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~~TOP SECRET UMBRA~~ SECTION ONE OF TWO3/06/VCK-E/R8-66 PRELIMINARY AIR ACTIVITY REPORT INFORMATION CONTAINED HEREIN REPRESENTS PRELIMINARY ANALYSIS OF SIGINT AVAILABLE TO USJ-794 AS OF 111200Z OCTOBER 1966. SECTION ONE - SUMMARY OF DRV AIR DEFENSE AND FLIGHT ACTIVITY FOR 10 OCTOBER 1966. BETWEEN 0637 AND 0721Z, A PHUC YEN BASED MIG-21 ATTEMPTED TO INTERCEPT THE BLUE SPRINGS DRONE NORTHEAST OF PHUC YEN, BUT ABORTED THE INTERCEPT BECAUSE OF LOW FUEL, AND SUBSEQUENTLY RECOVERED AT HAIPHONG KIEN AN. ONLY NINE, POSSIBLY TEN MIG SORTIES WERE NOTED ON THIS DATE, WITH ALL OTHER ACTIVITY BEING ROUTINE IN NATURE. ACTIVITY BY BOTH THE DRV EARLY WARNING SYSTEM AND DRV SAM UNITS WAS NORMAL. SECTION TWO - PHUC YEN BASED MIG-21 ATTEMPTED INTERCEPT OF BLUE SPRINGS DRONE ON 10 OCTOBER. FROM 0637 TO 0700Z, BOTH DRV AIR SURVEILLANCE AND VHF TACTICAL VOICE FACILITIES REFLECTED AN ATTEMPTED INTERCEPT OF A BLUE SPRINGS DRONE BY A PHUC YEN BASED MIG-21. AT 0637Z DRV AIR SURVEILLANCE FACILITIES REFLECTED THE HOSTILE AIRCRAFT AT 2008N 10810E ON A NORTHERLY COURSE. THE REACTING MIG-21 WAS FIRST NOTED AIRBORNE AT 0645Z, WHEN HE WAS ORDERED, BY THE PHUC YEN AIRFIELD CONTROLLER TO "WORK WITH THE SENIOR GCI CONTROLLER". AT 0646Z, THE SENIOR GCI CONTROLLER BEGAN VECTORING THE MIG-21 TOWARD THE HOSTILE AIRCRAFT, WHICH WAS REFLECTED, AT THIS TIME, ON DRV AIR SURVEILLANCE FACILITIES, 60 NAUTICAL MILES NORTHEAST OF PHUC YEN. THE GCI CONTROLLER CONTINUED PASSING INSTRUCTIONS UNTIL 0654Z, AT WHICH TIME HE ORDERED THE MIG-21 TO ATTAIN A SPEED OF MACH 1.2. AT 0655Z, THE PILOT OF THE MIG-21 REPORTED A SPEED OF MACH 1.5. AT 0700Z, THE PILOT OF THE MIG-21 WAS ORDERED TO MAINTAIN A SPEED OF MACH 1.5 AT AN ALTITUDE OF 49,200 FEET, TO WHICH THE PILOT REPLIED, "MY SPEED IS NOW MACH 1.7 ALREADY". NORMAL GCI VECTORING INSTRUCTIONS WERE PASSED UNTIL 0709Z. AT THIS TIME THE PILOT WAS ORDERED TO ACTIVATE HIS AIRBORNE INTERCEPT RADAR. AT THIS TIME THE DRONE WAS APPROXIMATELY 32 NAUTICAL MILES FROM THE MIG-21 AT AN ALTITUDE OF 55,770 FEET. AT 0711Z, THE ALTITUDE OF THE DRONE INCREASED TO 57,410 FEET. AT 0712Z, THE PHUC YEN AUXILIARY GCI CONTROLLER ASSUMED CONTROL OF THE MIG-21. AT THIS TIME DRV AIR SURVEILLANCE FACILITIES REFLECTED THE DRONE APPROXIMATELY 60 NAUTICAL MILES NORTHEAST OF PHUC YEN AT 2136N 10650E. THE AUXILIARY GCI CONTROLLER CONTINUED TO VECTOR THE MIG-21 AND AT 0713Z, THE MIG-21 REACHED THE CLOSEST POINT OF APPROACH TO THE DRONE, 6.5 NAUTICAL MILES. THE PILOT REPORTED THAT "THE TARGET DOESN'T APPEAR". AT THIS TIME DRV AIR SURVEILLANCE FACILITIES REFLECTED THE MIG-21 AT A POINT 33 NAUTICAL MILES NORTHWEST AND TO THE REAR OF THE DRONE. AT 0714Z, THE MIG-21 PILOT REPORTED A FUEL READING OF 300 LITERS AND THE SENIOR GCI CONTROLLER IMMEDIATELY REASSUMED CONTROL OF THE INTERCEPT, ORDERING THE PILOT "CLOSE BOOSTER AND RETURN TO HAIPHONG KIEN AN". DRV AIR SURVEILLANCE FACILITIES REFLECTED THE MIG-21 AT THIS TIME TO BE 56 NAUTICAL MILES NORTHEAST OF PHUC YEN AND APPROXIMATELY 57 NAUTICAL MILES NORTH OF HAIPHONG KIEN AN. AT 0715Z, THE SENIOR GCI CONTROLLER ORDERED THE PILOT TO "FLY AT A REDUCED SPEED, THERE IS A MISTAKE". THE SENIOR GCI CONTROLLER CONTINUED TO FUNCTION IN A GROUND CONTROL APPROACH ROLE, WHILE CAUTIONING THE PILOT TO REMAIN CALM AND NOT TO BE AFRAID.

AT 0716Z, THE GCI CONTROLLER INFORMED THE PILOT "YOU DESCEND THERE, STAY CALM, THERE WILL BE NO CONTROLLER", AND AGAIN AT 0718Z, "YOU ARE TO LAND ALONE, THERE IS NO CONTROLLER. AT 0719Z, THE PILOT REPORTED A FUEL READING OF 150 LITERS. THE LAST REFLECTION OF THE MIG-21 WAS AT 0721Z, WHEN AN UNKNOWN SPEAKER LOCATED AT HAIPHONG KIEN AN, INSTRUCTED THE PILOT TO WZLAND SLOWLY, THERE IS NO CONTROLLER." SECTION THREE - DRV MULTICHANNEL COMMUNICATIONS REFLECT THE DESTRUCTION OF AN F4 AIRCRAFT. FRAGMENTARY DRV MULTICHANNEL COMMUNICATION INTERCEPT OBTAINED ON 9 AND 10 OCTOBER, REFLECT THE DESTRUCTION OF ONE F4 AIRCRAFT AND THE CAPTURE OF THE TWO PILOTS. AT 0700Z, 9 OCTOBER, AN UNIDENTIFIED SPEAKER REPORTED THAT THE OBSERVATION TOWER HAD REPORTED A F4 IN FLAMES. THERE WAS NO INDICATION WHETHER A SAM OR AAA HAD DESTROYED THE U.S. AIRCRAFT. BETWEEN 0057Z AND 0105Z, ON 10 OCTOBER, DRV MULTICHANNEL COMMUNICATIONS AGAIN REFLECTED A REFERENCE TO AN F4 BURNING, AS REPORTED BY THE OBSERVATION TOWER. THE UNIDENTIFIED SPEAKER STATED THAT THE PILOTS WERE BEING HELD NEAR KIM BANG (2053N 10551E). (REFUSA-32 SPOT REPORT 2/H3/VCK/R483-66, DTG 101607Z OCT 66 AND FOL-UP THERETO). OPERATIONAL REPORTS INDICATE THE LOSS OF ONE F4B AIRCRAFT (CITY DESK HRTWL AT 0029Z ON 9 OCTOBER IN THE VICINITY OF 2032N 10545E TO 57MM AAA FIRE. U.S. PILOTS ALSO REPORTED SIGHTING TWO SURFACE TO AIR MISSILES ON THIS DATE, ONE IN THE HUNG YEN AREA AT 0020Z AND A SECOND IN THE VIINH AREA AT 1958Z. NO U.S. AIRCRAFT WERE LOST TO SAMs ON 9 OCTOBER. A 90 HNNN

