

INTER

CLASSIFIED MESSAGE

TOP SECRET

ROUTING	
1	9
2	10
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IMMEDIATE

25X1

IN 54962

OPS 1-10
Pete

CITE

0963

25X1

25X1

25X1

FORM 124 USE PREVIOUS EDITIONS

DATE 1046Z 24 AUG 65

TO DIRECTOR

FROM

SUBJECT

INFO

TOR 1121Z 24 AUG 65

TO IMMEDIATE

INFO

INTEL *X C455C*

1. PILOT REPORTED SEEING FIGHTERS FOUR TIMES:

A. THE FIRST OBSERVATION WAS AT 0345Z. PILOT REPORTED ONE FIGHTER VERY CLOSE, ON THE SAME HEADING AS U-2 (048), AND AT ABOUT 69,000 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 O'CLOCK LOW TO MISSION AIRCRAFT. PILOT SAID BURST FROM THE INTERCEPTOR WAS LIGHT BLACK TO GRAY IN COLOR. PILOT SAID HE SAW THE FIGHTER EFFECT THE LAUNCH.

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

EDD

RP

CB

B

NM

PA

TOP SECRET

GROUP 1
EXCLUDED FROM AUTOMATIC
DOWNGRADING
AND DECLASSIFICATION

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CARD 0963 (IN 52962)

T O P S E C R E T

PAGE 2

PILOT REPORTED SEEING ONE FIGHTER ON HIS RIGHT AND A LITTLE BELOW 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 69,000 FEET.

INTEL COMMENT:

PILOT REPORTED THAT NONE OF THE ABOVE OBSERVATIONS 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 41,000-61,000 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