

1. PILOT REPORTED SEEING FIGHTERS FOUR TIMES:

A. THE FIRST OBSERVATION WAS AT #345Z. PILOT REPORTED ONE FIGHTER VERY CLOSE, ON THE SAME HEADING AS U-2 (#48), AND AT ABOUT 69, AND FEET.

(INTEL NOTE: PILOT IS NOT SURE OF TIMES OR HIS HEADING ON SUBSEQUENT FIGHTER OBSERVATIONS.)

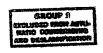
B. THE SECOND FIGHTER OBSERVATION WAS BETWEEN POINTS
"G AND H." PILOT SAW TWO FIGHTERS...ONE ON EACH SIDE OF HIS
PLANE AND FLYING HIGHER THAN U-2. PILOT ESTIMATED FIGHTERS
WERE AT 70,000 FEET. HE SAID THE FIGHTER ON HIS LEFT FIRED
ONE BURST WHICH EXPLODED APPROX 1000-1500 FEET IN FRONT OF
U-2. BURST WAS NOT PRECEDED BY A CONTRAIL. BURST APPEARED
AT 10 0°CLOCK LOW TO MISSION AIRCRAFT. PILOT SAID BURST FROM
THE INTERCEPTOR WAS LIGHT BLACK TO GRAY IN COLOR.

RP (B) NM PA

PILOT SAID HE SAW THE FIGHTER EFFECT THE LAUNCH.

C. THE THIRD FIGHTER OBSERVATION WAS BETWEEN POINTS "I AND J."

TOPSECRET



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PILOT REPORTED SEEING ONE FIGHTER ON HIS RIGHT AND A LITTLE
RELOW U-2.

D. THE FOURTH FIGHTER OBSERVATION WAS AT POINT "L".
PILOT SAW ONE FIGHTER ON HIS LEFT AND BELOW HIM. PILOT
ESTIMATED FIGHTER WAS AT 69,600 FEET.

INTEL COMMENT:

PILOT REPORTED THAT NONE OF THE AROVE OF SERVATIONS WERE THROUGH THE DRIFT SIGHT. PILOT REPORTED THAT ALL THE FIGHTER AIRCRAFT HE SAW WERE MIG 21°S. PILOT WAS UNABLE TO SEE ANY MARKINGS ON THE INTERCEPTORS. PILOT COULD NOT ESTIMATE HOW CLOSE ANY OF THE FIGHTERS CAME TO HIS AIRCRAFT. THERE WAS NO SYSTEM 9B ACTIVITY. CONTRAIL LEVEL WAS 41. FRE-61.000 FEET.

2. MIG 21 TACTICS:

DRIVER REPORTED ALL FIGHTERS USED IDENTICAL INTERCEPT TACTICS.

THE FIGHTERS APPROACHED ON 90 DEGREE BEAM, SLIGHTLY ASTERN AND EFFECTED A SHALLOW TURN-ON WITH THE FINAL APPROACH APPROX

20 DEGREES OFF THE U-2 TAIL. DRIVER SAID THE MIG 21 PULL-UP WAS SLOW AND SHALLOW DURING THE TURN-ON AND THAT THE FIGHTERS MAINTAINED GOOD CONTROL THROUGHOUT THE MANEUVER, INCLUDING RECOVERY. THE FIGHTERS NOSED OVER GENTLY AND DISAPPEARED FROM VIEW. THE INTERCEPTS WERE STARTED IN CONTRAIL LEVEL AND COMPLETED ABOVE CONTRAIL LEVEL IN ALL CASES. (NOTE: TACTIC DESCRIBED BY DRIVER RESEMBLES STERN TACTIC USED BY USAF ADC IN SAGE AND MANUAL ENVIRONMENT IN 1962. DRIVER TURNED INTO INTERCEPTORS AS EVASIVE TACTIC.

END OF MESSAGE