DOCID: 4129454

~~SECRET SPOKE~~

CATEGORY = 1 M = 55

MESSAGE = Ø18Ø7775

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XXMM
ENPØ1FOOØ5Ø12 2/OO/VCA/R56-71 FOLLOW-UP NR. 1 KUS,AVN/AVIA-A/I. Ø5 JAN 72 22ØØZ
NSA/VW NSA/HCF-VRDC NORTH VIETNAMESE AIR FORCE MIG-21S SHOOTDOWN AN F-4 ON 1188
DECEMBER 1971
XXCC

FOLLOW UP NR. 1 TO 2/RO/VCA/R94Ø-71 ON 18 DECEMBER BETWEEN Ø622 AND Ø644Z, 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 Ø615Z AND Ø733Z. DETAILS, BEGINNING AT Ø6Ø2Z THE YEN BAI COMMAND POST WAS PLACED ON CONDITION ONE, AND BETWEEN Ø6Ø4 AND Ø6Ø9Z YEN BAI WAS ORDERED TO PREPARE BOTH THE PRIMARY AND SECONDARY AIRCRAFT. AT Ø615Z THE FIRST TWO MIG-19S WERE LAUNCHED FROM YEN BAI, AND TWO MINUTES LATER THE SECOND SET OF MIG19S 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 Ø621Z IT WAS STATED THAT TWO MIG-21S FROM PHUC YEN HAD TAKEN OFF. AT Ø622Z THE FLIGHT LEADER OF THE MIG-21S WAS REFLECTED ON TACTICAL VOICE COMMUNICATIONS, AND AT THIS TIME HE WAS ORDERED TO A 24Ø DEGREE HEADING AND TO AN ALTITUDE OF 2,ØØØ METERS (6,652 FEET). AT THE SAME TIME THE LEAD PILOT ORDERED HIS WINGMAN TO CLOSE HIS BOOSTER. ONE MINUTED LATER THE CONTROLLER INFORMED THE FLIGHT LEADER TO ATTAIN A SPEED OF 85Ø KILOMETERS PER HOUR. BETWEEN Ø623 AND Ø624Z 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 Ø624Z THE SENIOR GCI CONTROLLER ORDERD THE MIGS TO 7,ØØØ METERS (22,966 FEET). AT Ø626Z THE FLIGHT LEADER REPORTED BEING ON A HEADING OF 24Ø DEGREES AND AT AN ALTITUDE OF 4,ØØØ 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 15Ø DEGREES. AT THIS TIME HE WAS INFORMED THAT HOSTILES WERE TO HIS LEFT 9Ø DEGREES, 8Ø KILOMETERS, AND THE HOSTILE'S ALTITUDE WAS 6,ØØØ METERS (19,685 FEET). THE FLIGHT LEADER THEN INSTRUCTED HIS WINGMAN TO CHECK HIS WEAPONS SWITCH. AT Ø629 THE FLIGHT LEADER REPORTED REACHING 7,ØØØ METERS, AND THAT HIS SPEED WAS STILL 85Ø KILOMETERS PER HOUR. AT Ø63ØZ THE SENIOR GCI CONTROLLER ORDERED THE MIGS TO TURN RIGHT TO A HEADING OF 33Ø DEGREES, AND THE PILOTS WERE TOLD TO $WORK IN THE HOLDING ZONE.$ THEY WERE THEN ADVISED THAT THE HOSTILES WERE TO THE LEFT 9Ø DEGREES, 65 KILOMETERS, ALSO AT Ø63ØZ THE PILOTS WERE ORDERED TO INCREASE THEIR SPEED TO 9ØØ KILOMETERS PER HOURS. ONE MINUTE LATER THEY WERE WITHIN 6Ø KILOMETERS OF THE TARGET, AND THEY WERE ORDERED TO ASCEND TO 8,ØØØ METERS (26,247 FEET). AT THIS TIME TWO BAI THUONG MIG-21S WERE TOLD TO START THEIR ENGINES. AT Ø623Z THE MIGS WERE ORDERED TO GO TO A 25Ø DEGREE HEADING AND INCREASE SPEED TO 95Ø 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, 5Ø KILOMETERS. AT Ø633Z THE LEAD PILOT REPORTED DROPPING HIS AUXILIARY FUEL TANK, AND HE SUBSEQUENTLY CLOSED TO WITHIN 25 KILOMETERS OF THE HOSTILE. AT Ø624Z THE REMOTE CONTROLLER ADVISED THE LEAD PILOT THAT THE HOSTILE WAS AT 7,ØØØ METERS, AND HE WAS 5ØØ METERS ABOVE IT. THE MIGS CLOSED TO WITHIN 15 KILOMETERS OF THE HOSTILES AND THE WINGMAN STATED THAT THERE WERE TWO AIRCRAFT.

~~SECRET SPOKE~~

Approved for release by NSA on 07-03-2014, Transparency Case# 65886

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THE FLIGHT LEADER THEN STATED THAT THERE WAS ONLY ONE AIRCRAFT AND THAT HE WAS GOINT 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 Ø635Z 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 36Ø DEGREES. AT Ø636Z THE WINGMAN INFORMED THE SENIOR GCI CONTROLLER THAT THE ENEMY WAS BURNING. THE REACTING MIG-21S THEN ASSUMED A 7Ø DEGREE HEADING, EN ROUTE TO PHUC YEN. THE PHUC YEN CONTROLLER QUERIED WHO HAD FIRED THE MISSILE, AND IT WAS SUBSEQUENLTY STATED THAT THE LEAD PILOT HAD FIRED. THE REACTING MIGS RETURNED TO PHUC YEN AND LANDED BY Ø644Z. A THIRD SET OF MIG-19S FROM YEN BAI WAS ALERT AT Ø649Z AND TOOK OFF AT Ø651Z, AND THE FIRST FLIGHT SUBSEQUENTLY RECOVERED AT Ø658Z. THE BAI THUONG AND PHUC YEN MIG-21S CONTINUED TO FLY DEFENSIVE PATROLS AND ALL FOUR AIRCRAFT SUBSEQUENTLY LANDED AT PHUC YEN BY Ø715Z. THE THIRD SET OF MIG-19S CONTINUED TO FLY A DEFENSIVE PATROL SOUTH OF YEN BAI UNTIL APPROXIMATELY Ø733Z WHEN THEY LANDED. COMMENTS, COLLATERAL INFORMATION INDICATES THAT A U.S. F-4 WAS SHOT DOWN AND THE PILOT BAILED OUT AT Ø639Z AT APPROXIMATELY 2Ø-1ØN 1Ø4-5ØE. XXHH VZC