/N 1Ø51/2Ø-52N 1Ø6-5ØE/SE 1Ø51/2Ø-38N 1Ø6-5ØE/S 1Ø54/2Ø-15N 1Ø6-57E/S OVER GOT TRACK 761 1Ø5Ø/2Ø-58N 1Ø6-43E/2 ST AT 4ØØØM/NW 1Ø51/2Ø-52N 1Ø6-37E/SW 1 Ø54/2Ø-38N 1Ø6-43E/S 1Ø55/2Ø-32N 1Ø6-57E/SE 11ØØ/21-Ø2N 1Ø6-57E/N 11Ø1/2Ø-22N 1Ø7-1ØE/OVER GOT TRACK 762 1Ø54/2Ø-35N 1Ø6-57E/2 ST AT 4ØØØM/NW 1Ø57/2Ø-54N 1Ø6-57E/N 11ØØ/2Ø-48N 1Ø6-37E/SW 11Ø3/2Ø-32N 1Ø6-5ØE/SE OVER GOT TRACK 766 1Ø57/18-52N 1Ø5-37E 1Ø58/18-38N 1Ø5-17E/SW TRACK 763 11Ø1?2Ø-42N 1Ø7-23E/4 ST AT 4ØØØM 11Ø3/2Ø-42N 1Ø6-57E/N

~~SECRET SPOKE~~

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

1490

Approved for release by NSA on 07-16-2014, Transparency Case# 65886

~~SECRET SPOKE~~

1107/20-28N 107-10E/S OVER GOT TRACK 770 1132/19-38N 105-43E/2 ST AT 4000M/NE
1134/19-42N 105-50E 1139/19-28N 105-50E/S 1142/19-15N 105-43E/SSW TRACK 75
1138/20-18N 106-43E/ONE S/T (3400M)/GOT N 1139/20-22N 106-43E 1147/20-25N
106-50E TRACK 768 1140/20-28N 106-43E/2ST AT 3000M?NE 1143/20-32N 106-30E
1144/20-45N 106-37E/NW IN GENERAL VICINITY OF KIEN AN TRACK 77 1143/20-38N
106-37E/ONE S/T (2000M)/NW 1143/20-45N 106-30E/SE 1153/19-55N 106-50E/GOT SE
1145/20-52N 106-43E 11552/20-32N 106-50E/S 1153/20-22N 106-50E/S OVER GOT
1153/20-15N 106-43E/SW TRACK 53; XXHH 900 #8601 NNNN

~~SECRET SPOKE~~

DOCID: 4131969

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

1956

~~SECRET SPOKE~~

CATEGORY = 1 M = 1146

MESSAGE = Ø2144Ø77

ZCZCCØ3 9627EXA721 LOG LN NO. Ø69
OO [redacted] DE
[redacted] Ø86Ø2/8412 3552256
ZNY MMNSH
ZKZK OO ZLZ DE
O 2Ø2122Z DEC
72 ZYH
FM DIRNSA
TO NSA/UNIFORM WHISKEY NCR NMCC WHITE HOUSE
ZEM
~~S E C R E T SPOKE~~ SECTION TWO
XXMM
ENPØ2-0072355 2/OO/[redacted]VCK/R592-72 SPOT REPORT SONGBIRD [redacted]
NVN[redacted] REFLECTIONS OF AND REACTIONS TO U.S. AIR OPERATIONS 2Ø DEC 72
XXCC

1147/2Ø-Ø2N 1Ø5-57E/TWO S/T (3ØØØM)/NE 115Ø/2Ø-28N 1Ø6-1ØE 115Ø/2Ø-12N 1Ø6-23E
1154/2Ø-Ø8N 1Ø6-1ØE 1158/2Ø-Ø8N 1Ø6-17E 12ØØ/2Ø-Ø5N 1Ø6-1ØE/SW 12Ø4/19-52N
1Ø6-1ØE/S 12Ø6/19-42N 1Ø6-17E/(OVER GOT)/SE TRACK 767 1148/2Ø-25N 1Ø5-57E/2 ST
AT 3ØØØM/N 1149/2Ø-28N 1Ø6-1ØE/S 115Ø/2Ø-18N 1Ø6-1ØE 1151/2Ø-Ø8N 1Ø6-17E/SE
1153/2Ø-Ø2N 1Ø6-23E 1157/2Ø-18N 1Ø6-17E 1158/2Ø-Ø2N 1Ø6-3ØE/SE TRACK 76
115Ø/2Ø-28N 1Ø6-5ØE/ONE S/T (2ØØØM) TRACK 56 1155/2Ø-Ø8N 1Ø6-1ØE/U/I
1158/19-58N 1Ø6-5ØE TRACK 772 1157/21-15N 1Ø5-Ø3E/W 12Ø4/21-42N 1Ø6-1ØE/NE
12Ø5/21-35N 1Ø5-43E/SW TRACK 69 1158/2Ø-35N 1Ø6-43E TRACK 771 12Ø4Z/19-48N
1Ø6-1ØE/2ST AT 2ØØØM/S 12Ø7Z/19-32N 1Ø6-17E/SE OVER GOT TRACK 774 12Ø6/2Ø-42N
1Ø7-1ØE/2 ST AT 4ØØØ/N 12Ø7/2Ø-48N 1Ø7-1ØE/W 12Ø8/2Ø-48N 1Ø6-5ØE/SW 12Ø9/2Ø-38N
1Ø7-Ø3E/W 1221Z/2Ø-42N 1Ø6-3ØE/NE 1224/2Ø-48N 1Ø6-43E/S 1234/2Ø-32N 1Ø6-3ØE/SE
1235/2Ø-25N 1Ø6-37E/SE OVER GOT TRACK 57 1212/2Ø-35N 1Ø6-47E/2 ST (5ØØØMØ
1214/2Ø-25N 1Ø7-Ø3E TRACK 779 1219/2Ø-38N 1Ø6-43E/SW TRACK 769 1221/2Ø-25N
1Ø6-57E/OVER GOT 1224/2Ø-18N 1Ø6-43E/SW TRACK 775 1226/2Ø-52N 1Ø7-Ø3E/2 U/I AT
3ØØØM 123Ø/2Ø-52N 1Ø6-5ØE 1243/21-35N 1Ø5-37E 1247/21-32N 1Ø5-57E 125Ø/21-42N
1Ø5-1ØE 1251/21-32N 1Ø5-43E TRACK 387 1226/21-Ø5N 1Ø4-5ØE/3B52'S AT 11ØØØM/N
TRACK 615 1228/2Ø-Ø8N 1Ø4-43E/U/I/NE 1249/2Ø-48N 1Ø5-17E TRACK 773 1228/2Ø-Ø8N
1Ø6-57E/S OVER GOT TRACK 78 123Ø/19-45N 1Ø5-1ØE/3B-52'S (1Ø,ØØØM) 1231/19-55N
1Ø5-Ø3E/NW 1233/2Ø-Ø8N 1Ø4-57E/NW 1237/2Ø-22N 1Ø4-57E 124/2Ø-52N 1Ø5-17E/NE
1244/2Ø-32N 1Ø5-23E/SOUTH 1246/2Ø-28N 1Ø5-1ØE/SW 125Ø/2Ø-Ø8N 1Ø5-1ØE/SOUTH
TRACK 381 1231Z/19-55N 1Ø5-Ø3E/3 B52 AT 11ØØØM/NE 1232/2Ø-Ø8N 1Ø5-23E/NW
1237/2Ø-38N 1Ø5-Ø3E/N 1243/21-12N 1Ø5-17E/E 1244/21-15N 1Ø5-37E/S 1247/21-12N
1Ø5-37E/NE 1253/21-22N 1Ø5-57E/W 1258/21-22N 1Ø5-53E/NE 13ØØ/21-32N 1Ø5-57E/W
13Ø4/21-18N 1Ø4-57E/S 13Ø7/21-Ø8N 1Ø4-57E/SW 13Ø9/2Ø-58N 1Ø4-3ØE TRACK 78Ø
1234/21-12N 1Ø7-3ØE/2 U/I AT 4ØØØM/NE 1235/21-Ø5N 1Ø7-3ØE/W 1241Z/21-25N
1Ø5-3ØE 12"2?21-22N 1Ø5-1ØE/SW 1246/2Ø-52N 1Ø4-37E TRACK 81 1234/21-15N
1Ø7-43E/2 STA 1236/21-Ø5N 1Ø7-3ØE/SW 1245/21-38N 1Ø5-5ØE/2 ST (4,ØØØM)/OVER GOT
TRACK 82 1235/2Ø-32N 1Ø4-37E/3 B-52'S (1Ø,ØØØM) 1238/2Ø-4ØN 1Ø4-43E 1239/2Ø-5ØN
1Ø4-5ØE/NE 1243/2Ø-52N 1Ø4-37E/SW 1247/2Ø-48N 1Ø4-3ØE/SW 1249/2Ø-38N 1Ø4-3ØE/SW
TRACK 382 1239Z/21-Ø2N 1Ø4-57E/3 B52'S (11,ØØØM)/NE 1239Z/21-Ø8N 1Ø5-1ØE/SE
1241Z/21-12N 1Ø5-3ØE/S 1246Z/21-Ø2N 1Ø5-37E 1248Z/2Ø-42N 1Ø5-37E/SW
1249Z/2Ø-28N 1Ø5-1ØE TRAFCK 38Ø 1237Z/21-15N 1Ø5-23E/E 1238Z/21-12N 1Ø5-5ØE/NW
124ØZ/21-22N 1Ø5-43E TRACK 36 1237/21-15N 1Ø4-37E/3 B-52'S (1Ø,ØØØM)
1237/21-18N 1Ø4-37E/N 1243/21-15N 1Ø5-3ØE/E TRACK 37 1237/21-18N 1Ø4-37E/3
B-52'S (1Ø,ØØØM) 1241/21-15N 1Ø5-23E/E 1247/21-12N 1Ø5-37E/E TRACK 38

~~SECRET SPOKE~~

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

DOCID: 4131969

~~SECRET SPOKE~~

1240/21-15N 105-10E/4ST (4,000M) 1242/21-28N 105-43E/NE TRACK 40 1246/21-42N
105-50E/U/I 1247/21-35N 105-50E/S 1251/21-28N 105-37E/S TRACK 6611 (PRC)
1252/21-05N 105-50E 1255/21-025 106-10E 1301/2105N 106-37E 1310/20-48N 106-37E
TRACK 39 1253/21-28N 105-50E 1254/21-32N 106-0E3E/NE TRACK 49 1254/21-38N
106-10E/U/I 1254/21-22N 106-10E/S TRACK 6610 (PRC) 1255/21-02N 106-10E
1259/21-35N 105-50E 1259/22-12N 105-43E 1301/21-35N 105-30E 1307/21-38N
105-17E 1310/22-05N 105-37E 1312/21-38N 105-10E 1314/21-38N 105-23E 1315/21-48N
105-17E 1316/21-48N 105-10E/(11,000M) 1319/21-45N 105-23E 1319/21-42N 105-23E
TRACK 41 1258/21-18N 105-50E/1ST POSS F-111 (1,000M) 1301/21-38N 105-57E/NE
12456/20-58N 105-03E/1 ST 7000 1257/21-02N 104-50E/NW TRACK 42 1258/21-42N
105-37E/U/I XXHH 900 #8602 NNNN

~~SECRET SPOKE~~

DOCID: 4131969

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

~~SECRET SPOKE~~

1956

CATEGORY = 1 M = 1147

MESSAGE = Ø2144ØØ1

ZCZCCØ5 9Ø11EXA722 LOG LN NO. Ø69
OO [redacted] DE
[redacted] #86Ø3/8412 3552256
ZNY MMNSH
ZKZK OO ZLZ DE
O 2Ø2122Z DEC
72 ZYH
FM DIRNSA
TO NSA/UNIFORM WHISKEY NCR NMCC WHITE HOUSE
ZEM
~~S E C R E T SPOKE~~ SECTION THREE
XXMM
ENPØ3-0072355 2/OO/[redacted]NCK/R592-72 SPOT REPORT SONGBIRD [redacted]
NVN[redacted] REFLECTIONS OF AND REACTIONS TO U.S. AIR OPERATIONS 2Ø DEC 72
XXCC

13Ø7/21-18N 1Ø5-5ØE/SE 13Ø7/21-12N 1Ø5-5ØE/SOUTH 13Ø8/21-28N 1Ø5-43E/NORTH 131Ø/21-12N 1Ø5-5ØE 1311/2Ø-52N 1Ø4-17E 1311/21-28N 1Ø5-43E/NORTH 1318/21-Ø5N 1Ø5-43E TRACK 66Ø9 [redacted] 1259/21-Ø2N 1Ø5-53E 13Ø2/21-Ø8N 1Ø5-57E 13Ø4/21-Ø5N 1Ø5-57E TRACK 614 13Ø4/21-18N 1Ø5-23E/3 B-52 1ØØØØ/NE 13Ø5/2Ø-32N 1Ø5-1ØE/SW 1317/19-52N 1Ø4-32E/SW TRACK 617 13Ø5/21-Ø2N 1Ø4-5ØE/3 B-52S 11ØØØ 131Ø/21-14N 1Ø5-Ø3E/NE 131Ø/21-18N 1Ø5-3ØE/NE 1314/2Ø-52N 1Ø5-1ØE/SW TRACK 616 13Ø5/21-18N 1Ø4-5ØE/3 B-52S 1ØØØØ/NE 13Ø6/21-25N 1Ø5-17E/NE 13Ø7/21-18N 1Ø5-37E/SE 1311/2Ø-32N 1Ø4-52E/SW 1314/2Ø-22N 1Ø4-23E/OVER LAOS SW TRACK 782 13Ø5/21-38N 1Ø5-57E/2 AT 4ØØØØM 1319/21-28N 1Ø5-Ø3E/SW TRACK 784 13Ø6/21-12N 1Ø5-37E/2 AT 3ØØØM 13Ø7/21-18N 1Ø5-5ØE/NE 131Ø/21-15N 1Ø5-43E/SW 1311/21-28N 1Ø5-43E/N 1314/21-32N 1Ø5-57E/NE 1315/21-25N 1Ø5-37E/SW 1316/21-28N 1Ø5-5ØE/NE 1316/21-32N 1Ø5-53E/NW TRACK 383 13Ø6/2Ø-22N 1Ø5-1ØE TRACK 613 13Ø8/19-58N 1Ø4-17E/OVER LAOS SW TRACK 59 13Ø8/21-12N 1Ø4-5ØE/3 B52S 11ØØØM 13Ø9/21-Ø2N 1Ø4-22E/SW TRACK 785 13Ø9/19-45N 1Ø5-37E 1312/19-48N 1Ø5-23E/2 AT 3ØØØ NW TRACK 785 1322/19-52N 1Ø5-43E/NE TRACK 62 131Ø/2Ø-55N 1Ø4-27E/3 B52S 11)))M 1315/21-15N 1Ø5-1ØE/NE 132Ø/21-32N 1Ø5-43E/NW 1323/21-38N 1Ø5-37E/W 1328/21-38N 1Ø5-1ØE/W TRACK 6613 [redacted] 1312/21-Ø8N 1Ø5-57E/2 LTA/SE 1318/21-Ø2N 1Ø6-Ø3E TRACK 63 1312/19-48N 1Ø5-3ØE/2 ST 3ØØØM 1326/19-58N 1Ø5-23E 1335/2Ø-15N 1Ø4-1ØE/3 B-52S (11,ØØØM) OVER LAOS TRACK 43 1313/2Ø-32N 1Ø4-5ØE/3 B-52S 11ØØØM 1318/21-Ø5N 1Ø5-3ØE/NE 1321/21-Ø6N 1Ø5-3ØE TRACK 44 1315/21-Ø8N 1Ø5-47E/4 B-52S 1ØØØØM/NW 1316/21-15N 1Ø5-43E 132Ø/21-18N 1Ø4-3ØE 1326/21-Ø5N 1Ø5-37E/SE 1331/21-Ø2N 1Ø5-5ØE/S 1351/2Ø-35N 1Ø4-17E/OVER LAOS TRACK 45 1319/2Ø-48N 1Ø5-43E/3 B-52S 1ØØØØM/NW 1323/21-12N 1Ø5-3ØE 1342/2Ø-58N 1Ø5-23E TRACK 64 132Ø/2Ø-Ø8N 1Ø4-Ø3E/3 B-52S 11ØØØM OVER LAOS 1327/21-Ø2N 1Ø4-43E/NE 1331/21-18N 1Ø5-1ØE 1333/21-18N 1Ø5-23E/EAST 1335/21-18N 1Ø5-43E 1337/21-25N 1Ø5-3ØE/NW 1342/21-Ø8N 1Ø4-37E/SW TRACK 785 1322/29-52N 1Ø5-43E TRACK 62Ø 1324/2Ø-58N 1Ø4-23E/UNID ACFT 1324/21-Ø5N 1Ø4-57E/NE 1332/21-Ø8N 1Ø5-43E/NE 1332/2Ø-42N 1Ø5-43E/S 1334/2Ø-35N 1Ø5-23E/SW 1335/2Ø-32N 1Ø5-1ØE/SW 1338/2Ø-Ø2N 1Ø4-1ØE/OVER LAOS SW TRACK 618 1325/2Ø-32N 1Ø5-23E/3 B-52'S 1Ø,ØØØM 1325/2Ø-15N 1Ø5-37E/SE 1329/19-58N 1Ø5-17E/SW 133Ø/19-58N 1Ø4-37E/OVER LAOS W TRACK 622 1328/21-Ø2N 1Ø4-57E/UNID ACFT/NE 1337/2Ø-25N 1Ø4-57E/S 134Ø/2Ø-12N 1Ø4-43E/OVER LAOS SW TRACK 165 1332/2Ø-22N 1Ø4-3ØE/UI (1Ø,ØØØ) 1342/21-18N 1Ø5-Ø3E 1344/21-Ø8N 1Ø5-23E TRACK 6618 [redacted] 1332/2Ø-22N 1Ø4-3ØE/UI (1Ø,ØØØ) 1342/21-18N 1Ø5-Ø3E 1344/21-Ø8N 1Ø5-23E TRACK 165 [redacted] 1332/21-42N 1Ø5-5ØE/4 ST 1334/21-52N 1Ø5-5ØE 134Ø/21-35N 1Ø5-37E 1341/21-58N 1Ø5-3ØE 1342/21-18N

~~SECRET SPOKE~~

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

DOCID: 4131969

~~SECRET SPOKE~~

105-30E TRACK 46 1334/21-08N 105-57E/1 ST (1,000M) 1336/21-05N 105-50E/3 B-52'S
1339/21-03N 105-50E 1339 /19-55N 105-10E TRACK 621 1335/21-02N 105-03E/3 B52'S
(1,000M)/NE 1336/21-08N 105-23E/NE 1337/20-35N 105-10E/NW 1340/20-32N
104-57E/SW 1341/20-12N 104-10E/OVER LAOS/SW TRACK 65 1337/20-32N 104-17E
1338/20-45N 104-30E 1340/20-55N 104-43E/NE 1342/21-05N 104-57E/NE 1345/21-12N
105-23E/NE 1346/21-15N 105-30E/NE TRACK 47 1337/21-05N 105-50E/3 B-52'S
(10,000M) 1349/20-32N 105-37E TRACK 6617 [redacted] 1337/20-55N 106-43E 1338/20-55N
106-43E TRACK 626 1340/21-05N 105-23E 1341/21-58N 105-43E/SE 1341/21-45N
105-30E/SW 1343/20-32N 105-50E/SE 1343/20-12N 104-43E/OVER LAOS/SW TRACK 398
1340/21-05N 105-57E/3 B52'S (10,000)/NE 1342/21-12N 105-17E/NW XXHH 900 #8603
NNNN

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

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~~SECRET SPOKE~~

1956

CATEGORY = 1 M = 1148

MESSAGE = Ø2144118

ZCZCCØ5 9Ø39EXA723 LOG LN NO. Ø69
OO [redacted] DE
[redacted] Ø86Ø4/8412 3552256
ZNY MMNSH
ZKZK OO ZLZ DE
O 2Ø2122Z DEC
72 ZYH
FM DIRNSA
TO NSA/UNIFORM WHISKEY NCR NMCC WHITE HOUSE
ZEM
~~S E C R E T SPOKE~~ SECTION FOUR AND FINAL
XXMM
ENPØ4FOO72355 2/OO/ [redacted] VCK/R592-72 SPOT REPORT SONGBIRD [redacted]
NVN [redacted] REFLECTIONS OF AND REACTIONS TO U.S. AIR OPERATIONS 2Ø DEC 72
XXCC

1347/21-15N 1Ø5-3ØE/NE 1349/21-15N 1Ø5-37E/E 1349/21-22N 1Ø5-3ØE/NW 1349/21-22N 1Ø5-3ØE/NW 1357/2Ø-32N 1Ø4-1ØE/SW TRACK 48 1343/21-22N 1Ø5-3ØE/U/I 1346/21-Ø5N 1Ø5-5ØE/3 B-52'S (1Ø,ØØØM)/SE TRACK 167 [redacted] 1348/19-22N 1Ø5-Ø3E/ TRACK 623 1349/19-42N 1Ø5-43E/2 ALLIED (5,ØØØM)/N TRACK 49 135Ø/21-Ø3N 1Ø4-17E/U/I 1357/2Ø-48N 1Ø4-5ØE 1359/2Ø-45N 1Ø4-5ØE/SOUTH EXITING NVN 14ØØ/2Ø-42N 1Ø4-43E TRACK 793 1352/21-32N 1Ø6-37E/UNID ACFT 1353/21-38N 1Ø6-23E/NW 1354/21-45N 1Ø6-23E/N 1355/21-52N 1Ø6-Ø3E/1 ALLIED 1,ØØØ M/NW TRACK 628 1411/19-18N 1Ø5-23E/2 STA 5ØØØM/SW 1414/19-12N 1Ø5-23E/S 1417/19-48N 1Ø6-Ø3E/NE TRACK 628 1411/19-18N 1Ø5-23E/2 STA 5ØØØM/SW 1414/19-12N 1Ø5-23E/S 1417/19-48N 1Ø5-Ø3E/NE TRACK 958 1422/2Ø-28N 1Ø5-Ø3E/2 ACFT 4ØØØM/N 1425/29-48N 1Ø5-17E/NE 1427/2Ø-55N 1Ø5-3ØE/NE TRACK 957 1426/2Ø-Ø2N 1Ø5-43E/2 STA 4ØØØM 1427/19-52N 1Ø5-43E/S 143Ø/19-45N 1Ø5-37E/SW TRACK 792 1437/2Ø-45N 1Ø7-23E/2 AT 4ØØØ/NE 1439/2Ø-58N 1Ø7-Ø3E/NW 1443/2Ø-42N 1Ø6-57E/SW 1445/2Ø-28N 1Ø6-5ØE/SW

II. SAM REACTION TO WAVE ONE NORTH VIETNAMESE SURFACE-TO-AIR MISSILE UNITS IN THE HANOI AND HAIPHONG AREAS ENGAGED AND SHOT DOWN AT LEAST TWO AND POSSIBLY A THIRD B-52 AIRCRAFT DURING THE 13ØØZ HOUR ON 2Ø DECEMBER 1972. IN A POST LAUNCH CONVERSATION AT 1331Z, BATTALION 33 OF THE 261ST SAM REGIMENT, LAST LOCATED IN THE VICINITY OF 21-Ø1N 1Ø5-59E (VN Ø14), REPORTED LAUNCHING THREE MISSILES. TWO THE MISSILES REPORTEDLY THE TARGET WHICH WAS SEEN TO START BURNING WHILE FLYING OUT TO THE SOUTHEAST. THE EXACT LAUNCH TIME WAS NOT PASSED. LATER IN THE 13ØØZ HOUR, AN UNIDENTIFIED HANOI AREA SAM BATTALION REPORTED LAUNCHING A SINGLE MISSILE AT A TARGET 1Ø KILOMETERS AWAY, AND HITTING THE TARGET HEAD-ON. AT 1346Z, AN UNIDENTIFIED NVN AIR DEFENSE UNIT REPORTED THAT A B-52 HAD BEEN DOWNED 28 KILOMETERS WEST SOUTHWEST OF HANOI. BETWEEN APPROXIMATELY 14ØØZ AND 1412Z THE 264TH SAM REGIMENTAL WEAPONS CONTROLLER AND AT LEAST BATTALION 77, LOCATED IMMEDIATELY SOUTH AND WEST OF HANOI, WERE NOTED DISCUSSING THEIR $LAST ENGAGEMENT,' DURING WHICH THIS REGIMENT ALLEGEDLY SHOT DOWN FIVE AIRCRAFT, TWO LARGE TYPES AND THREE SMALL TYPES. THREE OF THE DOWNED U.S. CREWMEN WERE CAPTURED. AT 1411Z, A UNIT, TENTATIVELY IDENTIFIED AT BATTALION 49 OF THE 264TH SAM REGIMENT, LOCATED AT TRUNG HA (21-Ø9N 1Ø5-39E) REPORTEDLY SHOT DOWN A B-52. THE UNIT CAPTURED ONE PILOT ALIVE AND WAS SEARCHING FOR OTHERS. BETWEEN 1432Z AND 1454Z, AN UNIDENTIFIED SAM UNIT REPORTED THAT THE OBSERVERS HAD SEEN MISSILES DETONATE AND HAD WATCHED A TRAIL OF SMOKE FALL FROM A HIGH ALTITUDE AND INTO THE GROUND. THEY SAW AND HEARD THE IMPACT. THE SAM UNIT WAS SENDING OUT A SEARCH PARTY WITH MAPS. AT 15Ø8Z, BATTALION 84 OF THE 238TH SAM REGIMENT,

~~SECRET SPOKE~~

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

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

1498

LOCATED IN THE HAIPHONG AREA, REPORTED LAUNCHING TWO MISSILES. THE MISSILES REPORTEDLY DOWNED THE TARGET AIRCRAFT. THE TIME OF LAUNCH, TYPE OF AIRCRAFT, OR CREW STATUS WAS NOT NOTED. COLLATERAL INFORMATION REPORTED THE SHOOTDOWN OF TWO B-52'S OVER NORTH VIETNAM AND SEVERE BATTLE DAMAGE TO A THIRD. III. FIGHTERS BETWEEN 1228 AND 1317 ON 2Ø DECEMBER, TWO NVAF MIG-21'S ONE FROM HANOI GIA LAM AND ONE FROM PHUC YEN, REACTED TO U.S. AIRCRAFT OVER NVN. THE FIRST MIG TOOK OFF FROM PHUC YEN AT 1228 AND BY 1235 HAD SIGHTED FOUR $HOSTILES$ AT A DISTANCE OF EIGHT KILOMETERS. AT 1239 THE MIG SIGHTED TWO $HOSTILES$ BEHIND HIM AND BEGAN TO MANEUVER. THE MIG'S DISTANCE FROM GIA LAM AT 1246 WAS 5Ø KMS, AND HE HAD LANDED AT GIA LAM WITH NO FURTHER SIGN OF COMBAT AT 13Ø7. THIS AIRCRAFT WAS AGAIN ON STRIP ALERT AT GIA LAM AT 1446. THE OTHER MIG WAS FIRST NOTED AIRBORNE AT 1236 PROBABLY OUT OF GIA LAM. AT 1234 $HOSTILES$ WERE CLOSING ON THE MIG FROM THE REAR. AFTER MANEUVERING, THE MIG SIGHTED HOSTILE AIRCRAFT AT 1246. DURING THE NEXT TWO MINUTES, THE MIG CLOSED ON AN UNIDENTIFIED TARGET UNTIL 1249 WHEN FOUR F-4'S WERE SIGHTED 11 KMS AHEAD. BETWEEN THIS TIME AND 13Ø2, SEVERAL TARGETS WERE SIGHTED, AND THE MIG WAS GIVEN ORDERS TO ATTACK IF ABLE. NO INDICATIONS OF COMBAT WERE SEEN, HOWEVER, AND THE MIG LANDED AT PHUC YEN AT 1317. COMMENTS ACCORDING TO COLLATERAL, THE MIG WHICH TOOK OFF FROM PHUC YEN ENGAGED THE CHAFF ESCORT AT 1235. XXHH 85Ø #86Ø4 NNNN