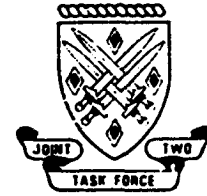


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SC-M-68-701  
October 1968



JTF-2 REPORT

JOINT TASK FORCE TWO  
TEST 4.4  
A-6A Aircraft  
Data Book (U)  
Part 1 of 2

Department 9210

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SC-M-68-701

JOINT TASK FORCE TWO  
TEST 4.4  
A-6A AIRCRAFT  
DATA BOOK (U)  
PART 1 OF 2

DEPARTMENT 9210

OCTOBER 1968

Sandia Laboratory, Albuquerque, New Mexico

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## FOREWORD

1. Joint Task Force Two (JTF-2) was organized by the Joint Chiefs of Staff to conduct a series of coordinated and integrated tests to determine the capabilities and vulnerabilities of offensive and defensive weapons systems in the low altitude flight regime. Test 4.4, Target Acquisition, Tactical Air Reconnaissance with Test 2.1 Penetration-Operational Systems, was the fourth test in the series.

2. Joint Task Force Two Test 4.4 investigated the relationships among aircraft, altitude, speed, environment, and the air-to-ground tactical air reconnaissance task for representative operational aircraft and aircrew combinations. Additionally, through the incorporation of a low altitude navigation course, corollary objectives of Test 2.1, Penetration-Operational Systems, were investigated.

3. In the conduct of Test 4.4 extensive instrumentation data were collected, some of which were not directly related to the tactical air reconnaissance objectives. This volume presents those data which are reliable over a majority of the test sorties and of possible interest to agencies, other than those concerned with the target acquisition problem.

4. This volume contains plots of the aircraft position track in the target area. There are also plots of the aircraft altitude above the terrain, normal accelerations, roll angle, pitch angle and slant range from the navigation check points and the targets to the aircraft. These data are presented in volumes, by aircraft type, with a separate volume for each type.

5. A supplemental volume of data summaries lists the results of each target engagement for each sortie. Operational data which include speed, altitude, and closest approach distance to each target are given. Reconnaissance performance data includes target acquisition, target location error, and accuracy and completeness of description scores.

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## SECTION 1

### INTRODUCTION

#### 1.(U) BACKGROUND

a. Joint Task Force Two Test 4.4, Target Acquisition, Tactical Air Reconnaissance, was the fourth in a series of coordinated and integrated tests designed to obtain factual operational and technical data on low altitude offensive and defensive weapons system operations.

b. Test 4.4 was a test of visual and sensor target acquisition capabilities at low altitudes of representative aircraft weapons systems. It was designed to investigate the relationship between the air-to-ground tactical air reconnaissance task and aircraft type, altitude, speed, and environment for representative operational aircraft and aircrew combinations. Included were ancillary excursions to investigate hunter-kill operations and the ability to acquire and convert to attack of certain selected targets.

c. In conjunction with the target acquisition test, a navigation test was conducted for tactical strike and tactical reconnaissance aircraft, in which aircrews flew a low altitude navigation course into the target complex. This portion of the test was that part of JTF-2 Test 2.1, Penetration-Operational Systems, pertaining to navigation ability over rolling terrain. Results of analysis of the navigation portion will be reported in a separate volume.

d. The test was conducted sequentially in three parts: controlled flight observations (CFO), the field test, and simulator extensions. Results of the CFO are reported in JTF-2-4.4 Volume 2. In the field test, aircraft and aircrews provided by operational units of the Army, Navy, and Air Force flew missions against a spectrum of field army targets typical of the kind that are distinctly visible from the air. The targets were deployed along three test courses at locations not known to the test subjects. A total of 623 sorties was flown by six aircraft types: three tactical strike aircraft (A-4C/E, A-6A and F-4C), one tactical reconnaissance aircraft (RF-4C), and two observation/surveillance aircraft (O-1E and UH-1B). Of the 623 total sorties, 508 were successful for test purposes. Special 70-mm motion picture imagery of the test courses and targets was collected for use

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in a dynamic simulator to extend the knowledge gained in the field test. However, the simulator tests were not conducted due to the disestablishment of JTF-2.

e. Target acquisition tasks for aircraft, aircrew, and photo interpreter combinations included search, detection, inspection, identification, and the collecting and reporting of information. Emphasis was on target acquisition associated with the reconnaissance or information-gathering phase of air-to-ground operations against typical field army targets of unknown location.

f. The principal reconnaissance data collection sources consisted of aircrew voice target reports recorded on tape recorders (real time reports), postflight air intelligence officer (AIO) debriefing reports (near real time reports), and photo (imagery) interpreter reports.

g. The Test 4.4 report consists of a series of bound volumes, each addressing a particular facet of the target acquisition, tactical air reconnaissance test. All volumes will bear the title: Low Altitude Test 4.4, Target Acquisition, Tactical Air Reconnaissance, Volume \_\_\_\_\_: (Identifying subtitle). Table 1-1 is a tabulation of the documentation.

Volume	Identifying Subtitle
1	Field Test Description
2	Controlled Flight Observation
3	Field Test Initial Analysis
4	Field Test Detailed Analysis
5	Navigation Over Rolling Terrain (Test 4.4/2.1)
6	VISTRAC, PHOTOTRAC, and ITRAC models Data Books by aircraft type Data Summary Book across all aircraft

Table 1-1 (U) Component Documentation for Total Test 4.4 Report

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## 2.(U) PURPOSE OF THE DATA HANDBOOK

a. Provide those data collected during Test 4.4 which are considered pertinent in evaluating the participating weapons systems performance in visual target acquisition and other areas.

b. Assemble these data, by weapon system type, into volumes which will facilitate data retrieval and application.

## 3.(U) TEST DESCRIPTION

a. Test objectives. The objectives of Test 4.4 were to:

(1) Determine the capability of representative tactical aircraft and aircrew combinations to obtain and report, both with and without the aid of reconnaissance sensors, intelligence information concerning a variety of targets, while penetrating at low altitude under visual flight conditions for two clearance altitude realms.

(a) Current operational low altitudes trained for and used by the military services. (Because of reduction in scope of the test as initially conceived, those current operational altitudes above 900 feet were investigated only to a limited degree.)

(b) Low altitude bands of 0-400 feet and 500-900 feet.

(2) Measure the relative capability to collect visually acquired and voice reported (real time and postflight debriefing) reconnaissance information and information acquired through the use of sensor equipment requiring processing and interpretation (photography, infrared radiation (IR), and side looking radar (SLR) in terms of:

(a) Quantity of information as compared to ground truth.

(b) Quality of information as compared to ground truth.

(c) Accuracy of information as compared to ground truth.

(d) Time of availability of information. Side-looking radar imagery was subsequently deleted from the test based on recommendation

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of the Tactical Air Command because of nonsuitability of SLR for the nature of the targets and at the low altitude programmed for Test 4.4.

(3) Determine the capability of representative tactical aircraft/aircrew combinations to perform armed reconnaissance against specified targets while penetrating at low altitude to:

(a) Acquire, convert to attack, and perform an attack maneuver on a target of opportunity, and

(b) Acquire, convert to attack, and perform an attack maneuver on a target identified by a simulated hunter aircraft.

(4) Develop and validate a mathematical model that will aid in:

(a) Developing tactical air reconnaissance doctrine, tactics, techniques, and equipment;

(b) Determining the relative probabilities of low altitude reconnaissance mission accomplishment or effectiveness; and

(c) Predicting results beyond the physical scope of the test.

(5) Determine the capability of representative tactical aircraft/aircrew combinations to acquire a prebriefed target comparable to those used in Test 4.1.

(6) Attain the specific major objectives of that part of Test 2.1, Penetration-Operational Systems, pertaining to navigational ability over rolling terrain that are to:

(a) Determine the distribution of navigation error to a terminal point over rolling terrain, including collection of descriptive statistics on acquisition of both intermediate check points and time of arrival at, and lateral displacement from, intermediate and final navigational check points.

**UNCLASSIFIED** (b) Determine the suitability of prechosen visual/radar check points used for navigation over rolling terrain, and

(c) Determine how low specified aircraft/aircrew combinations will fly over rolling terrain while performing navigational task.

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b. TEST AREA DESCRIPTION. The test area included four test courses: a navigation course, a point-to-point reconnaissance course over rolling, wooded terrain, a road reconnaissance course over relatively flat, wooded terrain, and an area search reconnaissance course which was incorporated within the limits of the point-to-point course. Figure 1-1 is a map of the test area.

(1) Target Description. The targets emplaced within the reconnaissance courses were typical of those kinds of targets in a field army which would be distinctly visible from the air. Targets hidden among foliage or buildings and camouflaged targets were not included. Some of the emplaced targets were actual military equipment, but most were wood and metal mockups.

(2) Navigation Course. Reconnaissance sorties flown by tactical aircraft were preceded by a navigation mission approximately 150 nautical miles in length. Two separate navigation courses were established. Both started at Norfolk Reservoir in northeastern Arkansas (start point was designated as point Alfa) and extended in a generally southwesterly direction, terminating at final control checkpoints near the entry points to the point-to-point and road reconnaissance courses.

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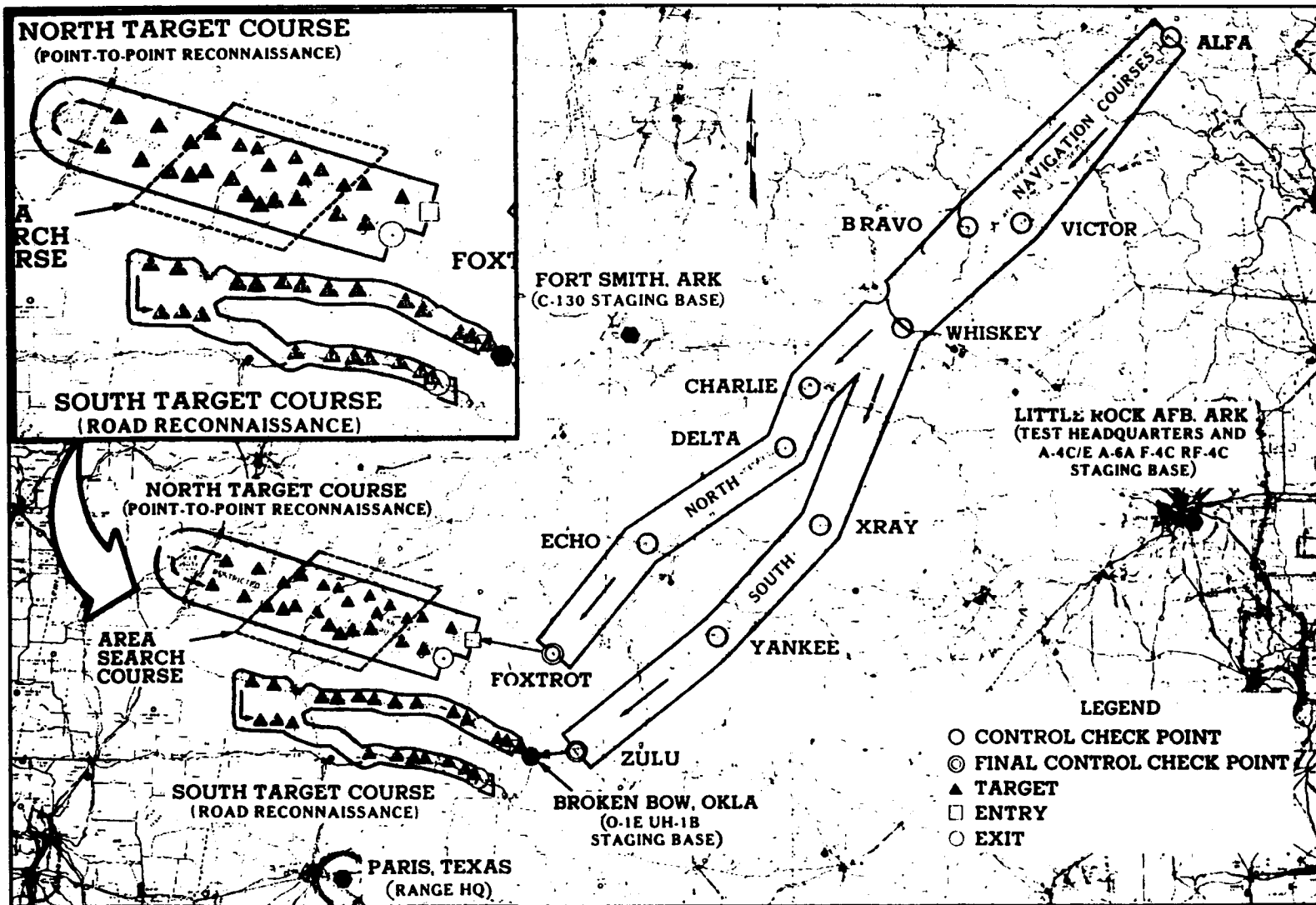


Figure 1-1 (U) JTF-2 Test 4.4 Test Area

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(3) Point to-Point Course. The point-to-point reconnaissance (north) course consisted of two parallel legs, each about 50 nautical miles in length. Each leg had clearly defined entry points (N-1 and N-3) and exit points (N-2 and N-4). Twenty-five targets were deployed along the two legs at varying distances from the flight path, ranging from 7 yards to 3960 yards. Figure 1-2 shows the general layout of the north course and Table 1-2 gives a brief description of each target on the course.

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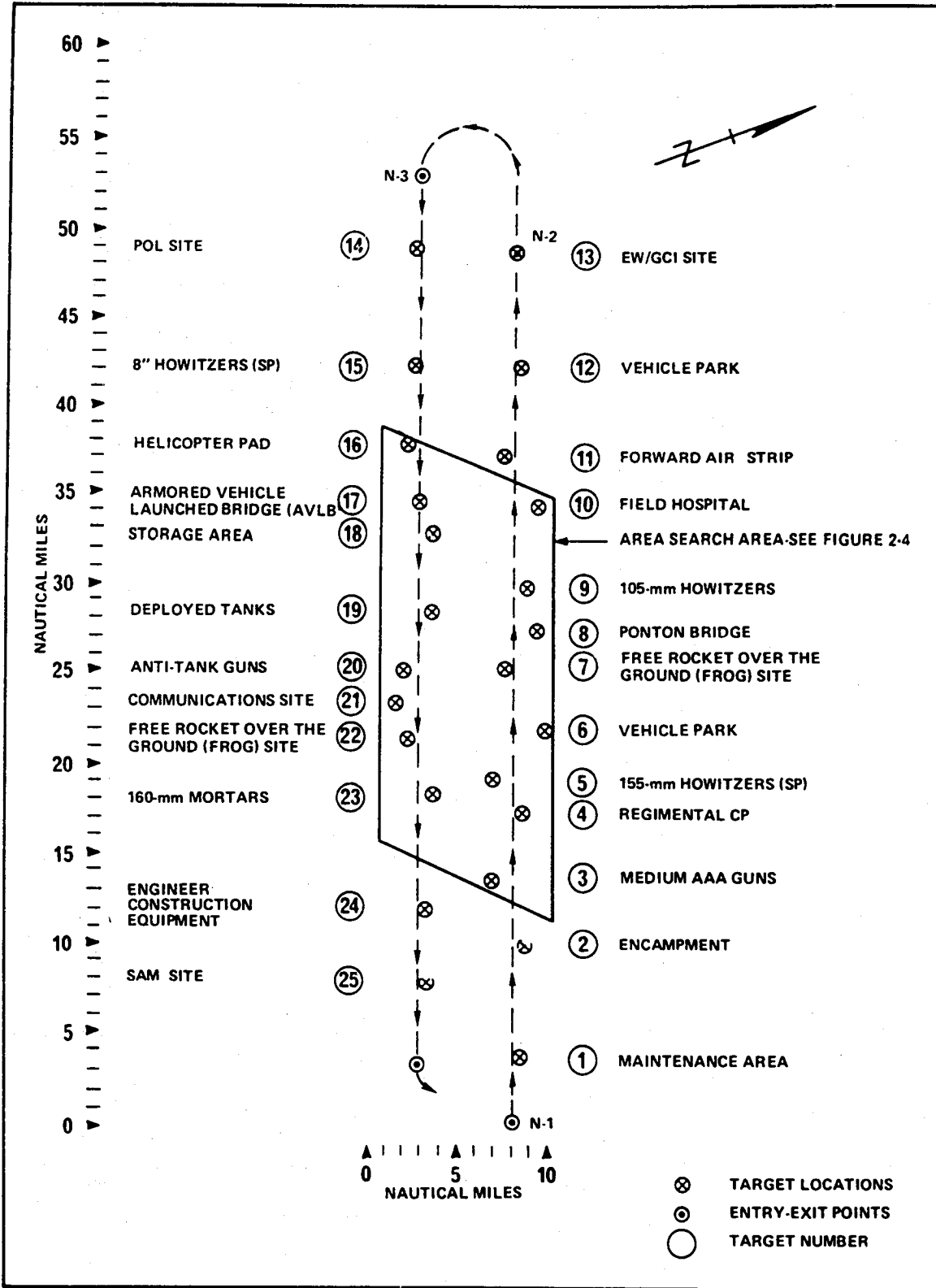


Figure 1-2 (U) Point-to-Point Reconnaissance Course

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Target Number	Target Name	Description
1	Maintenance Area	1 tank retriever; 2 medium general purpose (GP) tents; 1 each 2-1/2 ton truck; 1 each 10 ton wrecker; 1 large grease platform.
2	Encampment	10 medium GP tents (2 rows of 3 tents and 1 row of 4 tents).
3	Medium AAA Guns, Towed	6 positions in AAA site occupied by 3 each 57-mm guns in triangular arrangement. All position revetted.
4	Regimental Size Command Post*	2 small GP tents; 5 jeeps; 1 each 3/4 ton truck with radio van.
5	152-mm Howitzers - Self-Propelled (SP) (US 155-mm)*	4 guns (6 positions - 2 positions unoccupied) deployed in defilade; partial revetment.
6	Vehicle Park	12 each 2-1/2 ton trucks parked in relatively open area.
7	Free Rocket Over the Ground (FROG) (US Honest John) Site	1 missile on launcher; 3 each 2-1/2 ton trucks; 1 jeep.
8	Ponton Bridge	Bridge (10 pontoons) approximately 150 feet long.
9	122-mm Howitzers (US 105-mm) Deployed*	6 guns; 6 each 2-1/2 ton trucks; 1 jeep.
10	Field Hospital	3 large GP tents; 2 each 3/4 ton ambulances; helipad with 1 helicopter; items marked with red crosses.
11	Forward Air Strip	2500 foot graded earth air strip; 1 medium GP tent; 1 flatbed truck; 1 petroleum oil and lubricant (POL) tank truck; 2 van type trailers; wind sock.
12	Vehicle Park (Mechanized)	12 armored personnel carriers (APC); 2 each 2-1/2 ton trucks; 2 jeeps.
13	Early Warning/Ground Control Intercept (EW/GCI) Site	2 generator trailers; 2 truck vans; 1 V-beam radar; 1 height finder radar; 1 backup radar for high cover; 1 long range EW radar; 1 low-level radar.

Table 1-2 (U) Target List, North Course (Area and Point-to-Point)  
(Part 1 of 2)

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Target Number	Target Name	Description
14	Petroleum, Oil and Lubricant (POL) Site	300 each 55-gallon drums; stacked in two rows; 1 flat-bed truck; 1 jeep.
15	203-mm Howitzers - SP (US 8" How)	2 SP How; 1 APC, revetted.
16	Helicopter Pad	2 light helicopters; 50 each 55-gallon POL drums.
17	Armored Vehicle Launched Bridge (AVLB)*	1 AVLB in launch position w/transporter detached and parked in area; 1 each 2-1/2 ton truck parked in center of bridge; 1 each 2-1/2 ton truck on approach end.
18	Storage Area	Open storage of stacked supplies; 5 stacks varying in size up to 30 feet x 10 feet x 6 feet; 1 each 2-1/2 ton truck.
19	Tanks, Deployed	4 medium tanks in partial revetment; in line.
20	Anti-Tank Guns	2 auxiliary powered anti-tank (APAT) guns; partial revetment, 2 each 2-1/2 ton trucks.
21	Communications Site	3 each 2-1/2 ton truck vans; 3 UHF (fly-swatter type) antennas; 1 jeep.
22	FROG (US Honest John) Site*	1 surface-to-surface missile on launcher; 4 each 2-1/2 ton trucks; 1 jeep.
23	160-mm Mortars	6 each 160-mm mortars deployed on line; 2 each 2-1/2 ton trucks parked in area.
24	Engineer Construction Equipment	2 dump trucks; 2 flat-bed trucks; 1 road grader; covered storage; 3 dirt piles; 1 front loader; 1 equipment trailer.
25	Surface-to-Air Missile (SAM)	6 SAM missiles on launchers; 1 missile control radar; 3 van type trailers; 7 truck vans.

\*Denotes real equipment targets; others were fabricated.

Table 1-2 (U) Target List, North Course (Area and Point-to-Point)  
(Part 2 of 2)

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(4) Road Reconnaissance Course. The road reconnaissance (south) course also consisted of two legs, each following a state highway. These had clearly defined entry points (S-1 and S-3) and exit points (S-2 and S-4). Twenty-three targets were deployed alongside the highways at distances up to 700 yards from the center line of the highway. Figure 1-3 shows the general layout of the south course. Table 1-3 gives a brief description of each target along the course.

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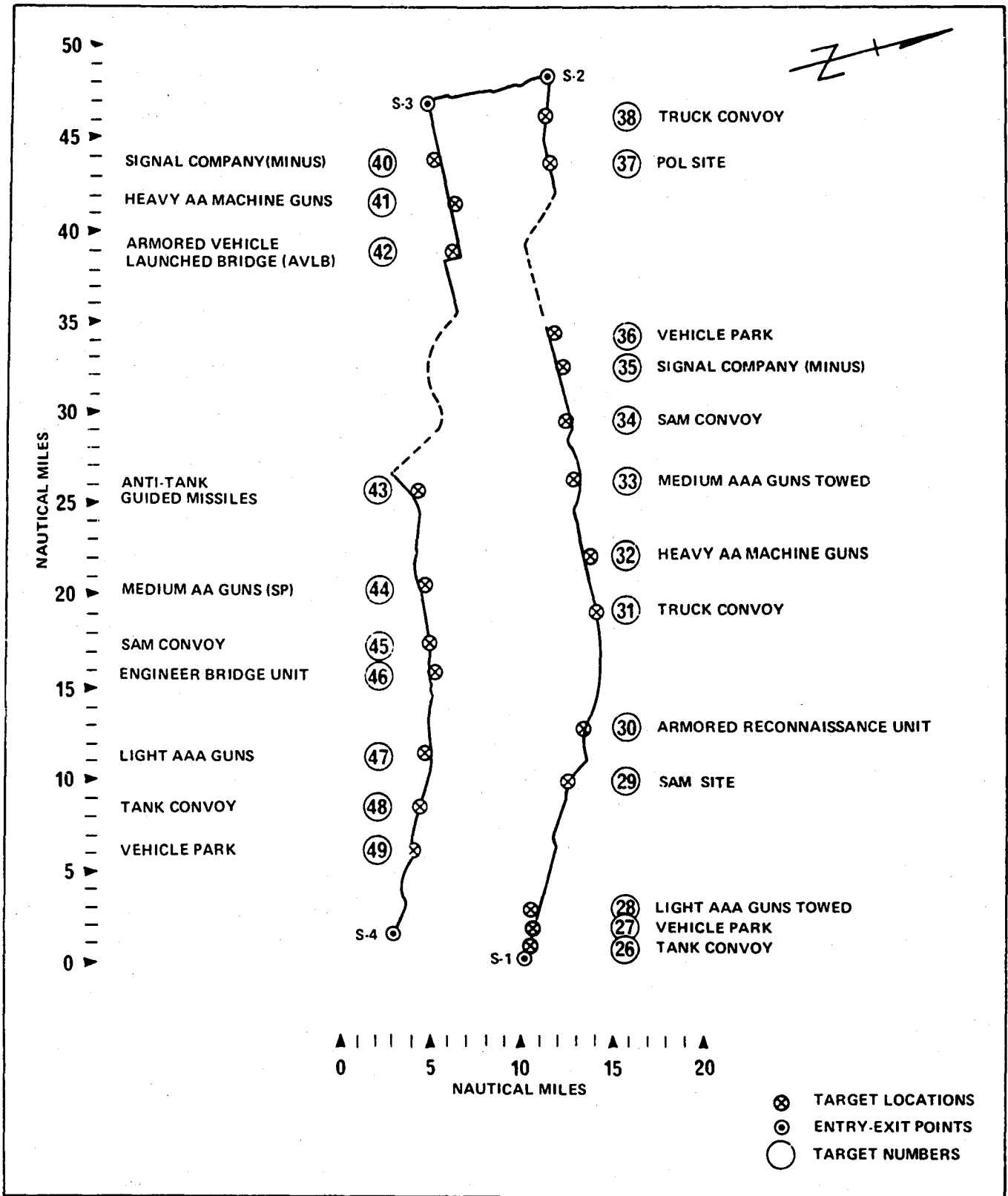


Figure 1-3 (U) Road Reconnaissance Course

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Target Number	Target Name	Description
26	Tank Convoy*	5 medium tanks parked along road, 100 meters separation.
27	Vehicle Park	13 each 2-1/2 ton trucks parked in relatively open area, 50 meters off the road.
28	Light AAA Guns - Towed	4 towed 37-mm guns revetted, with connecting personnel trench.
29	SAM Site	4 positions with 2 missiles on launcher; 1 guidance radar; 2 each 2-1/2 ton truck vans; 2 generator trailers.
30	Armored Reconnaissance Platoon	3 medium tanks, 3 APC's.
31	Truck Convoy*	6 each 2-1/2 ton trucks parked along road; 100 meters separation.
32	Heavy AA Machine Guns	2 quad mounted .50 caliber machine guns, revetted.
33	Medium AAA Guns - Towed, w/Radar	4 each 57-mm AAA guns (6 positions - 2 unoccupied) in circular pattern; 1 fire control director; 1 fire control radar; all revetted.
34	SAM Convoy	3 missiles on truck transporters parked along road; 100 meters separation.
35	Signal Company (Minus) (Communications Site)	3 each 2-1/2 ton truck vans; 1 each 3/4 ton radio truck; 1 jeep; 1 small GP tent; 1 UHF antenna.
36	Vehicle Park	13 each 2-1/2 ton trucks parked in relatively open area, 50 meters off the road.
37	POL Site	300 each 55-gallon drums (100 stacked and 200 not stacked).
38	Truck Convoy*	2 each 10 ton trucks w/semi-trailers; 4 each 2-1/2 ton trucks; 1 jeep. Parked along road, 100 meters separation.
39	Target deleted from test.	

Table 1-3 (U) Target List, South Course (Road Reconnaissance)  
(Part 1 of 2)

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Target Number	Target Name	Description
40	Signal Company (Minus) (Communications Site)	3 each 2-1/2 ton truck vans; 1 each 3/4 ton radio truck; 1 jeep; 1 small GP tent; 1 UHF antenna.
41	Heavy AA Machine Guns	3 quad mounted .50 caliber AA machine guns in box pattern. One position unoccupied, revetted.
42	Armored Vehicle Launched Bridge (AVLB)	2 AVLB in assembly. Bridges on transporters.
43	Anti-Tank Guided Missile (ATGM)	2 ATGM launcher vehicles with 3 missiles on each launcher, defending road approach.
44	Medium AAA Guns - SP	2 medium 57-mm AAA guns deployed near road junction in revetted position; 1 each 3/4 ton truck (ammo carrier) to rear of guns.
45	SAM Convoy	3 missiles on truck transporters parked along road, 100 meters separation.
46	Engineer Bridge Unit	5 each 27-foot flat-bed trucks loaded with pontoons and treadway; all vehicles located in assembly area 50 meters off road. Approximately 30 meters between vehicles.
47	Light AAA Guns	3 each 37-mm AAA weapons in triangle position. All positions revetted. Interconnecting communication trenches between weapon positions.
48	Tank Convoy*	4 medium tanks; 1 tank retriever. Parked along road, 100 meters between vehicles.
49	Vehicle Park	4 each 2-1/2 ton trucks; 3 APC's (towing 3 each 122-mm How); 3 each 122-mm How towed by 2-1/2 ton trucks; 2 medium tanks, 20 meters between vehicles.
*Denotes real equipment targets; others were fabricated.		

Table 1-3 (U) Target List, South Course (Road Reconnaissance)  
(Part 2 of 2)

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(5) Area Search Course. The area search reconnaissance course established for the low-speed observation/surveillance aircraft (O-1E and UH-1B) was a 10- by 20-mile area contained within the north course. The aircraft flew an area search mission by flying six different specified tracks through this area. Two of the legs were 20-nautical mile sections of the point-to-point legs; the other four legs were established by offsets of 1 nautical mile to either side of the point-to-point legs. The legs were flown in a racetrack pattern, starting in a westerly direction on the north leg of the point-to-point course. Figure 1-4 shows the general layout of the area search course and the search pattern established for the aircraft.

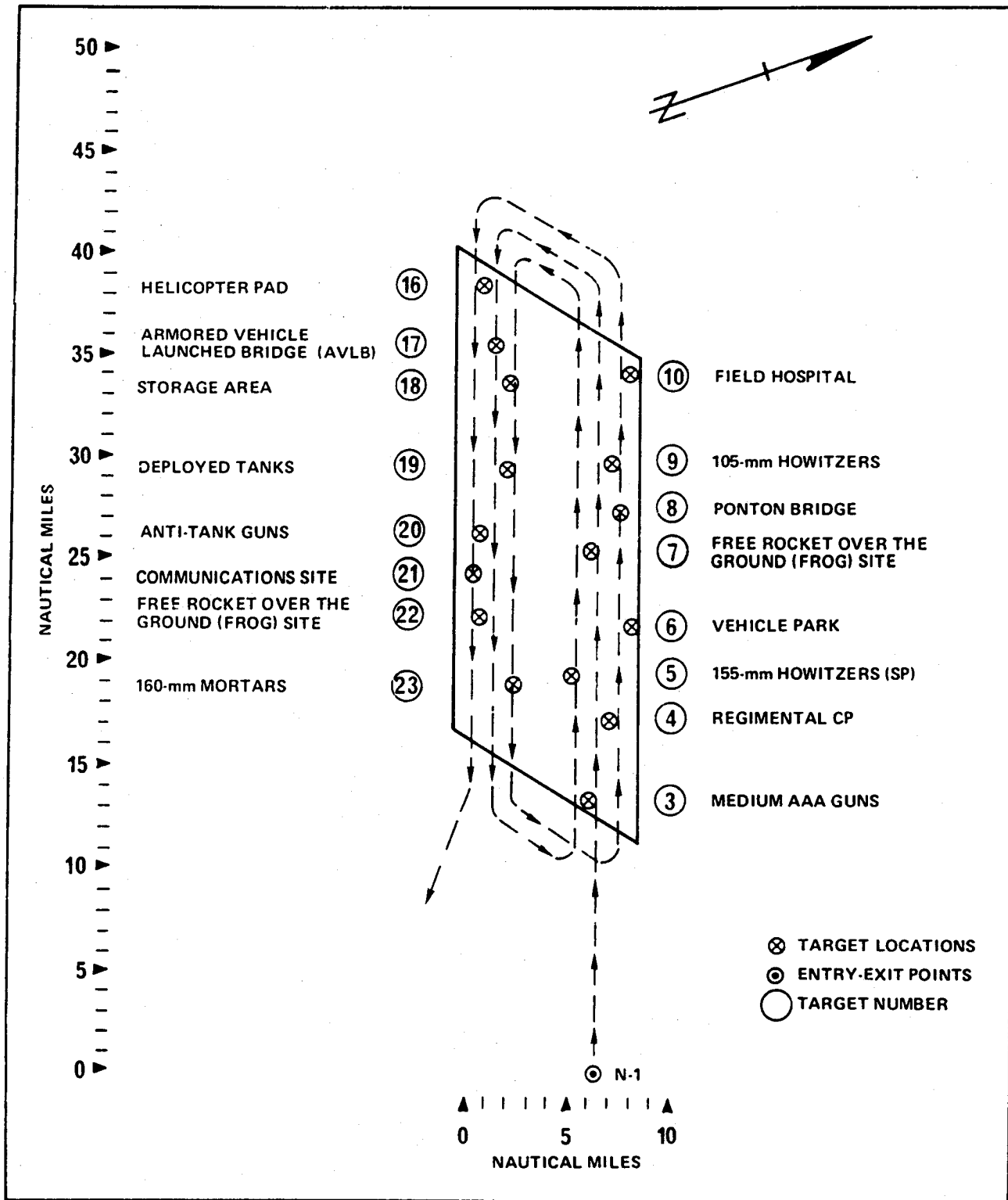


Figure 1-4 (U) Area Search Course

#### 4.(U) INSTRUMENTATION. UNCLASSIFIED

a. Description. The instrumentation system for Test 4.4 included three C-130 aircraft (IA) instrumented to measure information as reported by the test aircraft pilot by voice communication, and to receive and record pulse coded modulated (PCM) telemetry (TM) data from ten instrumented pods simultaneously. The system also included fourteen instrumentation pods, seven distance measuring equipment (DME) ground stations, ten ground site instrumentation packages (GSIP), a radar ranging system a central timing system, a data playback station, and associated support equipment.

#### b. Principles of Operation.

(1) The instrumentation system was capable of tracking ten pod-carrying aircraft simultaneously. Positions of the three C-130 aircraft were determined by slant range data from DME ground transponder stations, the positions of which were known. (Slant range is the radius of a sphere, the center of which is the DME ground transponder station.) Ordinarily, the intersection of three spheres would indicate the location of the C-130 in space, but a total of six of the seven DME ground transponder stations were used to obtain better accuracy for each C-130 position.

(2) In addition to seven DME ground transponder stations, a ground radar transponder was positioned under one of the straight line legs of each C-130 orbit. Once during each orbit, slant range from the C-130 to the ground radar transponder was measured to provide a more accurate determination of C-130 altitude. The DME slant ranges from the C-130 IA to the test aircraft were used to calculate the x-y position of the test aircraft. In this case, slant range was the radius of a sphere the center of which was one of the C-130 IA. The intersection of these three spheres located the test aircraft. Clearance altitudes for the test aircraft were measured by radar altimeters in the pods.

(3) Slant range data, telemetry from the pod, telemetry from the GSIP stations, real time voice reconnaissance information from the test aircraft, and airborne operational communications were recorded on magnetic tape in the C-130 aircraft. All data were time-correlated with the IRIG-B time code. The communications and control complex at Little Rock AFB and at Paris, Texas, provided communication facilities between all aircraft and ground units and with other units not in the test area.



Data tapes (other than voice tapes) from the C-130 aircraft were taken to the data playback station at Fort Smith, which converted PCM data on magnetic tape from the C-130 IA to a format ready for use by the data reduction center in Albuquerque. Voice tapes were sent directly to the data reduction center for transcription. The transcriptions were used by the scoring teams to determine performance measures.

(5) Real time voice reconnaissance information was also recorded by airborne recorders in the pods carried by the test aircraft. Tape from the recorders was removed as soon as the test aircraft returned to the staging base, after completion of sorties. Tapes were delivered immediately to the debriefers to be used in debriefing of the crew.

5.(U) DATA DESCRIPTION.

a. Data Collection and Processing.

(1) Introduction. The electronic field test data for Test 4.4 collected on board three C-130 instrumentation aircraft were partially processed on the playback station at Fort Smith, Arkansas before being sent to Albuquerque. The reconnaissance data were collected via aircraft sensors, voice recordings, and pilot debriefing sessions.

(2) Data collected.

(a) The data collected on Test 4.4 were from three major sources: reconnaissance data, electronically recorded data, and questionnaire data.

(b) The reconnaissance data consisted of real time reconnaissance data, near real time reconnaissance data, and sensory imagery data. The real time data was from inflight recorded voice reports (tape), a literal transcription, and the scoring books. The near real time data resulted from the AIO debriefings and included inflight recorded voice reports, a reconnaissance map, the AIO debriefing and the AIO scoring book. The sensory imagery data consisted of imagery from a panoramic camera, a forward oblique camera and an infrared camera. It also included three imagery interpreter (II) reports: the 1-, 3-, and 5-hour reports.

(c) The electronically recorded data were recorded on magnetic tape in the C-130 aircraft. These data consisted of DME range data, TM data from the MA-9B instrumentation pod, and the GSIP data.

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(d) The questionnaire data consisted of aircrew and imagery interpreter (II) personal data, mission performance information, and human factors interview results.

## (3) Data processing.

### (a) Electronically recorded data.

1 As indicated by the flow chart of Figure 1-5, the raw pulse code modulated (PCM) data, recorded on magnetic tape in the IA, were processed through the playback station. An SDS-925 computer converted the encoded parallel PCM data to decoded serial data which were compatible for processing on a CDC-3400 computer. Data were also processed and passed to the DME plot facility which provided quick-look analog plots.

2 The primary reduction and preanalysis sequences were performed on two CDC-3400 computers. Sortie identification was merged with test tracking and telemetry data in the primary reduction sequence.

3 The output of the primary reduction sequence was a series of data files, one per sortie for telemetry and position data and one for visibility data. Each file contained an identification record of 16 words followed by a series of data records. The ID record contained the following: ID block, operational day, generating program, sortie number, aircraft type, altitude code, speed code, course identifiers, weather code (not used), pod ID, aircraft tail number, pilot code, test range, sortie start time (target area), number of words per point, and number of points per record.

4 Telemetry data records included: time, radar altimeter information, vertical accelerations, longitudinal accelerations, lateral accelerations, pilot-recorded event information, gyro (bank), gyro (pitch), gyro (yaw relative), slant range (C-band radar), and pod status variables (temperature, voltage).

5 Position data records included: time, x, y, z (edited and corrected), x, y, z (smoothed), and velocity vectors.

6 Visibility data records included: time, site number, box-sky (photometer above horizon), telephotometer (looking into a black box), photometer downcourse, photometer background, illuminator  $G_1$ , illuminator  $G_3$ ,  $V_m$  (visibility index), sky/ground ratio, shadow contrast, illuminator sun.

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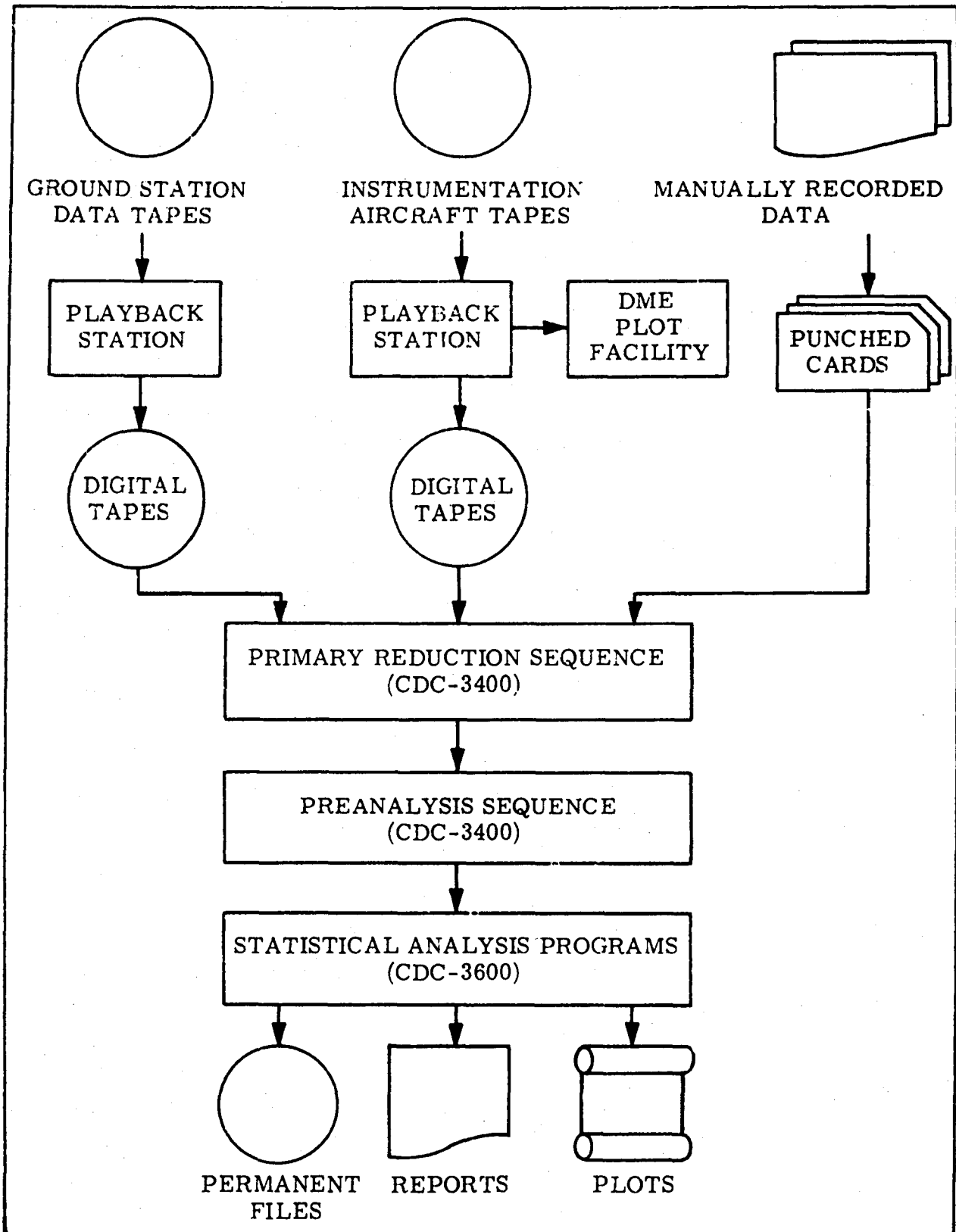


Figure 1-5 (U) Data Reduction and Analysis Block Diagram

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(b) Reconnaissance data were scored by a scoring team, and put on punch cards for computer processing.

## b. Data Accuracies.

### (1) Aircraft position data.

(a) The x-y position plots were obtained from the DME system which included an instrumented pod on the aircraft, three C-130 aircraft orbiting the test area, and seven DME ground transponder stations. The raw DME data were processed by an electronic computer with considerable quality control by a man in the loop at various stages during the processing to obtain the final smoothed x-y plots presented. A detailed description of the DME instrumentation and data processing system may be found in Reference a of the List of References.

(b) The accuracy of the x-y position plots is  $\pm 200$  feet of the actual positions.

### (2) Terrain clearance.

(a) The data are obtained from a radar altimeter located in the aircraft instrumentation pod. A vertical gyro directed the radar altimeter antenna directly downward. The antenna gimbals had a range of  $\pm 45$  degrees so that when the aircraft roll angle exceeded this limit the antenna would range off terrain not directly under the aircraft. Therefore, aircraft roll angle data should be considered when using radar altimeter data.

(b) The resolution of the terrain clearance rate is five feet. The nominal accuracy is  $\pm 20$  feet.

### (3) Normal acceleration.

(a) The aircraft's normal acceleration data shown is the acceleration on an axis perpendicular to the plane of the aircraft's lateral and longitudinal axis. Positive values indicate increasing velocity upwards.

(b) The data are obtained from a standard accelerometer located in the aircraft instrumentation pod. Its resolution is 0.012 g and advertised accuracy is  $\pm 0.15$  g. In using these data it should be remembered that the measuring instrument was located on a main structure of the pod,

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which was connected to the aircraft by two mounting lugs generally at the standard bomb attachment station, and the mechanical coupling between the aircraft and pod is unknown.

## (4) Roll and pitch angle.

(a) The roll and pitch angle data shown are the aircraft's angle change about its longitudinal and lateral axis, respectively, versus central daylight time. Positive values indicate clockwise roll angle and nose rising pitch angle.

(b) The angle is measured by the appropriate gimbal outputs on a vertical gyro mounted in the instrumentation pod. The roll angle has a resolution of 0.36 degrees and an accuracy of  $\pm 2$  degrees. The pitch angle has a resolution of 0.17 degrees and an accuracy of  $\pm 2$  degrees. If the aircraft made a maneuver over  $\pm 85$  degrees about its lateral axis, the gyro would hit its gimbal stops and tumble. This would cause the gyro to lose its reference, after which the readings could be invalid for the remainder of the flight.

## (5) Slant range.

(a) The slant range data are the slant range from the test aircraft to selected navigation check points and targets (these targets are noted by a "c" on the x-y position plot). Each of these check points or targets had a ground based C-band radar transponder which excited a transponder located in the aircraft instrumentation pod.

(b) The data collection system had a maximum range capability of 50,000 feet. However, the range of the radar system was limited to approximately 32,000 feet. The accuracy of the system was 50 feet  $\pm$  0.2 per cent of the actual range.

## (6) Other.

(a) Details on the collection and accuracy of other data gathered during this test are available in Reference a of the List of References.

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## c. Data Format

### (1) Data plots.

(a) The aircraft position data are presented in a series of seven or more plots.

1 The first plot is the track of the test aircraft over one of the reconnaissance courses starting with the last portion of the navigation course (Figure 1-6). Each square represents a distance of 60,000 feet or approximately ten nautical miles.

2 The remaining plots represent the same data as the first except on an expanded scale (Figure 1-7). Each square represents a distance of 12,000 feet or approximately two nautical miles. Time marks in Central Daylight Time (CDT) are provided for convenient cross reference to the telemetered data. The data points are plotted at the rate of one per second.

3 All plots show the actual path of the subject aircraft. The symbols on each map represent the following. (See Figures 1-6 and 1-7 with notes).

a x = The location of a target (Note A).

b c = The location of a target which has a radar transponder at the site to provide slant range data (Note B).

c N or S = The entry and exit for each leg of the course. Note C indicates exit from leg 1 of the south course and Note D indicates entry of leg 2 of the south course.

d F or Z = The final control check point at the end of the navigation leg (Note E), prior to entering the target area.

4 The direction of travel of the test aircraft may be determined by observing the time notations on the expanded plots. A vertical time mark is inserted each minute in the flight track. Figure 1-7 contains an example of the various ways in which the time marks can occur.

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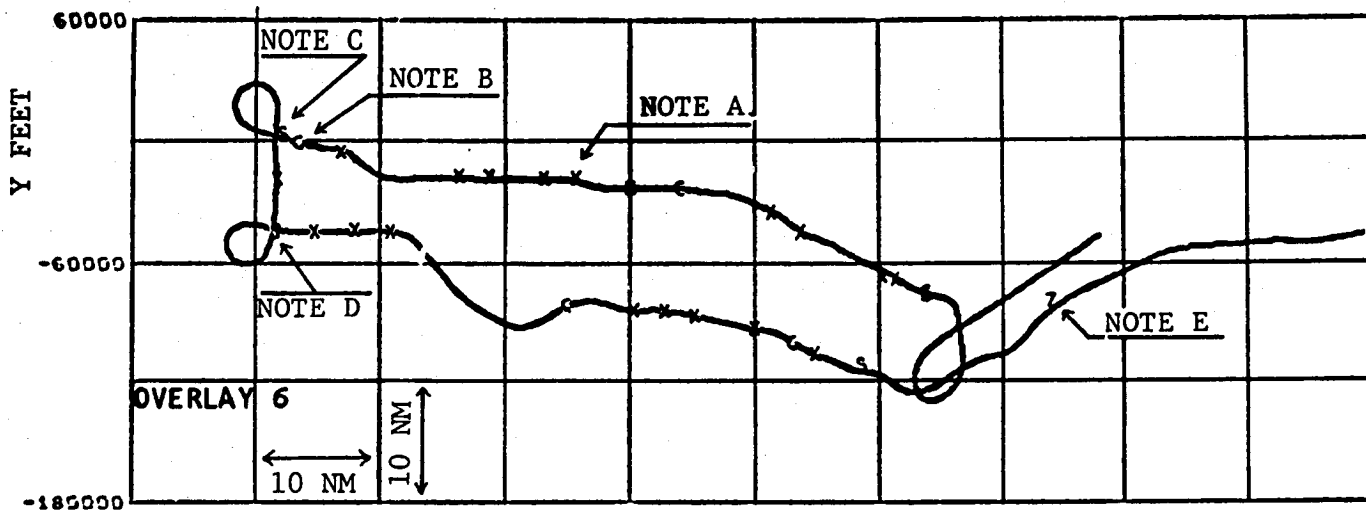


FIGURE 1-6 (U) Sample of Overall Aircraft Position Data Plot, Road Reconnaissance (South) Course

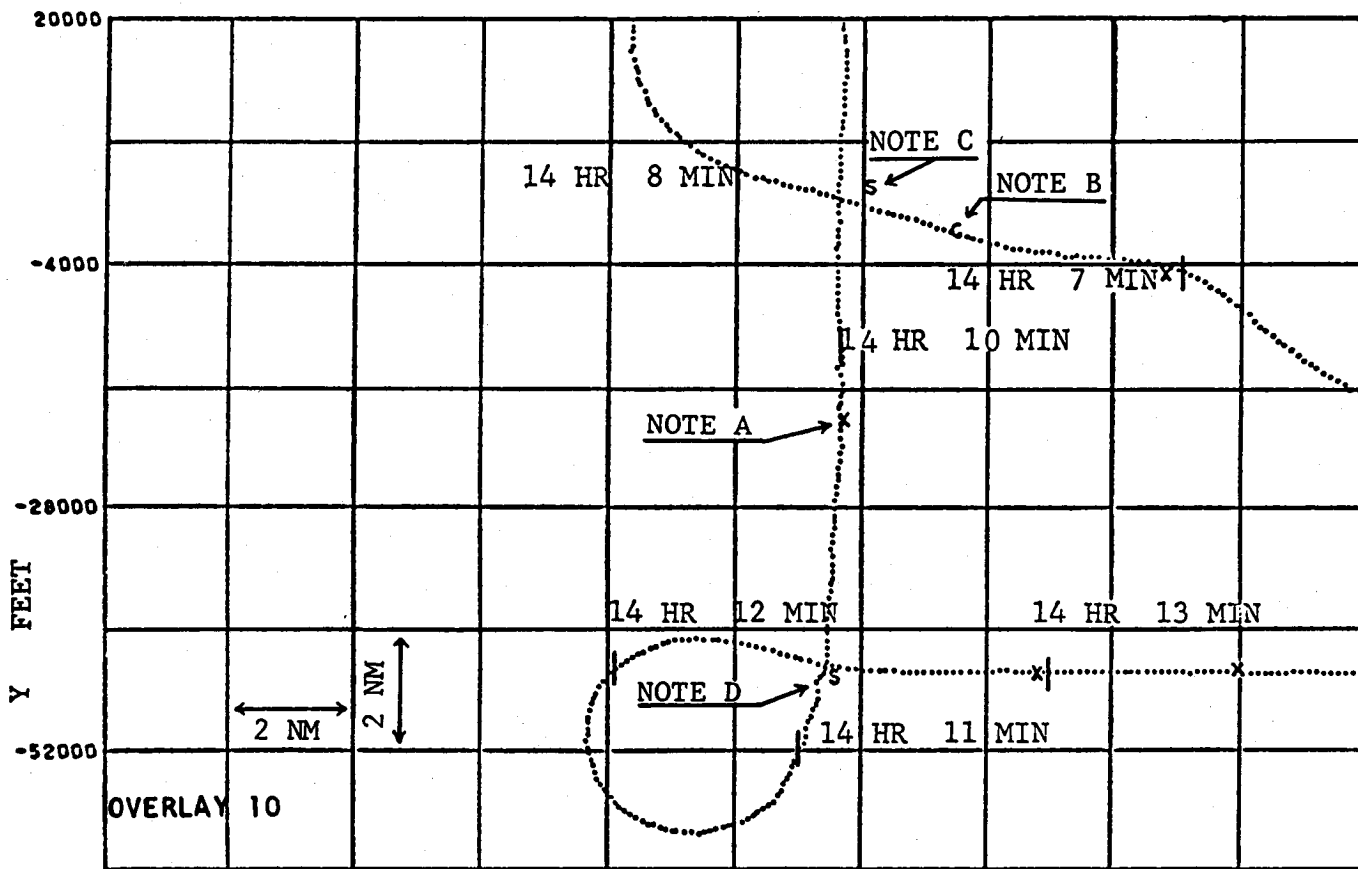


FIGURE 1-7 (U) Sample of Expanded Aircraft Position Data Plot, Road Reconnaissance (South) Course

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a The 14 HR 7 MIN time mark occurs in the normal manner.

b The 14 HR 8 MIN time mark lies directly on a grid line.

c The 14 HR 9 MIN time mark does not appear because it occurs off of the plot.

d The 14 HR 10 MIN time mark lies within the data plot, making it difficult to distinguish.

5 Transparent overlays are furnished for use on each of the plots. The correct overlay to use is indicated on the plot. Some elongation in the horizontal direction may be noted. This is an unavoidable product of the process by which the plots were reproduced and is not present on the original microfilm.

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(2) The telemetered data are also presented in a series of consecutive plots. Each page covers a time period of ten minutes and data are plotted at the rate of 4 points per second. The time scales on each plot are coincident for convenient comparison of the parameters. Figure 1-8 is a sample of these plots and covers a portion of the sortie shown in Figures 1-6 and 1-7.

(a) The mean and sigma for each variable are given below their respective plots. These figures cover only the portion of the data shown on that page.

(b) The plot of normal acceleration indicates that this instrument was malfunctioning. There is a bias of approximately 0.4 g in the negative direction as well as a lack of normal variations. These cases comprise only a small percentage of the data.

(c) A positive value of roll angle indicates a roll to the right and a negative value indicates a roll to the left.

(d) A positive value of pitch angle indicates a nose up attitude. An average value of greater or less than zero, as in the sample plot, does not indicate a malfunction but is a function of pod attitude relative to the aircraft axis.

(e) The slant range plot indicates that at approximately 14 hr 07 min 30 sec (Note A) the test aircraft flew directly over a radar transponder. This may be verified by referring to Figure 1-7 where Note B indicates the target overflowed.

(3) Real time voice recording. This is a transcription of the aircrew conversation as taken from the voice recorder. The time of each entry is noted. When a target was acquired, the notation in the left columns indicate the order in which the targets were reported and the actual acquired. The letter F indicates that a false target was reported. Unintelligible portions of the recording are noted on the transcript with an underlined space and censored portions are recorded with the symbol (\*\*\*).

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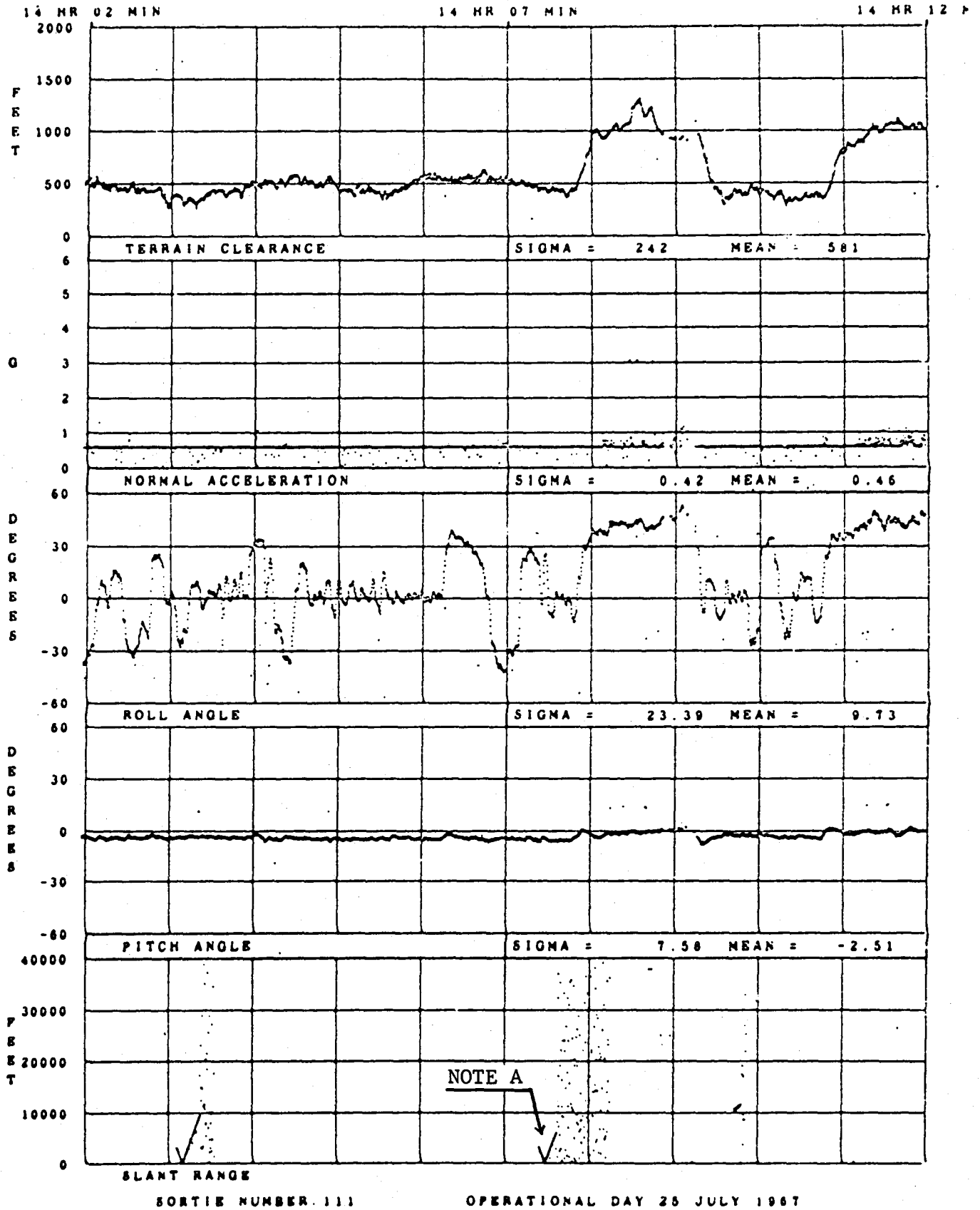


FIGURE 1-8 (U) Sample of Telemetered Data Plot

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## (4) General.

(a) Sorties are arranged within aircraft type according to the data cell in which they were placed. The variables which determined a cell were course, assigned speed, and assigned altitude.

1 The course was either north (point to point) or south (road reconnaissance).

2 Assigne' speeds were:

a Speed 3 = 320 knots ground speed.

b Speed 4 = 420 knots ground speed.

c Speed 5 = 550 knots ground speed.

3 Assigned altitudes were:

a Altitude 1 = 400 feet or less above terrain.

b Altitude 2 = 500 to 900 feet above terrain.

c Altitude 3 = 2500 to 2900 feet above terrain.

(b) It should be remembered that the data presented in this Handbook are raw data. In gathering the large quantities of data presented, a small percentage will be invalid due to malfunctions in the sensing, transmitting, or recording equipment. Close inspection of the data will disclose such areas of poor quality data. An example of this would be a plot of normal acceleration which consistently averages greater or less than one g or a roll angle indicating a continuous turn. Such anomalies are included for completeness and potential value to the user.

6.(U) HUMAN FACTORS DATA. The human factors questionnaires used during Test 4.4 are summarized in these paragraphs. The data resulting from these questionnaires may be obtained at the JTF-2 Low Altitude Data Bank.

a. Preflight/Postflight Navigation Questionnaire. This questionnaire asks the pilot to describe the navigation method he planned to use and

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the percentage of targets he expected to acquire. After the mission was flown he was asked to report any deviations from his plan. The questionnaire contained 3 questions.

b. Postflight Questionnaire. The postflight questionnaire asks the pilot to describe his mission in detail. He is requested to evaluate the aircraft, targets, and navigational aids, and to answer questions regarding his ability to perform assigned tasks while flying at low altitude. The tactical aircraft questionnaire contained 73 questions, the night flights 85 questions, and the area search 62 questions.

c. Mission Abort Questionnaire. The questions relate to acquisition and performance of mission prior to abort and the reasons for the abort. This questionnaire contains 19 questions.

d. Aircrew Experience. This questionnaire obtained data pertaining to rank, pilot and observer experience, current aircraft experience, and amount of low level experience. There are 43 questions. The first 18 contain the data on aircraft types and the remaining on low level experience.

e. Observer Interview Form. This form contains the scores of the laboratory vision test and information on the observer's smoking, drinking, and sleeping habits.

f. Confidential Interview Form. The civilian scientist interviewer used this form in asking questions of the pilots as to their opinions of the test, their navigational and reporting techniques, combat experience, etc.

g. Record Form for Sighting Report Quantification Scale. A form used to obtain data to quantify statements such as a bunch of guns, a group of tanks, etc.

h. Air Intelligence Debriefing Form. This form contains data obtained by the debriefing officer while reviewing the voice tape with the pilot. Data such as target name, number of units at target, and target details were recorded.

i. Air Intelligence Format Questionnaire. This form contains 8 questions on the clues the pilot used in acquiring a target and the ease or difficulty in acquiring the targets.

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j. Imagery Interpreter Postmission Questionnaire. The questionnaire was in two parts, first and second mission. The questions asked the II about his use of briefing materials and interpretation aids and techniques as well as his opinion of task loading and other factors which affected the imagery interpretation. First mission questionnaire contains 34 questions; the second contains 38.

k. Imagery Interpreter Experience Form. This form contains 52 questions relating to education and experience of the photo interpreter personnel.

l. Image Interpreter Reporting Form. This form was used by the interpreters to describe the target observed on the film and its coordinates.

## 7.(U) AVAILABILITY OF ADDITIONAL DATA.

a. All data collected in connection with JTF-2 tests have been catalogued and stored. These data include computer tapes, microfilm plots and written questionnaires. Access to these data can be arranged through WSEG, who is to be custodian of the JTF-2 Low Altitude Data Bank. Detailed instructions, for obtaining all or particular portions of the data stored, are available in the data cataloging documentation.

b. For convenience a volume containing data summary listing has been prepared. This volume, classified Secret, is furnished in conjunction with this and other handbook volumes.

## 8.(U) LIST OF REFERENCES.

a. Low Altitude Test 4.4, Target Acquisition, Tactical Air Reconnaissance, Volume 1: Field Test Description; JTF2-4.4, Report to the Joint Chiefs of Staff; February 1968 (OUO).

b. Low Altitude Test 4.4, Target Acquisition, Tactical Air Reconnaissance, Volume 2: Controlled Flight Observation; JTF2-4.4, Report to the Joint Chiefs of Staff; May 1968 (OUO).

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c. Low Altitude Test 4.4, Target Acquisition, Tactical Air Reconnaissance, Volume 3: Field Test Initial Analysis; JTF2-4.4, Report to the Joint Chiefs of Staff; February 1968 (Secret).

d. Low Altitude Test 4.4, Target Acquisition, Tactical Air Reconnaissance, Volume 4: Field Test Detailed Analysis; JTF2-4.4, Report to the Joint Chiefs of Staff; October 1968 (Secret).

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## SECTION 2

### A-6A CELL 1 DATA

#### 1. (U) DESCRIPTION.

a. This section contains data from A-6A sorties with the following flight parameters:

- (1) North course, point to point
- (2) 420 knots ground speed
- (3) Altitude 0-400 feet above terrain

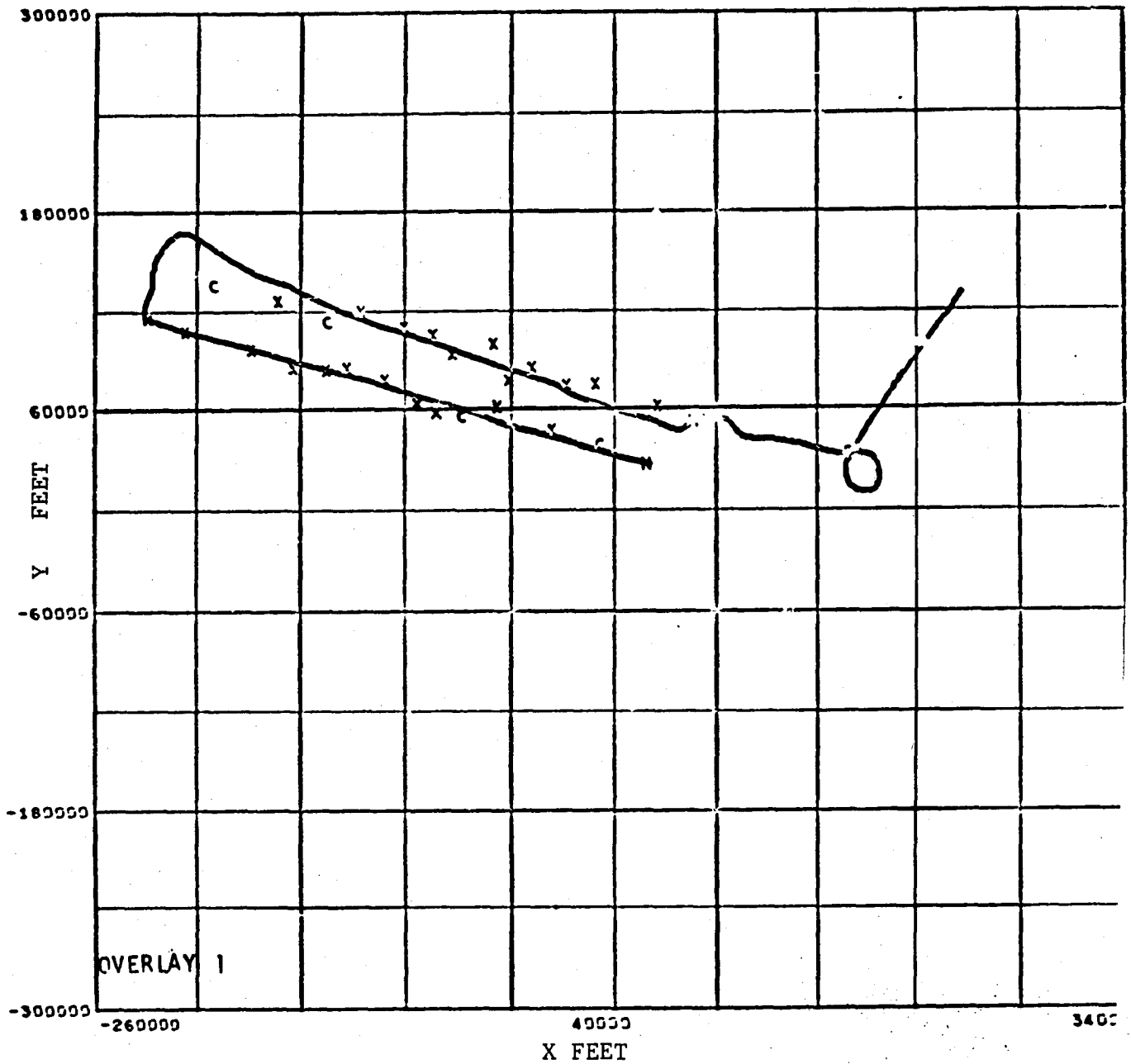
b. The data are presented as described in the Introduction, Section 1, and are arranged as listed below.

#### 2. (U) CELL 1 FIGURE NUMBERS

<u>Sortie</u>	<u>DME Plots</u>	<u>TM Plots</u>	<u>Voice Transcript</u>
126	2-1	2-2	2-3
133	2-4	2-5	2-6
135A	2-7	2-8	2-9
166	2-10	2-11	2-12
174A	2-13	2-14	2-15
182A	2-16	2-17	2-18
182B	2-19	2-20	2-21
192	2-22	2-23	2-24
205	2-25	2-26	2-27
205A	2-28	2-29	2-30
213	2-31	2-32	2-33
231	2-34	2-35	2-36

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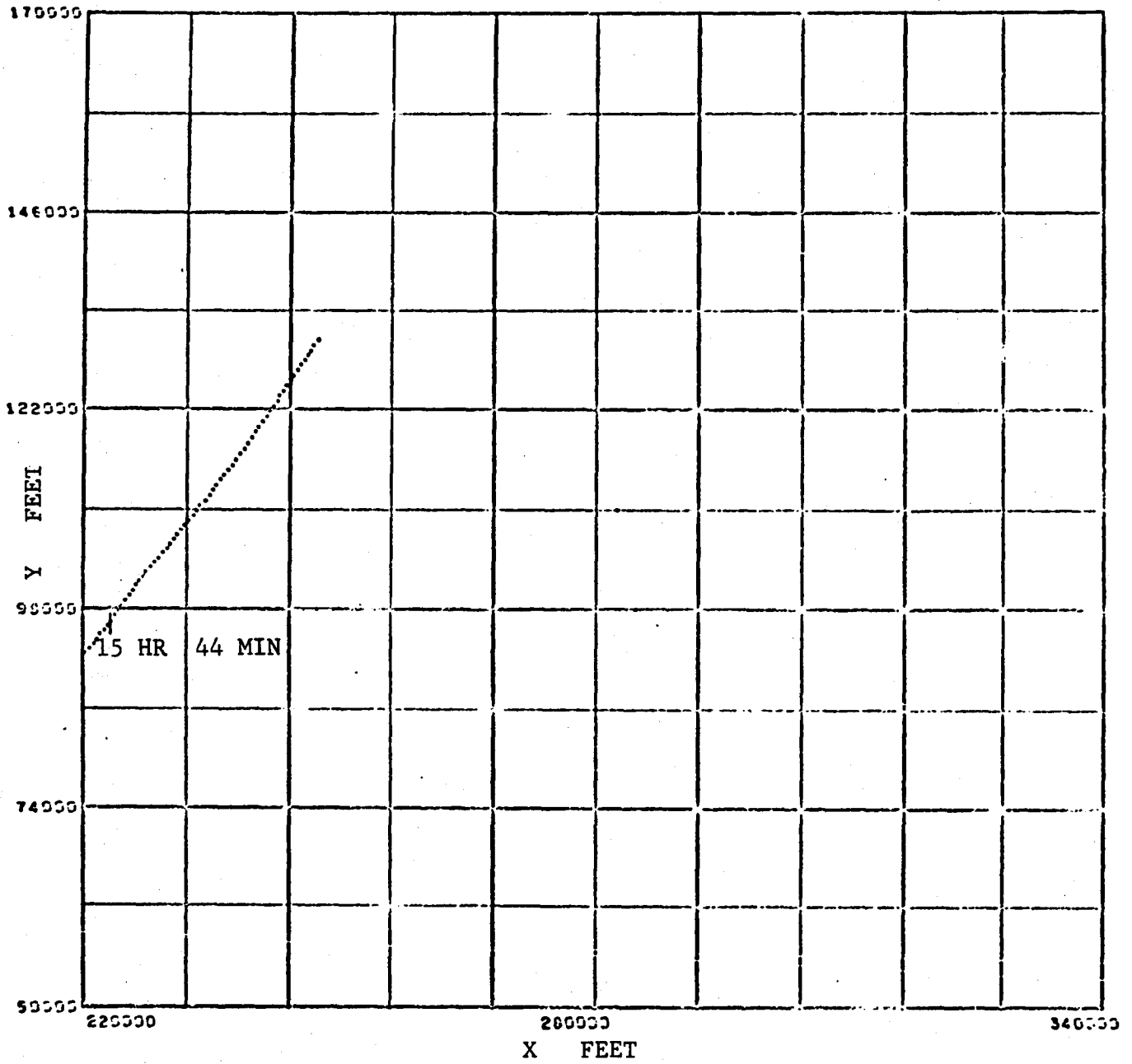
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SORTIE NUMBER 126  
OPERATIONAL DAY 26 JULY 1967  
NORTH COURSE  
FIGURE 2-1  
AIRCRAFT POSITION DATA (U) (1 OF 8)

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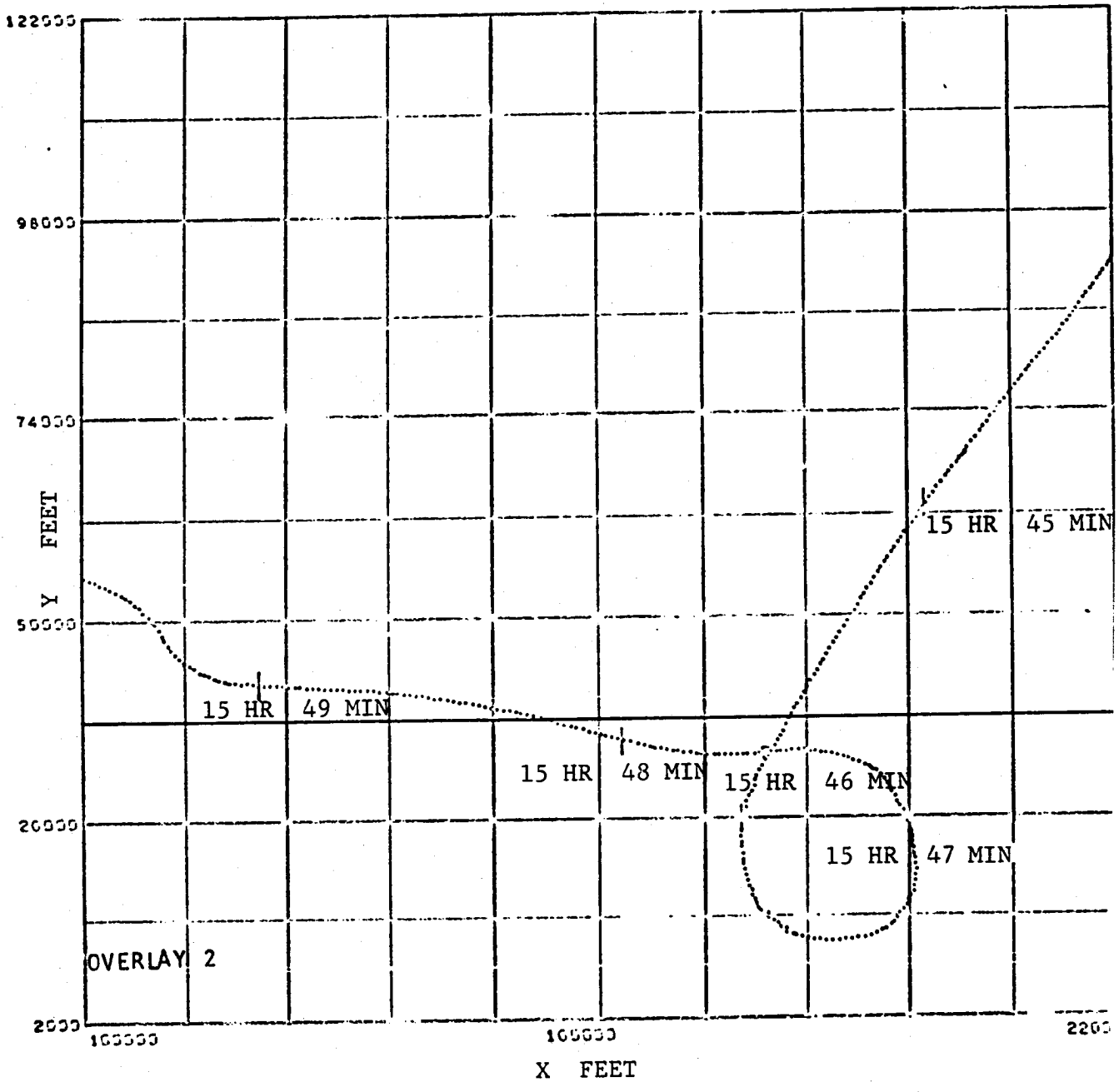
SORTIE NUMBER 126

FIGURE 2-1

AIRCRAFT POSITION DATA (U) (2 OF 8)

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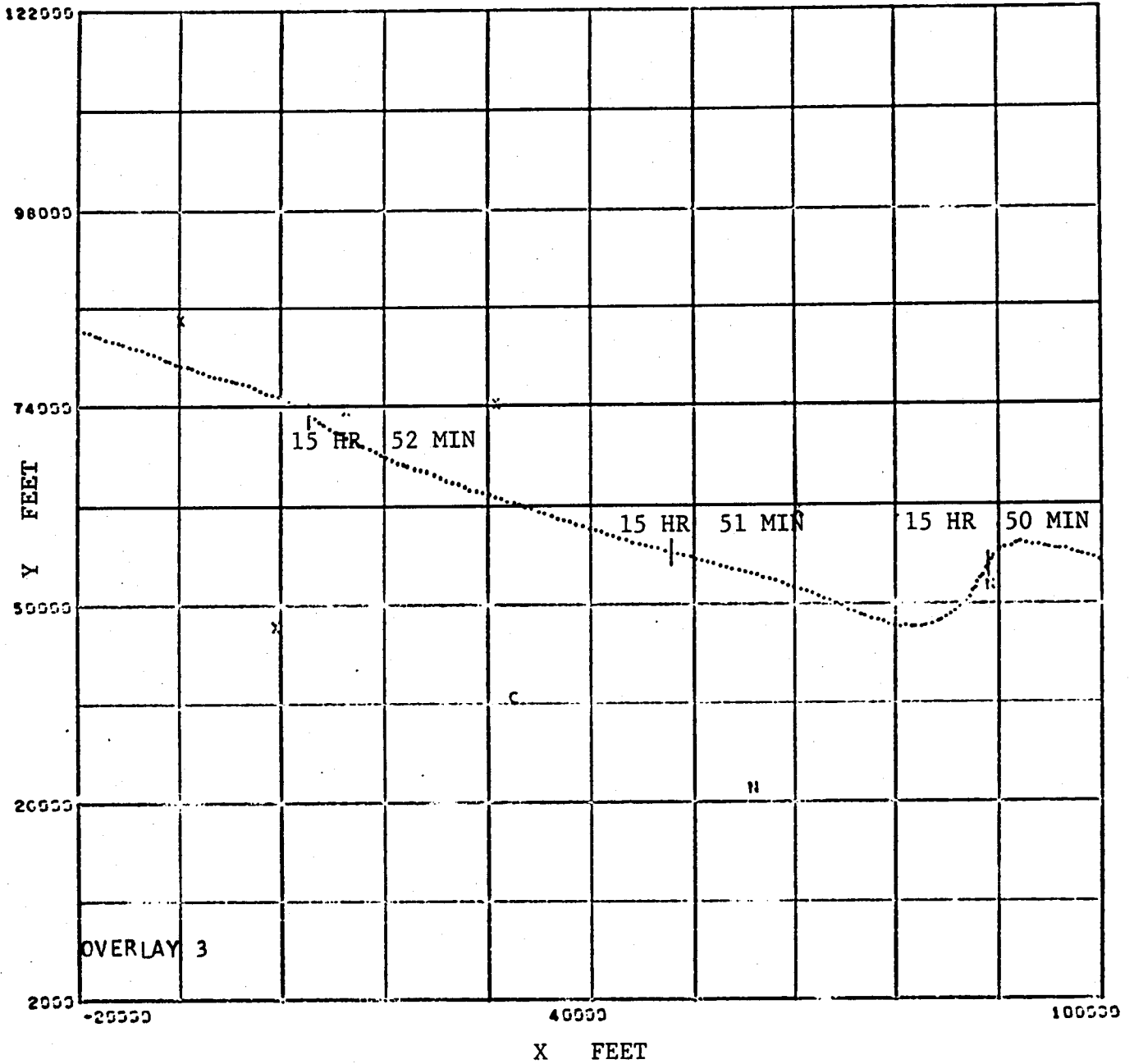


SORTIE NUMBER 126

FIGURE 2-1  
AIRCRAFT POSITION DATA (U) (3 OF 8)

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SORTIE NUMBER 126

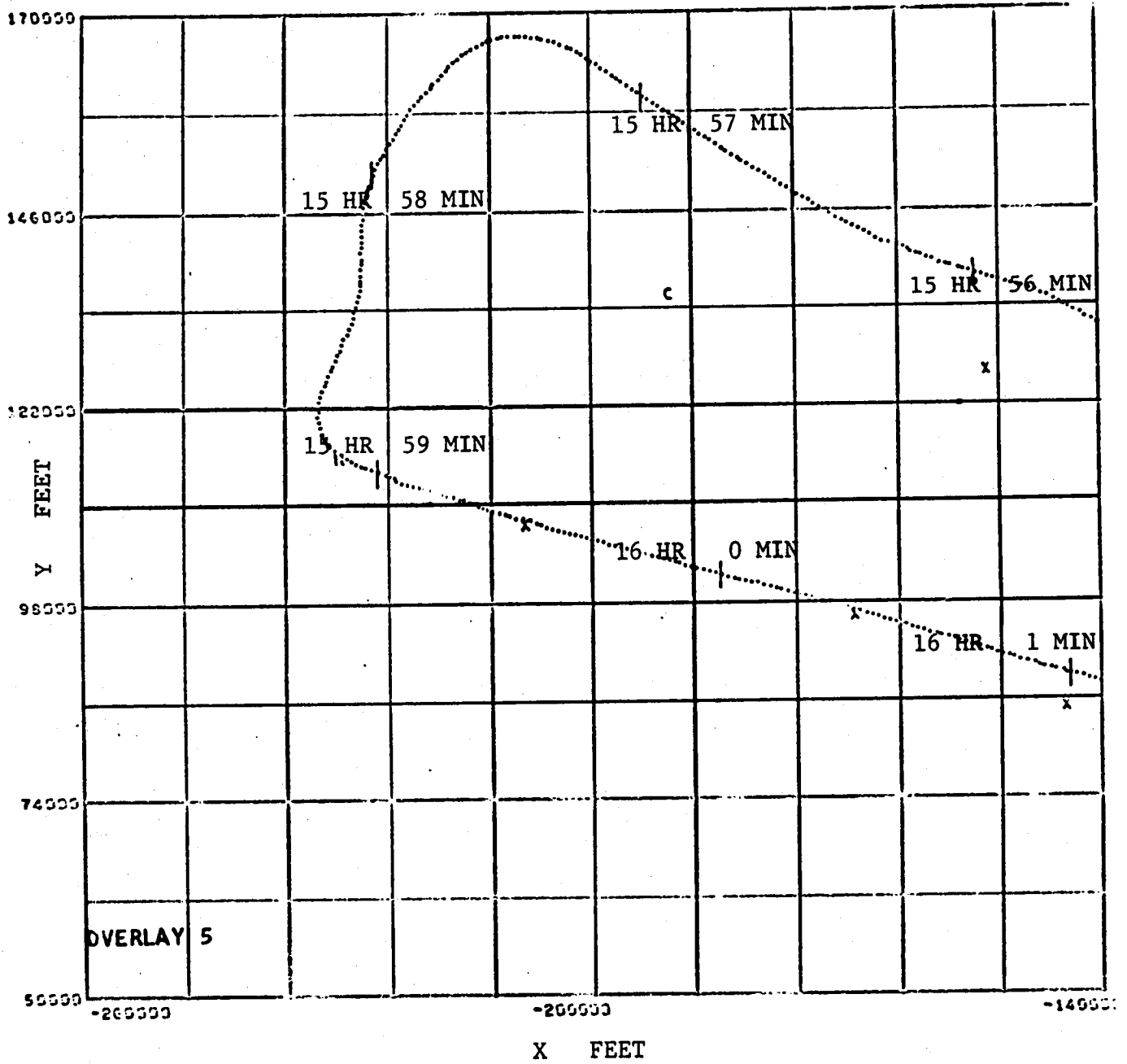
FIGURE 2-1

AIRCRAFT POSITION DATA (U) (4 OF 8)

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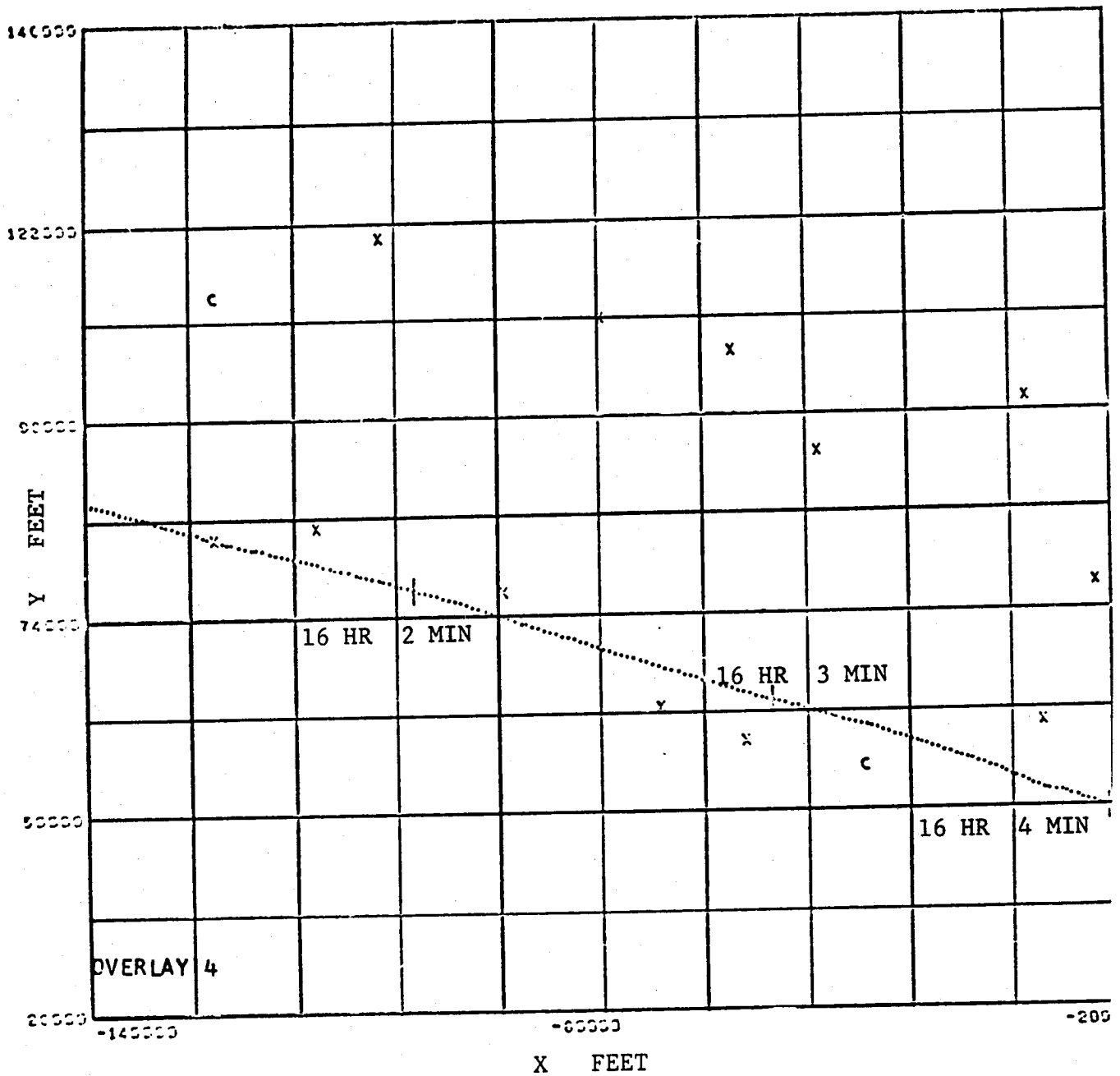


SORTIE NUMBER 126

FIGURE 2-1  
AIRCRAFT POSITION DATA (U) (6 OF 8)

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SORTIE NUMBER 126

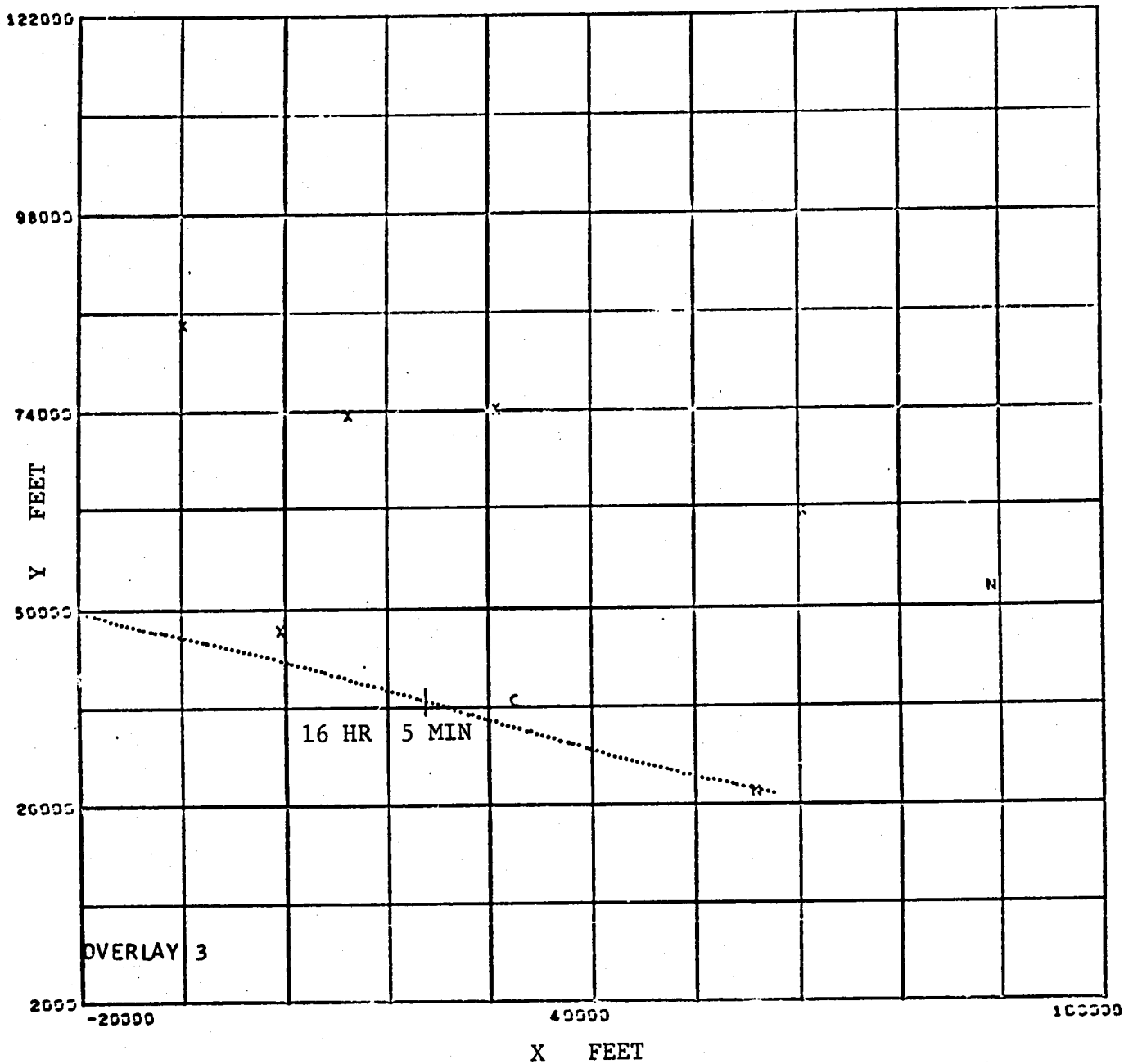
FIGURE 2-1

AIRCRAFT POSITION DATA (U) (7 OF 8)

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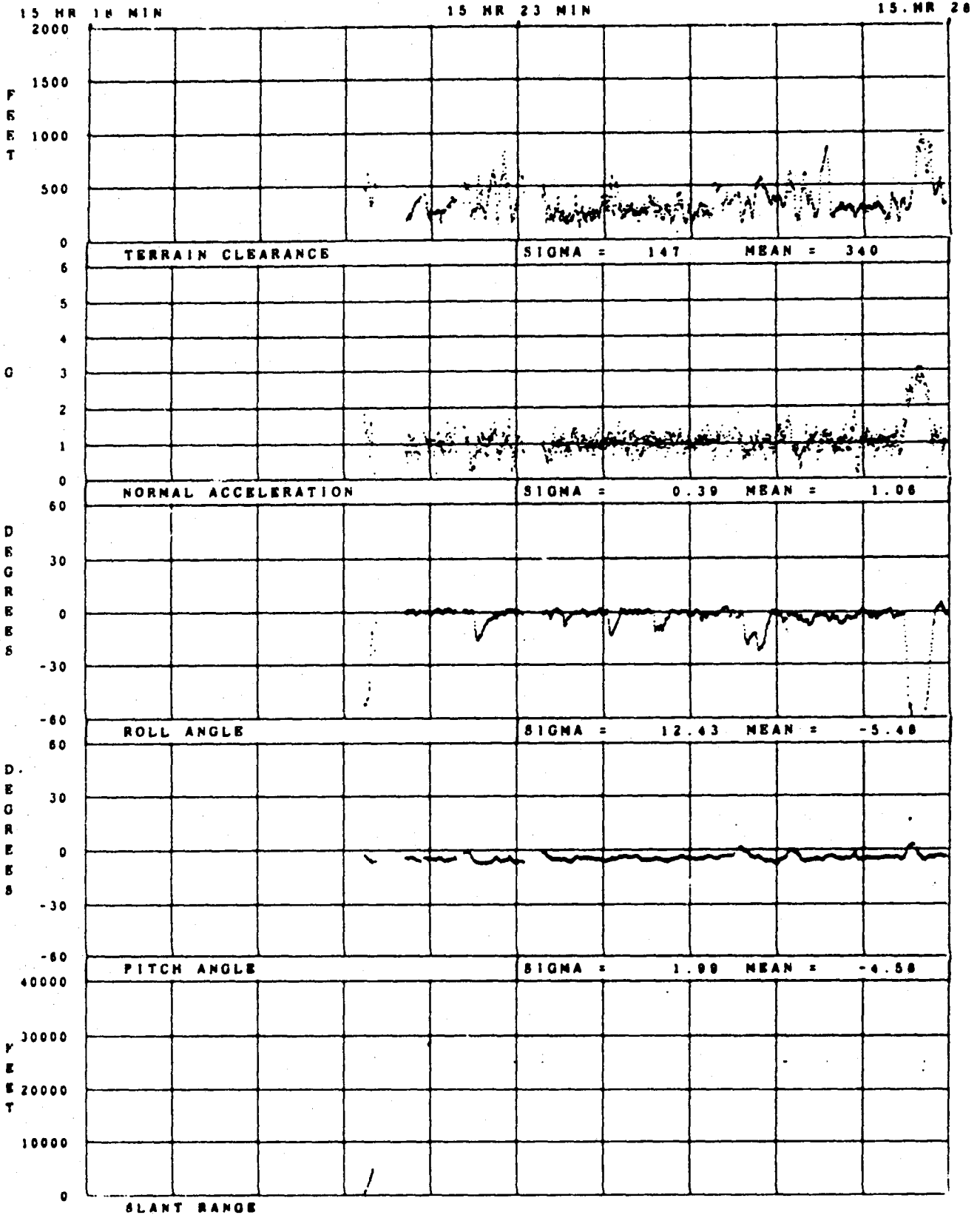


SORTIE NUMBER 126

FIGURE 2-1  
AIRCRAFT POSITION DATA (U) (8 OF 8)

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SORTIE NUMBER 128

OPERATIONAL DAY 26 JULY 1967

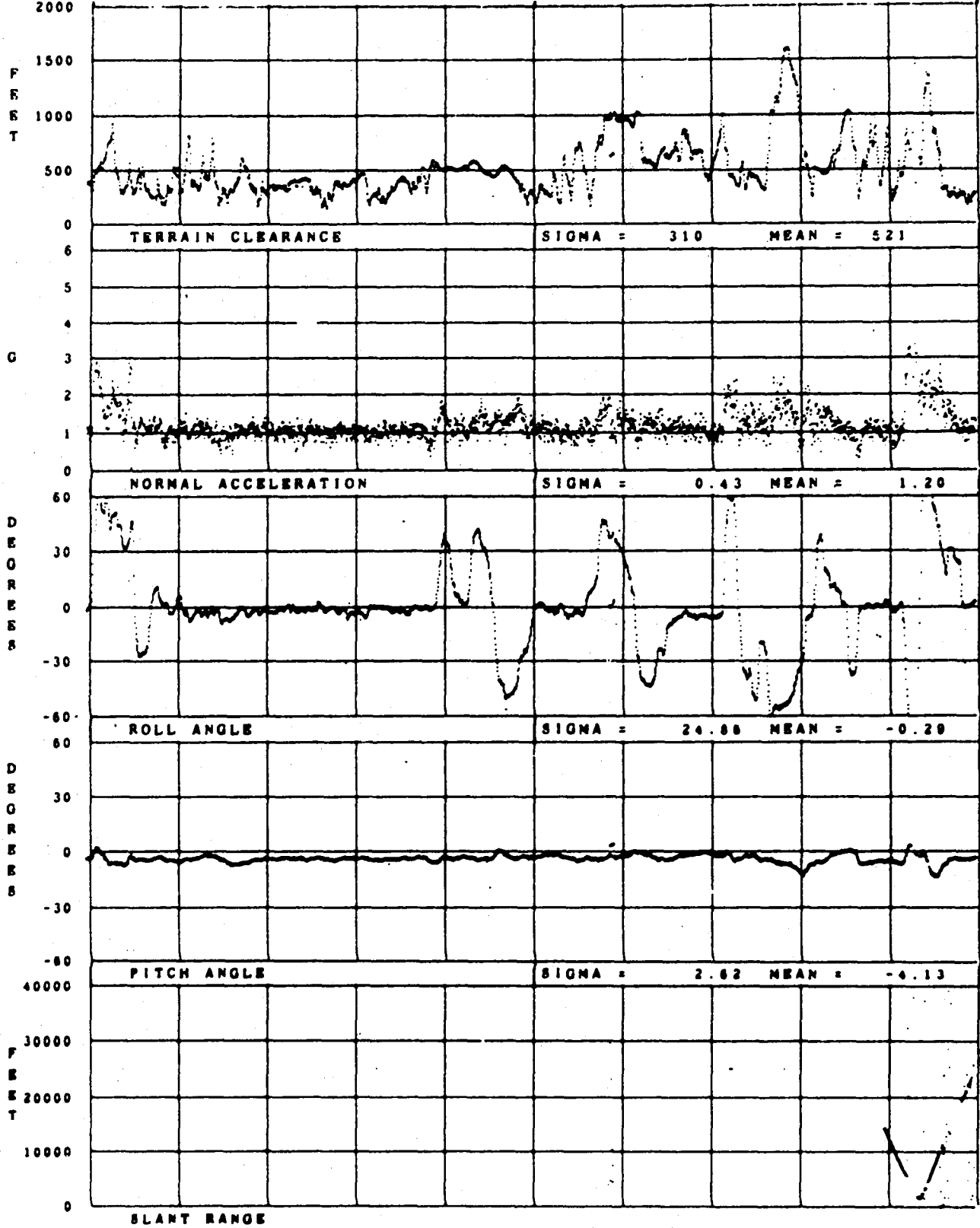
FIGURE 2-2 (U) TELEMETERED DATA (1 OF 5)

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15 HR 28 MIN  
2000

17 SR 33 MIN

15 HR 30 41N

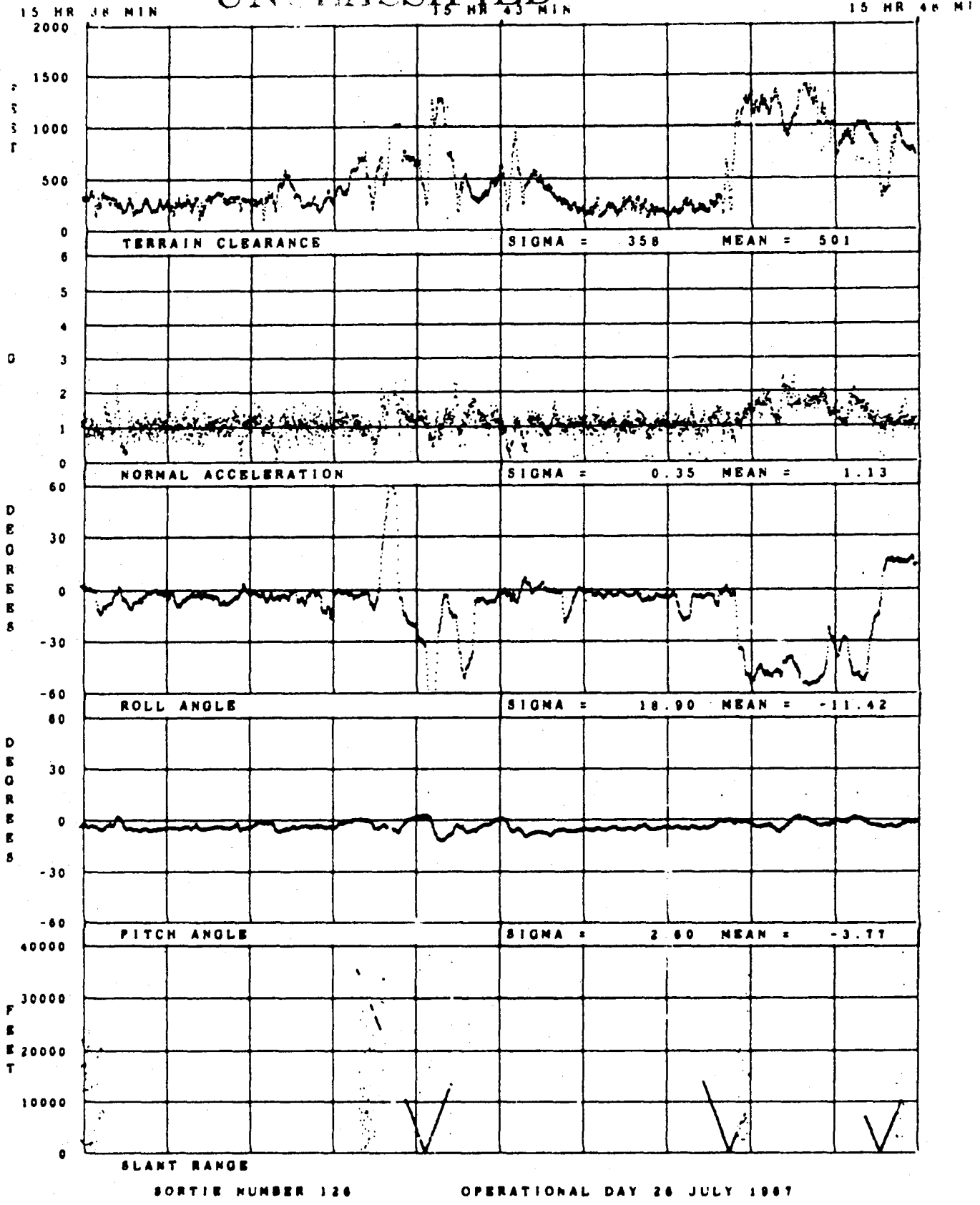


FORTIE NUMBER 126

OPERATIONAL DAY 28 JULY 1967

FIGURE 2-2 (U) TELEMETERED DATA (2 OF 5)

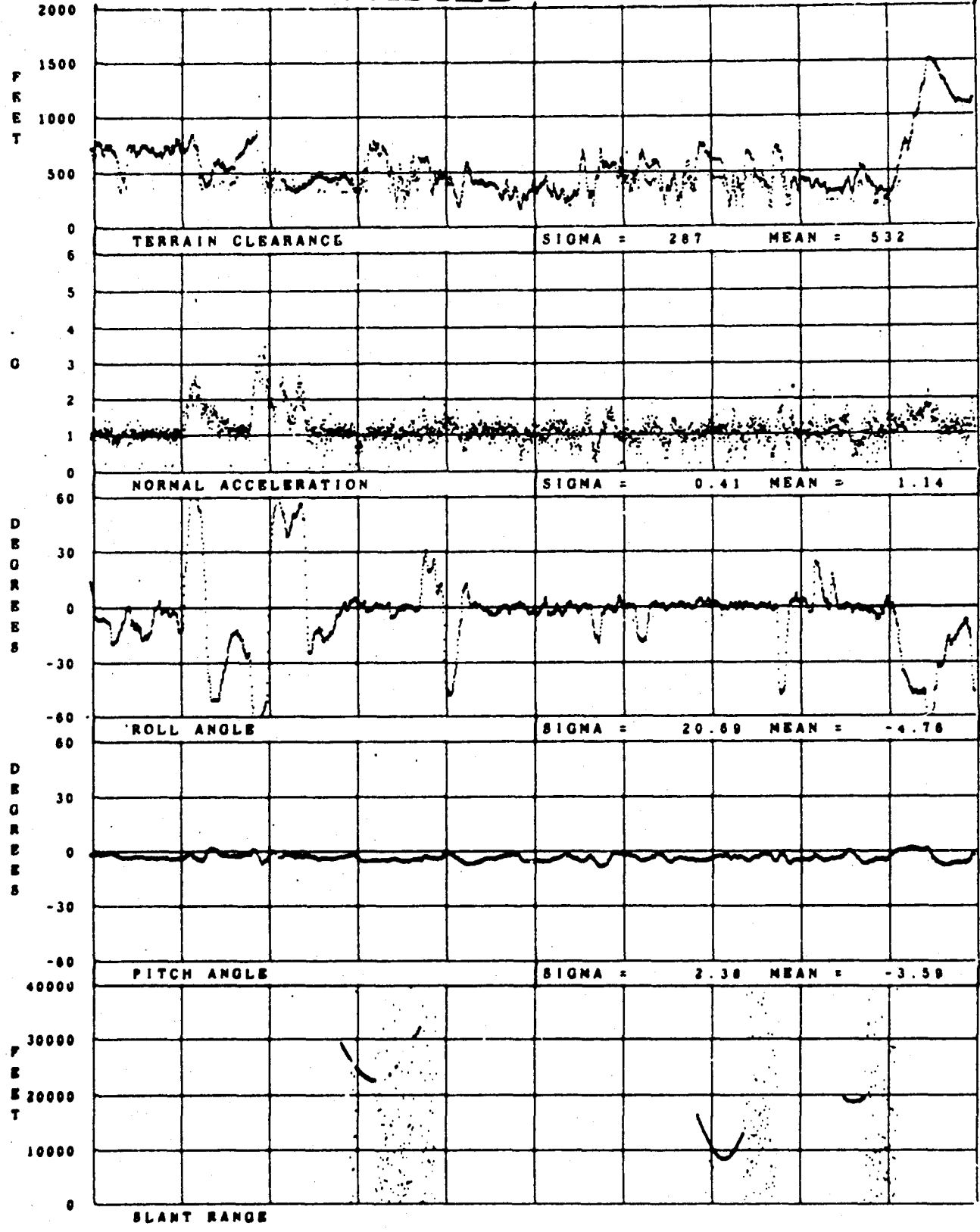
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SORTIE NUMBER 126 OPERATIONAL DAY 26 JULY 1967

FIGURE 2-2 (U) TELEMETERED DATA (3 OF 5)

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SORTIE NUMBER 126

OPERATIONAL DAY 28 JULY 1967

FIGURE 2-2 (U) TELEMETERED DATA (4 OF 5)

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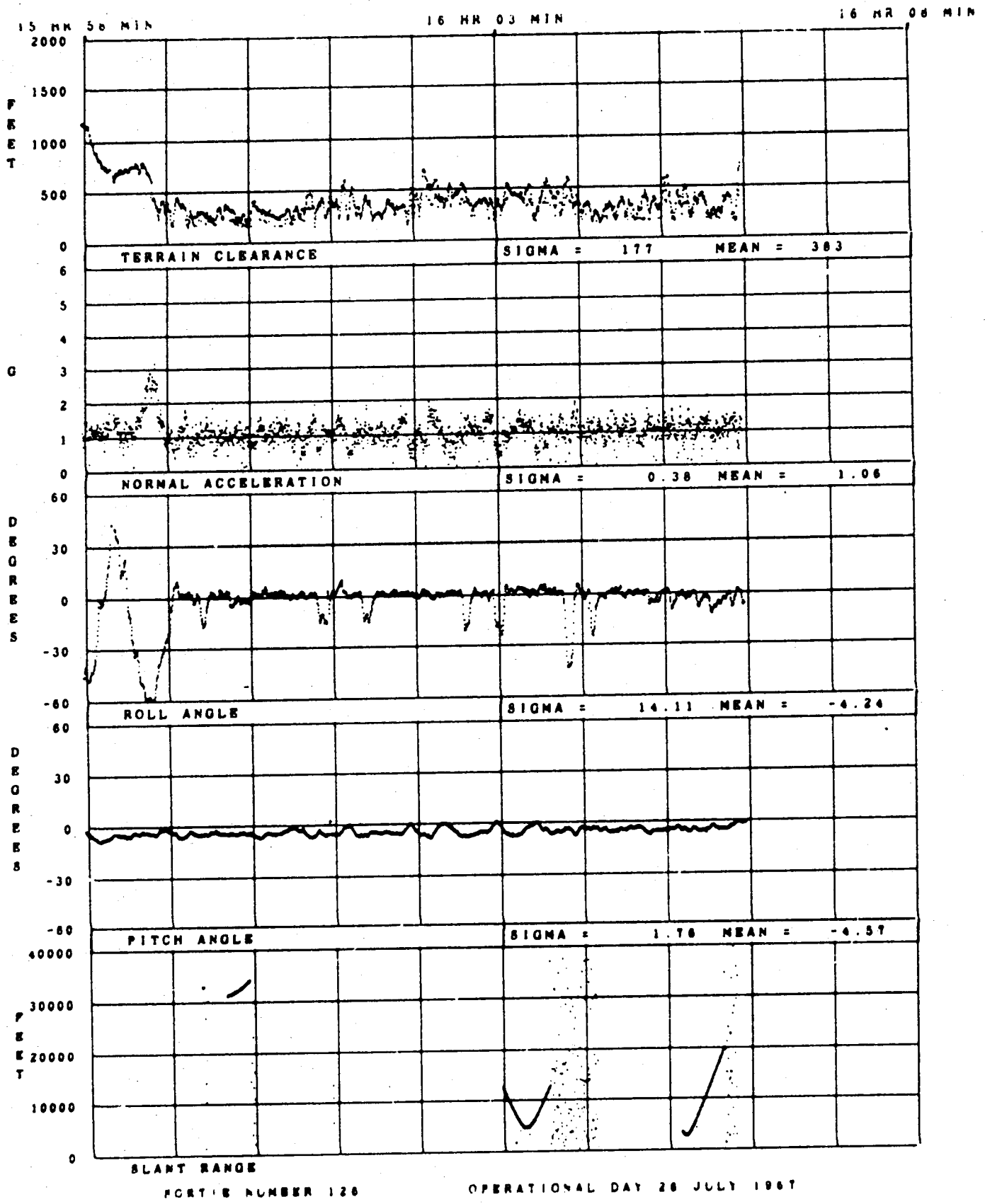


FIGURE 2-2 (U) TELEMETERED DATA (5 OF 5)

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RPT TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 126	DATE 7-26-67
	15:46:40	(Tone ceases) (Take off?)		
	15:47:19	Roger. _____? Into my hot mike. 1, 2, 3, 4, 5?		
	15:47:57	Uh, my, my heading is 284.		
	15:48:10	(Uh, looks something _____ to be.) Mumbling.		
	15:48:15	Okay. _____?		
	15:48:25	Here's the road comin' up now, Jim. Rog.		
	15:48:37	And there's the road running off of it. Right here another one there _____ Okay? Just about one more minute (to go?). (Check point?) over there to the left, isn't it? No, no we have another minute to go. Okay. _____?		
	15:49:04	Okay, here's the road here. Rog.		
	15:49:33	This is Intruder 05. Go ahead. That affirmed. Okay.		
	15:49:45	That's affirmed.		
	15:49:49	Roger.		
	15:50:15	Intruder 05 ah North 1. Rog. Understand. Option 3. _____ 287. Roger.		
	15:50:18	_____ quite a bit to the right.		
	15:51:19	(Mumbling.)		
	15:51:30	Tallyho.		
	15:51:36	There's the river. Rog. There's a river, and a big creek there. Think it might be a little _____. Yeah.		
1	15:51:58	Okay. _____ Okay. (Mumbling)		
6	15:52:24	This is Intruder 5. I have a group of trucks at my 9 o'clock, uh 3 o'clock now Joe. About a half a mile from our position. There's a convoy in a circle, and uh I'd say there's about a dozen trucks. That was uh there's two and a half, about _____ seconds _____. They were in a uh clearing. Uh.		
	15:53:30	Okay. That coming up, that must be _____ coming up on uh _____ ought to be passing _____		
	15:53:55	A road and a railroad track.		
	15:53:59	How're we looking navigation-wise now? Looks pretty good. Okay.		
	15:54:21	Okay. Uh the next one we spot make sure you uh show me the mark so I can give the coordinates. Okay.		
	15:54:43	Okay. It looks like we're clear on time. Everything's workin' right. We coming up on this valley. At 5 minutes yeah. I have the _____ right over here.		
2	15:54:50	I have a, looks like a group of tents		
10	15:54:52	Rog. It's a hospital area, Joe. Mark it on your chart and uh several large hospital tents in a, in an open area, Intruder 05 has a check point. Uh Bravo Foxtrot 57.		
	15:55:43	(Ah well) come a little bit to the left. Oh okay. Thank you.		
	15:55:53	Eh, looks good. Rog.		
	15:55:57	_____ okay. We have 50 seconds to go to our pre (briefed?) target. Keep your eyes open, Joe. Okay.		
	15:56:11	There's a group of _____ cattle down there.		
	15:56:45	And probably? off to our left. Uh huh. Uh. I don't have a pond on my chart though. Okay. 6 (minutes?) I don't see, see the blasted thing. Okay. There's the high- way. I'm gonna start my turn.		
	15:57:13	You gonna make a call there? No, we don't have to make one till uh hit the uh (next one?). Okay. I think we're up here to the right. Yeah, I do too, Joe. There's that tower down there. We should have been lined up with it. We're about 2 miles off course. There's some water down there. Rog. Tallyho.		
	15:57:32	_____ 108. Roger.		
	15:58:34	Uh. I think it's right in here. Rog. Tallyho _____? (over)		
	15:58:46	Tallyho. Yeah and I picked up?		
	15:58:51	Intruder 05. North 3.		
	15:59:07	Hey, we're 406. Say again? 406 _____ okay. I'm _____.		
	15:59:25	_____ up this _____? Roger.		
	15:59:51	(Have any more?) (heading looks good?). Okay. Ground speed 418 looks good okay.		
3	16:00:03	A little over 1 minute out. Roger.		
15	16:00:21	_____ there's uh (anti?) uh tank guns down there. Okay. This is uh Intruder 05. I just passed over some approximately 3 uh anti tank vehicles at coordinates Bravo Delta 11. Uh they were in an open field alongside a road. And they were uh at random.		
	16:00:52	Boy I sure do like to come _____. Yeah I noticed that. _____ (laughter).		
	16:00:58	Okay. Look good and ground speed good. Rog.		
	16:01:07	Uh, about 215.		
	16:01:22	Come left a little. Roger. Okay.		
4	16:01:26	And I have a 2 vehicles? we just passed over, Joe. Uh they were on uh. This is Intruder 05. 2 vehicles crossing a bridge over a river. Uh coordinates Charlie Charlie 57. Uh, they were in a wooded area. Okay.		
	16:01:48	We're coming up on 3 and heading looks good. Ground speed 430. Okay.		
	16:01:56	There's a valley over this little hill.		
5	16:02:13	Okay. I have 4 artillery guns in a row off about a mile off my left, Joe. They're in an open field, in a line heading about 150. Coordinates Charlie Delta 7 uh 5. 76 make that. And that		
	16:02:37	Intruder 05. Okay. Ground speed's a little fast. Roger. Slowing her down. Coming up on 4.		
	16:03:00	Uh _____ to the left. Rog.		
6	16:03:16	Intruder 05. Have about 7 trucks. Heavy and light trucks off of my right. They were in a circle in an open field. Make that at random in an open field. And stand by for coordinates.		
	16:03:32	Coordinates uh Delta Echo (10? ten two?). Make that Delta Echo 29, er 29. Roger. 106 again.		
	16:04:06	Come a little bit left a little bit more. Roger. Okay. That's good and 4 o'clock. Okay.		

FIGURE 2-3 (U) VOICE TRANSCRIPT (1 OF 2)

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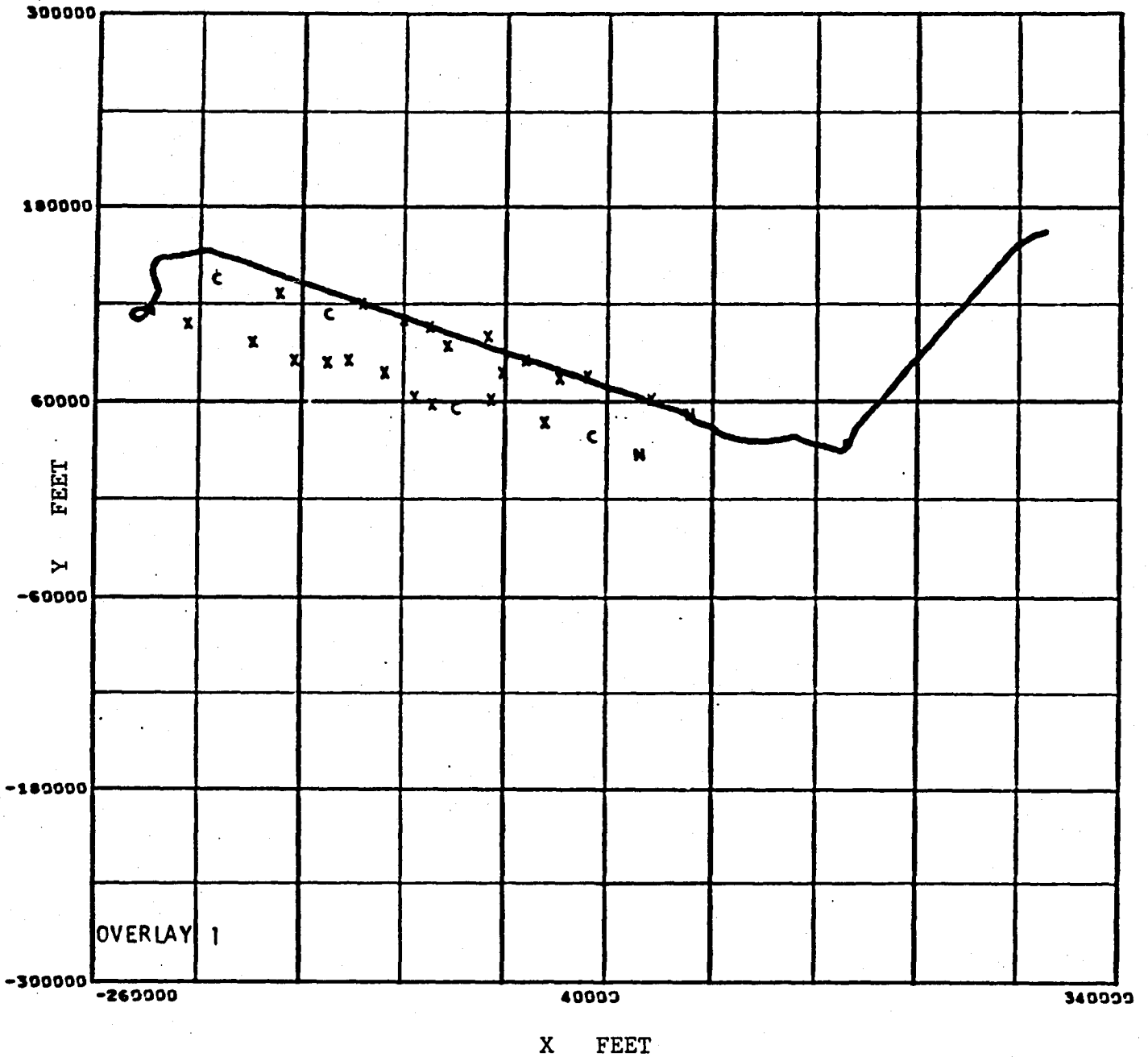
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RPT TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 126 cont.
			DATE 7-26-67
	16:04:56	Have a river down here just off to our left. Eh, we're passing over it now. Uh Rog. Sure looks like we're just about on course. Very good.	
	16:05:34	Nuts, we didn't see the SAM site. Here's the (fire tower?) coming up on _____ What's the number for the place?	
	16:05:57	Okay. Going Option 1.	
	16:05:59	(Tone resumes)	

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SORTIE NUMBER 133

OPERATIONAL DAY 27 JULY 1967

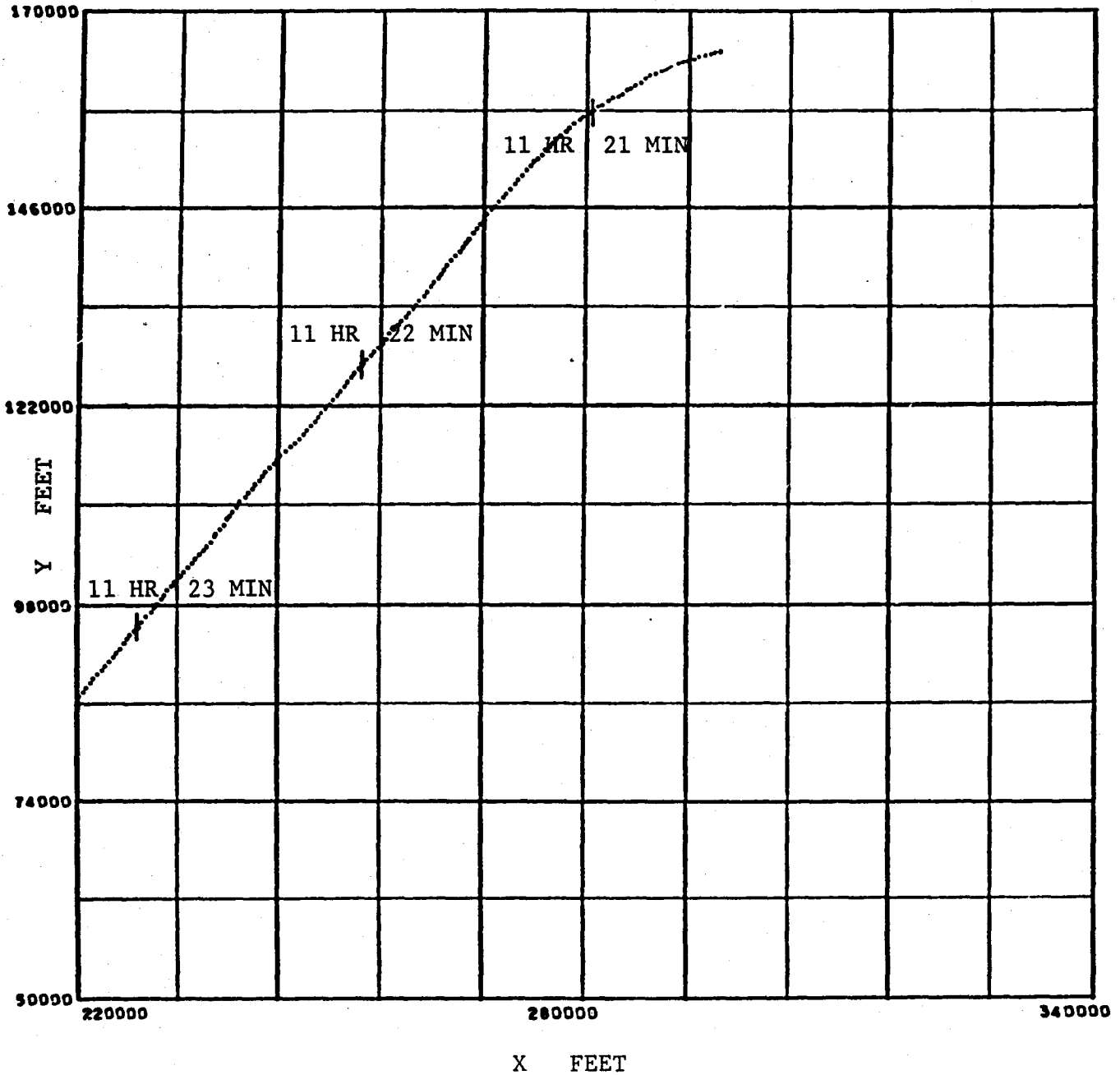
NORTH COURSE

FIGURE 2-4

AIRCRAFT POSITION DATA (U) (1 OF 6)

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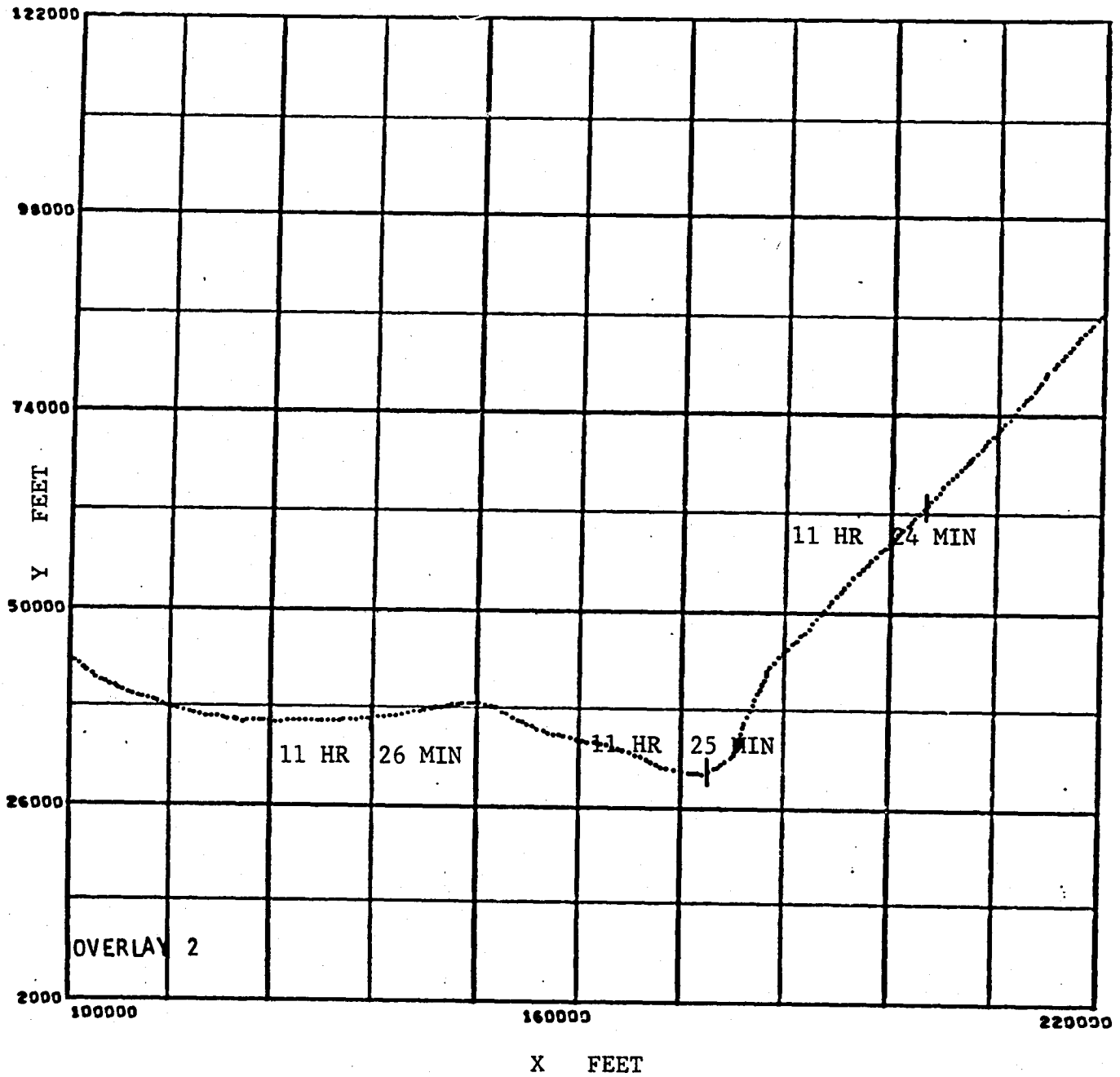
SORTIE NUMBER 133

FIGURE 2-4

AIRCRAFT POSITION DATA (U) (2 OF 6)

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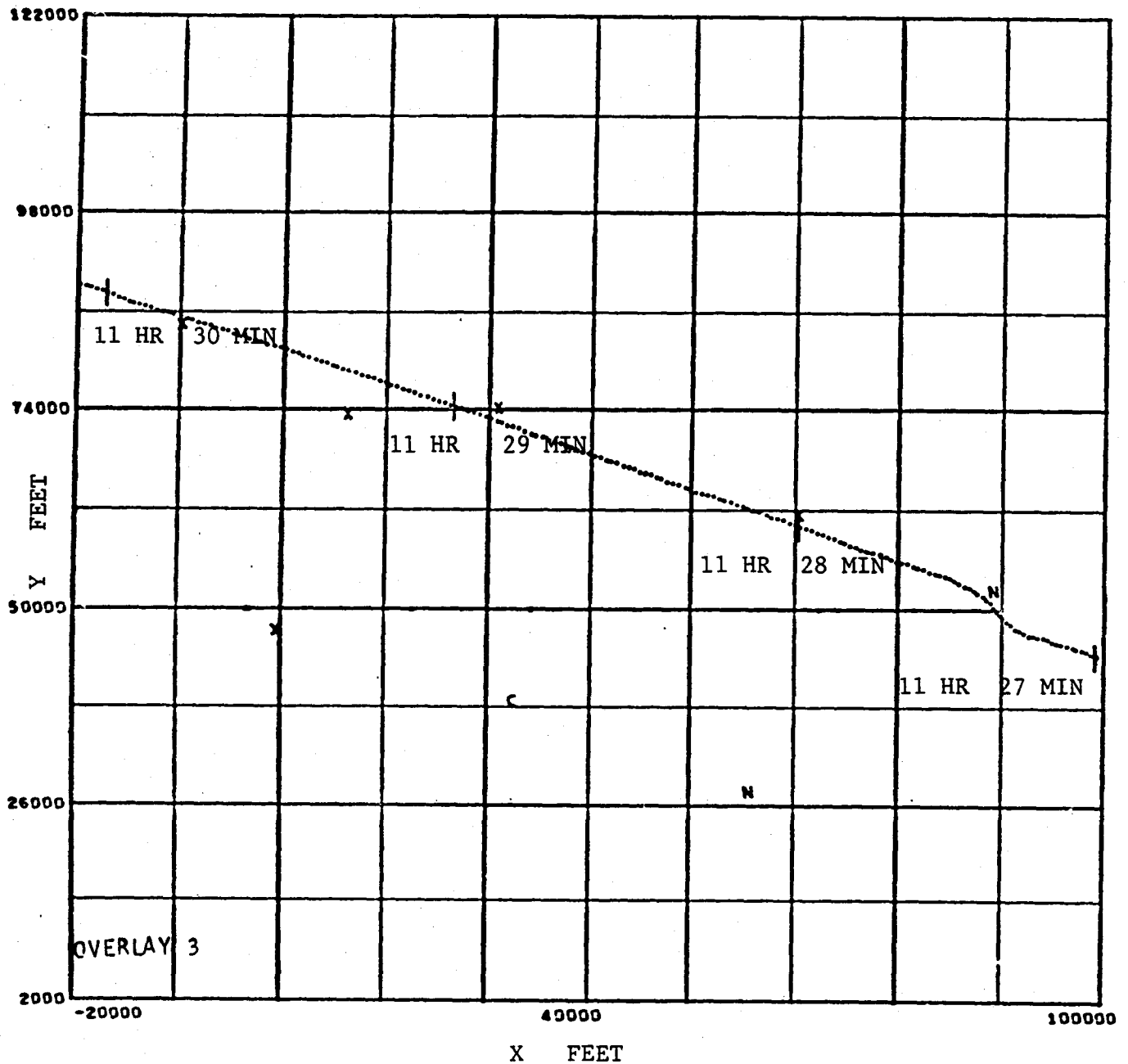
SORTIE NUMBER 133

FIGURE 2-4

AIRCRAFT POSITION DATA (U) (3 OF 6)

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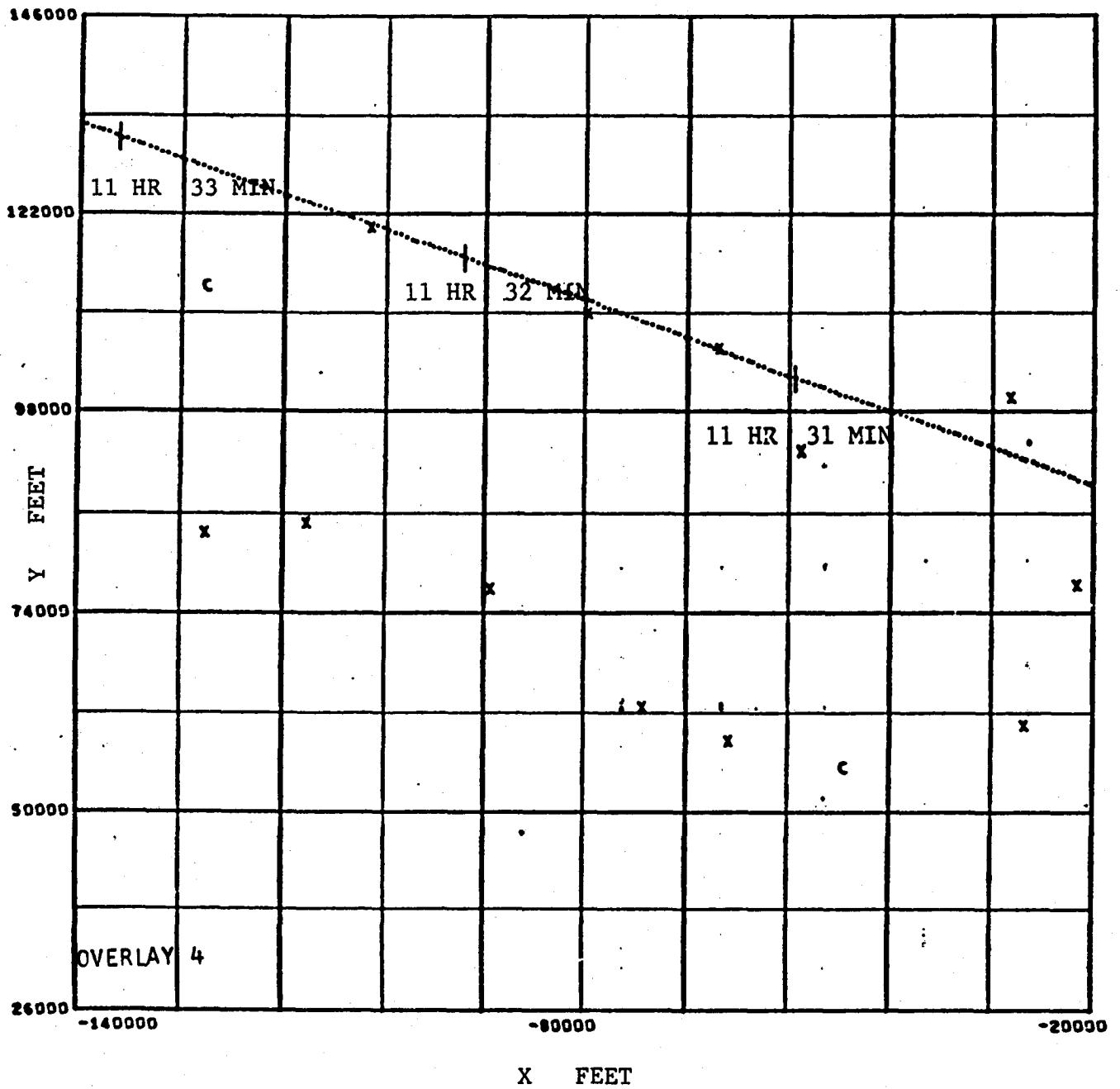
SORTIE NUMBER 133

FIGURE 2-4

AIRCRAFT POSITION DATA (U) (4 OF 6)

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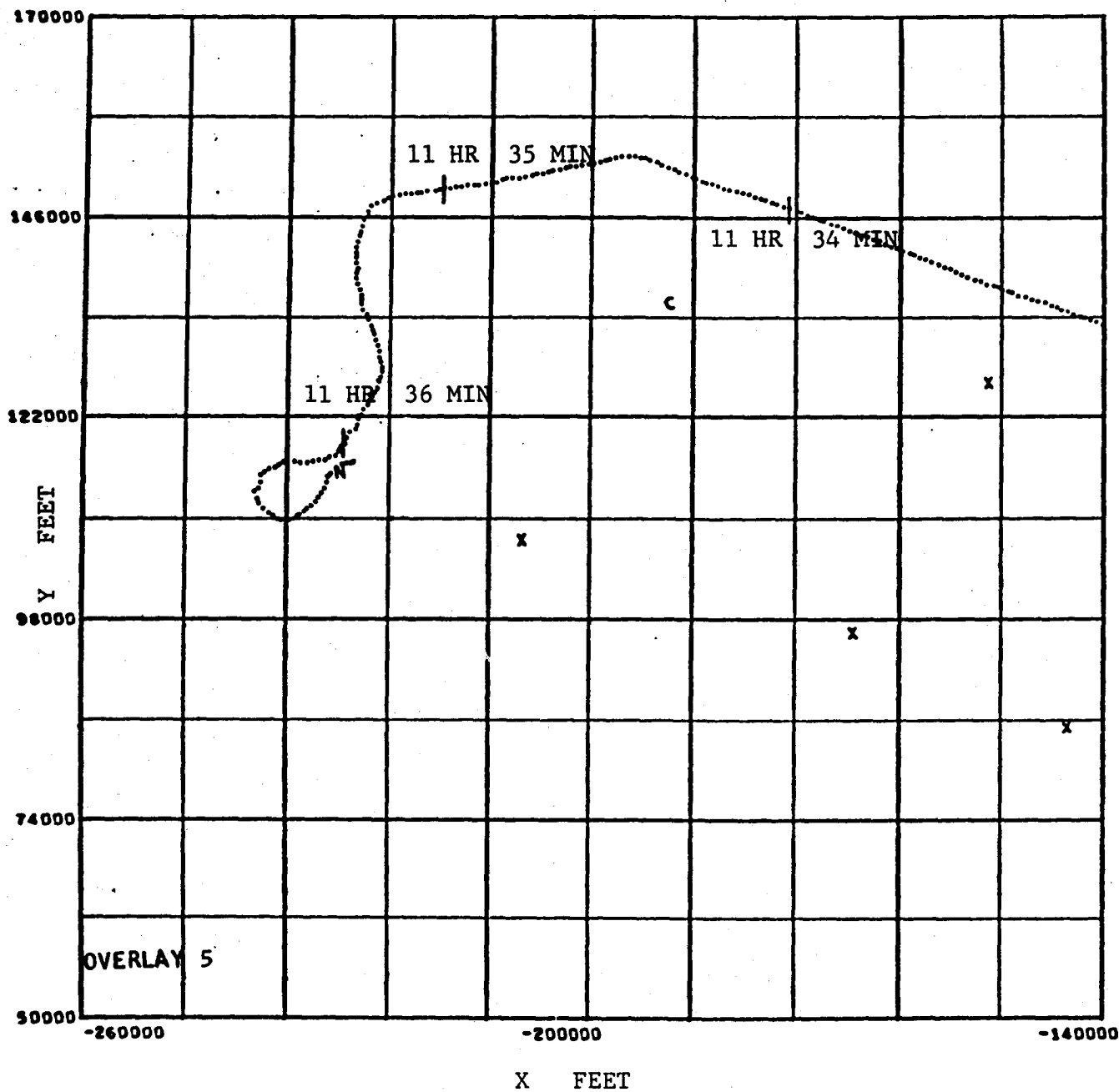
SORTIE NUMBER 133

FIGURE 2-4

AIRCRAFT POSITION DATA (U) (5 OF 6)

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SORTIE NUMBER 133

FIGURE 2-4

AIRCRAFT POSITION DATA (U) (6 OF 6)

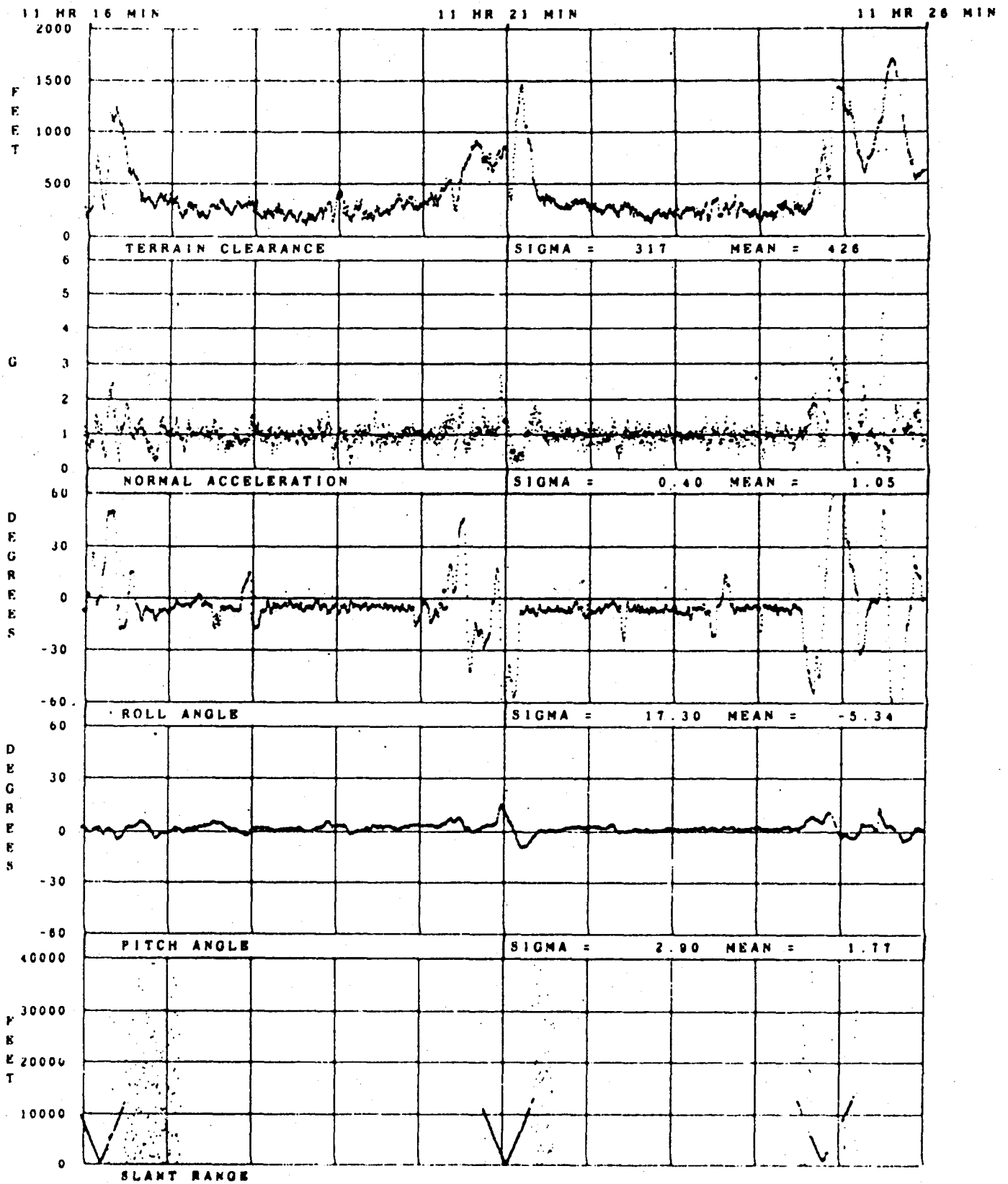
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SORTIE NUMBER 133

OPERATIONAL DAY 27 JULY 1967

FIGURE 2-5 (U) TELEMETERED DATA (3 OF 4)

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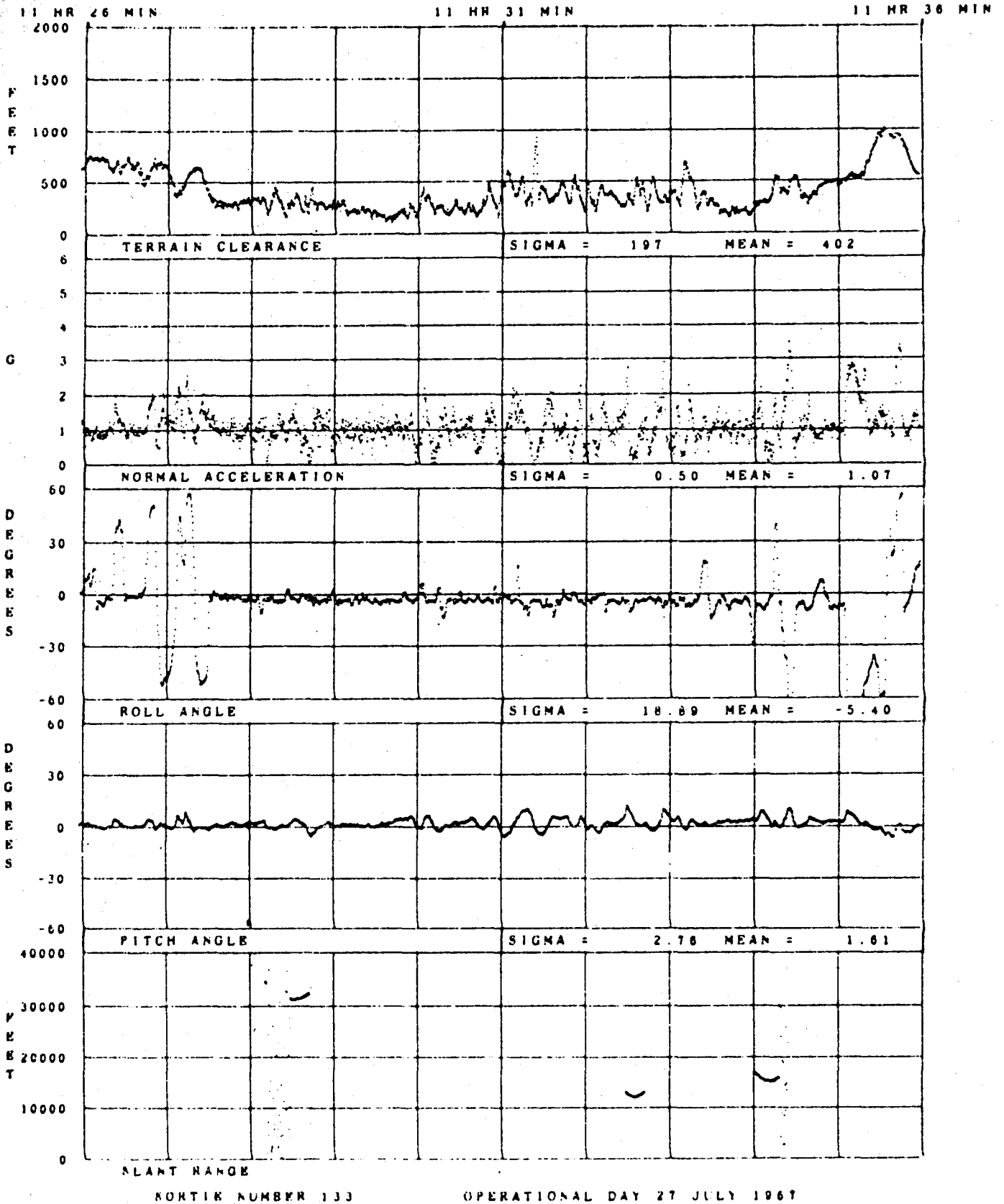


FIGURE 2-5 (U) TELEMETERED DATA (4 OF 4)

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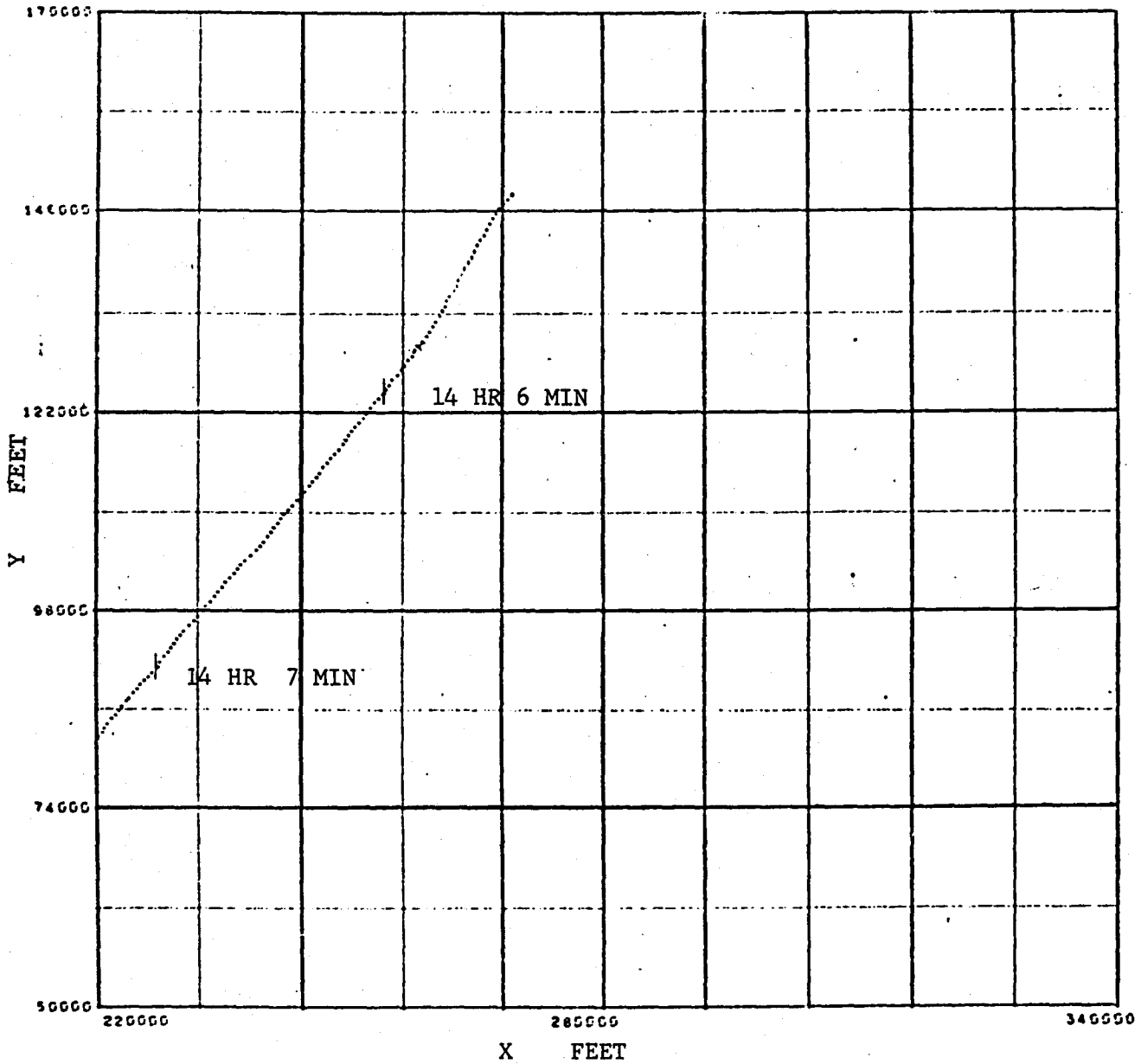
RPT TG/TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 133 DATE 7-27-67
	11:21:33	Tone ceases. Ok. We're on Option 3.	
	11:22:21	There's a bird. Little low.	
	11:23:04	Ok. Let's take a look out there. Which one of those do you think it is? We shouldn't be but about 5 miles away from it now. I know.	
	11:23:24	I think we're doing pretty good because it tapers off and it picks up again on the right hand side.	
	11:23:36	I'm going to continue on my heading hold it off.	
	11:23:46	Intruder 11. Willco. Out. Where is it? You better keep a look out for this thing. To hell with them. Did you see it?	
	11:24:01	We're coming up on 3, we're coming up on 5. No. We're coming up on 3 minutes. Intruder 11. That's affirmative. I read _____? Our time is up. Not quite. No. Hun ah. 4 minutes. Right.	
	11:24:25	We've still got 40 seconds to go.	
	11:24:36	How about this one here? How's that.	
	11:24:51	Intruder 11. Point Fox on Option 3.	
	11:25:01	Huey 4. Right. Ah, right.	
	11:25:07	Intruder 1. This is Point Foxtrot Option 3.	
	11:25:19	Hotel (my hot mike)?	
	11:25:27	Ok. There's the road over there. Ok. Yea. We're ok.	
	11:25:56	Ah, we'll cross it down here at an intersection. Here's a turn in front of us. You got an intersection over there? No, we're not there yet. Should be right down here. Yea.	
	11:26:21	How we doing time wise? Ah, we're a minute and a half.	
	11:26:44	Coming up on 2. Say it again. Coming up on 2 minutes. That must be, that it up there? Yes, it must be right down there.	
	11:27:11	There's a tower over there. To the right. Ok. Intruder 11 is at November 1. You're headings 288. Roger. 288. Right.	
	11:27:58	Ok. I'm all set up. Ok.	
1	2	11:28:49	This is Intruder 11. We have an encampment at position Charlie Hotel 33, 34.
	11:29:12	At the encampment there were in front of us approximately 8 tents.	
2	4	11:29:41	Intruder 11. With a command post and location Charlie Foxtrot 5, Charlie Foxtrot 98. Ok. At the command post there were 4 jeeps, 2 large trucks and 2 tents. 1 possibly a communication tent.
	11:31:00	Ok.	
3	8	11:31:07	This is Intruder 11. With a pontoon bridge. No, relay that. Yes, pontoon bridge that's a position Bravo Golf 34. And the bridge is running northwest, ah, be (across the road)?
4	9	11:31:36	This is Intruder 11 with an artillery position and there was 6 large trucks used to haul their trailers. 6 artillery pieces. They were facing northeast. Bravo Foxtrot 74.
5	10	11:32:08	This is Intruder 11 with a hospital, ah, tent area. There are 13 large tents with a helicopter pad or southeast position of it and 2 jeeps. Bravo Foxtrot 08. 008.
	11:32:47	Ok. Let's see here.	
	11:32:58	Surprise.	
	11:33:03	Ok. We're 5 (minutes?) (in the first?) Right.	
	11:33:48	Ok. We're a little over 6-1/2. What time? 6:40. We should be approaching this, ah, radar van.	
	11:34:18	There's a lake. Ok. We're north.	
	11:34:32	(We're taking a right in?) Do what? I think we're right here. Ah. We're passed it.	
	11:34:46	This is Intruder 11. Passed N2.	
	11:34:56	We come back 108.	
	11:35:30	Ok. There's the lake, the reservoir that's south of our first check point. No, we're ok. We want (Static) I think it's right down there.	
	11:36:00	Yea, it's right there. Ok.	
	11:36:41	This is Intruder 11 at N3.	
	11:36:47	Loses contact.	

FIGURE 2-6 (U) VOICE TRANSCRIPT

# UNCLASSIFIED



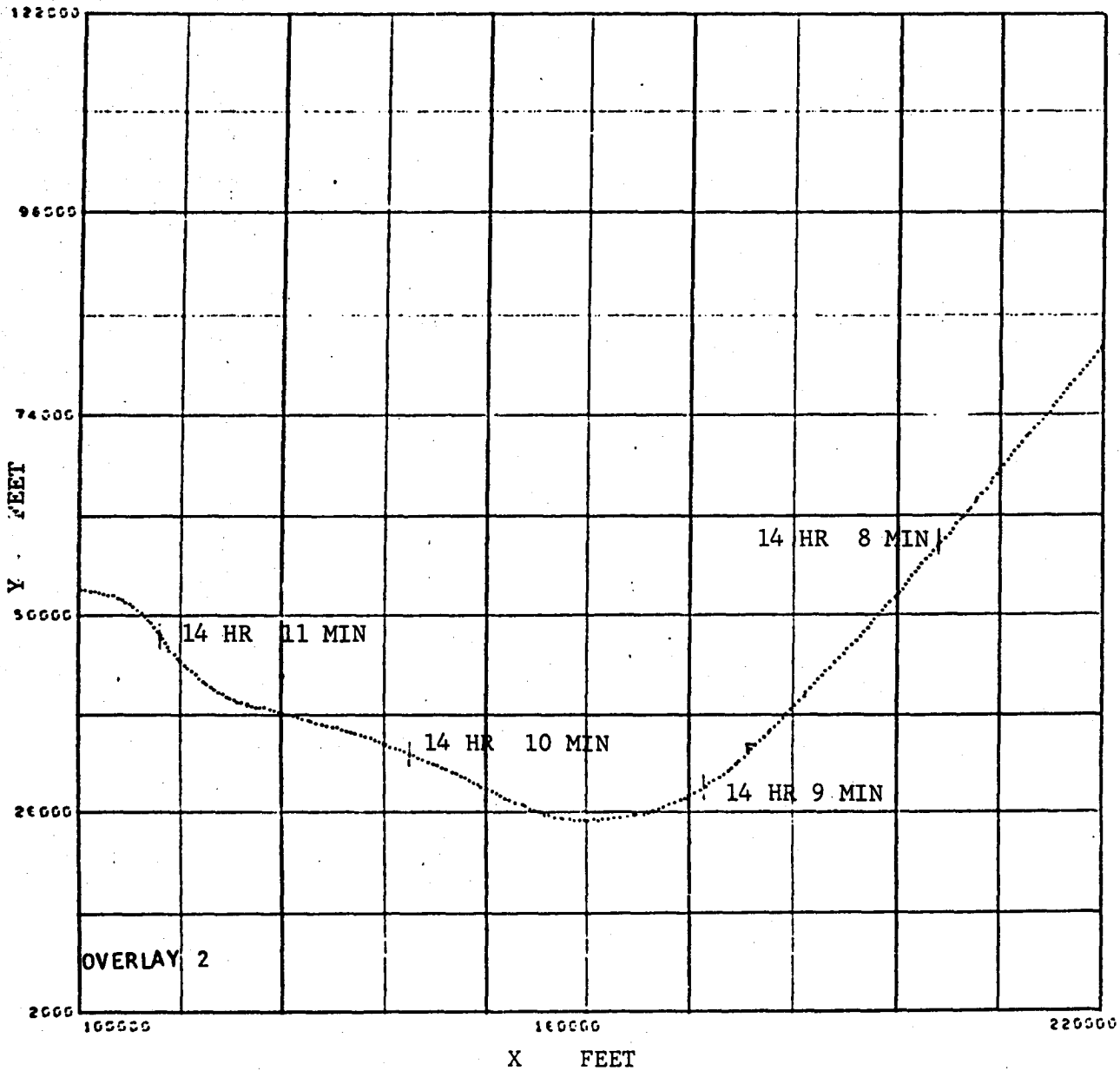
# UNCLASSIFIED



SORTIE NUMBER 135A

FIGURE 2-7

UNCLASSIFIED



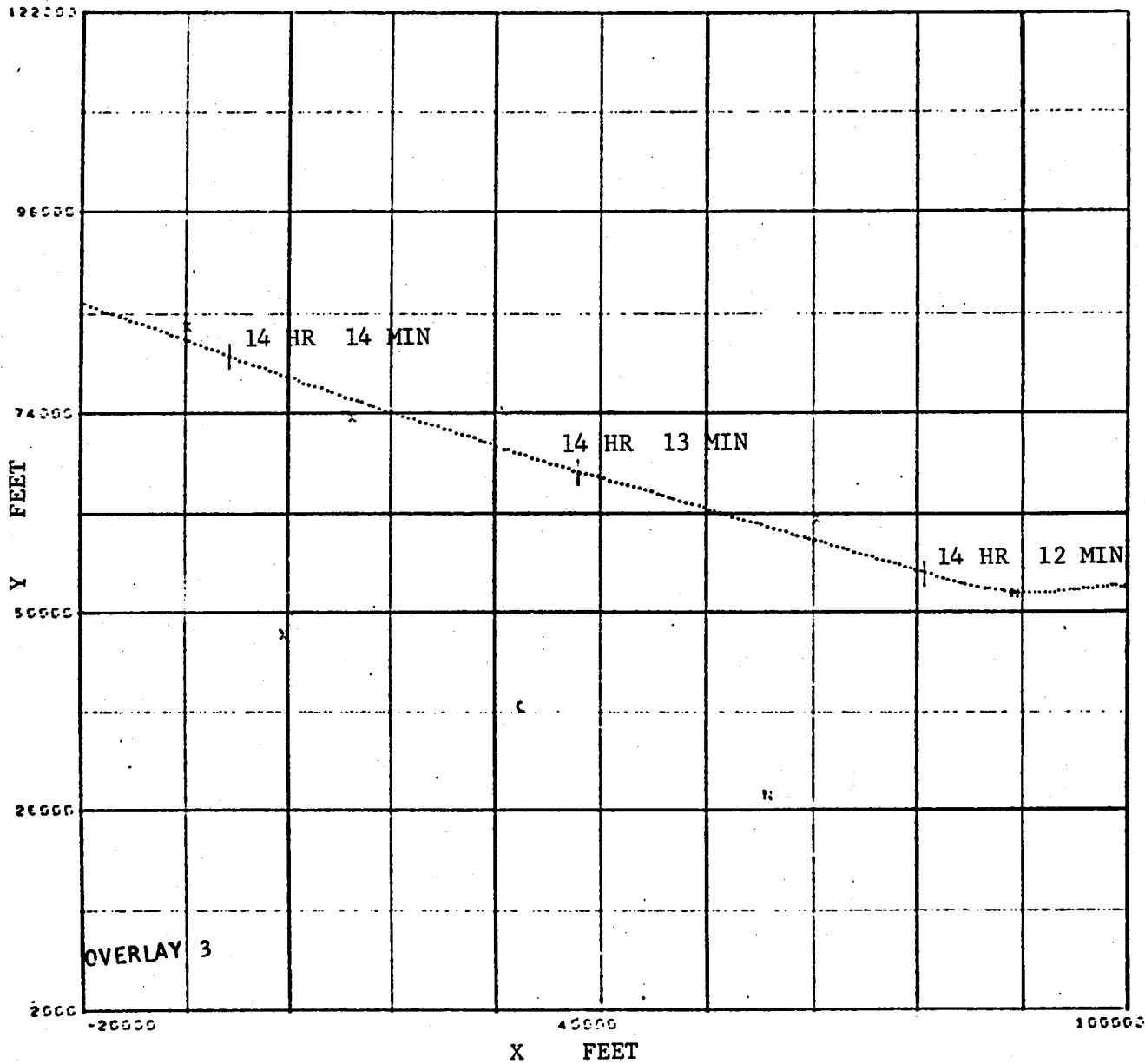
SORTIE NUMBER 135A

FIGURE 2-7

AIRCRAFT POSITION DATA (U) (3 OF 8)

UNCLASSIFIED

# UNCLASSIFIED

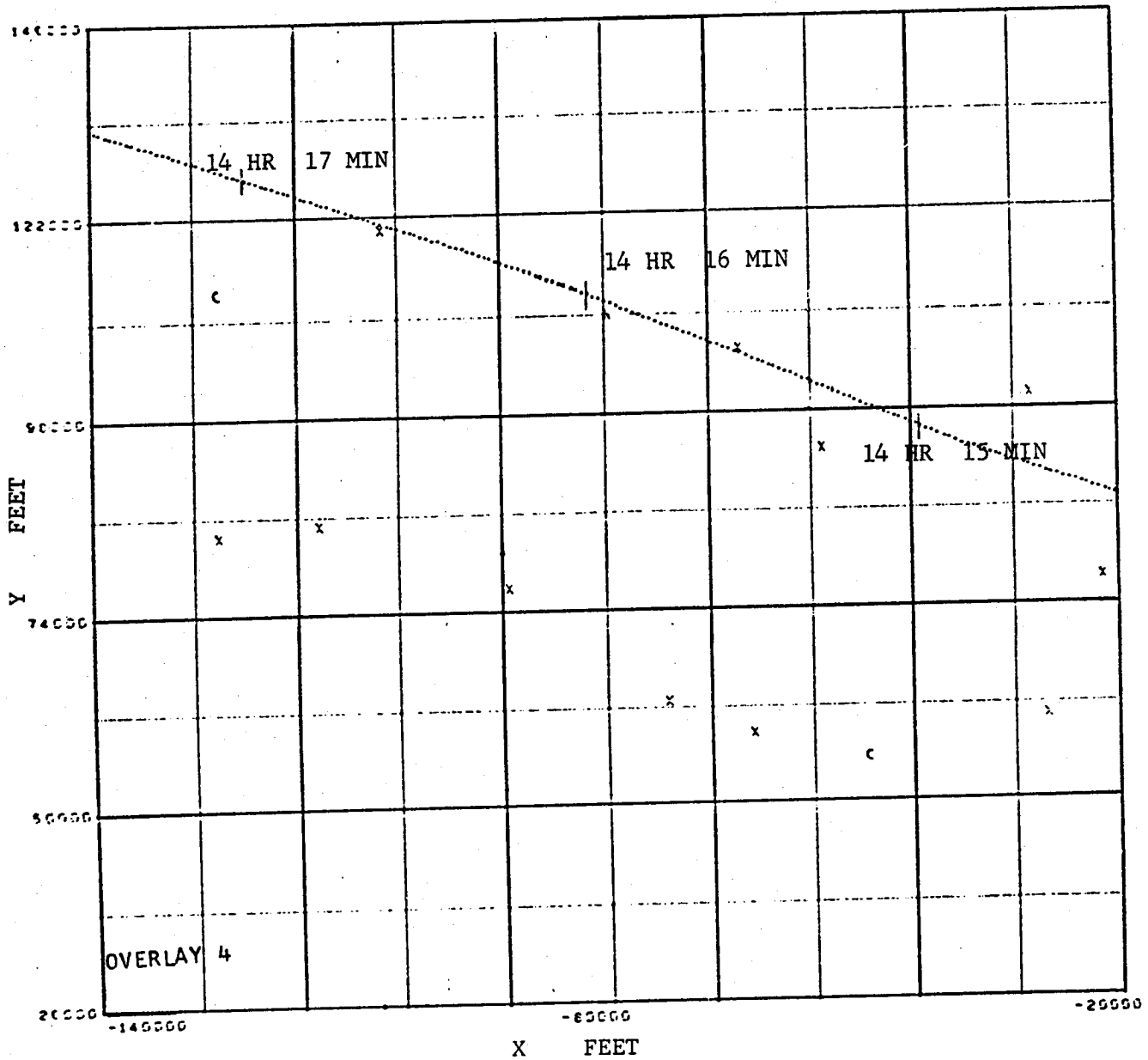


SORTIE NUMBER 135A

# UNCLASSIFIED

FIGURE 2-7

UNCLASSIFIED



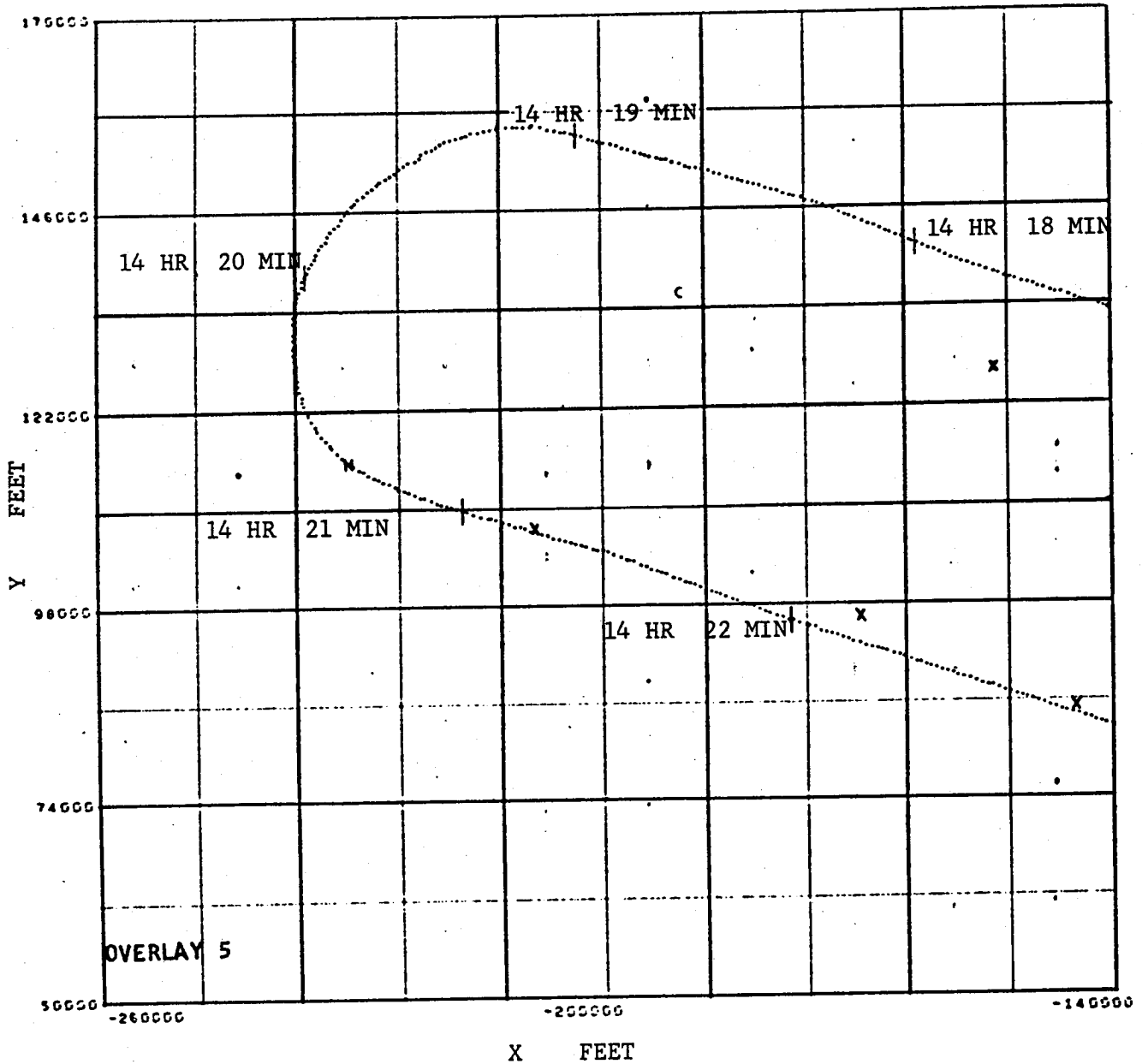
SORTIE NUMBER 135A

FIGURE 2-7

UNCLASSIFIED



# UNCLASSIFIED



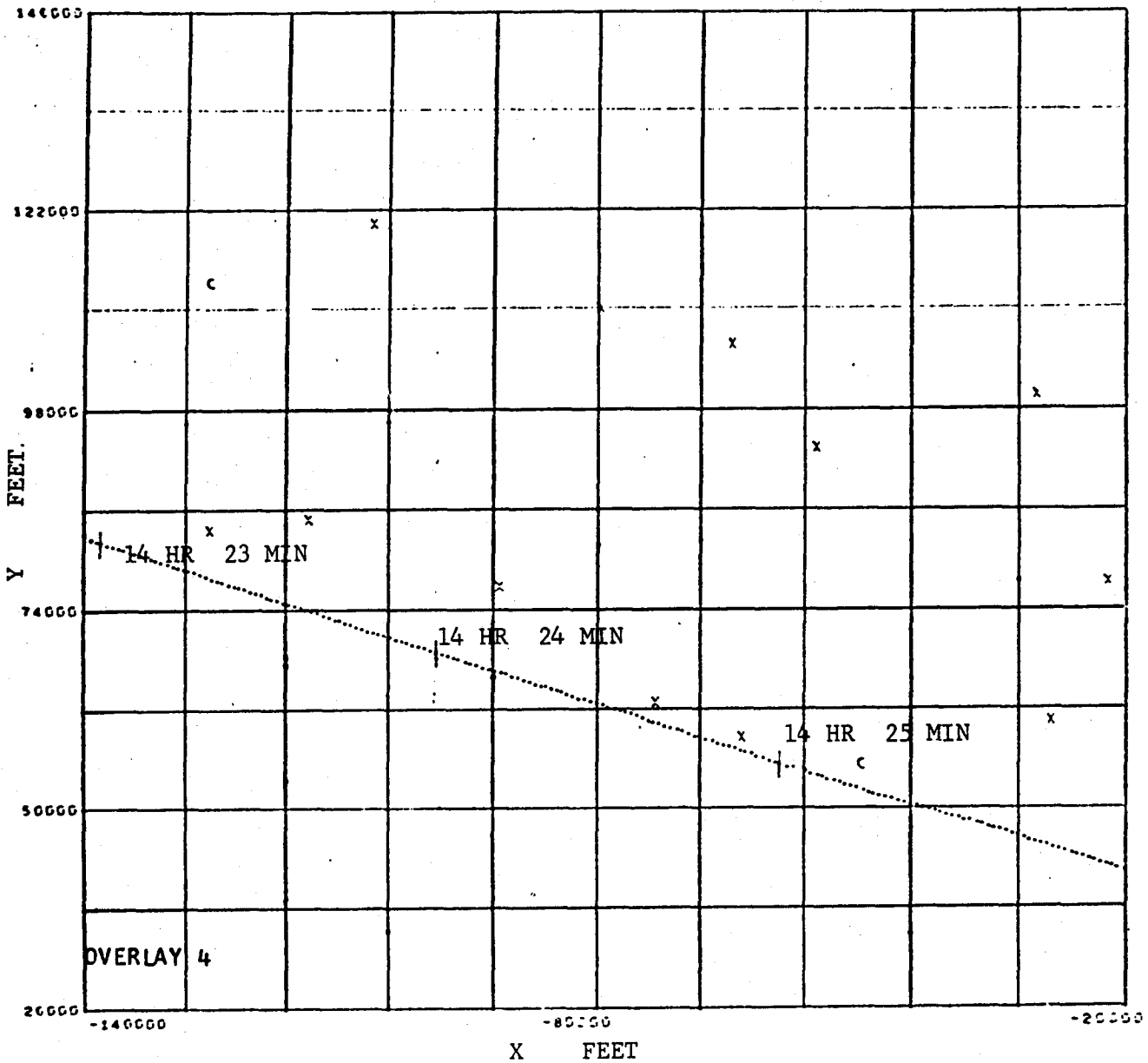
SORTIE NUMBER 135A

FIGURE 2-7

AIRCRAFT POSITION DATA (U) (6 OF 8)

# UNCLASSIFIED

# UNCLASSIFIED



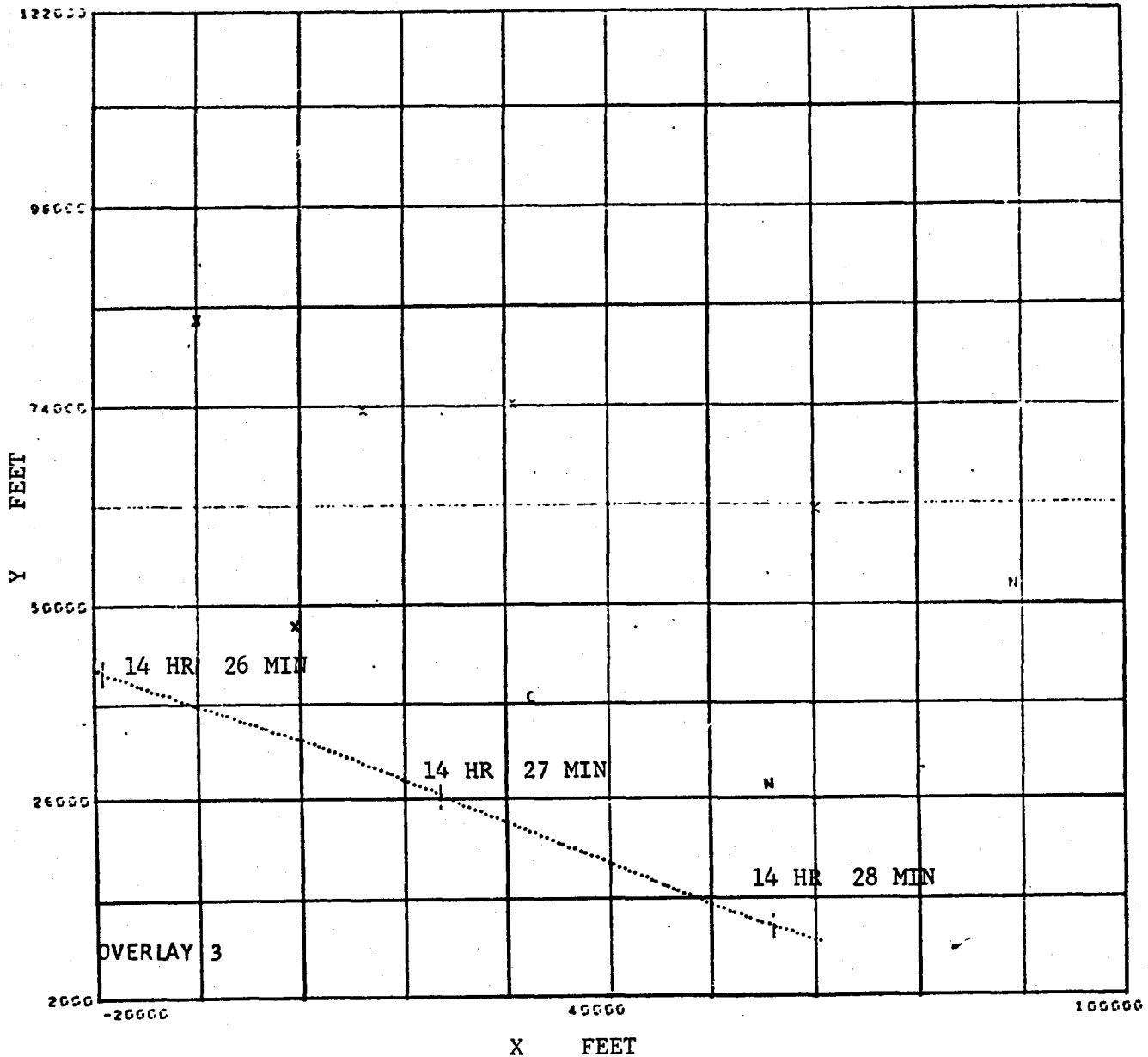
SORTIE NUMBER 135A

FIGURE 2-7

AIRCRAFT POSITION DATA (U) (7 OF 8)

# UNCLASSIFIED

# UNCLASSIFIED



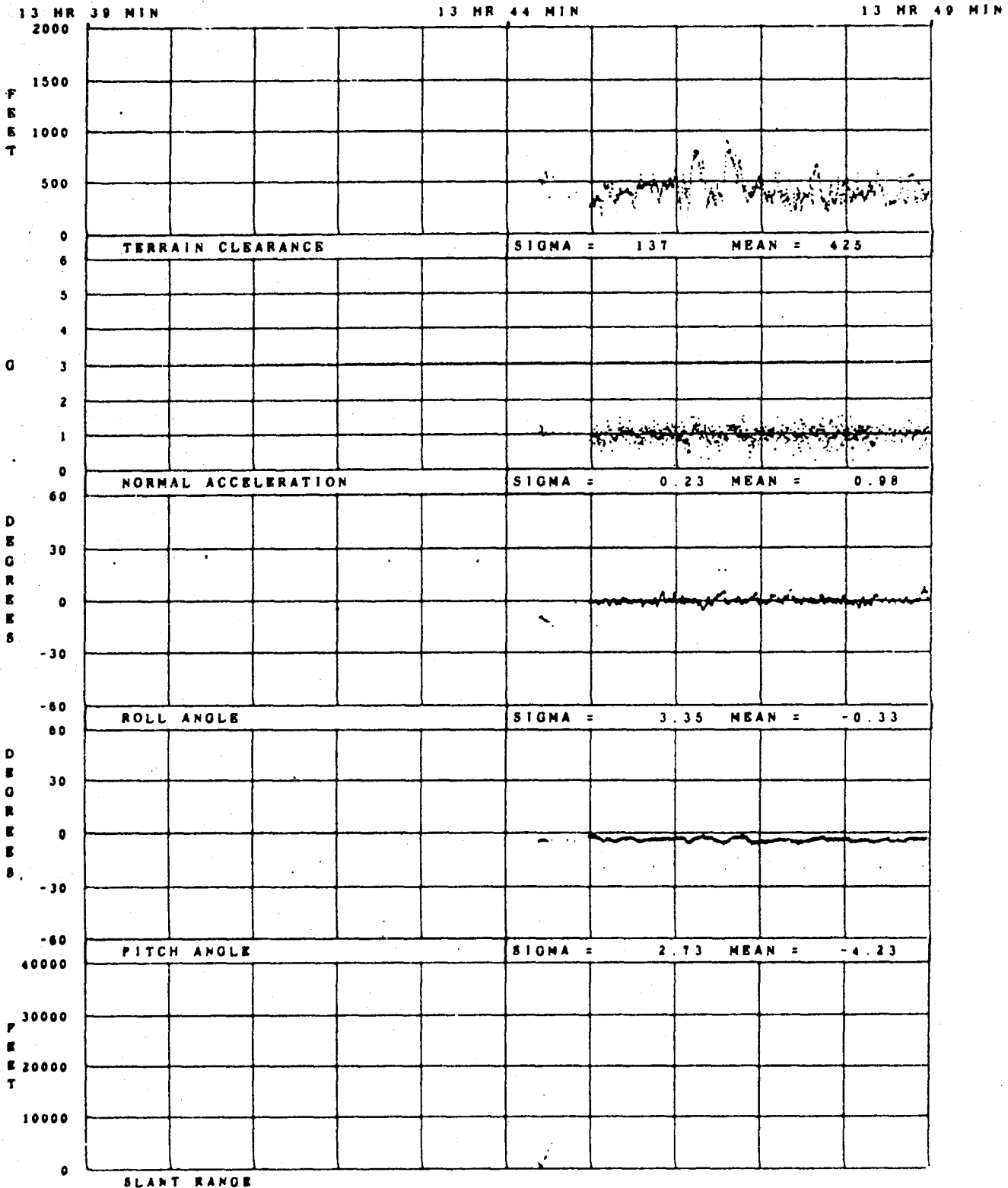
SORTIE NUMBER 135A

FIGURE 2-7

AIRCRAFT POSITION DATA (U) (8 OF 8)

# UNCLASSIFIED

# UNCLASSIFIED



SORTIE NUMBER 135A

OPERATIONAL DAY 28 JULY 1961

FIGURE 2-8 (U) TELEMETERED DATA (1 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED

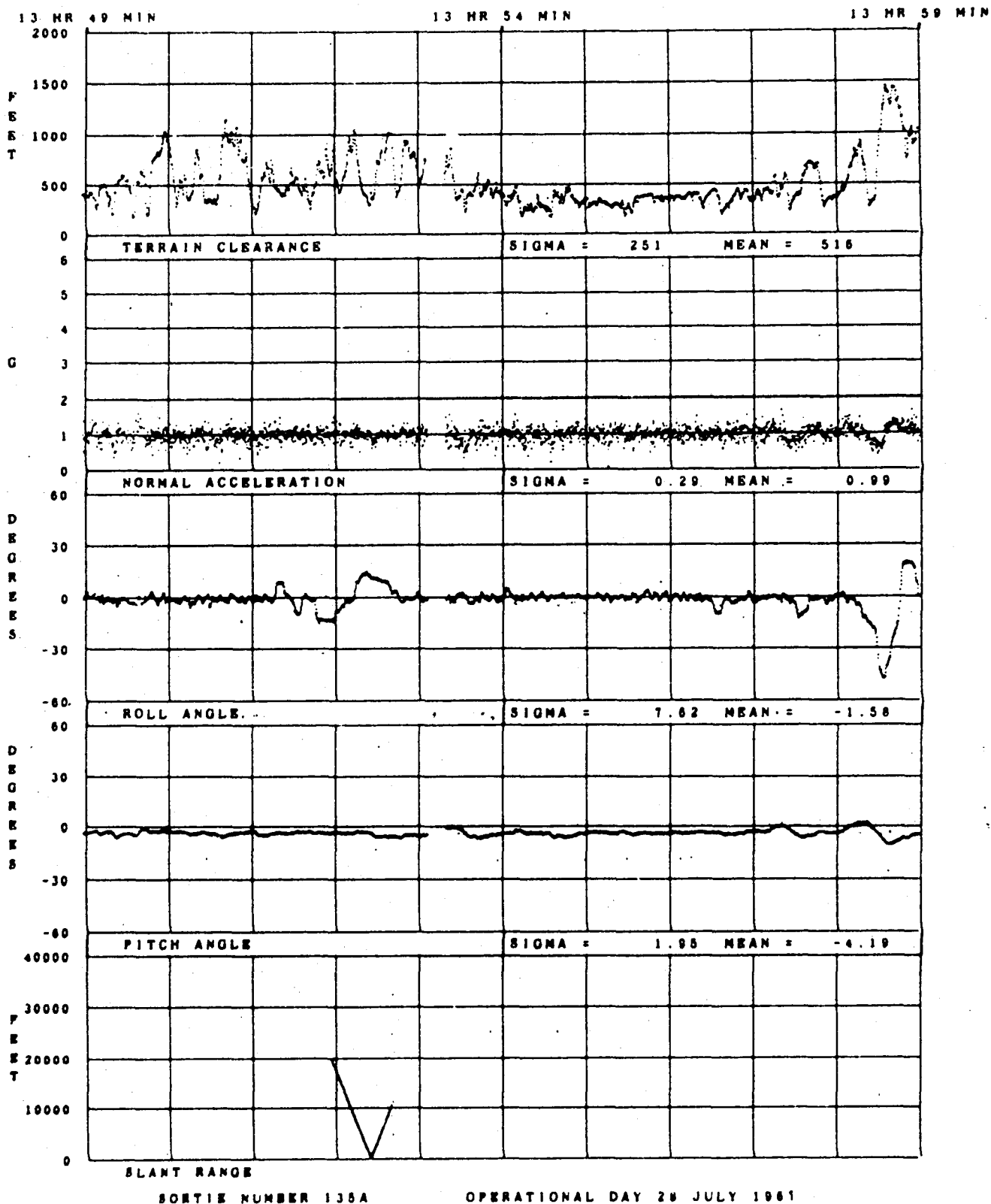


FIGURE 2-8 (U) TELEMETERED DATA (2 OF 5)

# UNCLASSIFIED



# UNCLASSIFIED

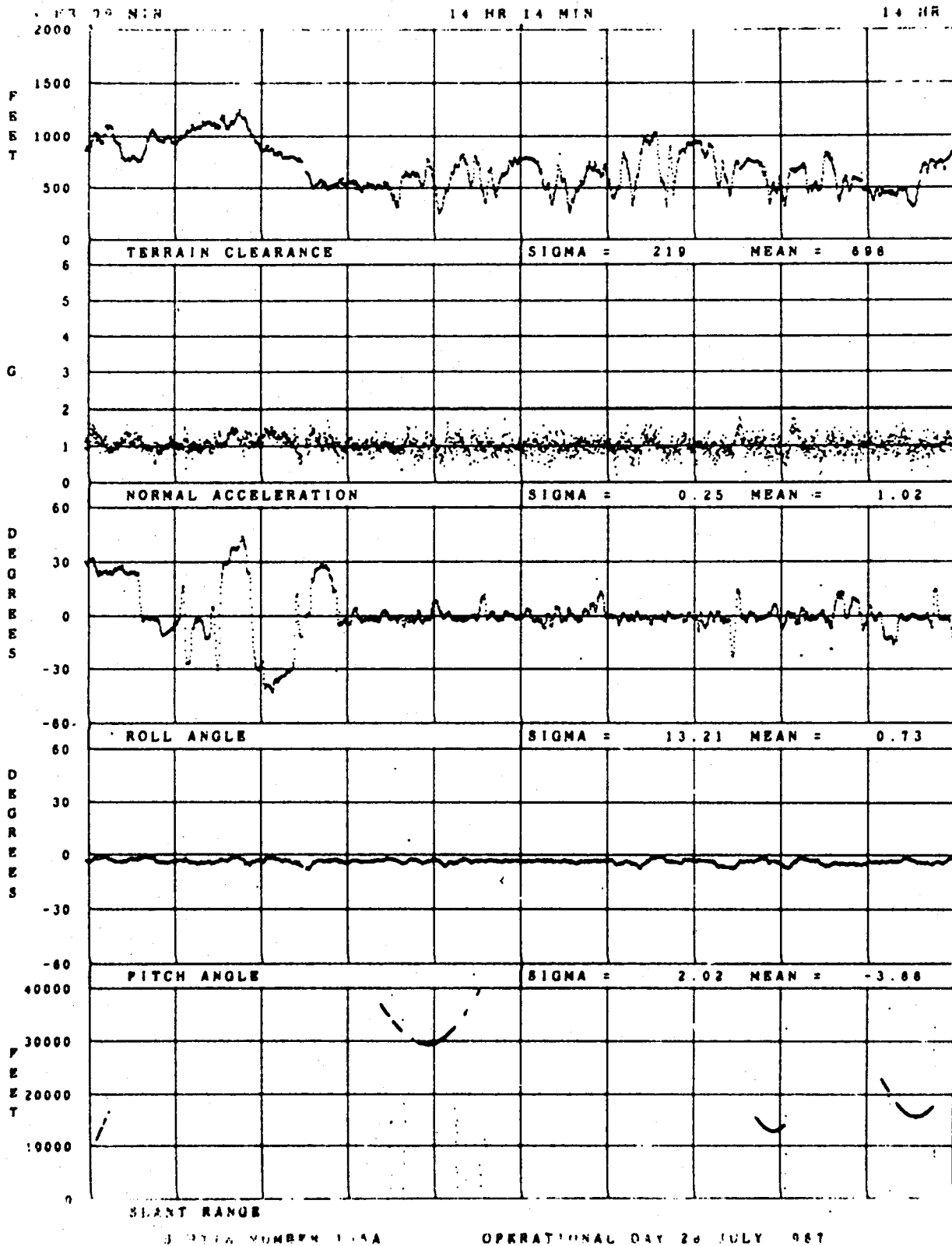


FIGURE 2-8 (U) TELEMETERED DATA (4 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED

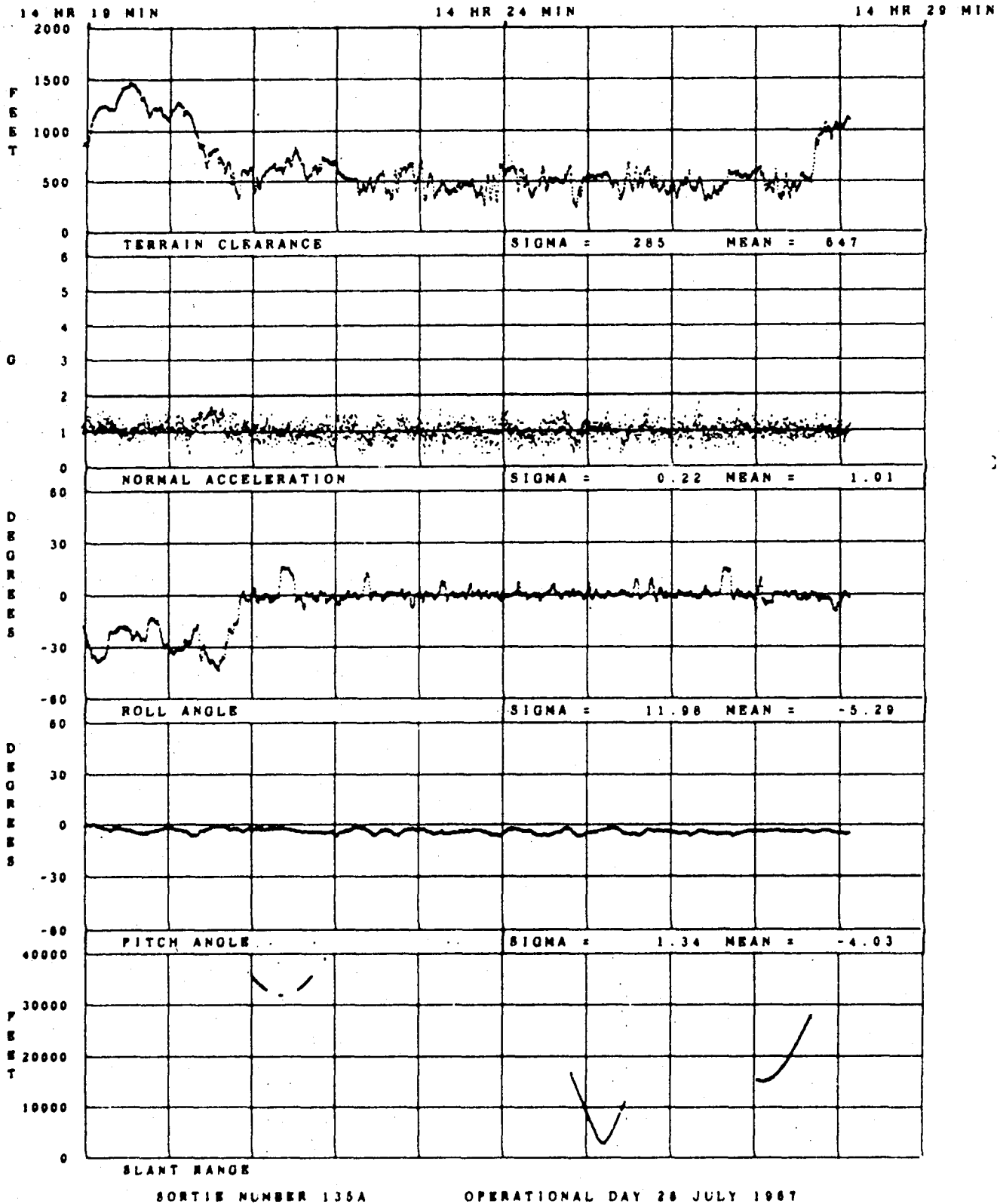


FIGURE 2-8 (U) TELEMETERED DATA (5 OF 5)

# UNCLASSIFIED



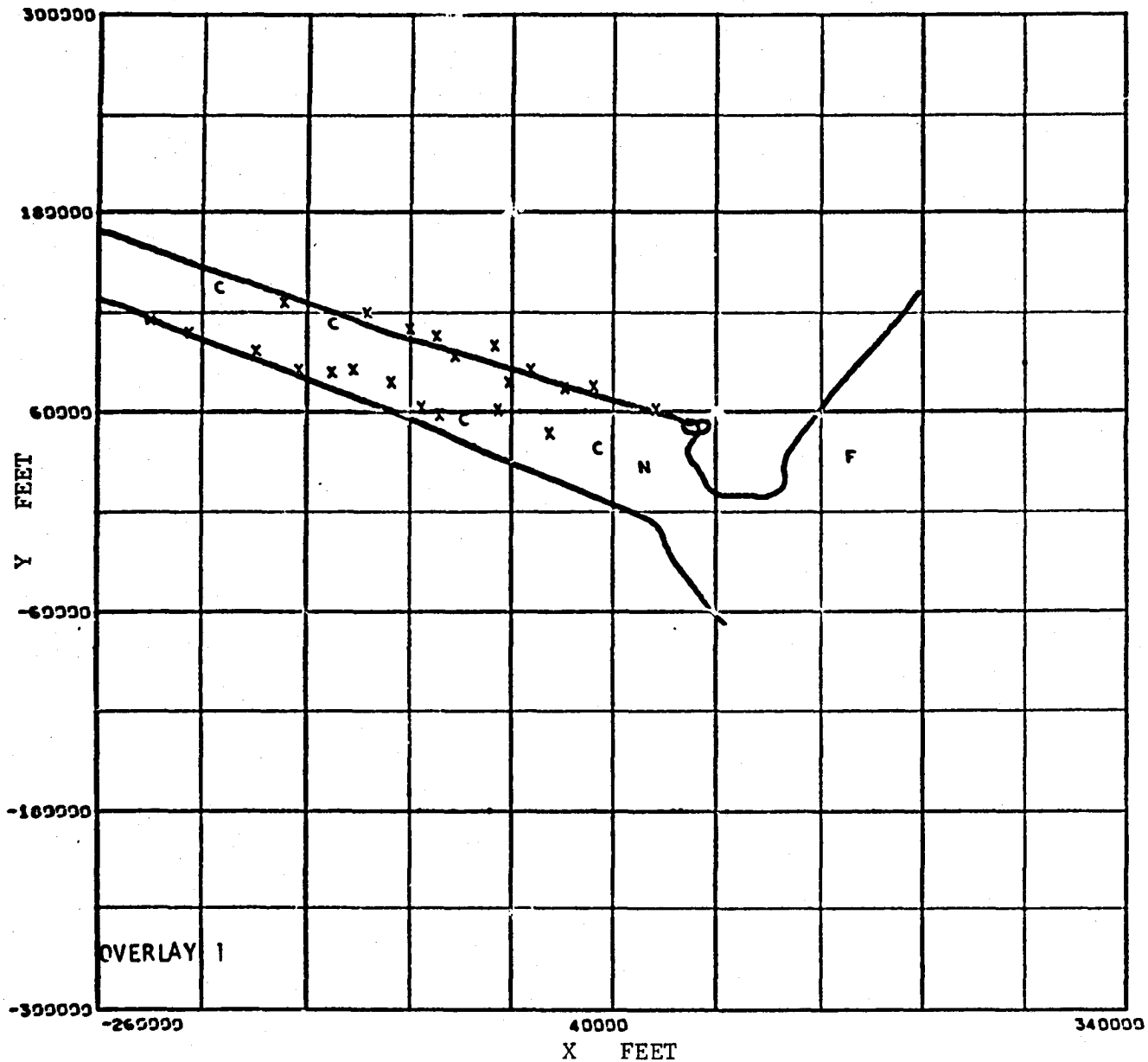
# UNCLASSIFIED

RPT TGT	Real TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 135A DATE 7-28-67
		14:05:41	(Tone ceases).	
		14:11:31	Uh, Timber 1. Intruder 1. N1.	
		14:11:40	280. Right? Rog.	
		14:11:48	2809. Right.	
		14:11:53	Ok. Let's start looking.	
1	1	14:12:17	Timber 1. Timber 1. Timber 1. I have a several trucks in a command post located at Charlie Hotel 62. Over. 2 trucks and several tents.	
		14:12:34	And they were to the north of (tracks?). Rog.	
		14:12:48	How 'bout kicking unit consisting of 3 cows.	
2	2	14:13:06	In that clearing over there. Looks like uh there are some tents, some tents yeah tents.	
		14:13:16	Timber 1 Timber 1 here. Intruder 01 Eh I have a tent area located at Charlie Hotel 36. In open area just at this side of a ridge line. Over.	
		14:13:27	I don't know what it was. Forget it.	
3	3	14:13:33	Looked like some en...uh some triple A encampments of some sort. I don't know. I wasn't that sure of it.	
		14:13:47	Ok. Our heading's pretty good. Yep.	
4	4	14:14:00	Timber 1. Timber 1. Intruder 01. And I have a command post located at Charlie Golf 6 8, 58. 3 tents in an (open field). Over.	
		14:14:21	You're a good guy today, Mike.	
5	6	14:14:44	There's about 5 or 6 trucks over there.	
		14:14:50	Timber 1. Timber 1. Intruder 01. I have a truck park located at Charlie Foxtrot 7 9er. 5 or 6 trucks in an open clearing. Over.	
		14:15:16	That looks like a good place for something.	
		14:15:23	Ok. Our course looks pretty good.	
6	9	14:15:47	Ok. Here's uh 5 trucks. Uh 5 Howitzers, and a small jeep in front. Right down there. Mobile anti-aircraft units.	
		14:15:58	Uh Timber 1, Timber 1. I have an anti-aircraft unit located at Bravo Foxtrot 35. 5 trucks, sev ral anti-aircraft guns (in a clearing) (and a firing unit)?	
		14:16:11	All facing, barrels? All facing north.	
7	10	14:16:22	Ok. Here's something in front of us. I don't know what it is. SAM looks like a SAM site. No it's a helicopter pa, er a hospital unit.	
		14:16:32	Timber 1, Timber 1. Intruder 01. I have a hospital unit located at Bravo Echo 88. Over. Uh 1 helicopter, 3 tents and 1 generating unit. Uh 1 hospital, 1 helicopter, several tents and a generating unit.	
		14:16:54	Hey, is that our GCI site over there? Yeah we're No, No.	
		14:17:09	Should be another minute or so. Should be over the next hill, hill side over here.	
8	11	14:17:25	There's a mock airfield over there. Way over there you'll see in the distance. See it? Looks as good as anything.	
		14:17:38	Ok it's coming up.	
		14:17:48	Should be at the far end of this valley, shouldn't it? Should be, yeah.	
		14:18:00	No.	
		14:18:18	How 'bout those big towers over there? Is that it?	
		14:18:31	Hey are we past the Uh. Yeah we're past uh N2. Ok. We didn't see it. You sure we're passed it? Now I'll know in a minute here.	
		14:18:54	Yeah, we're passed it. It was off to our, should have been off to our left. Uh Ok. Here's a road.	
		14:19:01	Uh Timber 1. Intruder 01. We passed N2. Uh didn't see it. Turning toward N3.	
		14:19:11	Rog. Rog.	
		14:19:19	Should be right at the north (point?) of that highway up there. Uh that lake up there. Yeah sure thing.	
		14:20:12	There it is over there. Rog. I got it.	
		14:20:29	Uh Timber 1. Intruder 01. N3 at this time.	
		14:20:57	Rog. Thank you.	
		14:21:07	Here's some uh oil drums right down here, stacked. Uh 2, uh 4 stacks; 4 rows; 2 rows, two apiece.	
9	14	14:21:15	Timber 1, Timber 1. Intruder 01. I have an a POL storage at Bravo Bravo ..... 3 5. 2 rows of stacked oil drums along along side a highway. Over.	
		14:21:44	That old SAM site should be around here someplace. Yeah.	
10	15	14:22:06	Ok. There's uh 2 trucks and an armored personnel carrier. Right over there.	
		14:22:11	Timber 1, Intruder 1; I have a truck park located at Bravo Delta 2 3. 2 trucks and one armored personnel carrier. Over.	
11	16	14:22:43	Ok. Here's uh some tanks, uh 2 helicopters, a helicopter pad, I guess. 2 helicopters.	
		14:22:50	Timber 1, Timber 1. Intruder 01. I have a helo pad located at Charlie Bravo 2 9er. 2 helo's on the pad presently. Located in an open field. Over.	
		14:23:24	Ok. There's something coming up here. I can't see what it is yet.	
		14:23:31	No, nothing.	
		14:25:19	Intruder 1 (Go?). Ah Roger. We're midway between uh N3 and 4.	
		14:25:39	We think, that is.	
		14:25:45	Well (****). Where is the radar?	
		14:27:21	Is this uh, is that steering? Ok. Right over there's our tower. Ok. What should we be, over that? Yeah. Is that the uh N, is that N4? That's right.	
		14:27:53	Uh Timber 1, Intruder 01. N4 departing.	
		14:28:07	Rog. (Tone begins).	

FIGURE 2-9 (U) VOICE TRANSCRIPT

# UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 166

OPERATIONAL DAY 1 AUGUST 1967

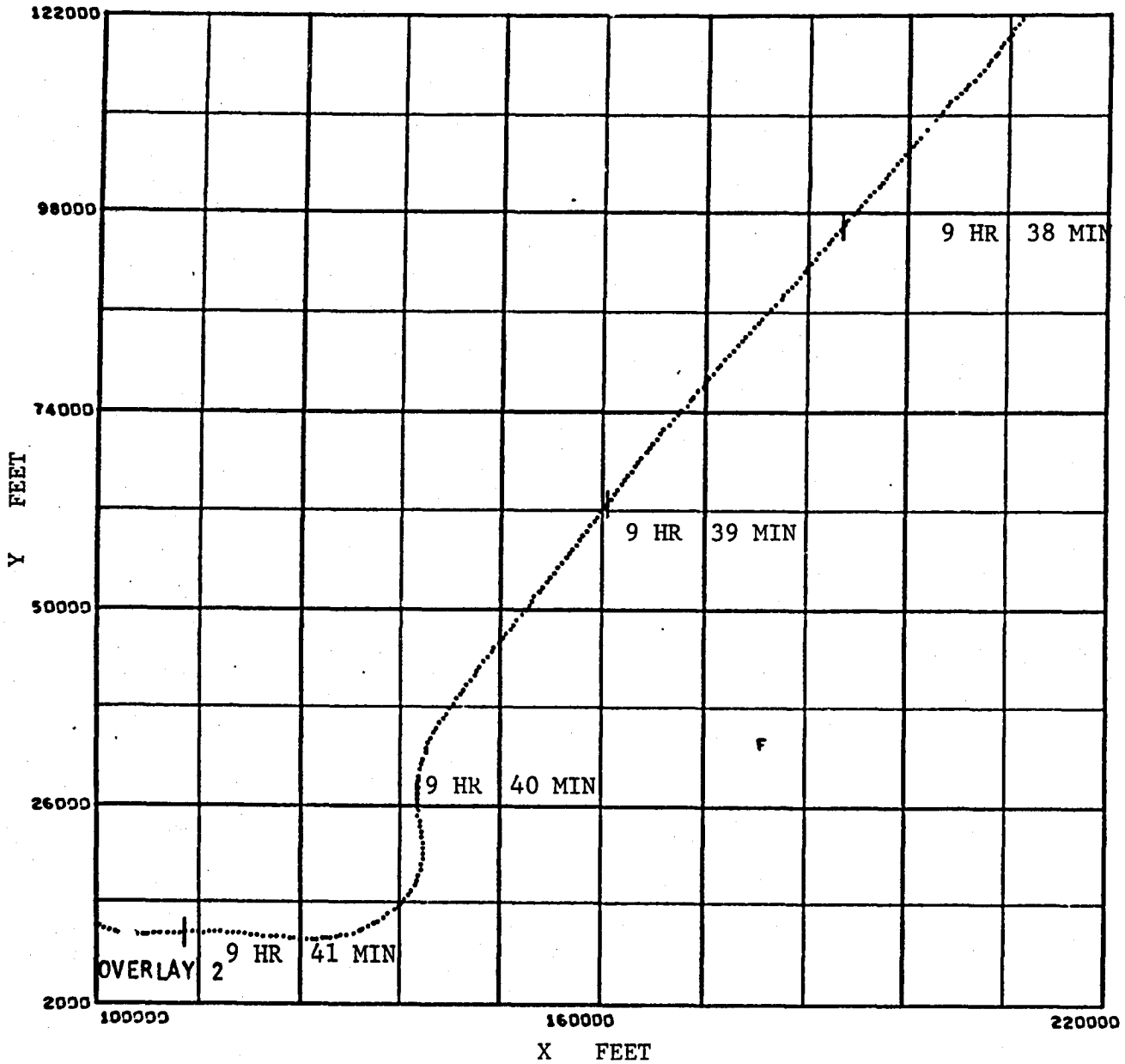
NORTH COURSE

FIGURE 2-10

AIRCRAFT POSITION DATA (U) (1 OF 7)

UNCLASSIFIED

# UNCLASSIFIED



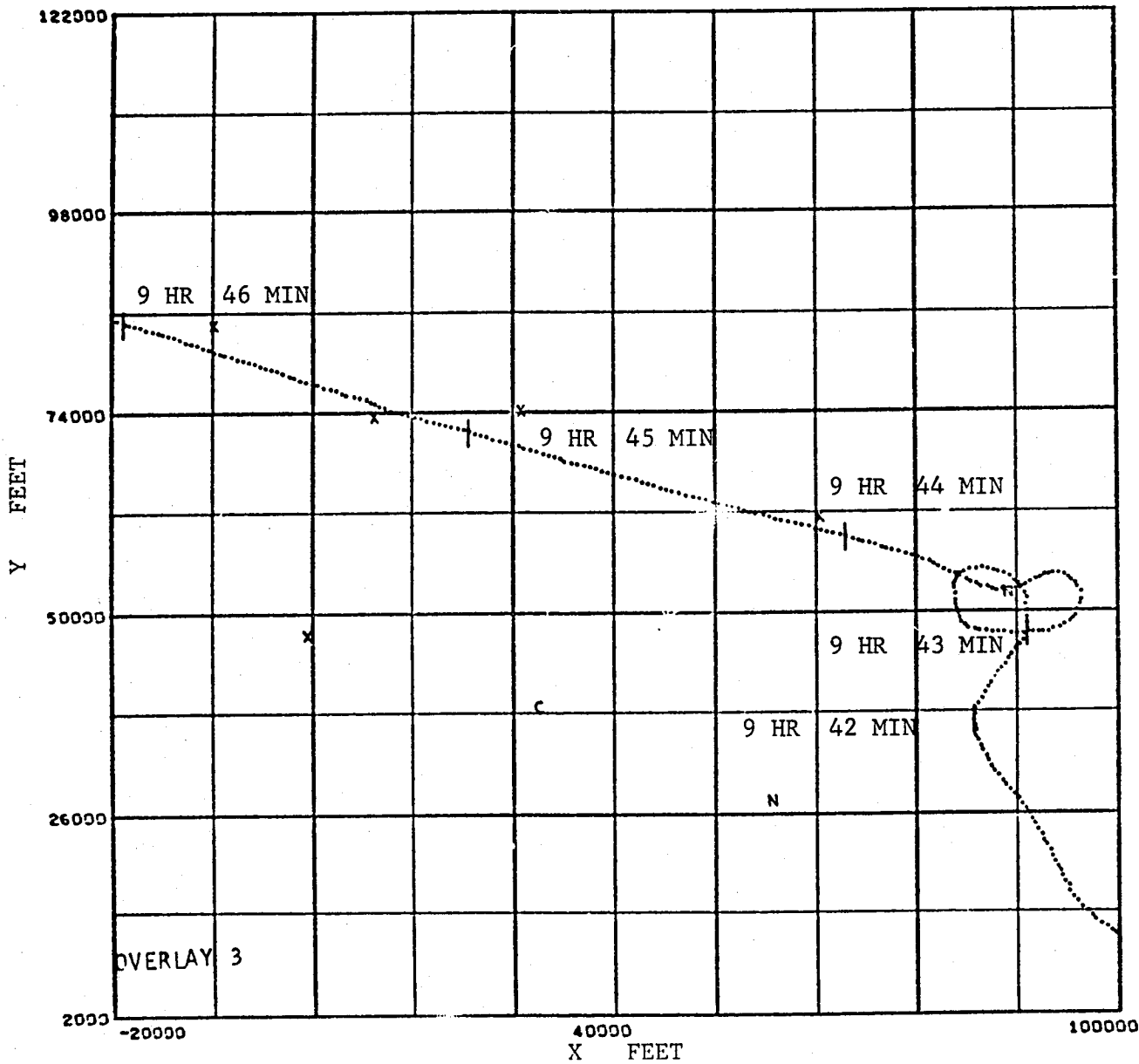
SORTIE NUMBER 166

FIGURE 2-10

AIRCRAFT POSITION DATA (U) (2 OF 7)

# UNCLASSIFIED

UNCLASSIFIED



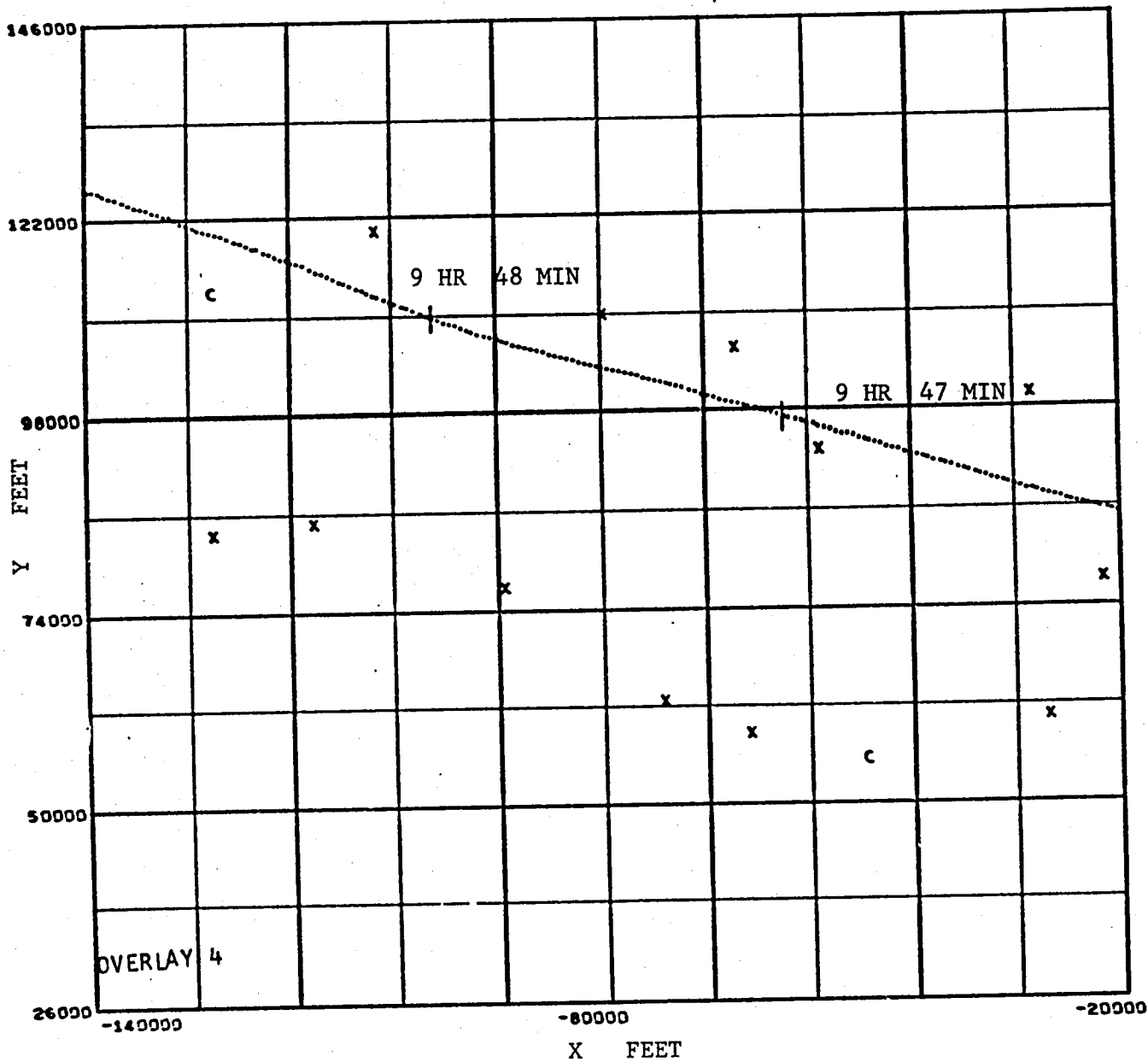
SORTIE NUMBER 166

FIGURE 2-10

AIRCRAFT POSITION DATA (U) (3 OF 7)

UNCLASSIFIED

UNCLASSIFIED

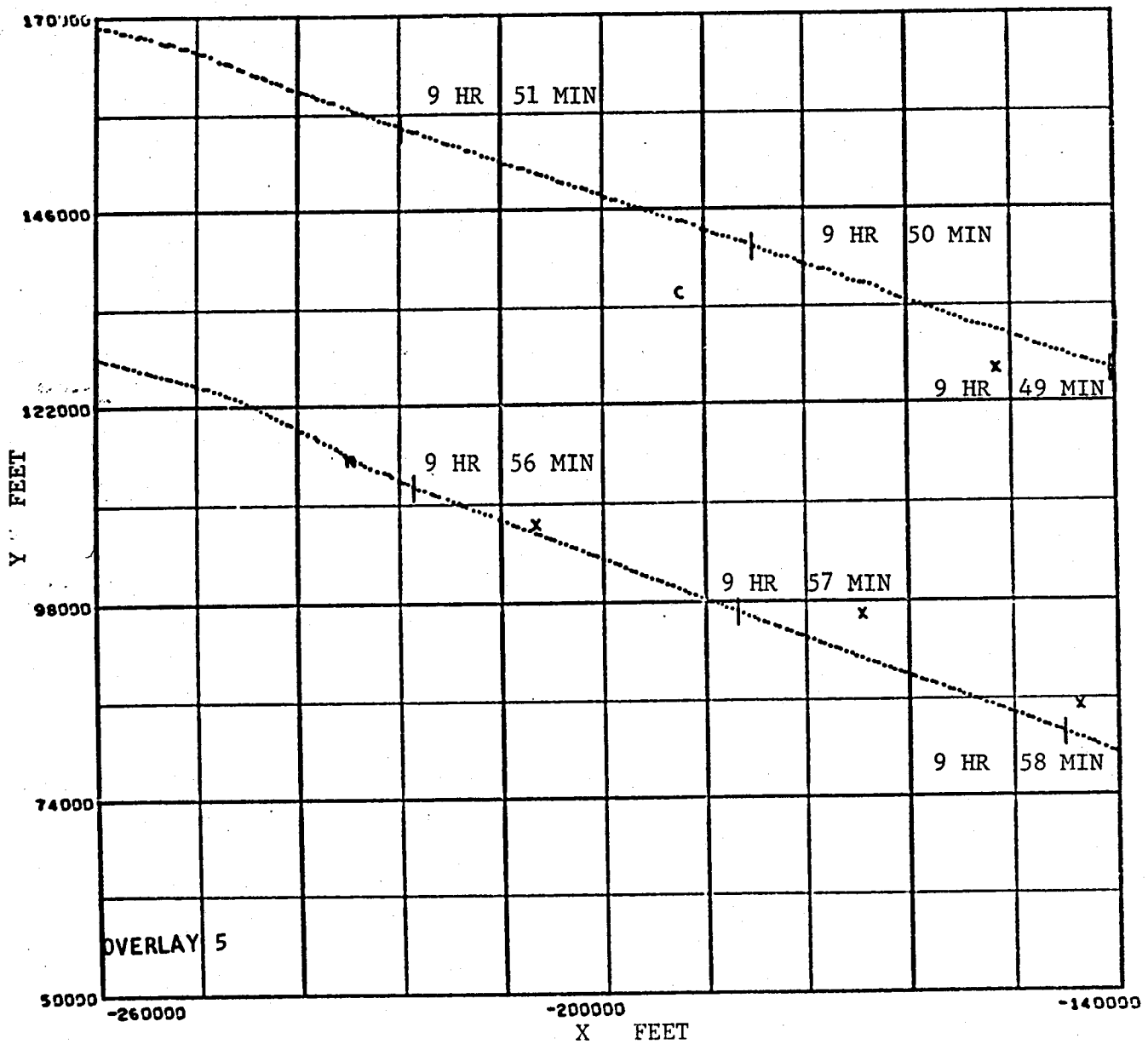


SORTIE NUMBER 166

FIGURE 2-10  
AIRCRAFT POSITION DATA (U) (4 OF 7)

UNCLASSIFIED

UNCLASSIFIED

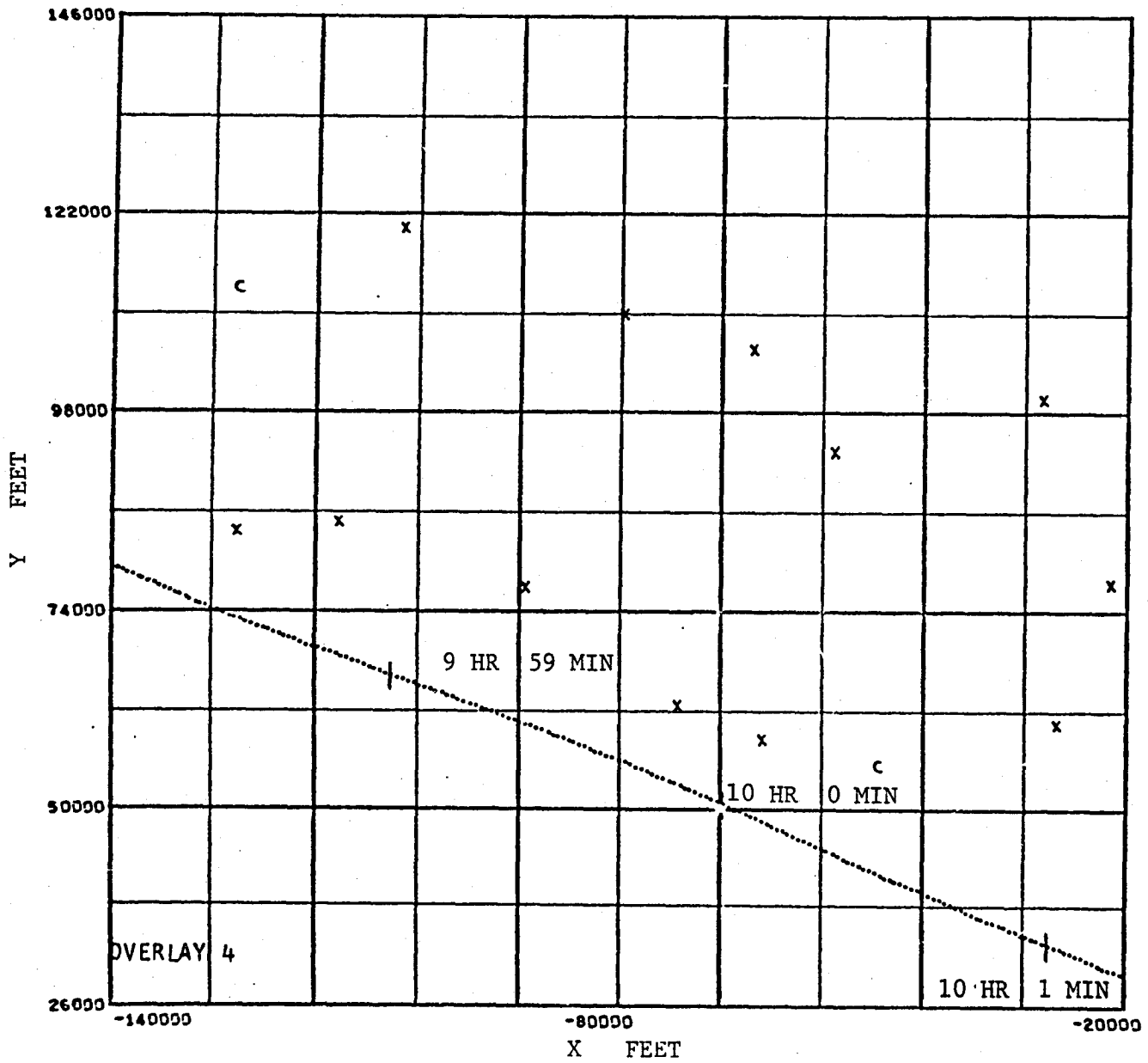


SORTIE NUMBER 166

FIGURE 2-10  
AIRCRAFT POSITION DATA (U) (5 OF 7)

UNCLASSIFIED

UNCLASSIFIED

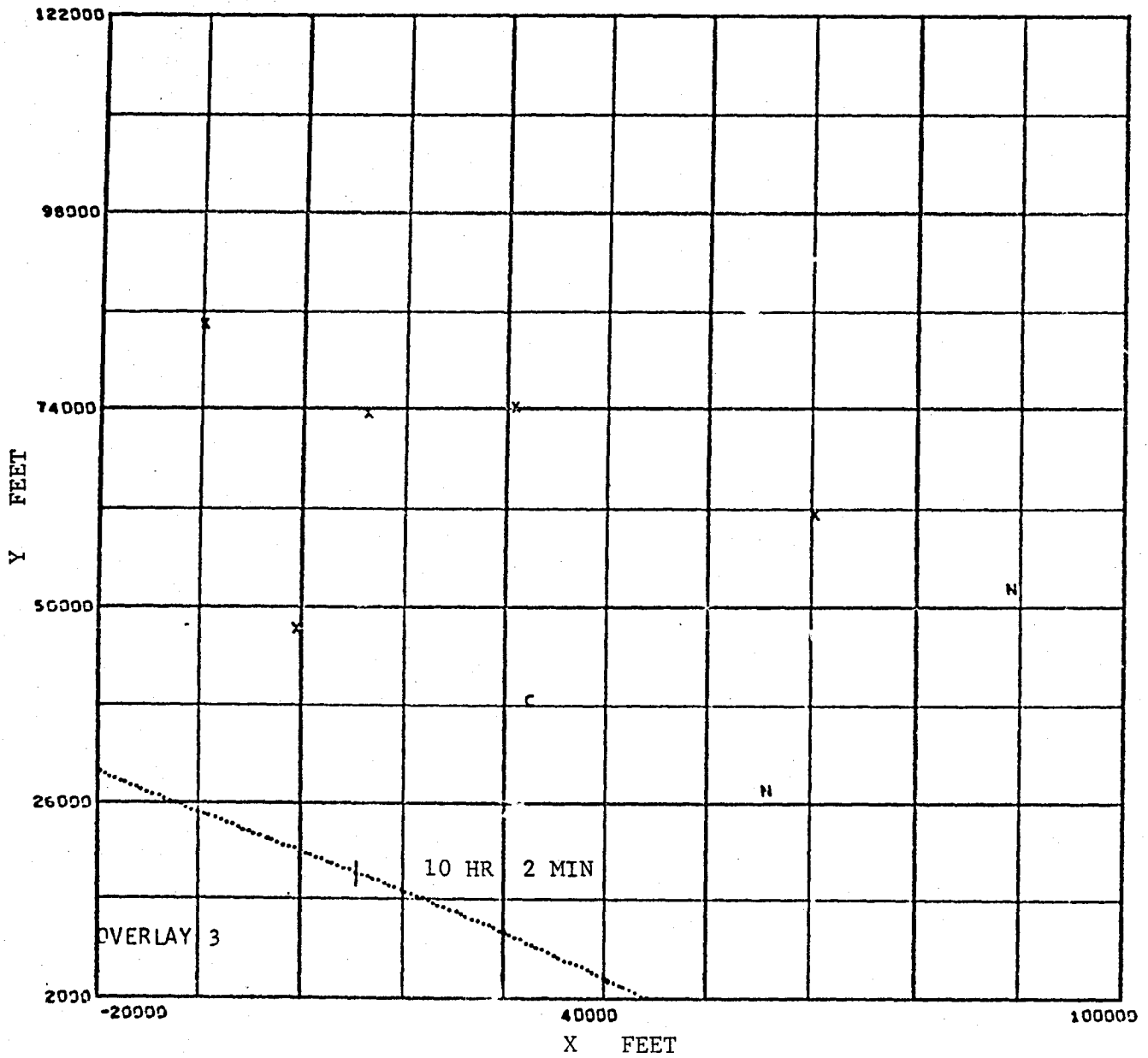


SORTIE NUMBER 166

FIGURE 2-10  
AIRCRAFT POSITION DATA (U) (6 OF 7)

UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 166

FIGURE 2-10  
AIRCRAFT POSITION DATA (U) (7 OF 7)

UNCLASSIFIED





# UNCLASSIFIED

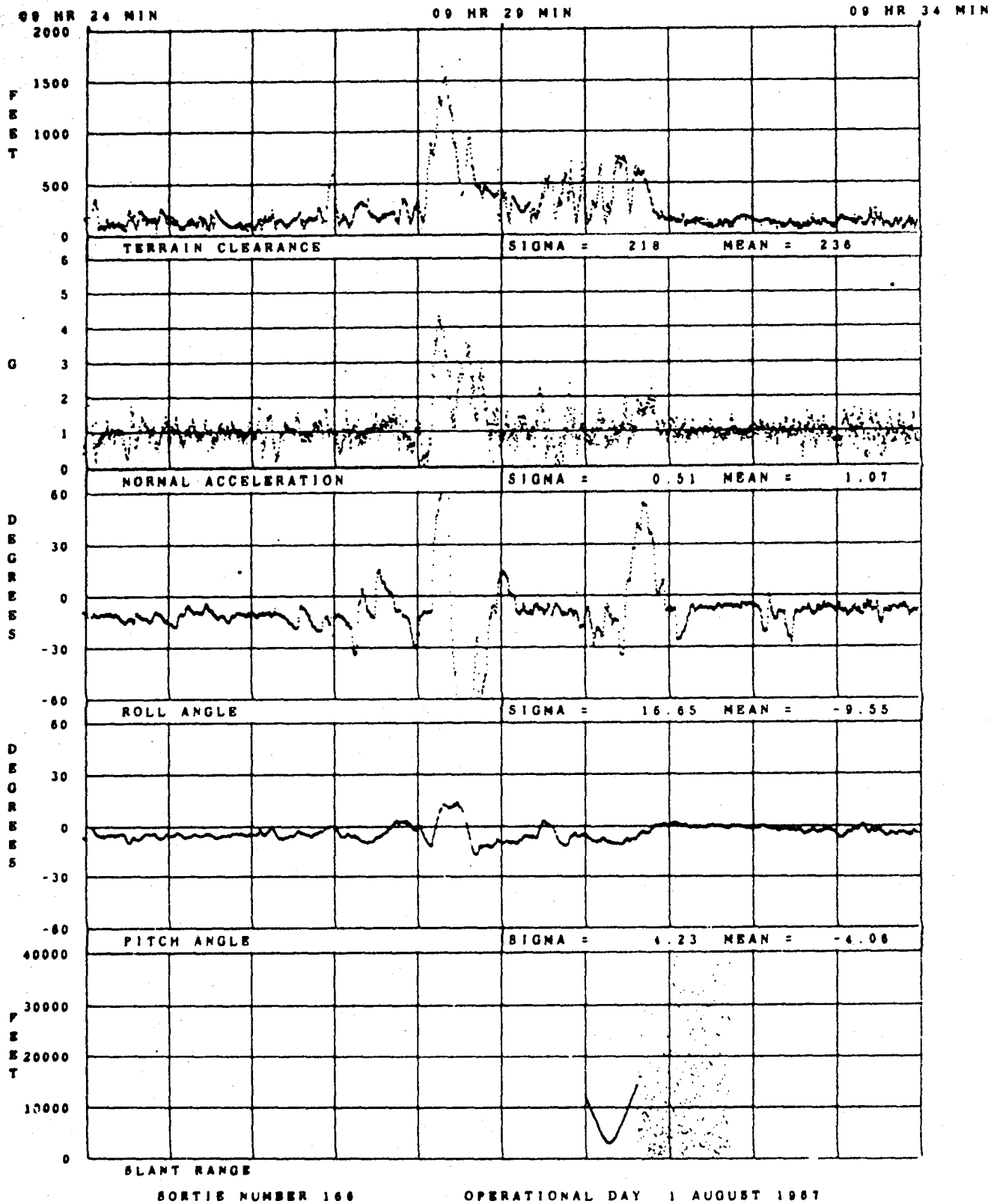


FIGURE 2-11 (U) TELEMETERED DATA (2 OF 5)

# UNCLASSIFIED



# UNCLASSIFIED

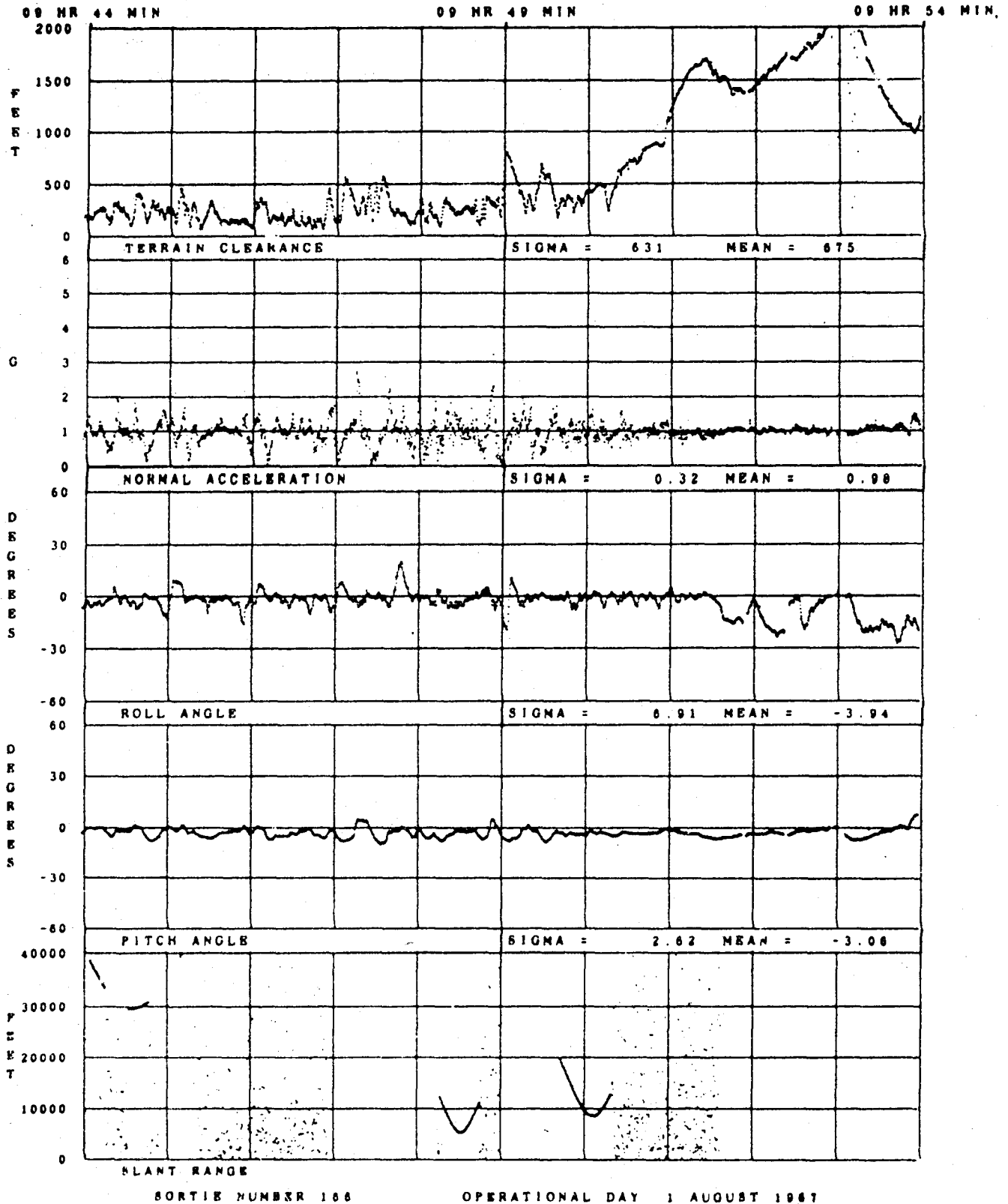


FIGURE 2-11 (U) TELEMETERED DATA (4 OF 5)

# UNCLASSIFIED

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# UNCLASSIFIED

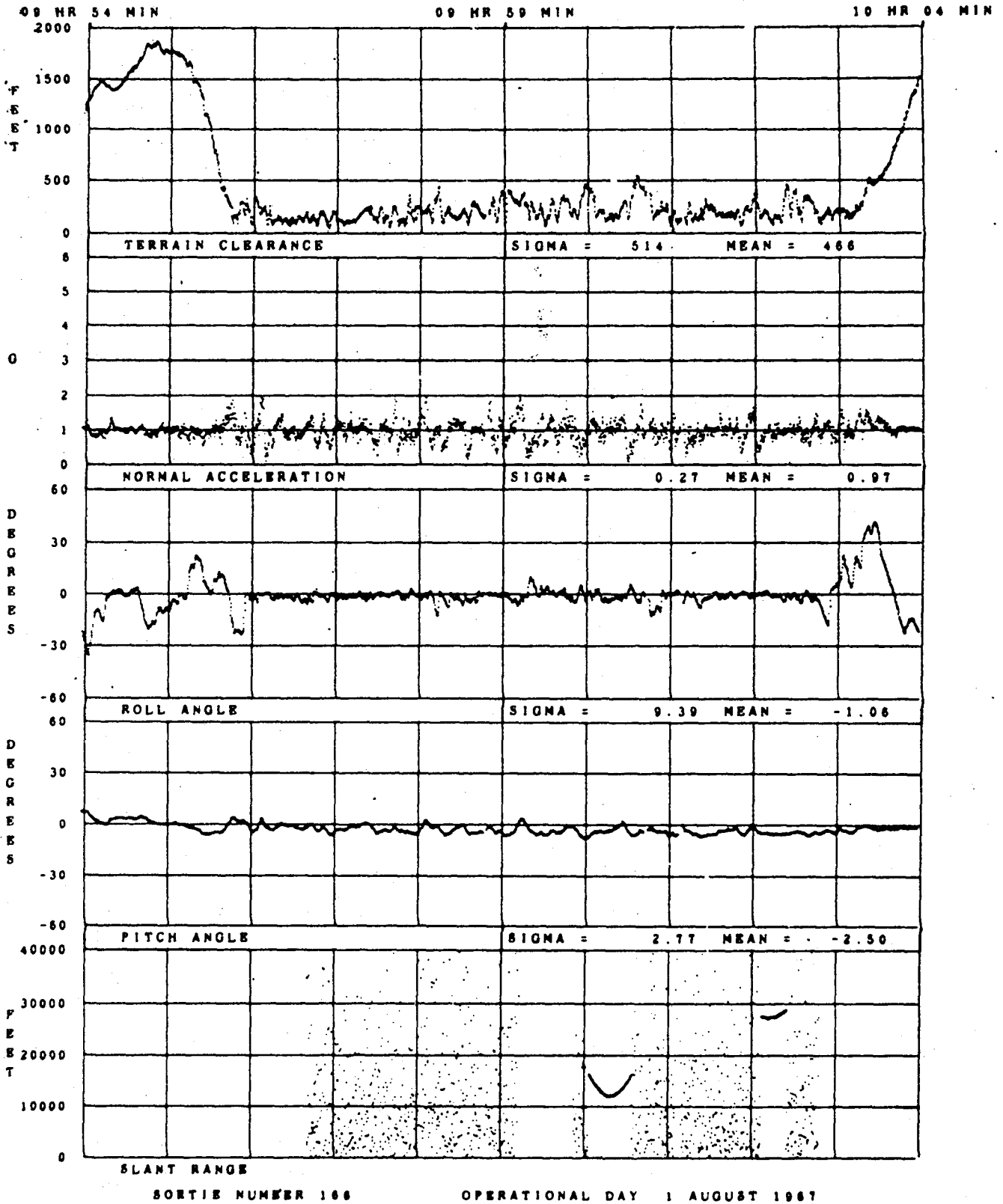


FIGURE 2-11 (U) TELEMETERED DATA (5 OF 5)

# UNCLASSIFIED

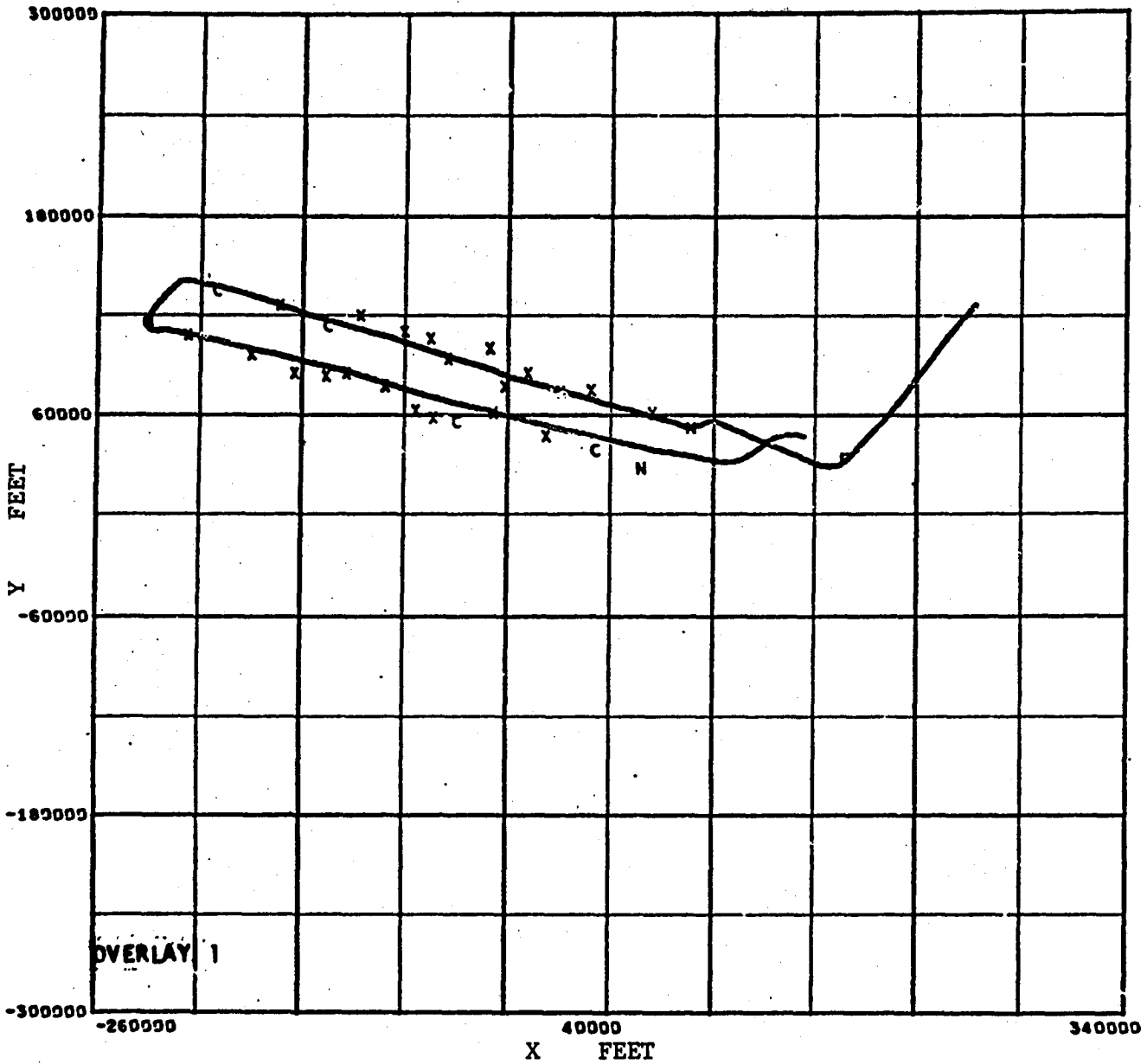
# UNCLASSIFIED

	TIME	REAL TIME TRANSCRIPTION	SORTIE 166
			DATE 8/1/67
	9:36:37	Tone ceases.	
	9:36:39	Ok. We're on Pod Option 3. Do you want to go to hot mike? Yea, go ahead. Ok. Wait a minute. Yea, we'll wait awhile. Lets that 212.	
	9:44:37	This is Intruder 12. In N1 about 45 seconds ago	
	9:44:56	Heading is 279. Ok. I'm just getting on to heading. What's the true heading? The true heading is 287.	
	9:45:47	Ok. There's ah, here's the highway and it bends up. We're ok. We're on track I think. Confirm. Roger.	
1	6	9:46:28 This is Intruder 1. I have a vehicle park at Charlie Foxtrot 59.	
	9:47:12	Ok. We should be crossing a highway and railroad up here. Yea, looks like maybe coming up here. There's the highway and railroad we passed right over the bridge. We're on good tape I think (Herm?) Roger.	
2	11	9:48:27 This is Intruder 1. I have a airstrip. Looks like a dirt grass sod strip. On 5. Mark it chief. Yea.	
	9:48:44	This is Intruder 1. The airstrip is at Bravo Echo 98.	
	9:49:29	It's just across from the highway up here (get Herm?) Roger. We got a, we got a landing gear or a warning light. Yea, we've been getting blinking (Map) for cautions quite a bit. Wait, Wait. We got a barber pole on it.	
	9:49:56	Range Tower here. Yea. I got a map for caution light now. Ok. Ah. We're going to have to abort.	
	9:50:08	This is Intruder 12. I have an artillery site. (in Fox 7?)	
	9:50:25	This is Intruder 1. We are going to have to abort the mission. I have a landing gear warning on the port main indicating that it's possible the doors cracked open. We can't keep the speed.	
	9:50:47	Yes. We got a port main landing gear which indicated Barber pole. We got the red light and the caution light which indicates we could possibly have the port main, ah, door closed. We'll have if we could slow down here and if we could get it to indicate up we could continue at N3. Over. Intruder 12. Roger.	
	9:51:30	Ok. That GCI site should be right in here. (Affirm?) Yea, well our lake is right over there. We're probably beyond the GCI site. Ok.	
	9:51:48	(***). That wasn't good was it buddy? No. But I don't think we're too far off track. Get the damn thing down.	
	9:52:19	This is, ah, Intruder 12. 250's Max. I'll try to cycle the gear and see if we can get enough indication on it.	
	9:52:40	12. Roger.	
	9:53:11	Ok.	
	9:53:21	Just keep that isolation switch and landing. That will keep her close. Ah, this is Intruder 12. We cycled the wheels and have enough indication, ah, give me a (vector?) to N3 we can go ahead and attempt to, ah, try at 400 knots again. 420 again.	
	9:53:55	Mumble.	
	9:54:03	Intruder 12. Roger. 110. What's our heading on this? 299 Mag. 1072.	
	9:54:34	There's the lake. (Cancel leg?) Rog. Ok. We'll have to go back to hot mike. Sec.	
	9:54:48	Intruder 12. Roger.	
	9:54:54	(Hey Pete?) A jeep is it just beyond the end of the lake there. Yea, it's on the other, between the highway and the railroad track over there. Remember? By the bridge.	
	9:55:16	Ok. Ah. I got it, I got it in sight. Ok. Give me a mark when you get over it, Herm. I can't see that well. Ok.	
	9:55:41	Ok. I got it. I'll mark it.	
	9:55:49	Intruder 12. Over N3. Ok. Hold 099.	
	9:56:29	Ok.	
	9:56:50	Ok. Our, ah, PAC is indicating about 1,109, Chief. Is that high? Ah, what? Indicating 109 degrees. Yea, you want 099 Mag. On the true? No. The true should be 107. That's good.	
	9:58:21	Ah. When you report, you're just talking directly in your mask aren't you? No. I'm not. Keyin' my mike. No, don't key your mike just talk right in your mask. Ok.	
	9:58:45	Ok. Herm. I'm not picking anything up yet. There should be something up here on the ridge.	
	9:59:13	I saw something down there, but I couldn't tell what it was.	
	10:00:07	How long before we're due off the course? Ok. We're coming up. We've got about 3 minutes left. Roger.	
3	24	10:01:42 This is Intruder 12. This is Intruder 12. I had a row of vehicles at, ah, Delta Foxtrot 45. Make that 46.	
	10:02:13	Ok. We're coming up on a final check point. Forestry tower, Herm. We've got 30 seconds. Ok. Let's see.	
	10:02:34	Tower is probably on this ridge. But I don't see it.	
	10:02:48	Ok. We should be there. We've been running pretty close to time. I've got it.	
	10:03:04	Ok. 1, 1 turn. What's that? 124 right to 124. Ok what's our.	
	10:03:16	Tone begins.	

FIGURE 2-12 (U) VOICE TRANSCRIPT

# UNCLASSIFIED

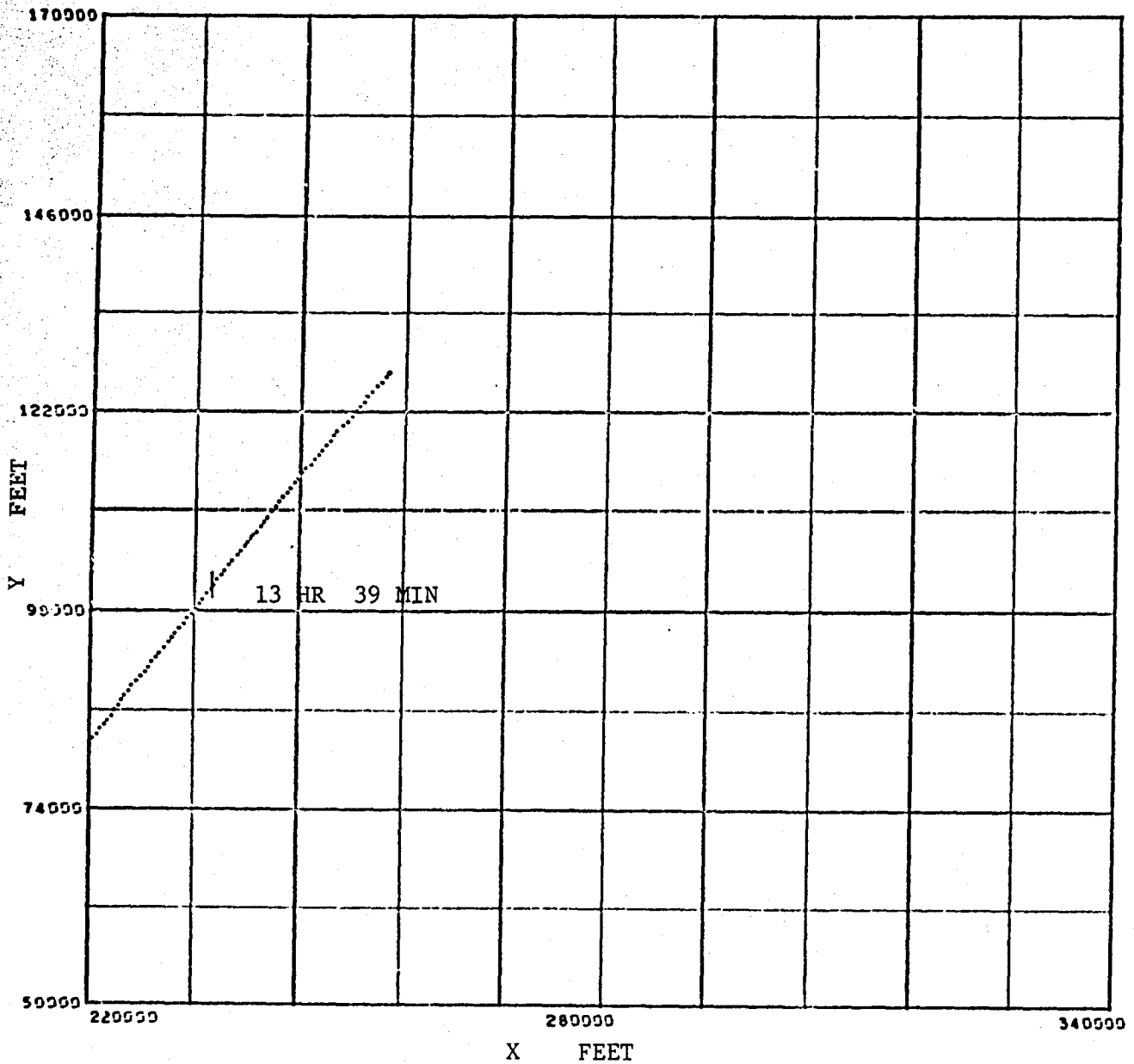
UNCLASSIFIED



SORTIE NUMBER 174A  
OPERATIONAL DAY 2 AUGUST 1967  
NORTH COURSE  
FIGURE 2-13  
AIRCRAFT POSITION DATA (U) (1 OF 8)

UNCLASSIFIED

UNCLASSIFIED



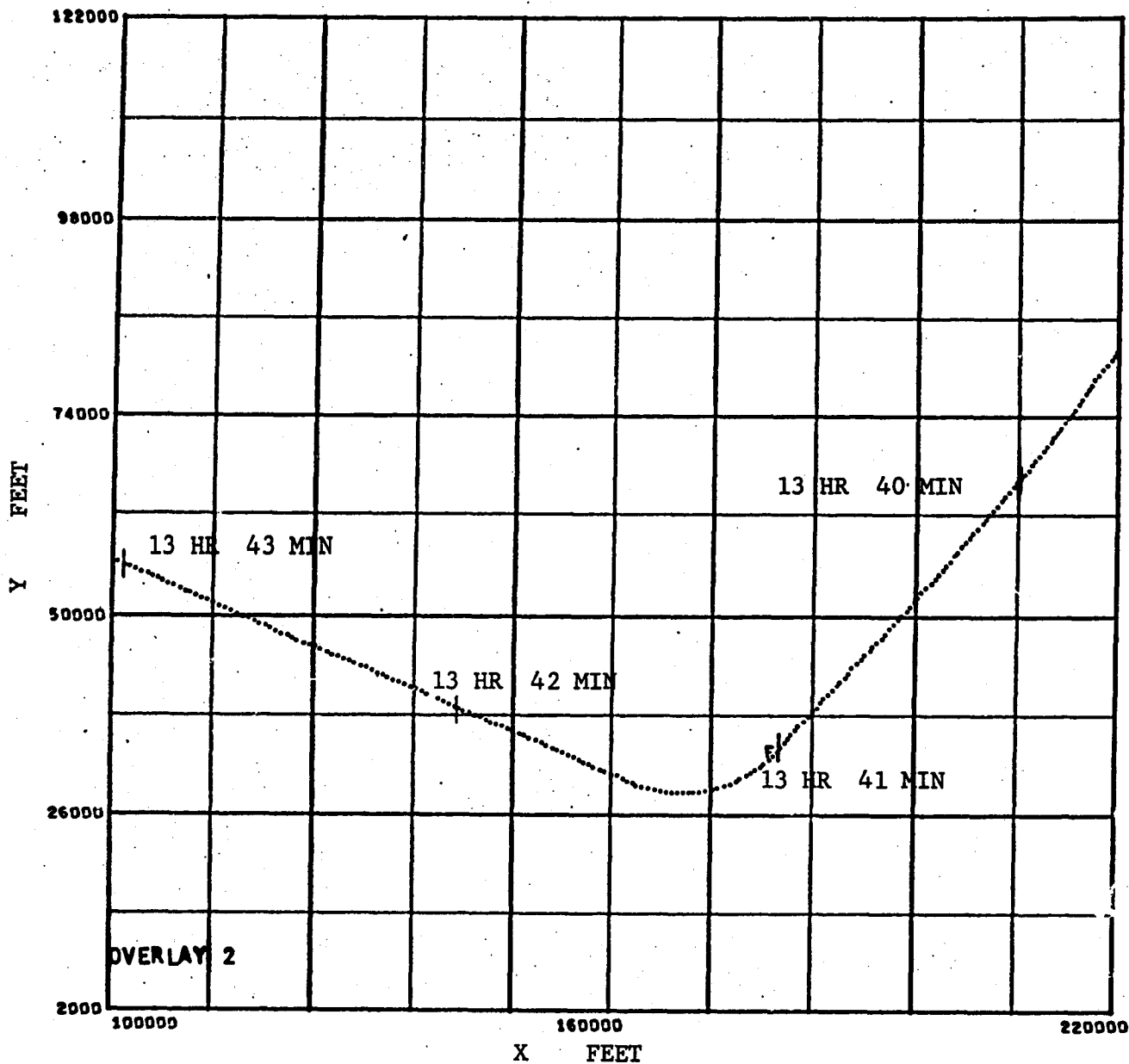
SORTIE NUMBER 174A

FIGURE 2-13  
AIRCRAFT POSITION DATA (U) (2 OF 8)

UNCLASSIFIED



UNCLASSIFIED



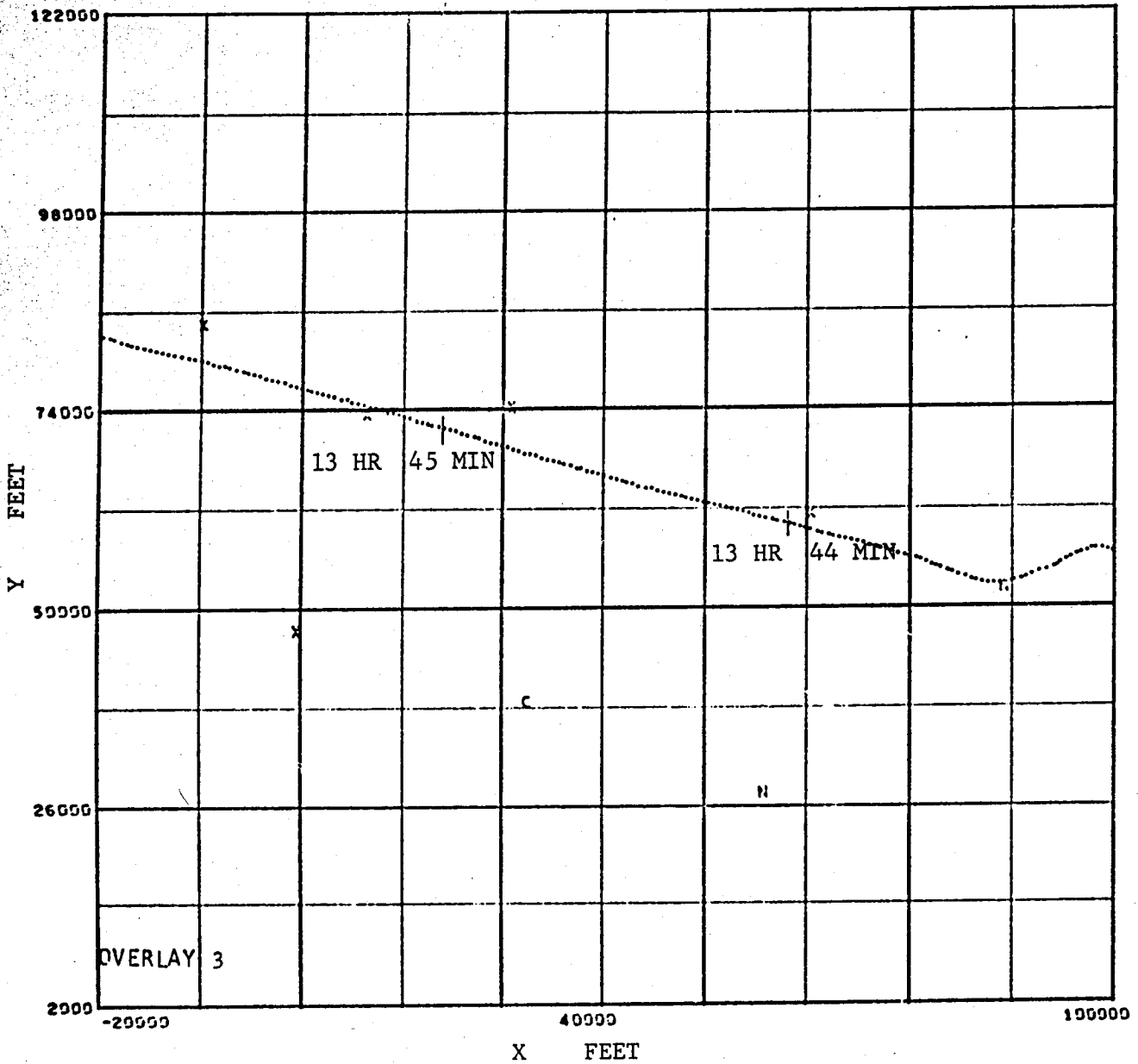
SORTIE NUMBER 174A

FIGURE 2-13

AIRCRAFT POSITION DATA (U) (3 OF 8)

UNCLASSIFIED

UNCLASSIFIED

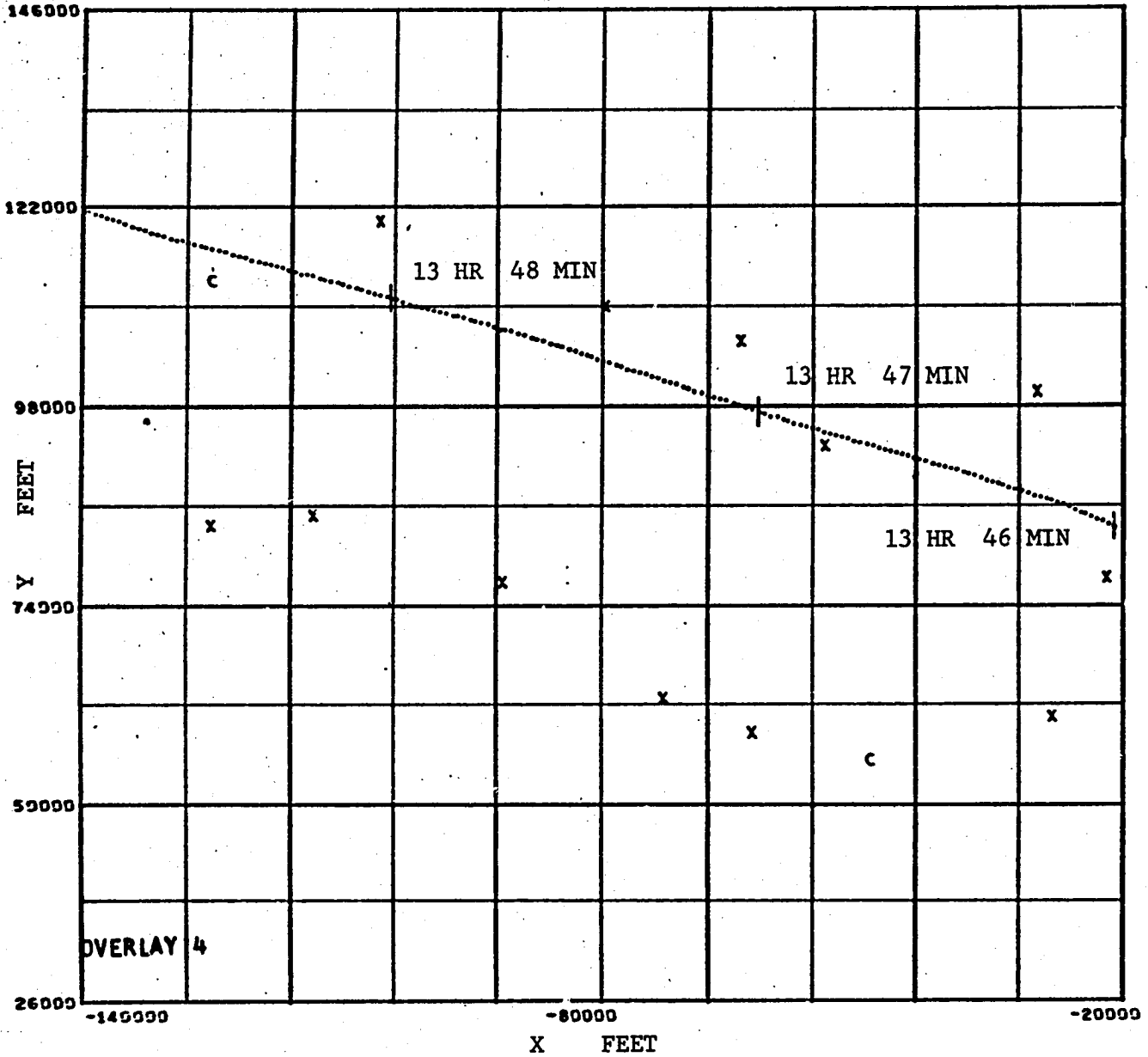


SORTIE NUMBER 174A

FIGURE 2-13  
AIRCRAFT POSITION DATA (U) (4 OF 8)

UNCLASSIFIED

UNCLASSIFIED

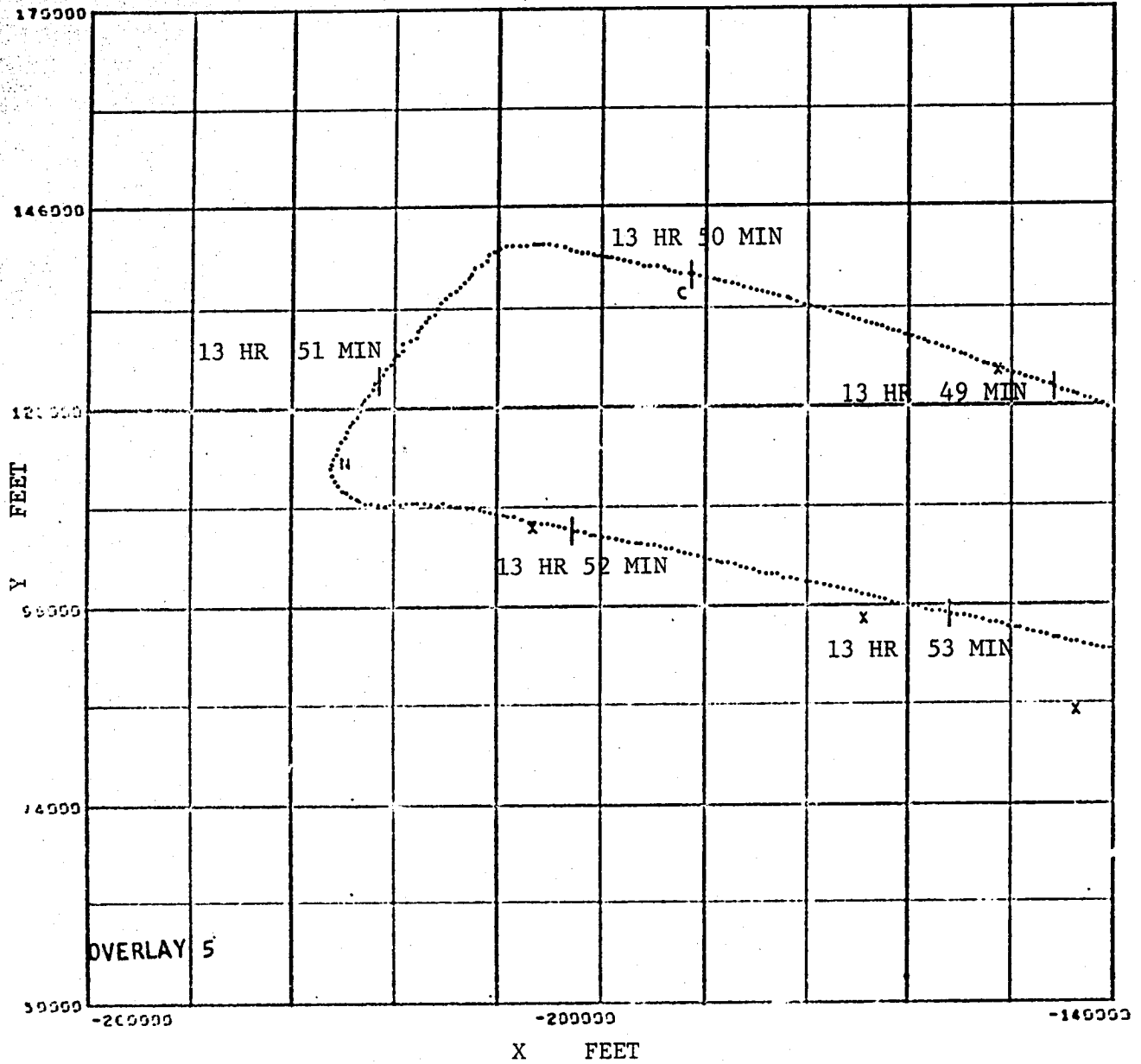


SORTIE NUMBER 174A

FIGURE 2-13  
AIRCRAFT POSITION DATA (U) (5 OF 8)

UNCLASSIFIED

UNCLASSIFIED

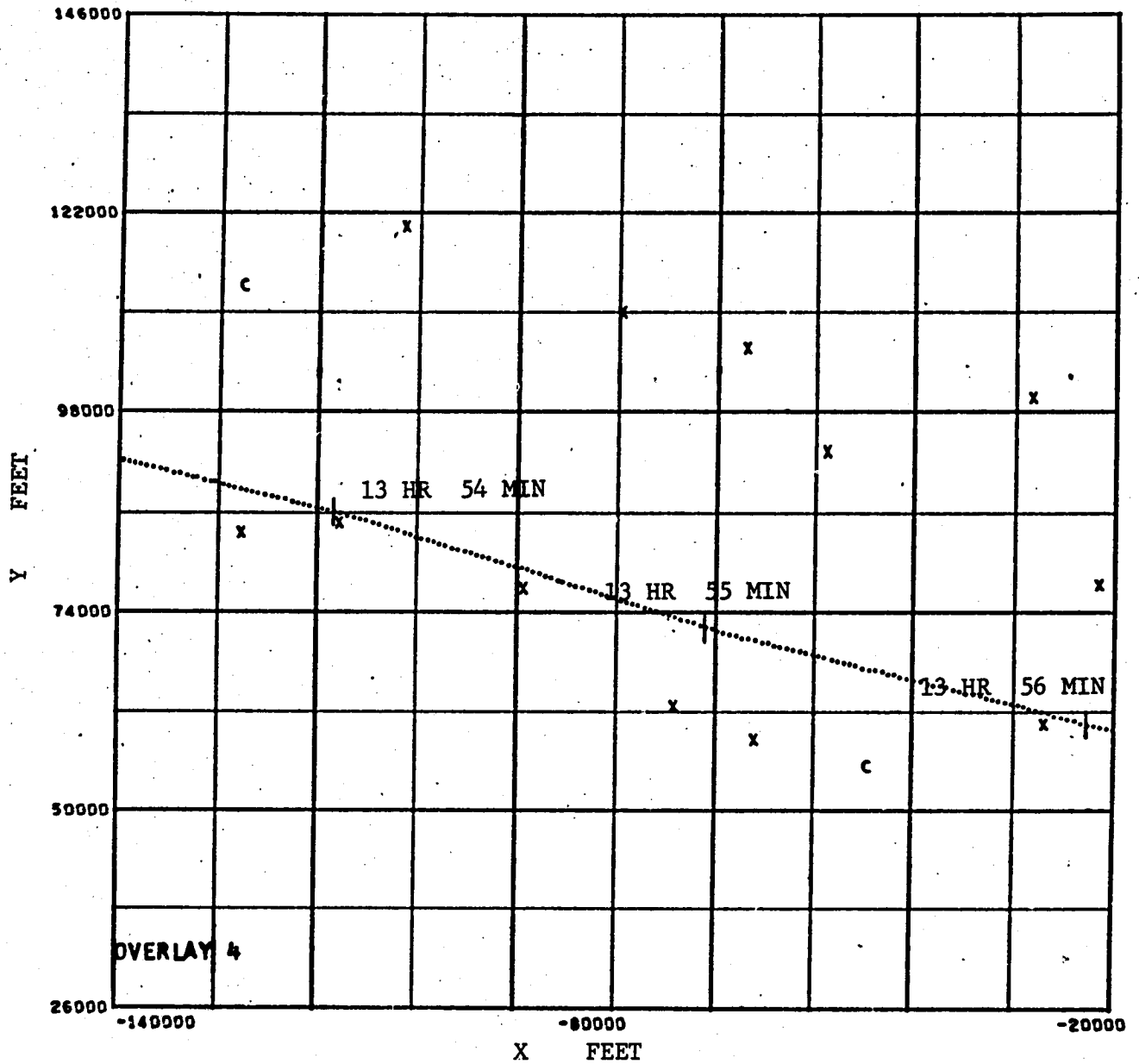


SORTIE NUMBER 174A

FIGURE 2-13  
AIRCRAFT POSITION DATA (U) (6 OF 8)

UNCLASSIFIED

UNCLASSIFIED

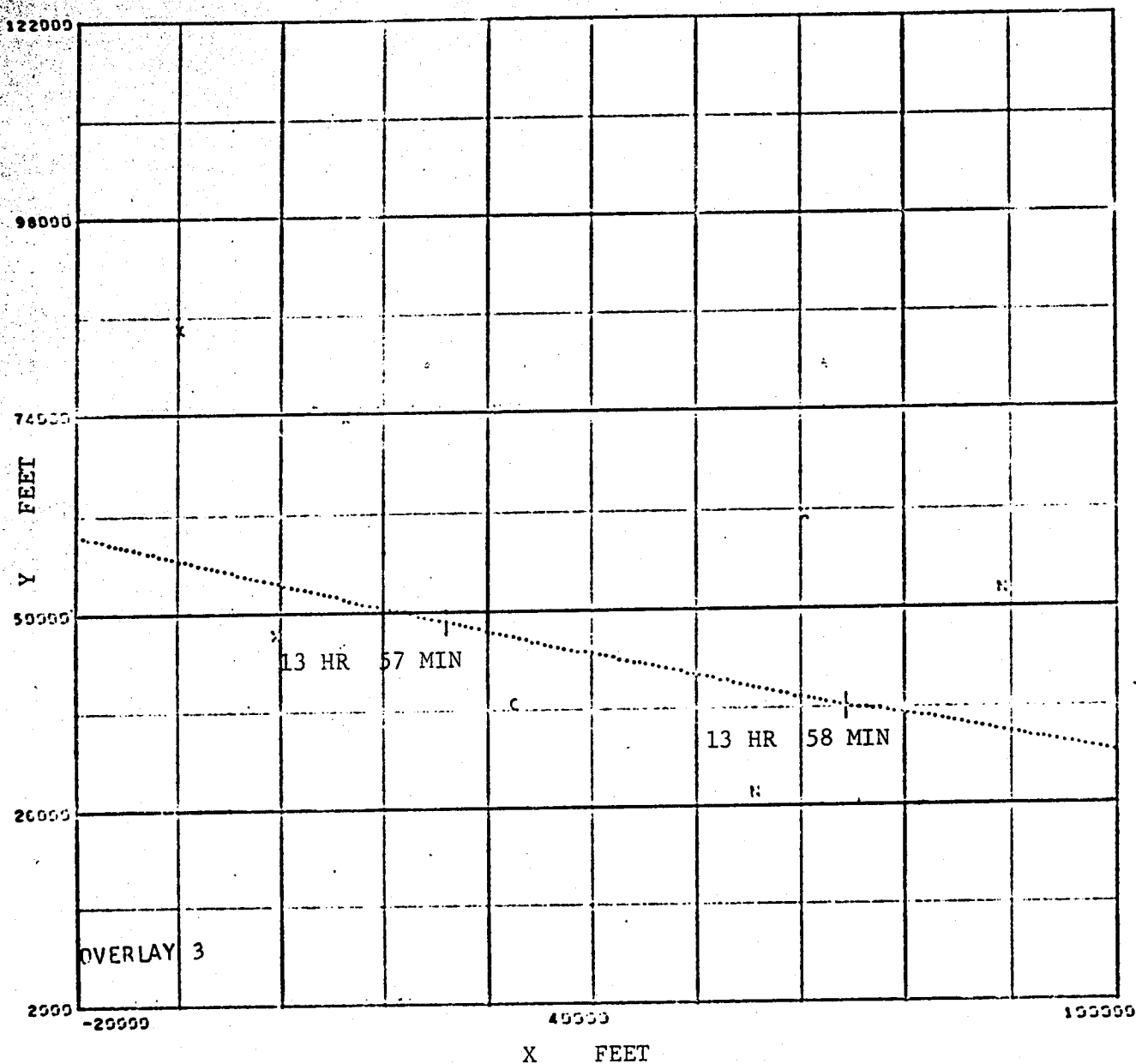


SORTIE NUMBER 174A

FIGURE 2-13  
AIRCRAFT POSITION DATA (U) (7 OF 8)

UNCLASSIFIED

UNCLASSIFIED

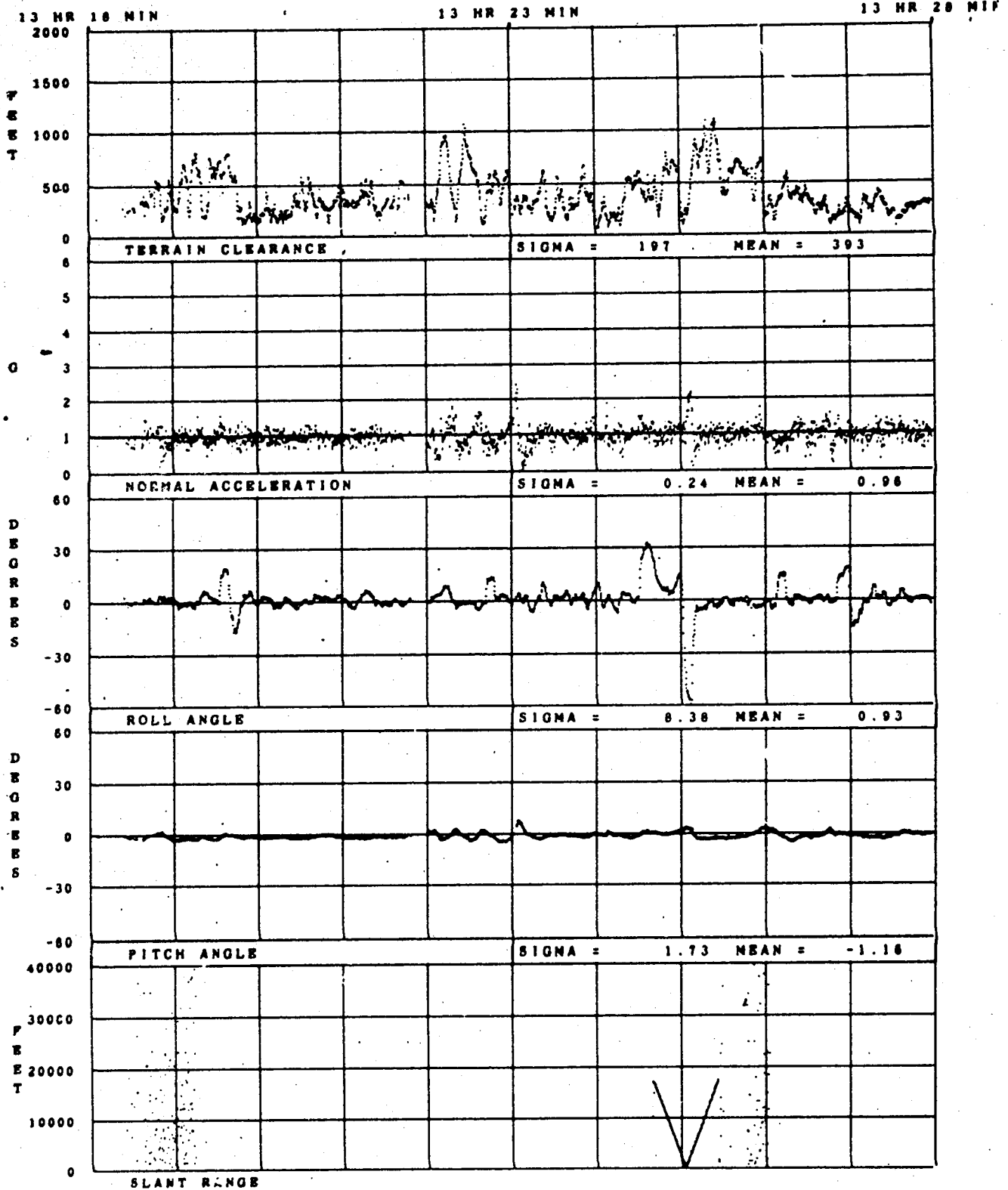


SORTIE NUMBER 174A

FIGURE 2-13  
AIRCRAFT POSITION DATA (U) (8 OF 8)

UNCLASSIFIED

# UNCLASSIFIED



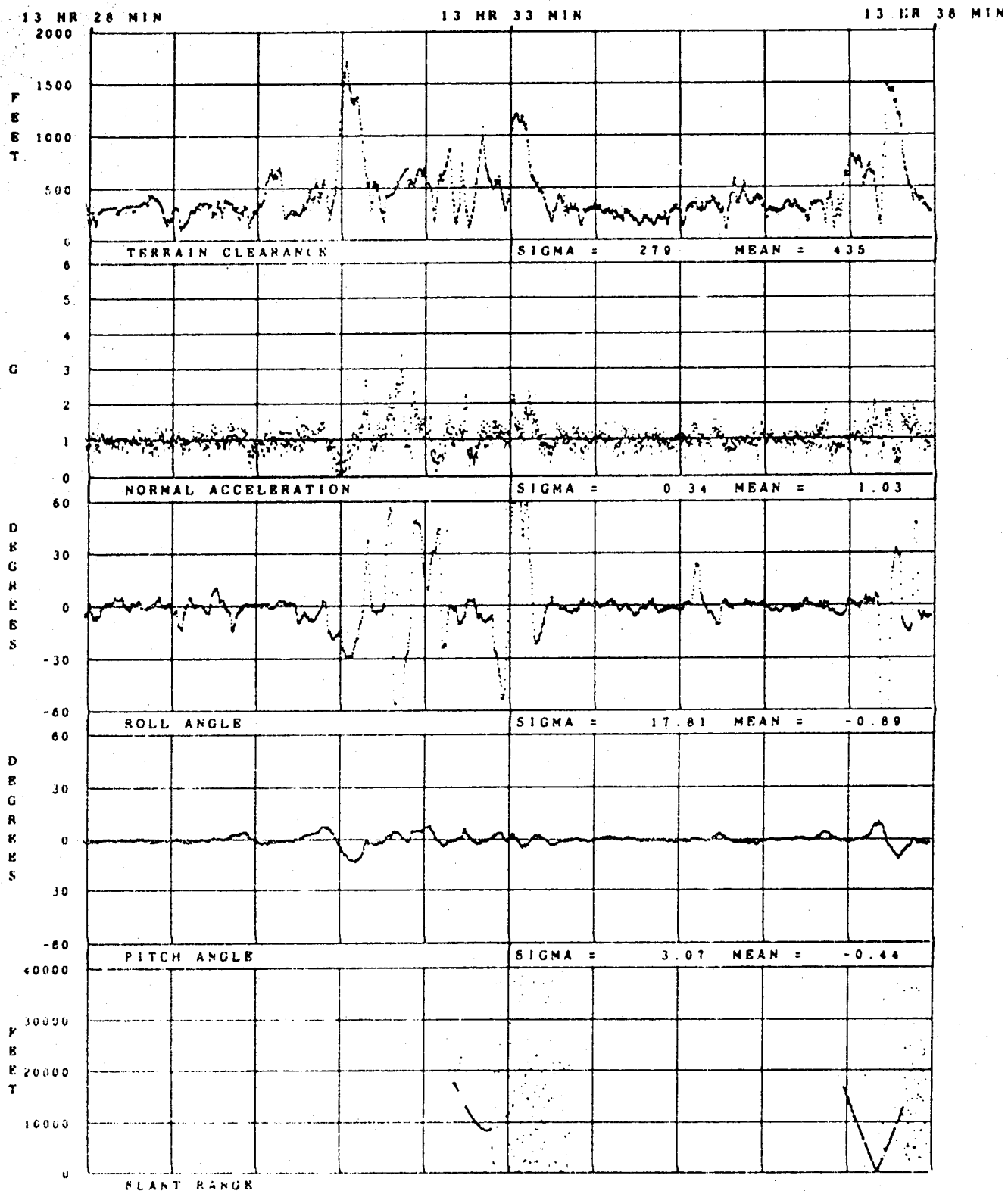
BORTIE NUMBER 174A

OPERATIONAL DAY 2 AUGUST 1967

FIGURE 2-14 (U) TELEMETERED DATA (1 OF 4)

# UNCLASSIFIED

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BORTIE NUMBER 174A

OPERATIONAL DAY 2 AUGUST 1967

FIGURE 2-14 (U) TELEMETERED DATA (2 OF 4)

# UNCLASSIFIED



# UNCLASSIFIED

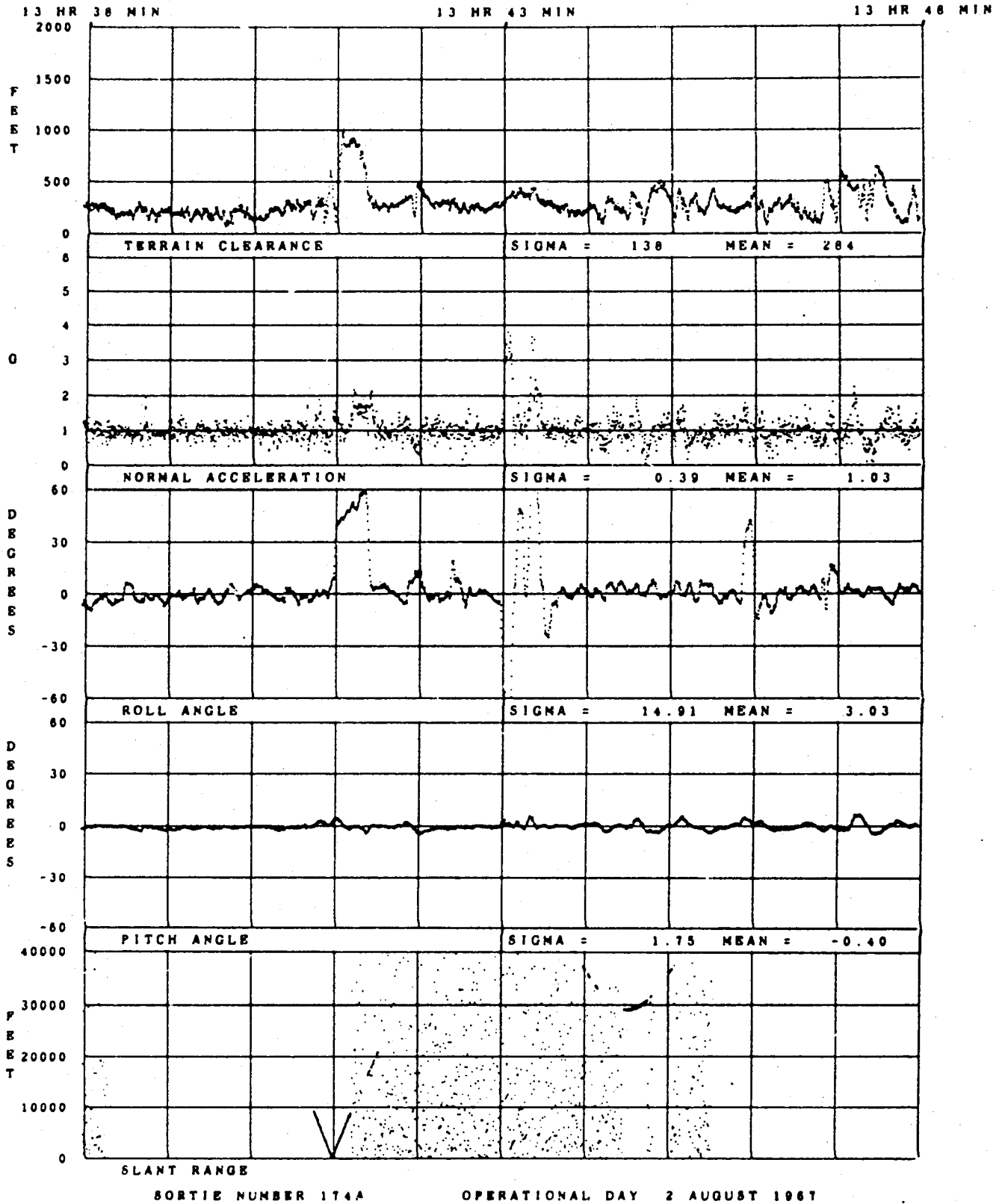


FIGURE 2-14 (U) TELEMETERED DATA (3 OF 4)

# UNCLASSIFIED



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RPT TG/TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 174A DATE 8-2-67
	13:41:05	Timber 1, Intruder 10. Checkpoint Foxtrot. Option 3.	
	13:41:29	Okay, steady up on 292. And we're running another 300 ft. We're about 30 seconds late. Yeah. And 30 seconds on the clock, we should hit a... should hit a small little town on your lefthand side at 30 seconds. I think we already passed it.	
	13:42:06	There's a road coming up right now. What, what time is that? How far is it from checkpoint zero? Ah, I'll check. About 2.18 total from the checkpoint. Okay.	
	13:42:20	There was a road there, a dirt road. Did you see it? Yeah. There's another road going off this way. All right.	
	13:42:37	I'm going to jack it up to 400 ft. here. You said 2.18, huh? Yeah. See what happens when you move that clock? Yeah. They really fix you up. All right, I got a town coming up here on the left. We have a road on the left. Yes, I have a road. We're paralleling it right now. Okay, we should be on the other side of that road. The other side? Yeah. (static)	
	13:43:10	Checkpoint 1. Okay, here comes our heading. Here's a good sized road, that the one you want. Yeah. There it is, right here. Okay, I pickeled. What's the heading? Ah, 287 (static)	
	13:43:26	Timber 1, this is Intruder 10. is North 1. 287, huh? Okay, now we got to start looking for the stuff. 287.	
1	13:43:58	There's a target complex. Ah, we just passed it. It was a large tent. It looked like a few vehicles. Give me the coordinates. Delta Hotel 4-9.	
2	13:44:50	There's another hot...complex over there. Looked like about 4,5,6 large tents adjacent to a farm house in a clearing. Coordinates Charlie Hotel 3-5.	
	13:45:21	cloud. I think we're coming up on something this side pretty quick.	
	13:45:54	Ah, we're off heading a little bit.	
	13:46:13	Okay, back to 287.	
	13:46:41	We're over this ridge. Should have a bridge crossing ah... a bridge with a road and a railroad and a stream. Okay, the next one. Yeah, right over the next one. Look like we're on course. Where are we supposed to go over this one? It should be just south of where the railroad and road cross. Okay, here's the river right here. I didn't see any bridge though, do you?	
	13:47:45	What's our total time on this thing?	
	13:48:05	Now we're flying up around 3 to 400 feet. Maybe we can see a little bit more. Should be some target complexes right in.... Did you see a target when you broadcasted? I couldn't hear you. No, I was using my ICS button. I guess that's what he meant.	
3	13:48:47	We're right on track. I'm not seeing anything. Should cross a power line up here. Okay, there's a power line.	
	13:49:04	Okay, dead ahead, ah. I have 1 large truck, and a 4,6,7 looked like 8 tracked vehicles. They were in columns. Okay. No, they're coordinates were Alpha Delta 7-2. Okay, looked like a ring column. There were no repair facilities in the area. We got a tower dead ahead. Okay. Our target is just short of that tower, in the little valley.	
	13:49:36	GCI site, North 2. What time? I said what time do we hit it. Okay, we're supposed to hit it, ah, I don't know. Doesn't matter. You say it's a target just before that. Yeah, it's right here in front of this wooded building. See it? Okay, I'm pickeling. Okay. Guess we're on track.	
	13:50:01	I got a target. It's a radar site, and that is, let's see what that is. Okay. Now then, we're going to want to arc down along this big long road here. Okay, how many minutes do we have to go to S3? Okay. S3 is just about a minute and a half. Okay, we're looking for a railroad bri... ah railroad bridge, and a road bridge just north of that. And there's 2 orange markers on it. Okay, it'll be just after we pass a little town down here.	
	13:50:49	What's our heading? Our next heading is 106. All right.	
	13:51:10	Okay. There it is right there. Right on the left. (static)	
	13:51:17	I'm starting my timer. 106, 106 Okay, I'm going to correct back. Yeah, we should be pretty close to track. Okay. This is 07 northwest (?) Rog. I still haven't.	
4	13:51:53	There's a target. Right down here. Looks like a POL complex. All right. Aligned 3 high. Okay, that was coordinates Bravo Charlie 3-4. Okay they, they were in 2 columns. It looked to be ah, stacked about 3 high, and it's I would estimate several hundred drums of the ah, 150 gallon variety. Let's keep a sharp look out for that SAM site there. Okay.	
	13:52:53	I think we're down a little bit too low. Yeah, okay, we're crossing the road. Okay.	
5	13:53:57	There's a target. 2 large trucks and it looks like a storage area, and large crates. Coordinates Charlie Charlie 7-6. Okay, there were 4 large crates, about the size of a large truck. Looked to be wooden construction, and 2 large, a 2 heavy trucks. No particular arrangements, and it was in a clearing area, just a small clearing.	
6	13:54:27	There's another target. Tank, 3 tanks that were revetted. There were 4 tanks that we revetted in a field just off a road.	
	13:54:47	What were the coordinates on that last, what were the coordinates on that last one, Bill? All right, I'm with it at least. Okay, I haven't spotted anything else since those 3 revetted tracked vehicles that I spotted that last time. All right. And I don't know when. This is possibly the hard road up here. Okay. See if you can back track on those coordinates on that last one. I already got the coordinates on that one. Okay, good.	
	13:55:42	And there's that other hard road. Okay.	
7	13:55:52	There's an emplacement, ah 1 large truck, 2 large trucks along the road. It	

FIGURE 2-15 (U) VOICE TRANSCRIPT (1 OF 2)

# UNCLASSIFIED

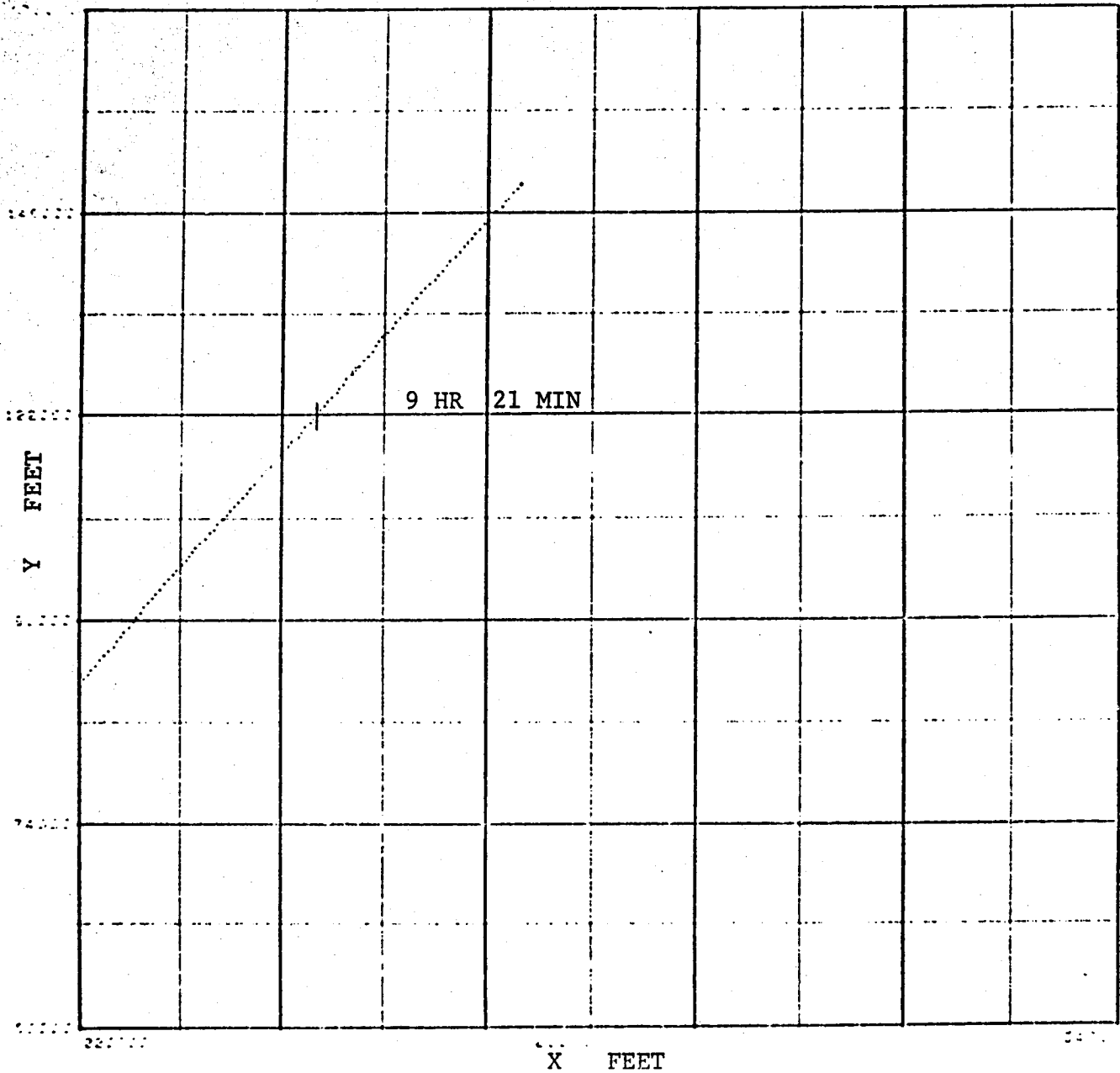
# UNCLASSIFIED

RT TCI/FGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 174A cont. DATE 8-2-67
		looked like anti-aircraft site. Estimate 6 guns. Their coordinates are Delta Echo 0-8. Okay, they appeared to be of the towed variety, and a at least 6 guns, 2 vehicles, in a clearing area that seems pretty well used. A, circular road.	
	13:56:24	How long is this leg? 7 minutes. Yeah, right on time.	
	13:56:55	Coming up on 6 minutes. (***) Don't tell me we missed that site? Speak up a little bit. I can't hear you. Now we're crossing a road right now. Yeah, I got it. Do you have a tower over the on your left? Ah, no. Okay. When is the last checkpoint? The last check point? The last checkpoint's a signal mountain tower. Well, we've got another 40 seconds to go. Crossing a dirt road. That it up there? That the tower? What's that over there?	
	13:57:51	There's a SAM si... no I'm not sure. Let me pop up. No, it just looked like a road there complex. Okay, we got a heading. Mark it, mark it anyway, it might be a SAM site. And we're 7 minutes so we should be coming around 1 0 6 your heading. 1 0 6 right now. We're 7 minutes out now. Should be.. what time is it to this point? Should have been 7 minutes plus a few seconds. And what are we looking for? Here's a river. Over there's a...yeah, a railroad track. Right. And a river. Okay, we're way beyond it now. Okay. Means we missed that point then.	
	13:58:46	Timber 1, we missed 04. Proceeding to point 1. Come right.	
	13:59:01	This is Intruder 10. POD option 1 and am proceeding to point of entry.	
	13:59:11	One and 258. Okay, what did you say our heading was? Okay. It's 1 2 0. (static)	
	13:59:40	This is Intruder 10. Loud and clear. Ah, this is Intruder 10. Affirmative and we're proceeding to point handit. Roger. POD option 1.	
	13:59:56	(Transmissions cut)	

# UNCLASSIFIED



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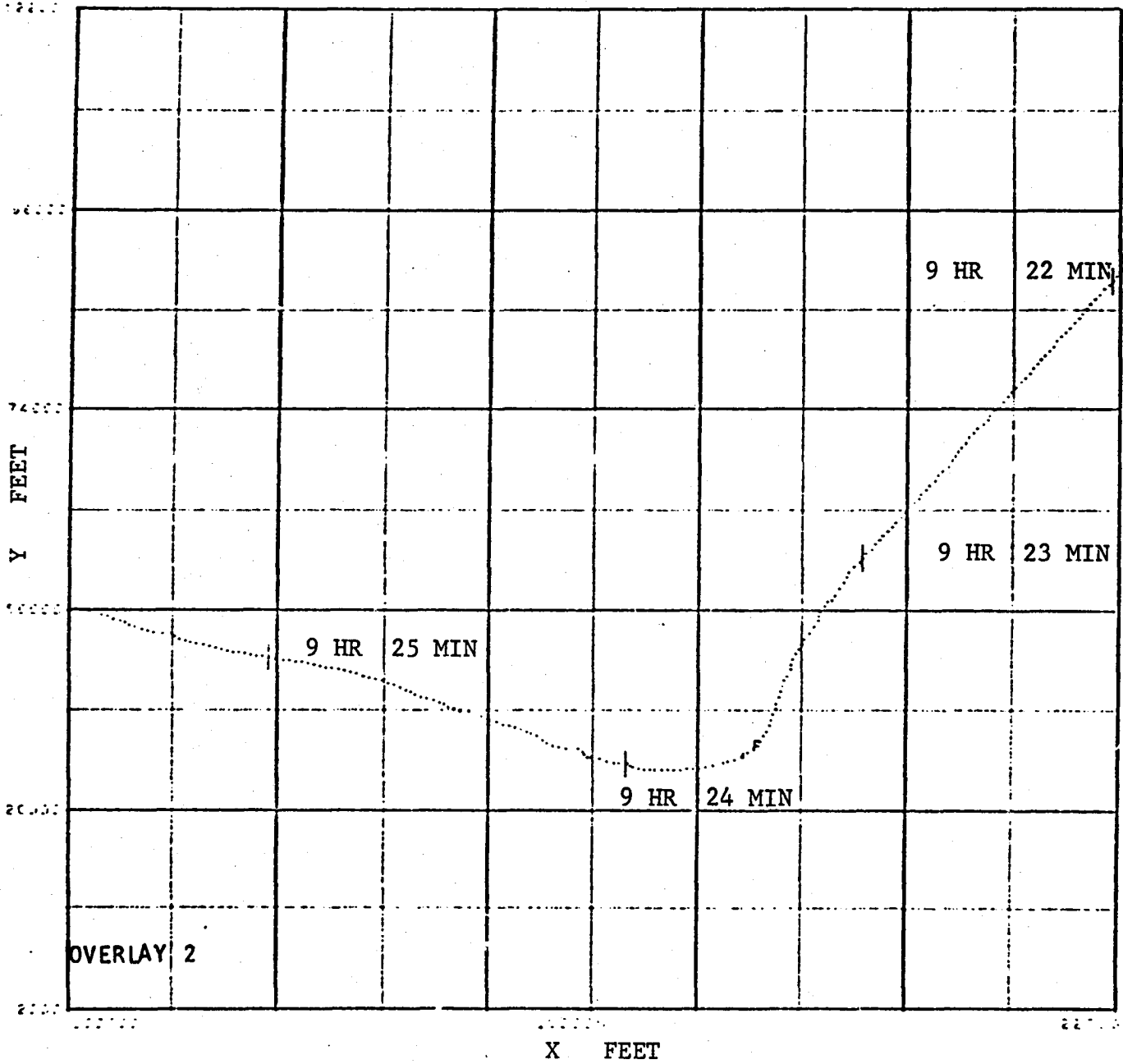


SORTIE NUMBER 182A

FIGURE 2-16  
AIRCRAFT POSITION DATA (U) (2 OF 8)

UNCLASSIFIED

UNCLASSIFIED

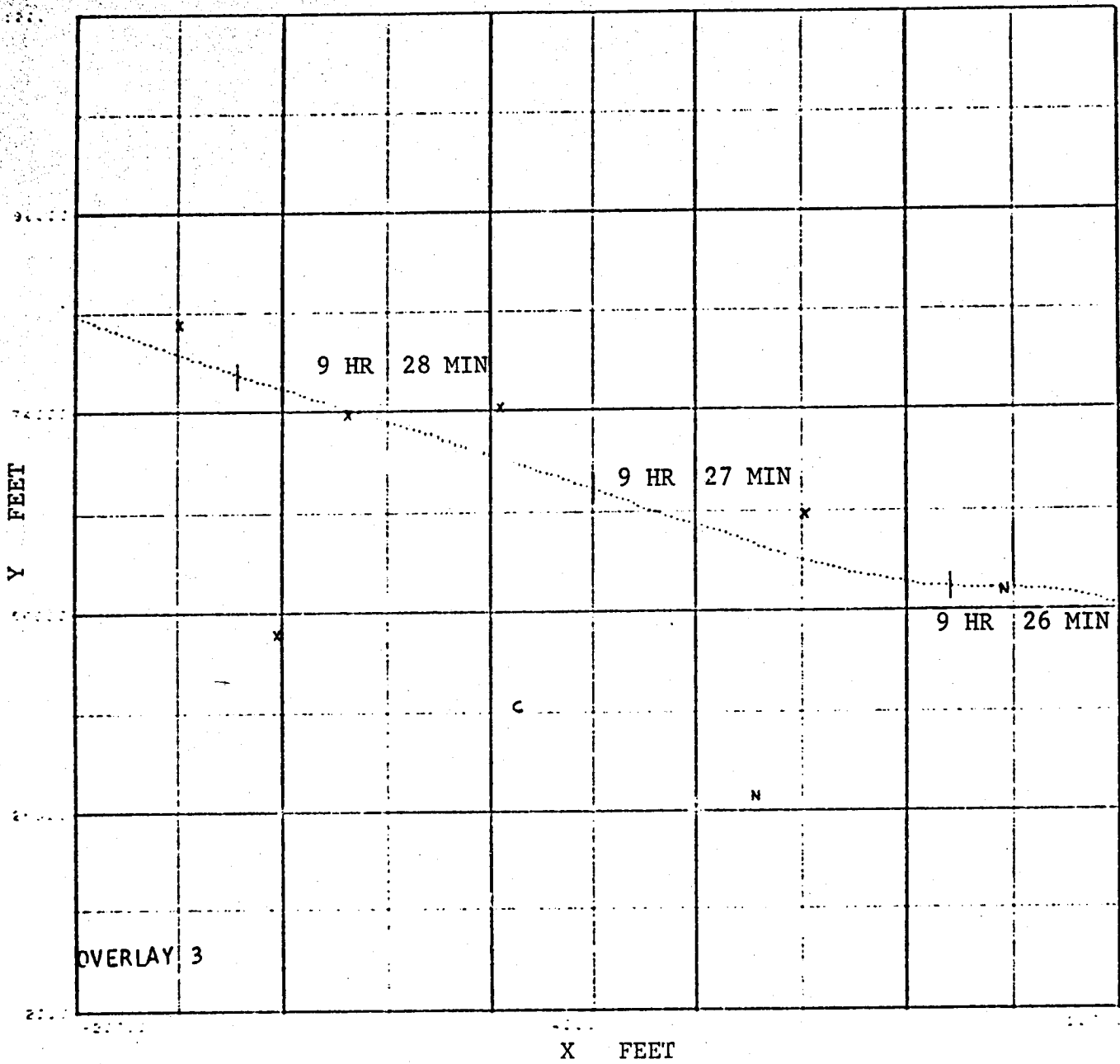


SORTIE NUMBER 182A

FIGURE 2-16  
AIRCRAFT POSITION DATA (U) (3 OF 8)

UNCLASSIFIED

UNCLASSIFIED



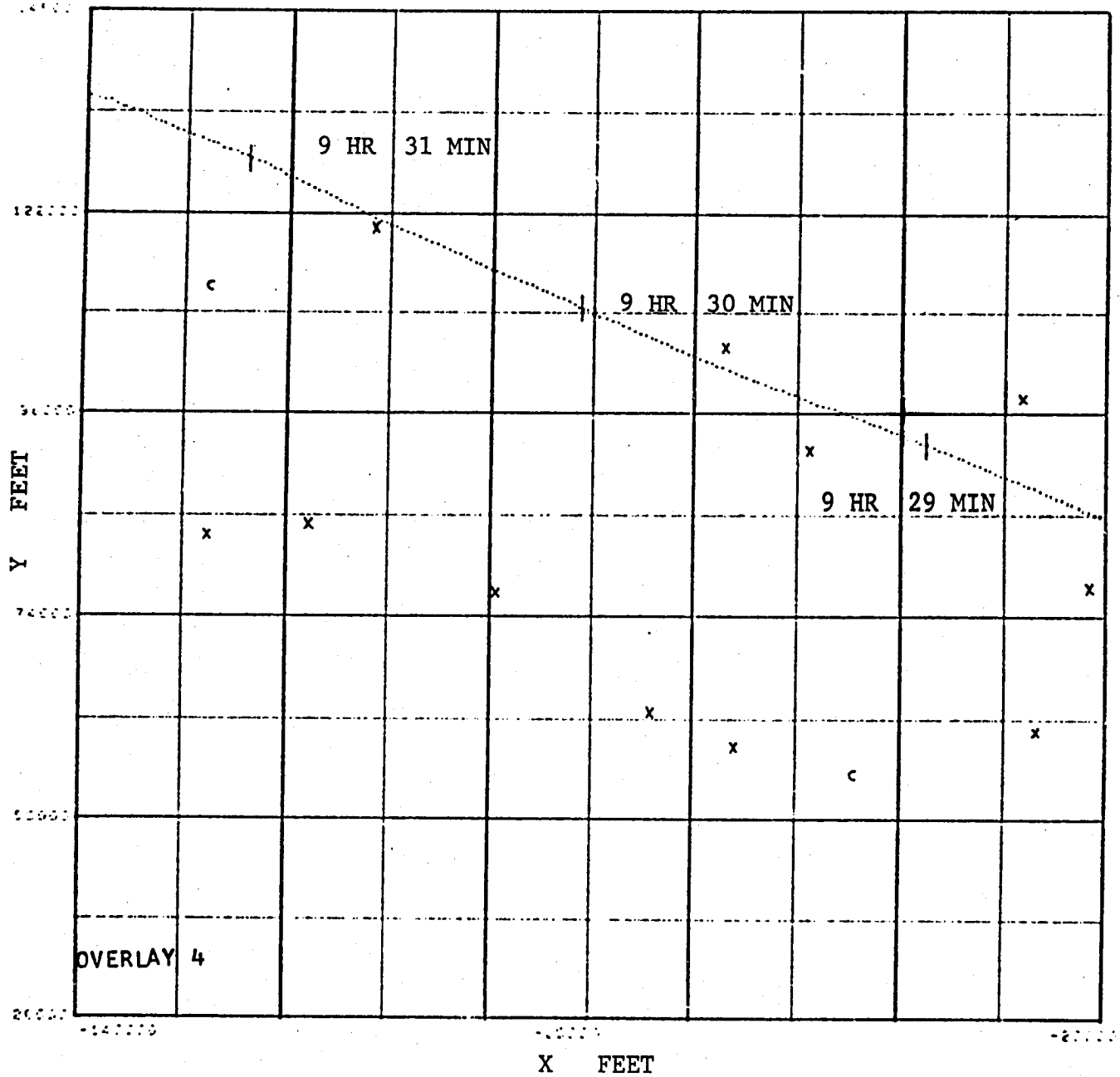
SORTIE NUMBER 182A

FIGURE 2-16  
AIRCRAFT POSITION DATA (U) (4 OF 8)

UNCLASSIFIED



UNCLASSIFIED

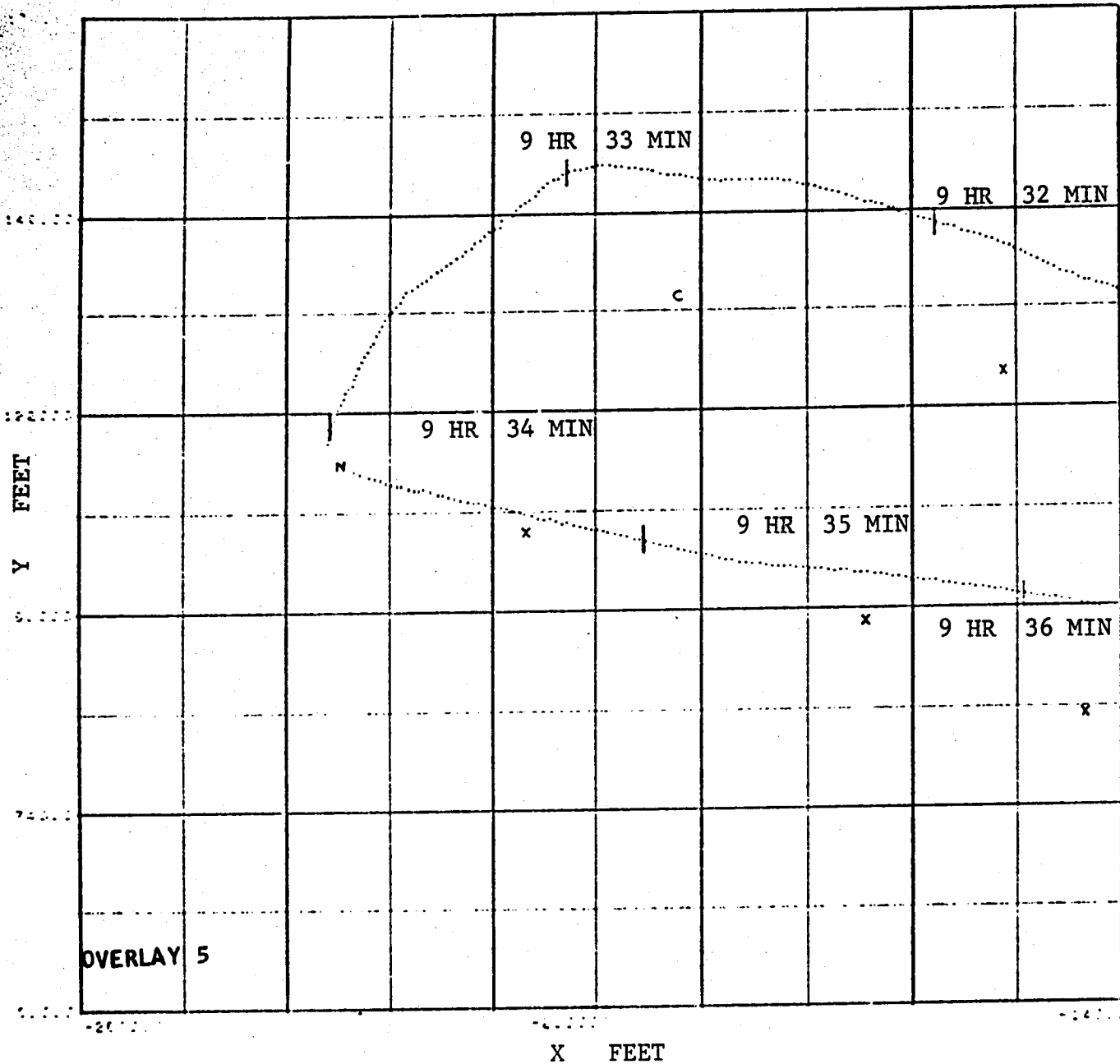


SORTIE NUMBER 182A

FIGURE 2-16  
AIRCRAFT POSITION DATA (U) (5 OF 8)

UNCLASSIFIED

UNCLASSIFIED



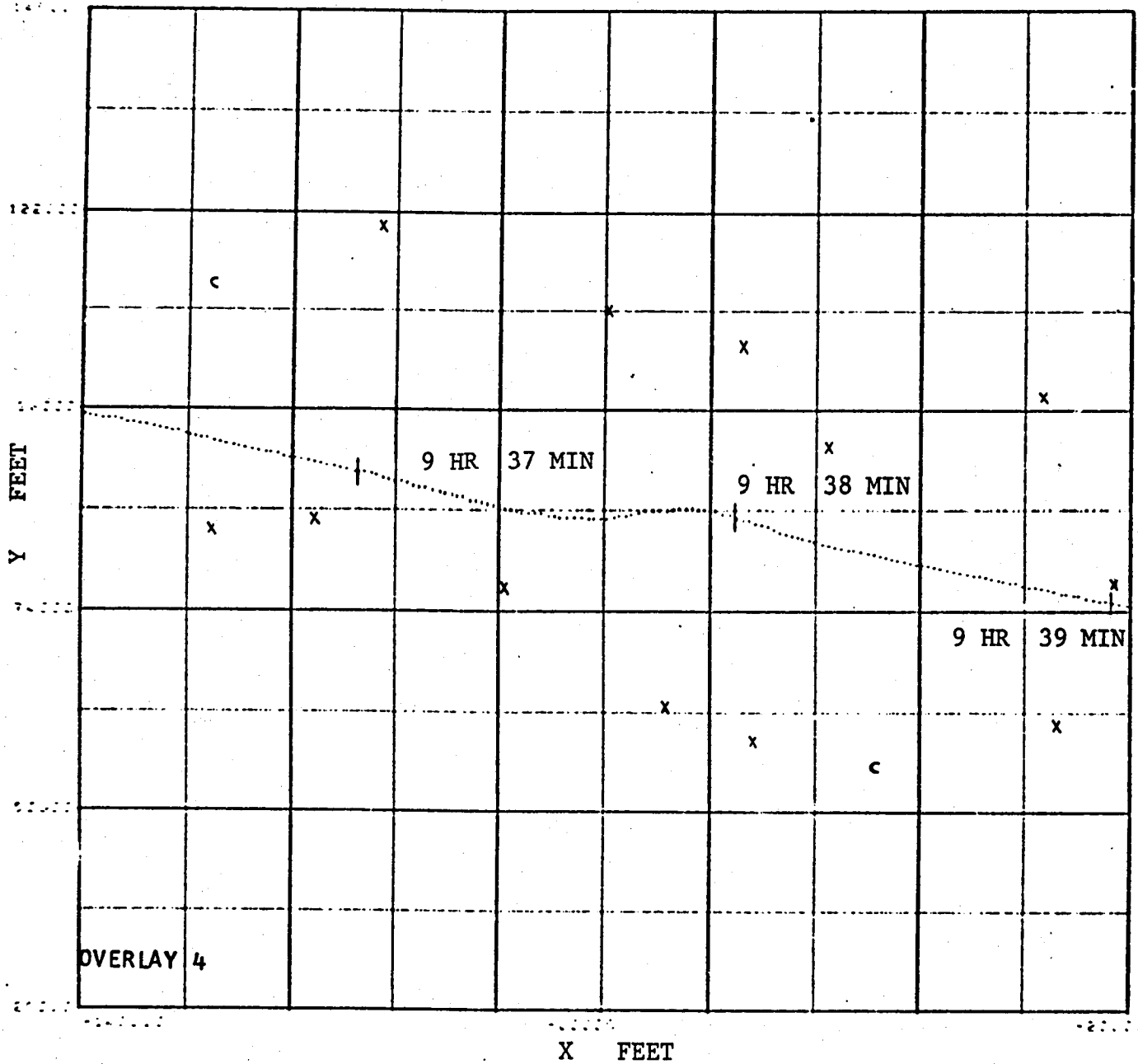
SORTIE NUMBER 182A

FIGURE 2-16

AIRCRAFT POSITION DATA (U) (6 OF 8)

UNCLASSIFIED

UNCLASSIFIED

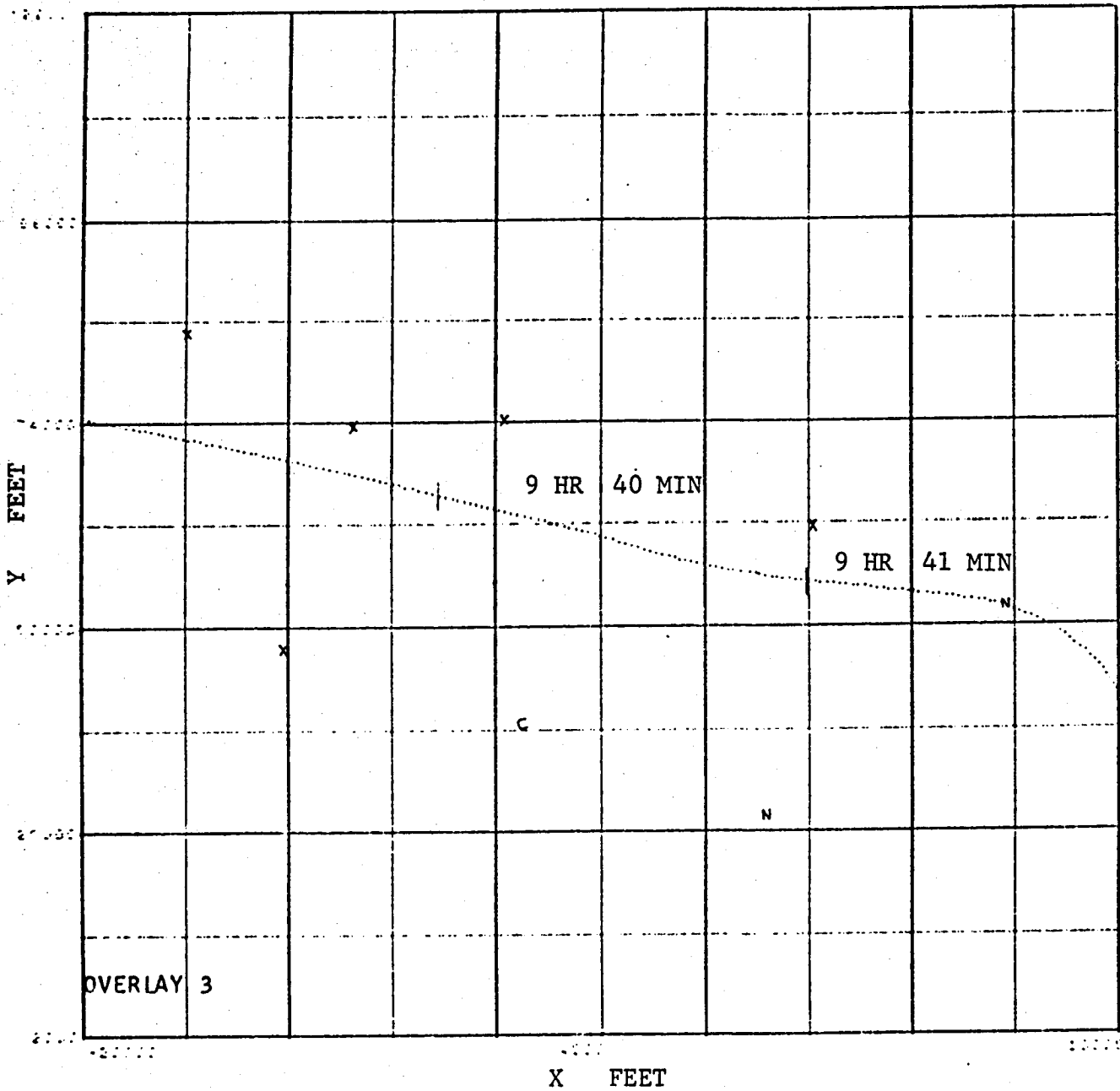


SORTIE NUMBER 182A

FIGURE 2-16  
AIRCRAFT POSITION DATA (U) (7 OF 8)

UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 182A

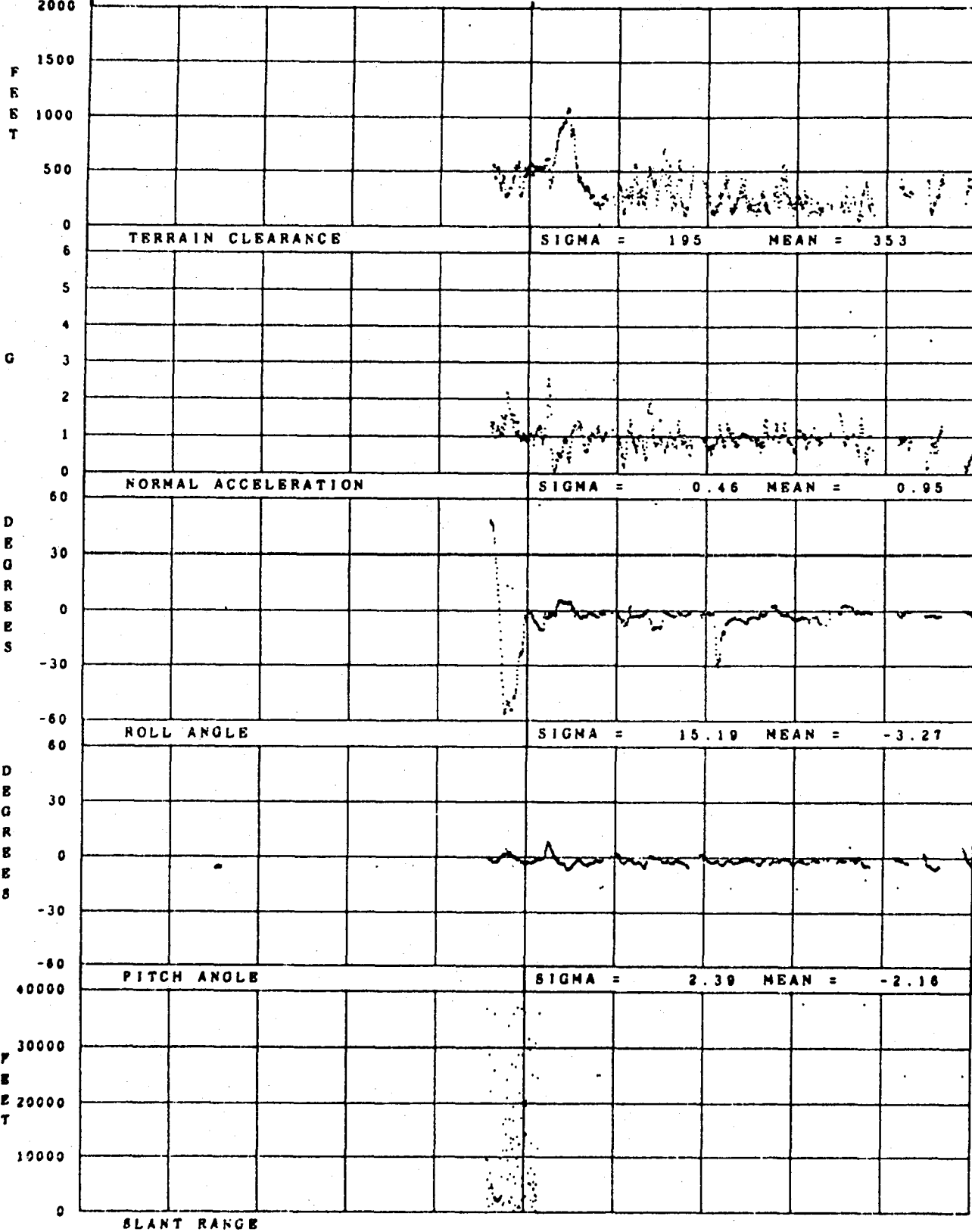
FIGURE 2-16  
AIRCRAFT POSITION DATA (U) (8 OF 8)

UNCLASSIFIED

08 HR 55 MIN

09 HR 00 MIN

09 HR 05 MIN



CORTIE NUMBER 182A

OPERATIONAL DAY 3 AUGUST 1967

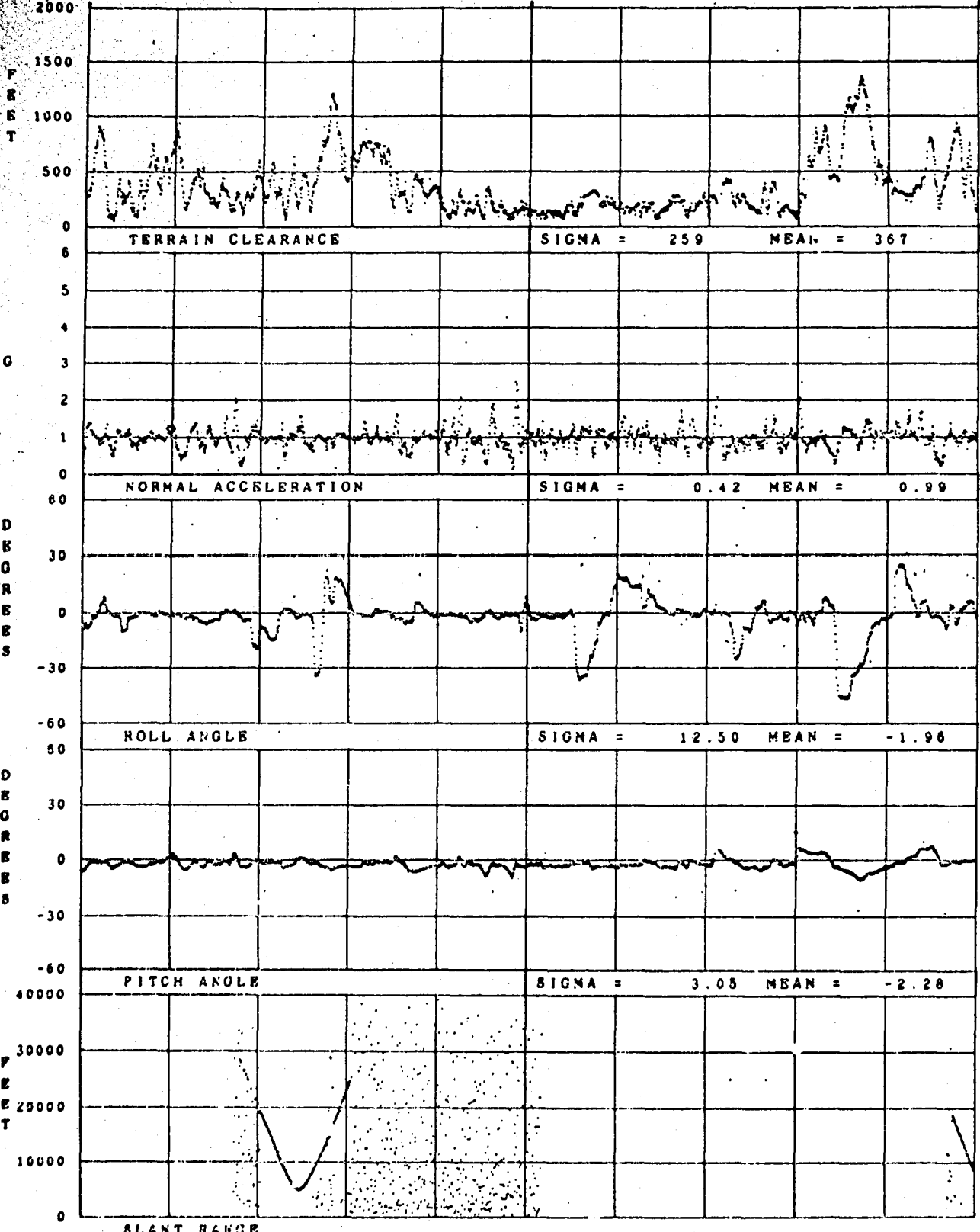
FIGURE 2-17 (U) TELEMETERED DATA (1 OF 4)

UNCLASSIFIED

09 HR 05 MIN  
2000

09 HR 10 MIN

09 HR 15 MIN



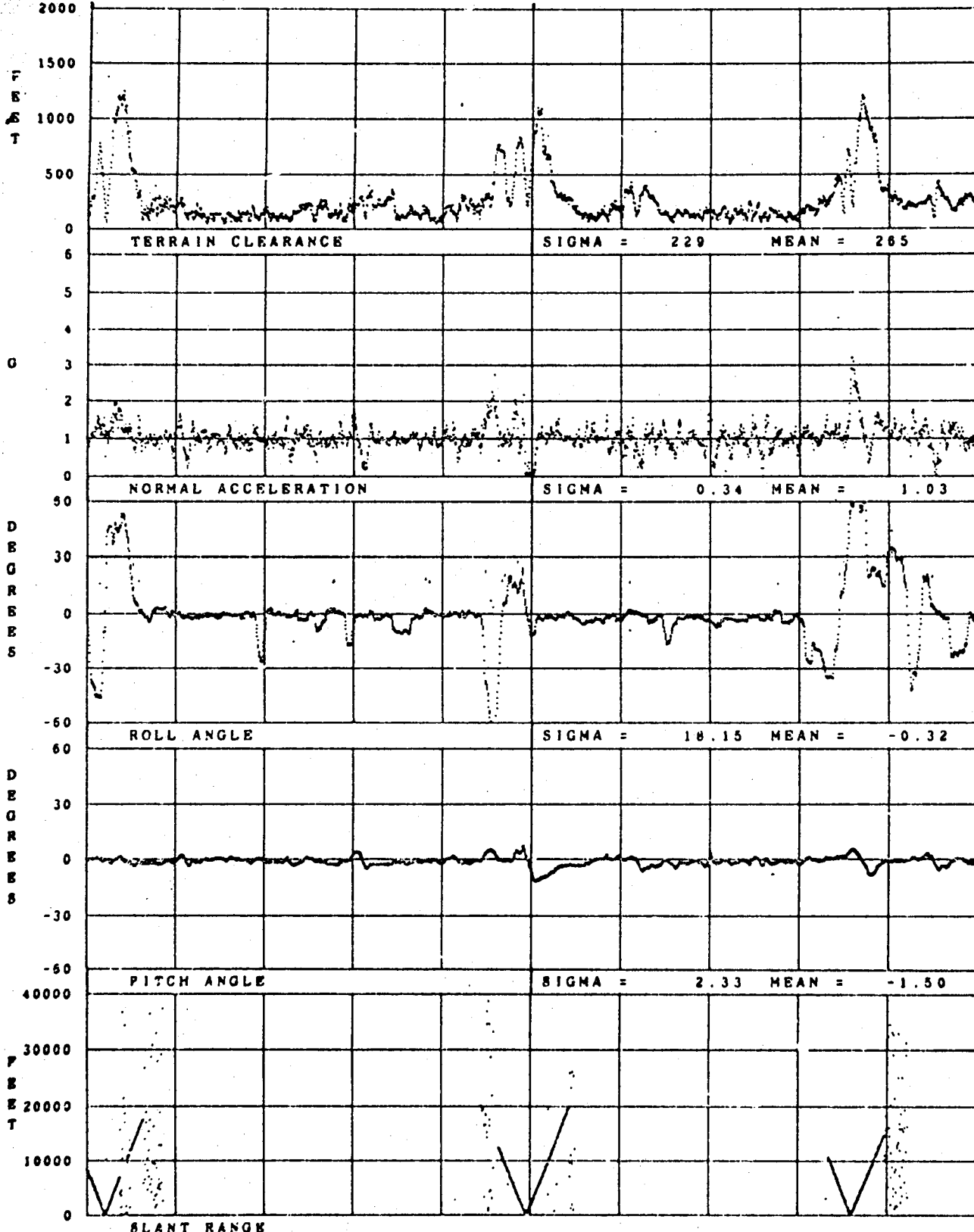
SORTIE NUMBER 182A

OPERATIONAL DAY 3 AUGUST 1967

FIGURE 2-17 (U) TELEMETERED DATA (2 OF 4)

UNCLASSIFIED

112



FORTIE NUMBER 182A

OPERATIONAL DAY 3 AUGUST 1967

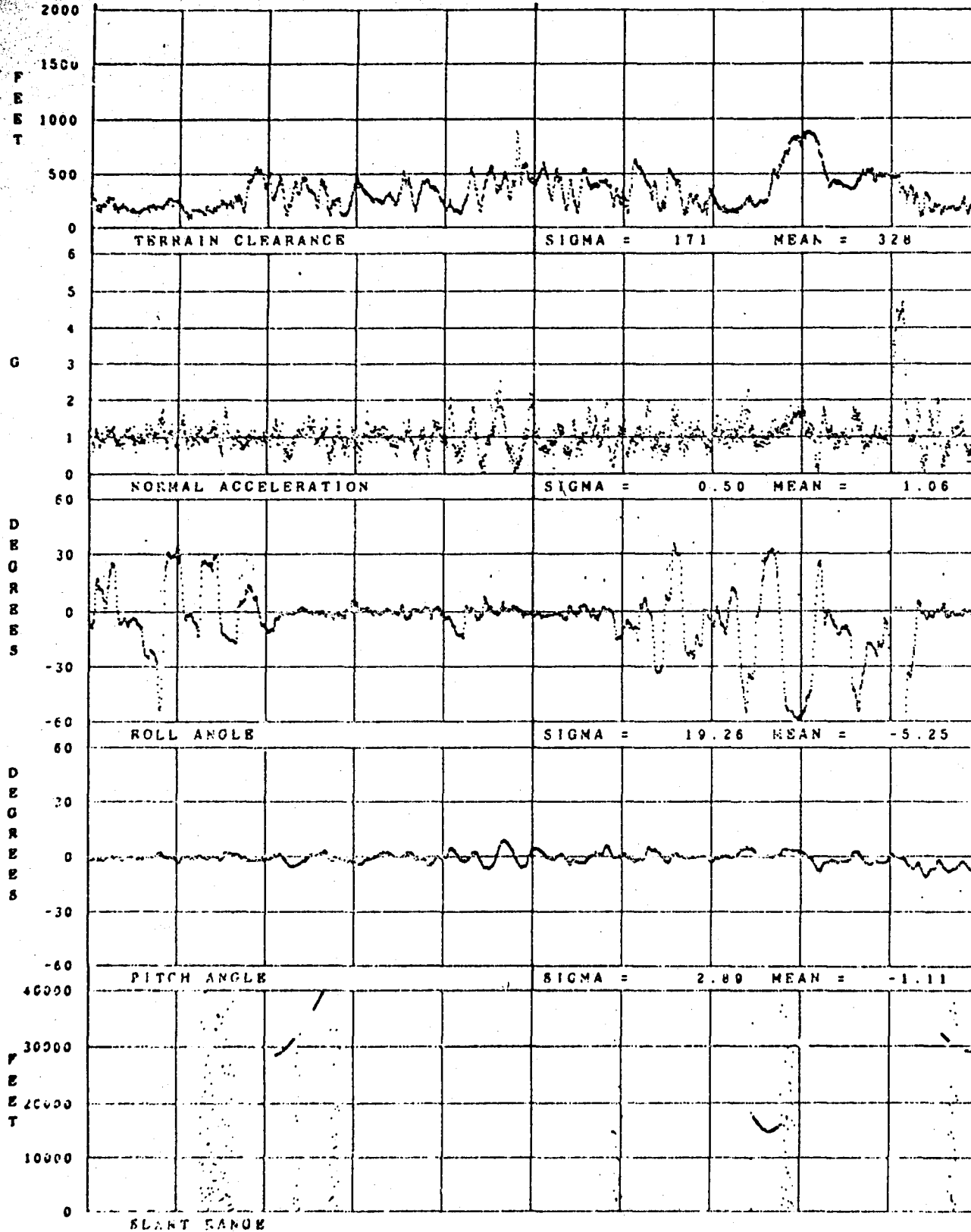
FIGURE 2-17 (U) TELEMETERED DATA (3 OF 4)

UNCLASSIFIED

09 HR 25 MIN

09 HR 30 MIN

09 HR 35 MIN



SLANT RANGE

ROUTE NUMBER 182A

OPERATIONAL DAY 3 AUGUST 1967

FIGURE 2-17 (U) TELEMETERED DATA (4 OF 4)

UNCLASSIFIED

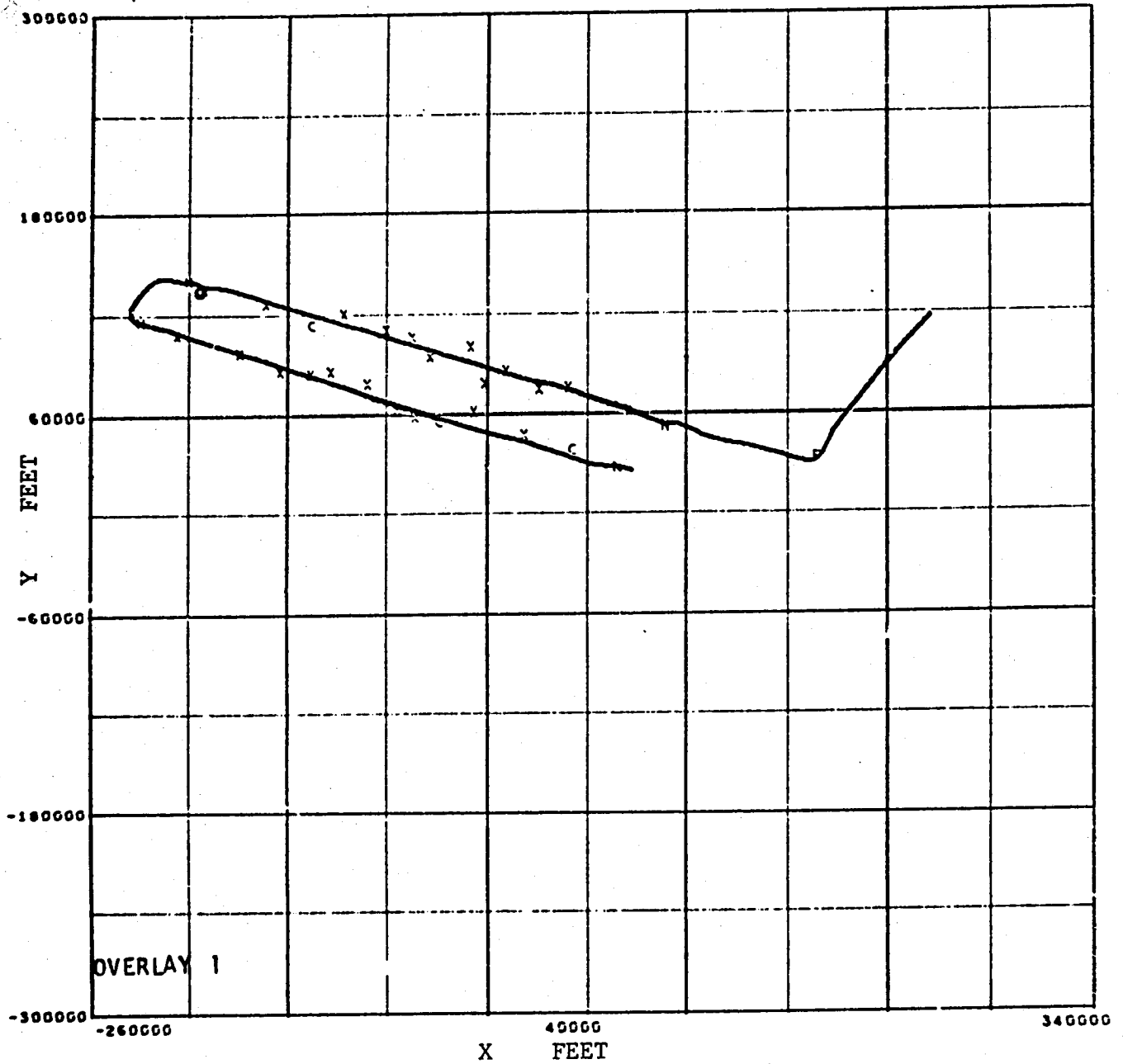


RPT Rec TGT TGT		TIME	REAL TIME TRANSCRIPTION	SORTIE 182A
				DATE 8/3/67
		9:20:50	Tone ceases. Option 3. Okay.	UNCLASSIFIED
		9:23:39	Intruder 15 point Foxtrot, Fox, Foxtrot and Option 3.	
		9:25:53	Intruder 15, ah, November 1. North 1.	
		9:26:09	How about steering? Okay let it come.	
		9:28:21	Ah, 15. Recycling.	
		9:28:28	Recycled. 15 recycled.	
		9:28:39	Affirm.	
		9:28:50	Timber 1. This is 15. I just reset my mode 3 (to correct?) mode. Over.	
1	9	9:29:56	Intruder 15, ah, truck park. Looks like about 6 or 8 trucks at area Bravo Foxtrot 36. Some small gear located (weather, weapons?) couldn't identify.	
2	10	9:30:30	Intruder 15. Hospital area with a heli-park, 3 large tents, 1 small truck, 1 helicopter. In area Bravo Echo 77. You can carry that, John? Just about right. I never did see it.	
		9:32:32	I never did see it.	
		9:32:48	Timber 1. Ah, 15. No joy N2.	
		9:33:05	Ah, 15. Negative.	
		9:34:36	And 15. I just passed November 3.	
3	F	9:35:51	Intruder 15. I believe I have a dirt strip. No planes parked down there. Graded smooth grassy area is located approximately Bravo Delta 33.	
		9:40:26	Nah. That wasn't it either.	
		9:41:27	it must of come north.	
		9:41:35	Timber 1. This is Intruder 15. Passed North 4. No joy North 4. Over.	
		9:41:48	15. I passed North 4 and I'm off North 4. No joy North 4.	
		9:41:56	Tone begins.	

FIGURE 2-18 (U) VOICE TRANSCRIPT

UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 182B

OPERATIONAL DAY 5 AUGUST 1967

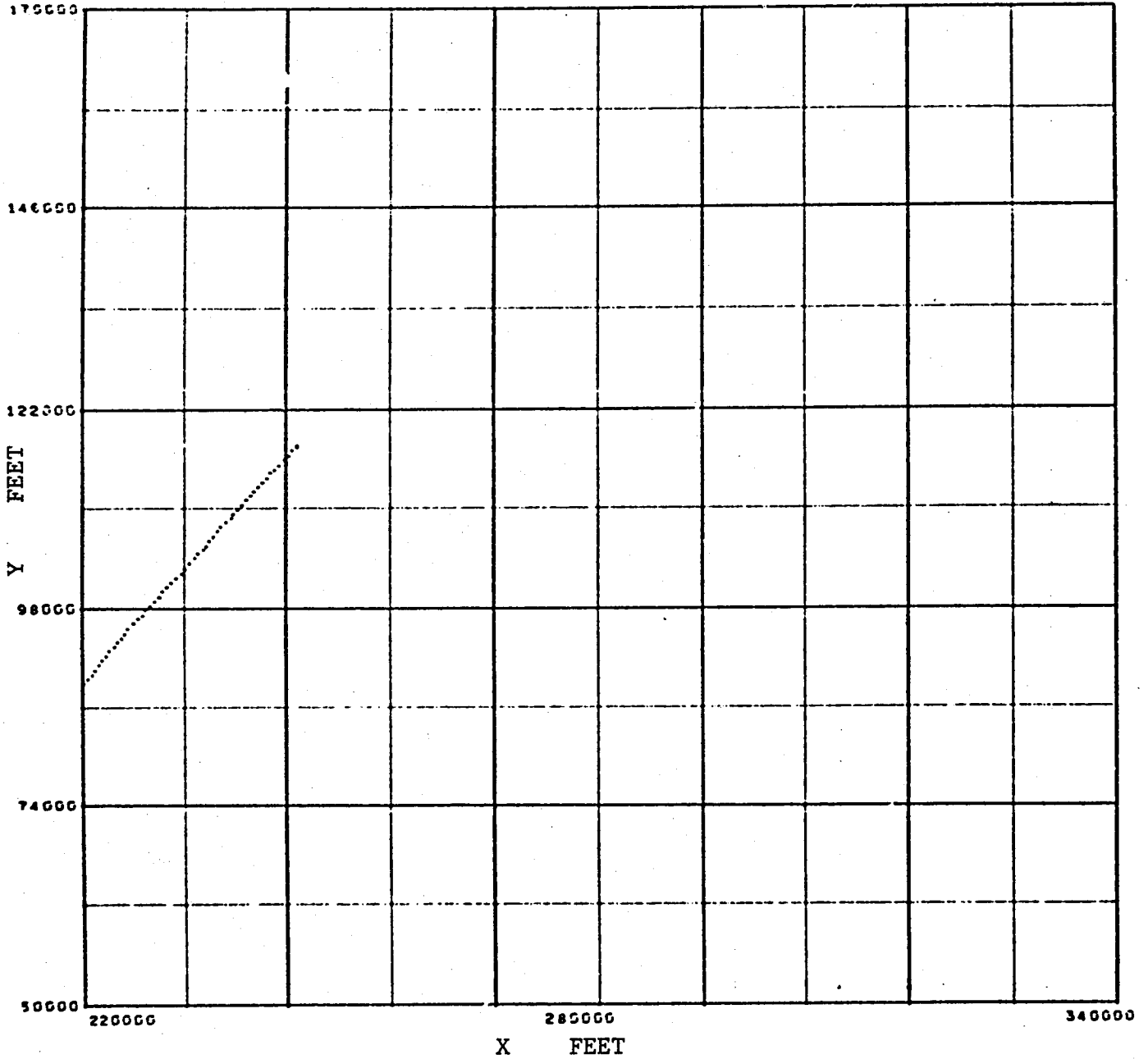
NORTH COURSE

FIGURE 2-19

AIRCRAFT POSITION DATA (U) (1 OF 8)

UNCLASSIFIED

UNCLASSIFIED



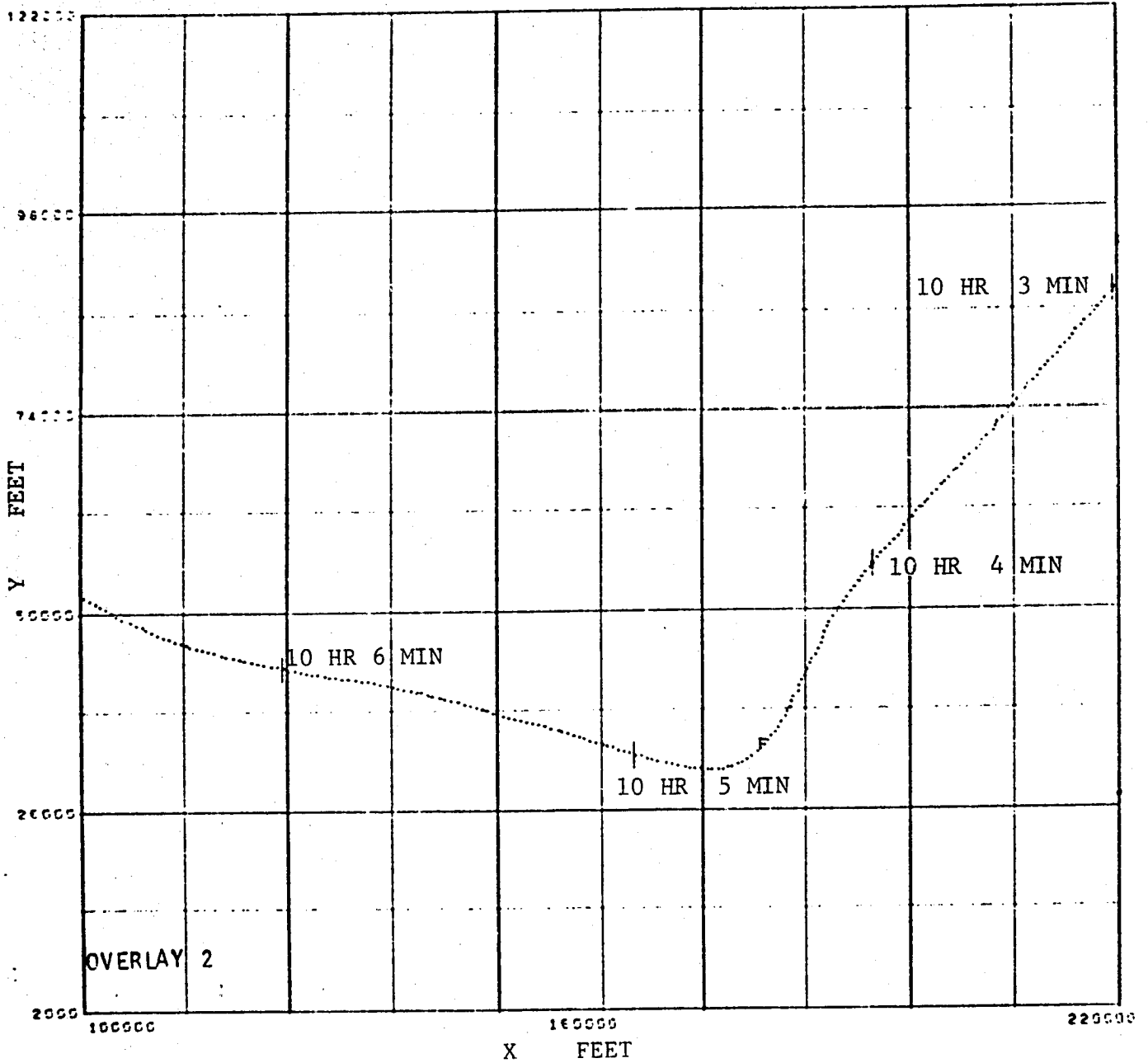
SORTIE NUMBER 182B

FIGURE 2-19

AIRCRAFT POSITION DATA (U) (2 OF 8)

UNCLASSIFIED

UNCLASSIFIED



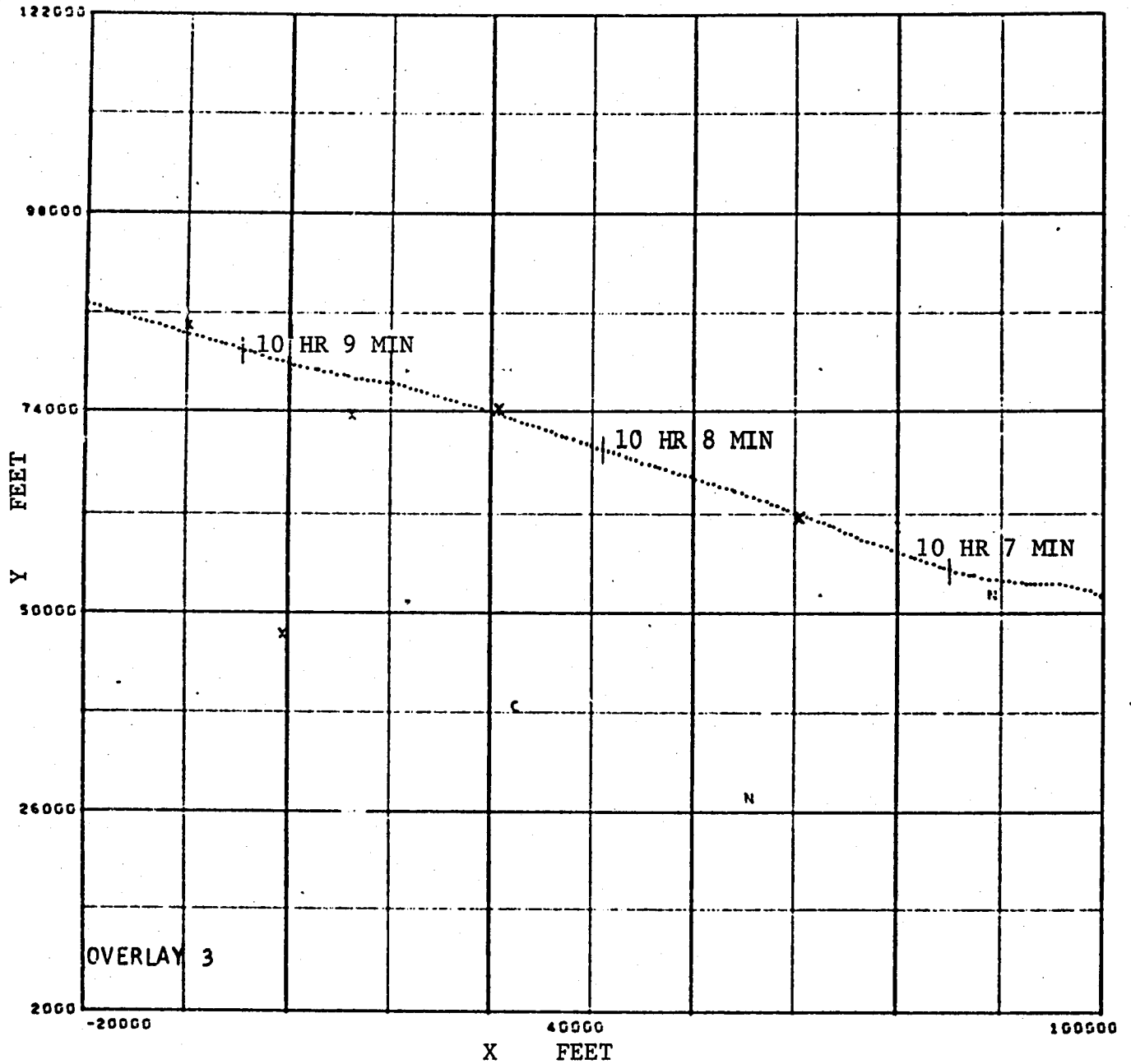
SORTIE NUMBER 182B

FIGURE 2-19

AIRCRAFT POSITION DATA (U) (3 OF 8)

UNCLASSIFIED

UNCLASSIFIED



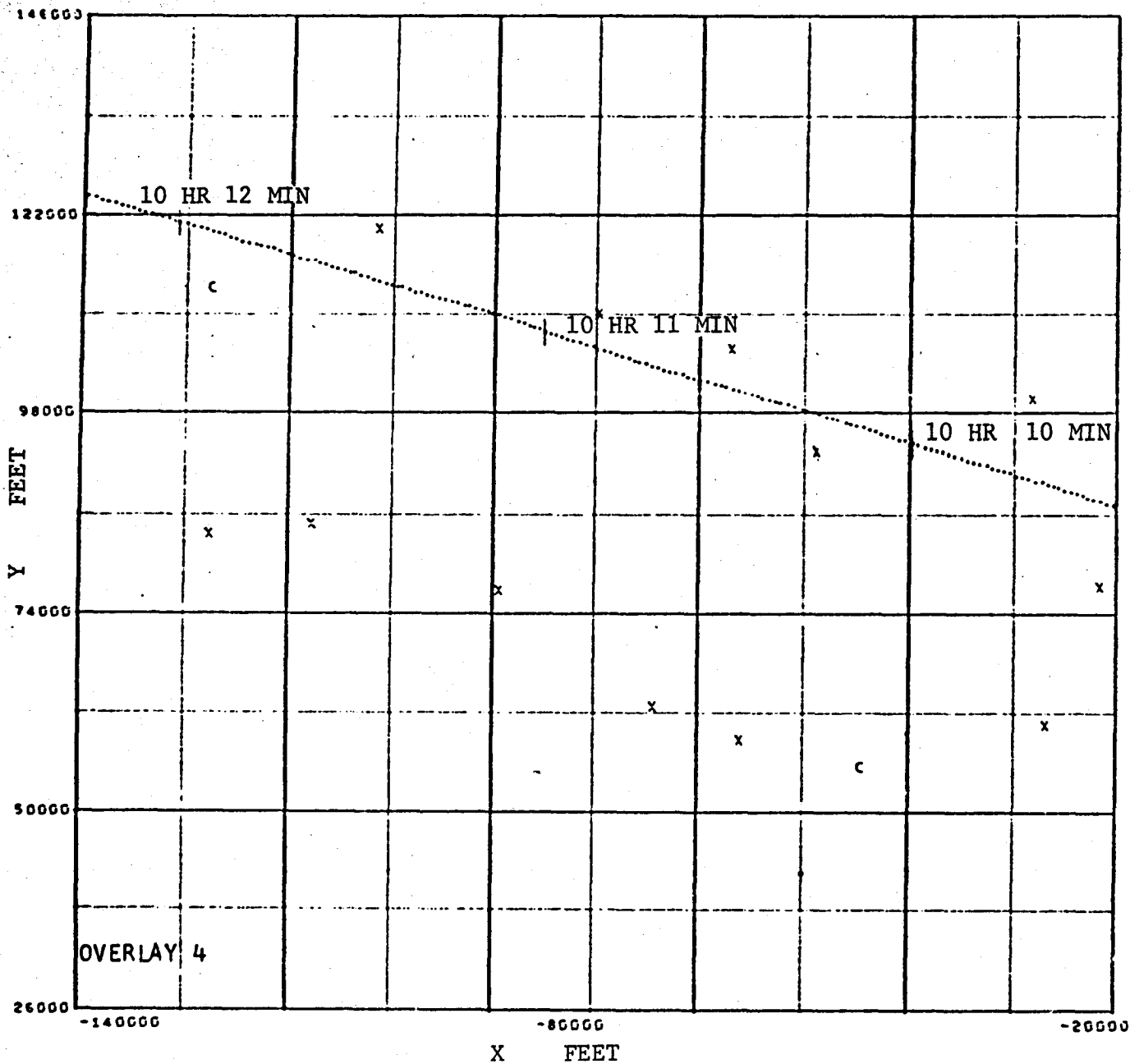
SORTIE NUMBER 182B

FIGURE 2-19

AIRCRAFT POSITION DATA (U) (4 OF 8)

UNCLASSIFIED

# UNCLASSIFIED



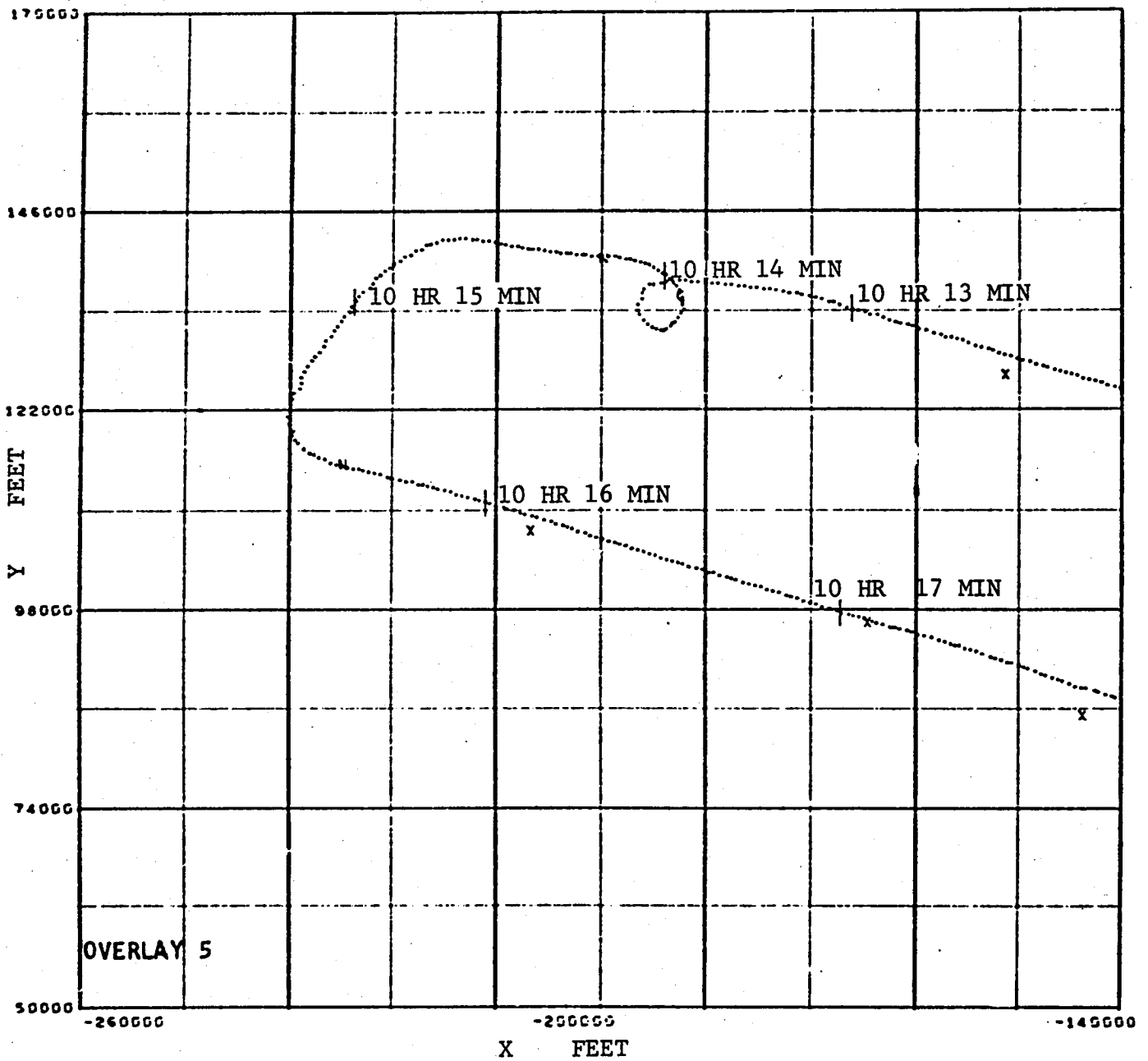
SORTIE NUMBER 182B

FIGURE 2-19

AIRCRAFT POSITION DATA (U) (5 OF 8)

# UNCLASSIFIED

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SORTIE NUMBER 182B

FIGURE 2-19

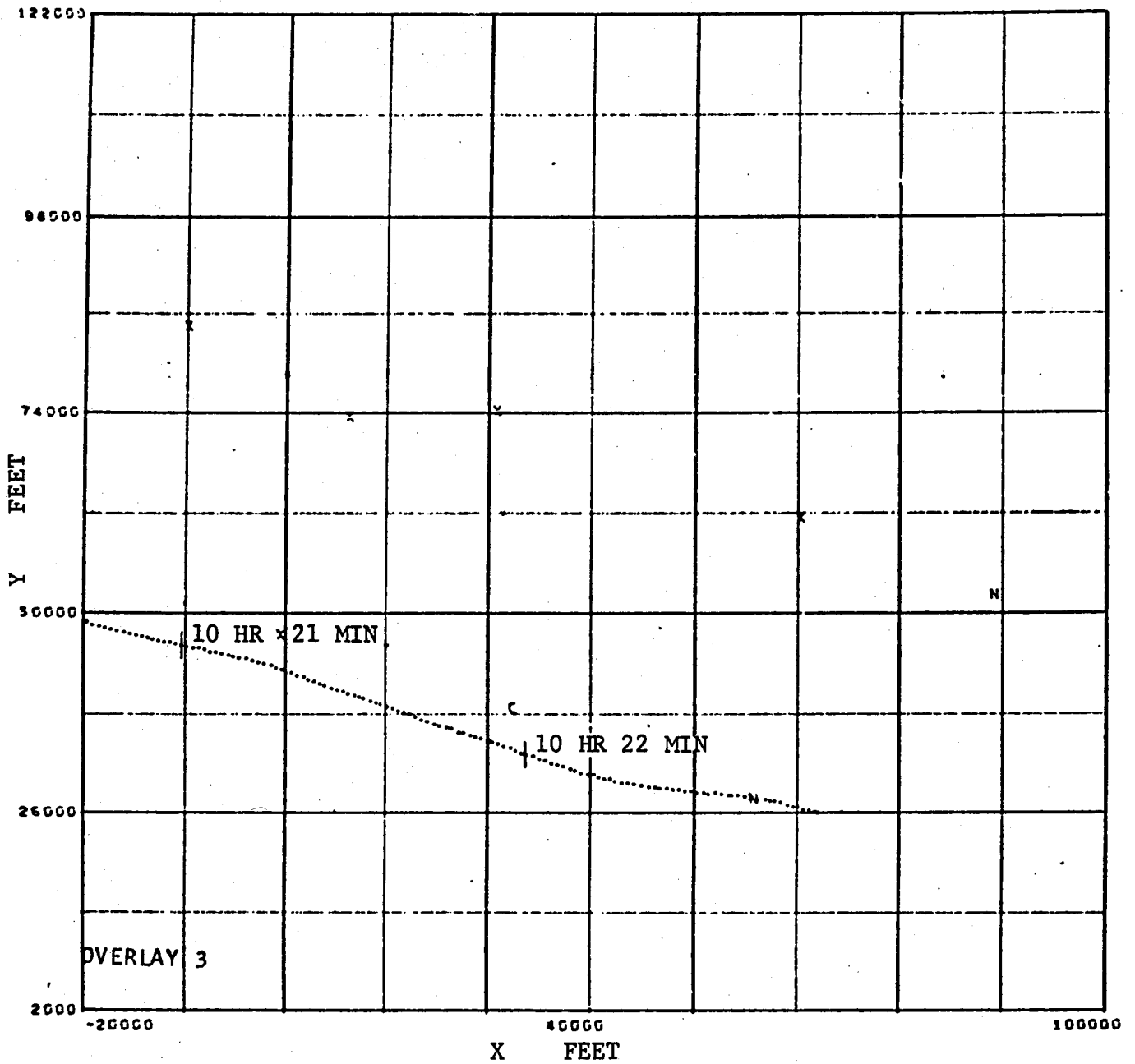
AIRCRAFT POSITION DATA (U) (6 OF 8)

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SORTIE NUMBER 182B

FIGURE 2-19  
AIRCRAFT POSITION DATA (U) (8 OF 8)

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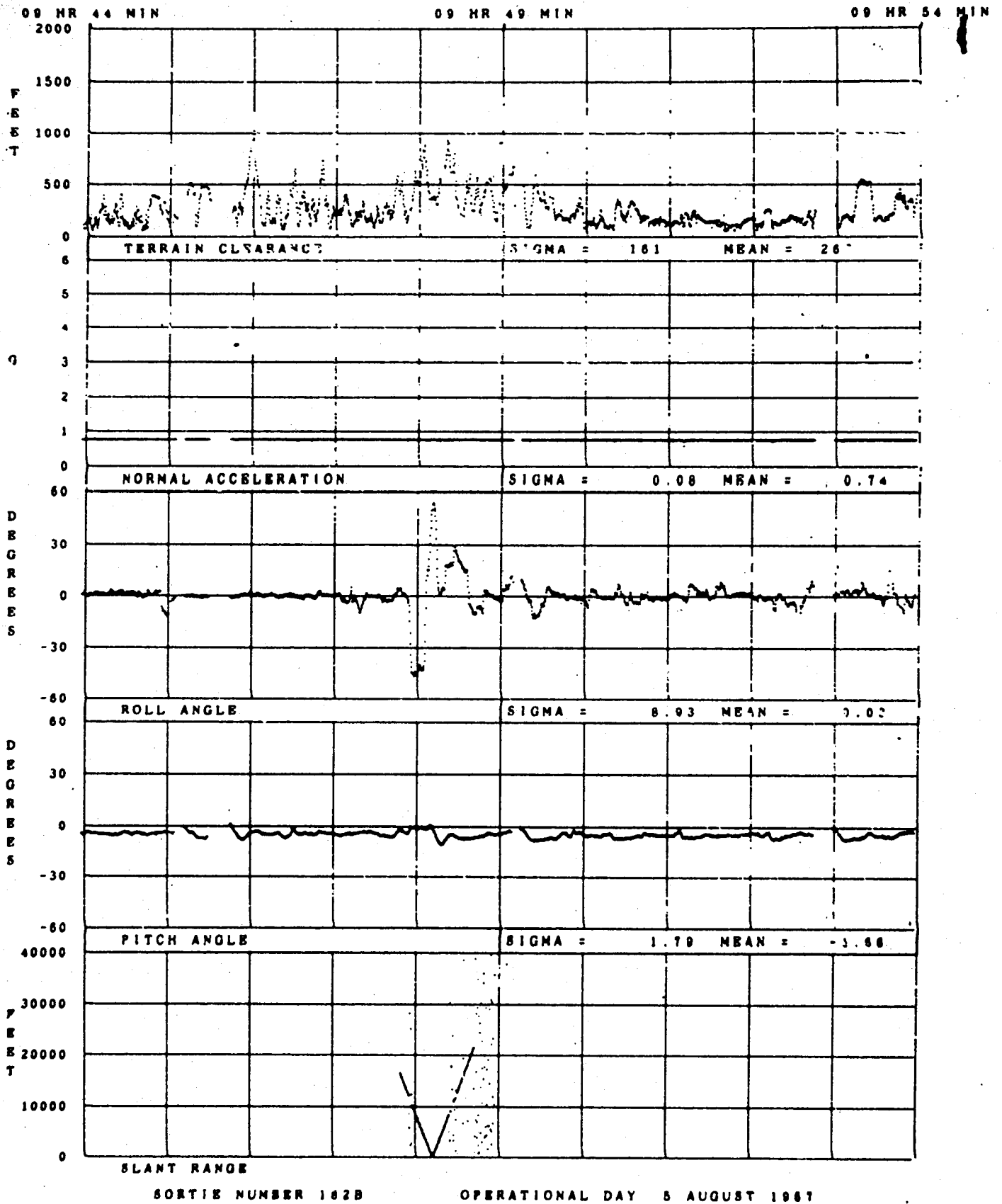


FIGURE 2-20 (U) TELEMETERED DATA (2 OF 5)

# UNCLASSIFIED



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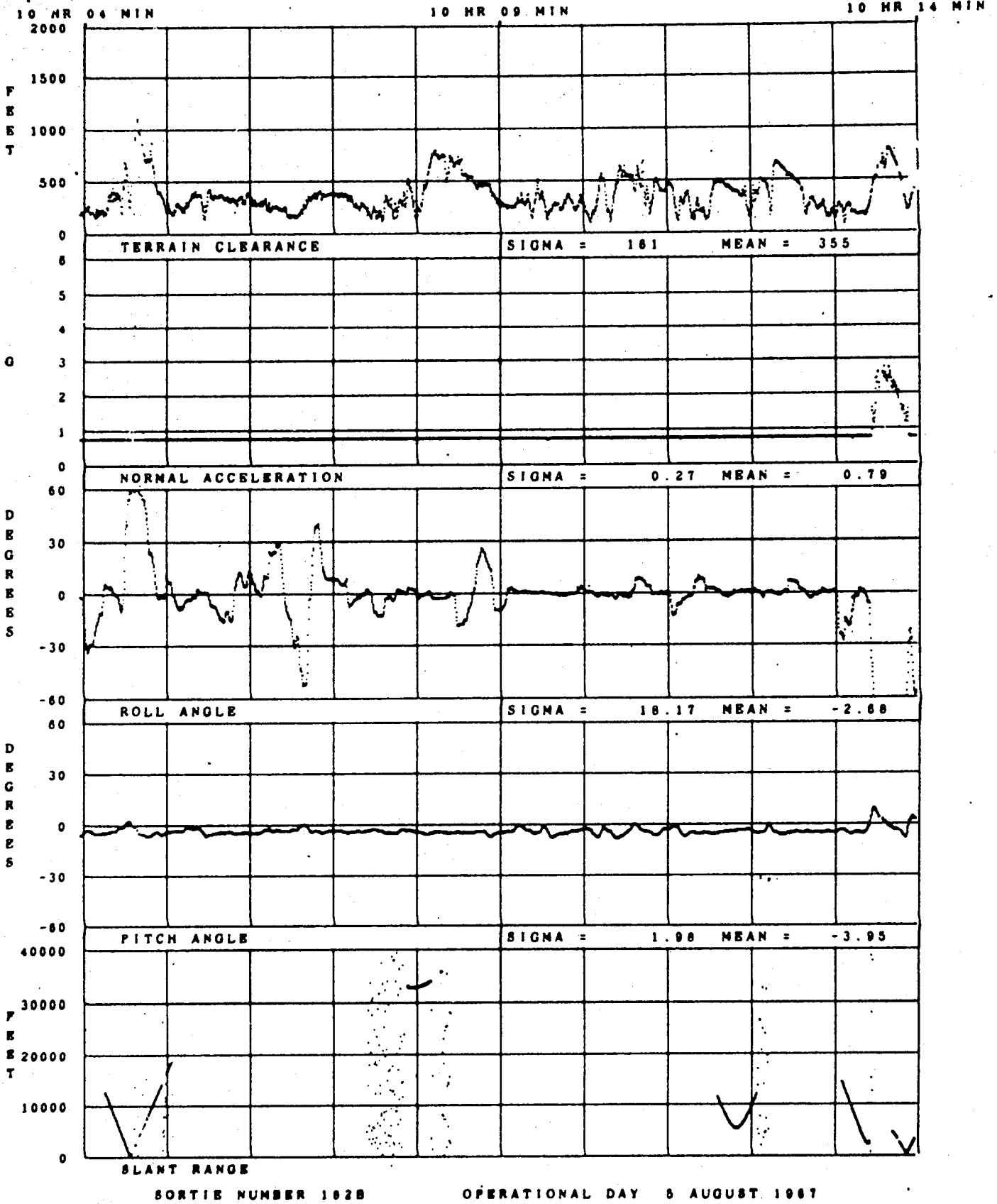


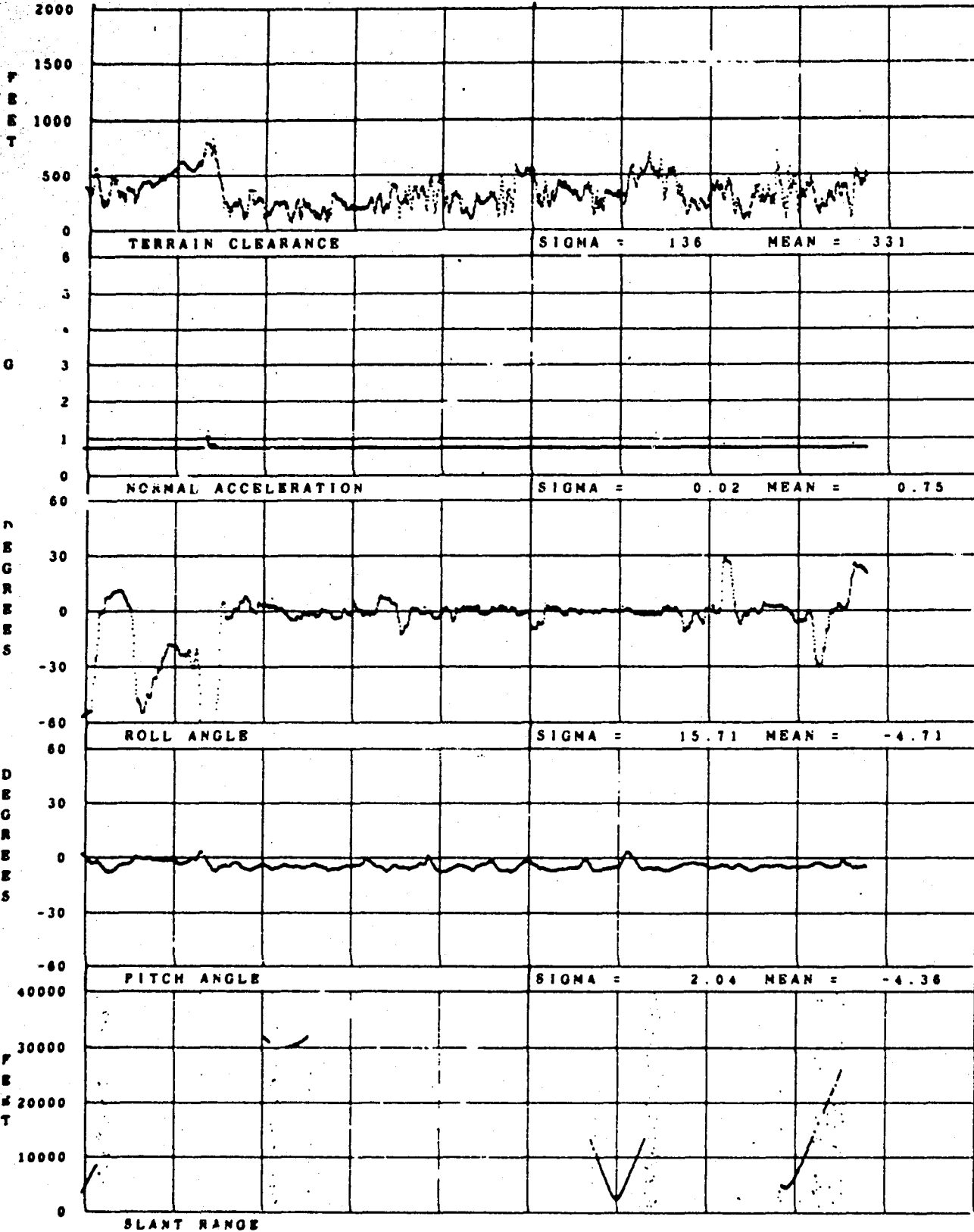
FIGURE 2-20 (U) TELEMETERED DATA (4 OF 5)

# UNCLASSIFIED

10 HR 14 MIN  
2000

10 HR 19 MIN

10 HR 24 MIN



BORTIE NUMBER 1828

OPERATIONAL DAY 5 AUGUST 1967

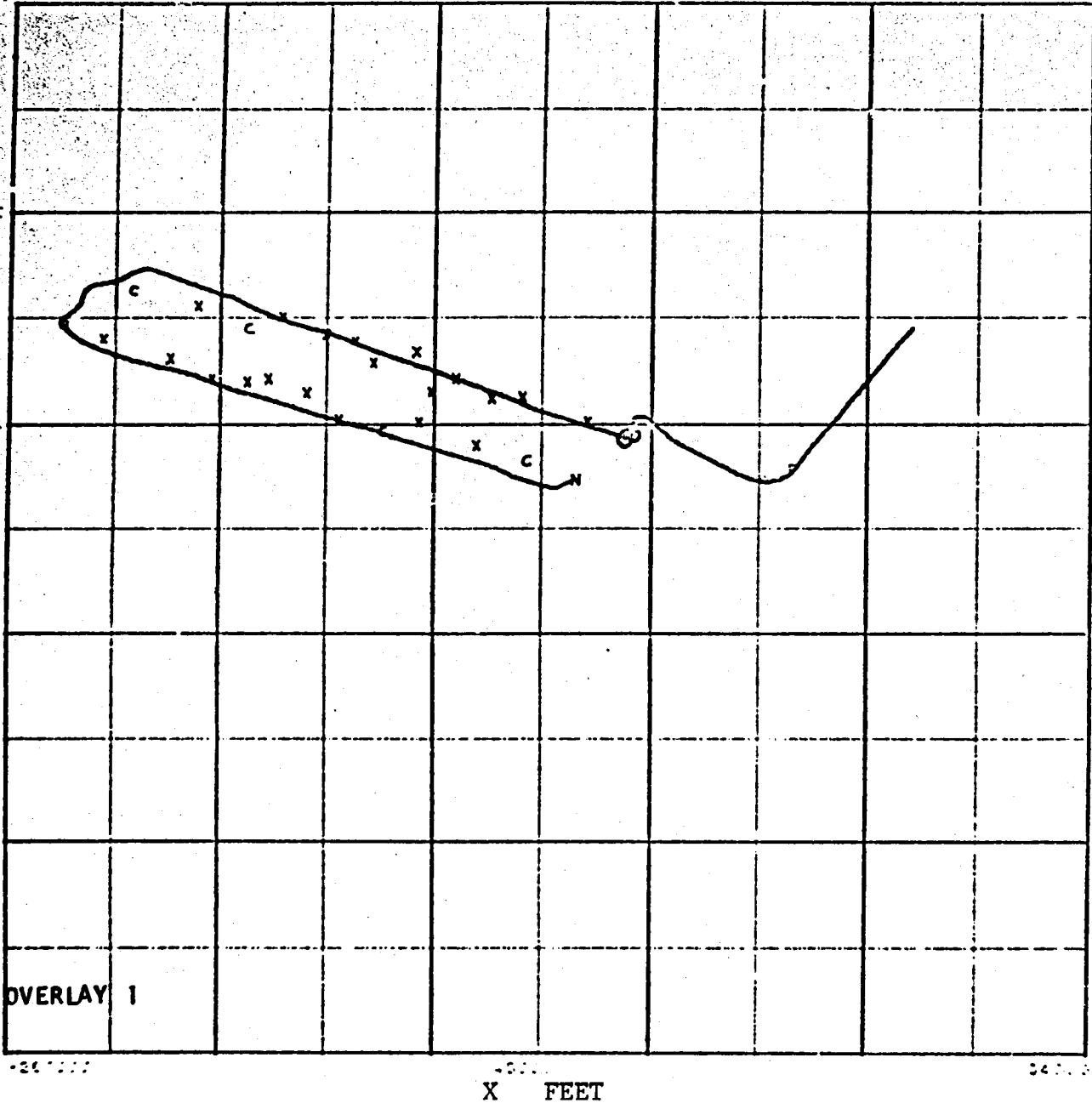
FIGURE 2-20 (U) TELEMETERED DATA (5 OF 5)

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TIME		REAL TIME TRANSCRIPTION	SORTIE 182B
TIME	TIME		DATE 8-5-67
	10:01:46	Tone ceases.	
	10:06:53	Intruder 15. N1.	
	10:07:02	Ok. recycle the clock.	
	10:07:46	There's the power line.	
	10:09:57	Ah, this is 15. You're coming in very garbled.	
	10:10:36	Did you see the intersection or not? That was the intersection. Ok.	
	10:14:38	This is Intruder 15 and that was N2.	
	10:15:34	And 15 at N3.	
1	10:15:42	Timber 1. Intruder 15 at N3. Timber 1. Intruder 15, ah, November 3, N3. Over.	
14	10:16:08	Intruder 15. I have a POL storage at Bravo Bravo 70. Wait that Bravo Charlie 70. 2 rows POL cans running north-south. Approximately 100 POL barrels. 55 gallon type in each row.	
2	10:17:01	Intruder 15. I have, ah, artillery emplacements. 3 track vehicles, ah, 2 load projectory revetted self-propelled artillery. Located at Bravo Delta 23.	
3	10:19:24	Intruder 15. I have, ah, truck park. 2 large trucks facing 260. Located Charlie Delta 94.	
	10:22:40	Intruder 15. N4.	
	10:22:49	Tone begins.	

FIGURE 2-21 (U) VOICE TRANSCRIPT

UNCLASSIFIED



SORTIE NUMBER 192

OPERATIONAL DAY 3 AUGUST 1967

NORTH COURSE

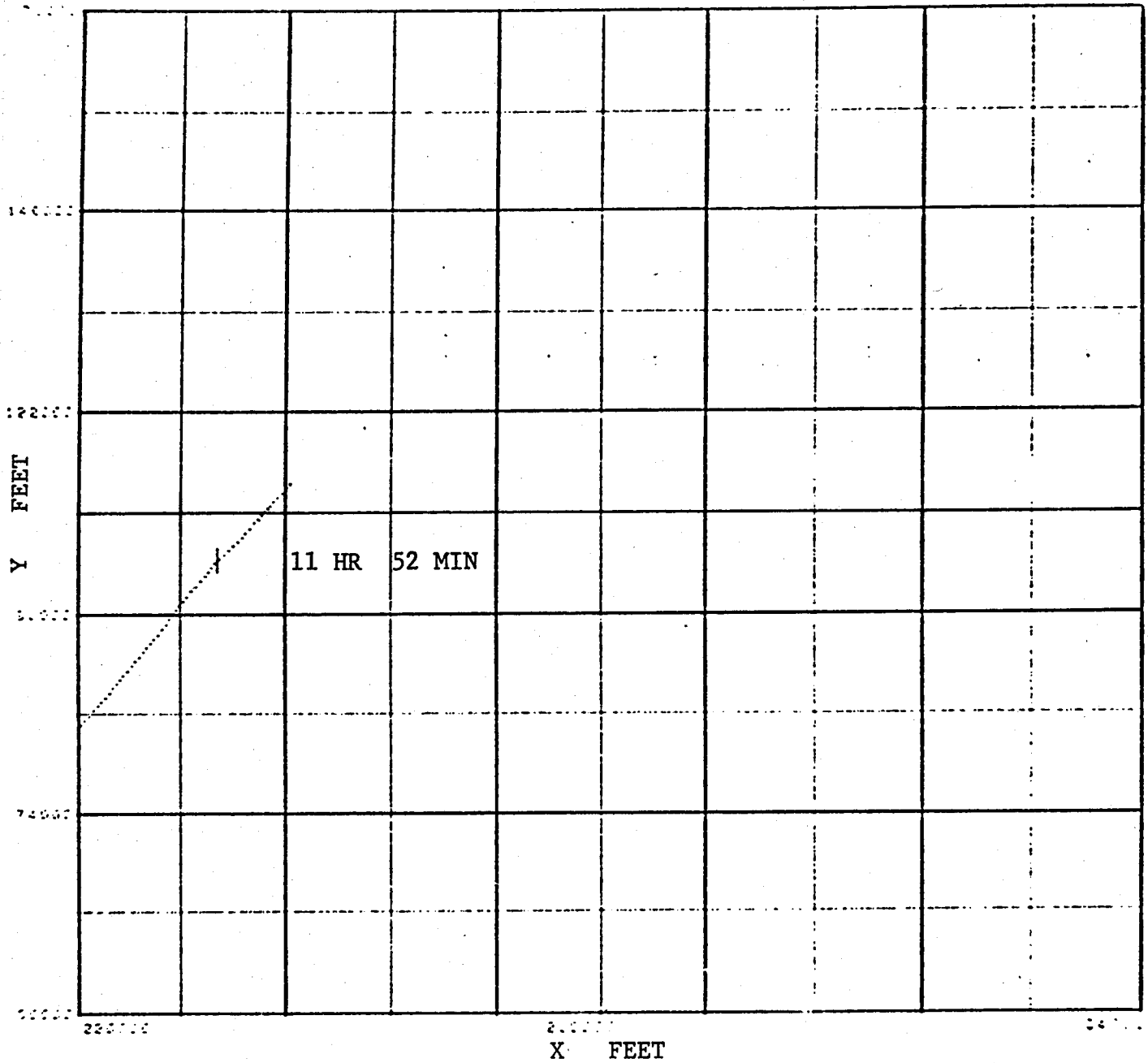
FIGURE 2-22

AIRCRAFT POSITION DATA (U) (1 OF 8)

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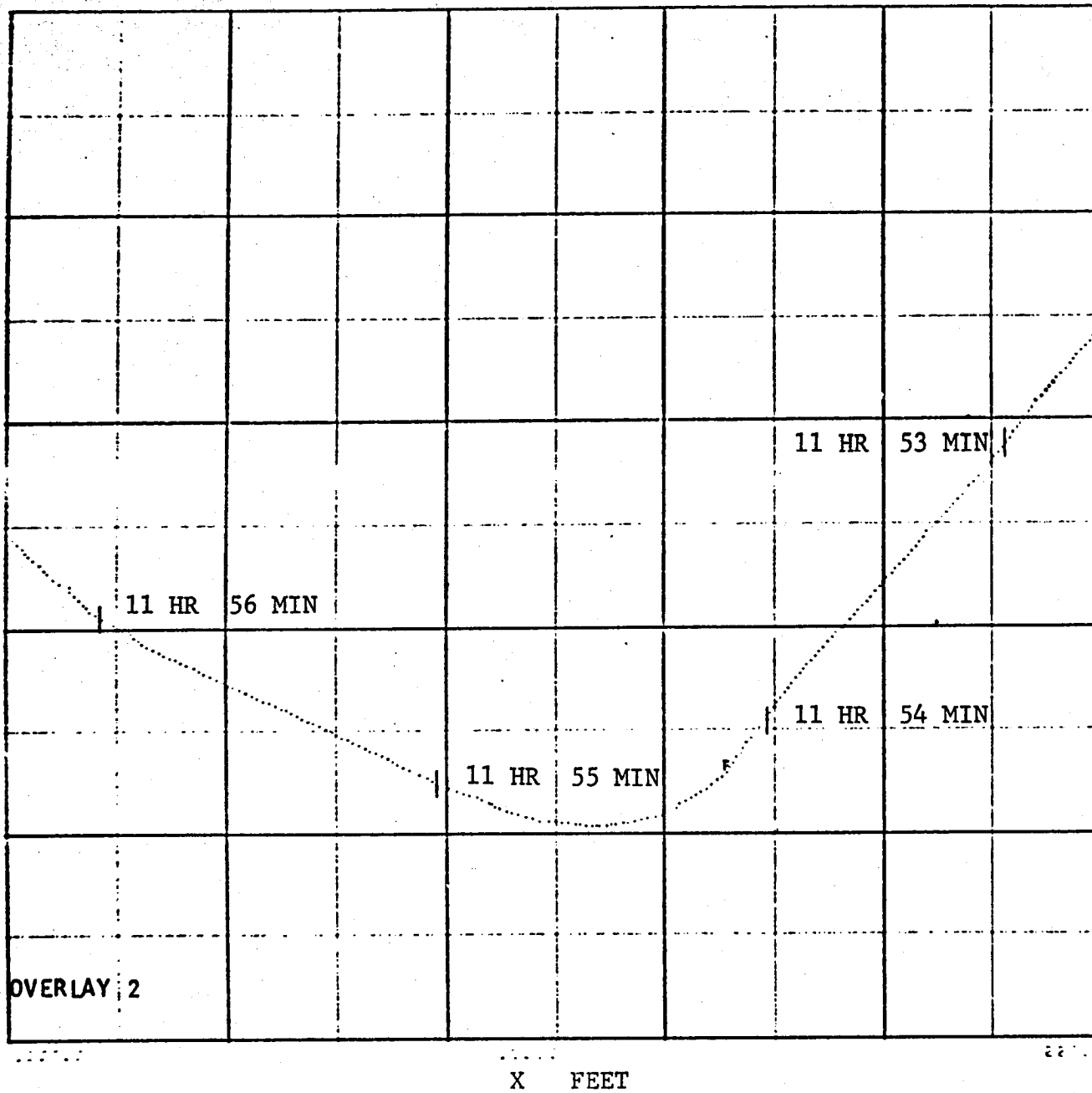


SORTIE NUMBER 192

FIGURE 2-22  
AIRCRAFT POSITION DATA (U) (2 OF 8)

UNCLASSIFIED

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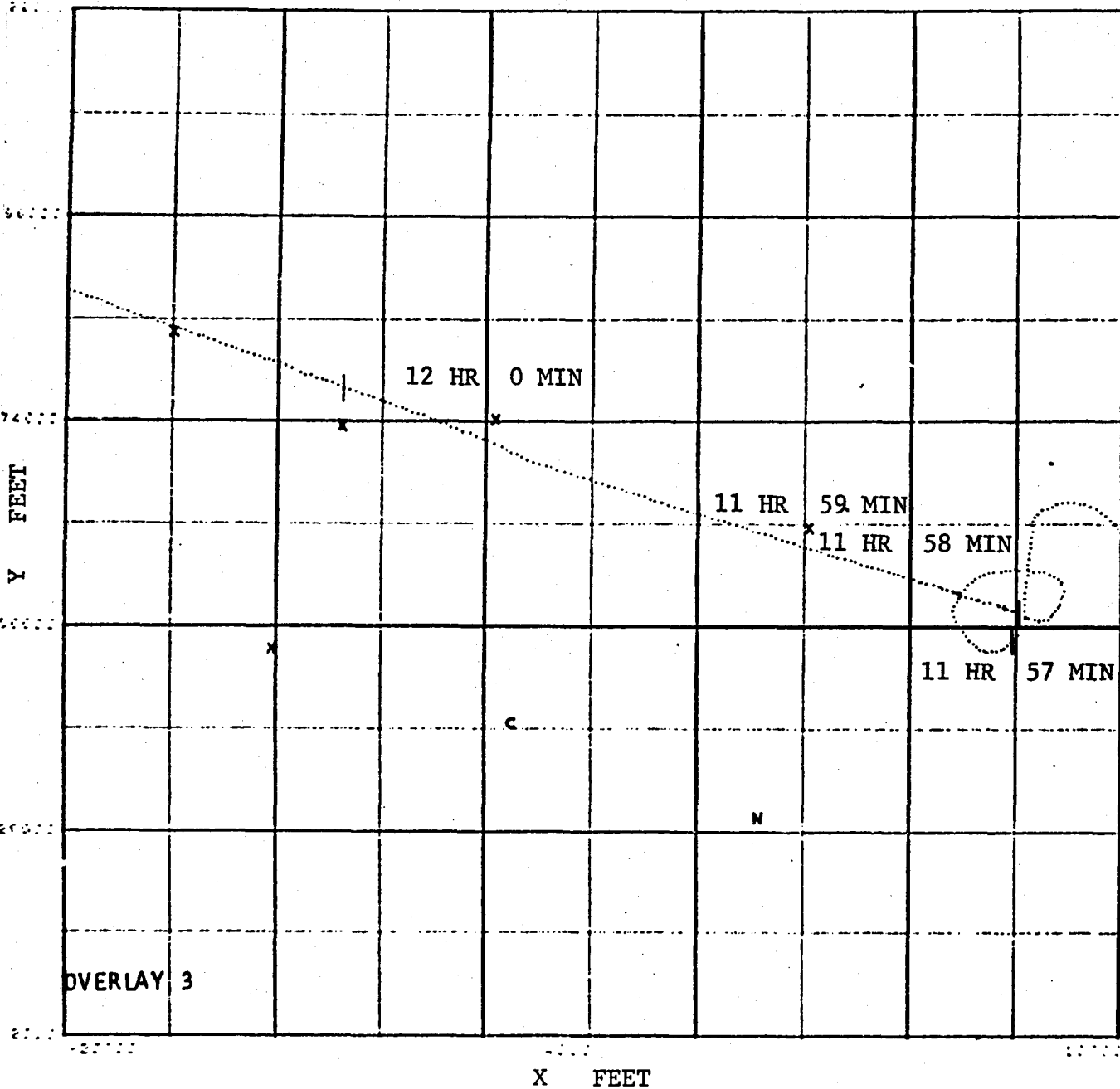
SORTIE NUMBER 192

FIGURE 2-22

AIRCRAFT POSITION DATA (U) (3 OF 8)

UNCLASSIFIED

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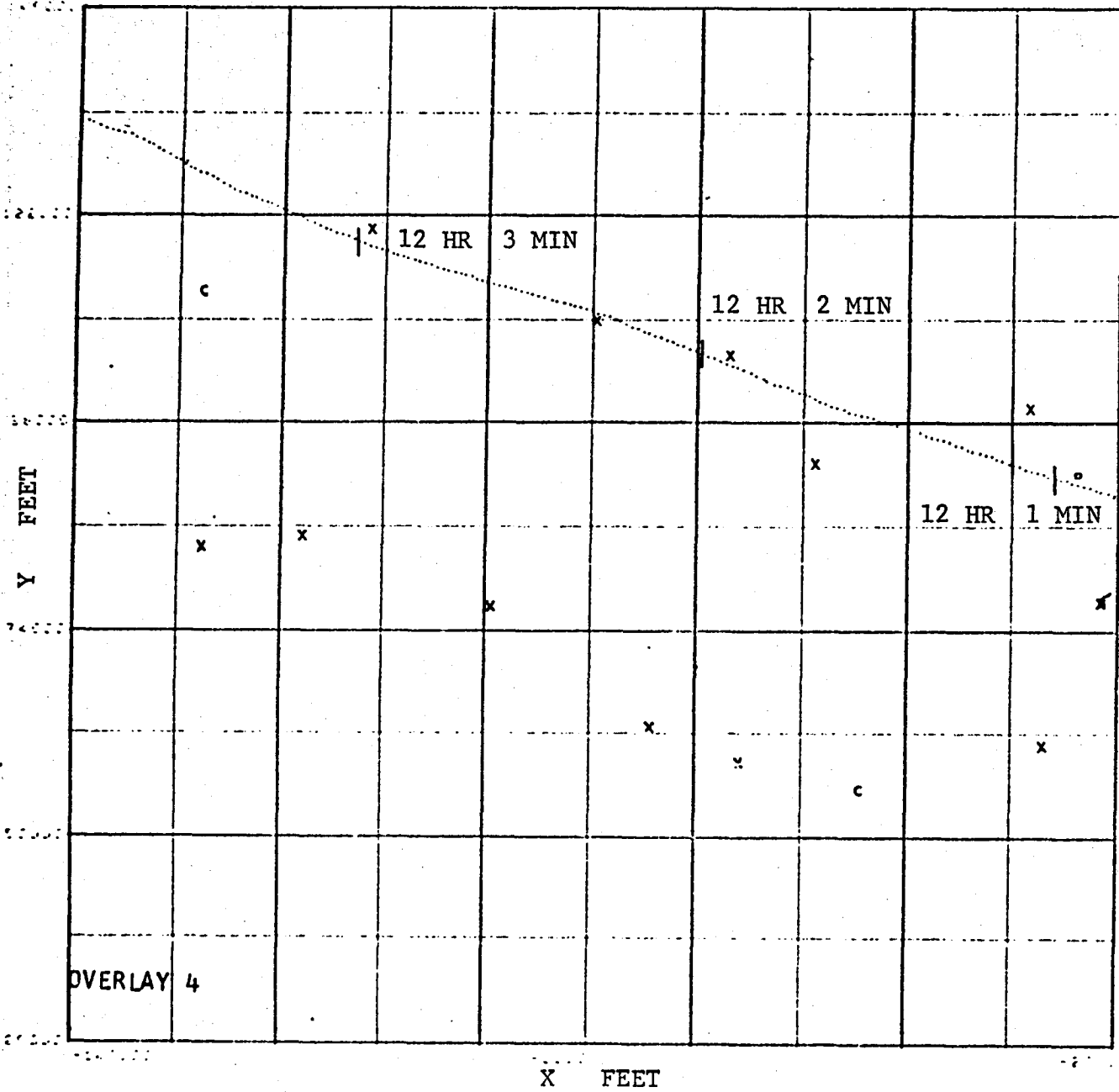


SORTIE NUMBER 192

FIGURE 2-22  
AIRCRAFT POSITION DATA (U) (4 OF 8)

UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 192

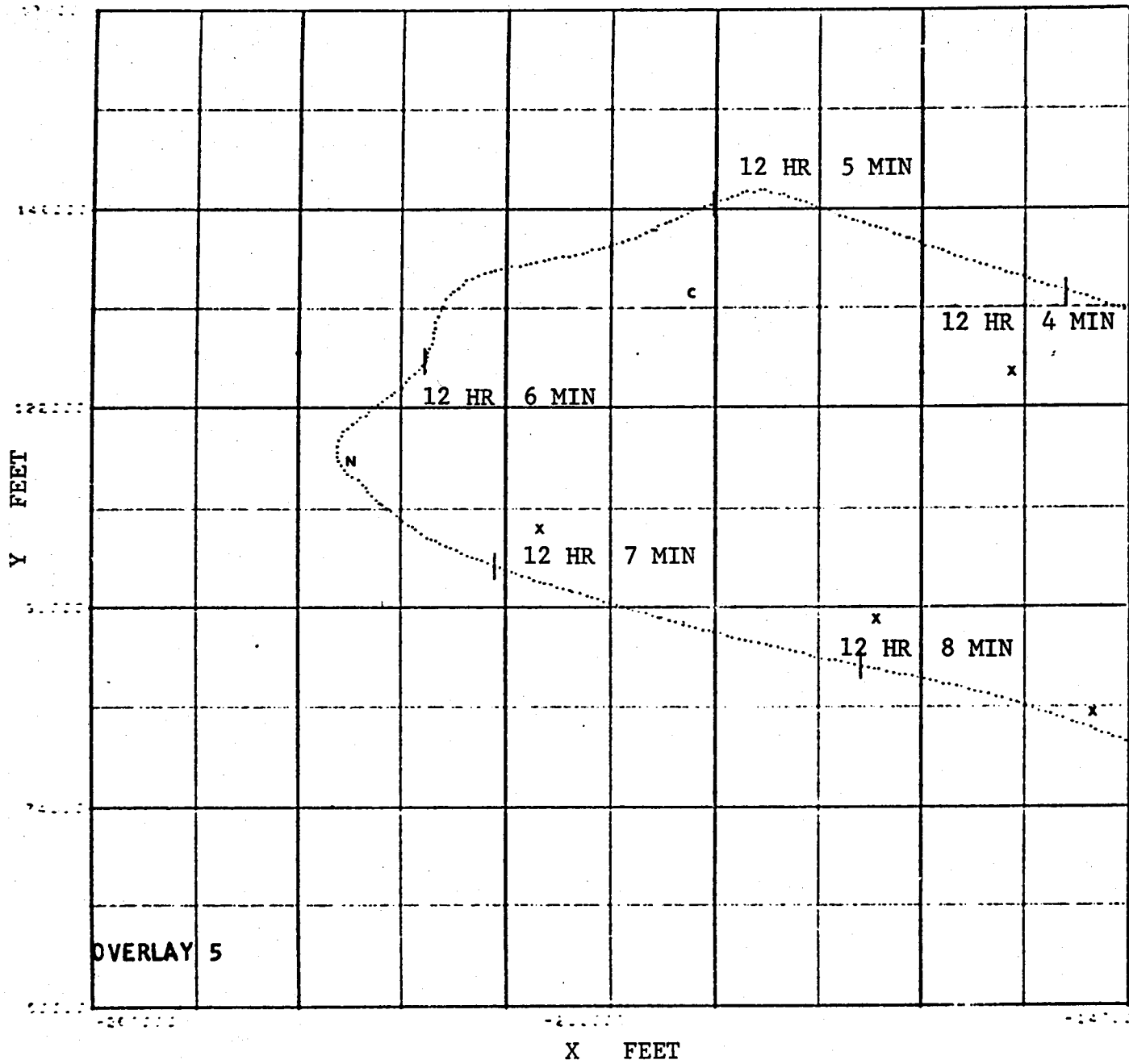
FIGURE 2-22

AIRCRAFT POSITION DATA (U) (5 OF 8)

UNCLASSIFIED

2-100

UNCLASSIFIED

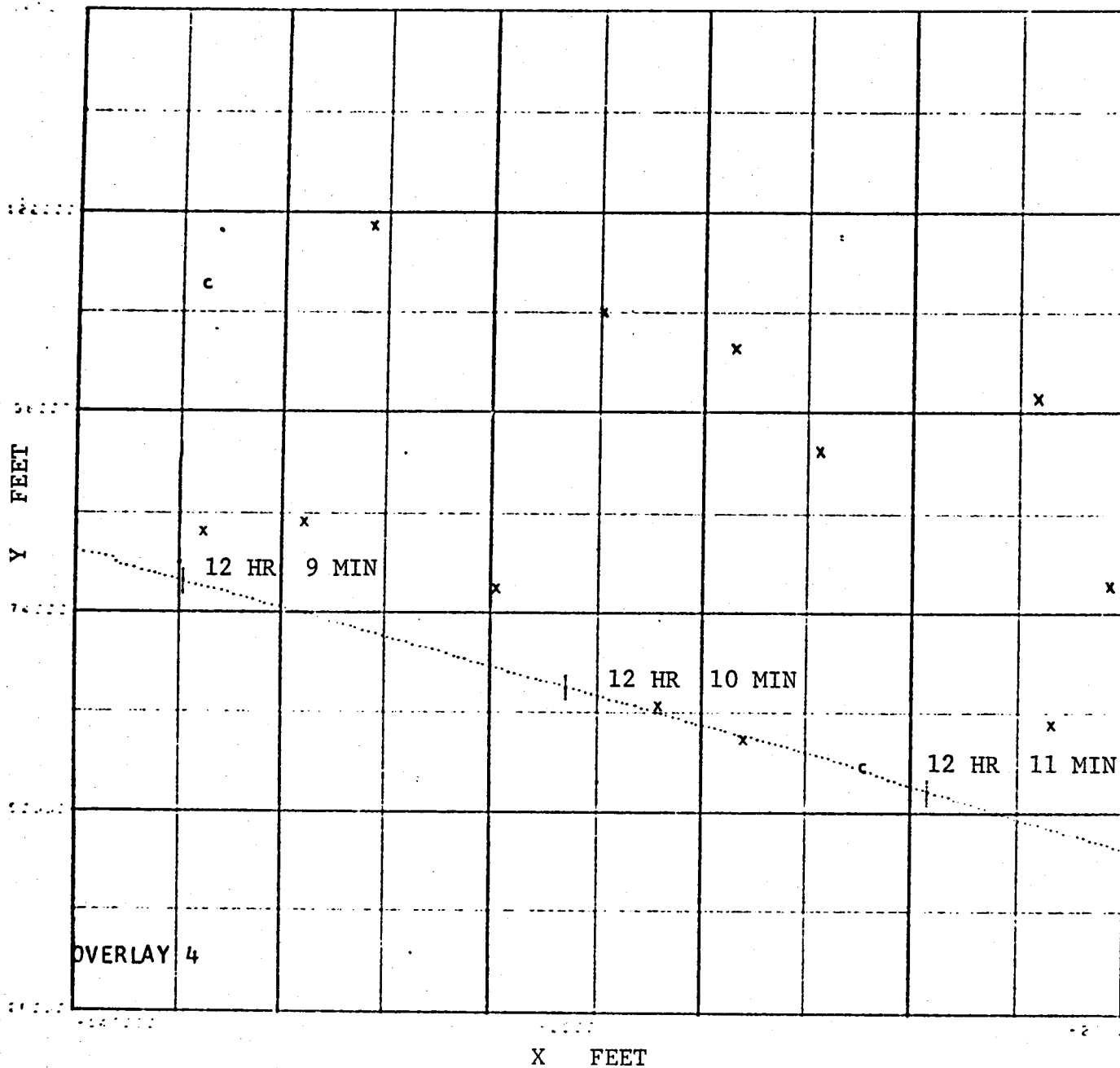


SORTIE NUMBER 192

FIGURE 2-22  
AIRCRAFT POSITION DATA (U) (6 OF 8)

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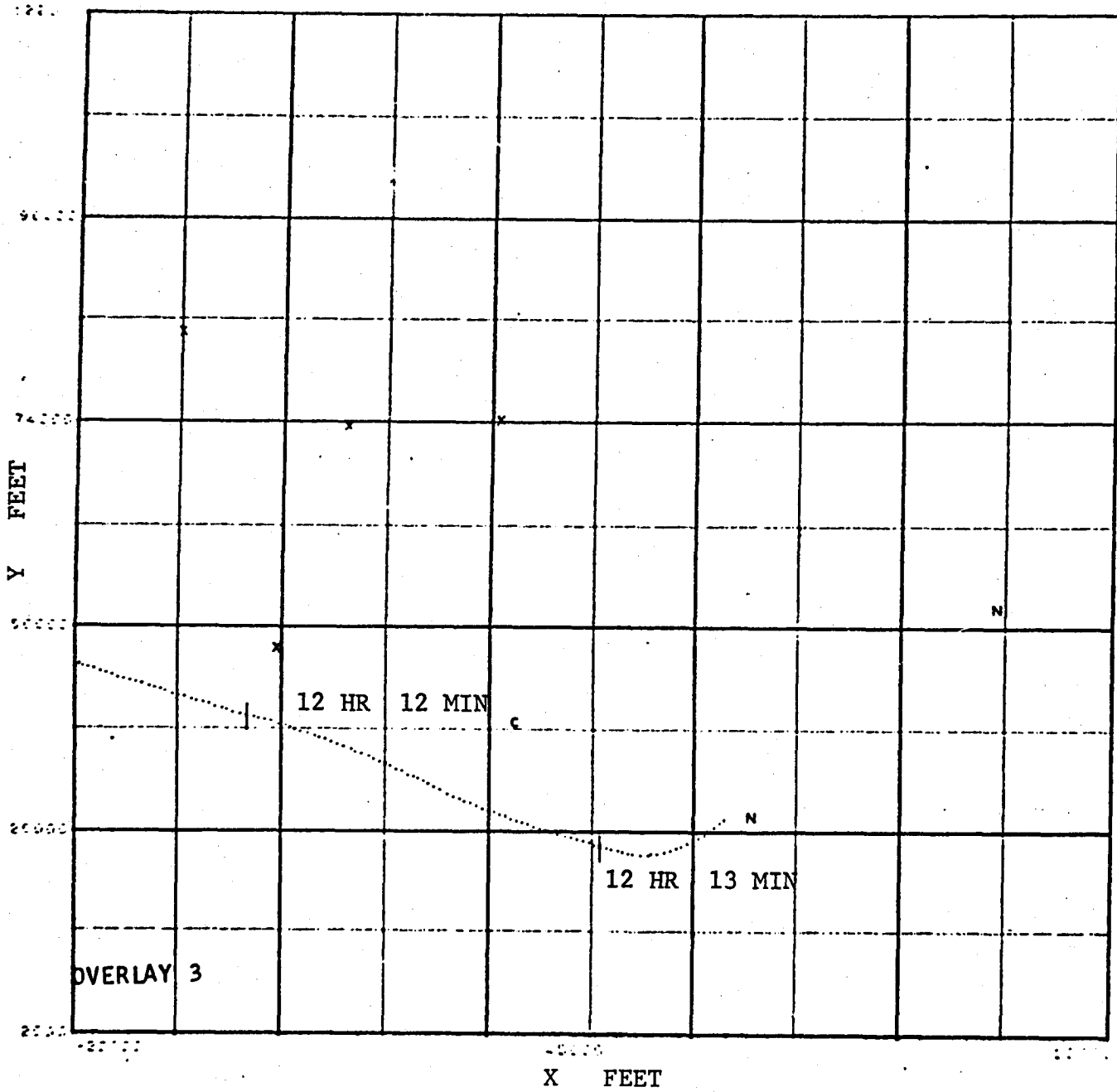
SORTIE NUMBER 192

FIGURE 2-22

AIRCRAFT POSITION DATA (U) (7 OF 8)

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SORTIE NUMBER 192

FIGURE 2-22

AIRCRAFT POSITION DATA (U) (8 OF 8)

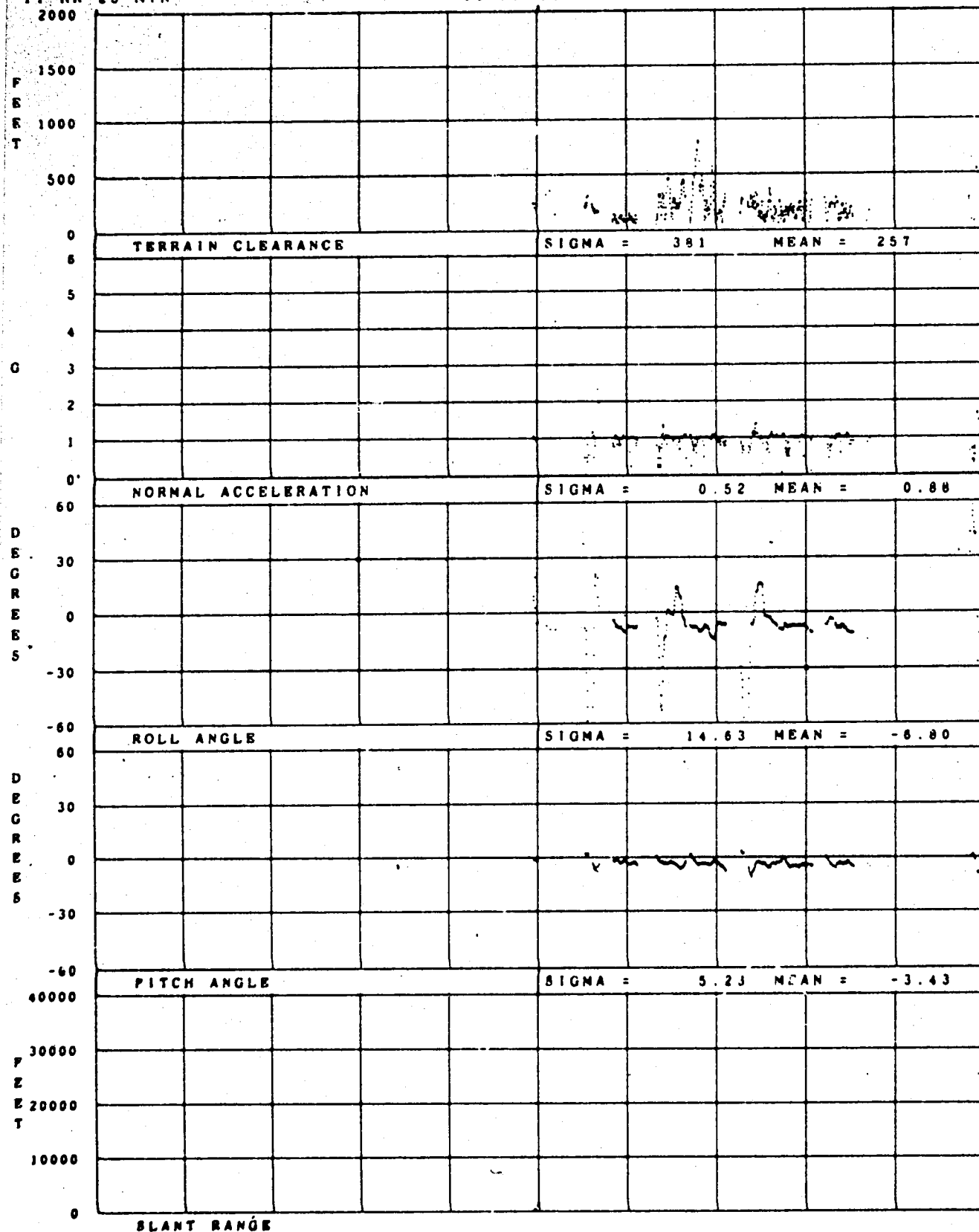
UNCLASSIFIED

# UNCLASSIFIED

11 HR 25 MIN

11 HR 30 MIN

11 HR 35 MIN



SORTIE NUMBER 192

OPERATIONAL DAY 3 AUGUST 1967

FIGURE 2-23 (U) TELEMETERED DATA (1 OF 5)

# UNCLASSIFIED

2-104



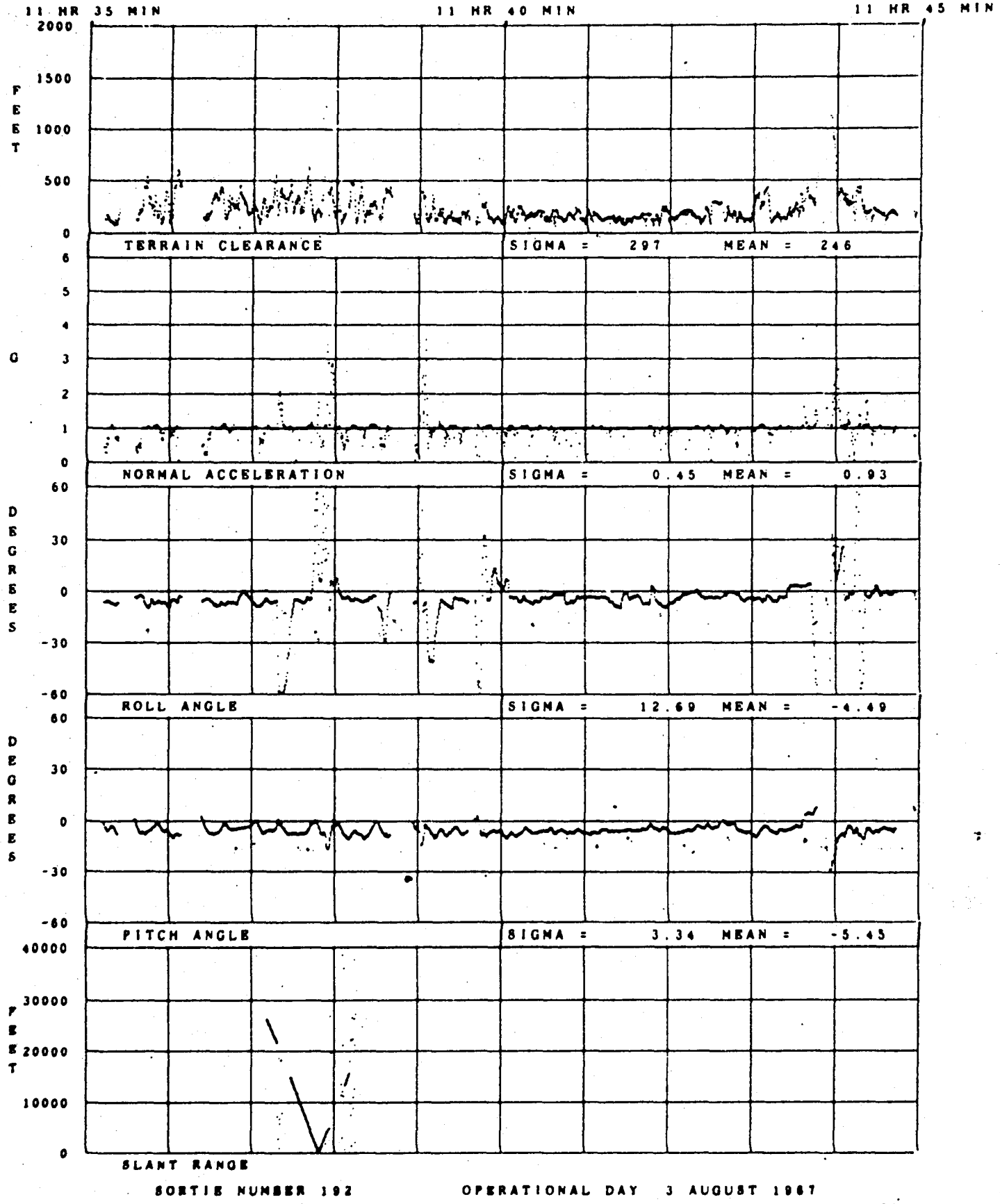


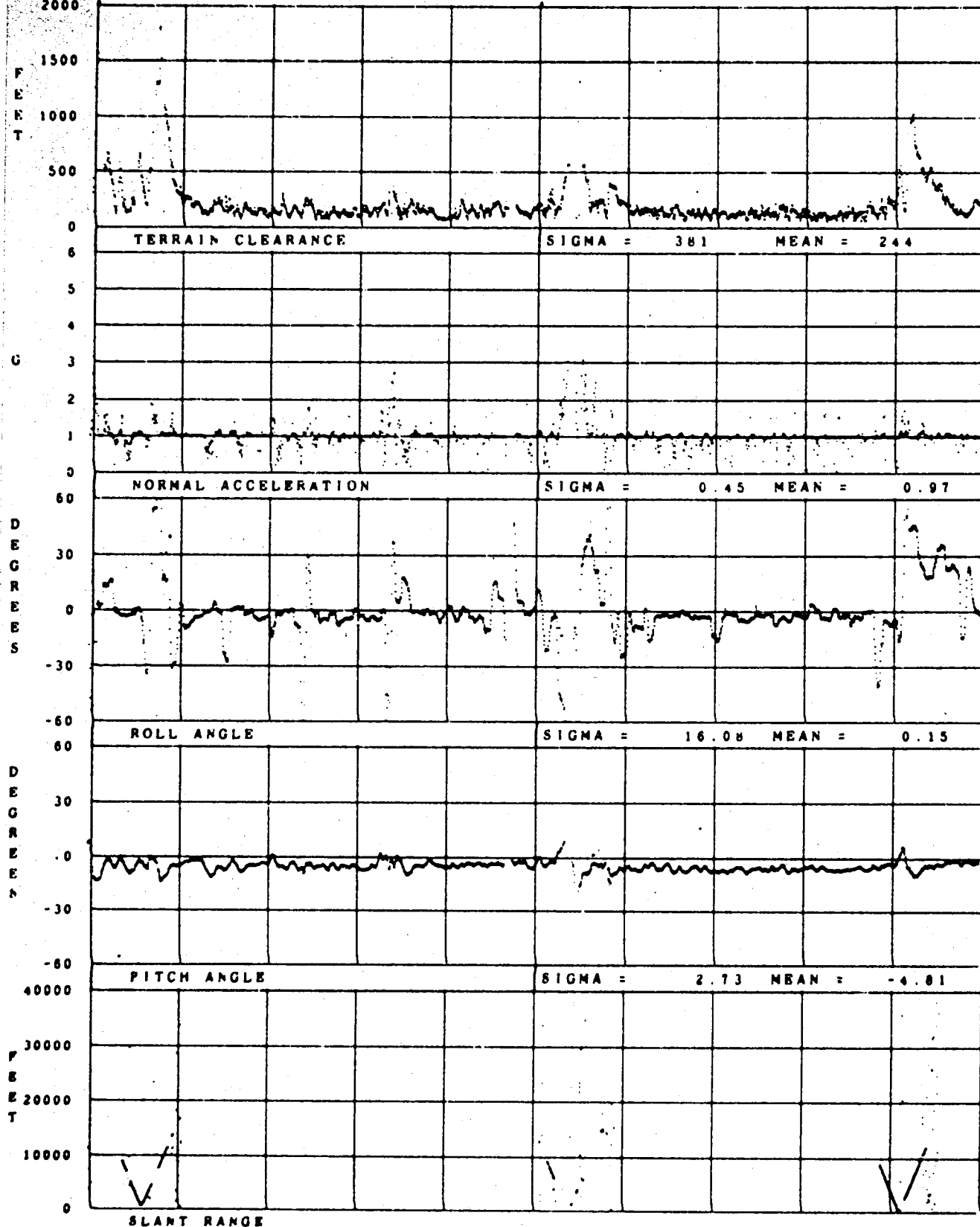
FIGURE 2-23 (U) TELEMETERED DATA (2 OF 5)

# UNCLASSIFIED

11 HR 45 MIN  
2000

11 HR 50 MIN

11 HR 55 MIN



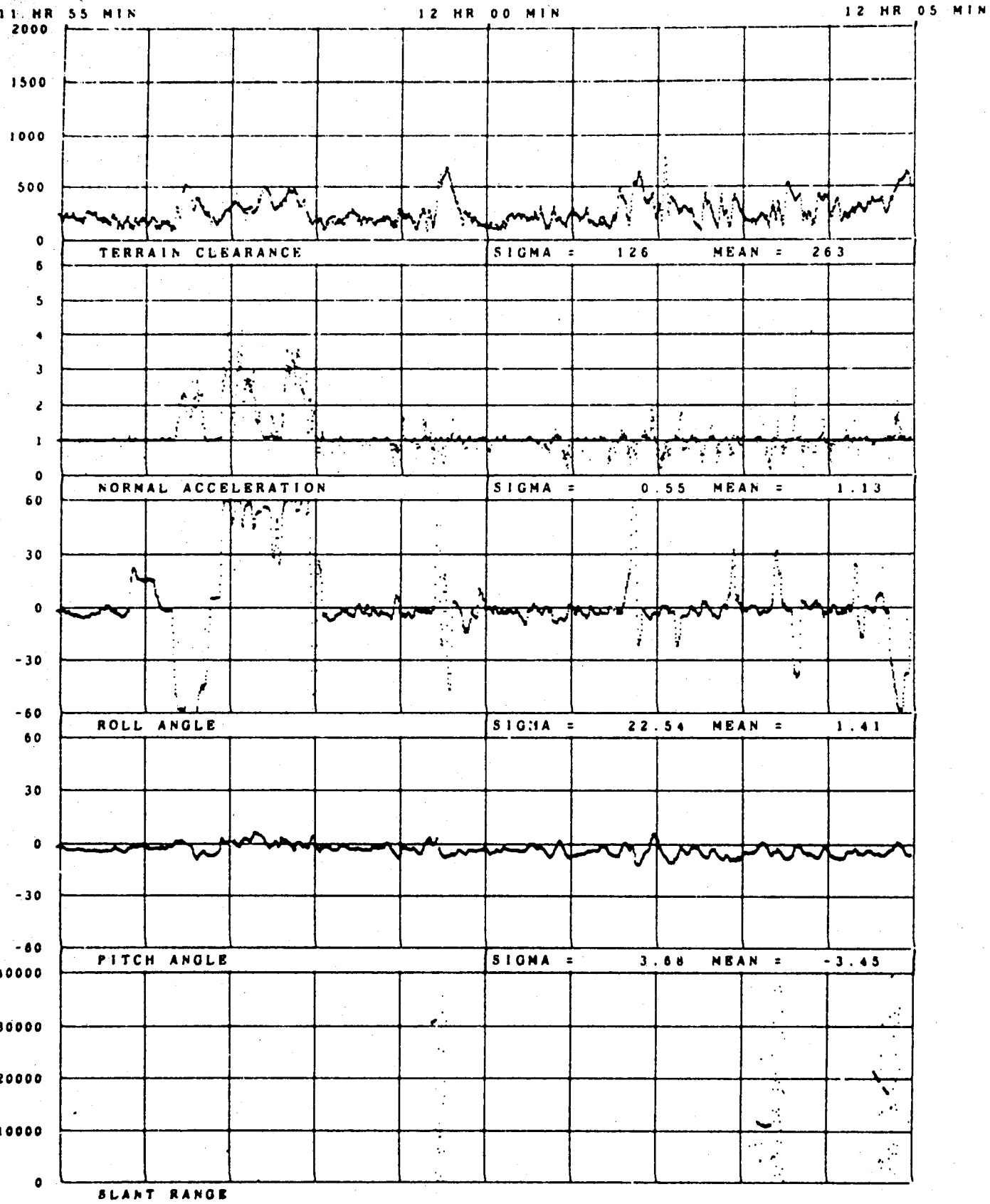
BORTIE NUMBER 192

OPERATIONAL DAY 3 AUGUST 1987

FIGURE 2-23 (U) TELEMETERED DATA (3 OF 5)

# UNCLASSIFIED

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SORTIE NUMBER 192

OPERATIONAL DAY 3 AUGUST 1967

FIGURE 2-23 (U) TELEMETERED DATA (4 OF 5)

UNCLASSIFIED

# UNCLASSIFIED

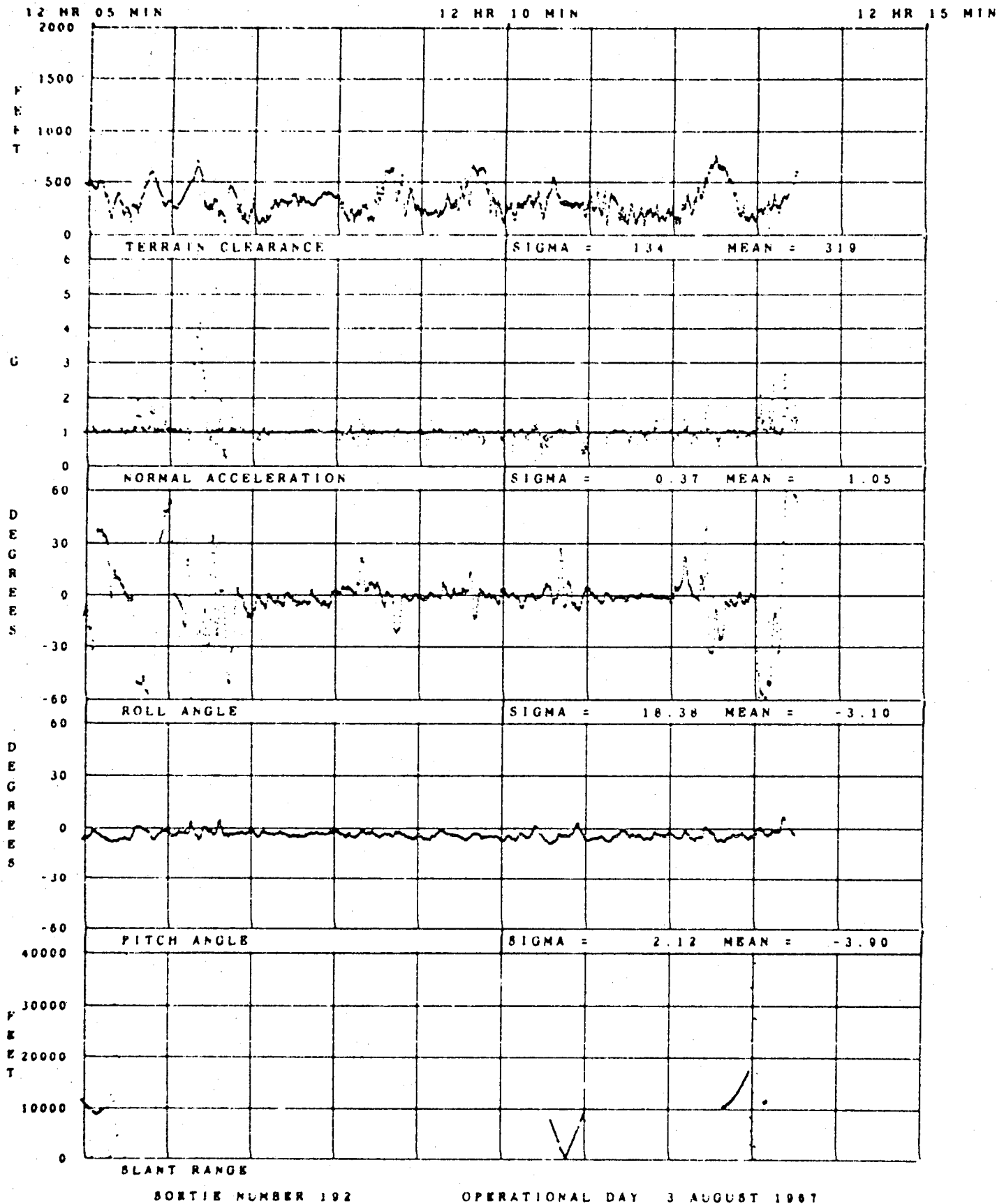


FIGURE 2-23 (U) TELEMETERED DATA (5 OF 5)

# UNCLASSIFIED

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RPT TGT		TIME	REAL TIME TRANSCRIPTION	SORTIE 192
				DATE 8/3/67
		11:50:55	(Tone ceases)	
		11:57:58	Timber, Intruder 09 at North 1.	
		11:58:04	Okay. Look off to your left there, for targets. Just get it up a little bit. Okay. 288. Yeah. Look off to your left for targets. Okay you keep watching over there. Yeah.	
		11:58:36	Okay. Is that it? No.	
		11:58:44	Okay. A power line. Okay. Give me about 10 more knots. It's lots more than that. Rog.	
		11:59:07	We didn't see any of them. I'm surprised. Nah, I'm not. Uh okay. We're a minute (along?). Man, there's no way they could get targets in this desert. Yeah, we'll be... There's nothing now for awhile, for about a minute. Is that something over there? I don't see anything.	
1	2	11:59:33	Okay. Let's see. Yeah okay.	
		11:59:35	Intruder 09er I have an army encampment. Looks like a there were 6 large tents. (Khaki?) colored and they were uh looked like barracks tents of some sort. Charlie Hotel 35.	
		11:59:55	Okay. We should see something up here pretty soon.	
		12:00:03	Those barracks tents were near a farmhouse, just to the west of a farmhouse. They were in 2 rows. Looked like 3 ro 3 in a row. Why don't you get some altitude so you can see (it?). This is? target. Okay.	
2	4	12:00:24	Right in front of us. Trucks. (?)	
		12:00:27	Intruder 09. There's a site with vehicles and a truck and a (farm, barn?) There were 2 tents. There's a circular road. It looked like 2 trucks and 4 jeeps, 4 jeeps. Charlie, Charlie 26. Might have been a communications site. I think I saw some antennas also. Rog. Correction Charlie Golf 26.	
		12:01:18	Okay. get yourself some altitude, so I can see something.	
		12:01:29	I don't think there'll be much here. We're comin' up on a road in about 15 seconds. I'm pretty sure.	
3	9	12:02:13	Okay. Tanks. This is Intruder 9. Intruder 9. There was 6 trucks, 1 jeep and 6 uh large uh army artillery. They're lined in a row pointing north. Position on that, Jack? Bravo Foxtrot 73. Roger. The trucks were in a road. The artillery was in a row in front of it. And it looked like the trucks were about 40 feet apart, all facing north. The jeep was parallel in front of the trucks, behind the artillery. (good area too).	
4	10	12:02:54	Okay. Red. This is Intruder 9. Intruder 9. A hospital unit, 2 small tents, 3 large. Uh there's an access road leading into it. They're arranged in sort of a triangle. There was a helicopter over there also, and the position on that was Bravo Echo 97. There was a helicopter in there also. Roger. And all the tents had red crosses on them. Green tents.	
		12:03:31	Okay. There's another good area.	
		12:03:48	How far are we away from that final check point? Okay. We're approaching 6 minutes, uh about a minute.	
		12:04:03	Okay. We're in that forest area. Now when you see kind of a cleared area, it should be it. We still have 30 more seconds. Might be this area here. Uh are we lookin' for that GCI site? Rog.	
		12:04:29	Okay. I think it might be up here. We got 15 seconds to go. Rog. I got a forest tower over here on the left. Yeah that's all right.	
		12:04:43	I think we missed it?. Try over to the left there a little bit. See if that's it. See if it's in the , over here to the left. (Hard)	
		12:04:54	No, No joy. No. start coming left to uh (2557).	
		12:05:04	Wouldn't be over there, huh? No.	
		12:05:15	That's surely it up there on the other side of the this road. There was a highway. Yeah. Okay. You want to tell them we missed it? I guess not.	
		12:05:25	Okay. Now we want. There's the road up there.	
		12:05:36	We want to follow this road down. Yeah. Okay. There's some water. Yeah.	
		12:05:46	get that generator back. I lost the generator. (PSB?), but I got it back now. Okay. Okay. Now we're looking for that uh the road and the (markers?) now. Ah another of those (PSB?) fell off again. Okay. Here's the water I ago. Yeah. Should be right down here shortly. Yeah. It should be before the water. What's our heading gonna be at 12, sir? Uh 108.	
		12:06:13	There it is. Rog.	
		12:06:21	Intruder 09 at Intruder 09 (?) (static). Okay. 108. That (her?).	
		12:06:37	Okay. Let's get some altitude. Okay. I'm off heading a little bit here. Okay. Let's get that SAM site.	
		12:06:54	Okay. There isn't very much up here. I don't think there'll be anything up here for awhile. (about a minute?).	
		12:07:01	Kinda blacked (konked?) myself out there and missed the second check point. (Don't deny it?). Okay. Let's get some altitude.	
		12:07:13	Uh okay. Approaching 45 seconds, and there's a road up ahead someplace. We might have something.	
		12:07:28	A road here.	
		12:07:47	Okay. Off to the left, something olive drab.	
		12:08:02	We supposed to paralleling that road for awhile there? Yeah.	
		12:08:07	I think so. Let's see.	
		12:08:13	We're off it now. All right.	
		12:08:24	Let's get some altitude. We haven't seen a thing yet.	
5	16	12:08:34	This is Intruder 09. I have a army installation near the 2 choppers. It's a chopper port. They're parked in a north direction.	
		12:08:43	Position Charlie	
		12:08:46	Charlie 19er. Looked like there was some uh behind the choppers there was some kind of a big storage (spot?), khaki colored. We have a tower right over there, Jim. Okay.	

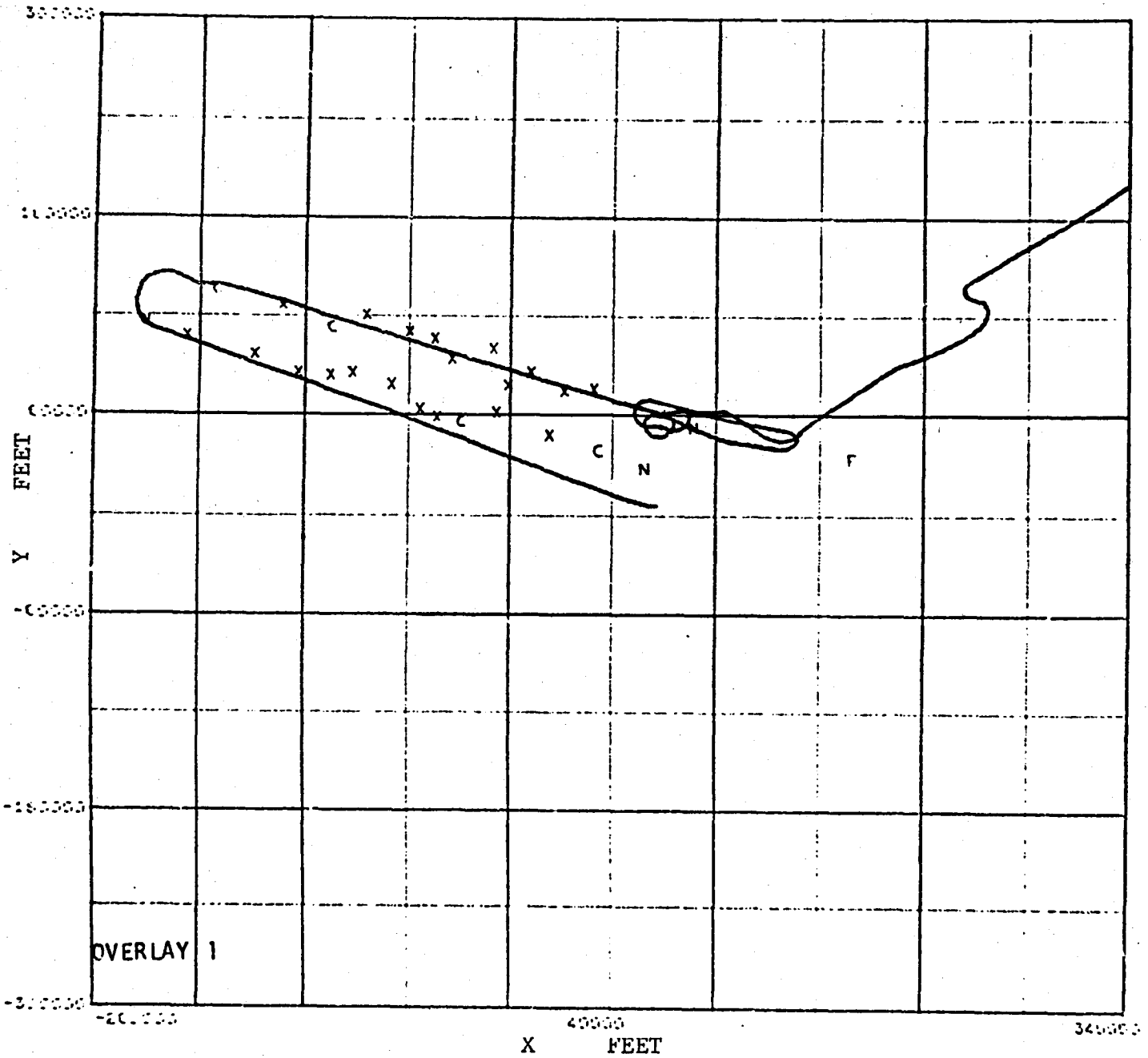
FIGURE 2-24 (U) VOICE TRANSCRIPT (1 OF 2)

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# UNCLASSIFIED

RPT TG/TG	TIME	REAL TIME TRANSCRIPTION	SORTIE 192 cont. DATE 8/3/67
	12:09:22	Okay right up over here's the road and uh (should?) be some targets around it. _____ cleared SAM site. Let's get some altitude.	
6 20	12:10:13	Intruder 09. I have a 2 trucks and 2 artillery emplacements back there. Artillery emplacements and in trenches. And they were pointed in a north direction. Trucks are 2 and a half ton and canvas covered.	
	12:10:36	Position on that, Jack? Uh Charlie Echo 15. Rog.	
	12:11:07	Okay. We're comin' up here to another big road, and then maybe _____ here. The one I said's up here.	
	12:11:26	I think that was the road.	
	12:11:46	There's another road. Yeah. We're past that's what I thought it was. We only have 2 minutes left.	
	12:11:58	Up over this ridge we should hit uh some populous areas again. We're a little fast comin' off a little bit. 20 knots, sir. Somethin' over there, but I don't know. It's houses I think.	
	12:12:22	Intruder 09. Uh negative.	
	12:12:33	That's 108. Coming (?). Uh okay.	
	12:12:45	We're coming to the end of it. There's a tower around here somewhere. (76 feet?). Is that it up over on that hill up there? I'm not sure.	
	12:12:58	Is that that tower up there on the left? On that hill? No. Yeah there is a tower over there. Yeah that's the one we want. (?) All right.	
	12:13:14	Come left like this and maybe we'll find a target before we go up there. That's about the end of the course.	
	12:13:29	Intruder 09 just went over N4 at Option _____	
	12:13:31	(Tone resumes).	

UNCLASSIFIED



SORTIE NUMBER 205

OPERATIONAL DAY 4 AUGUST 1967

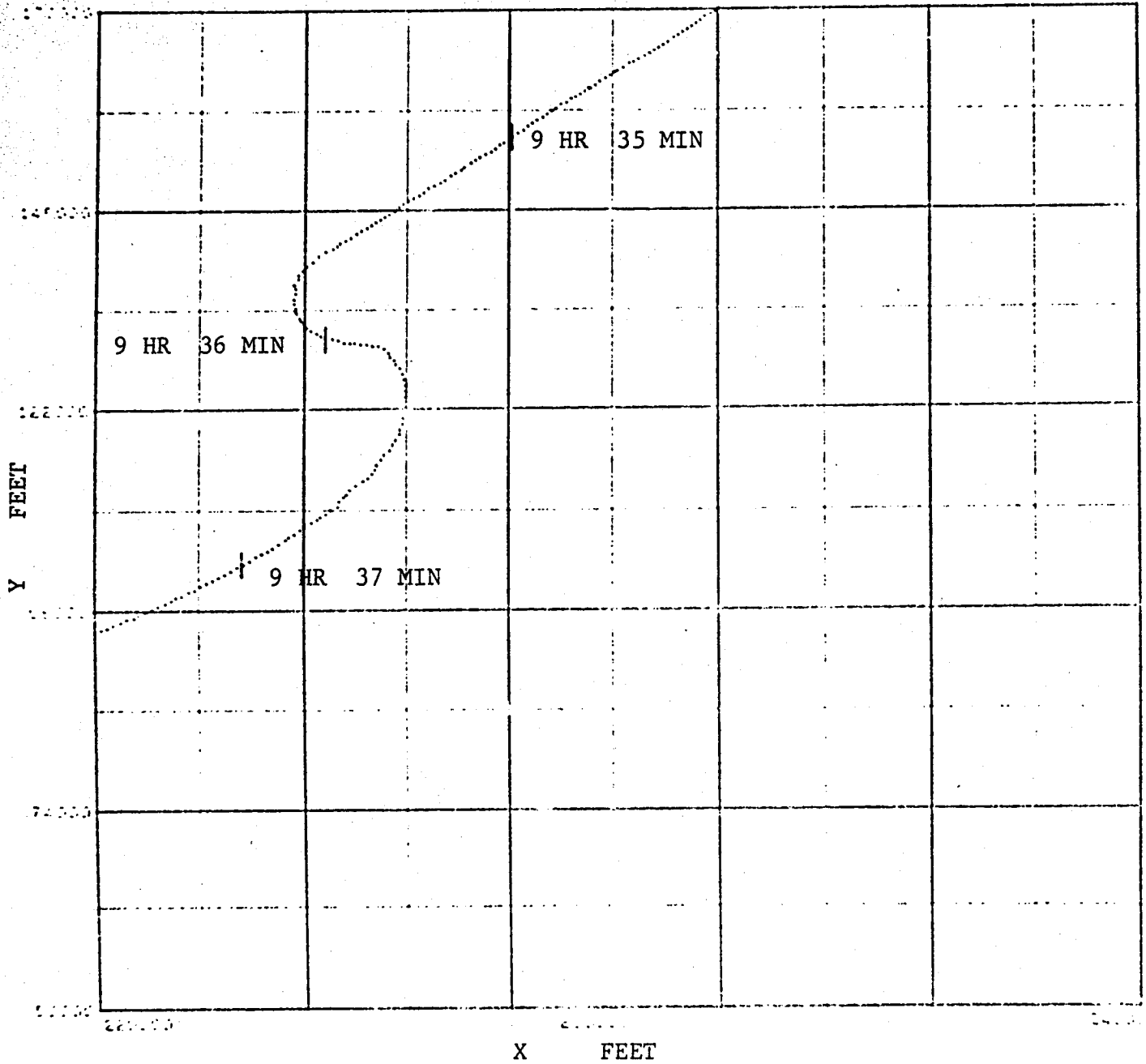
NORTH COURSE

FIGURE 2-25

AIRCRAFT POSITION DATA (U) (1 OF 10)

UNCLASSIFIED

UNCLASSIFIED



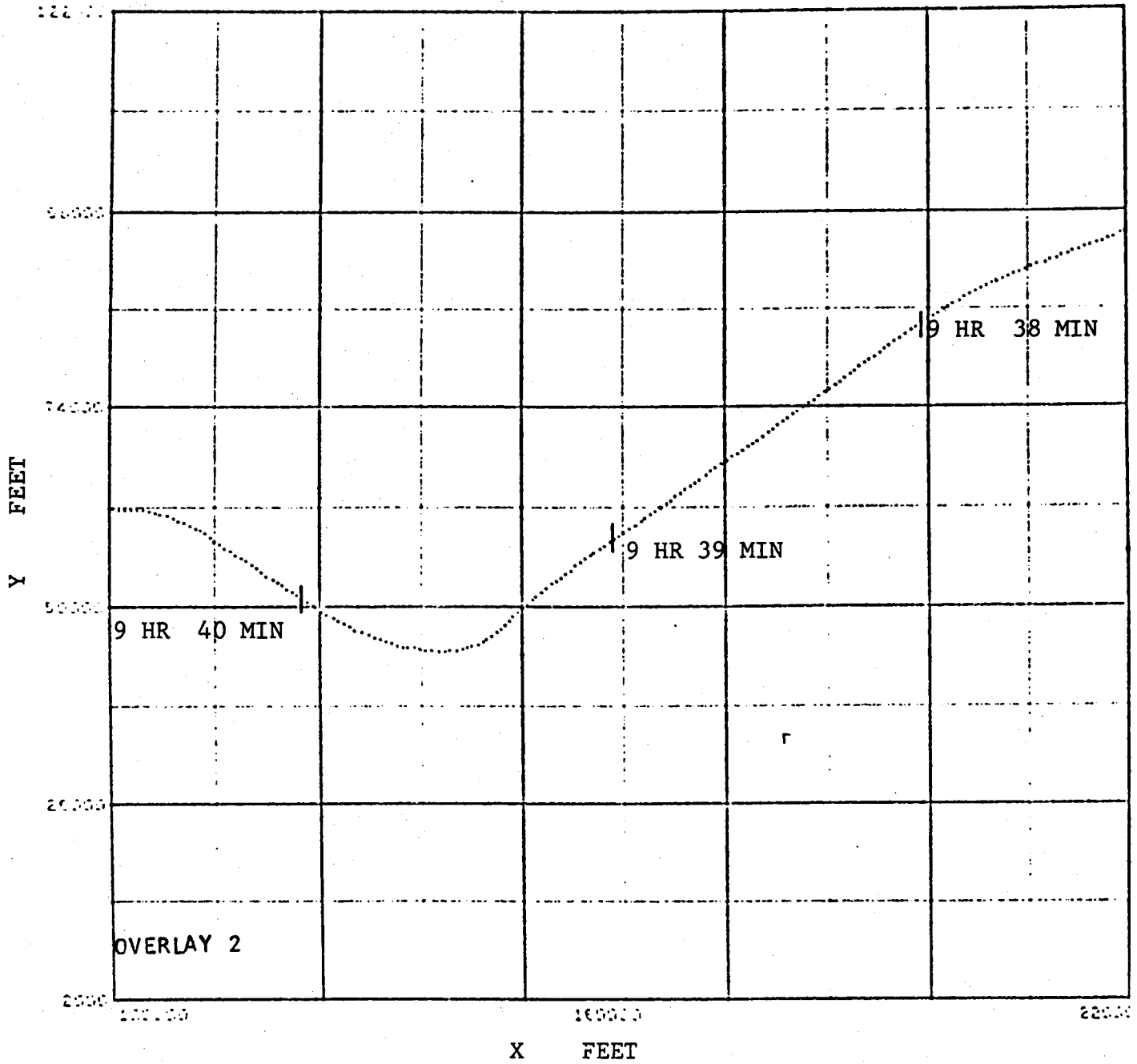
SORTIE NUMBER 205

FIGURE 2-25  
AIRCRAFT POSITION DATA (U) (2 OF 10)

UNCLASSIFIED



UNCLASSIFIED



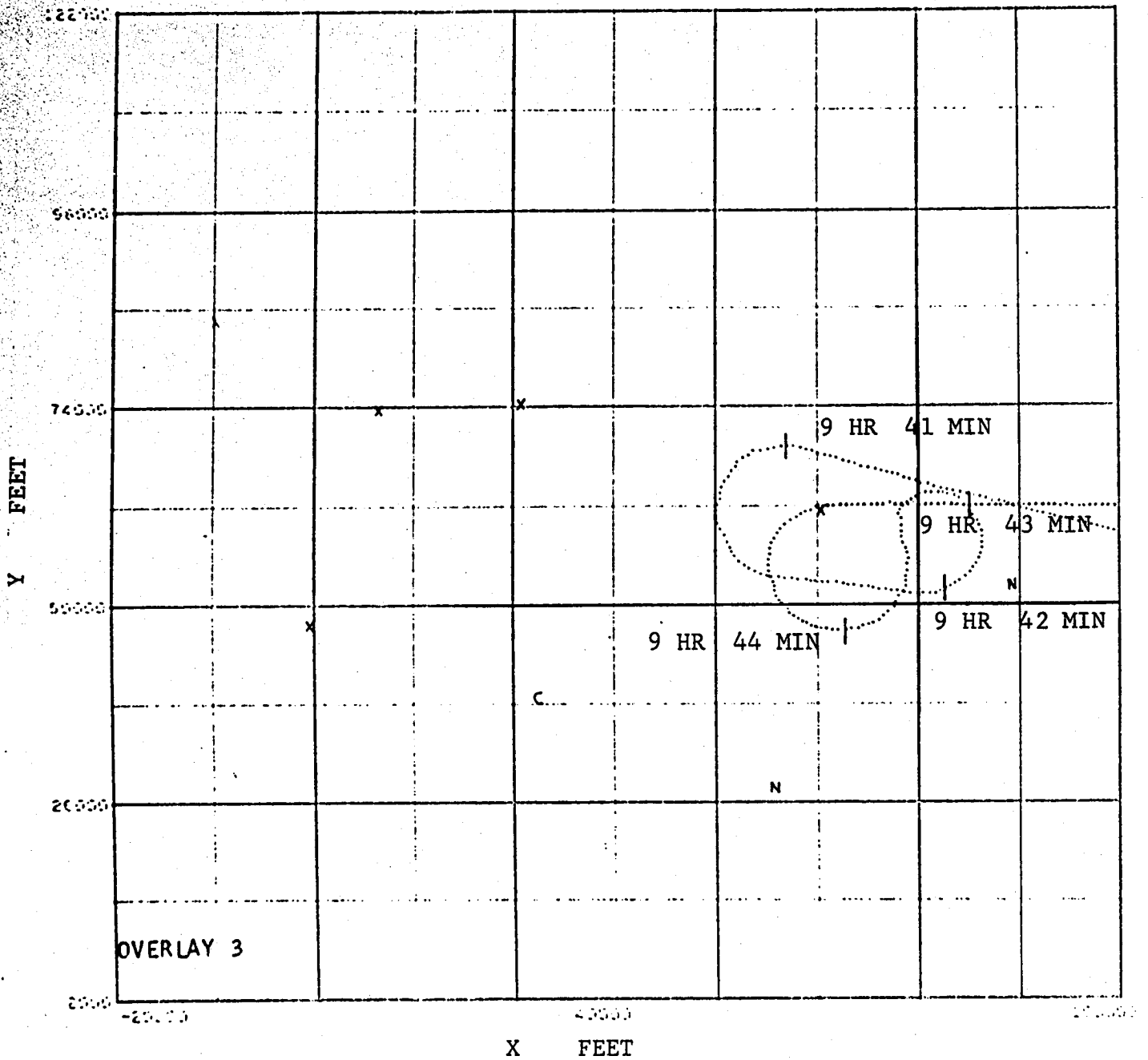
SORTIE NUMBER 205

FIGURE 2-25

AIRCRAFT POSITION DATA (U) (3 OF 10)

UNCLASSIFIED

UNCLASSIFIED



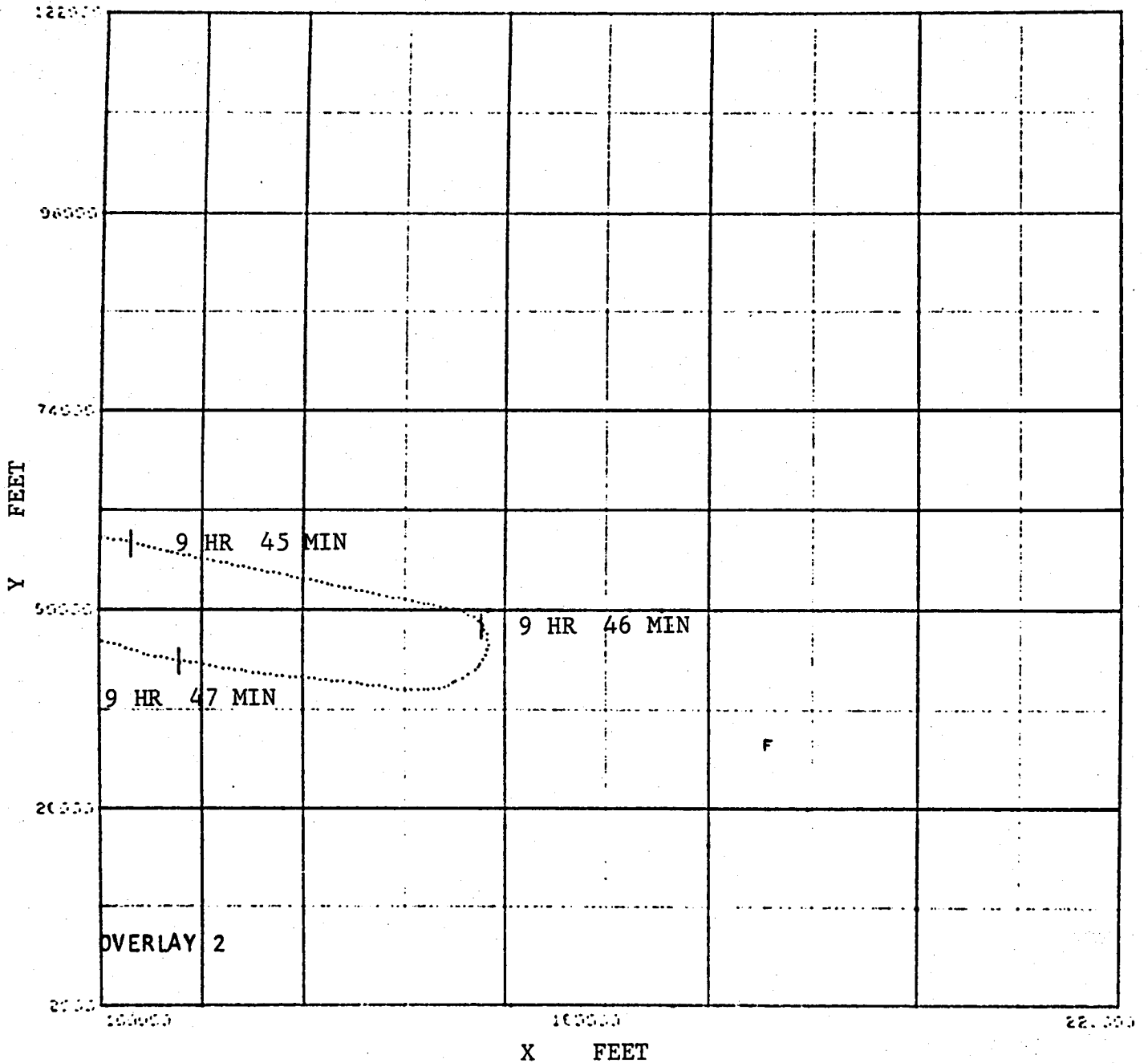
SORTIE NUMBER 205

FIGURE 2-25

AIRCRAFT POSITION DATA (U) (4 OF 10)

UNCLASSIFIED

# UNCLASSIFIED



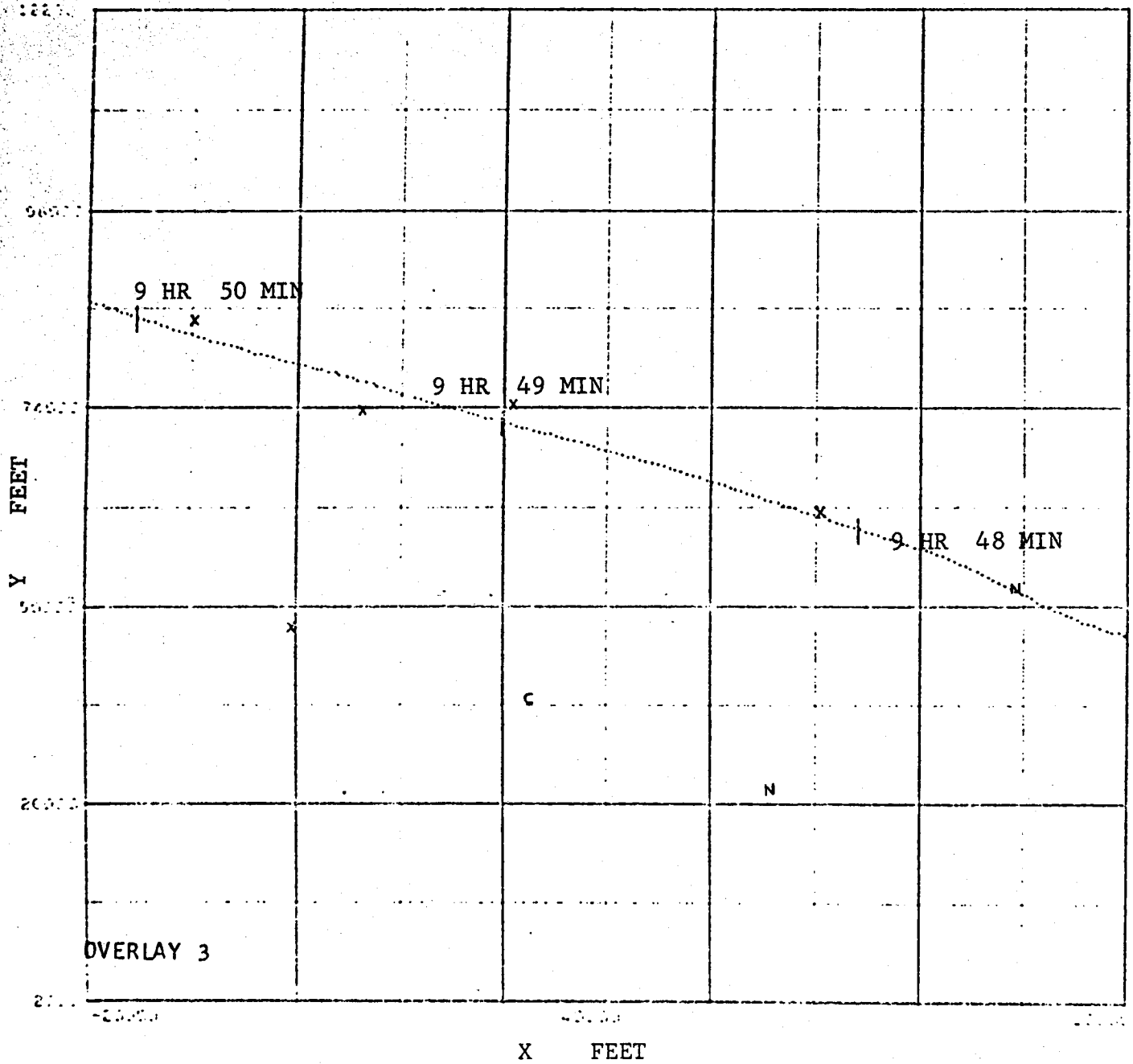
SORTIE NUMBER 205

FIGURE 2-25

AIRCRAFT POSITION DATA (U) (5 OF 10)

# UNCLASSIFIED

# UNCLASSIFIED



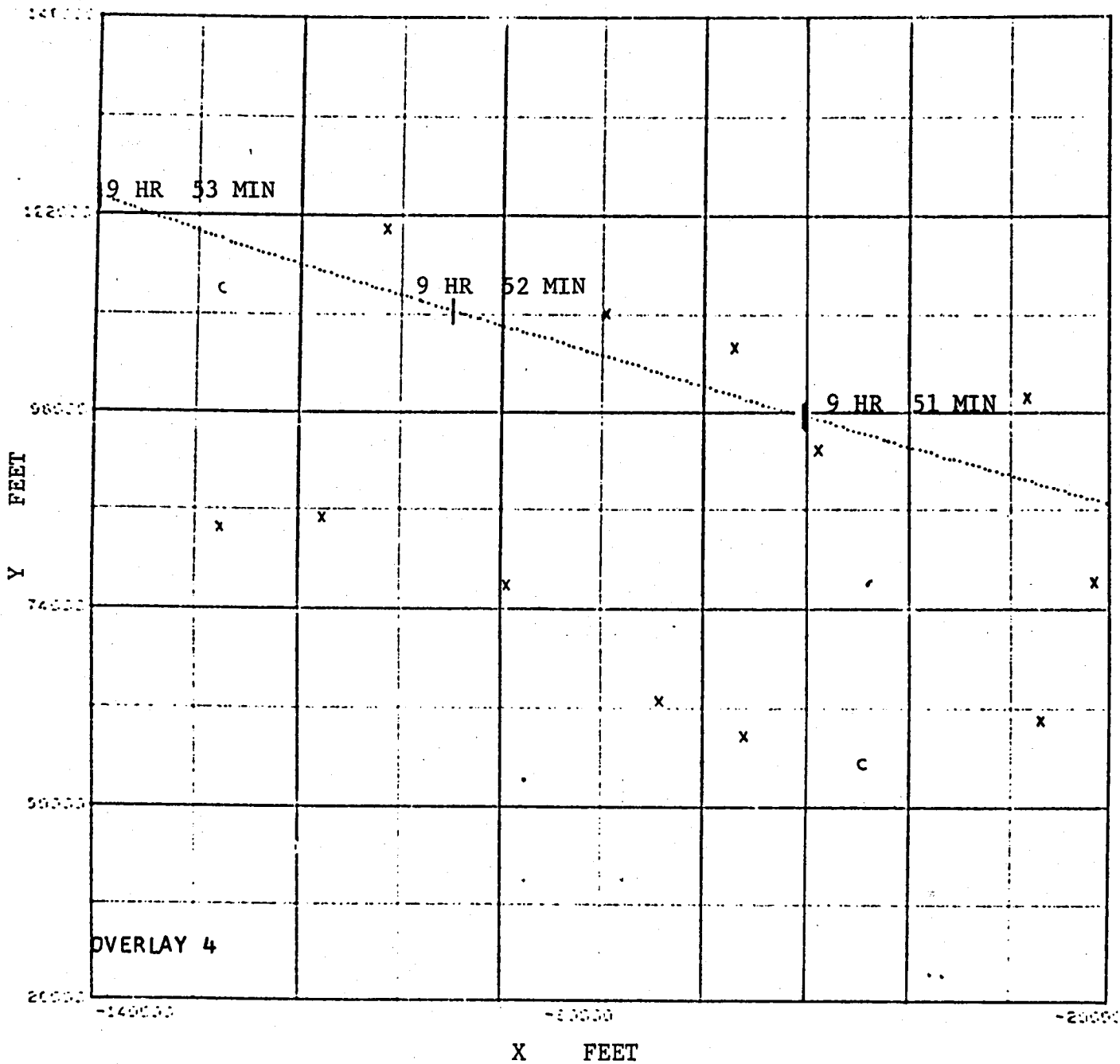
SORTIE NUMBER 205

FIGURE 2-25

AIRCRAFT POSITION DATA (U) (6 OF 10)

# UNCLASSIFIED

UNCLASSIFIED



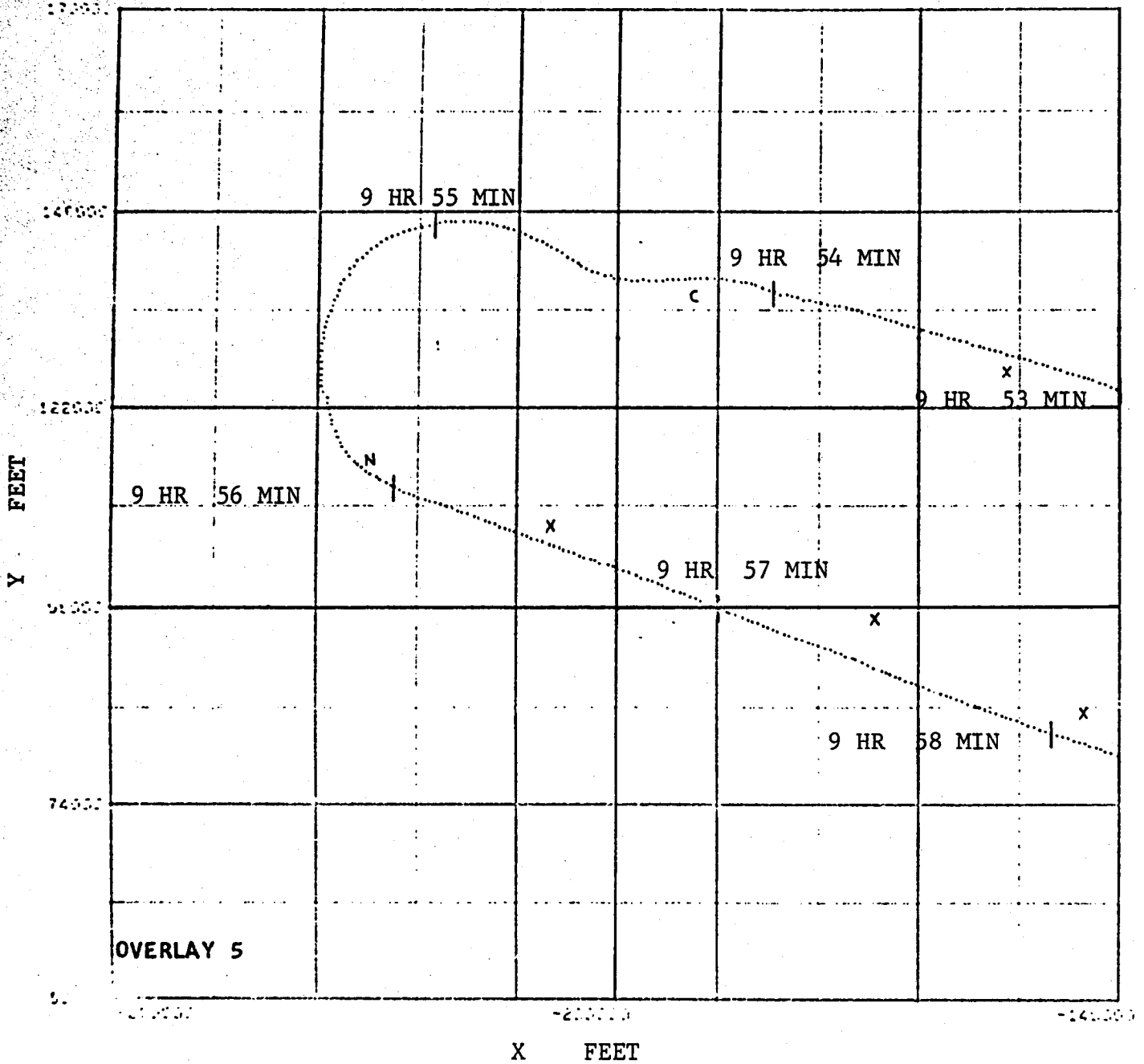
SORTIE NUMBER 205

FIGURE 2-25

AIRCRAFT POSITION DATA (U) (7 OF 10)

UNCLASSIFIED

UNCLASSIFIED



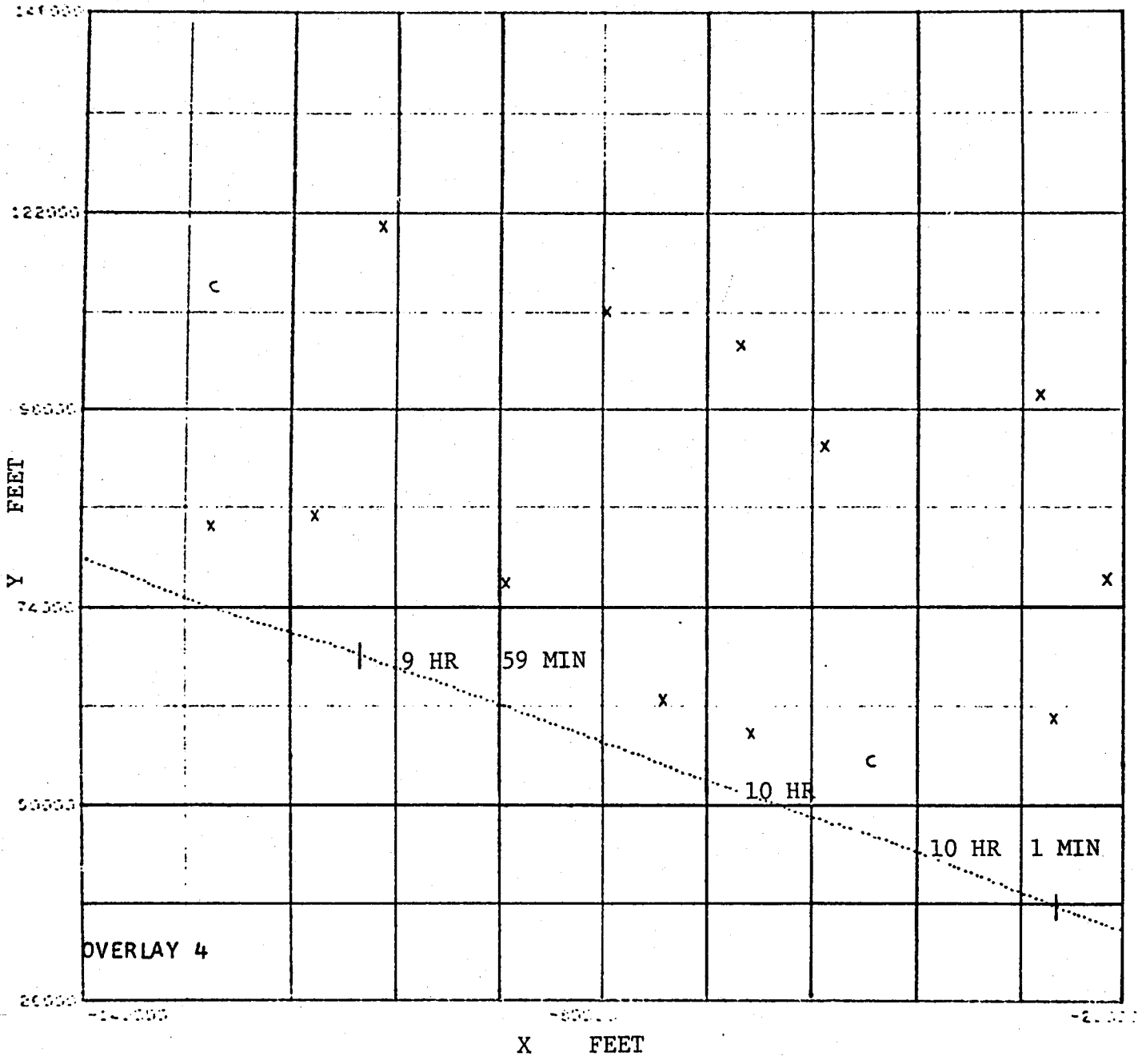
SORTIE NUMBER 205

FIGURE 2-25

AIRCRAFT POSITION DATA (U) (8 OF 10)

UNCLASSIFIED

UNCLASSIFIED

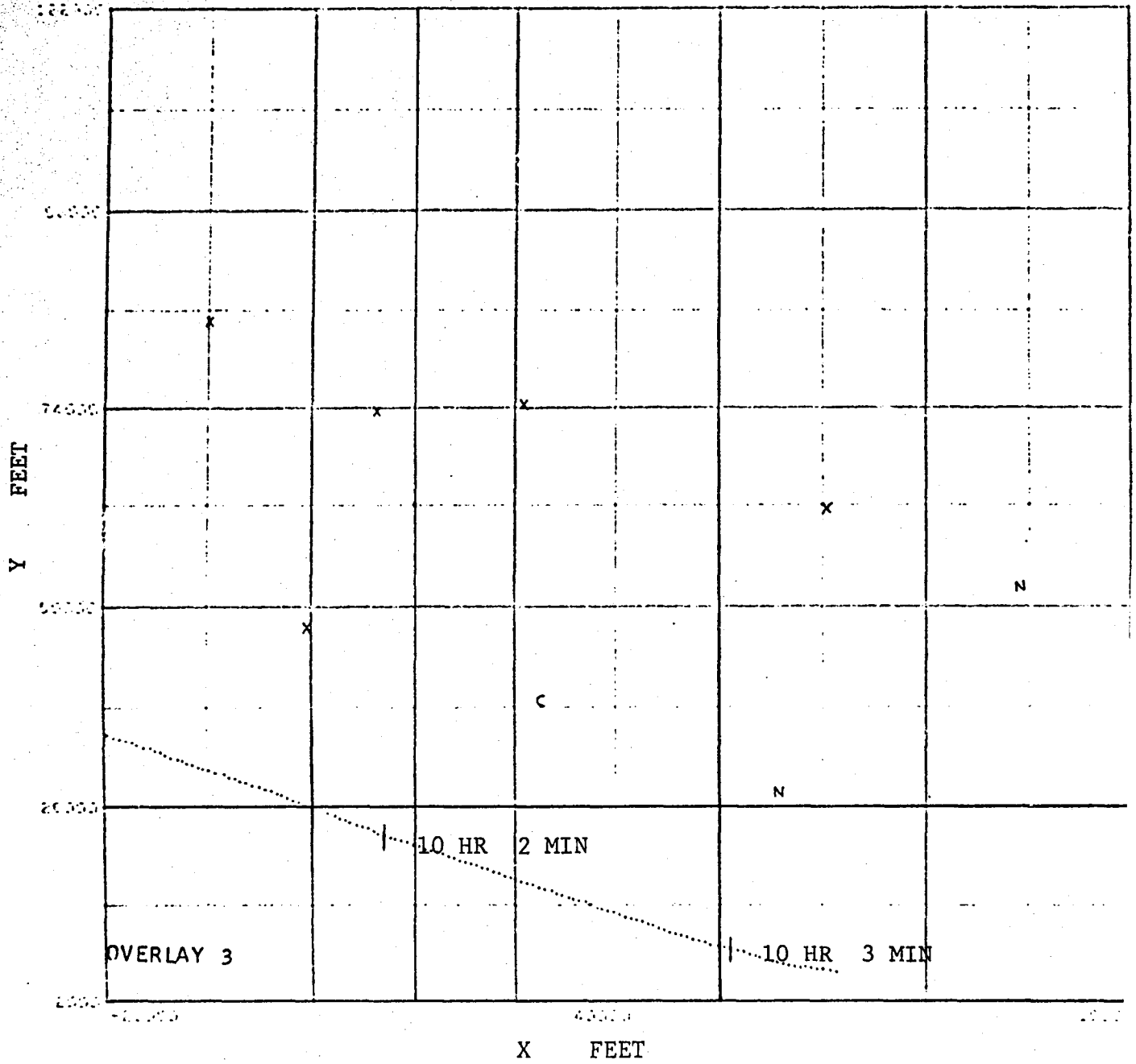


SORTIE NUMBER 205

FIGURE 2-25  
AIRCRAFT POSITION DATA (U) (9 OF 10)

UNCLASSIFIED

# UNCLASSIFIED



SORTIE NUMBER 205

FIGURE 2-25

AIRCRAFT POSITION DATA (U) (10 OF 10)

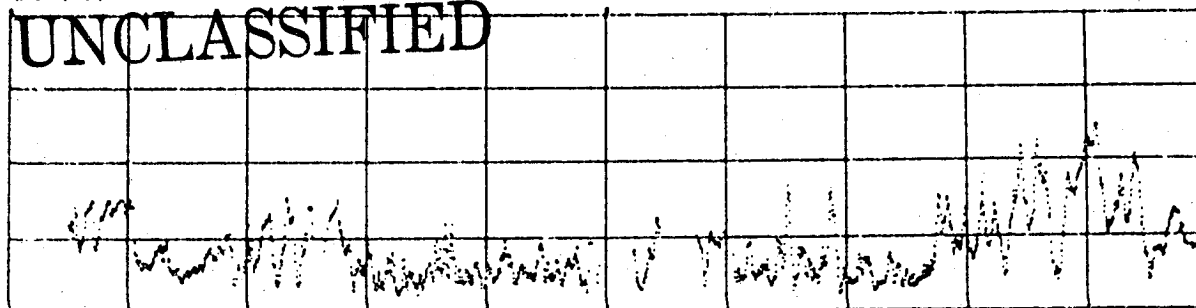
# UNCLASSIFIED



# UNCLASSIFIED

F  
E  
E  
T

1500  
1000  
500  
0



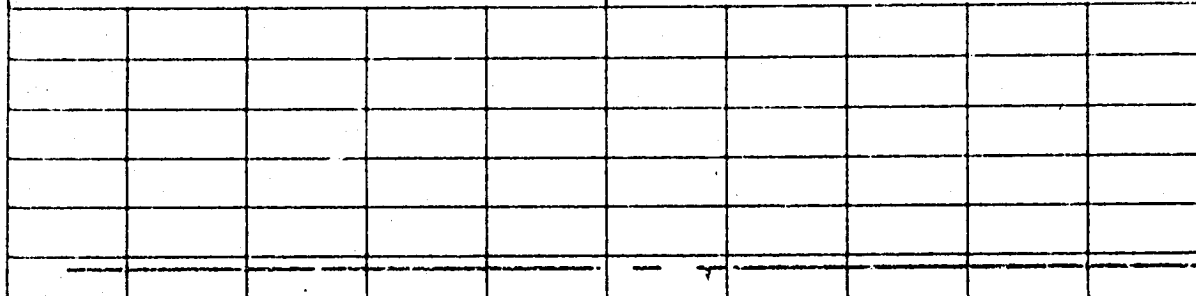
TERRAIN CLEARANCE

SIGMA = 218

MEAN = 429

G

6  
5  
4  
3  
2  
1  
0



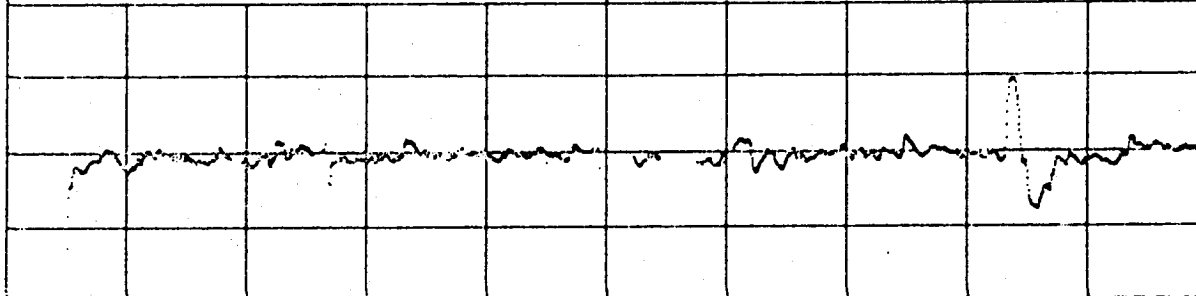
NORMAL ACCELERATION

SIGMA = 0.04

MEAN = 0.78

D  
E  
G  
R  
E  
E  
S

60  
30  
0  
-30  
-60



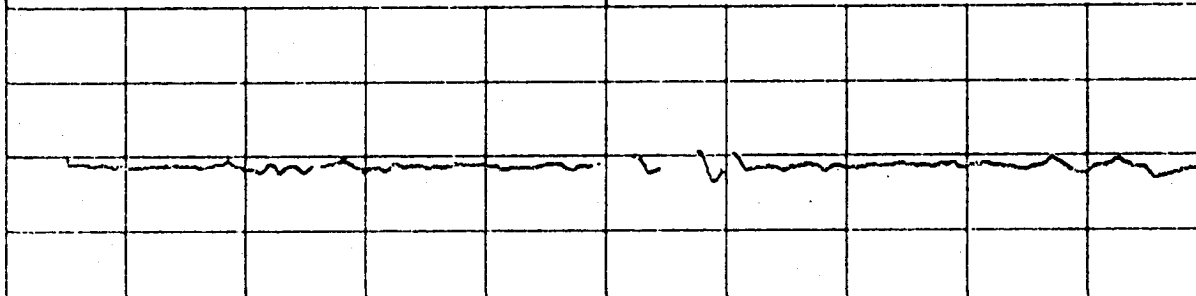
ROLL ANGLE

SIGMA = 5.09

MEAN = -1.73

D  
E  
G  
R  
E  
E  
S

60  
30  
0  
-30  
-60



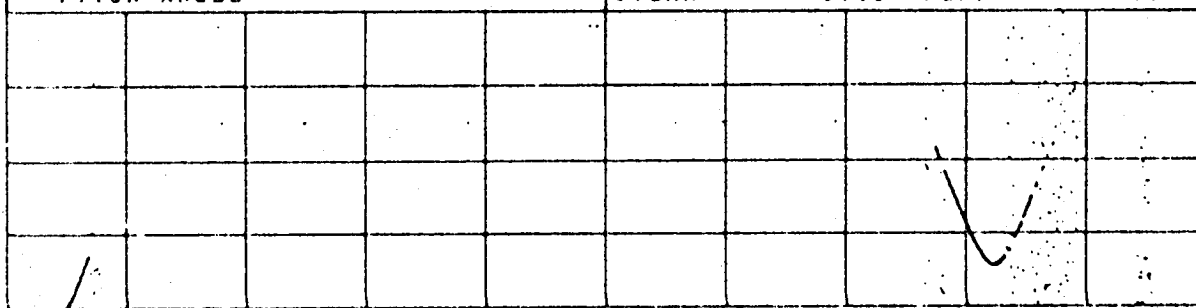
PITCH ANGLE

SIGMA = 1.45

MEAN = -4.63

F  
E  
E  
T

40000  
30000  
20000  
10000  
0



SLANT RANGE

SORTIE NUMBER 205

OPERATIONAL DAY 4 AUGUST 1967

FIGURE 2-26 (U) TELEMETERED DATA (1 OF 5)

# UNCLASSIFIED

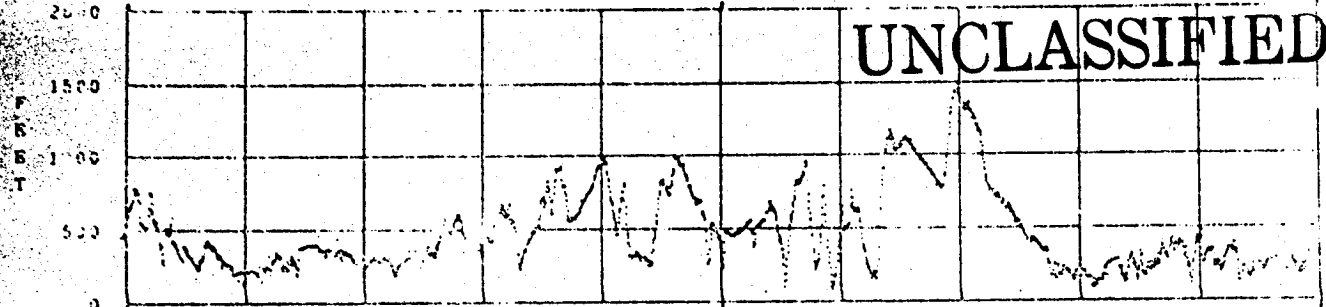
135

09 HR 24 MIN

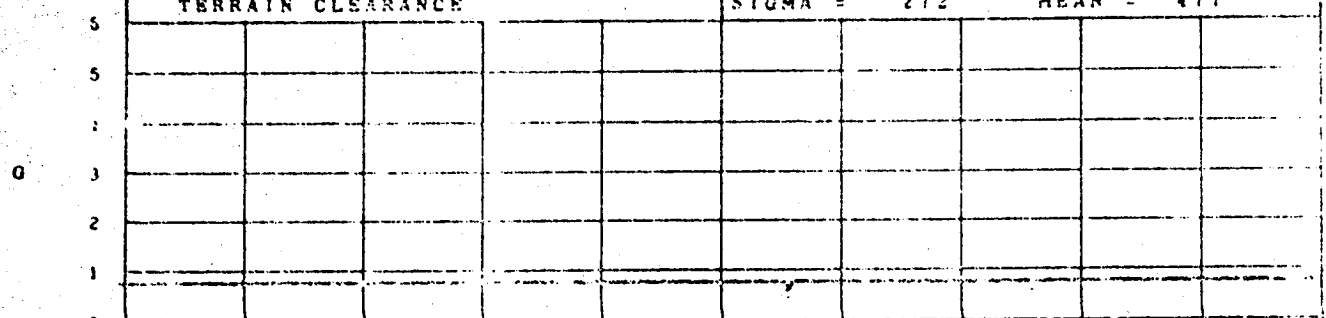
09 HR 29 MIN

09 HR 34 MIN

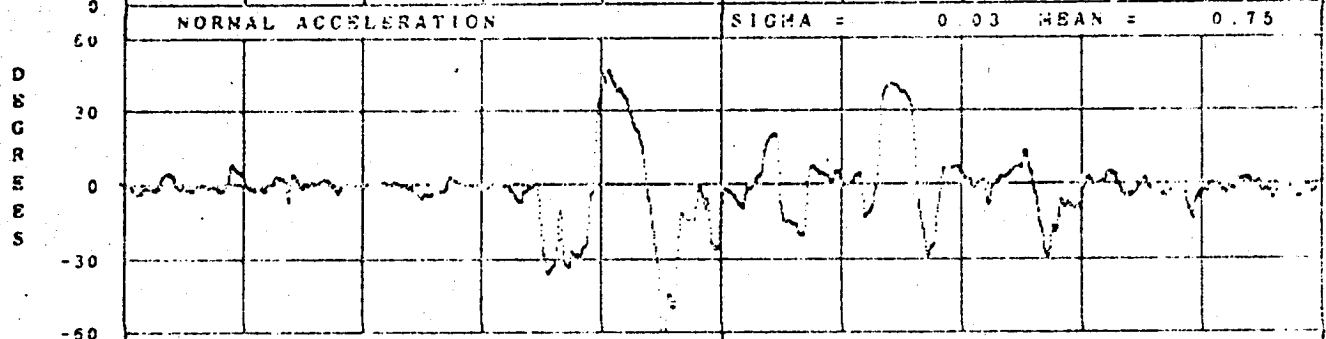
UNCLASSIFIED



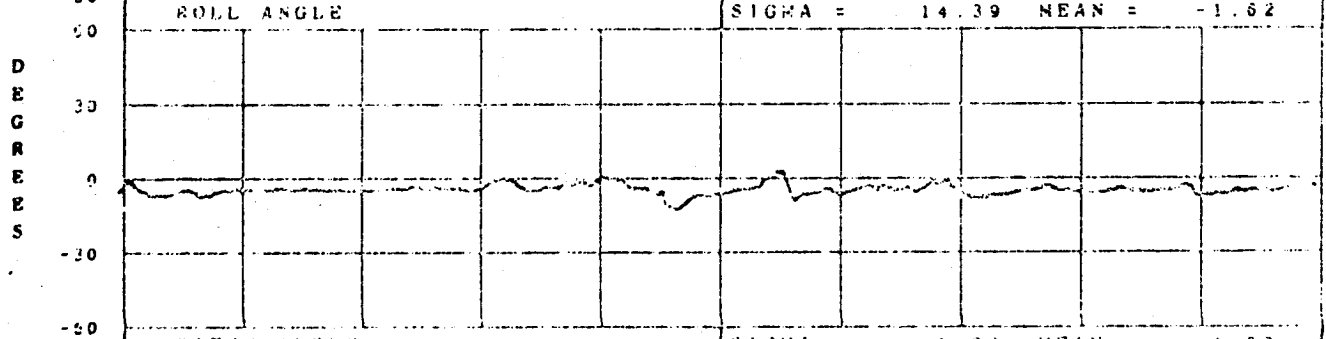
SIGMA = 272 MEAN = 477



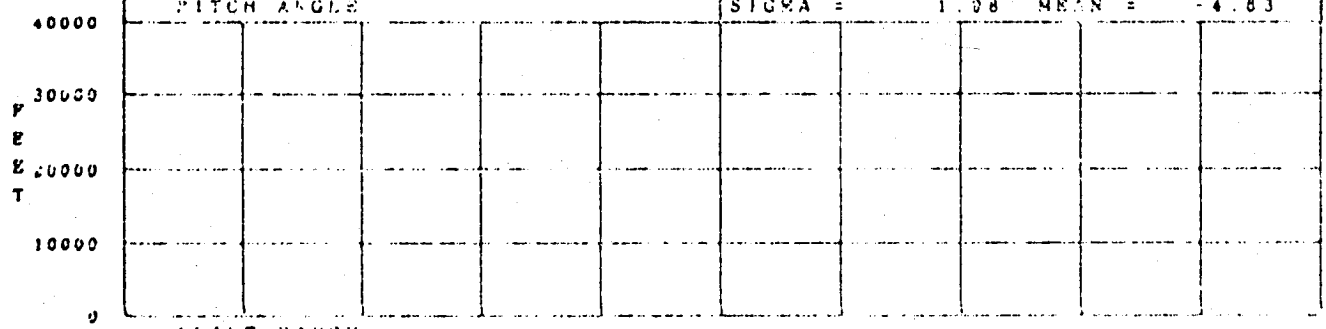
SIGMA = 0.03 MEAN = 0.75



SIGMA = 14.39 MEAN = -1.62



SIGMA = 1.08 MEAN = -4.63



SORTIE NUMBER 205

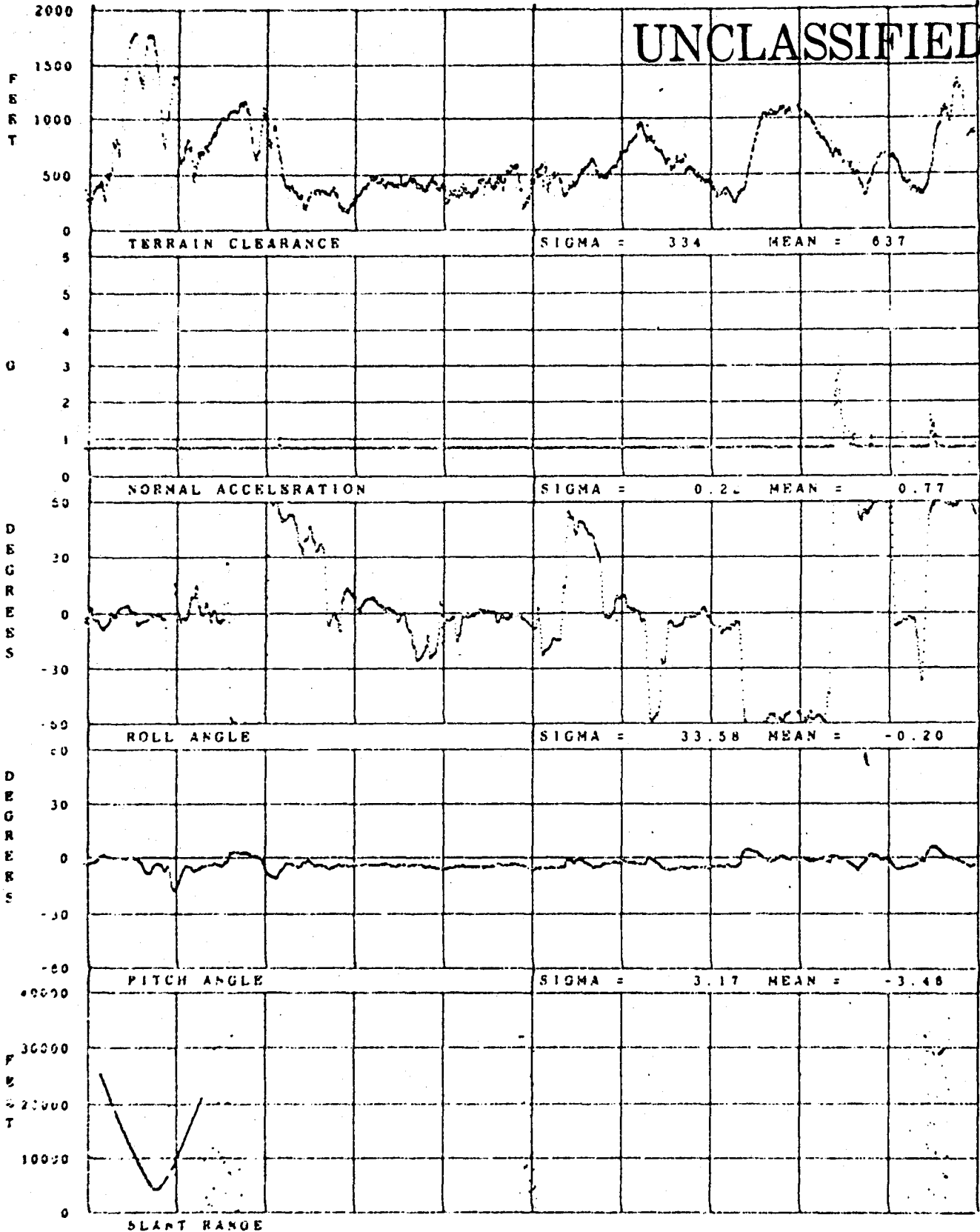
OPERATIONAL DAY 4 AUGUST 1967

FIGURE 2-26 (U) TELEMETERED DATA (2 OF 5)

UNCLASSIFIED

156

UNCLASSIFIED



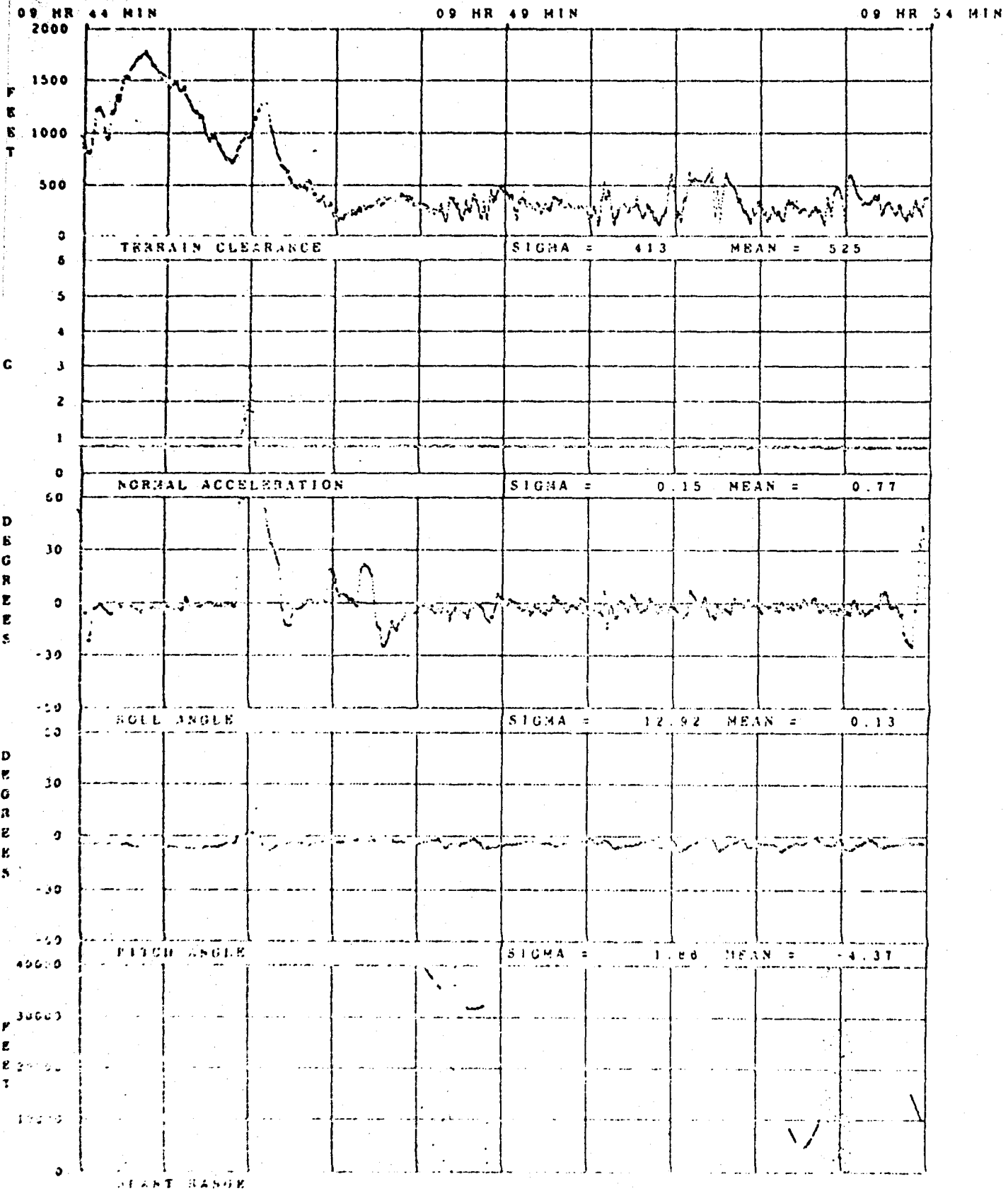
MONTH NUMBER 205

OPERATIONAL DAY 4 AUGUST 1967

FIGURE 2-26 (U) TELEMETERED DATA (3 OF 5)

UNCLASSIFIED

# UNCLASSIFIED

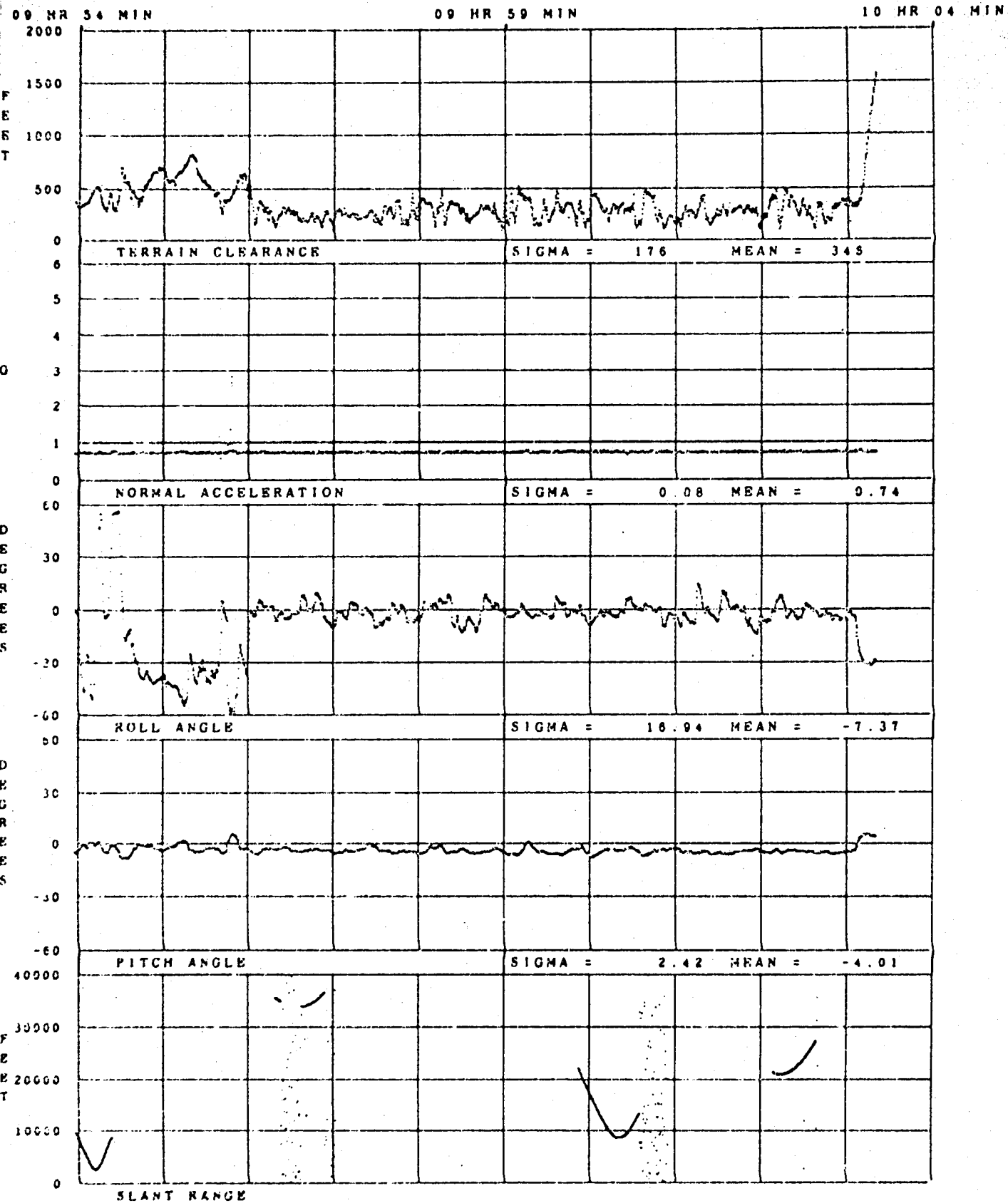


OPERATIONAL DAY 4 AUGUST 1967

# UNCLASSIFIED

FIGURE 2-26 (U) TELEMETERED DATA (4 OF 5)

# UNCLASSIFIED



SORTIE NUMBER 205

OPERATIONAL DAY 4 AUGUST 1967

FIGURE 2-26 (U) TELEMETERED DATA (5 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED

		TIME	REAL TIME TRANSCRIPTION	SORTIE 205
				DATE 8/4/67
		9:47:42	Push the event button? Affirm. Look for some targets now. Okay, it feels just about right.	
		9:48:01	Okay, I see a power line coming up here at a minute and a half, ah, are you on hot mike? Affirmative.	
		9:48:22	Okay your heading is ah okay, _____ . Got that. Uhuh. Man, if they got stuff down here you'll never see it. You get a cycle on the clock? Yeah, we're a minute and a half out coming out on three and a half. Okay, what's that down there. Okay, looks like ah, _____ area.	
1	2	9:48:50	This is Intruder 19 we have looks like ah _____ we have 3, 6, 9, 12 we have 3, 6, 9, 12 tanks at or twelve tents, ah they were large it was just before we crossed the river just about a half mile. All right that's at Charlie Hotel 2 4.	
		9:49:27	Okay we're coming up on two minutes out and we should be crossing a road at about two and a half okay, the road's off to our right. Yeah, we're parallel to it just crossing it now, on the right side of the bridge.	
2	4	9:49:45	Okay, this is tanks, ah trucks over there to our right, looks like command post area two tanks. four jeeps (the two pilots are talking at the same time) at Charlie Golf 7, Ah Charlie Golf 2 7.	
		9:50:10	Okay we're coming up on three minutes, keep your heading, looks good. Heading looks good. Okay now.	
		9:50:50	Okay, looks pretty good, Hank.	
		9:51:04	Okay, railroad, just down in this valley.	
		9:51:1	Okay, I got a railroad, right down here. Coming up on four minutes now, look out. Okay found the railroad.	
		9:51:54	Okay, speed's looking good, heading's looking good.	
		9:52:16	We're coming on five. Coming down into a little clearing here. Okay there's a road running west southwest. Rog, I don't have it.	
		9:52:55	Okay, we got another road, between this valley and I don't see any targets here. That's five thirty just going over a ridge, okay, now there's gotta be something in this valley. Okay, there's a cleared area just before we get to our check point, is that affirmative? I don't think so, no, we're just coming up on six minutes. Hank, we got seven minutes to go, this is another cleared area, okay, here's, there's some APC's over there at three o'clock it looks like an armored unit there must be fifteen APC's in a random manner, look like a camp. Coordinates Alpha Delta 9 2.	
3	12	9:53:16	Okay, good shot Hank, okay we're six minutes out right now, we should be just, okay there's a tower up ahead now, okay just passed our check point, _____ okay we want the right side of that tower, over there. Check into we should be coming up, okay there's the farmhouses right here, no, no I don't think so Hank, this a lake? No, I don't think so I don't think that's our GCI I think it's a little bit further down.	
		9:53:37	Okay, good shot Hank, okay we're six minutes out right now, we should be just, okay there's a tower up ahead now, okay just passed our check point, _____ okay we want the right side of that tower, over there. Check into we should be coming up, okay there's the farmhouses right here, no, no I don't think so Hank, this a lake? No, I don't think so I don't think that's our GCI I think it's a little bit further down.	
		9:54:06	Okay, here, ah is this it over here? Okay, there's our GCI site right over there, where? Right there to your left, see it. Okay, yeah I see it, okay, N2. We got our GCI site. Stay to the left of this tower.	
		9:54:32	Road, where you turn up here. Did you hit your event button? Affirm, okay, start your 180, about a thirty degree right turn. Okay, there's a lake down there, okay, _____ right on top of the lake, northern end of lake and ah mag heading out of there, mag heading will be 100, to 108.	
		9:55:07	Okay, and we're gonna have. Got two pylons, okay here's a road coming on into now, I don't hold cross the edge of the lake, and find the _____.	
		9:55:32	This compass is terrible, it's not cracking around. Okay, now look I got a, okay you see coming up on the road here. Intruder 19 departing November 3. Okay you want 1082 or 1005 (?)	
		9:56:10	Okay, Hank I have a road, just about on track now, coming up. Okay, looking good, you're looking good.	
4	14	9:56:25	Keep your eyeballs out. Get that get that SAM site. Okay, here's a storage area over there, there's a two rows of drums, both sides of the road, one jeep and I see approximately 150 barrels. Rog. That's at Pol. Bravo Charlie, 5, Bravo Charlie 4 5.	
		9:56:50	Okay, we're one minute out Hank, and your heading is looking good, real good, okay, we're breaking out along this road, right here along this highway cross it about one thirty. Okay, we're crossing right about here.	
		9:57:18	Look for that SAM site it's bound to be in here somewhere.	
		9:57:57	Coming up on two minutes out.	
		9:58:28	(Mumbling can't understand what he is saying.) Second place to the right of course. Okay, I was holding a little shy of 100. Coming up on three, over this ridge, hit the railroad again, I'd sort of check down these dirt roads when you get a chance, there might be some trucks or something.	
		9:59:10	Okay, here's a railroad coming up this stream.	
		9:59:33	Okay, what we go. Something over there? I can't, I don't think so, I can't see.	
		10:00:11	A barn right in front of us Hank, okay, he cleared it okay coming across a road here.	
		10:00:19	Okay, coming across a road here, might be something around this area, about four _____	
		10:00:33	We're right on track, right on heading.	
		10:00:45	We're coming up on five minutes here.	
		10:01:15	Boy, there's a lot of roads, running through these woods, you can't see anything in them though.	
		10:01:34	Okay, I'm coming up about a minute and a half to go. Hank, okay, okay, cross in front of the road here. I see some buildings but they don't look military. Okay, we're six out right now. We got one minute to go? Affirm. Man, let's see we got a tower with a building alongside of it right? Right. Okay, there's a little lake, bend in the stream.	

FIGURE 2-27 (U) VOICE TRANSCRIPT (1 of 2)

# UNCLASSIFIED

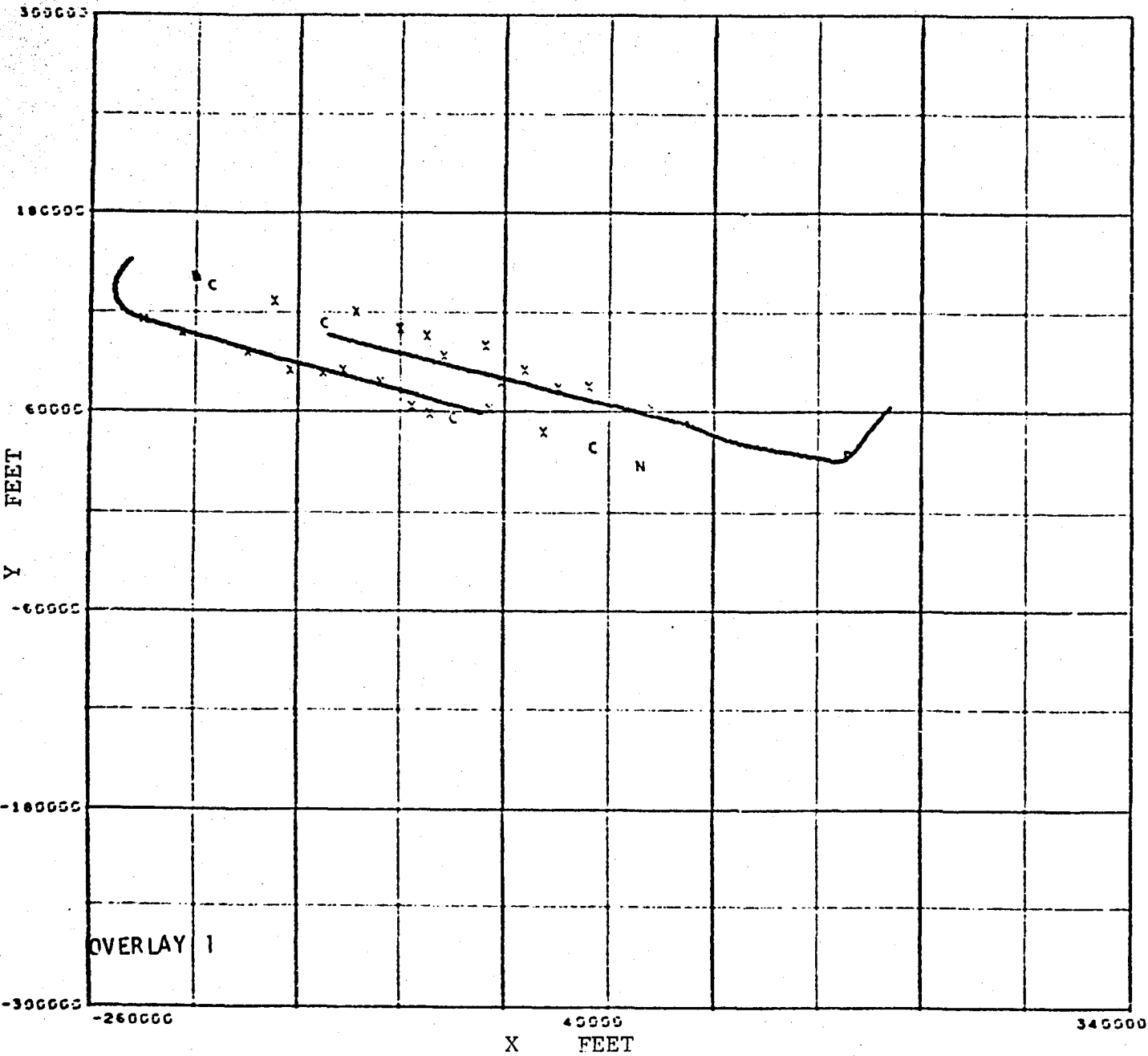
# UNCLASSIFIED

RPT TG/CT	TIME	REAL TIME TRANSCRIPTION	SORTIE 205 cont.
			DATE 8/4/67
	10:02:18	There's that tower dead ahead of us up here. I don't know, I don't see it yet. Might be a tree, yeah I think so.	
	10:02:40	Okay, our time is running out, we should have. Okay, how can we tell we're past for sure. We're past, right, coming up now on seven minutes is where we should have had it. Ah, okay we're past it now, okay we're down in a _____. Okay.	
	10:03:11	Intruder 19er is off the range, a missed November 4 climbing out _____ Roger.	

FIGURE 2-27 (U) VOICE TRANSCRIPT (2 of 2)

UNCLASSIFIED

UNCLASSIFIED

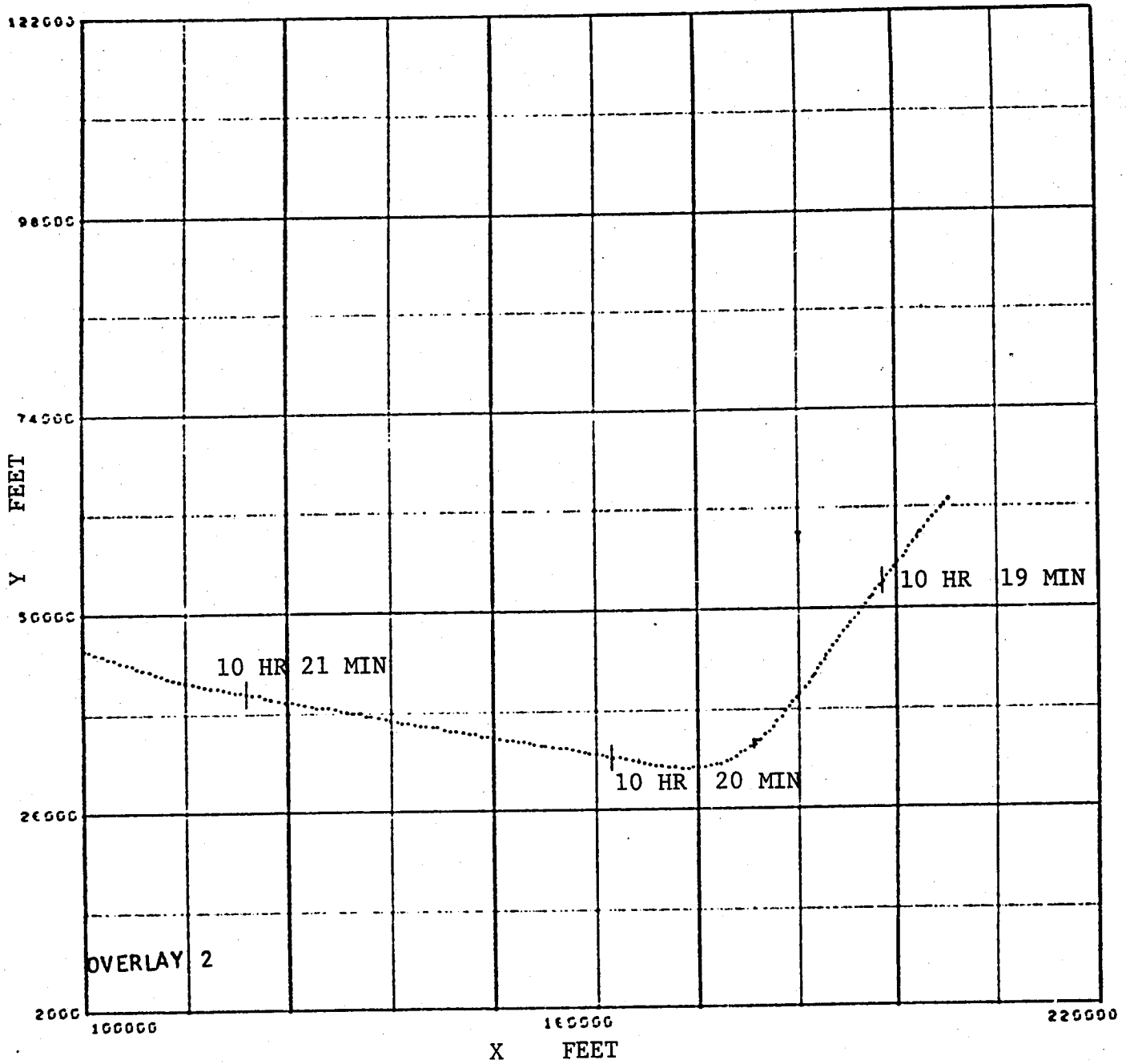


SORTIE NUMBER 205A  
OPERATIONAL DAY 5 AUGUST 1967  
NORTH COURSE  
FIGURE 2-28  
AIRCRAFT POSITION DATA (U) (1 OF 6)

UNCLASSIFIED



# UNCLASSIFIED

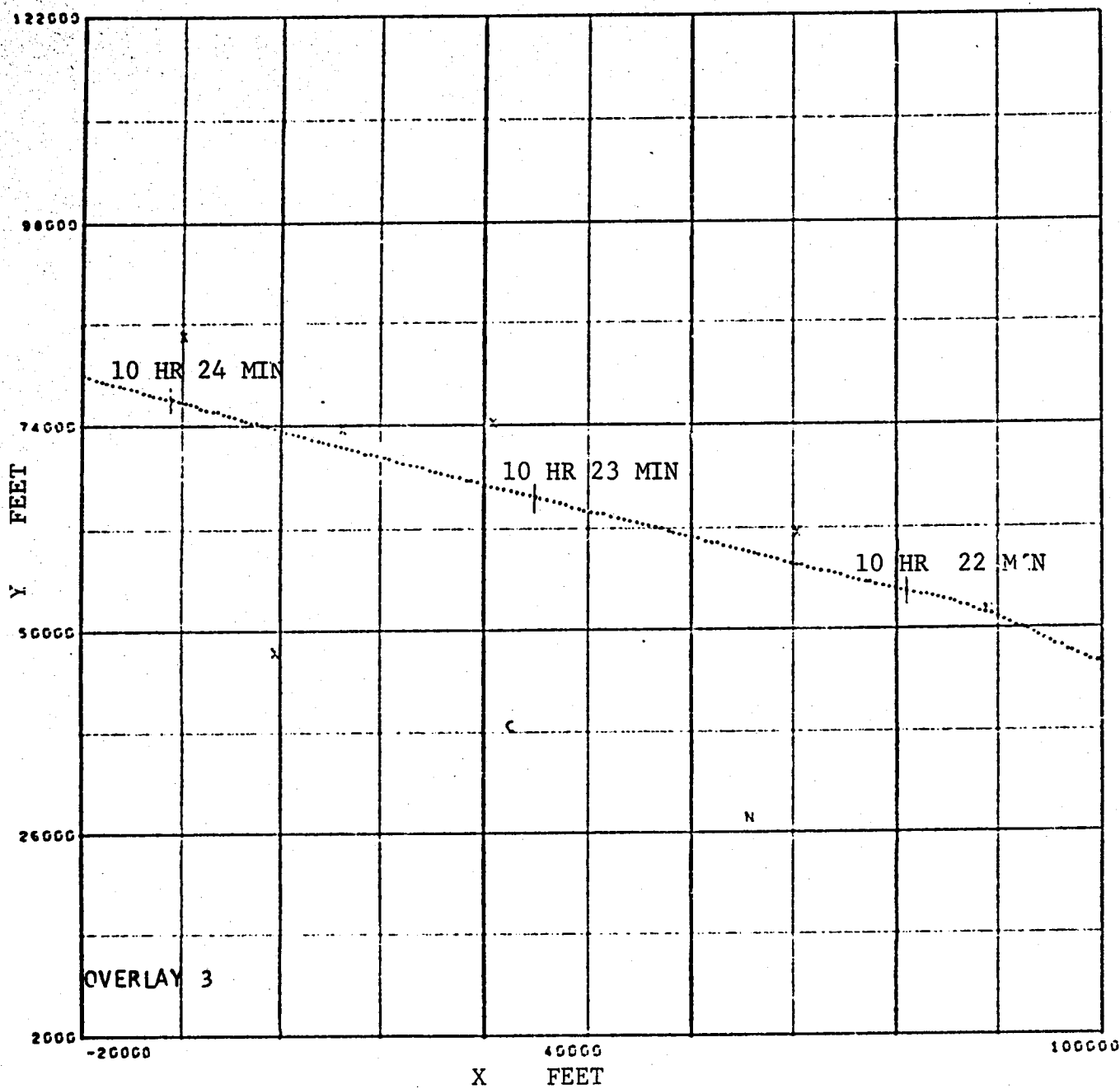


SORTIE NUMBER 205A

FIGURE 2-28  
AIRCRAFT POSITION DATA (U) (2 OF 6)

# UNCLASSIFIED

UNCLASSIFIED

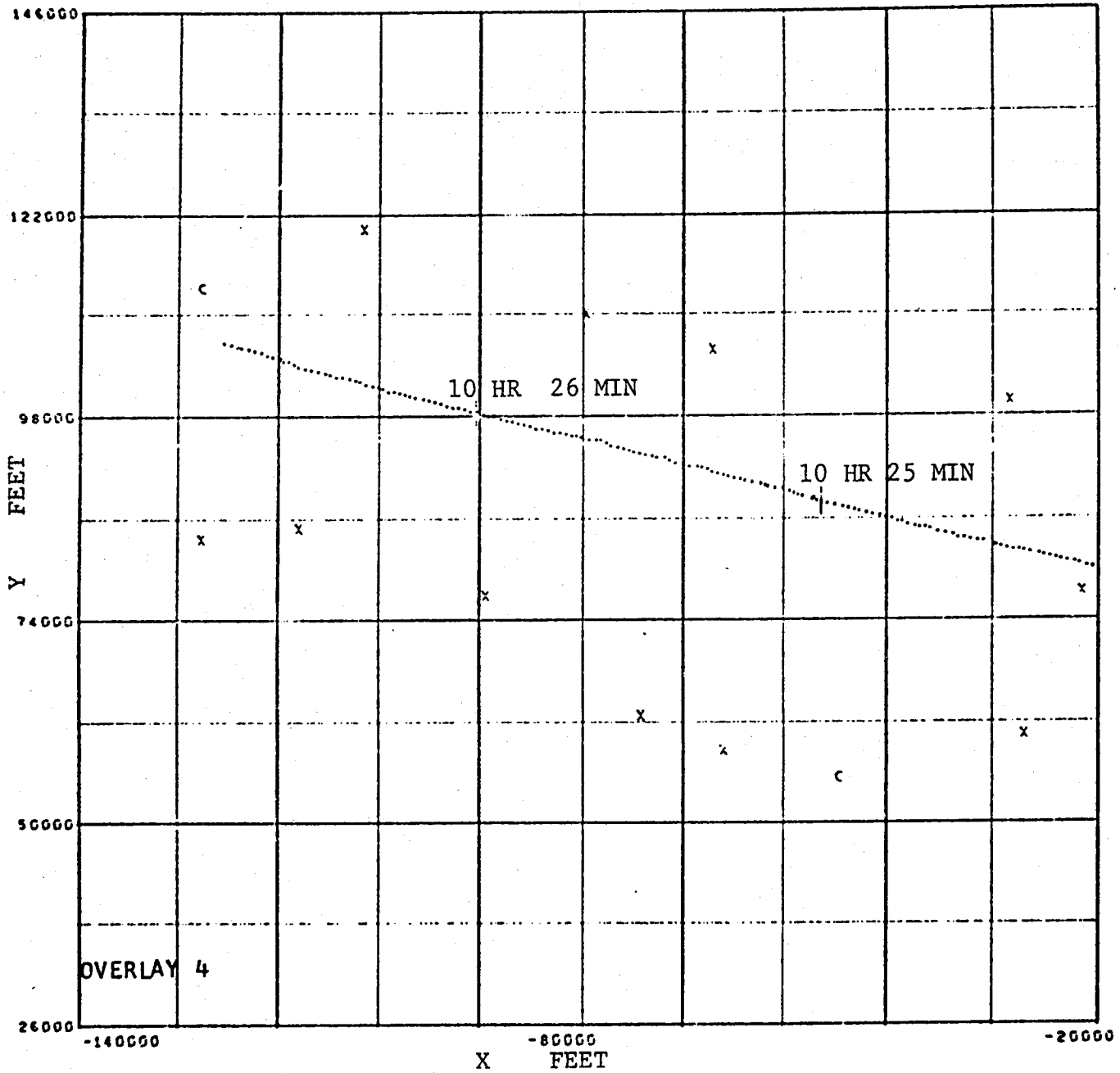


SORTIE NUMBER 205A

FIGURE 2-28  
AIRCRAFT POSITION DATA (U) (3 OF 6)

UNCLASSIFIED

UNCLASSIFIED



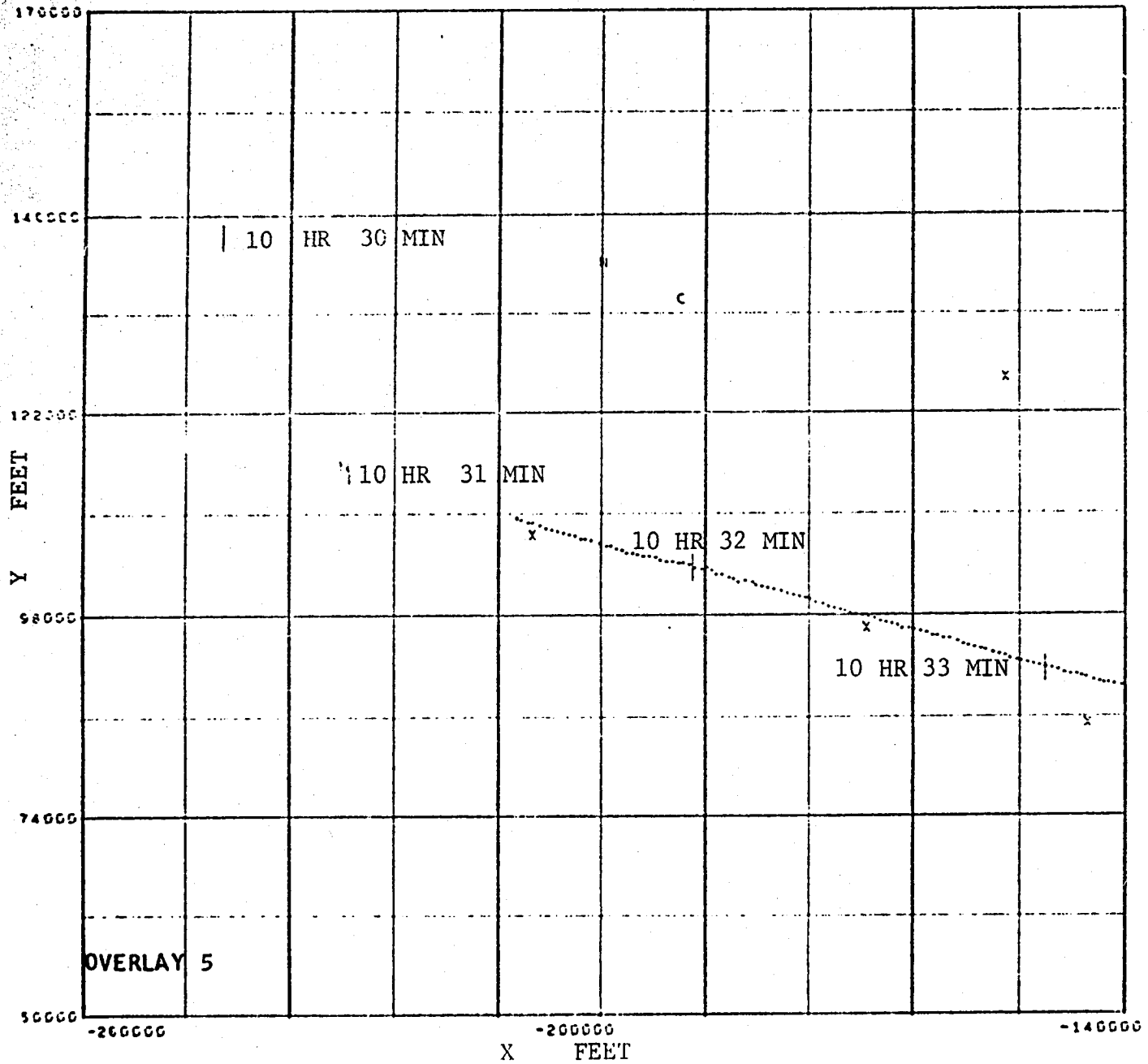
SORTIE NUMBER 205A

FIGURE 2-28

AIRCRAFT POSITION DATA (U) (4 OF 6)

UNCLASSIFIED

UNCLASSIFIED



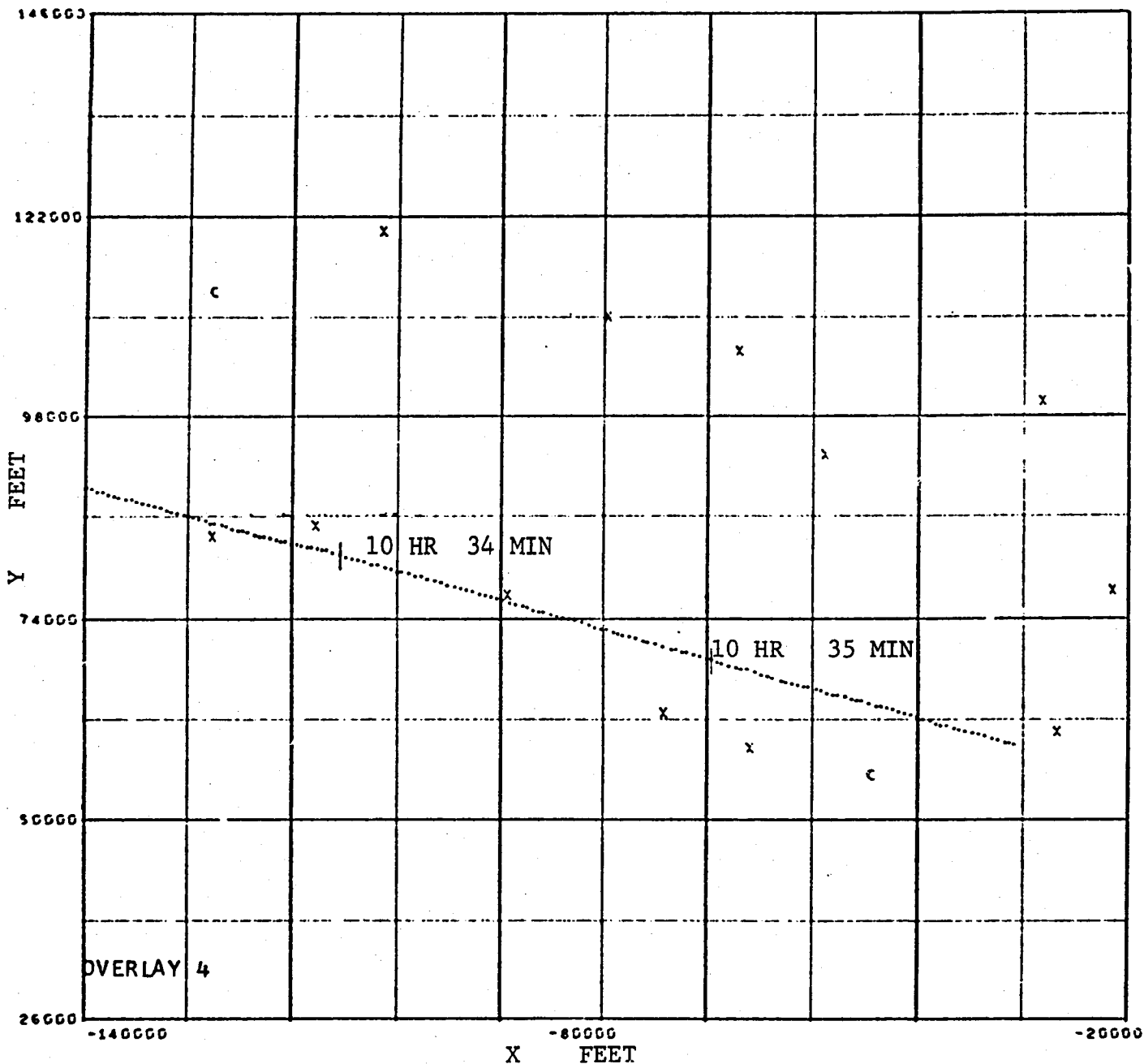
SORTIE NUMBER 205A

FIGURE 2-28

AIRCRAFT POSITION DATA (U) (5 OF 6)

UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 205A

FIGURE 2-28

AIRCRAFT POSITION DATA (U) (6 OF 6)

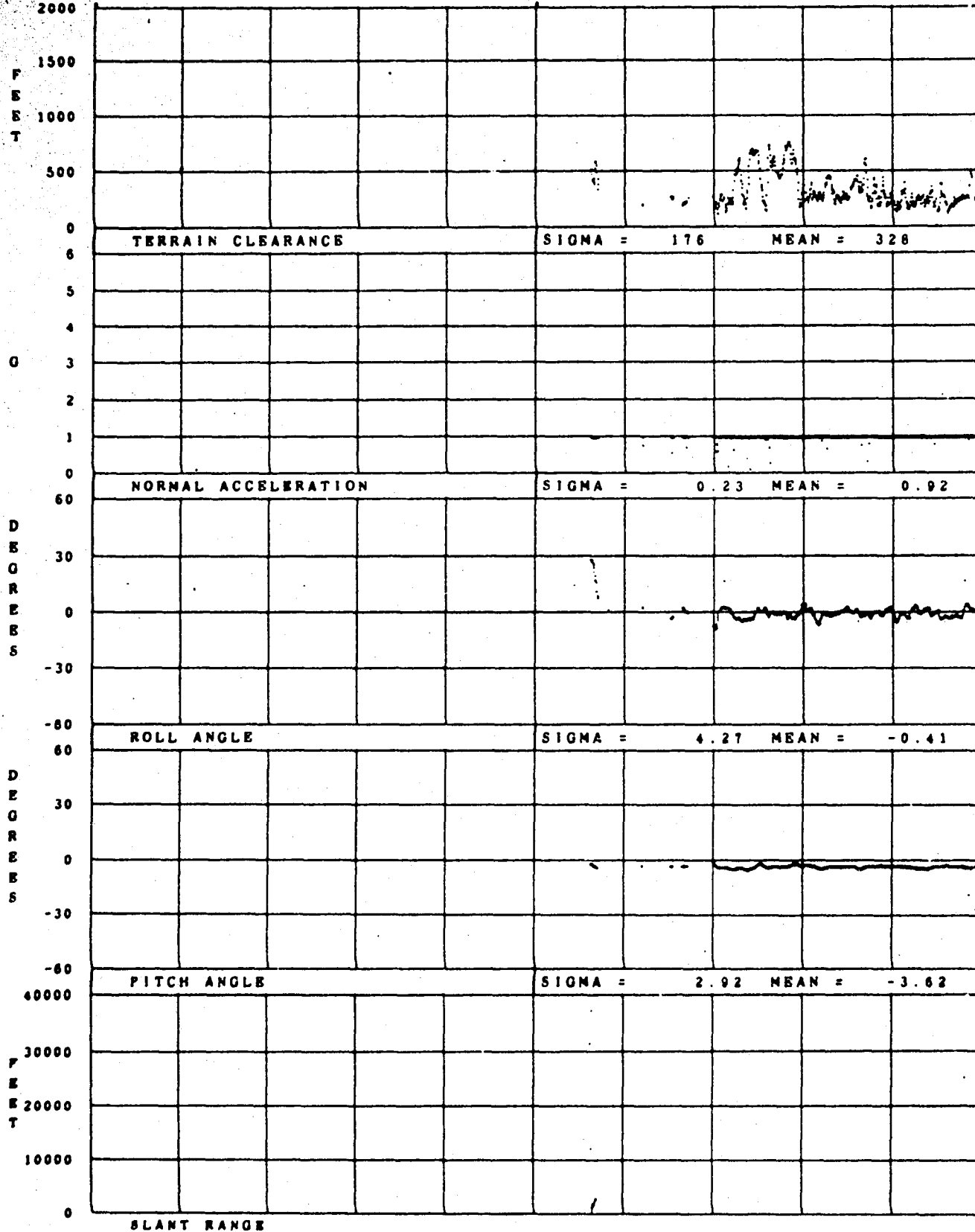
UNCLASSIFIED

# UNCLASSIFIED

09 HR 50 MIN

09 HR 55 MIN

10 HR 00 MIN



SLANT RANGE

SORTIE NUMBER 205A

OPERATIONAL DAY 5 AUGUST 1967

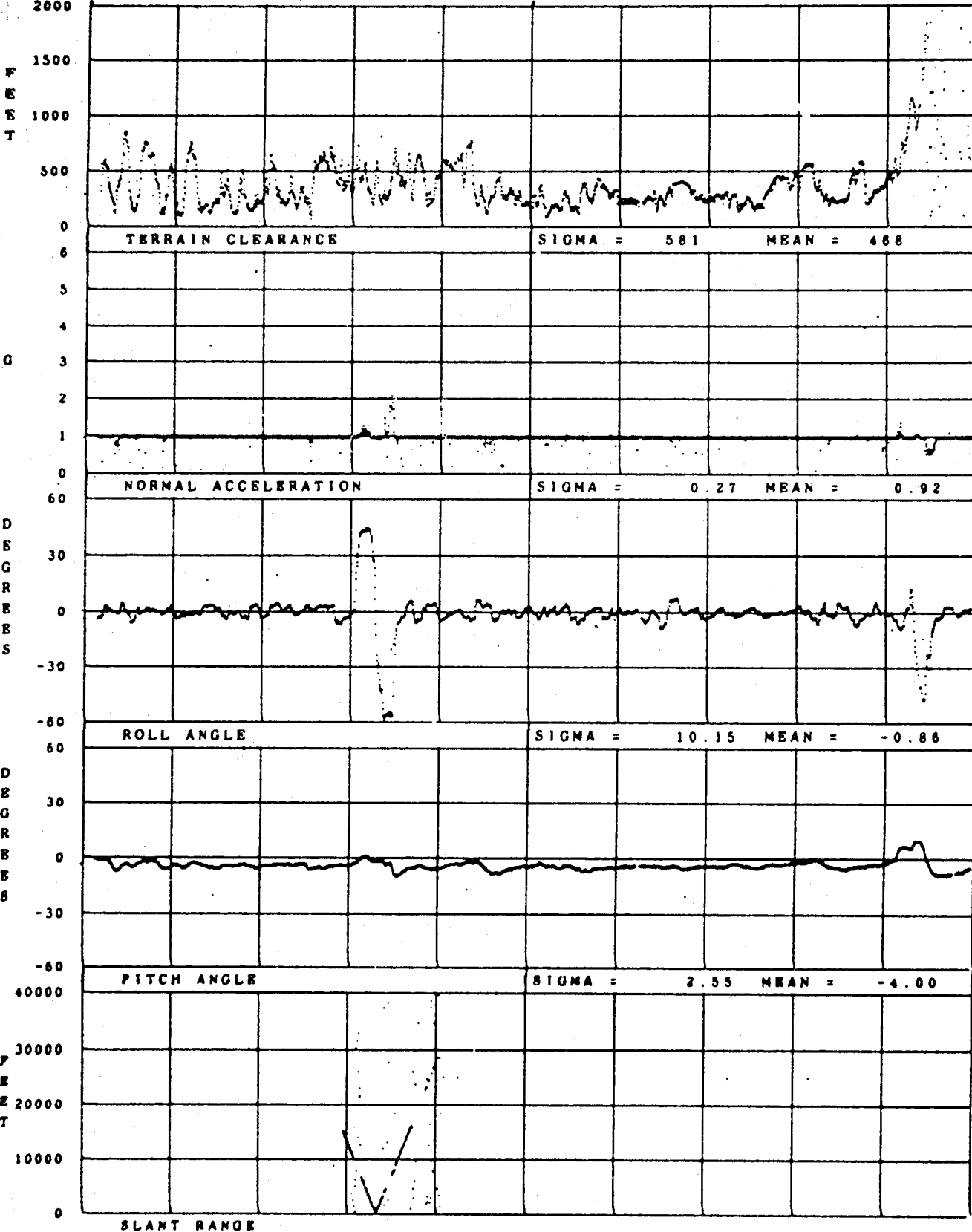
FIGURE 2-29 (U) TELEMETERED DATA (1 OF 5)

# UNCLASSIFIED

10 HR 00 MIN

10 HR 05 MIN

10 HR 10 MIN



SORTIE NUMBER 205A

OPERATIONAL DAY 5 AUGUST 1967

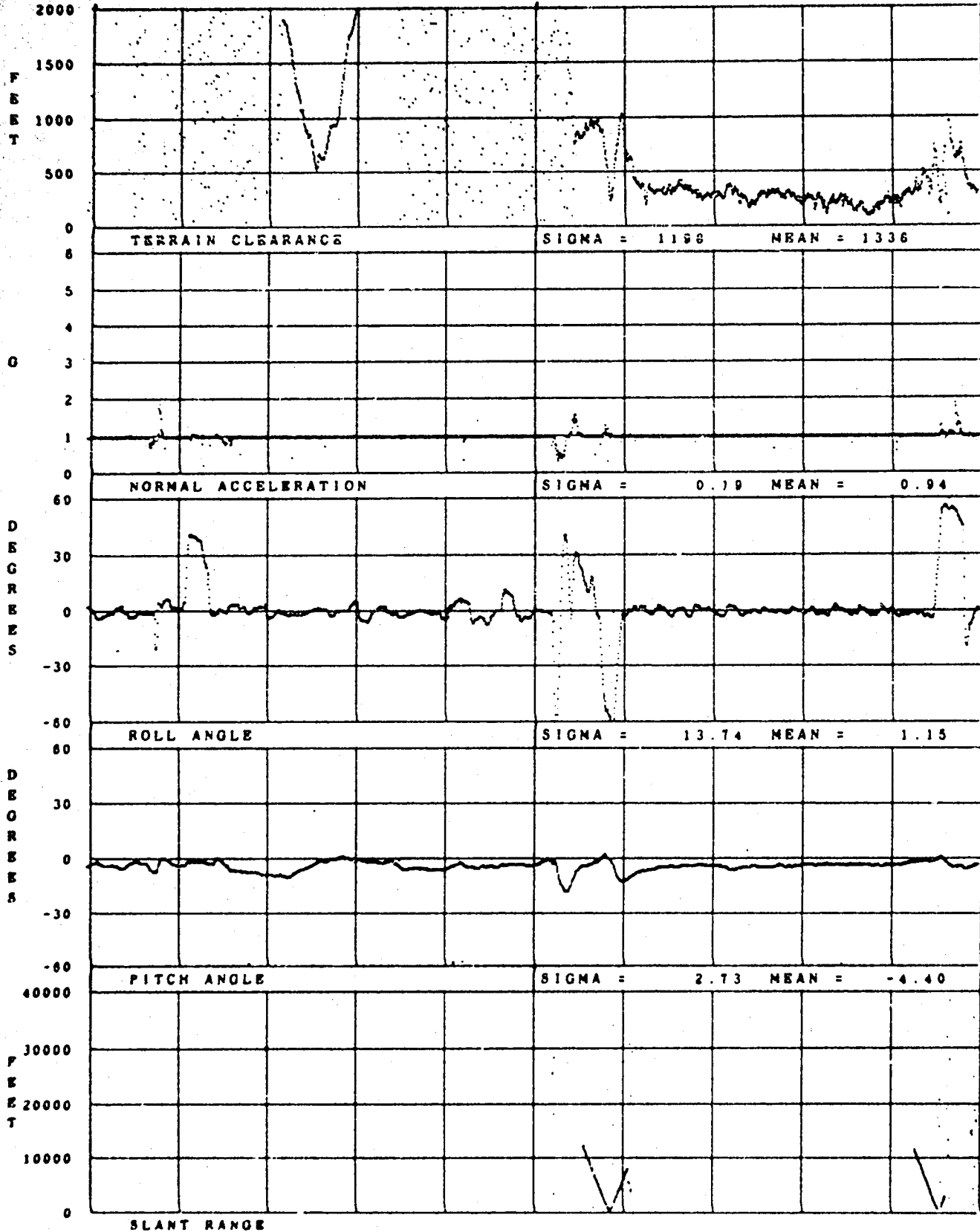
FIGURE 2-29 (U) TELEMETERED DATA (2 OF 5)

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10 HR 10 MIN

10 HR 15 MIN

10 HR 20 MIN



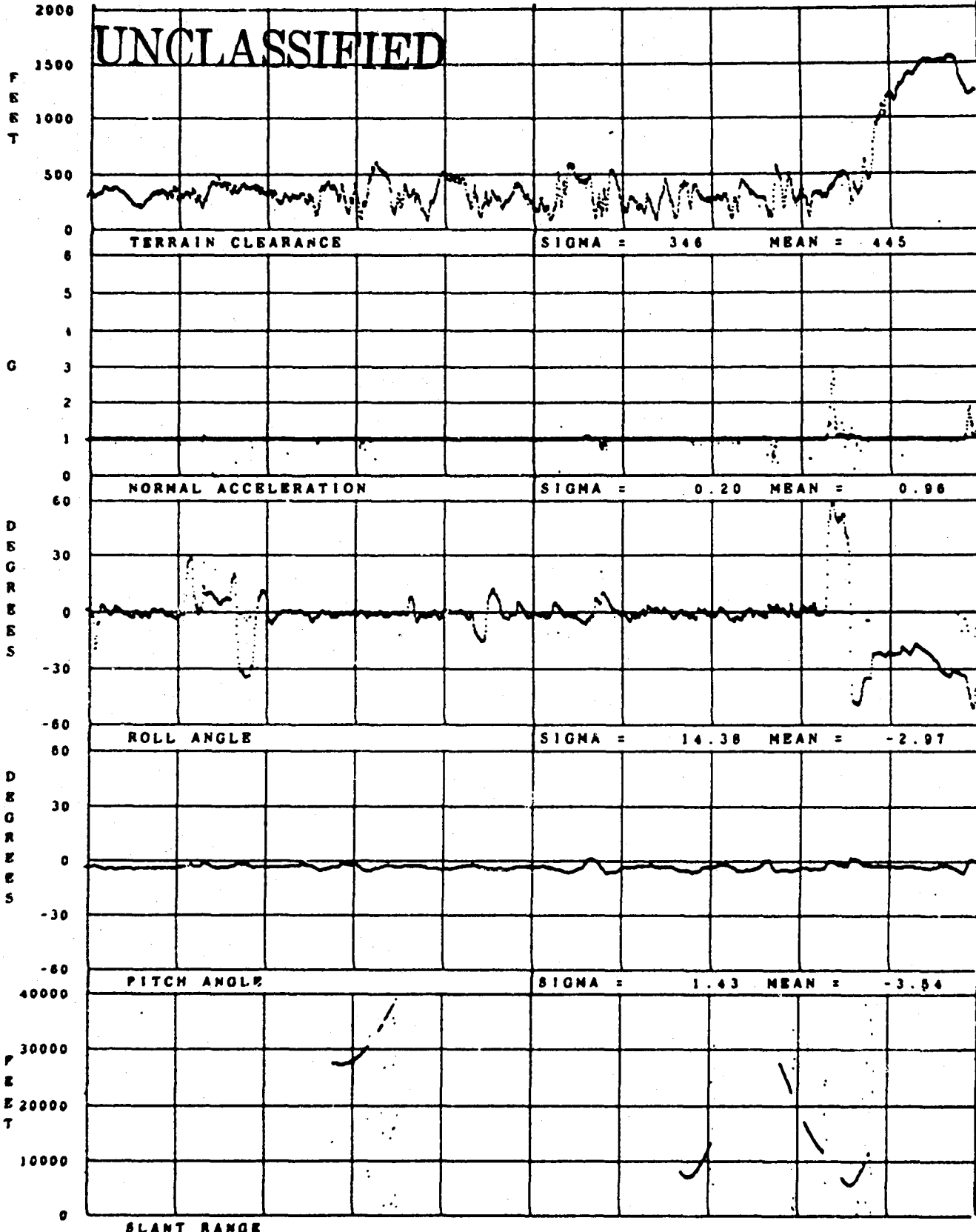
SORTIE NUMBER 205A

OPERATIONAL DAY 5 AUGUST 1967

FIGURE 2-29 (U) TELEMETERED DATA (3 OF 5)

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BORTIE NUMBER 205A

OPERATIONAL DAY 5 AUGUST 1967

FIGURE 2-29 (U) TELEMETERED DATA (4 OF 5)

UNCLASSIFIED

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# UNCLASSIFIED

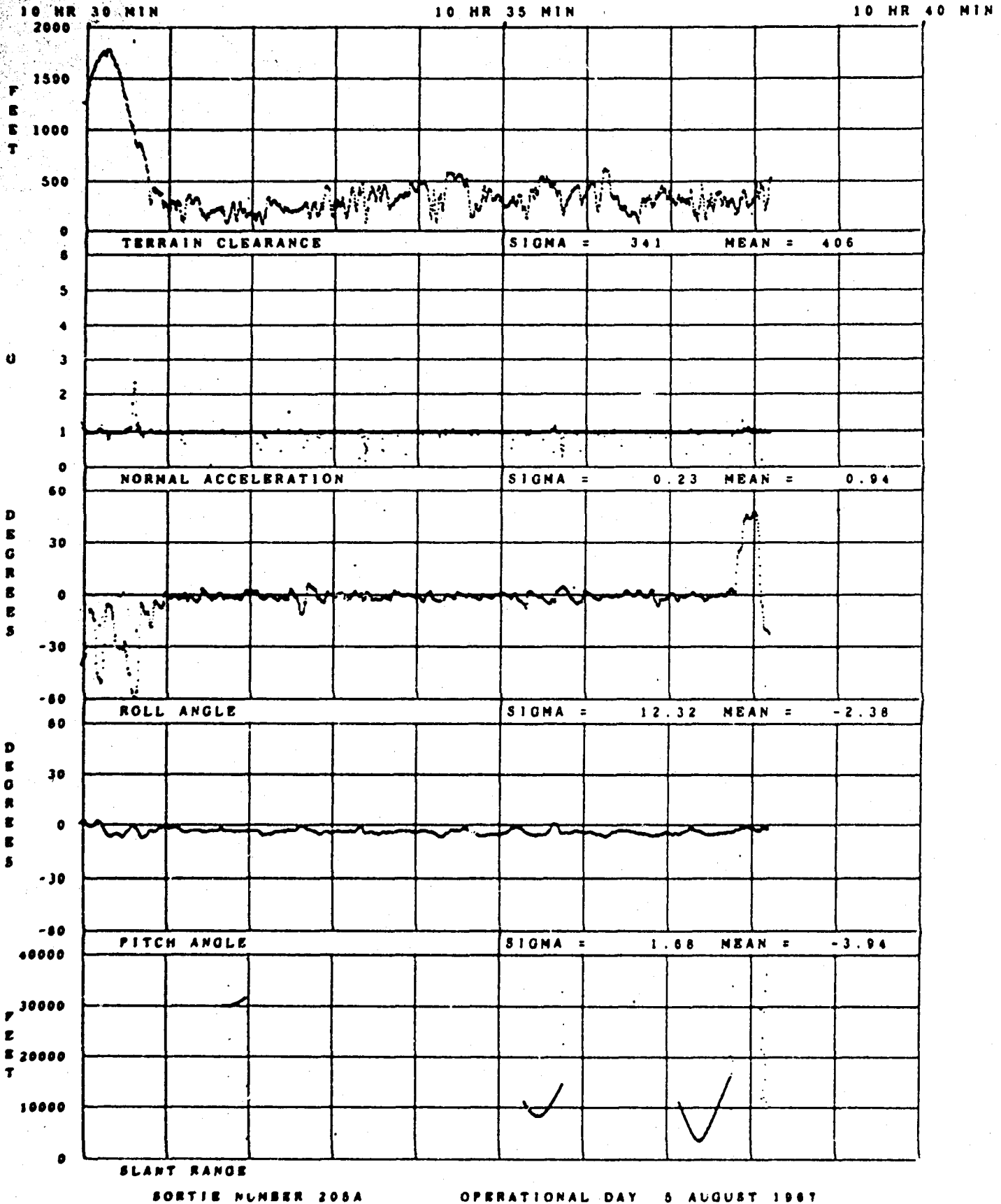


FIGURE 2-29 (U) TELEMETERED DATA (5 OF 5)

# UNCLASSIFIED

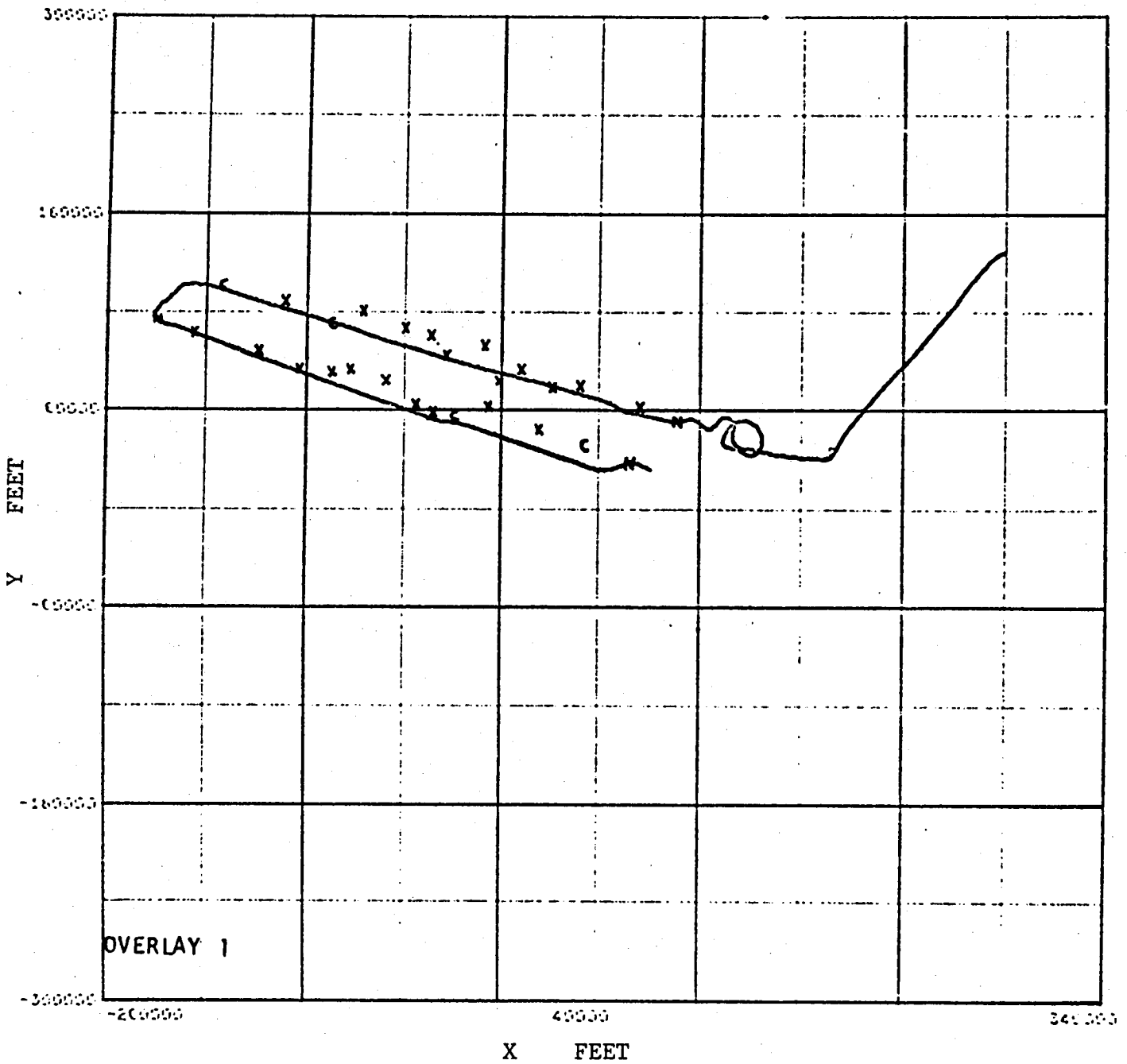
# UNCLASSIFIED

RPT TGT	Real TGT	TIME	REAL TIME TRANSCRIPTION	
			SORTIE 205A	DATE 8-5-67
		10:16:57	Ok we're on option 3. And we're on hot mike.	
		10:17:30	Ok what's the time on this leg again. Ok this leg is 3 minutes and 43 seconds. We're coming up on two minutes, _____ from here on in. Ok this is a normal tower right, right.	
		10:17:55	Our heading out of there will be 286, about 283, we gotta get over there to my last vector light then. Ok. Ok we're 2 min. and 15 secs. out south of the course.	
		10:18:14	Timber 1-----no. Timber 1 Intruder 1 niner go.	
		10:18:25	1 niner is on Pod Option 3. Now.	
		10:18:30	Ok a little road, a little cross road and a town, yea (mumbling)	
		10:18:42	Com 3.	
		10:18:47	Timber 1 this is Intruder 1 niner after we pass point Fox Trot I'll like an immediate vector to point North 1.	
		10:19:00	Ok coming up on 3 minutes just past 3 minutes there's a tower dead ahead of us. Right on-----Roger. That's it, that's it. Ok let's go hot mike, I'm already in hot mike (mumbling.)	
		10:19:27	Ok that's it come to 283. Ok we're going to follow that road out right? Right? No, no don't follow the road just come to 283, and we'll pick it up again. Intruder 1 niner just passed over point Fox Trot.	
		10:20:00	1 niner roger. 1 niner take that heading. That's magnetic. Ok, that'll be zero 8 2. Ok that'll be. A little bit slow just about 3 knots slow. Ok.	
		10:20:41	Your heading will be 2 8 6 2. Ok we just crossed the road here. We're on North. Ok that's just about right. Ok here's the little town right down here. We should be picking up this road this should be just about taking up in. Ok if you leave that. All right. Ok. Put another vector.	
		10:21:09	1 niner Roger. 2 zero zero. Ah what's the make it? 2 9 0 mags. See about 2 9 6 too. Yeah. I've already got it on.	
		10:21:31	Ok I got the-- right ahead of us now. Affirmative. Your heading is 286. And that is a true heading. True heading 2862.	
		10:21:46	All right now _____ looks good. Ok can you pull your position at N1.	
		10:21:56	This is Intruder 1 niner Roger we passed over November 1.	
		10:22:17	Ok hold your heading, 286. Got it babe. You just passed the road okay.. Ok. I got me a left side of. Coming up on 1 minute 45 seconds. Roger 1 minute coming up.	
		10:22:52	They aborted us. They just aborted us. Negative. That was 14. Ok. Ok. Keep your heading here we're coming right on a minute and a half just over this bridge. Ok. Looking good coming down in this valley.	
		10:23:13	Gas and water down here still looks good. Keep that heading 286. You're looking good. Speeds fast about 20 knots, Hank. Just coming back.	
		10:23:34	Ok we're coming up on 2 minutes now. We should be. We're tracking to the left of course. Hank. Ok. I'm maintaining 287 now. Ok. We should have that road right to our right here. Ok. A little villa. Here's the road right over there. Ok. We should be just right to my right. Yeah we're crossing it right now, right on the under our nose now. Naw we should've. Ok. Tent site. We shoulda had the tents already.	
		10:24:14	Ok, that there's the road running right down the ridge there. Ok we're a little bit to the right there. Hank. Ok I think we're 2 and half minutes out. To the right, to the right? Yeah we should. At 2 and half should cross a big road. Ok we crossed that road back there, I'll maintain what do you want me to maintain? Still about 286 I guess. Ok go back to 285 here. Comin' up on 3 minutes. Ok 3 minutes is a little road on top of the crest. We haven't seen anything yet. We should have seen those 2 already.	
		10:24:49	Ok. Our speed is just about right.	
		10:25:03	Ok, how's my heading here? Let's see 286. That's true heading is still looking good. Your speed is just about right. Just haven't seen anything yet. Ok we're coming down into. We should be coming down opposite to-----Comin' up on 4 minutes. We should have a railroad bridge up here. There's the water. Be alert and keep lookin' now. We should cross right at the railroad bridge. On that water. Ok. We can't cross that water down there Hank. We should cross the water down there Hank. Ok there's the railroad bridge there. Uh there's the railroad bridge right over there. Ok. We're right on heading then. I don't see any damn targets. Ok we've already missed the 2 we had before.	
		10:26:02	Ok, we're right close to heading now with 4:30. Just keep that 286 in there. Speed looks good. Ok. Come over this bridge about 4:40. Just about right.	
		10:26:39	We're comin' up on 5 minutes. We should be comin' right down in the clearing. Looks good.	
		10:27:02	Man I'm glued on this heading, and I don't see anything.	
		10:27:12	Ok. We might _____ We might just be a little right off course now Hank. Ok. Here's a little ridge and another clearing comin' up here. Ah. Ok. Keep a look-out down here. I think we're just to the right a bit Hank. Ok I got 285 in there. We don't want to fiddle around with heading corrections now. Uh. We hit everything else perfect. I don't see how---- Yeah we're coming across.	
		10:27:44	Ok we're six minutes out right now. That leaves us 1 minute to go and we're looking for a tower and the uh sites.	
		10:28:15	Damn I don't see our---There's the tower. Yeah Ok. We're to the left comin down there. Ok there's our GCI site right down in. Ok I got a GCI site. Hit the button. Right there at the bottom. Ok. Come back. Ok we didn't move right in there (bad static) We're _____ to the left, we want to be _____ to this tower right over there. Ok. That's where we were initially. Hell we didn't see anything though.	
		10:28:47	Ok N2. Did you hit it?	
		10:28:54	Timber 1 Intruder 1 niner November 2.	

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	RPT TG/	Real TG/	TIME	REAL TIME TRANSCRIPTION	SORTIE 205A cont.
					DATE 8-5-67
			10:29:01	Ok we missed all three that we had thus far. Ok 107 comin' down here. (****) Ok come across there's the top of the _____ right down there. Ok _____	
			10:29:32	There's a light plane over there.	
			10:29:43	Ok. Our heading is 107. That's thought and back, heading is 100.	
			10:30:09	Ok. What part of the uh--- coming up here by the northern part of the lake.	
			10:30:22	Yeah. We gotta get up here further Hank. Ok. I got it. Right up there. Yeah. Mark em' over there on 108.	
			10:30:46	You got both of them? Ok. Good. Hit the clock over the first one. We're on November 3. Intruder 1 niner November 3. Ok. I gotta maintain 107. That's what we were lined up with.	
			10:31:07	Ok. Our speed looks just about right.	
			10:31:25	Man gettin warm in here isn't it?	
1	14		10:31:30	Ok. Here's uh Ok. I've got a-----POL site. Looks like 2 rows and a truck, 2 drums at---Bravo Bravo 5-----Bravo Charlie 1-6. Ok we got that Hank.	
			10:32:06	Ok keep your eyes peeled over here now.	
			10:32:14	(S??) _____ coming down into the clearing just about right.	
			10:32:25	Ok this road is running sort of parallel with us over here. We've got a little bend in it. Rog. We should far as I can see, we should be to the left of that road, Hank. Ok. I'll come back to 106 then. 105. Ok should cross at a minute and a half. No we're okay, we're okay. Cross it at a minute and a half. Ok that was the main road back there? Right should have crossed it at a minute and a half. Now we're coming up on 2 minutes should be on top of this bridge.	
			10:32:59	Keep that heading. Lookin' good.	
			10:33:20	*** dammit. Ok. Watch this ridge. Over the ridge at just about 2:30 Ok. Whoop right on.	
2	17		10:33:36	Ok I have a truck, 3 trucks down there at 2:30 at Charlie Charlie 6-2. 6-8.	
3	18		10:33:48	Ok, I've got let's see. Damn it looked like just ah supplies. 6 large ah looked like a storage area over there. Roger that's at Charlie Charlie, Charlie Charlie 9-8. There were _____ on the top, of the road the railroad right down in here. Hey there's the SAM this ah there's some kind of a revetted tank. There's 4 revetted tanks, we're passing over them right now.	
4	19			Rog. It's at Charlie Delta 3 Charlie Delta 6-6. Ok. We're comin' out on 4 minutes up. We should be going down in the road.	
			10:34:51	Ok we got 4 targets already. Good work.	
			10:34:57	I'm holding about 106. That seems to be doin' pretty good.	
			10:35:20	Ok. Should be coming down on a highway here just about 4:30.	
			10:35:28	Ok should be across this highway up here just about 4.	
			10:35:41	Ok, we're looking good on here.	
5	23		10:35:48	Uh looks like we're, ok I got something over here, I believe. Uh. Looks like 2 army trucks just out in the middle of nowhere. Uh, looks like they're parked, uh sort of a small truck park. Roger. That was uh Charlie Foxtrot 3-2.	
			10:36:13	Ok it's starting to rain now, what have we got over here to the right anything in that clearing? No, can't see anything. We're coming out on 5-1/2 minutes, Hank should be coming up to this ridge.	
			10:36:27	Ok we got a tower dead ahead. That's not our tower. Should be on here though.	
			10:36:55	Ok, we're six minutes out now. What's our time at Echo 7. Yeah. Ok we gotta get a SAM site here Steve.	
			10:37:15	Yeah I got some water right here on my right. Looking good. Ok. We got a little creek. Boy is this hot.	
			10:37:39	Ok we're coming up on 7 (mumbling)_____. Looks like ah, right around here, Hank.	
			10:37:49	There it is right there. Uh we want us to the left a little. Not much, about a mile.	
			10:38:01	(static) Ok. That's about it we're done.	
			10:40:12	Ok go to option 1. (end of transmission).	

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SORTIE NUMBER 213

OPERATIONAL DAY 4 AUGUST 1967

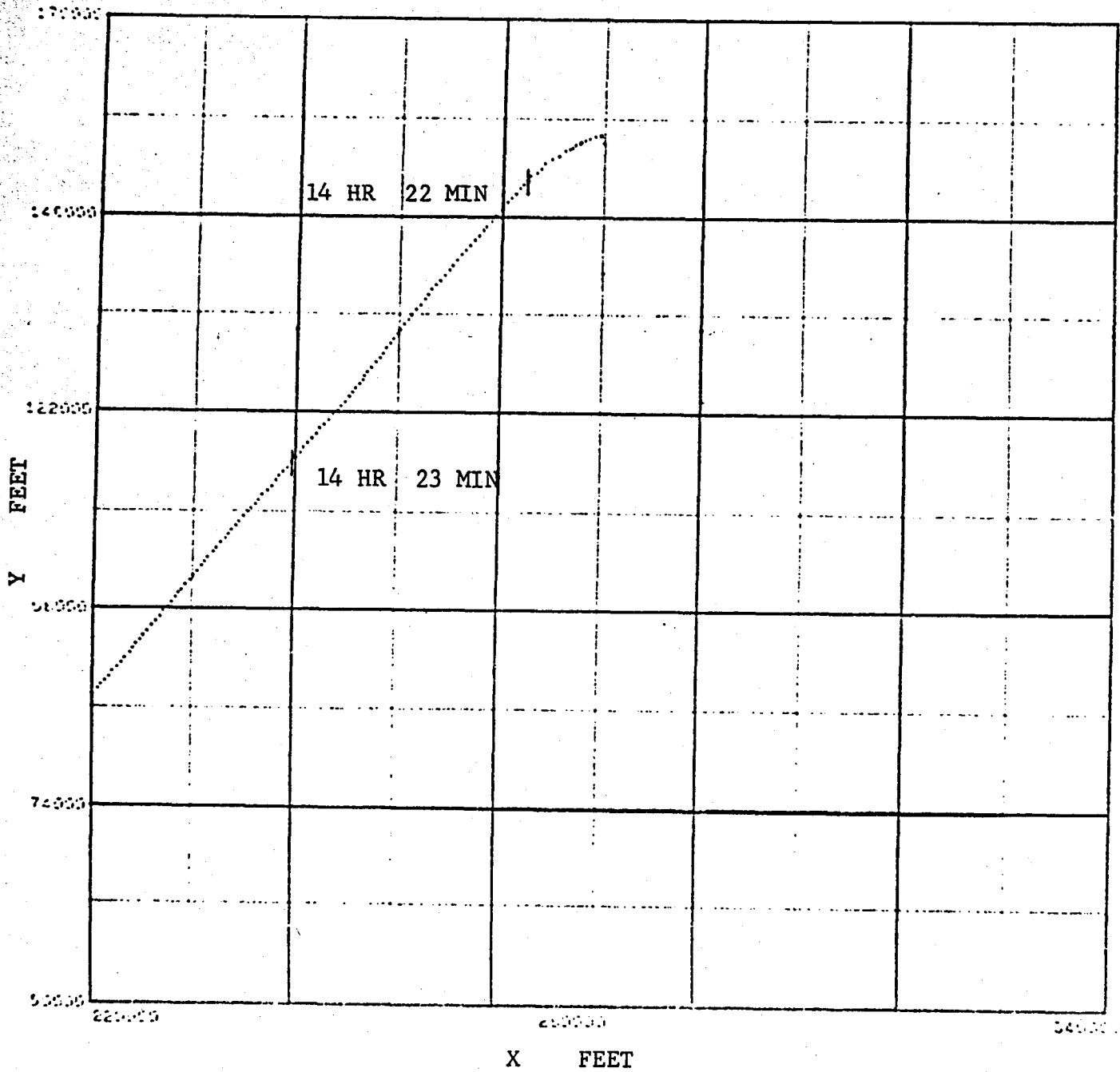
NORTH COURSE

FIGURE 2-31

AIRCRAFT POSITION DATA (U) (1 OF 8)

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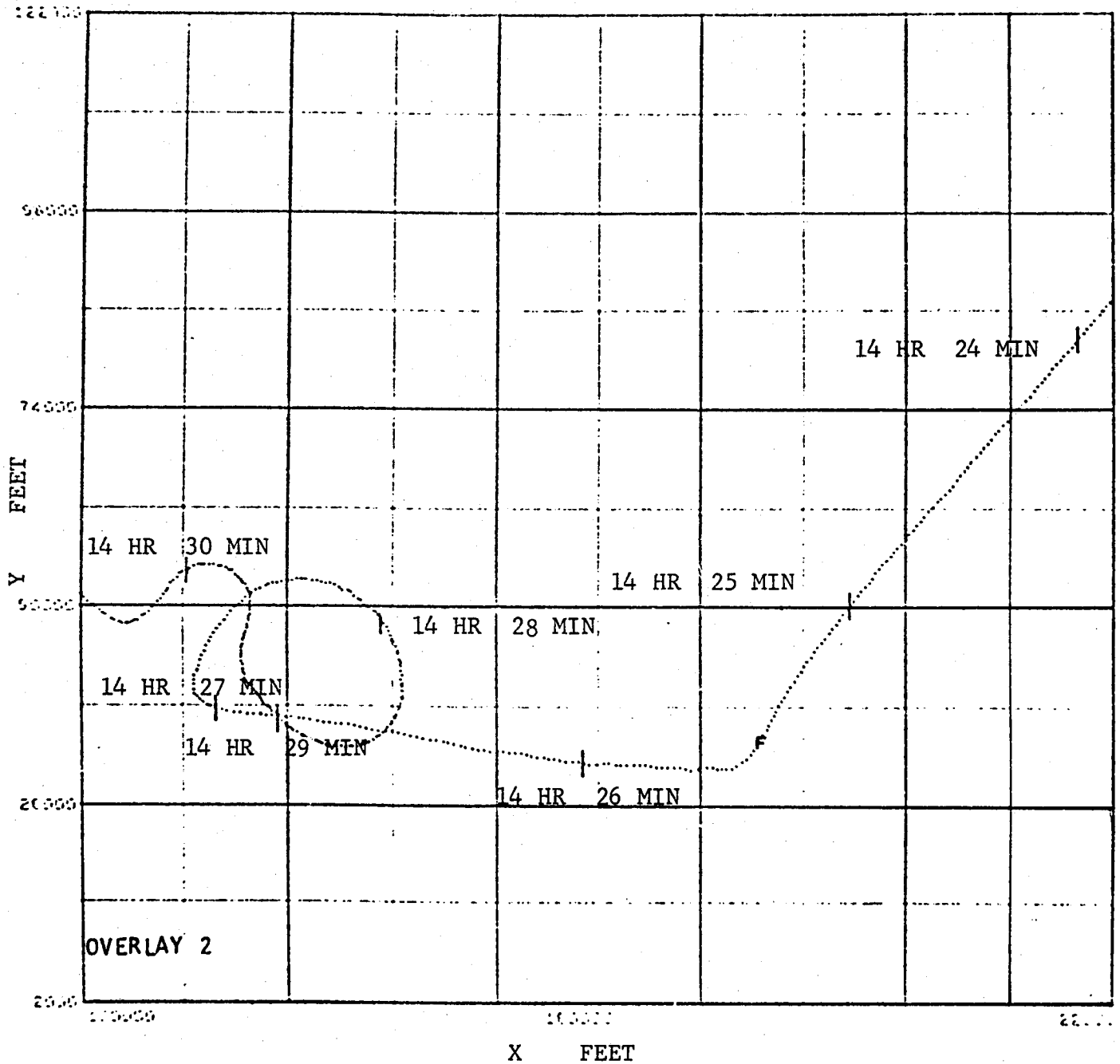
SORTIE NUMBER 213

FIGURE 2-31

AIRCRAFT POSITION DATA (U) (2 OF 8)

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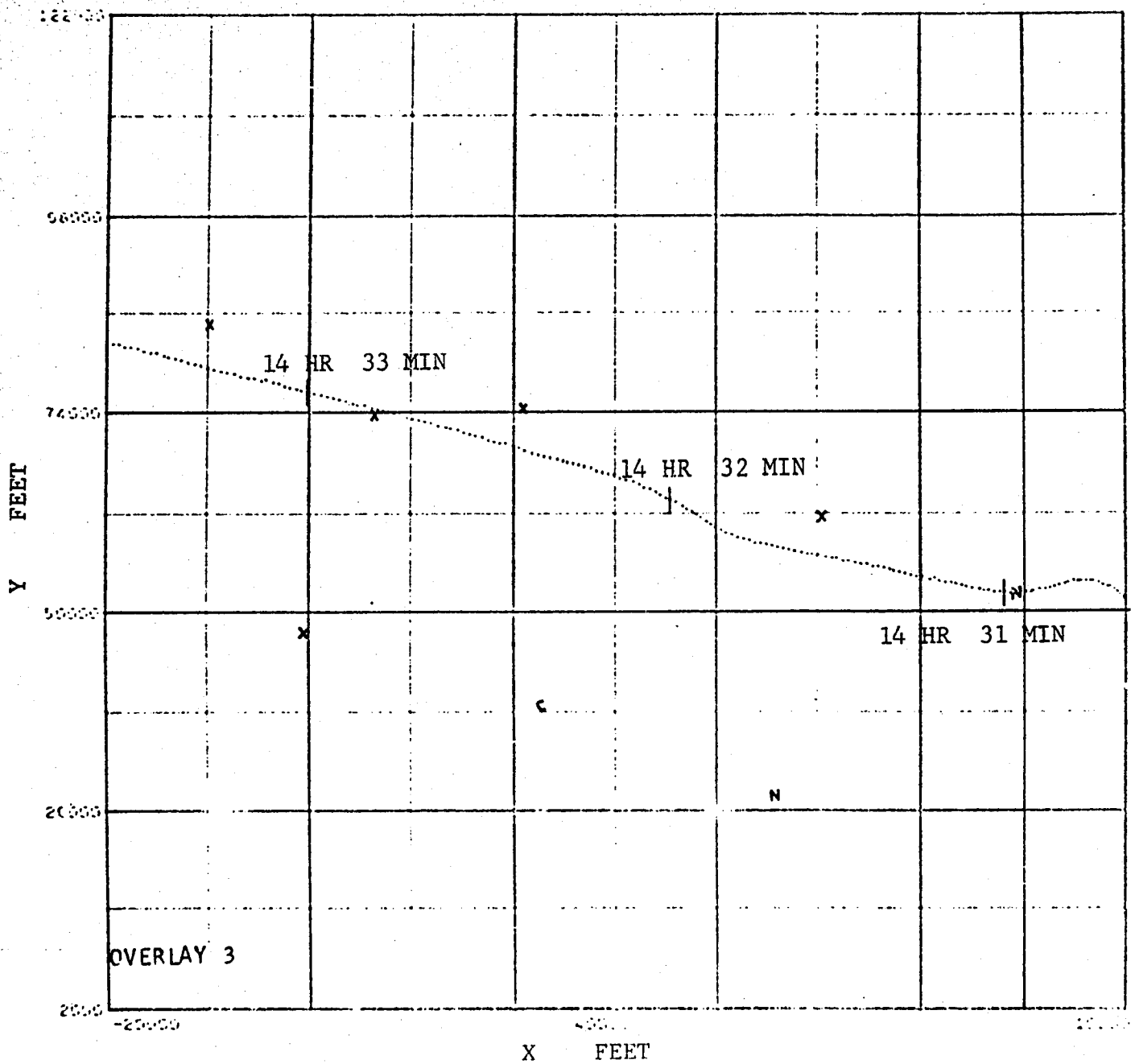
SORTIE NUMBER 213

FIGURE 2-31

AIRCRAFT POSITION DATA (U) (3 OF 8)

# UNCLASSIFIED

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SORTIE NUMBER 213

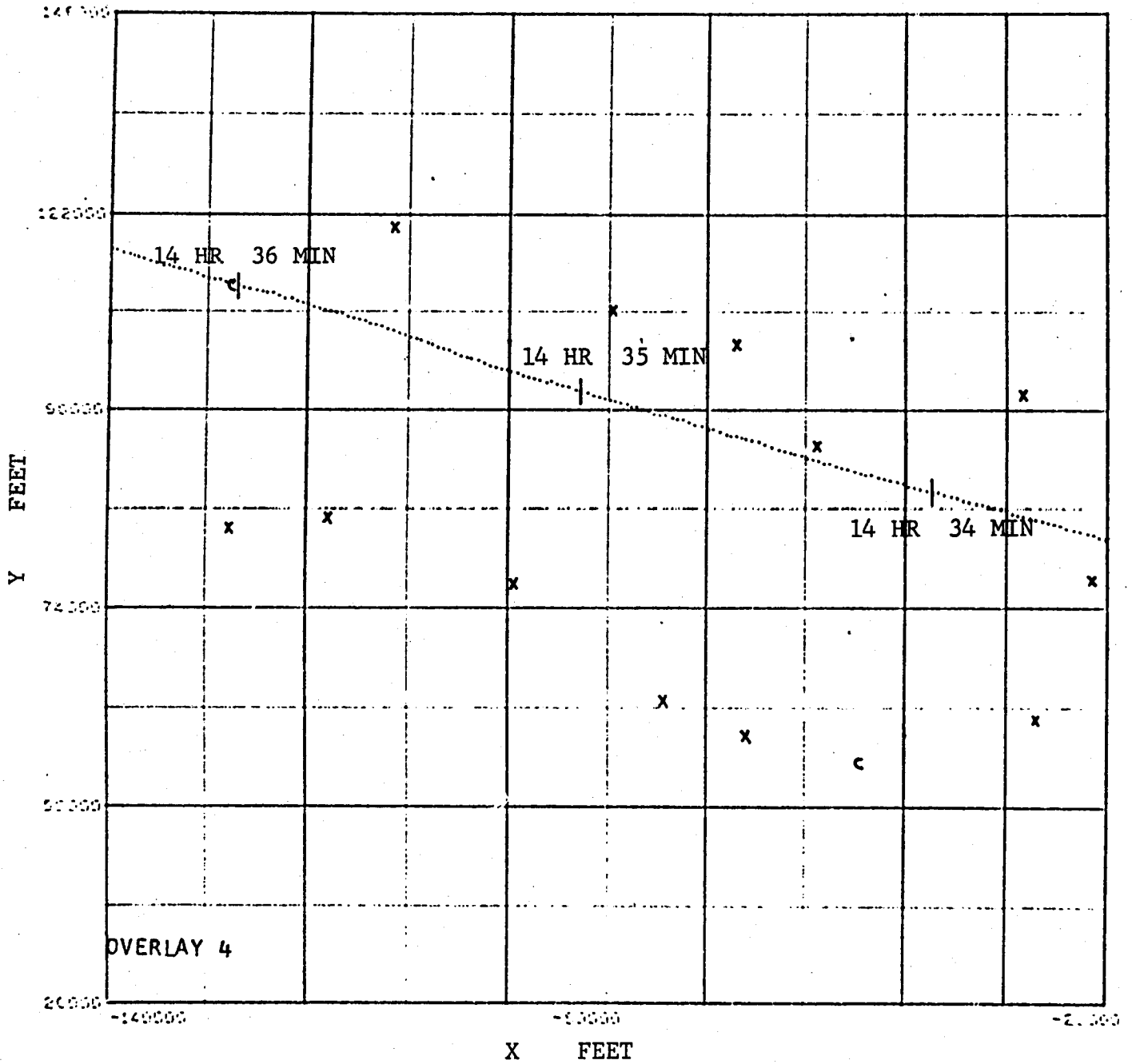
FIGURE 2-31

AIRCRAFT POSITION DATA (U) (4 OF 8)

# UNCLASSIFIED



# UNCLASSIFIED



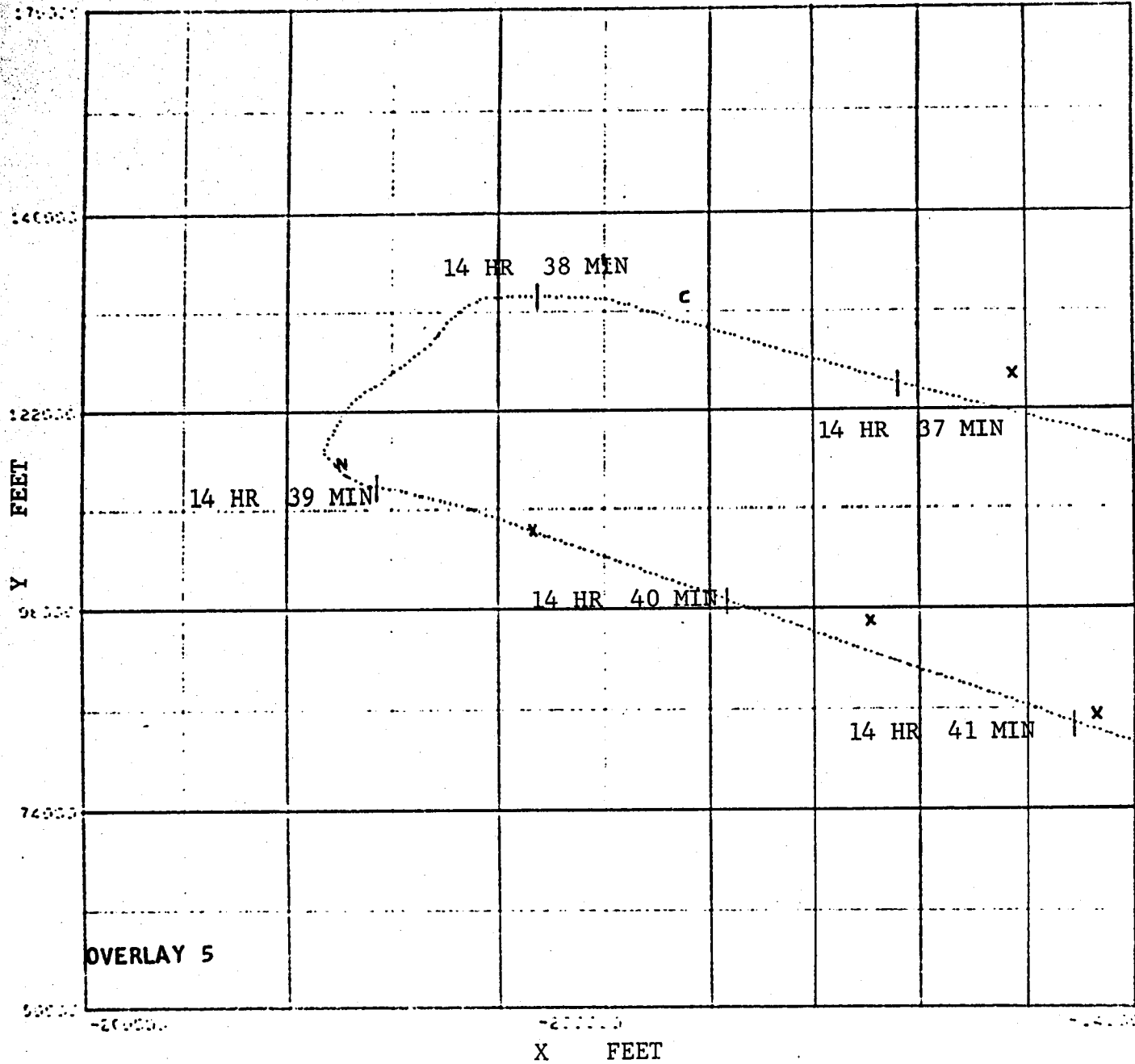
SORTIE NUMBER

FIGURE 2-31

AIRCRAFT POSITION DATA (U) (5 OF 8)

# UNCLASSIFIED

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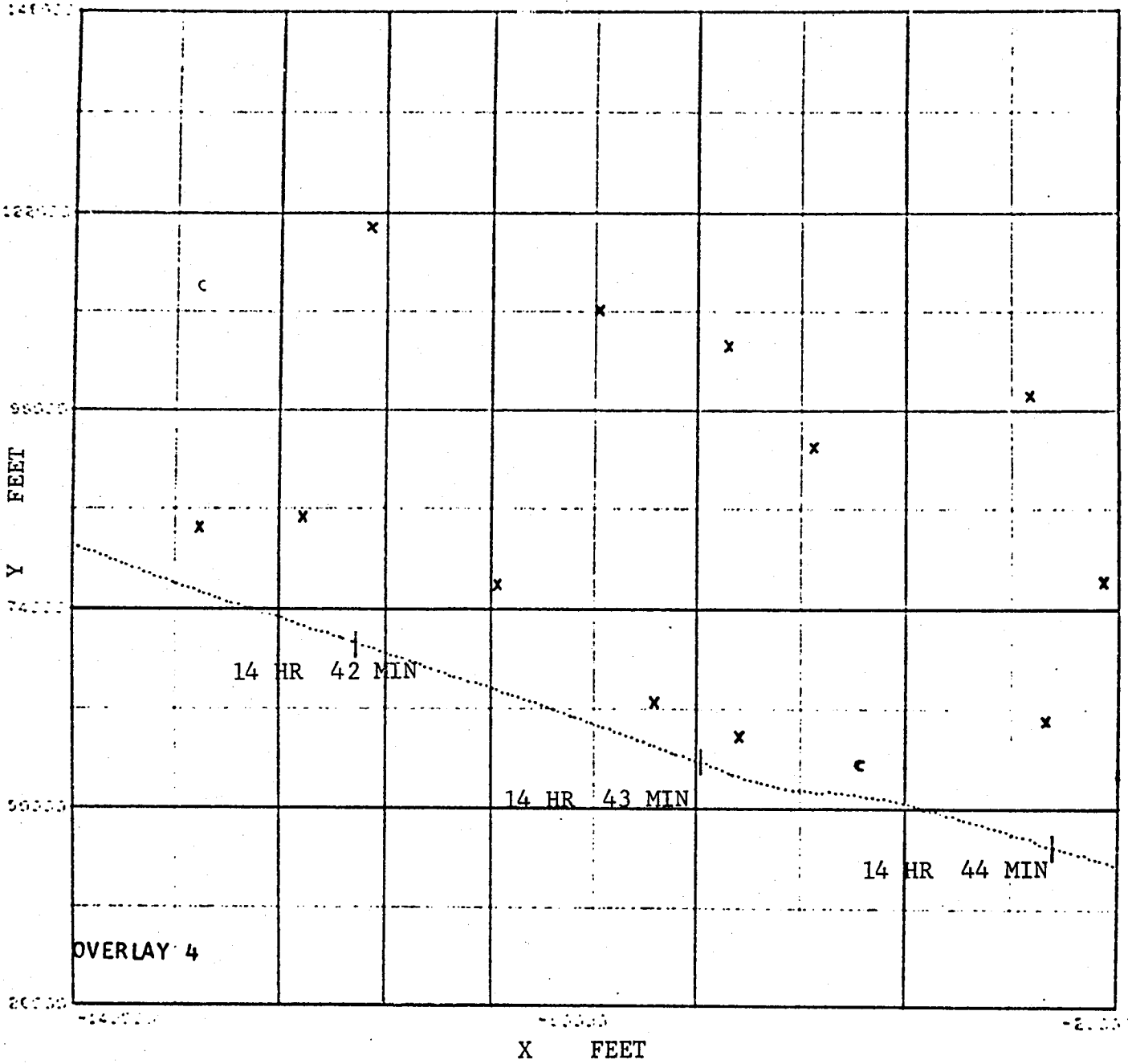
SORTIE NUMBER 213

FIGURE 2-31

AIRCRAFT POSITION DATA (U) (6 OF 8)

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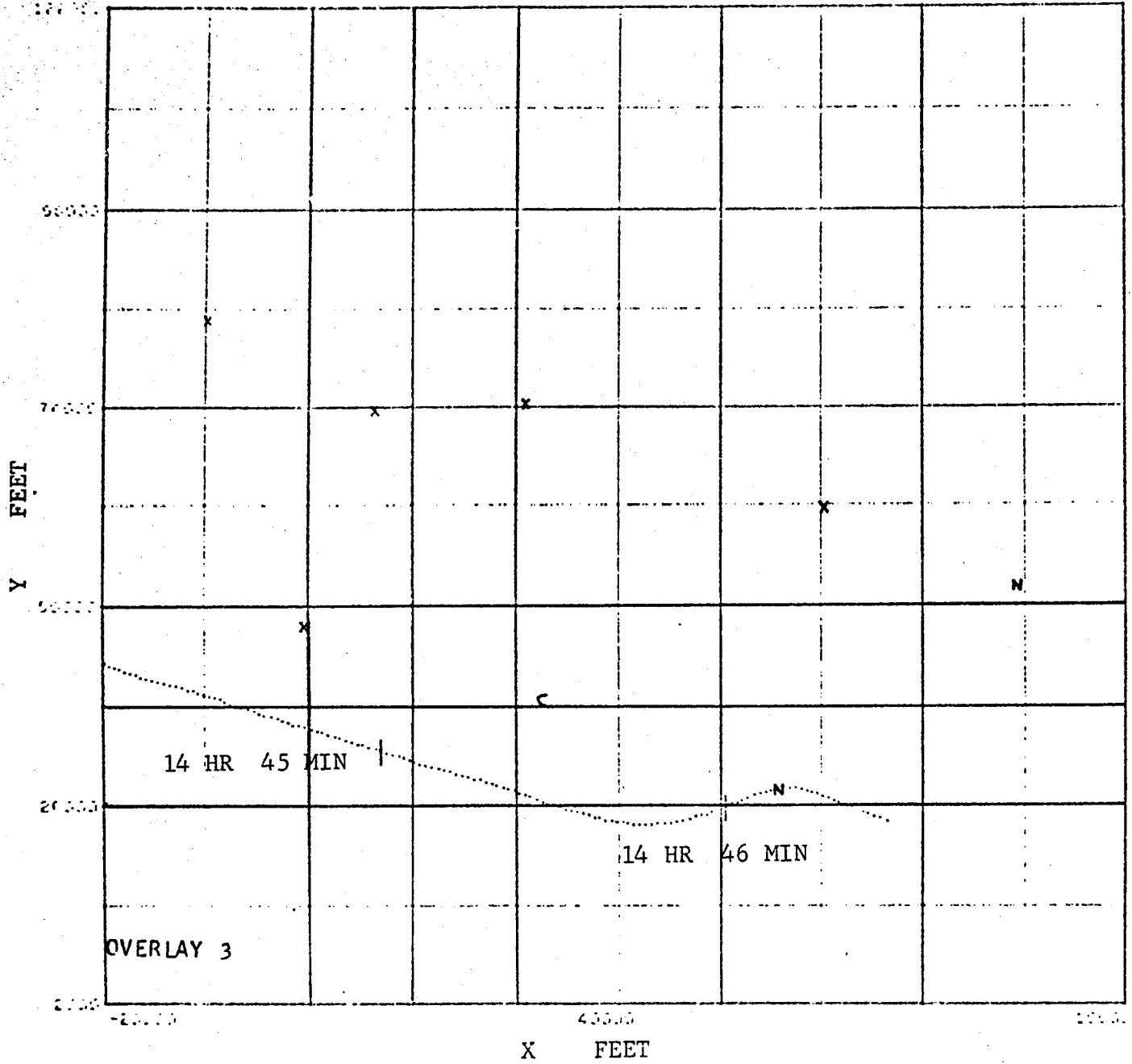
SORTIE NUMBER 213

FIGURE 2-31

AIRCRAFT POSITION DATA (U) (7 OF 8)

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SORTIE NUMBER 213

FIGURE 2-31

AIRCRAFT POSITION DATA (U) (8 OF 8)

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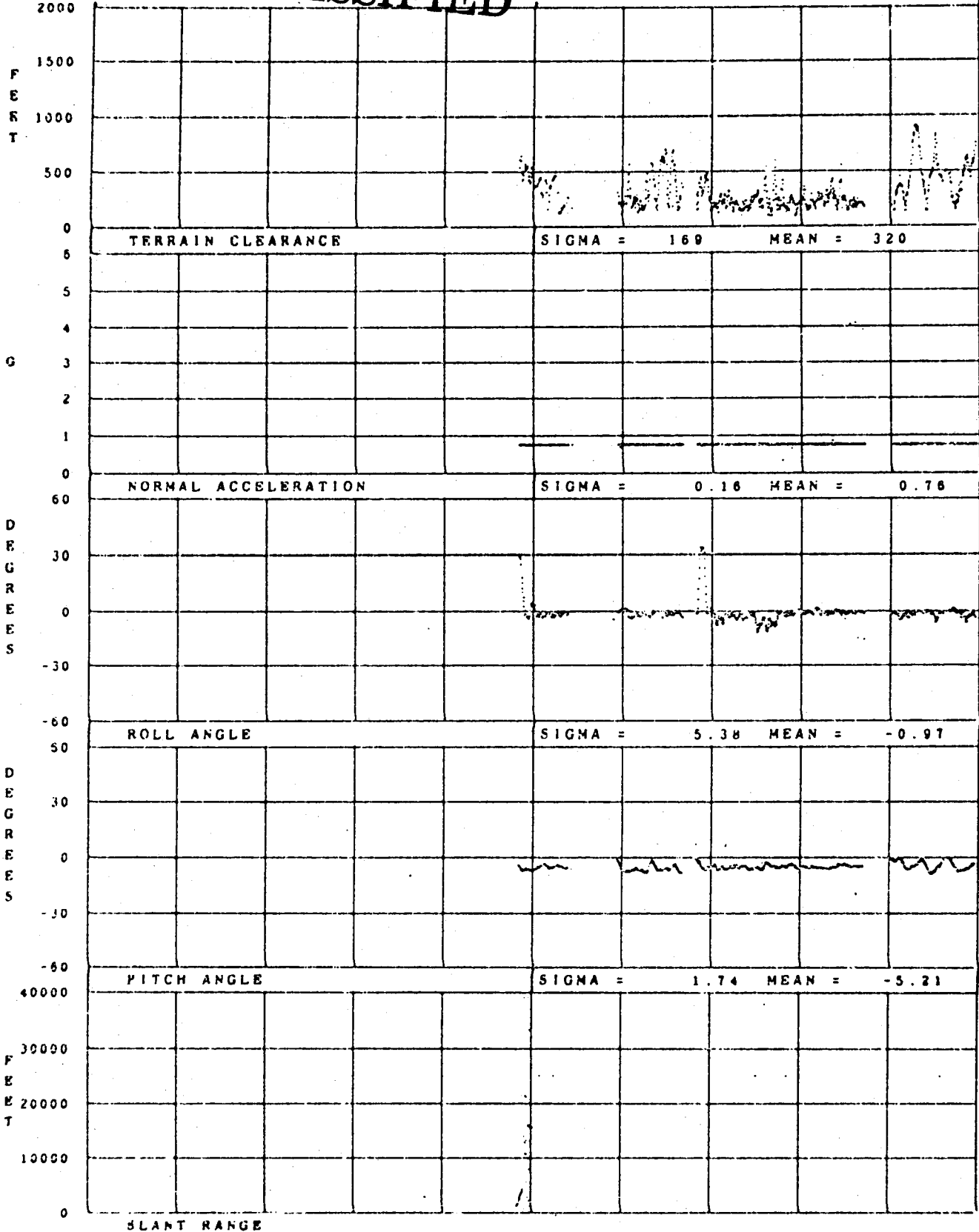
142

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13 HR 58 MIN

HR 03 MIN

14 HR 08 MIN



SORTIE NUMBER 213

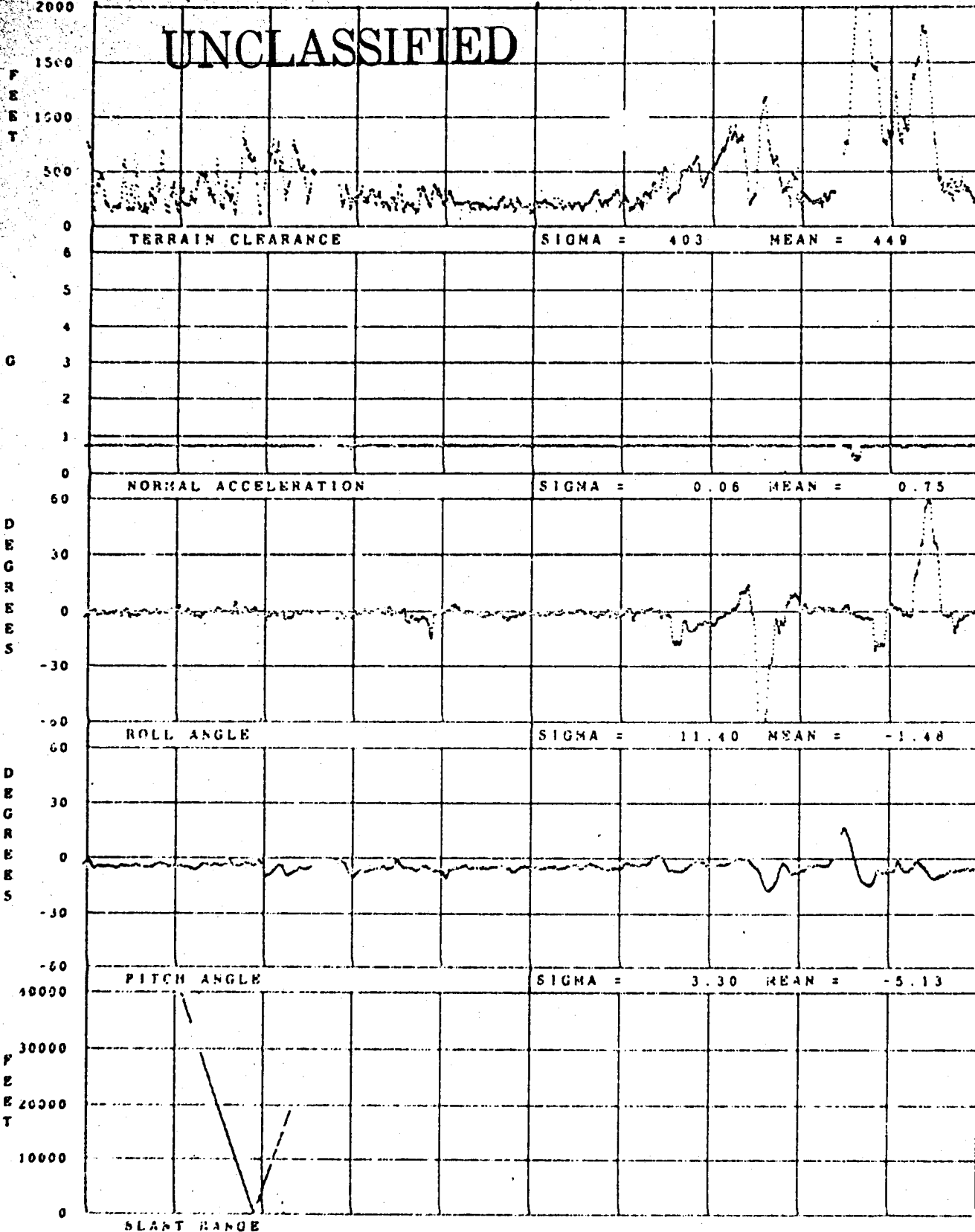
OPERATIONAL DAY 4 AUGUST 1967

FIGURE 2-32 (U) TELEMETERED DATA (1 OF 5)

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SORTIE NUMBER 213

OPERATIONAL DAY 4 AUGUST 1967

FIGURE 2-32 (U) TELEMETERED DATA (2 OF 5)

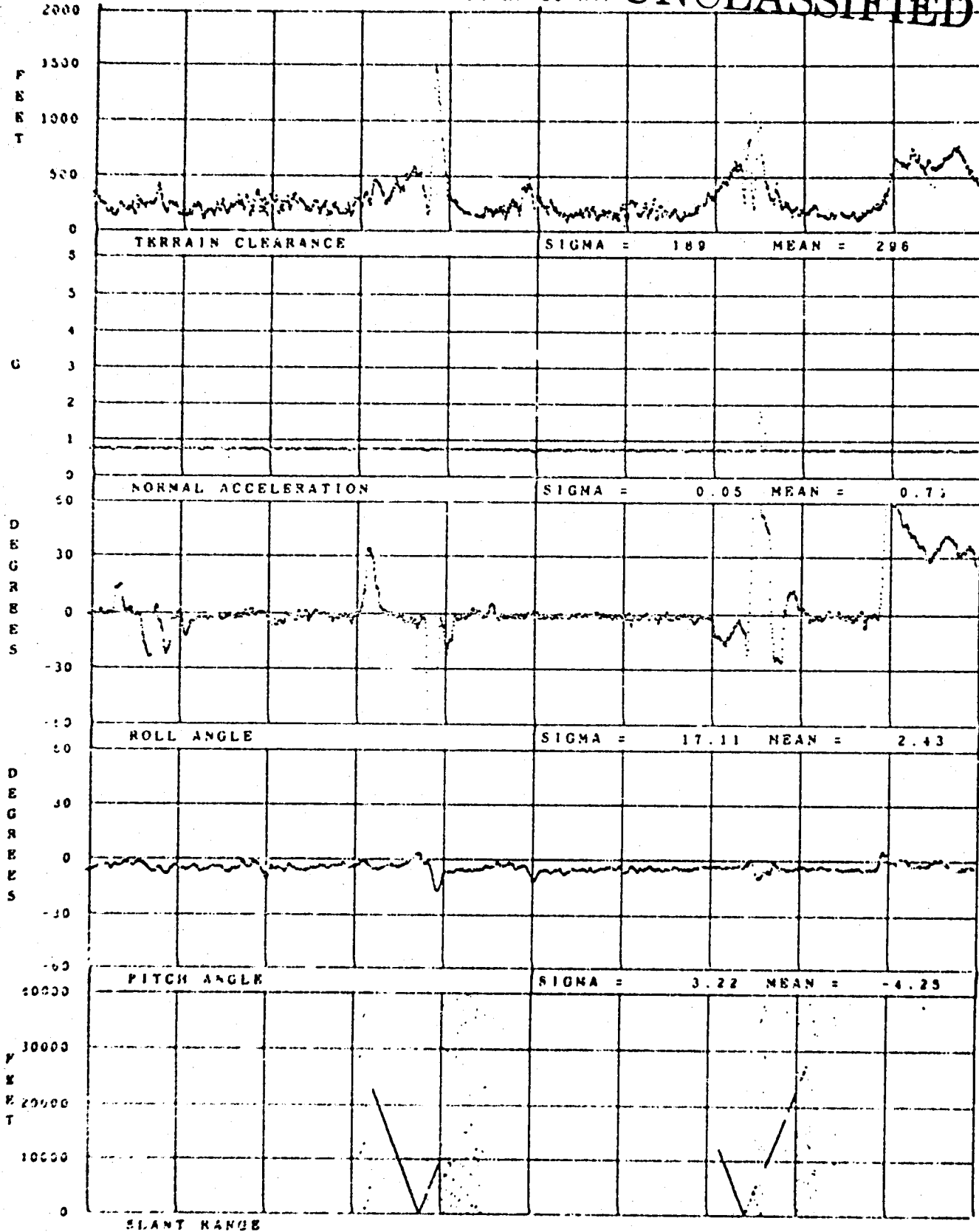
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14 HR 18 MIN  
2000

14 HR 23 MIN

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20 MIN



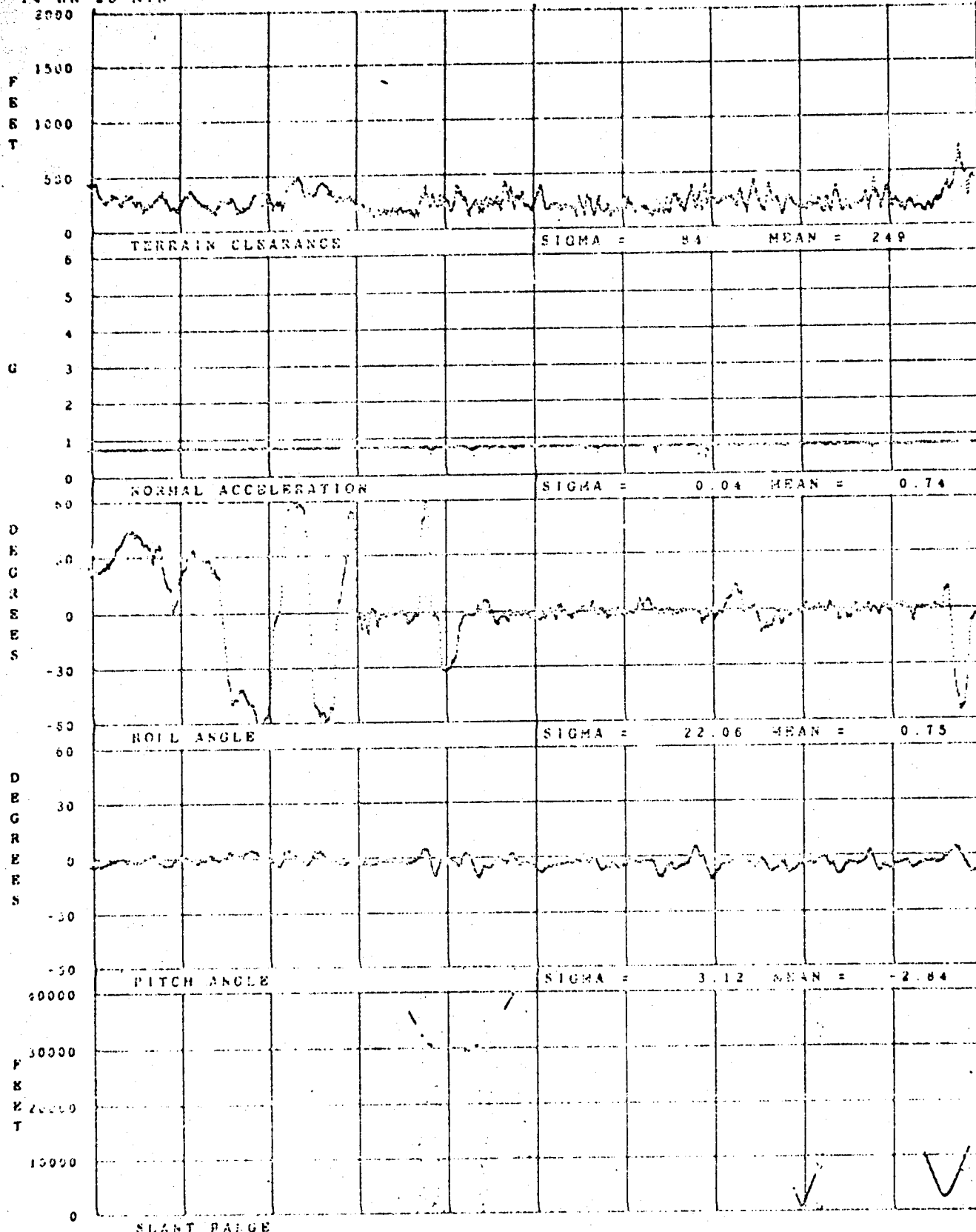
SORTIE NUMBER 213

OPERATIONAL DAY 4 AUGUST 1967

FIGURE 2-32 (U) TELEMETERED DATA (3 OF 5)

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125



SLANT RANGE

SCOTIE NUMBER 213

OPERATIONAL DAY 4 AUGUST 1967

FIGURE 2-32 (U) TELEMETERED DATA (4 OF 5)

180

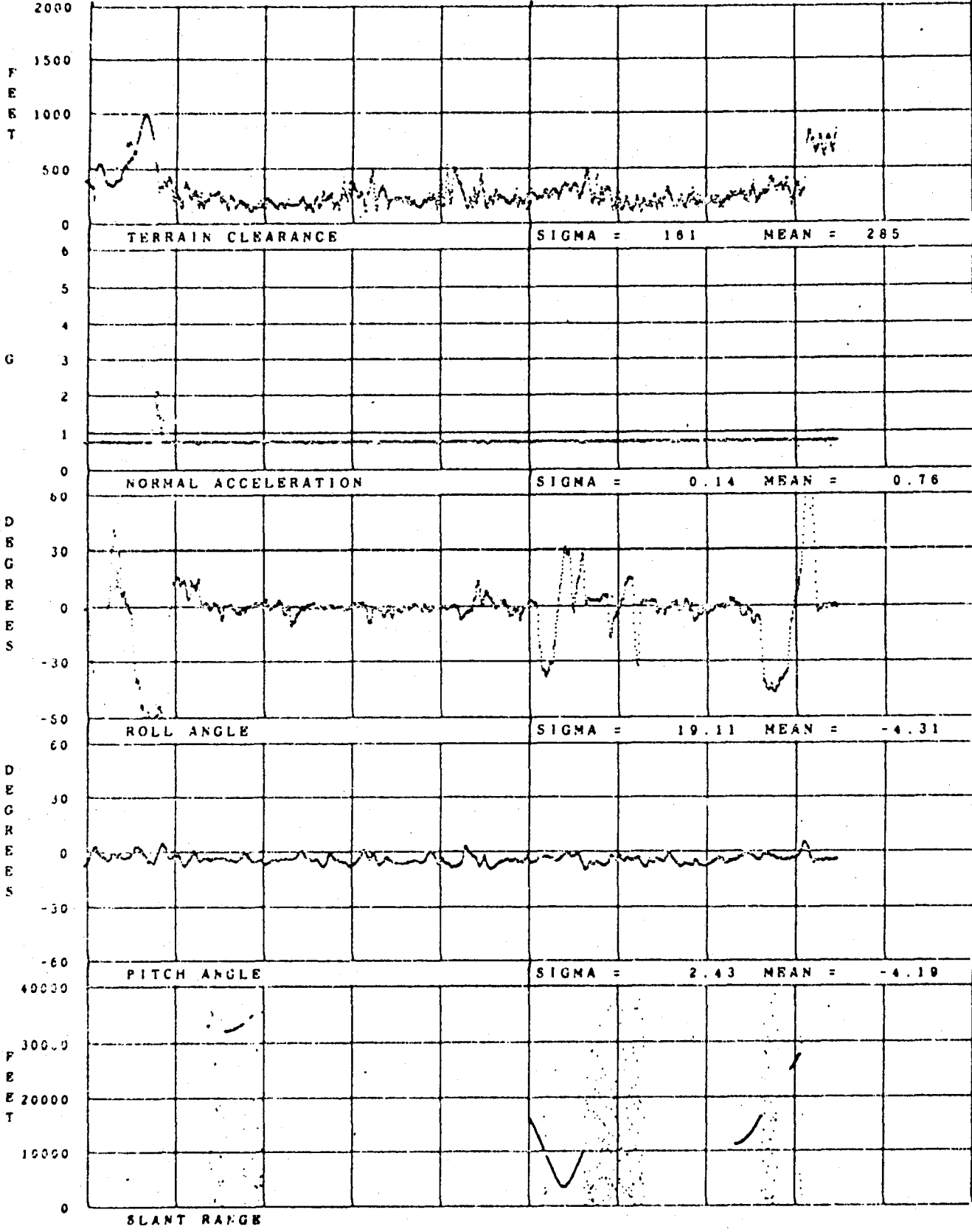


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14 HR 38 MIN

HR 43 MIN

14 HR 48 MIN



SORTIE NUMBER 213 OPERATIONAL DAY 4 AUGUST 1967

FIGURE 2-32 (U) TELEMETERED DATA (5 OF 5)

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#	Real TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 213 DATE 8/4/67
		14:29:54	Timber 1, this is Intruder 13. Would you confirm us vector toward to N1, over. (Static) 220 (Lots of static)	
		14:30:32	You ready. Okay. Yeah. That a town there? Yeah. Okay, watch the road coming out of here. Should go down, might bend a little bit to the south, Stu, and the bridge should be coming right up.	
		14:30:45	Okay, I've got it. That's a _____ here, see the marker? What's the heading out of here? 286. (static) That's affirmative.	
		14:30:59	Tallyho, we were just passing it. Okay, Stu baby. Okay, same way Stu, we just get 1 check on it. Okay, you do a 370 right now. Okay, it'll come up.	
		14:31:21	Power lines. Crossing diagonally. Okay. A road with a bend. Road, ah, dirt road. Okay, we should hit the power lines and the road at the same time. Okay, still heading 281. 286. Okay, Stu. I see a little stream, at one minute. We're over there now. Little road. Okay.	
		14:32:14	Nice ridge line.	
		14:32:23	Going to have a stream down in this valley, here (static). Pretty good-sized one. (Voice completely faded) I'm looking for a W shape over my side. An M shape really. And I got it. Okay, Roger, yeah, at 145 that's good, that's right on time. Okay, there's some kind of an identification right over there. A lake okay. I've got it. At about 20 seconds we'll have another little lake it should be on our left.	
		14:33:12	There it is right below us. There's got a road going by it. Okay, right we have a main road coming up here. There it is. Here's the bridge and a stream too. And here's another little road. Okay, what's the ground speed? _____ okay, it's 450 knots. Which way did it _____? Like this. Okay. Have another road coming up _____ a dirt road. It was a dirt road _____ Another there's a stream down below us. I'm looking for the Y in it, and I got it. _____ Okay, coming up here we're going to have a stream, a pretty good-sized one. There's going to be a road after the stream and a railroad. It's important that we have a road, railroad, or railroad road. _____ Okay, haven't seen any targets yet. Neither have I. Okay, there's a bend in the stream. Okay, all right, I got it. Okay, here's our road railroad and that's what it is, right? There's road, railroad over on this side with a bridge on the railroad. (Voice completely faded)	
		14:34:54	Okay, very good day. I didn't see their crossing, but I was looking for that. We might be a little bit left, yet. I know, we're not to the right. We can't be to the right. We're a little bit left. Okay. Maybe that's why we're not seeing anything. (Voice completely faded) That could be. Got a 4 degree correction _____ Okay, not too much up here _____ Okay. (Voice completely faded)	
		14:35:35	At five and a half we'll be coming up on a road _____ (overtalk). Are these, are these, I'm making another correction now. Okay. If we can see that road, the first time we see it, if we can go straight off to our side like that (voices fading). Okay. And we'll hit a power line there too (static).	
1	11	14:36:04	This is Intruder 13. I just got an air field oriented 2, 1, 0, 0, 3, 0 off to my left. Coordinates Bravo Echo 2 9. That was the dirt strip. Okay. Did you see my power lines? No, I haven't. Haven't seen them, Danny. There's a road going away from us, huh? Yeah, we're just barely paralleling it.	
		14:36:46	Okay, just crossed a pretty good-sized ridge line. I missed my other road check point on that one too. Okay. What's our ground speed? 418 knots. Beautiful.	
		14:37:04	Okay, we're pretty much on time. We're about a minute and a half away from a target. Yeah, I see a big tower up here, does that help? A huge sized tower. Oh (***) no. Not on my chart at all. Okay. That's a shame. All right. Okay. It's 6 minutes and about 20 seconds from now we ought to see that site, Stu. At 6 minutes and 20 seconds. Wait about 20 seconds from now. Okay. There it is right there.	
		14:37:37	This is Intruder 13. I have a GCI site. About 7 vehicles. 3 jeeps, at coordinates. Okay, they know where it is, they don't need a report. Rog. Okay, now we want to come out and intersect this road. Right. Show me, show me the charts. Okay, coming up to the road. Right, and then in about a half minute and a minute down the road there. Okay, we want to see where the railroad separates. Right. The railroad will make a little dip to the left. When it does, you can just about figure on starting your turn. (static) Okay, that's where it takes its dip in the left, cause there's a little (static) ridge in there. Okay. And here's the lake coming up. And we want to see 2 banners (static). Yep, and the little bridge.	
		14:38:26	This is Intruder 13. Just passed a GCI site. Position to N3. Okay, you can see the stream, so it must be right over in there it says. There it is. I got it. Okay. (static) 106 is the heading. A little lake, I've got it. Okay. And I have a little road up there, dirt road up there.	
2	14	14:39:35	There's a site right down below us. A group of oil drums on two sides of a road. Right.	
		14:39:41	This is Intruder 13. Coordinates Bravo Charlie ah, 3 5.	
		14:39:48	Ground speed? 418 knots. Beautiful. At one plus 30 you ought to have a road coming up on my side. Okay, it's going to have about 2 roads running off to the left, and it's going to form a square right on my side. Here comes a road. There were about 80 barrels in that thing, Stu, I was on one side of the road, and one on the other. Okay, there's a, there's a couple of bridges. Okay, I've got them. And the road bends off to the left, okay. Are we on track? I think so. Ground speed? 405.	
		14:40:47	Should hit a power line. Anytime right now. First the road, then a power line. If we hit power line, then road, we're a little bit off course. There's a road. Just got a line running along with it. No, it...there's the power line. Okay. We're on course, Stu. Okay, a little stream down there, too, okay.	

FIGURE 2-33 (U) VOICE TRANSCRIPT (1 of 2)

# UNCLASSIFIED

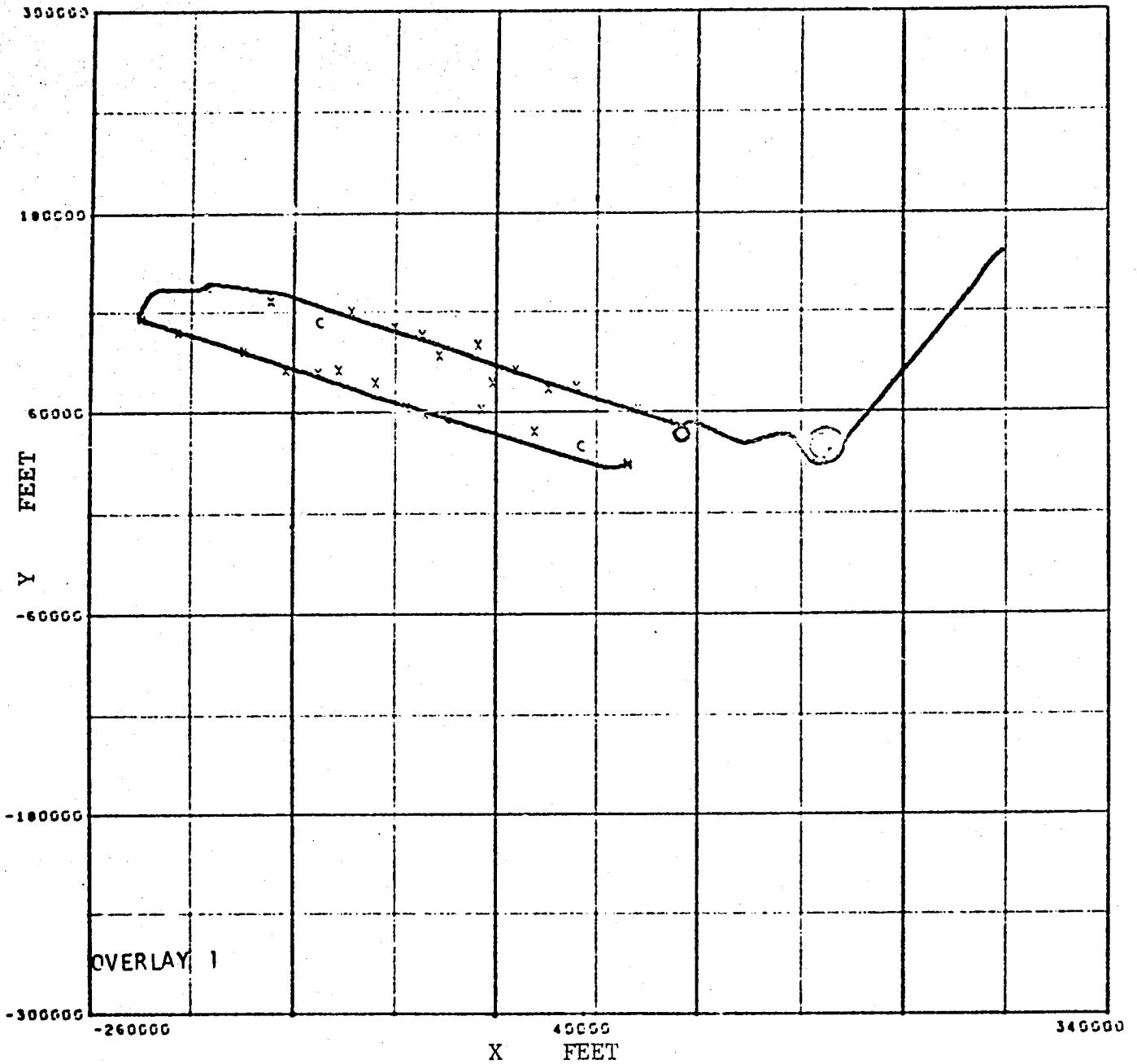
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RPT TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 213 cont. DATE 8/4/67
	14:41:26	Okay, the out point is what? It's a tower on top of a peak. Okay, let me know when we've got about 2 minutes to go to that if you can. Yep. What are we out, 7... Okay, a little dirt road, right through there. Okay. That's at 4 minutes? Okay, there's a hook in the stream. Okay, coming over this ridge line, we're going to see road, railroad again.	
	14:42:06	And I got the road? to the railroad in sight. You keep looking for targets. I got the stream too.	
	14:42:28	And, I'm not seeing _____ Stu. No me neither, but there aren't very many I understand, on this route. Oh, should be a little stream down here.	
	14:42:45	(***), you'd think there'd be a target down in that valley there. Well... smoke. My little stream. Okay, there's a stream, and its _____ kinda used. Okay, we are over to the right of course. _____ come over to the left. Stream kinda dilly dallies around right there. Okay, we got a major road coming by up here. There it is (overtalk). There's a bridge too.	
3 23	14:43:29	This is Intruder 13. I have a _____ gun emplacement at ah, to the west of the road, at coordinates Charlie Echo 9 1. Had 2 medium trucks and 2 pieces of artillery. Olive drab in color and a green field a couple hundred yards off the road. Okay, we're right on course at that point too. _____ (mumbling)	
	14:44:18	Okay, I'm coming back around to 108, 106 or 6, rog.	
	14:44:20	Okay, we're coming up on 156, 7. Okay, we can see a road complex up there. Might have a "Y" in it. The "Y" should be just to the right of us. Okay, and not part of the target. We're just over a minute away. Okay.	
	14:44:40	Haven't seen that missile site either. Nope, never did. Don't have to be very far off track at this altitude to miss it. And I believe it was on the first leg. I thought I heard somebody talking. I didn't think it was fair to tell you that though. Shouldn't make any difference though. Okay, where's my little stream out of here. Okay, there it is. And I don't is that the tower up there? By any chance. Should be, Stu, we're only one minute away or less. I don't recognize it as such yet. Okay, it's up on top of a hill. Should have a ridge line that's kinda pointing it out, that's it sitting there. It's not much of a tower. I see it. Okay.	
	14:45:44	With a white house? Not yet (static)	
	14:45:57	Timber 1, this is Intruder 13. Go ahead. Pass N3. 7 minutes from now. We are now passing over point N4. Roger. Intruder 13. Departing N4.	
	14:46:30	Transmission off.	

FIGURE 2-33 (U) VOICE TRANSCRIPT (2 of 2)

# UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 231

OPERATIONAL DAY 5 AUGUST 1967

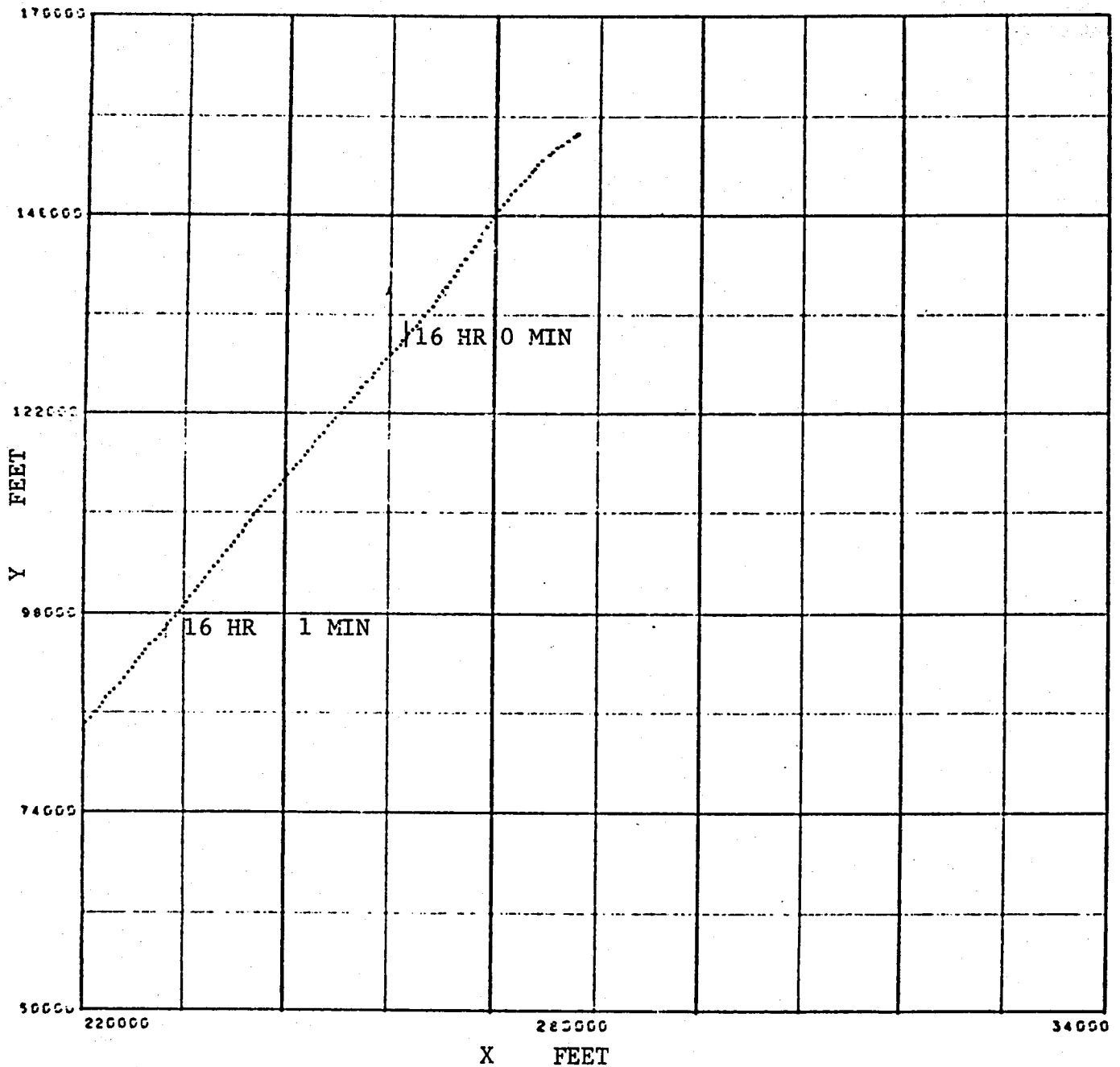
NORTH COURSE

FIGURE 2-34

AIRCRAFT POSITION DATA (U) (1 OF 8)

UNCLASSIFIED

UNCLASSIFIED



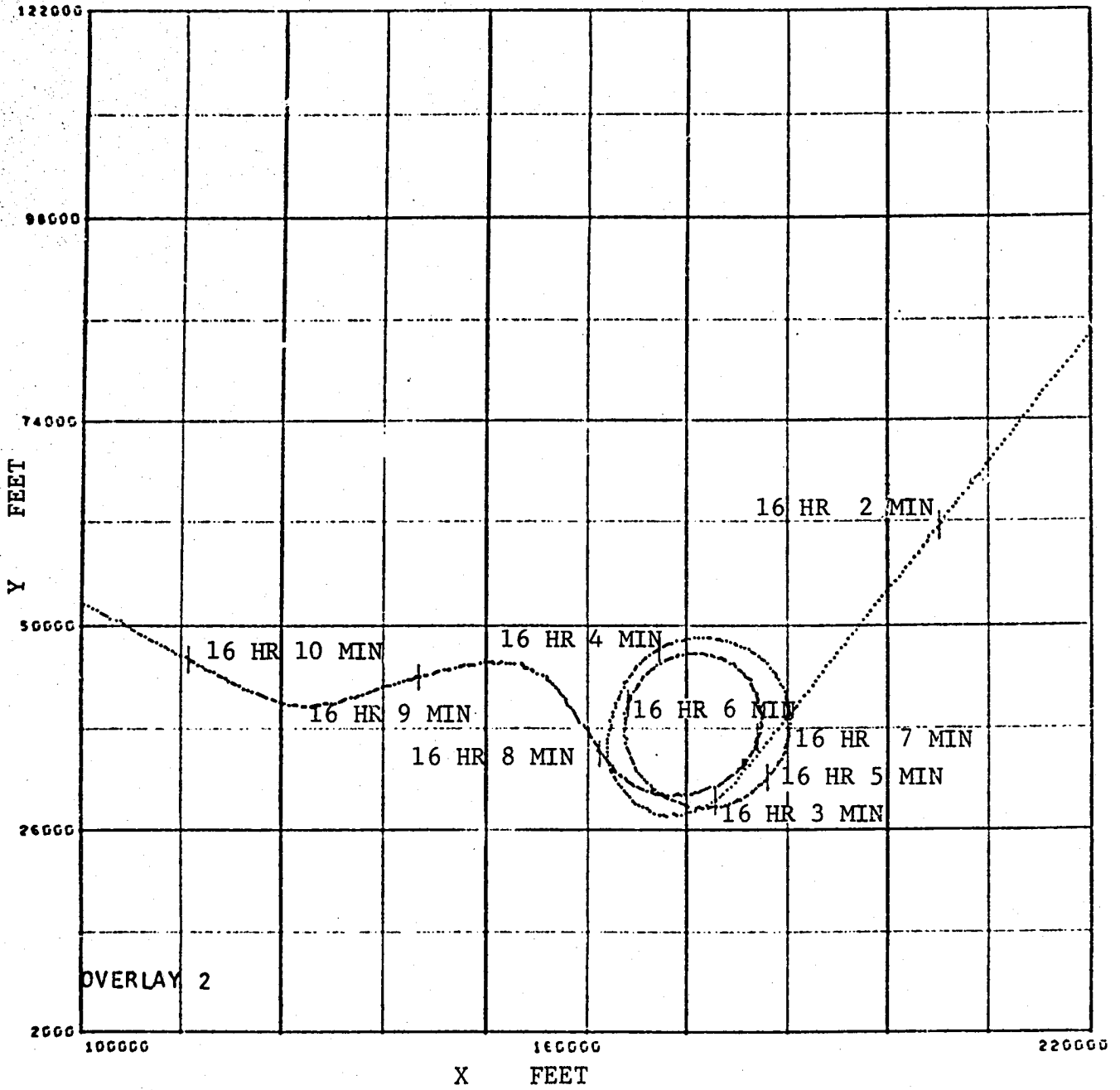
SORTIE NUMBER 231

FIGURE 2-34

AIRCRAFT POSITION DATA (U) (2 OF 8)

UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 231

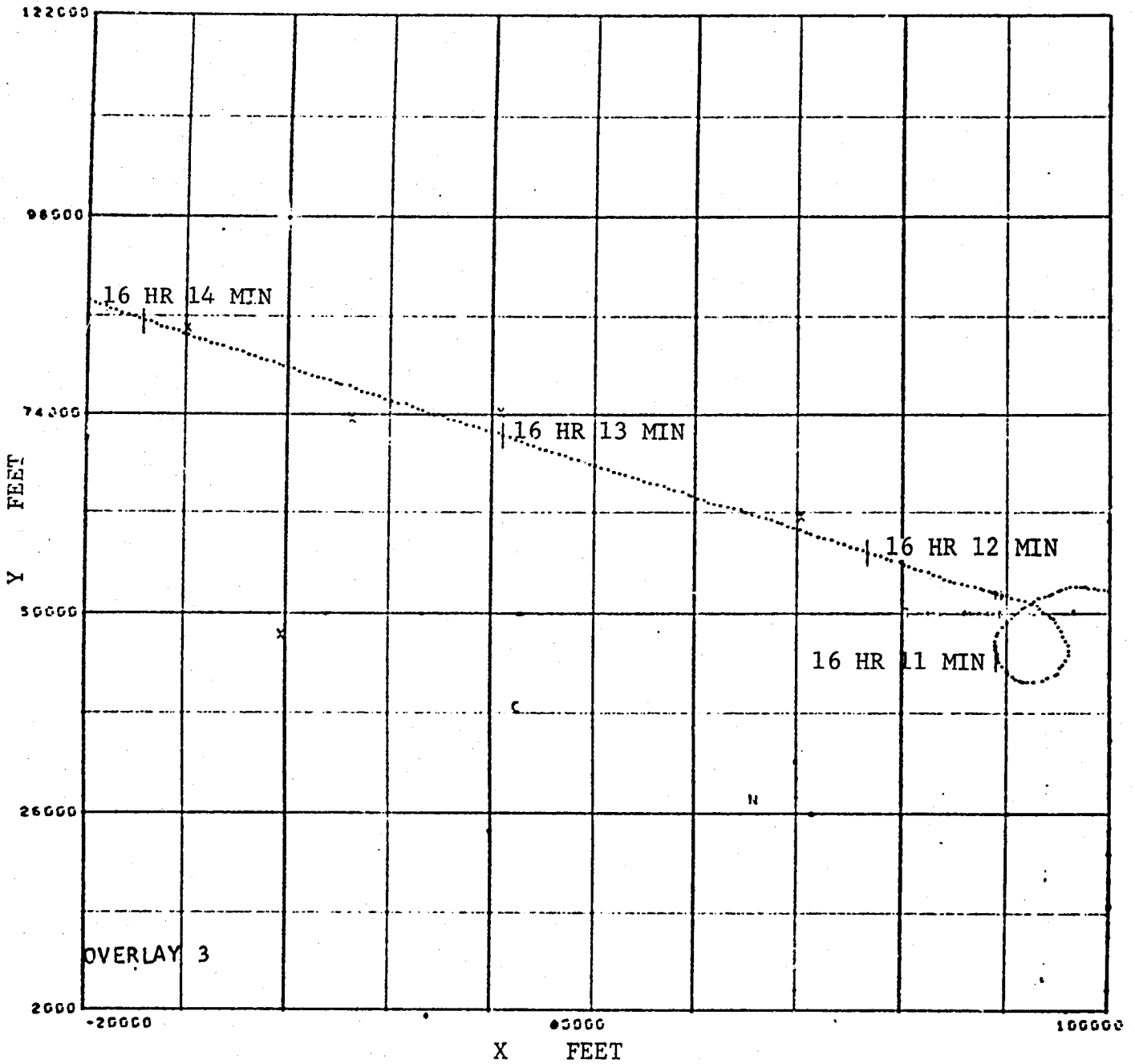
FIGURE 2-34

AIRCRAFT POSITION DATA (U) (3 OF 8)

UNCLASSIFIED

102

UNCLASSIFIED



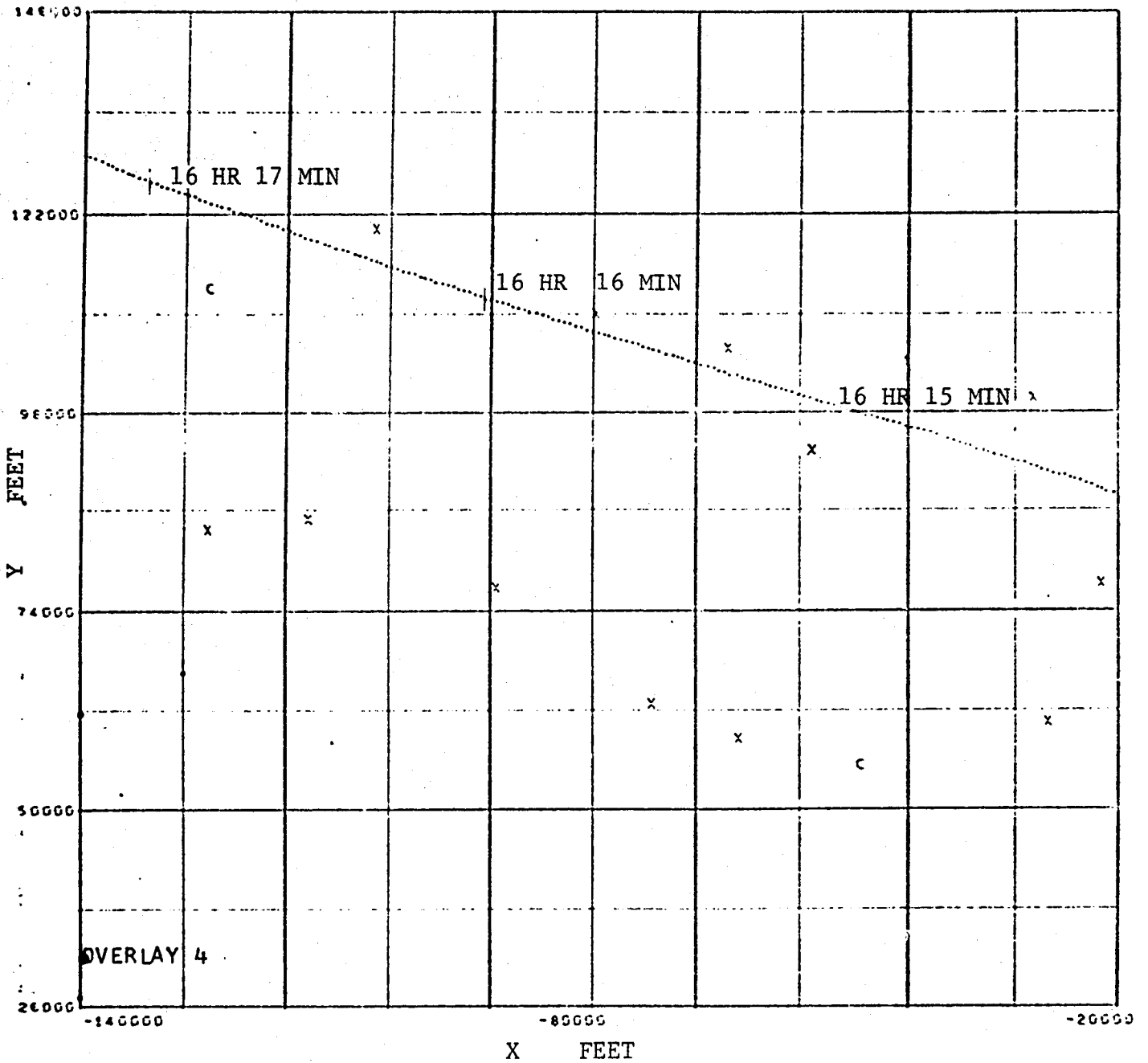
SORTIE NUMBER 231

FIGURE 2-34

AIRCRAFT POSITION DATA (U) (4 OF 8)

UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 231

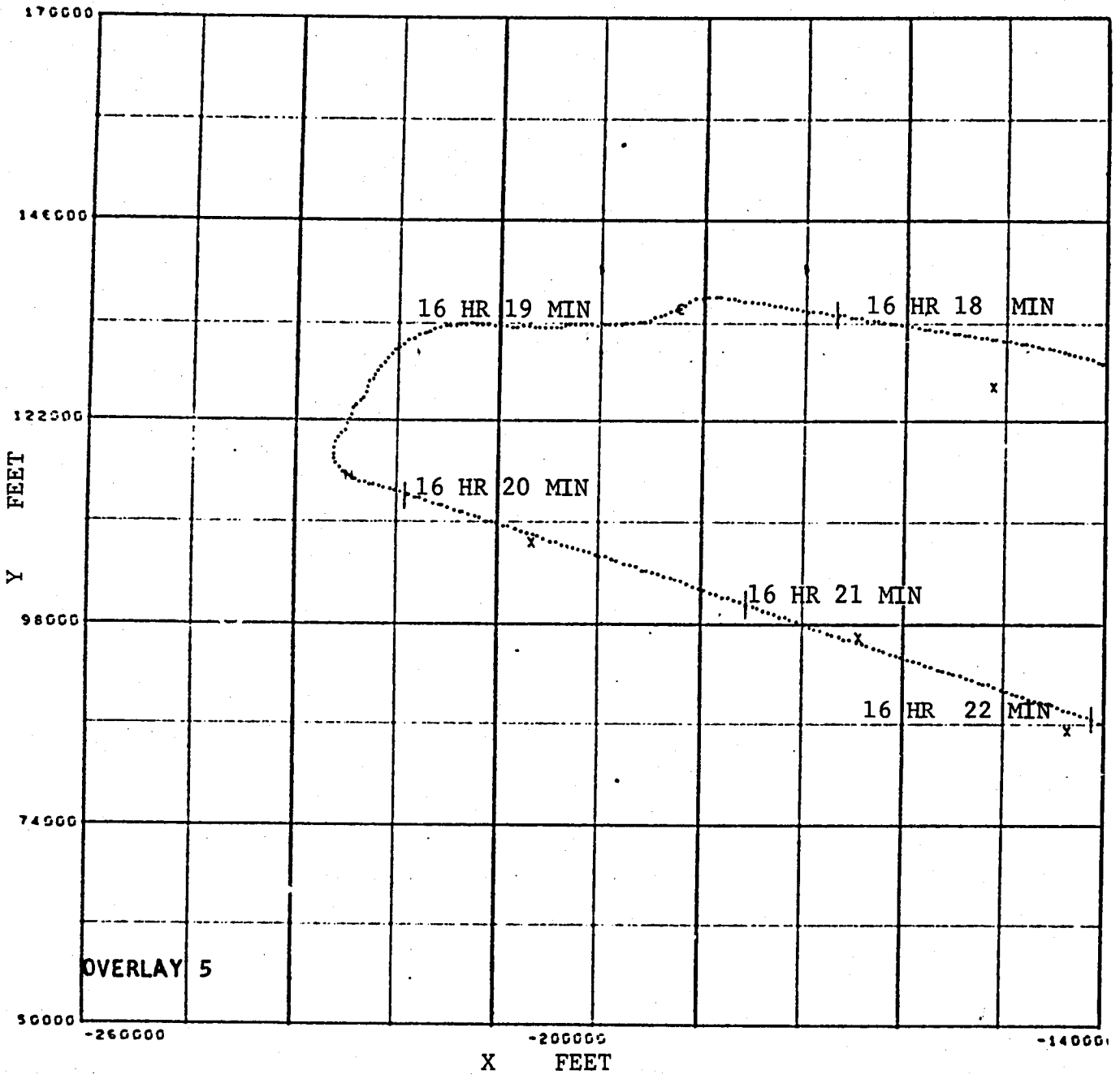
FIGURE 2-34

AIRCRAFT POSITION DATA (U) (5 OF 8)

UNCLASSIFIED



UNCLASSIFIED



SORTIE NUMBER 231

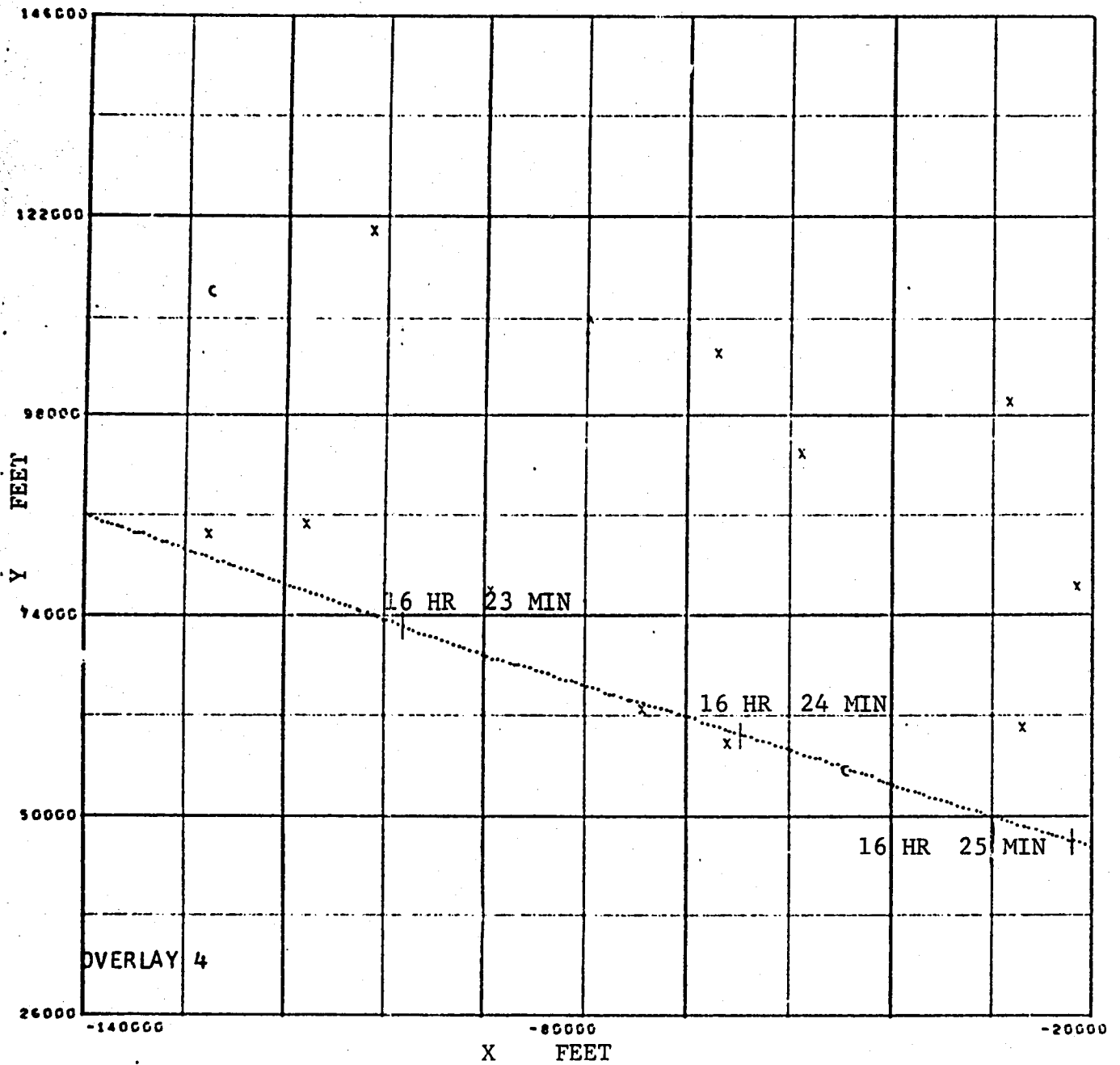
FIGURE 2-34

AIRCRAFT POSITION DATA (U) (6 OF 8)

UNCLASSIFIED

195

UNCLASSIFIED

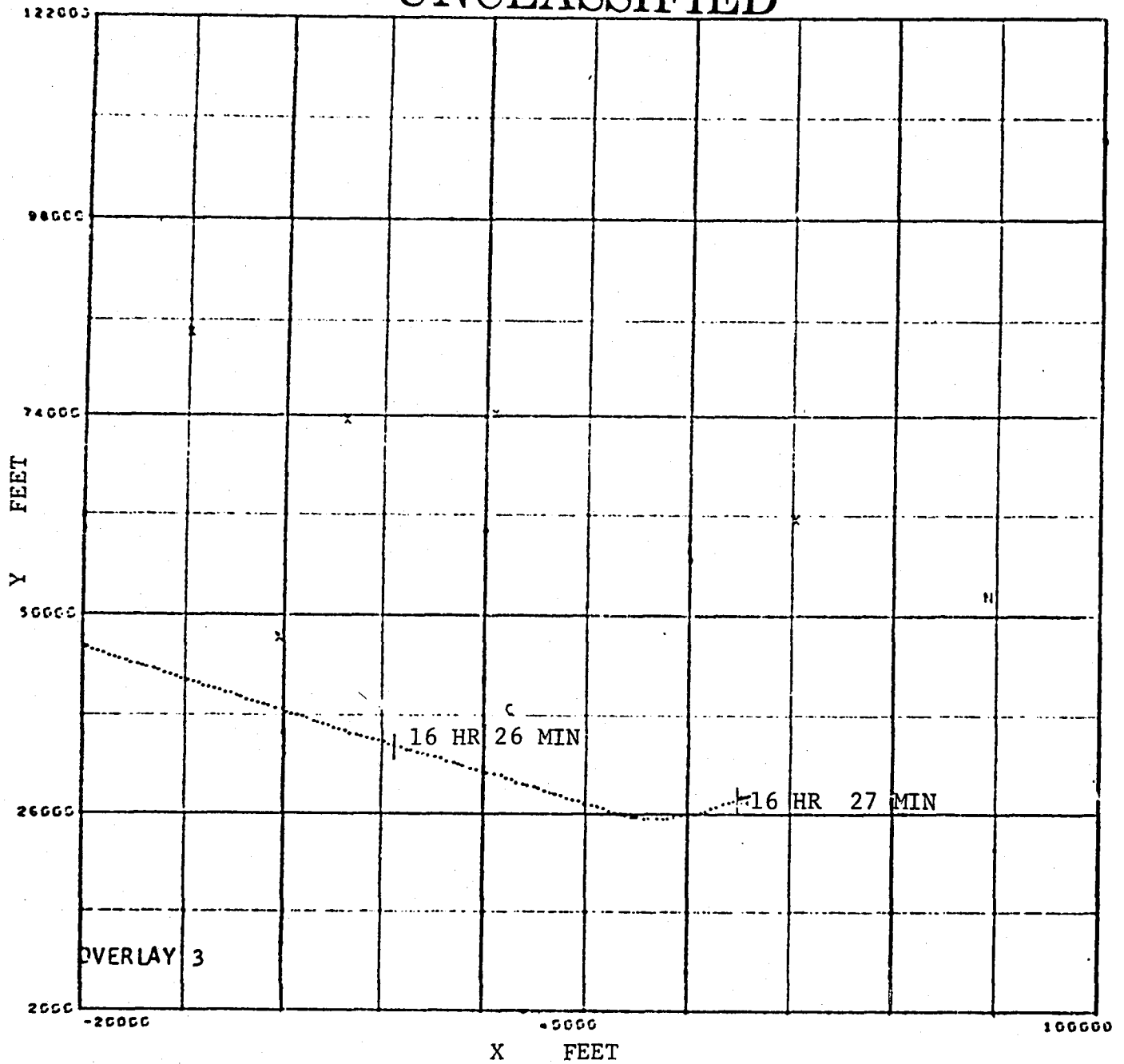


SORTIE NUMBER 231

FIGURE 2-34  
AIRCRAFT POSITION DATA (U) (7 OF 8)

UNCLASSIFIED

UNCLASSIFIED

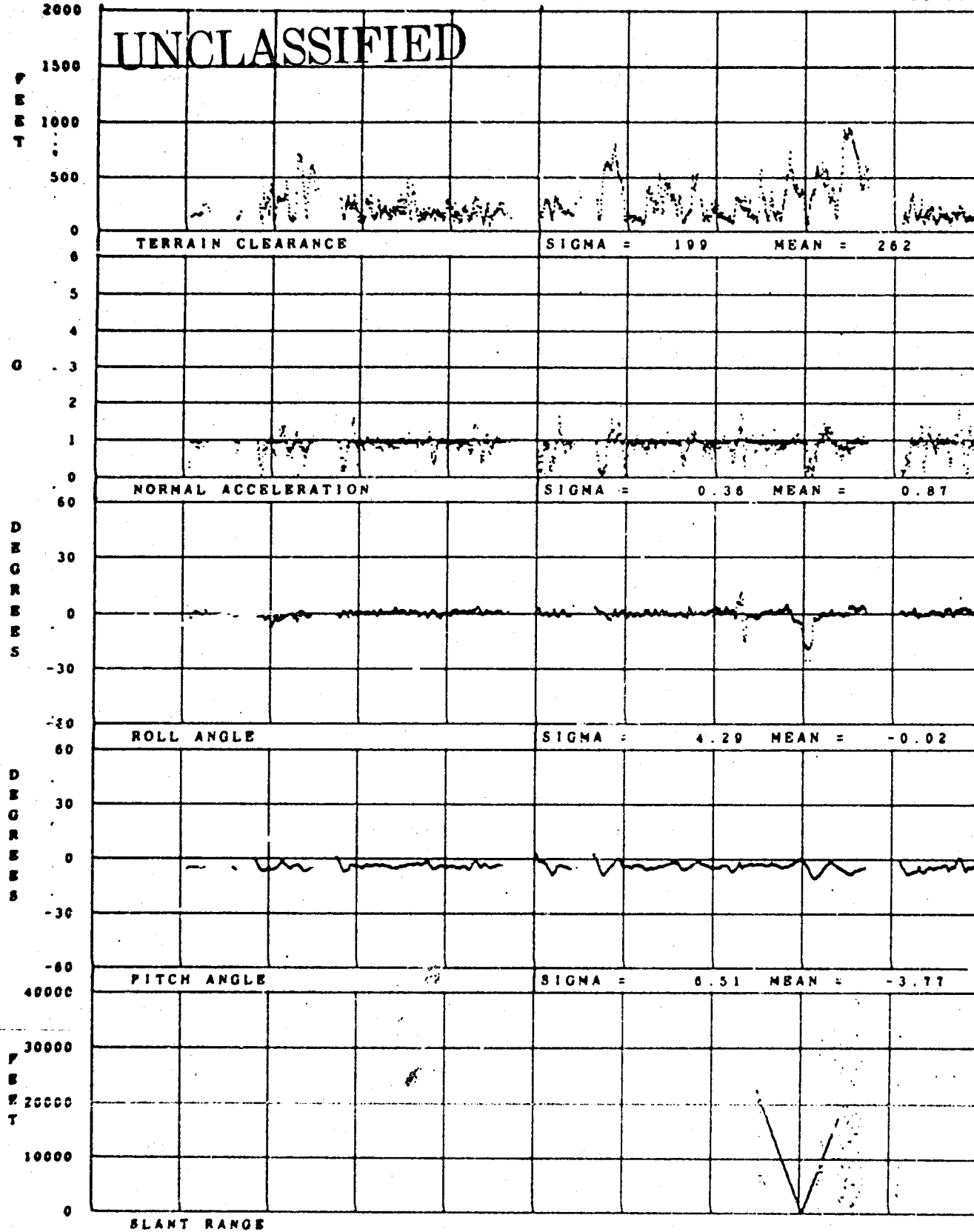


SORTIE NUMBER 231

FIGURE 2-34

AIRCRAFT POSITION DATA (U) (8 OF 8)

UNCLASSIFIED



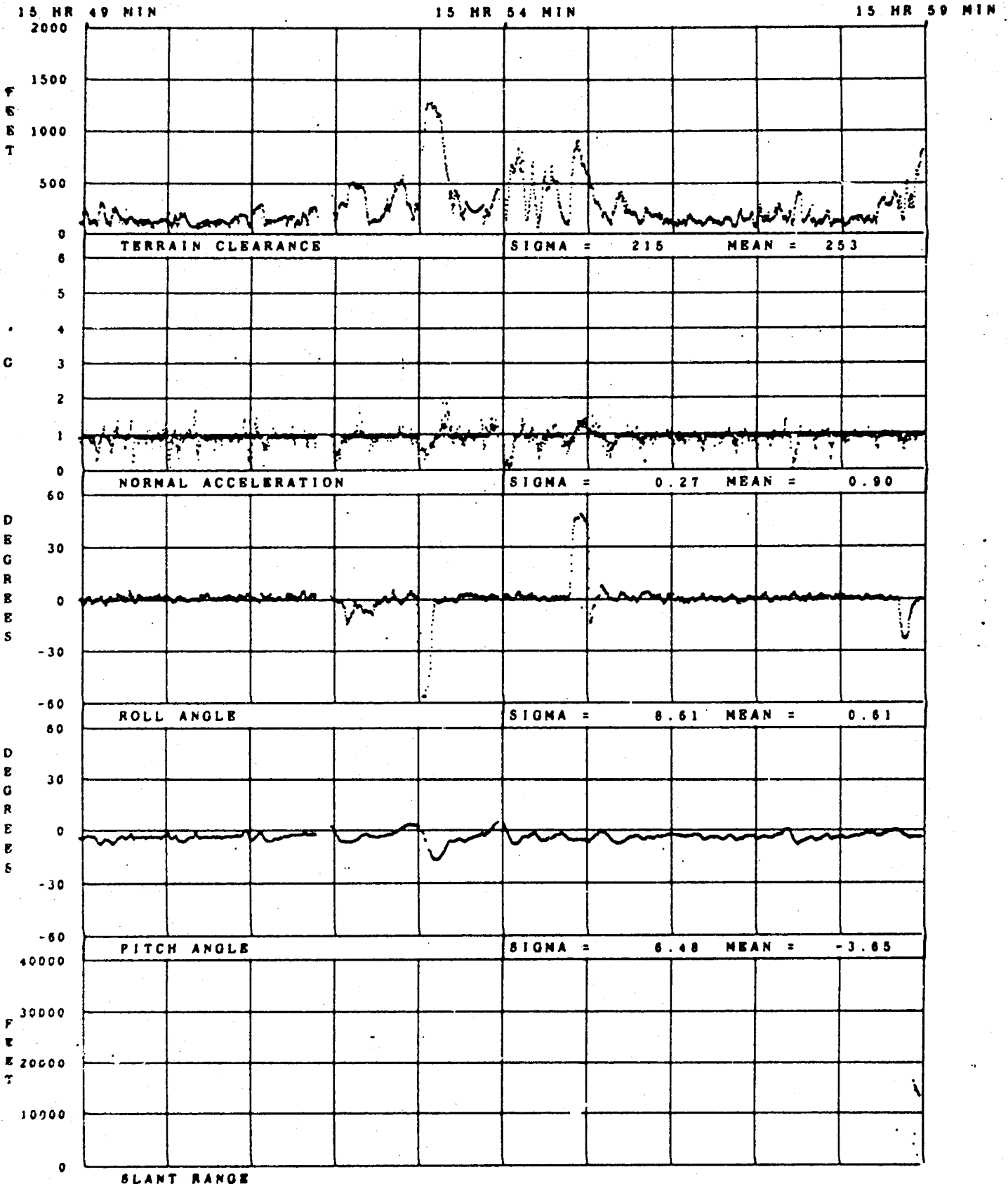
SORTIE NUMBER 231

OPERATIONAL DAY 5 AUGUST 1967

FIGURE 2-35 (U) TELEMETERED DATA (1 OF 5)

UNCLASSIFIED

# UNCLASSIFIED



SORTIE NUMBER 231

OPERATIONAL DAY 8 AUGUST 1967

# UNCLASSIFIED

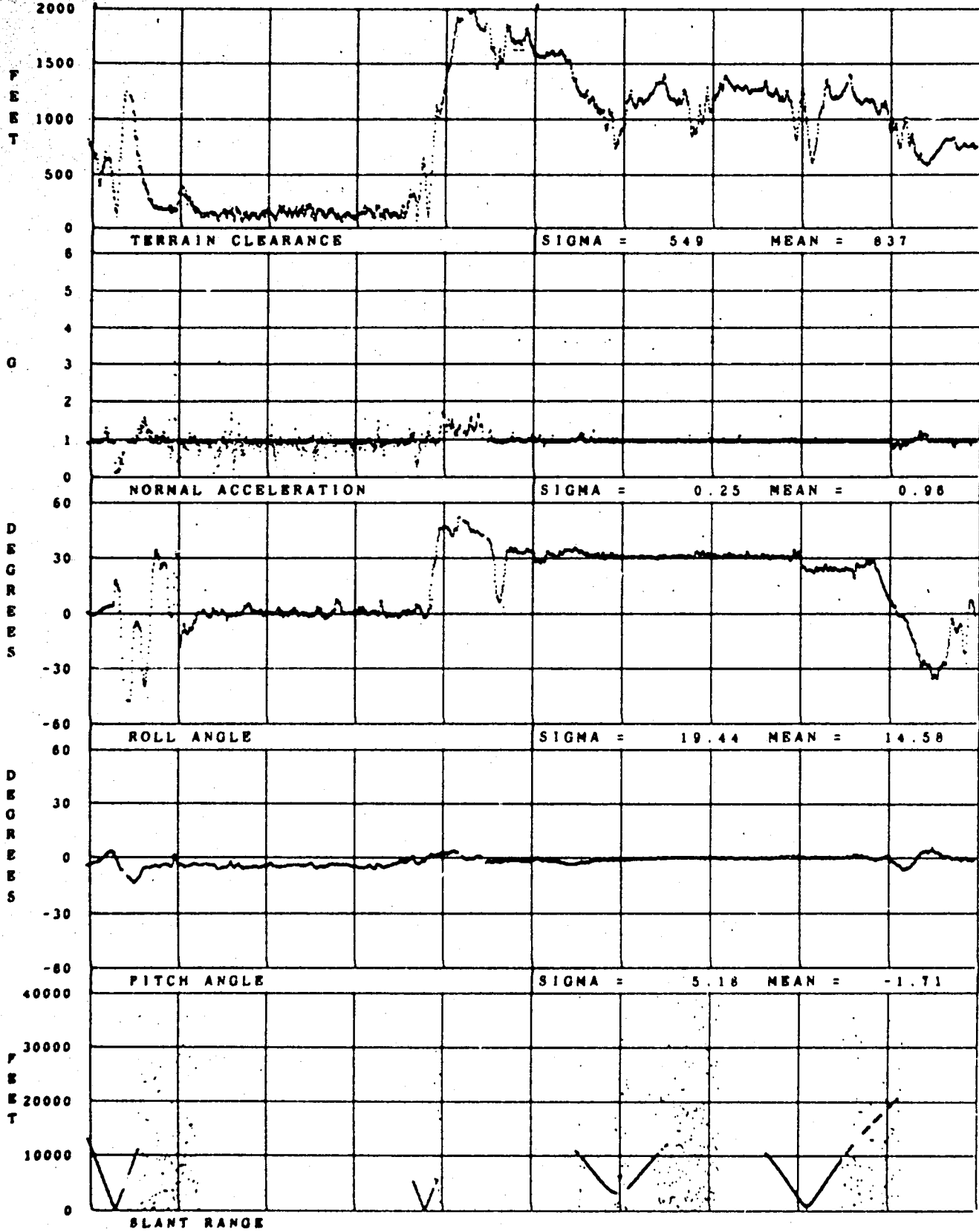
FIGURE 2-35 (U) TELEMETERED DATA (2 OF 5)

# UNCLASSIFIED

15 NR 59 MIN

16 HR 04 MIN

16 HR 09 MIN



BORTIE NUMBER 231

OPERATIONAL DAY 5 AUGUST 1987

FIGURE 2-35 (U) TELEMETERED DATA (3 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED

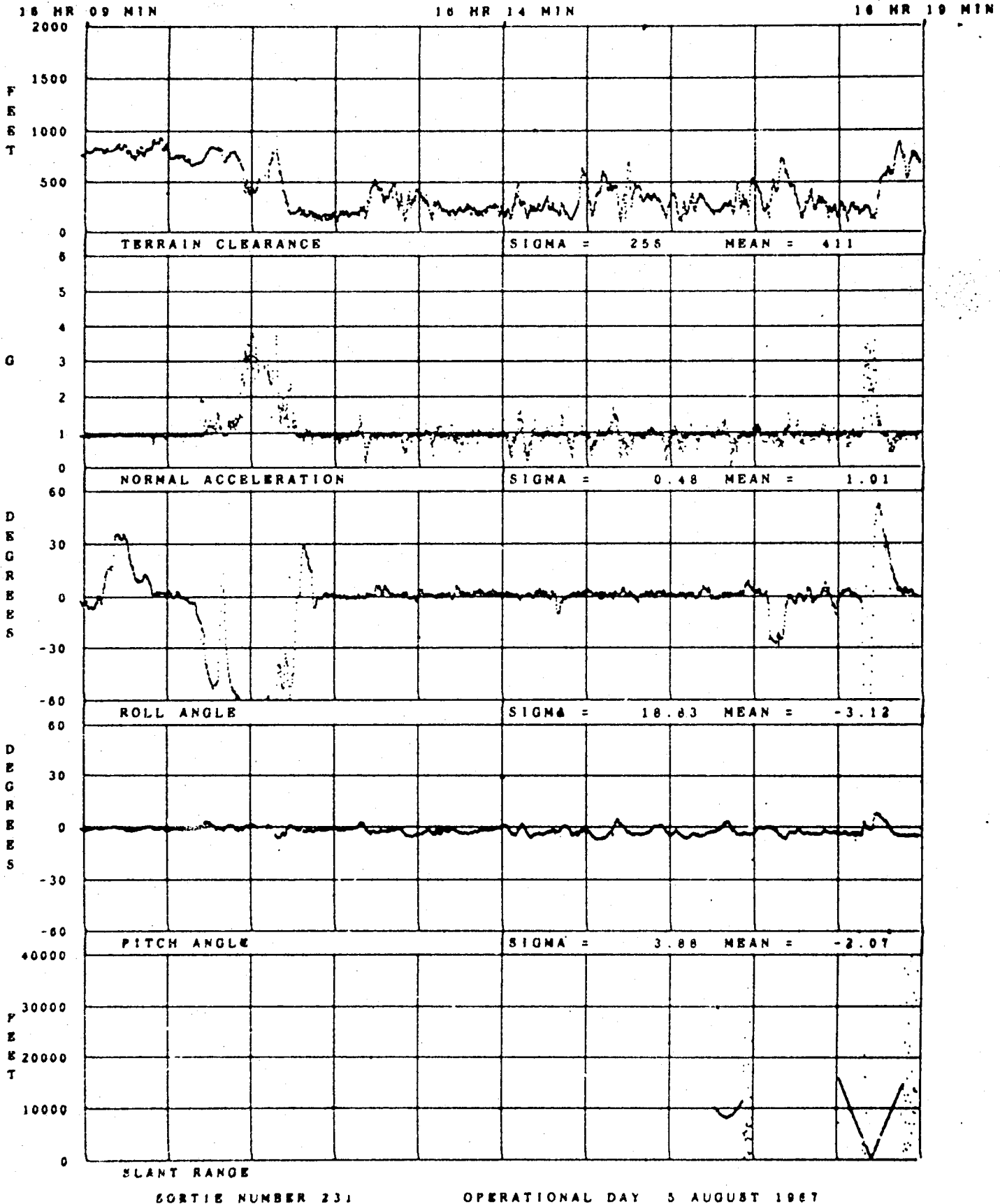
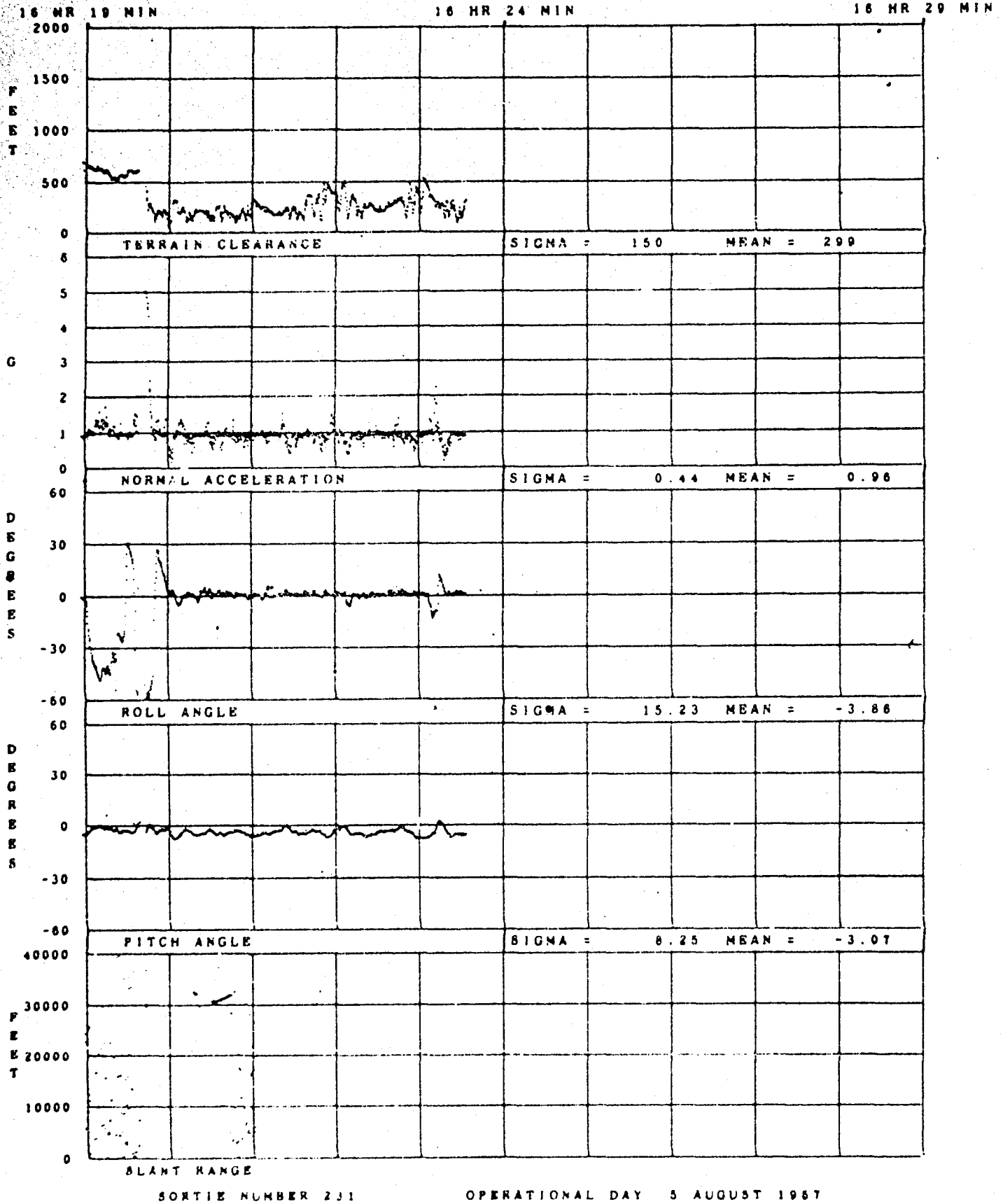


FIGURE 2-35 (U) TELEMETERED DATA (4 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED



SORTIE NUMBER 231

OPERATIONAL DAY 5 AUGUST 1967

FIGURE 2-35 (U) TELEMETERED DATA (5 OF 5)

# UNCLASSIFIED



# UNCLASSIFIED

RPT TGT	Real TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 231
				DATE 8-5-67
		15:59:41	Tone ceases.	
		16:11:33	Intruder 17 at, ah, N1.	
		16:11:41	Did you get the flight course? Yeap.	
		16:12:13	Try, try to give me a minute 6 if you will. Roger.	
1	2	16:12:35	1 minute. Right.	
		16:12:55	Ah, building over there. This is Intruder 17. We have, ah, buildings 1, 2, 3, 4, 5, 6 tent type large, at Charlie Hotel 13. Also on that target we had, ah, a large barn type building. Painted Olive drab.	
		16:13:35	2 minutes. Roger.	
2	4	16:13:50	Ok. Intruder 17. I have a truck park. Also a large general purpose tent. Ok. There were 7 trucks and a large tent at Charlie Golf 17.	
		16:14:35	3 minutes. Roger.	
		16:15:05	3-1/2 minutes. Rog.	
3	8	16:15:16	This is Intruder 17. I have a pontoon bridge over small stream at Charlie Foxtrot 48. There's trucks on the right. Ok. This is Intruder 17. I have a truck and artillery. 1, 2, 3, 4, 6 trucks and associated artillery carriers.	
4	9	16:15:37	That was located at Bravo Foxtrot 9er 3.	
		16:15:59	Ah, hospital tent. Ok. Helicopter. This is Intruder 17 a, ah, hospital tent.	
5	10	16:16:18	3 hospital tents and a, ah, with trucks and a helicopter at Bravo Foxtrot 17.	
		16:17:03	What's the time? 5-1/2 minutes. Rog.	
		16:17:35	6 minutes. Roger.	
		16:18:19	GCI site.	
		16:18:28	Intruder 17. GCI site. Ok. Now we go to a highway. Right. Continue on. Take it down by, just north of the water over there. Ah, you're at the railroad track right here. Looks like it is coming right up here ahead. Ok. I want to make a transmission.	
		16:18:53	Timber 1. This is Intruder 17. Out of N2.	
		16:19:02	Ok.	
		16:19:31	There it is. Ok. The heading is 108. Right? Right.	
		16:19:57	Ok. We got the transmission? Intruder 17 in at N3.	
6	14	16:20:23	No. Ok. This is Intruder. This is Intruder 17. 2 trucks on a small bridge at Bravo Charlie 27.	
		16:21:18	2 minutes. 2 minutes. Roger.	
		16:21:48	(Gettin'?) just a little high. Roger.	
7	16	16:21:56	This is Intruder 17. I have a helicopter base. There are 2 helicopters and 1 small building located at Charlie Charlie 09er. 2-1/2 minutes. Roger.	
		16:22:48	3 minutes. 3. Roger.	
		16:23:19	3-1/2.	
8	20	16:23:42	Truck, ah, ok. Gun emplacement with 2 guns, medium size and 2 trucks. Location Charlie Echo 13. There were 2 guns, medium guns in revetments with, ah, large truck behind them. They looked to be like anti-tank truck. Rog. Anti-tank gun rather. This is 6 trucks. Ok. Missile site. Ok. Surface to ground missile. There were, ah, 6 trucks in a circle. 1 of the trucks was a mobile launcher with a surface to ground (to?) (??) surface missile on it.	
9	22	16:24:37	At Charlie Echo 81. How many trucks do you think there were? 6. Ok.	
		16:25:01	Time now? Ok. It's, ah, 4-1/4. Ok. We can't be too far off. 'cause, ah, we see the sites along there. Yea.	
		16:25:48	6 minutes. 6. Roger.	
		16:26:20	How much time left? 6-1/2 minutes. Roger.	
		16:26:39	There's a tower over there.	
		16:26:55	Go to Pod Option 1. Rog.	
		16:27:01	Tone begins.	

FIGURE 2-36 (U) VOICE TRANSCRIPT

# UNCLASSIFIED

# UNCLASSIFIED

## SECTION 3

### A-6A CELL 2 DATA

#### 1. (U) DESCRIPTION.

a. This section contains data from A-6A sorties with the following flight parameters:

- (1) North course, point to point
- (2) 420 knots ground speed
- (3) Altitude 500-900 feet above terrain

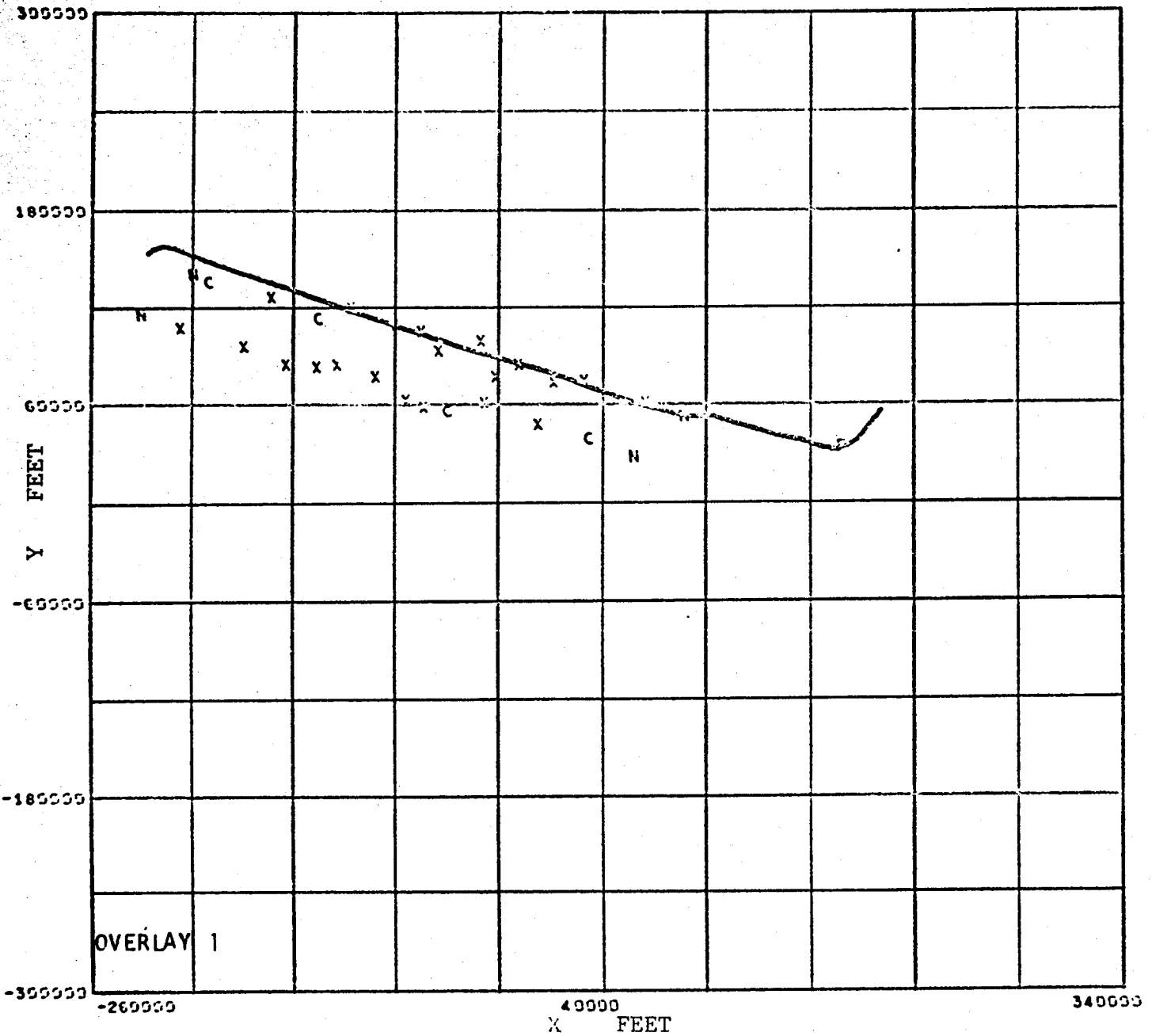
b. The data are presented as described in the Introduction, Section 1, and are arranged as listed below.

#### 2. (U) CELL 2 FIGURE NUMBERS

<u>Sortie</u>	<u>DME Plots</u>	<u>TM Plots</u>	<u>Voice Transcript</u>
107	3-1	3-2	3-3
107A	3-4	3-5	3-6
115	3-7	3-8	3-9
123	3-10	3-11	3-12
141	3-13	3-14	3-15
158	3-16	3-17	3-18
165B	3-19	3-20	3-21
179	3-22	3-23	3-24
216A	3-25	3-26	3-27
225	3-28	3-29	3-30
227	3-31	3-32	3-33

UNCLASSIFIED

# UNCLASSIFIED



SORTIE NUMBER 107

OPERATIONAL DAY 25 JULY 1967

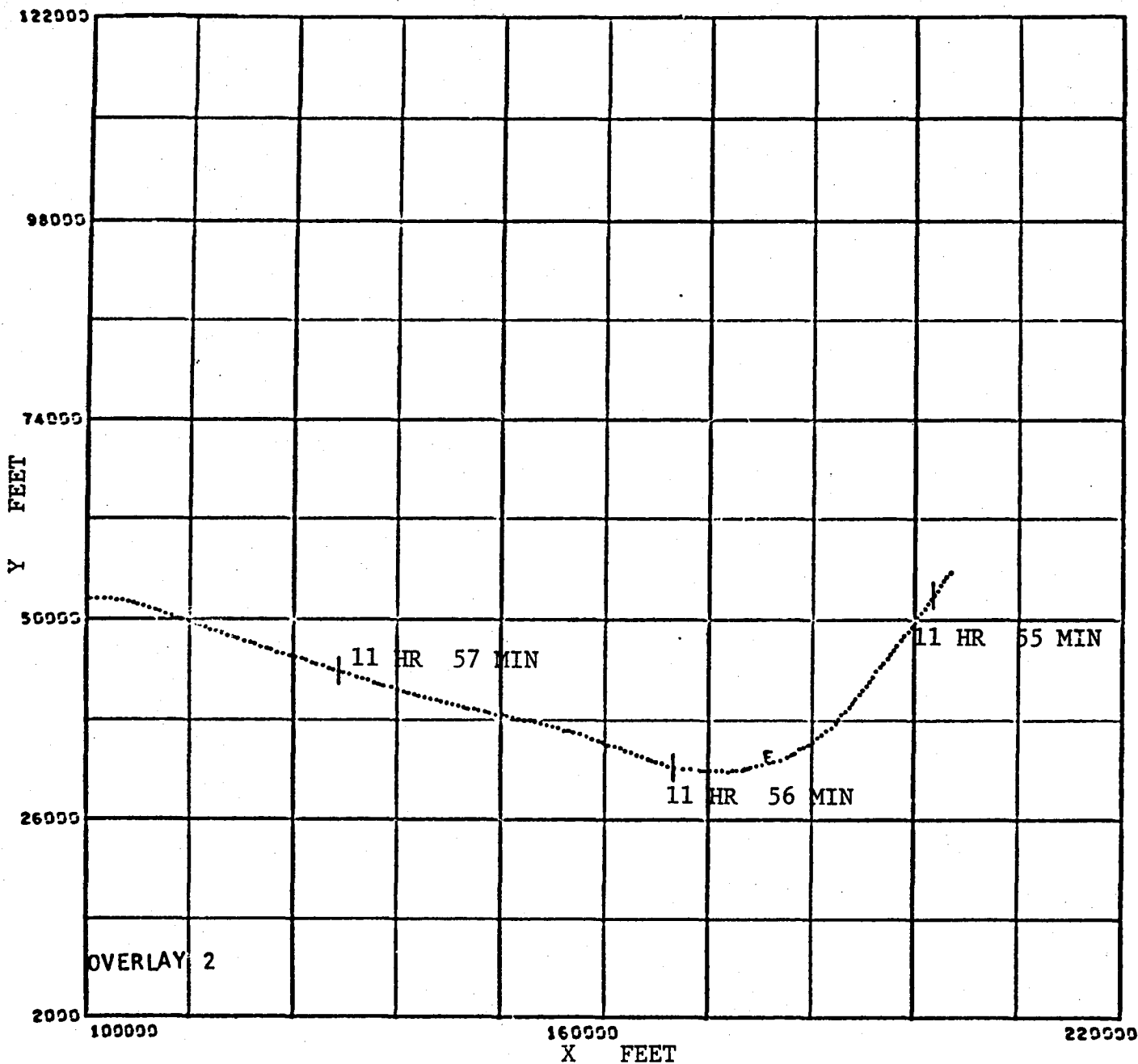
NORTH COURSE

FIGURE 3-1

AIRCRAFT POSITION DATA (U) (1 OF 5)

# UNCLASSIFIED

UNCLASSIFIED

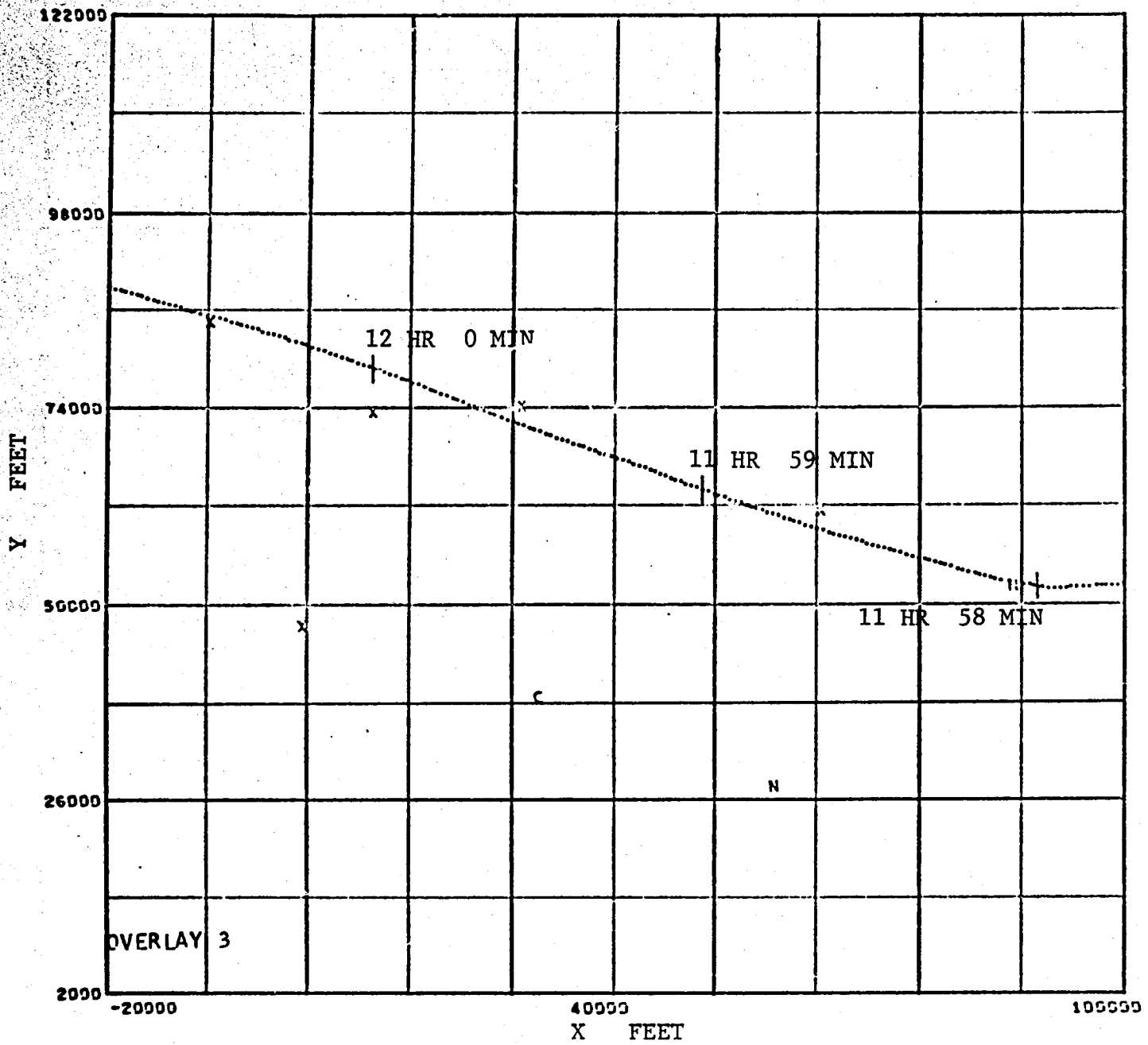


SORTIE NUMBER 107

FIGURE 3-1  
AIRCRAFT POSITION DATA (U) (2 OF 5)

UNCLASSIFIED

UNCLASSIFIED

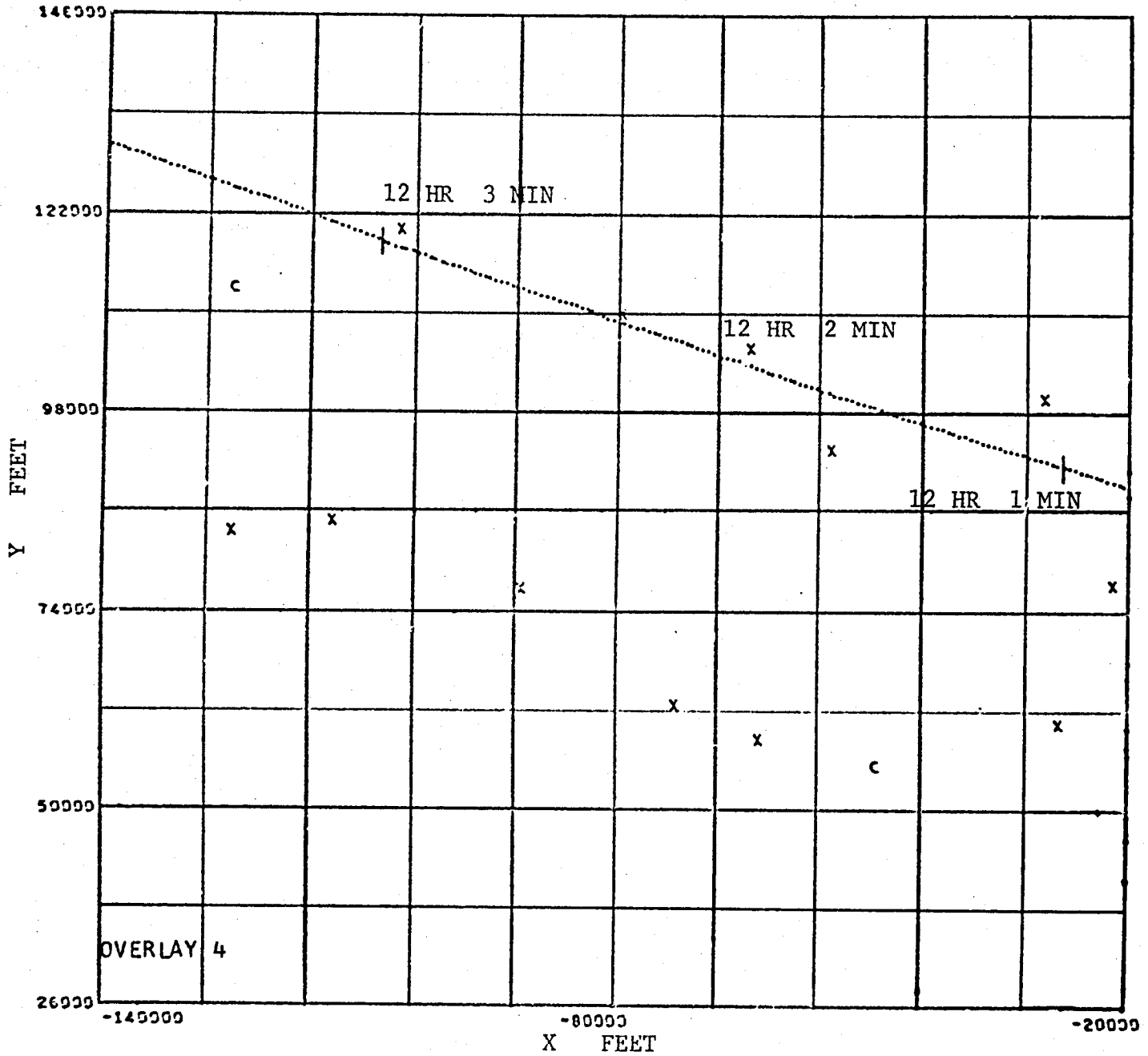


SORTIE NUMBER 107

FIGURE 3-1  
AIRCRAFT POSITION DATA (U) (3 OF 5)

UNCLASSIFIED

# UNCLASSIFIED

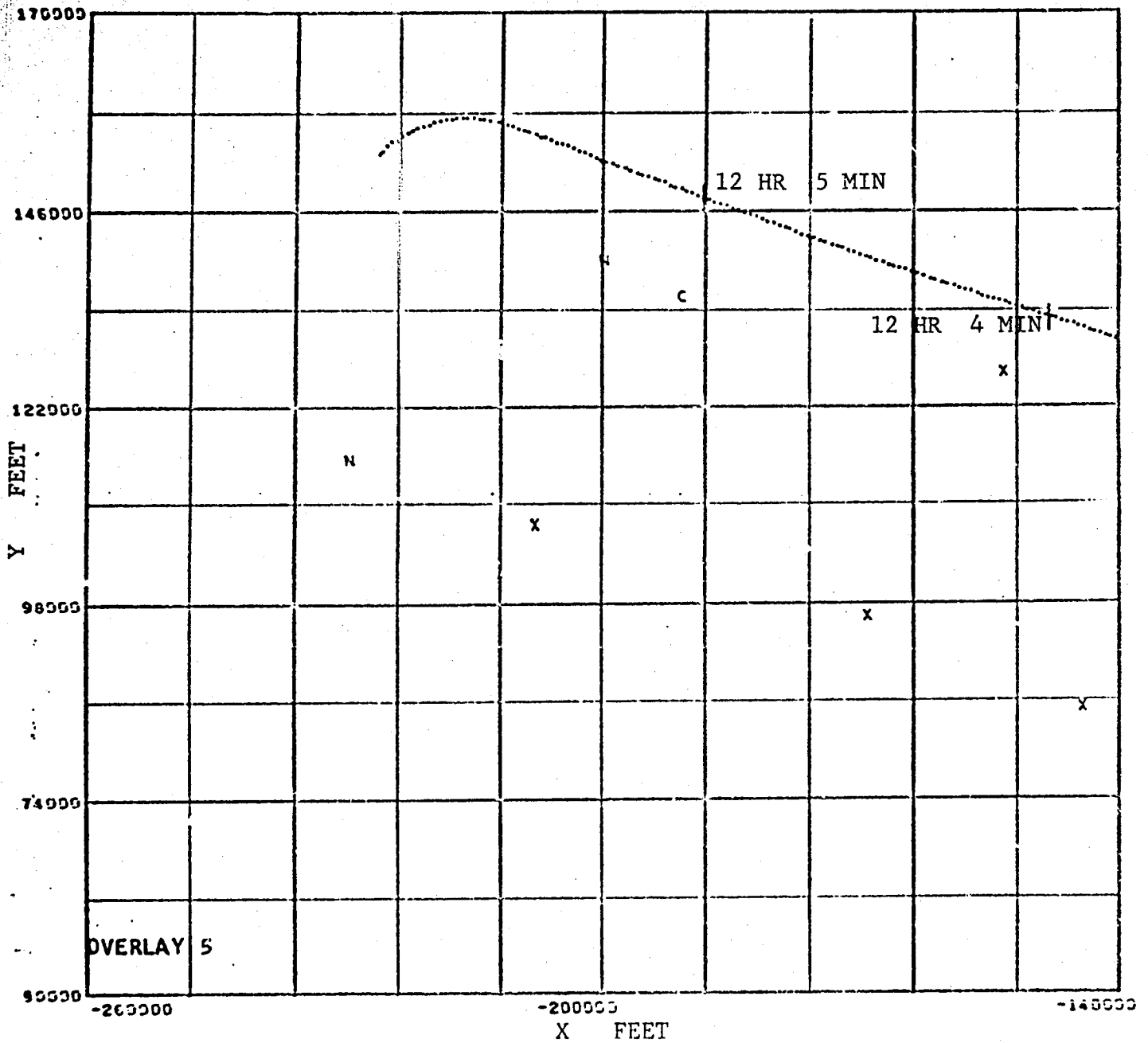


SORTIE NUMBER 107

FIGURE 3-1  
AIRCRAFT POSITION DATA (U) (4 OF 5)

# UNCLASSIFIED

UNCLASSIFIED

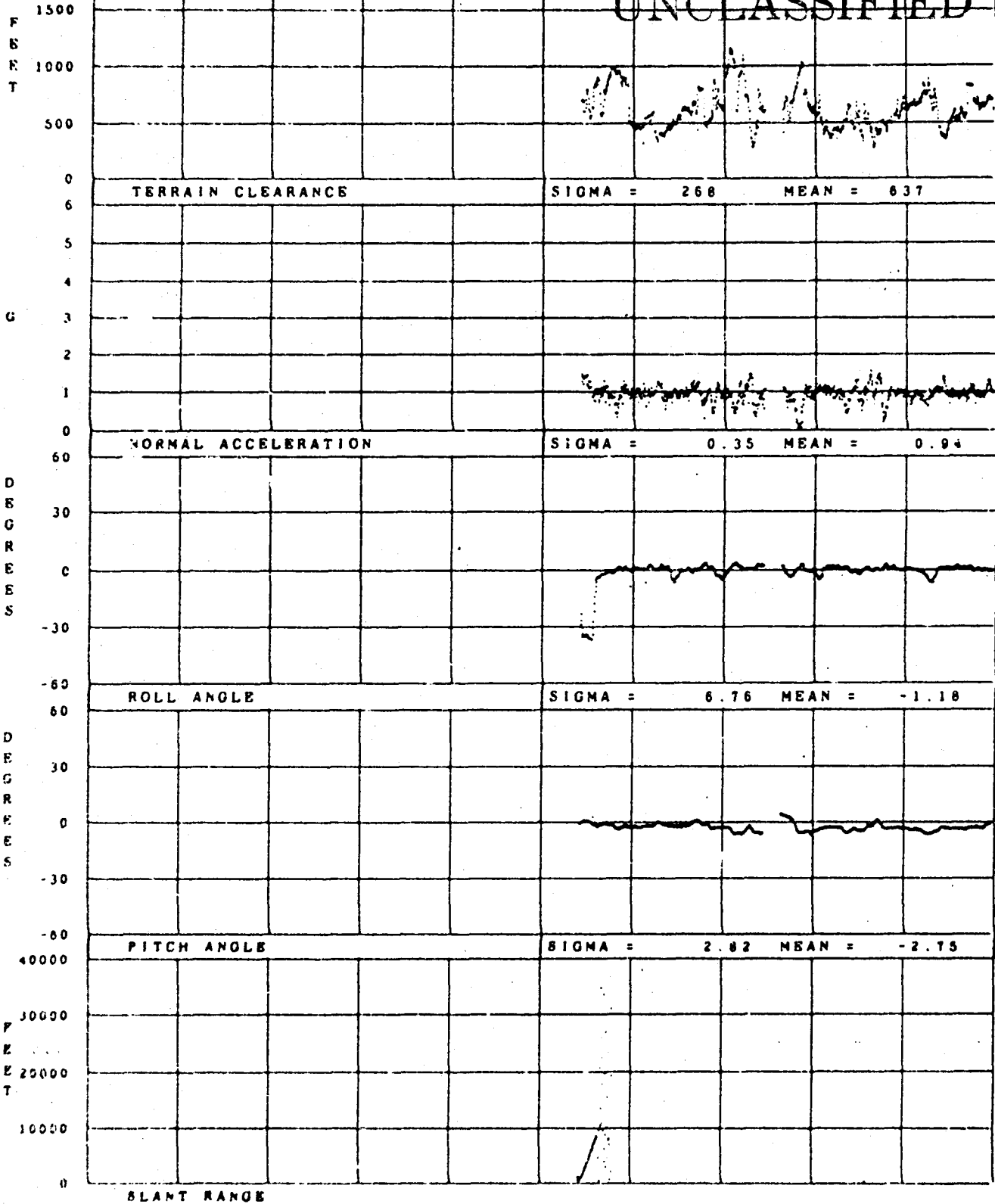


SORTIE NUMBER 107

FIGURE 3-1  
AIRCRAFT POSITION DATA (U) (5 OF 5)

UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 107

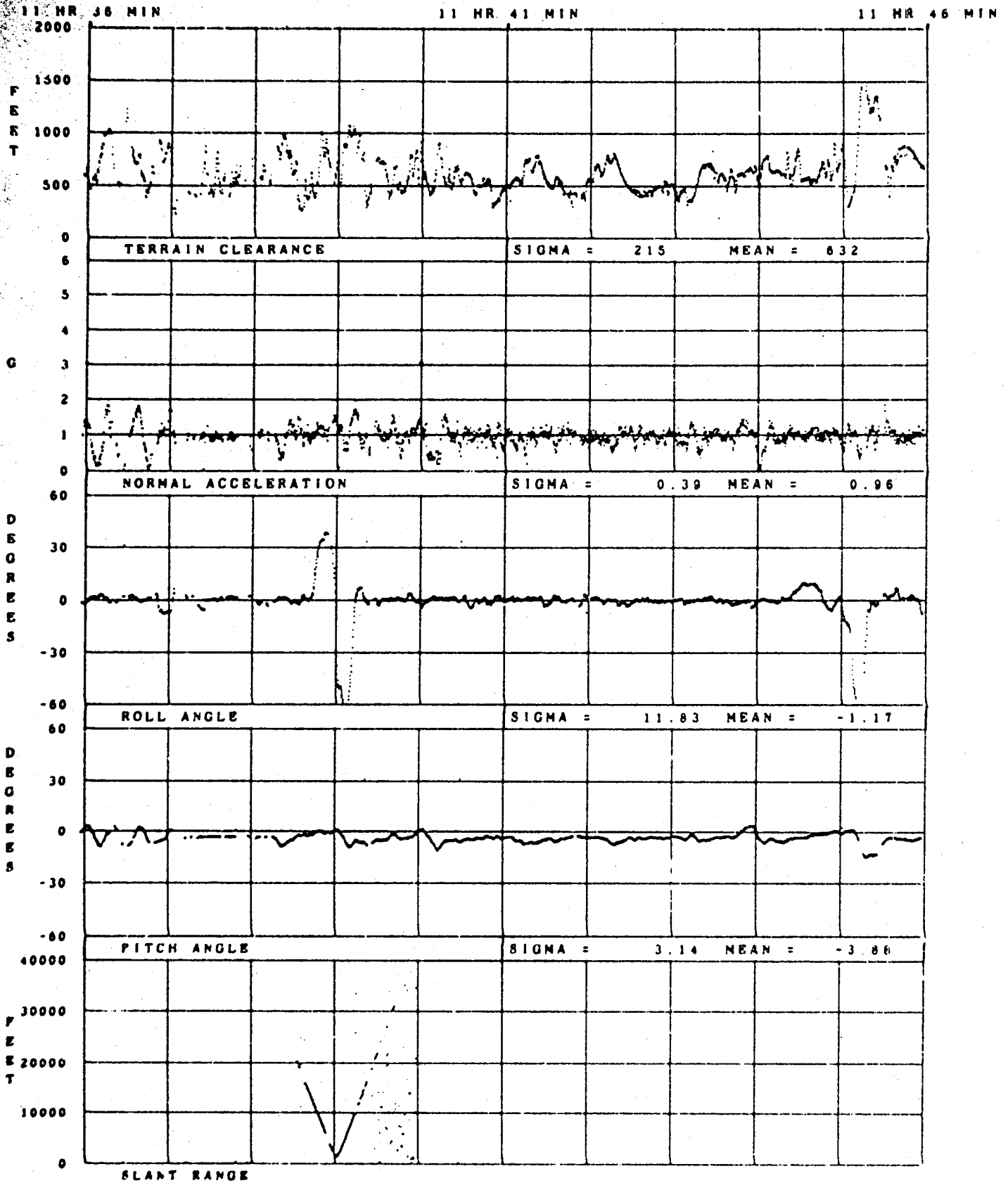
OPERATIONAL DAY 25 JULY 1967

FIGURE 3-2 (U) TELEMETERED DATA (1 OF 3)

UNCLASSIFIED



# UNCLASSIFIED



MORTIE NUMBER 107

OPERATIONAL DAY 25 JULY 1967

FIGURE 3-2 (U) TELEMETERED DATA (2 OF 3)

# UNCLASSIFIED

# UNCLASSIFIED

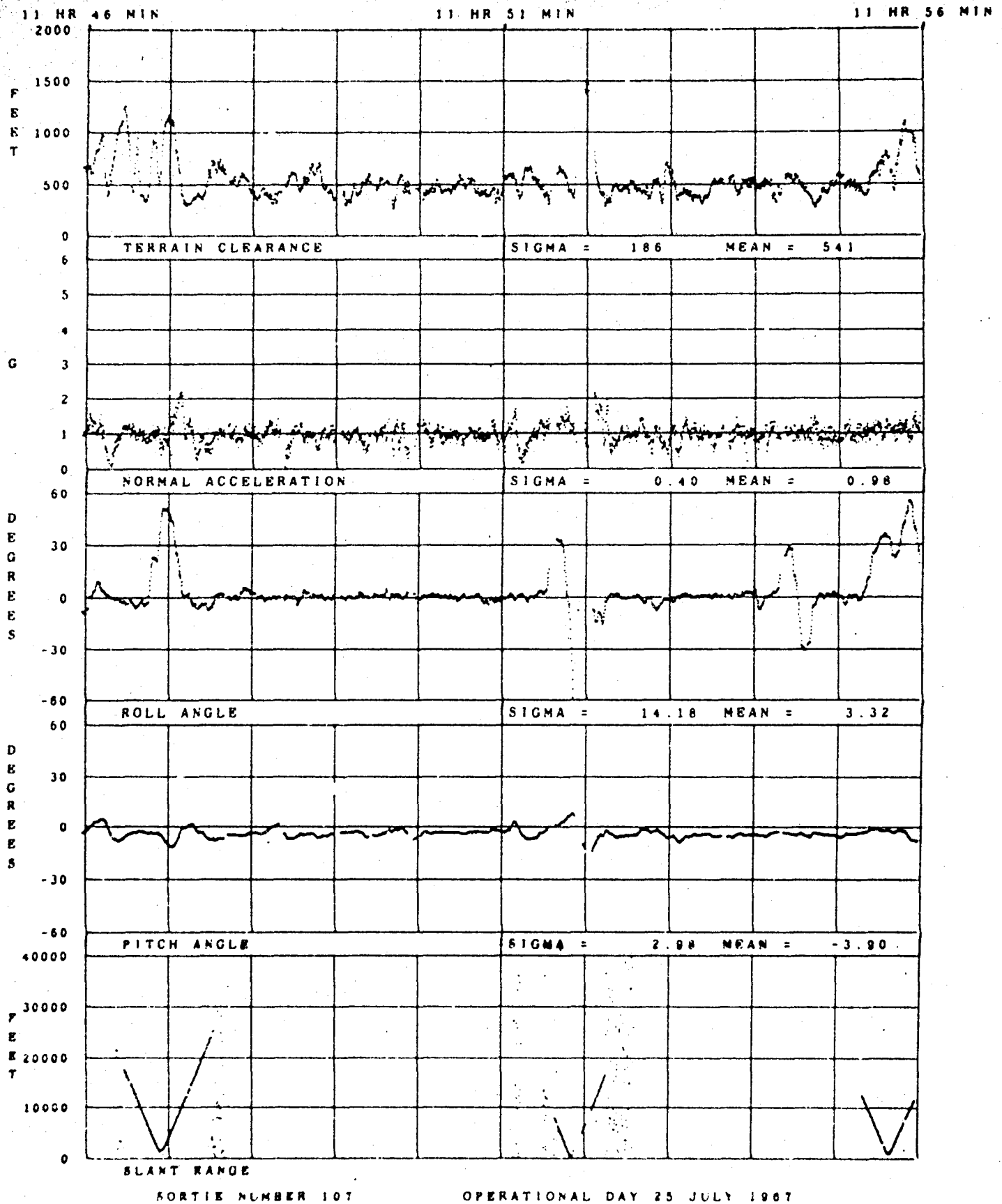


FIGURE 3-2 (U) TELEMETERED DATA (3 OF 3)

# UNCLASSIFIED

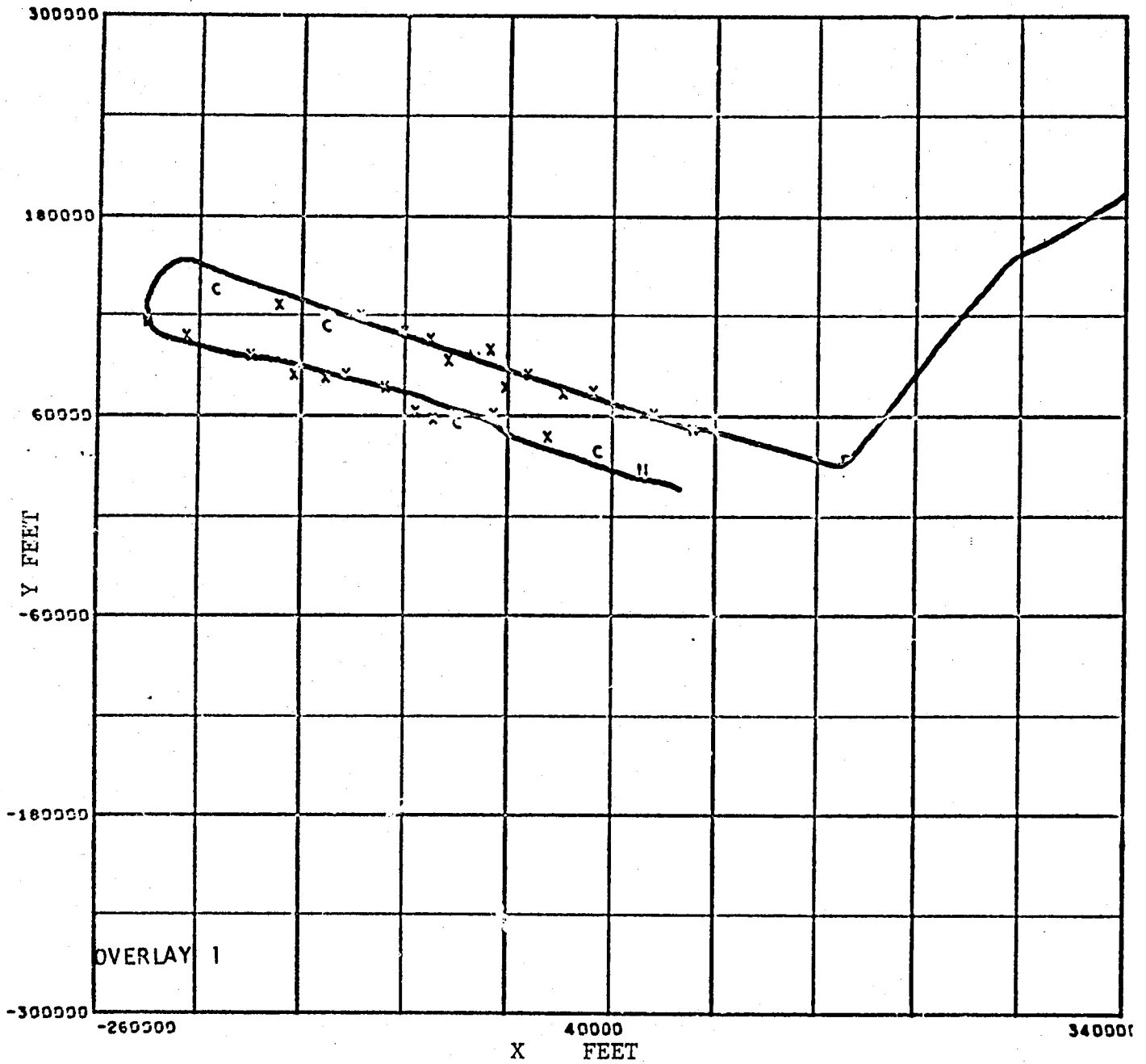
# UNCLASSIFIED

	RPT TIME	REAL TIME TRANSCRIPTION	SORTIE DATE
			107 7/25/67
	11:55:28	(Tone ceases).	
	11:55:28	Option 3, sir.	
	11:56:25	Timber zero, Intruder 4 (5 miles)? from 3 at Foxtrot. Affirm. Heading 284. Roger.	
	11:56:25	I've got a road over on the right. Crosses here in a minute. Just north of a town. Roger. Should be Bethel.	
	11:56:52	We should pick up another road coming of... There's the road right here.. Our check point should be on the road.	
	11:57:20	Here it is on the left, isn't it?, or that a railroad track? That's the road. Ok.	
	11:57:34	There's a marker down there about uh, 11:30, a red marker. Talley ho.	
	11:57:48	Timber 2, Intruder 04 at N1.	
	11:58:06	I don't have steering, 287 the heading. Rog. I got it now.	
	11:58:28	Power line doesn't show on this chart.	
1	F 11:58:42	There's a bunch of tents.	
	11:58:48	This is Intruder 4, I've got an encampment of looks like square tents, at uh, Delta Hotel 99.	
	11:59:10	Like some al (sounded like A1, but probably meant "olive") drab. Stupid (****) al drab building.	
2	2 11:59:32	Some off the port, starboard. This is Intruder 04. I've got an encampment looks like about 12 square tents, look like they could hold about 40 men.	
	11:59:45	Charlie Hotel 37.	
	12:00:07	Break in the road, should be, should be to the left of this road I think. Ah, there's the road. (Mumble).	
3	4 12:00:28	I've got a truck convoy. This Intruder 4 with 2 tents, about 10 trucks, Charlie Foxtrot 88.	
	12:01:45	Should be (static) the railroad tracks.	
4	8 12:01:55	Intruder 4. Have a pontoon bridge. Coordinates Bravo Golf 34.	
5	9 12:02:17	Intruder 5. I have an artillery unit. Six trucks and 6 pieces of artillery.	
	12:02:30	Coordinates Bravo Foxtrot 56.	
6	10 12:02:54	Intruder 4. I have a hospital unit.....helicopter pad, three large tents and 2 ambulances. Coordinates are Bravo Echo 8...8.	
7	11 12:03:15	Intruder 4. I've got a landing strip, looks like 3 vehicles, 4 vehicles on the strip. Grass. Bravo Echo 36. No aircraft at all, looked like two crash vehicles, red in color.	
	12:04:07		
	12:04:27	Be coming up on our check point. Yea.	
	12:05:22	Uh, Intruder 4. Go ahead.	
	12:05:40	Intruder 04 understands. (****).	
	12:05:53	Intruder 4. Willco.	

FIGURE 3-3 (U) VOICE TRANSCRIPT

# UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 107A

OPERATIONAL DAY 26 JULY 1967

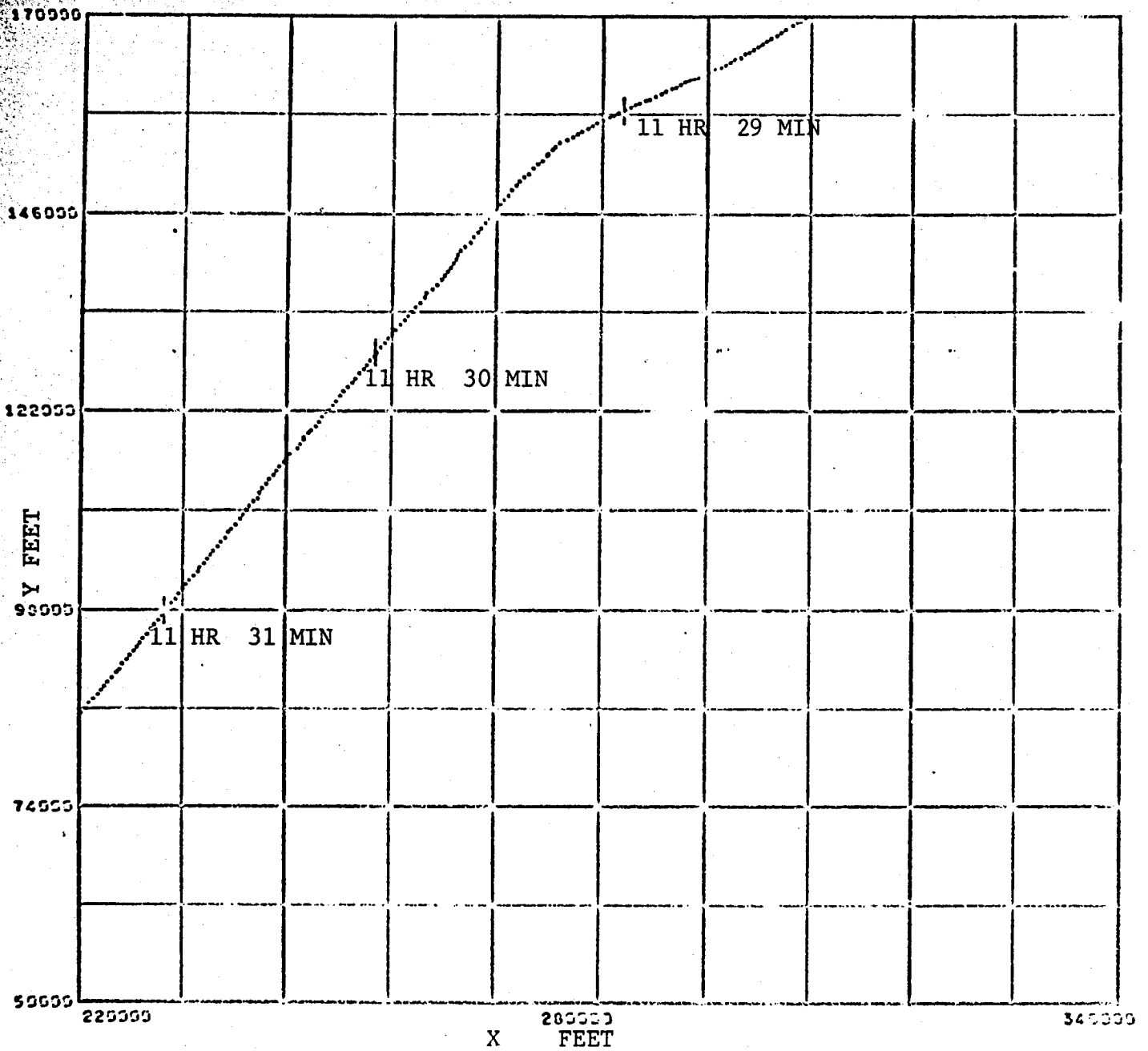
NORTH COURSE

FIGURE 3-4

AIRCRAFT POSITION DATA (U) (1 OF 8)

UNCLASSIFIED

UNCLASSIFIED

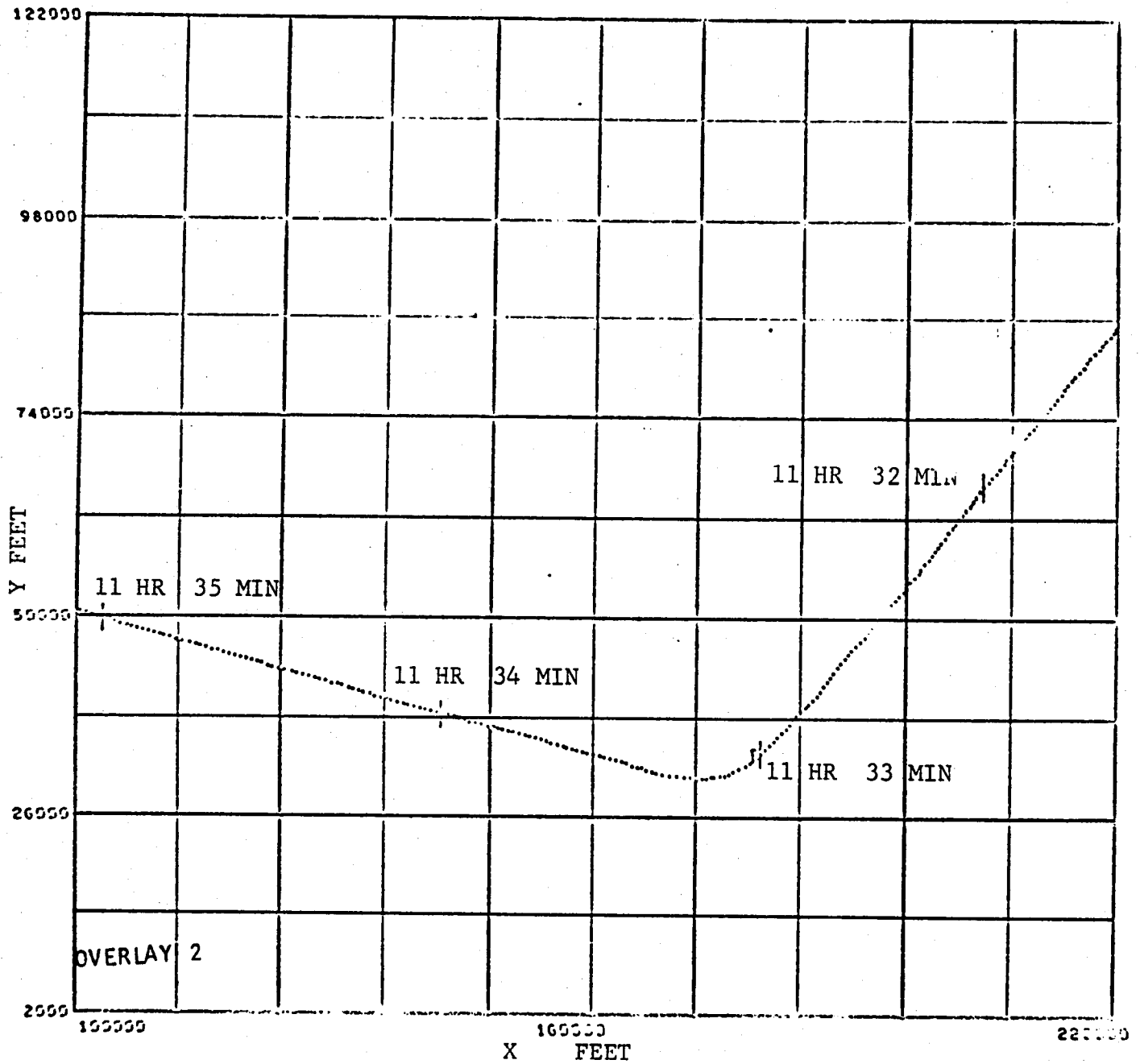


SORTIE NUMBER 107A

FIGURE 3-4  
AIRCRAFT POSITION DATA (U) (2 OF 8)

UNCLASSIFIED

UNCLASSIFIED



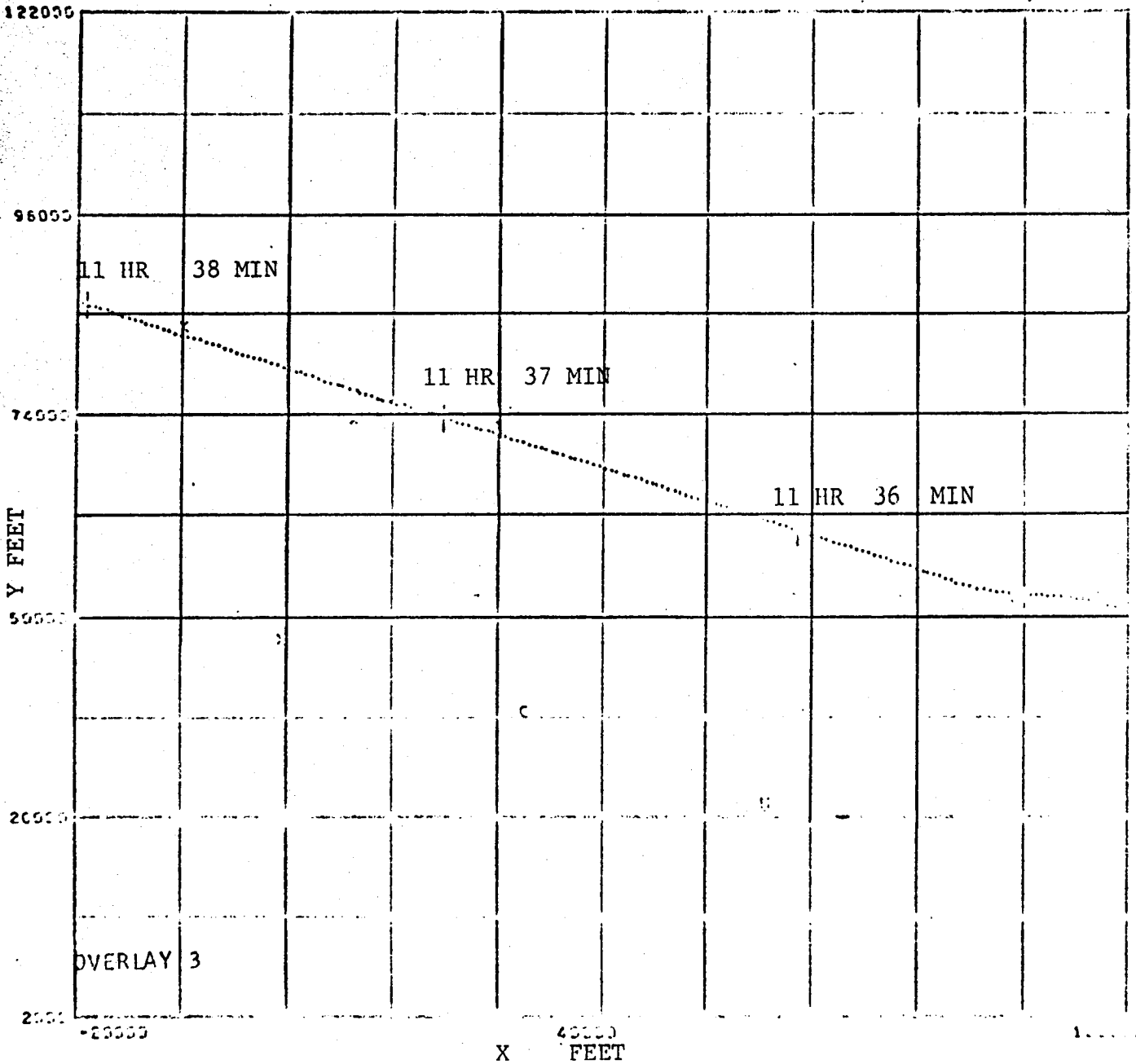
SORTIE NUMBER 107A

FIGURE 3-4

AIRCRAFT POSITION DATA (U) (3 OF 8)

UNCLASSIFIED

UNCLASSIFIED



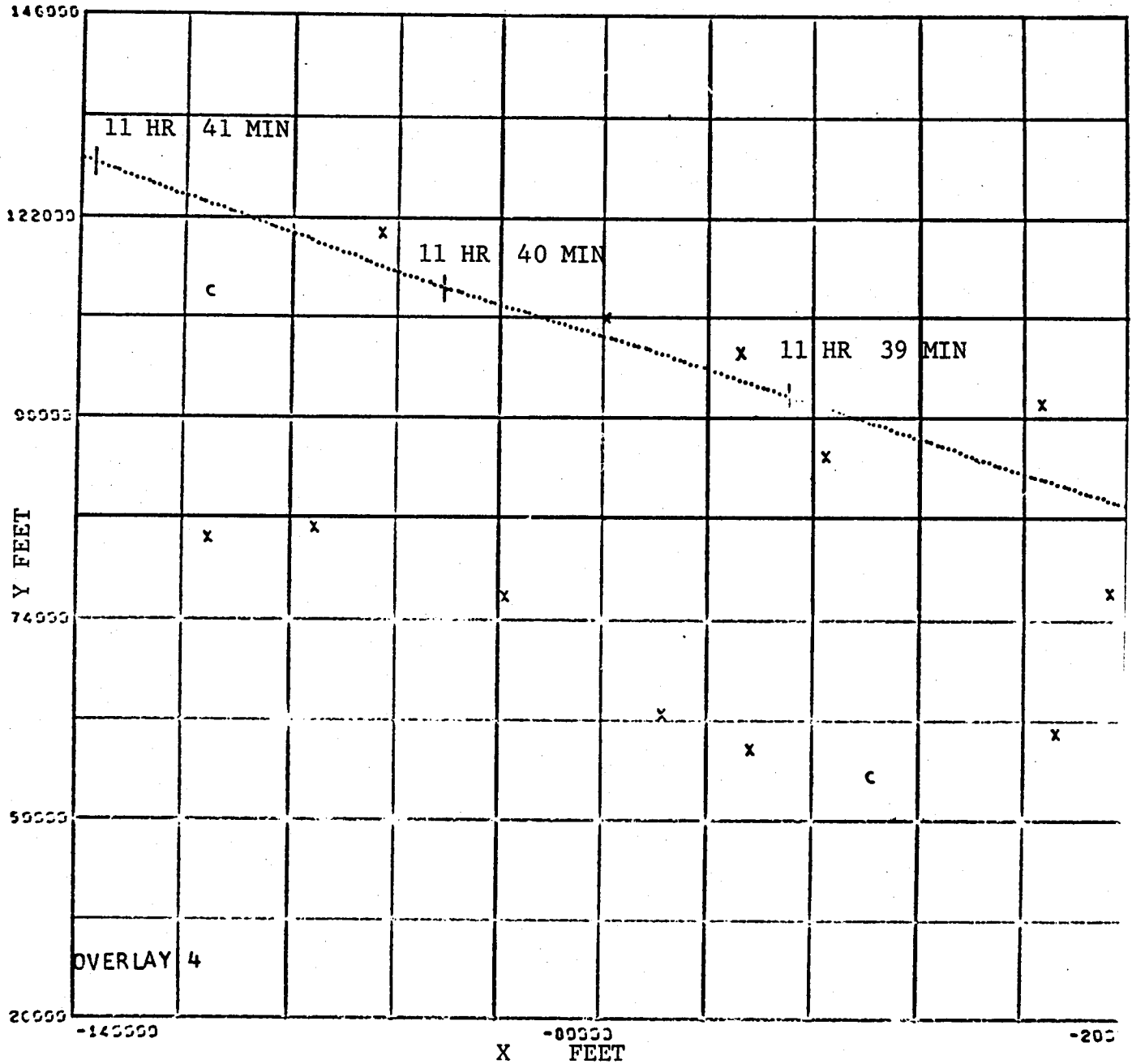
SORTIE NUMBER 107A

FIGURE 3-4

AIRCRAFT POSITION DATA (U) (4 OF 8)

UNCLASSIFIED

UNCLASSIFIED



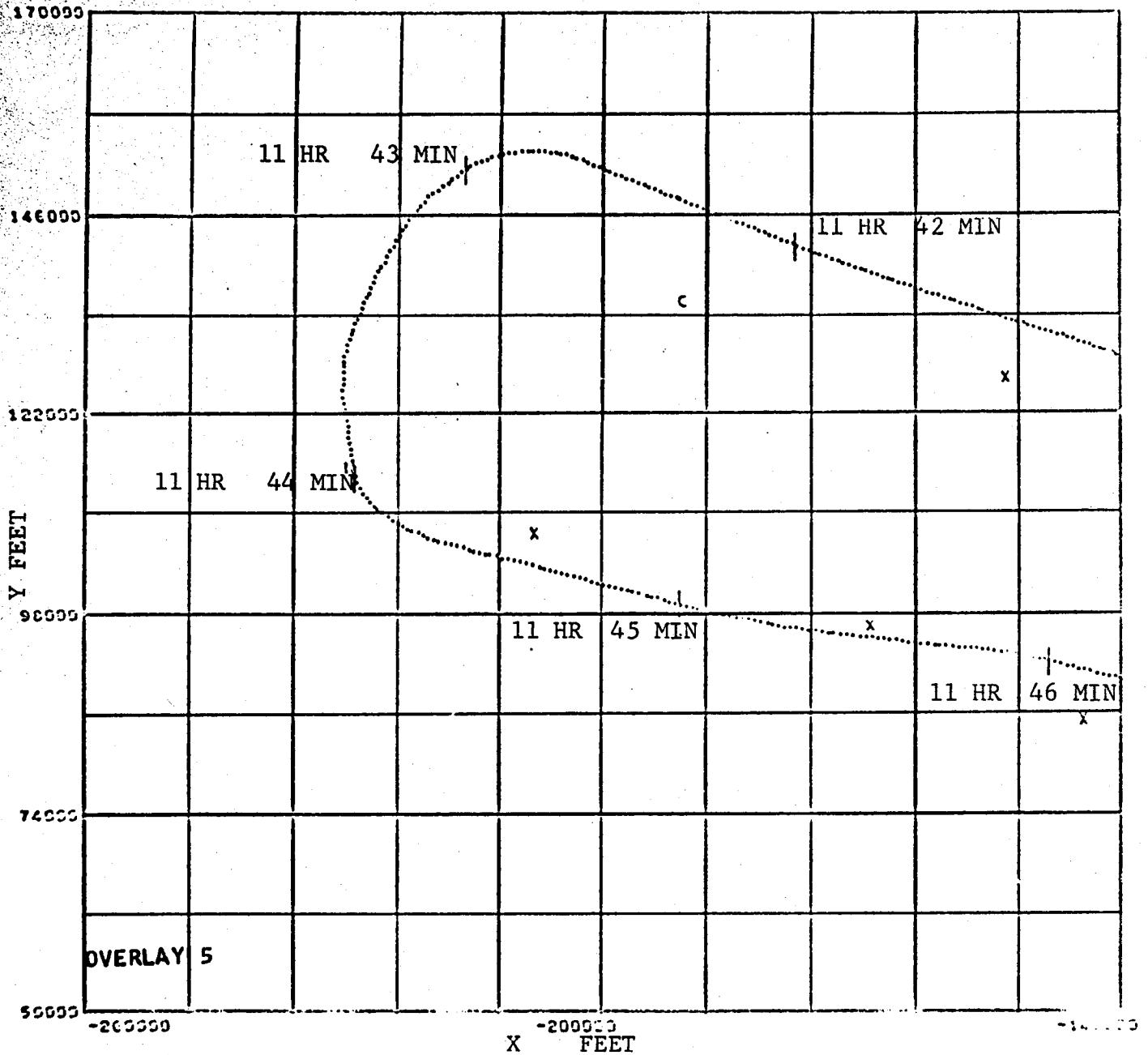
SORTIE NUMBER 107A

FIGURE 3-4  
AIRCRAFT POSITION DATA (U) (5 OF 8)

UNCLASSIFIED



UNCLASSIFIED



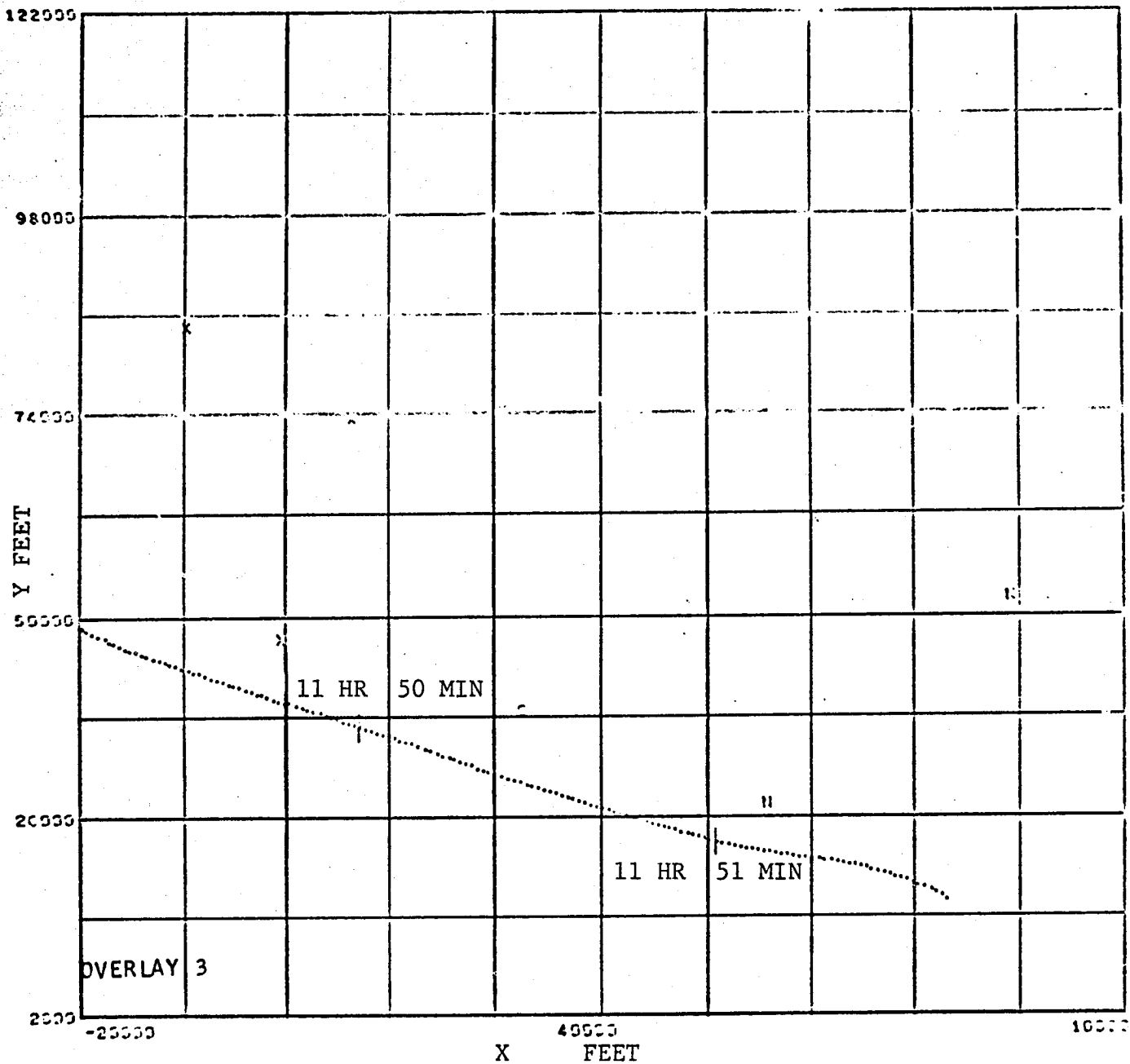
SORTIE NUMBER 107A

FIGURE 3-4  
AIRCRAFT POSITION DATA (U) (6 OF 8)

UNCLASSIFIED



UNCLASSIFIED



SORTIE NUMBER 107A

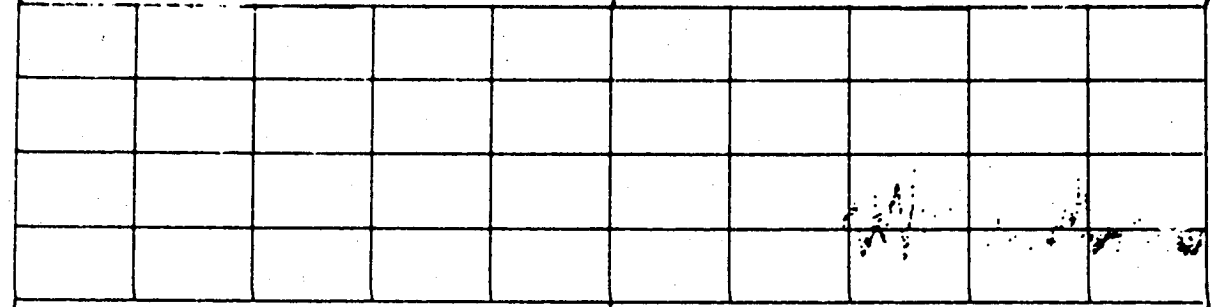
FIGURE 3-4

AIRCRAFT POSITION DATA (U) ( 8 OF 8)

UNCLASSIFIED

F  
R  
E  
E  
T

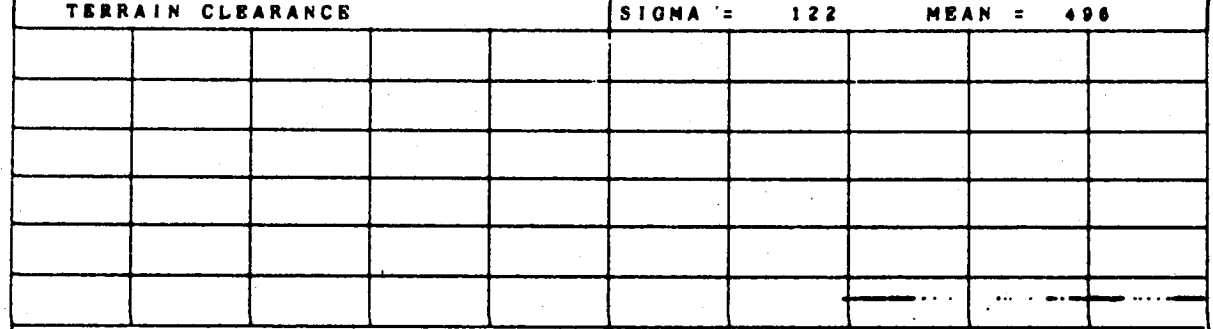
2000  
1500  
1000  
500  
0



TERRAIN CLEARANCE SIGMA = 122 MEAN = 496

G

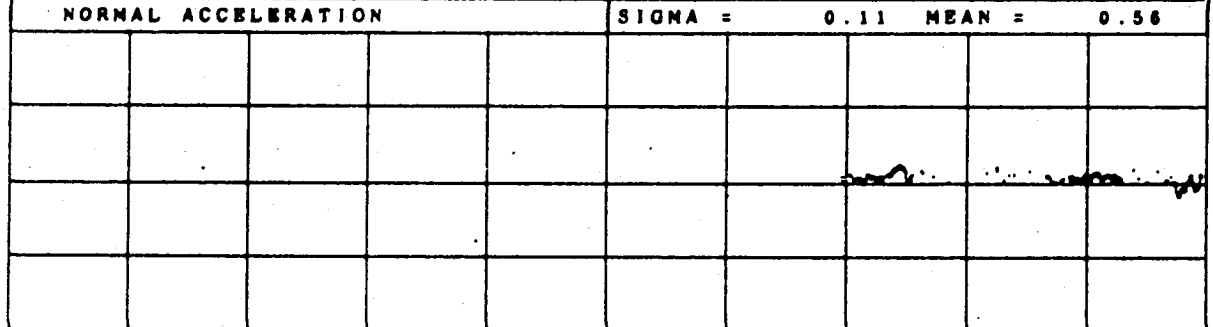
6  
5  
4  
3  
2  
1  
0



NORMAL ACCELERATION SIGMA = 0.11 MEAN = 0.56

D  
E  
G  
R  
E  
E  
S

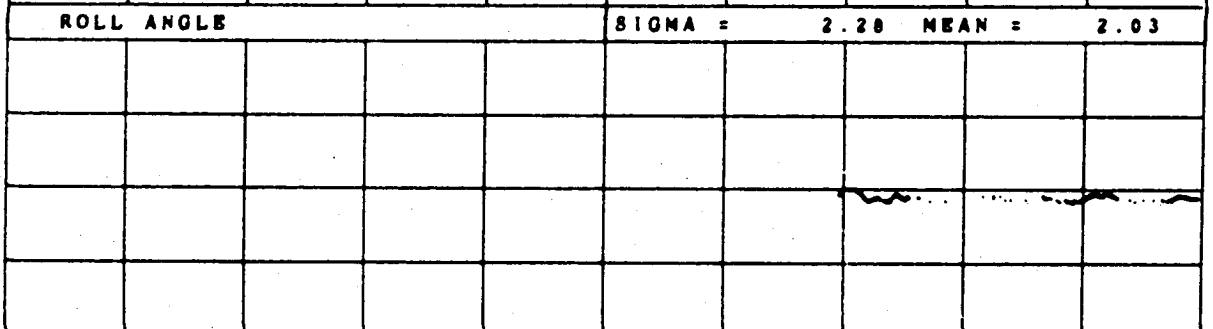
60  
30  
0  
-30  
-60



ROLL ANGLE SIGMA = 2.28 MEAN = 2.03

D  
E  
G  
R  
E  
E  
S

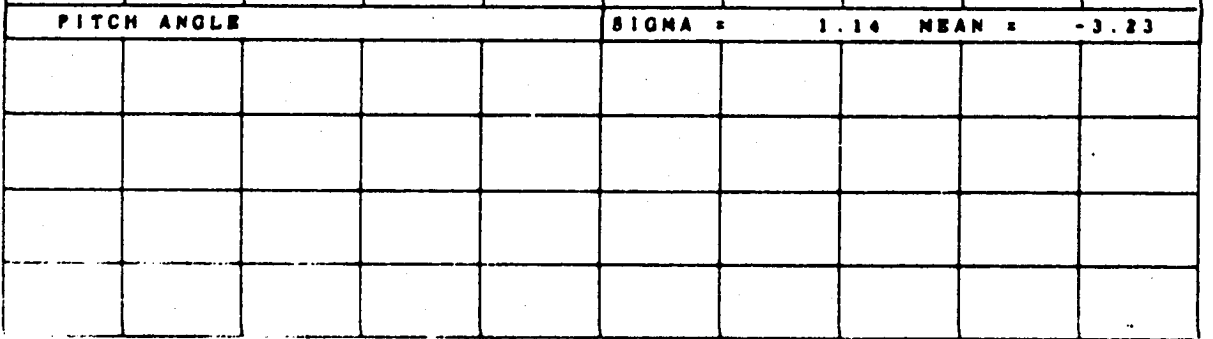
60  
30  
0  
-30  
-60



PITCH ANGLE SIGMA = 1.14 MEAN = -3.23

F  
E  
E  
T

40000  
30000  
20000  
10000  
0



SLANT RANGE

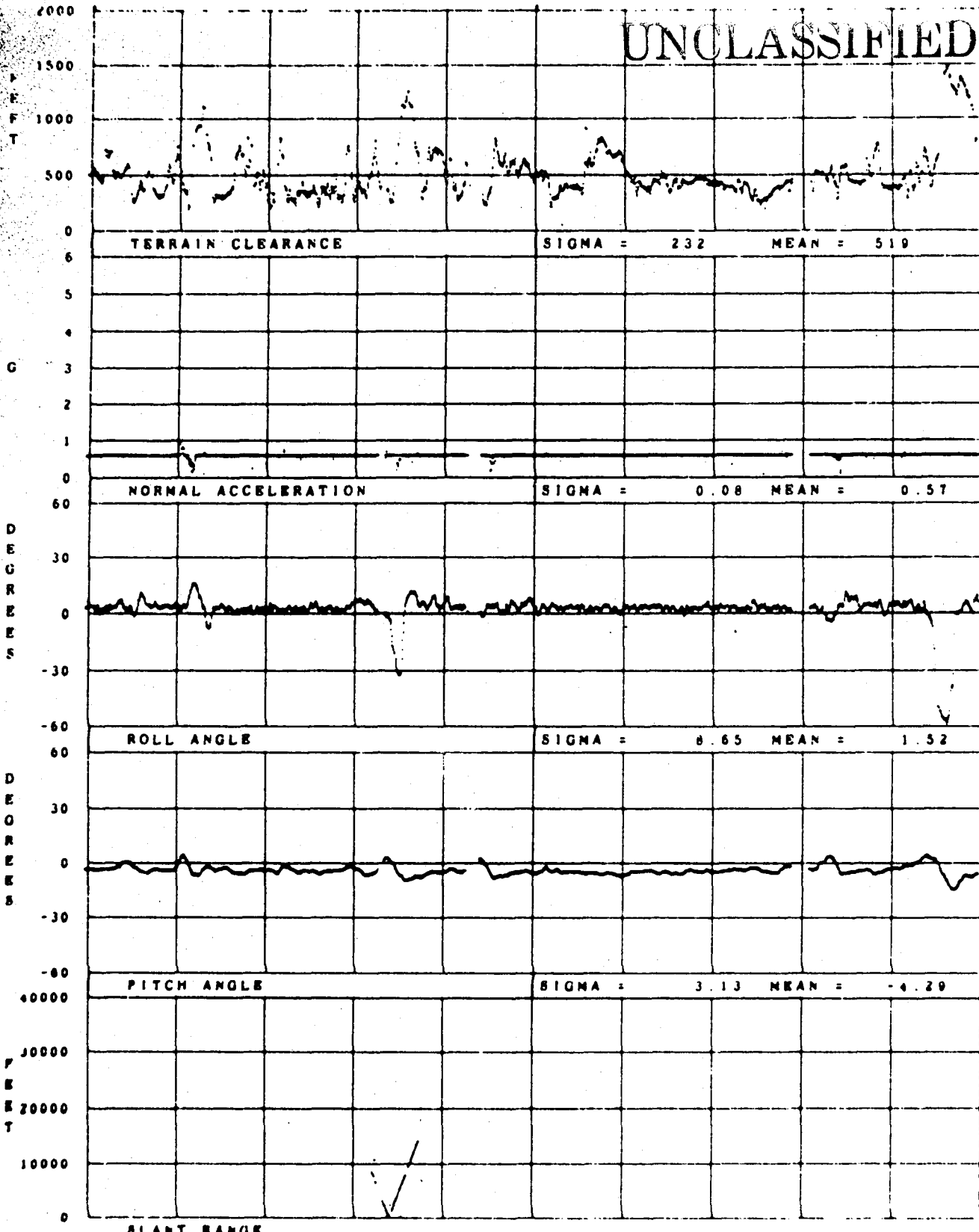
SORTIE NUMBER 107A

OPERATIONAL DAY 28 JULY 1967

FIGURE 3-5 (U) TELEMETERED DATA (1 OF 5)

222

UNCLASSIFIED



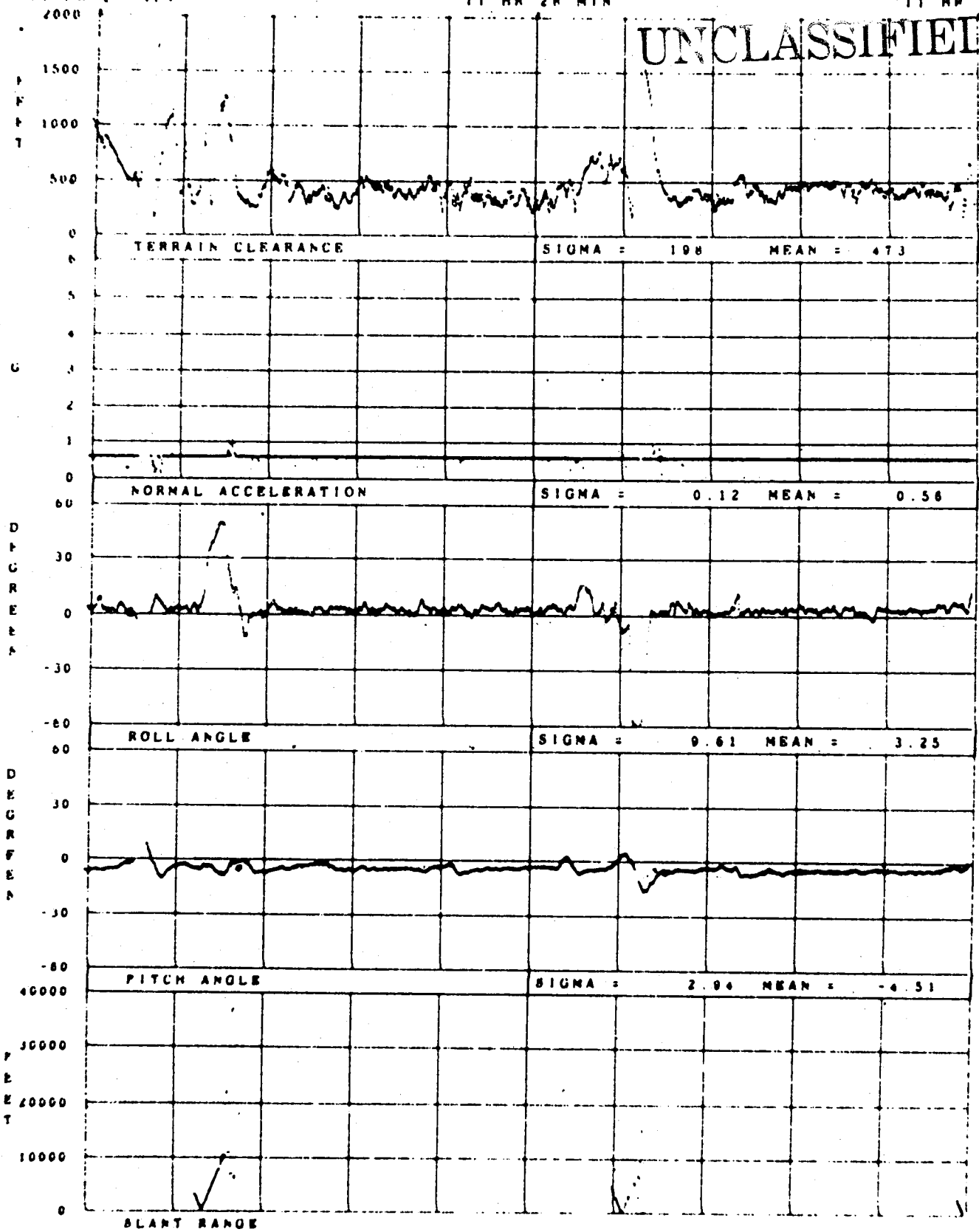
SORTIE NUMBER 107A

OPERATIONAL DAY 28 JULY 1967

FIGURE 3-5 (U) TELEMETERED DATA (2 OF 5)

UNCLASSIFIED

UNCLASSIFIED



BORTIE NUMBER 107A

OPERATIONAL DAY 28 JULY 1967

FIGURE 3-5 (U) TELEMETERED DATA (3 OF 5)

UNCLASSIFIED

# UNCLASSIFIED

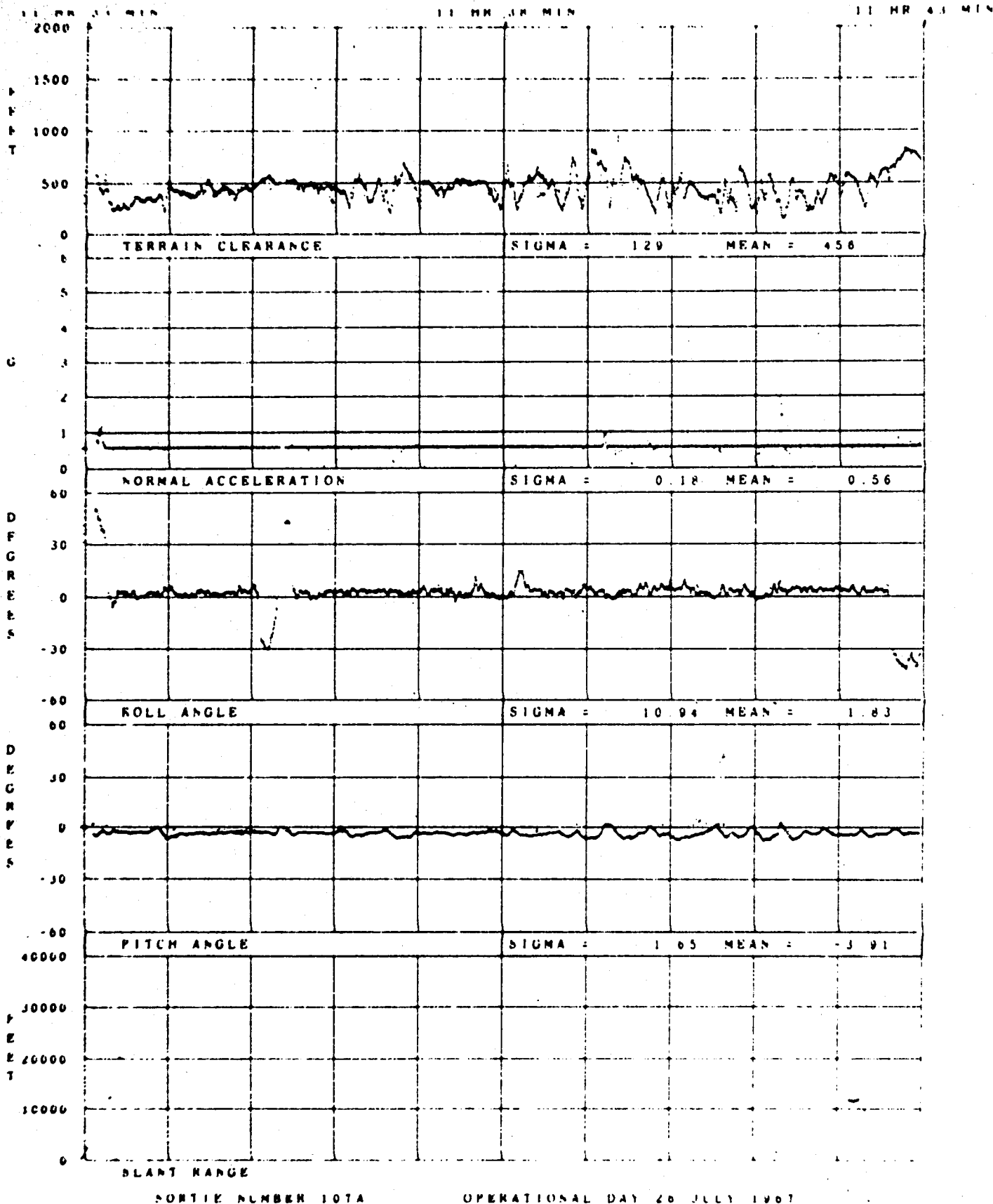


FIGURE 3-5 (U) TELEMETERED DATA (4 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED

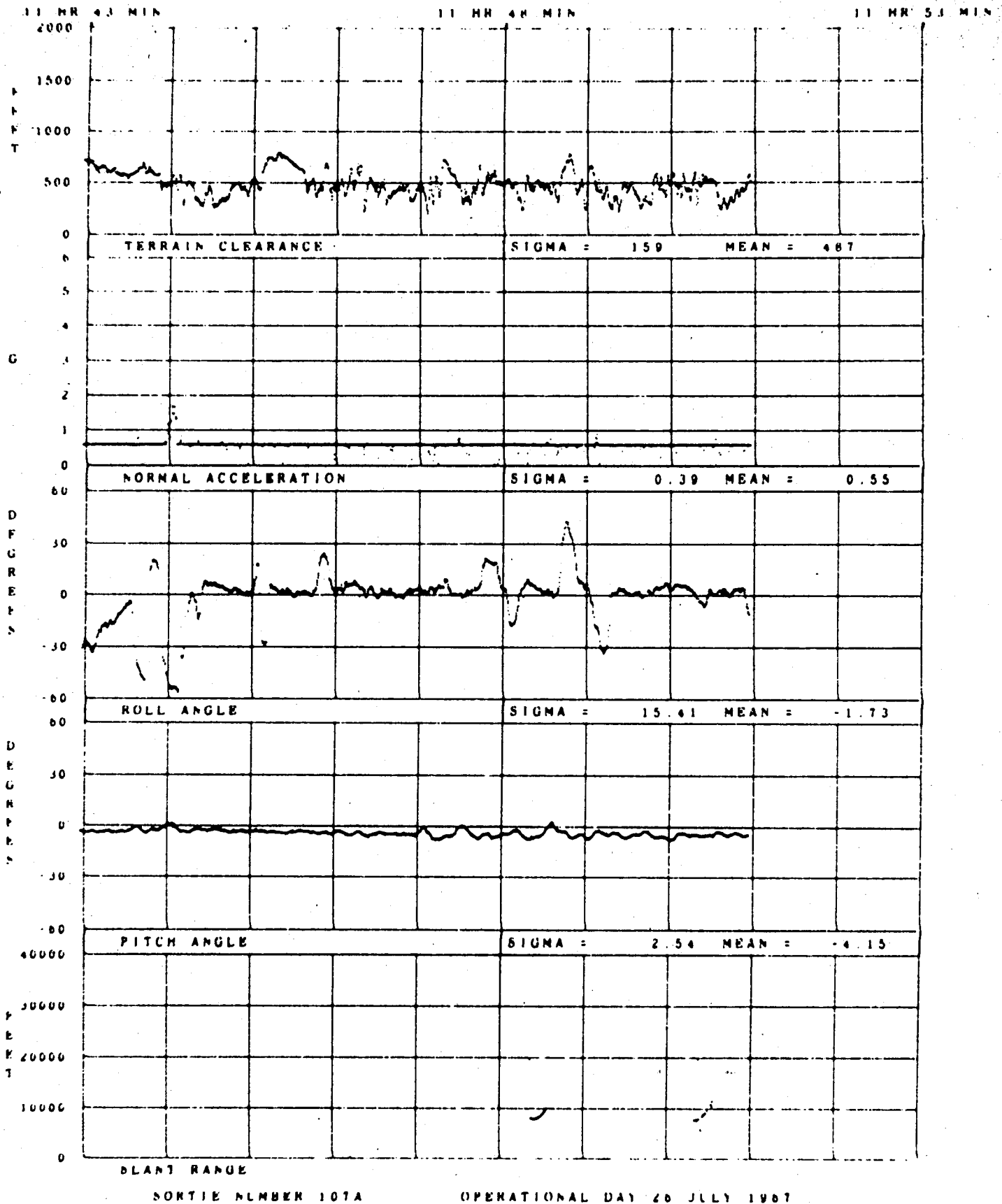


FIGURE 3-5 (U) TELEMETERED DATA (5 OF 5)

# UNCLASSIFIED



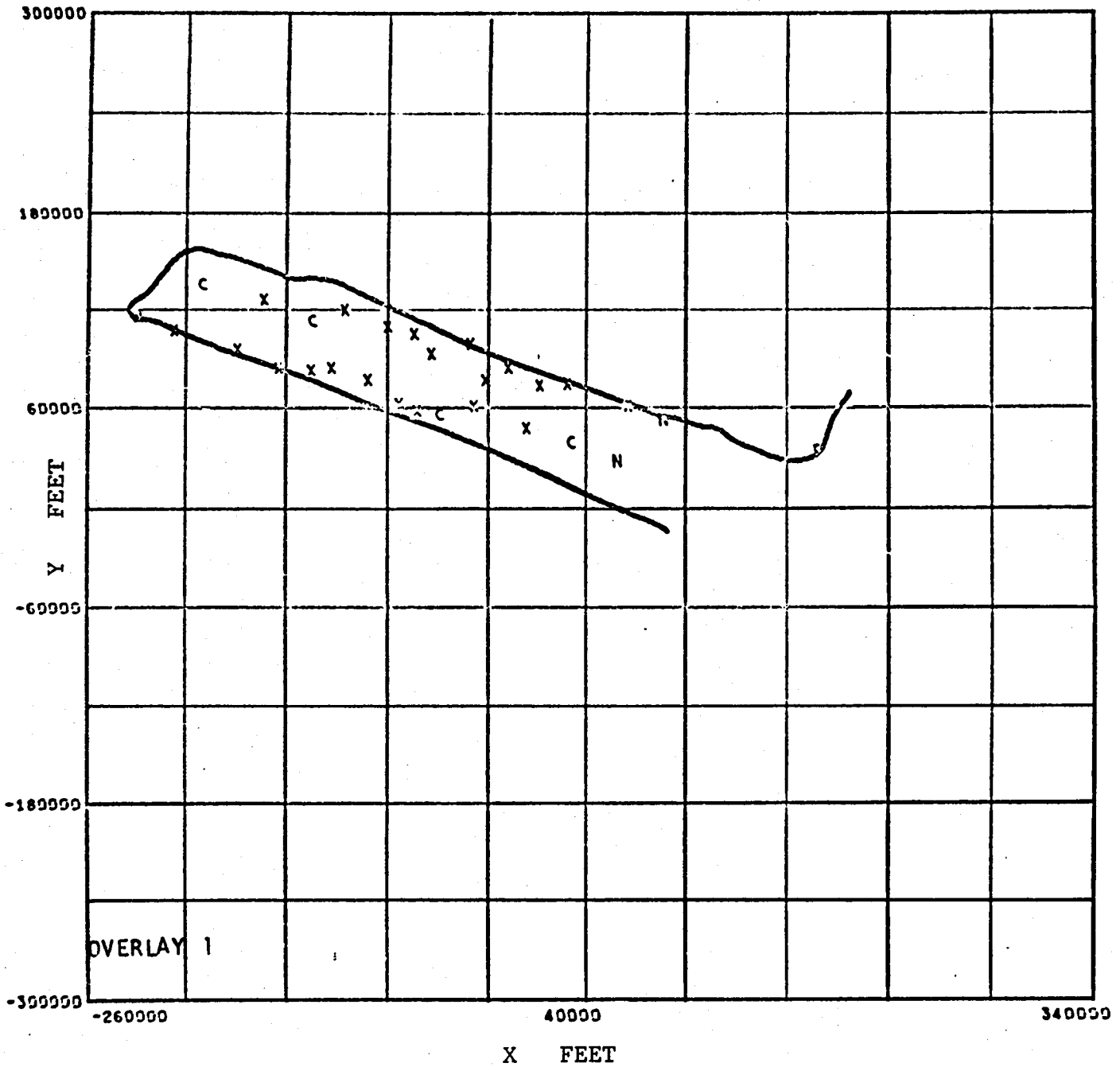
# UNCLASSIFIED

RPT TGT/TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 107A DATE 7-26-67
	11:33:29	(Tone ceases)	
	11:33:26	Okay. Pod Option 3.	
	11:33:29	Intruder 04. Foxtrot Pod Option 3.	
	11:33:47	Intruder 4.	
	11:33:53	I got a hot mike.	
	11:34:07	Okay, here's a road down there, should lead into town.	
	11:34:24	Yeah, there is the town. Roger.	
	11:34:44	Breathing sounds good. Yeah, I am glad you like it. Did that go in the hot mike?	
	11:35:01	Yeah, why? I want to make sure we complete this one. Okay.	
	11:35:29	Okay. There is your marker down there. 1 o'clock. Checko.	
1	11:35:40	Intruder 04. N1. We're just 1 minute ahead, 1 minute behind, that's us. You got that truck here? This is Intruder 04 with a convoy train, ah, flat tires all left and a siding way out in a clearing. The coordinates are Delta Golf niner, niner. I got the coor- dinates.	
2	11:36:46	This is Intruder 04. I have an encampment of 9 tents, no vehicles. Coordinates are Charlie Golf 44.	
3	11:37:04	Intruder 04. I have an artillery unit plus an encampment. Coordinates are Charlie Golf 11.	
	11:37:32	What is in that circle up there? Anything? Nah, Pod 3. Intruder 4 this is Pod 3. Intruder 4.	
4	11:37:43	I have an encampment with 1 large tent and 7 small vehicles. The coordinates are Charlie Golf 33.	
5	11:38:59	Ah, there is a river down there.	
	11:39:07	Intruder 4. I have a Pontoon bridge.	
6	11:39:28	Intruder 4. I have an artillery unit with 6 large (Ton & 1/2" 10 1/2") trucks, 6 artillery pieces. Coordinates are Bravo Foxtrot 86.	
7	11:40:11	Intruder 4. I have a hospital unit and helicopter and helicopter pad, 3 large tents, 2 ambulances, 1 helicopter. Coordinates are Bravo Echo 88.	
8	11:40:27	Intruder 4. I've got a small landing strip, no aircraft, no vehicles. Coordinates are Bravo Echo 34.	
	11:40:53	I've got a pond with three kids in it. Laughs.	
	11:41:18	Pull up. How do you feel? Yeah, that's a pretty good idea.	
	11:41:41	What's that? Coming up on 6-1/2 minutes? Yeah. It's right before this ridge.	
	11:42:01	Should be down, ah, about right is that it there? 3 o'clock. Low. 3 o'clock. Not here.	
	11:42:10	Right here.	
	11:42:15	Ah, it looks good again. Yeah, I'll be.	
	11:42:26	It (****) me off.	
	11:42:31	Okay. Here is a highway and a railroad. Railroad and a highway. Can't we start turning? Roger.	
	11:42:47	Maybe to the right of course for a mile. Just how do you turn at it? 45 degrees. You want to get out to the leg far enough so you can overcome the (tree? 3?) on it. We are supposed to cross this railroad here. We are supposed to be at South East. Do you see the highway? It's over to the left, I guess. Yeah, it's over there.	
	11:43:45	Okay, I have my mark at 12:00 at 12:30. Tallyho. Pickle.	
	11:43:53	Intruder 04. N3.	
	11:43:59	Here is the other one. I don't know.	
	11:44:34	It's going.	
	11:45:01	Okay. We should be to the left of this road. The left. Okay. Left.	
	11:45:14	Looks like we are quite a bit South. Yeah, we crossed ther?.	
9	11:45:31	Intruder 04. I've got a communications unit down here. Two communications vehicles large size, 1 small one. Coordinates are Bravo Charlie 94. We are about right on course now. Okay.	
10	11:46:34	Intruder 04. I have 2 trucks that I can spot the rest are hidden in the trees. The coordinates are Charlie Charlie 85.	
11	11:46:46	Intruder 4. I've got, ah, 6 large square buildings that look like communications units and a plane field down here. Charlie Delta 28.	
12	11:47:17	A railroad and a road. Intruder 4. I've got 5 tanks facing Northward revetted with dirt, dirt around them. The coordinates are Charlie Delta 66. Charlie Delta 66. We are a little bit, we are a little bit to the left of course, now.	
	11:47:59	Nope, it is nothing.	
	11:48:06	Here comes a town.	
	11:48:18	We will be coming on it.	
	11:48:41	We are still a little to the left. Sorry. Okay. Not much bad though.	
	11:50:53	Yeah, I think we are a little to the right. Do you have a peak or something on the top of it? A tower or something? There was, there was signal mountain lookout. Okay.	
	11:51:22	Intruder, Intruder 4. Is in N4. Pod Option 3.	
	11:51:38	(Tone begins)	

FIGURE 3-6 (U) VOICE TRANSCRIPT

# UNCLASSIFIED

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SORTIE NUMBER 115

OPERATIONAL DAY 25 JULY 1967

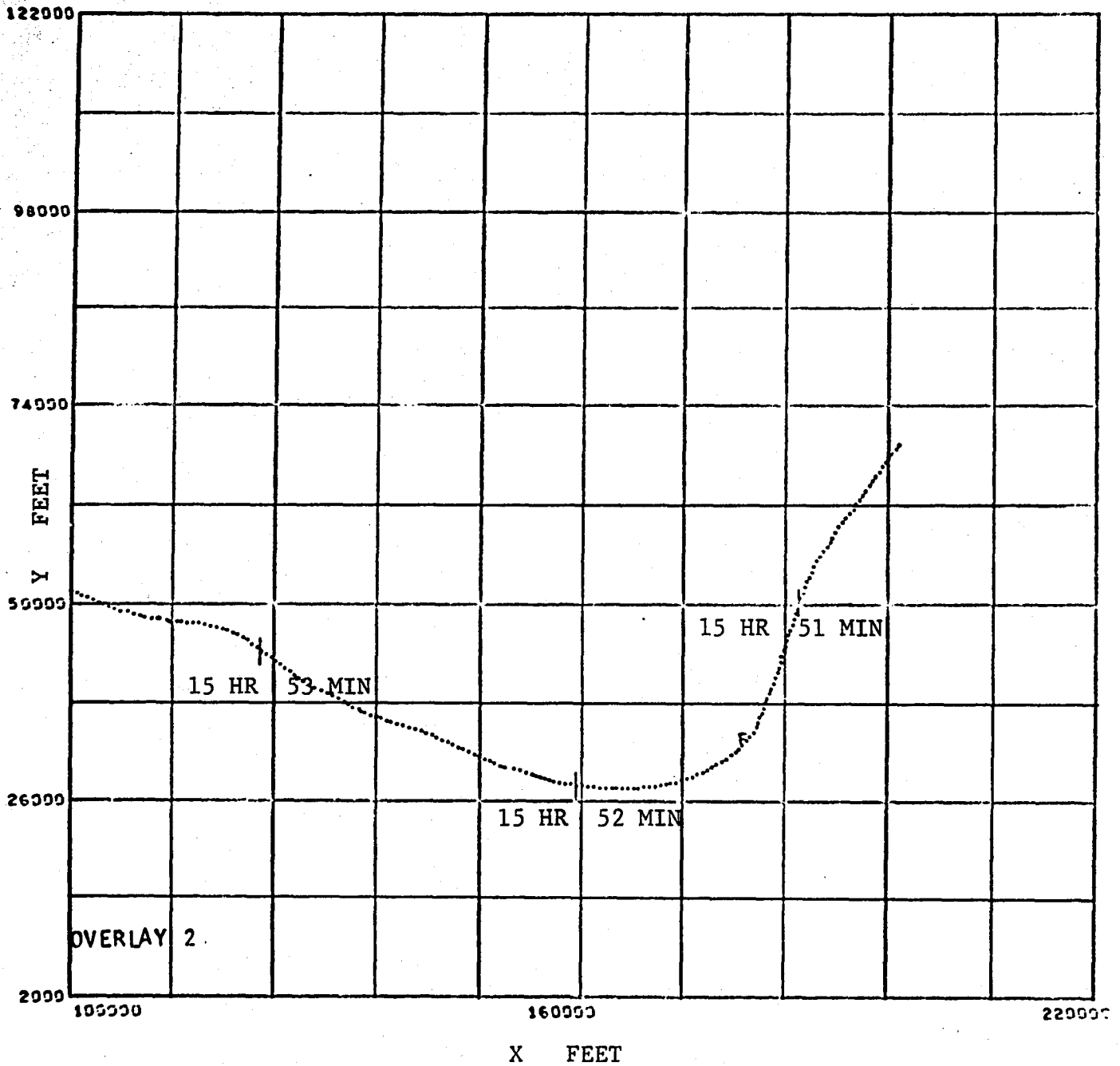
NORTH COURSE

FIGURE 3-7

AIRCRAFT POSITION DATA (U) (1 OF 7)

UNCLASSIFIED

UNCLASSIFIED



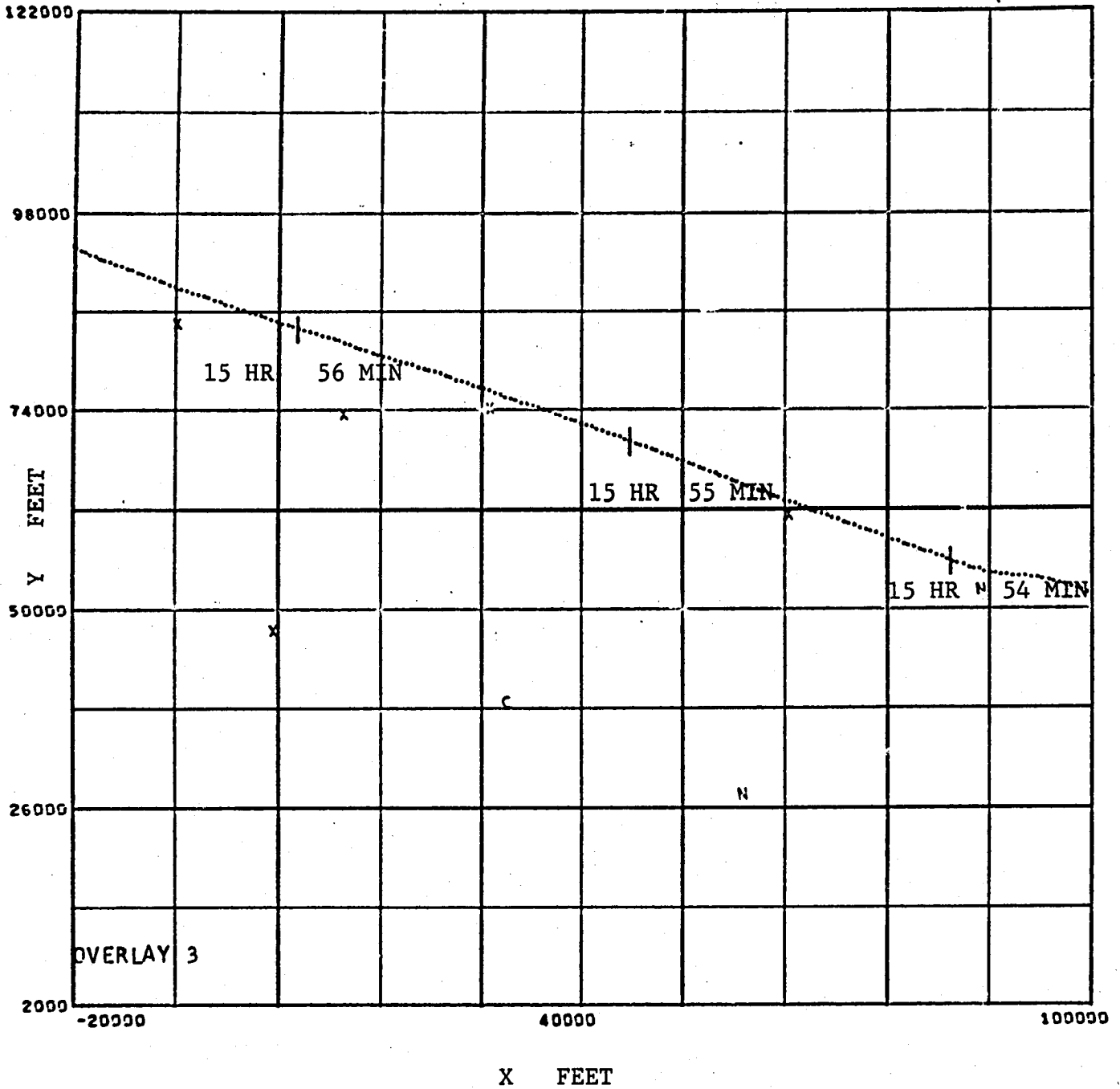
SORTIE NUMBER 115

FIGURE 3-7

AIRCRAFT POSITION DATA (U) (2 OF 7)

UNCLASSIFIED

# UNCLASSIFIED



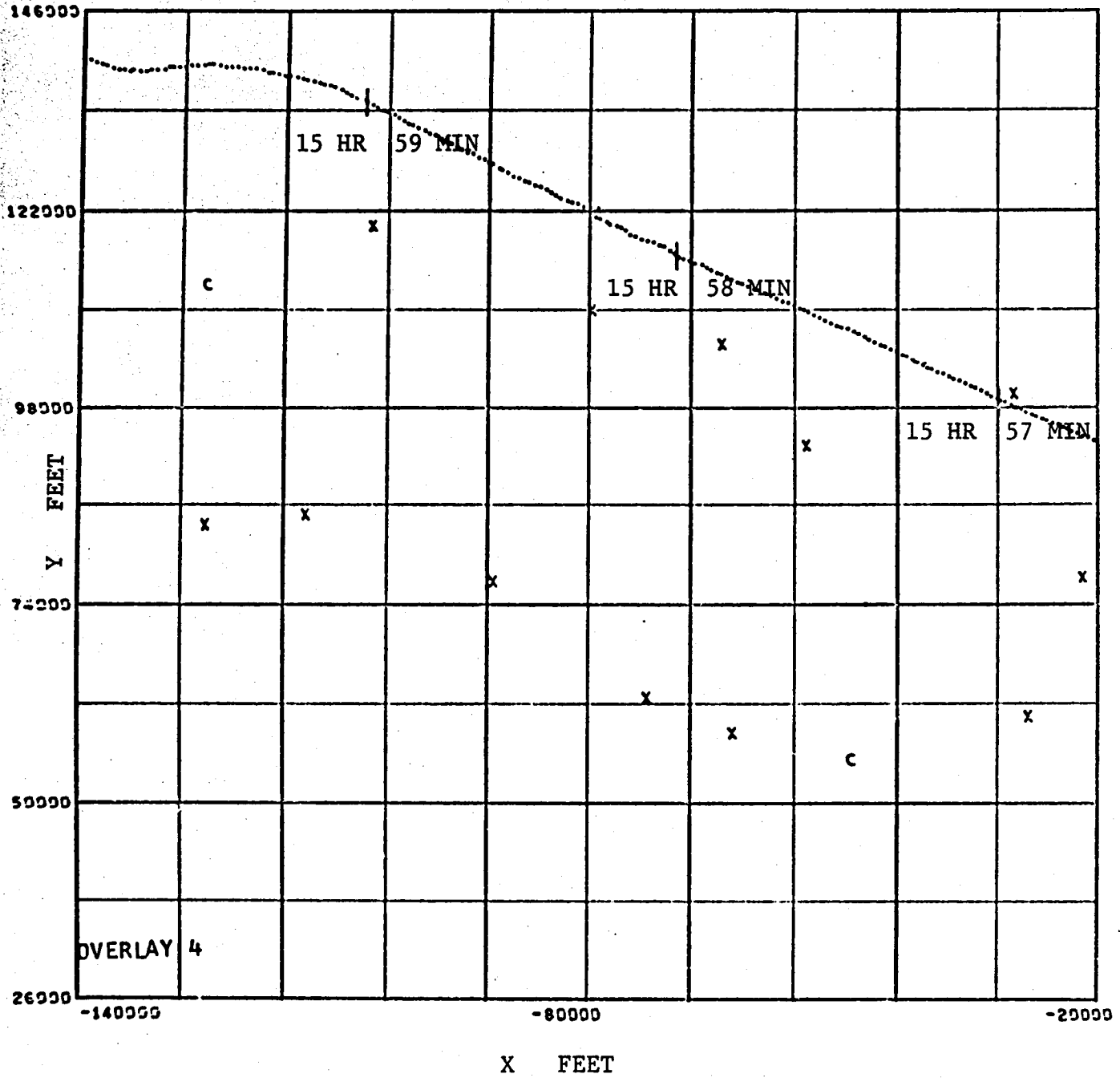
SORTIE NUMBER 115

FIGURE 3-7

AIRCRAFT POSITION DATA (U) (3 OF 7)

# UNCLASSIFIED

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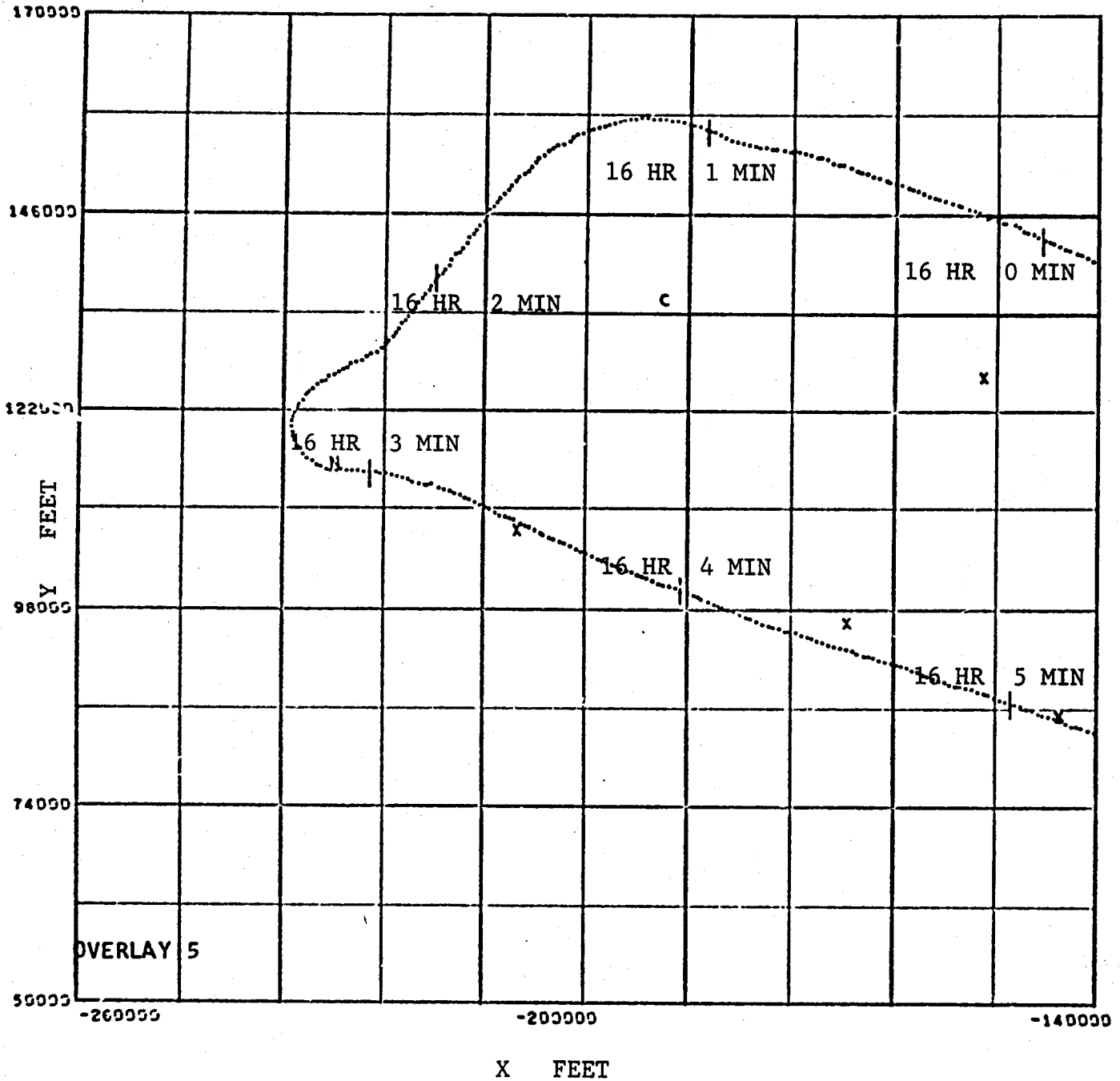


SORTIE NUMBER 115

FIGURE 3-7

AIRCRAFT POSITION DATA (U) (4 OF 7)

UNCLASSIFIED

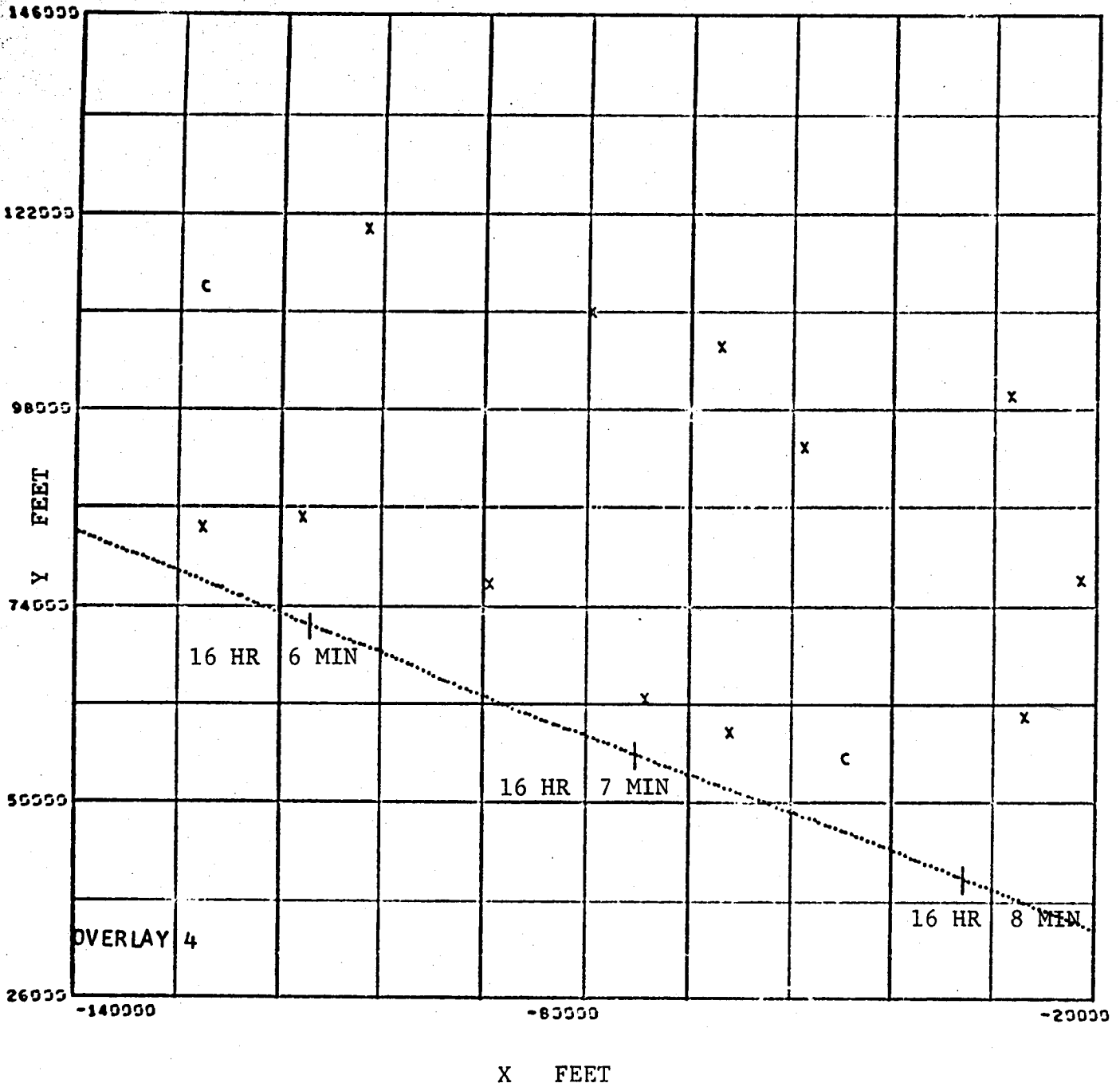


SORTIE NUMBER 115

FIGURE 3-7

AIRCRAFT POSITION DATA (U) (5 OF 7)

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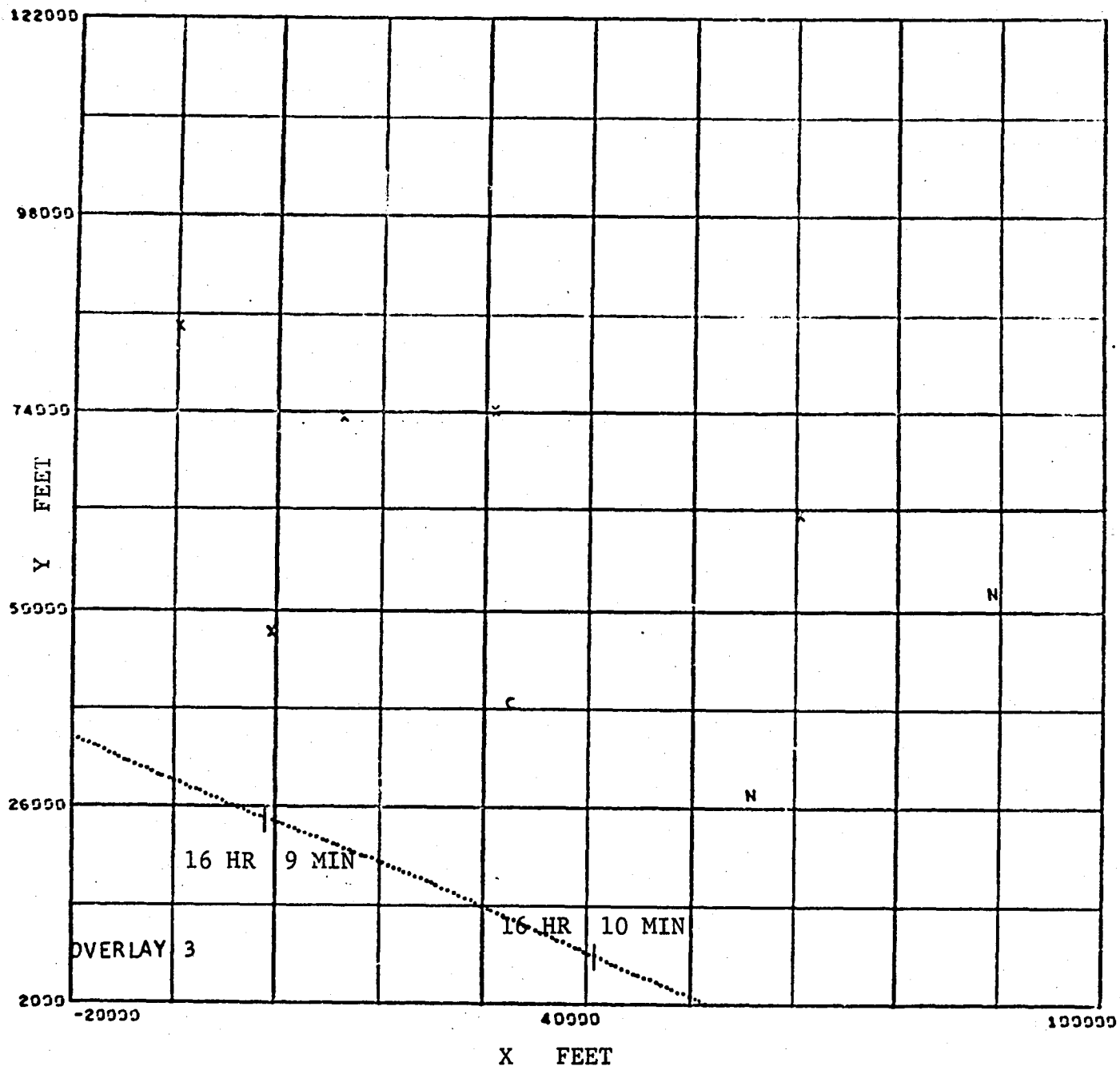


SORTIE NUMBER 115

FIGURE 3-7  
AIRCRAFT POSITION DATA (U) (6 OF 7)

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UNCLASSIFIED



SORTIE NUMBER 115

FIGURE 3-7

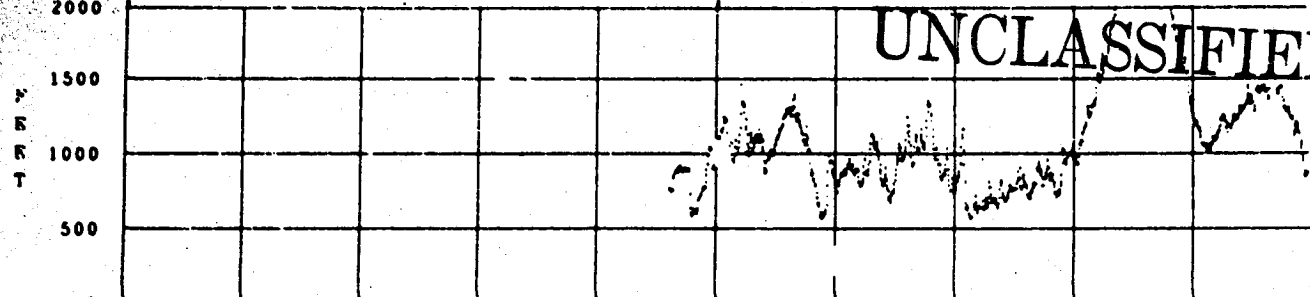
AIRCRAFT POSITION DATA (U) (7 OF 7)

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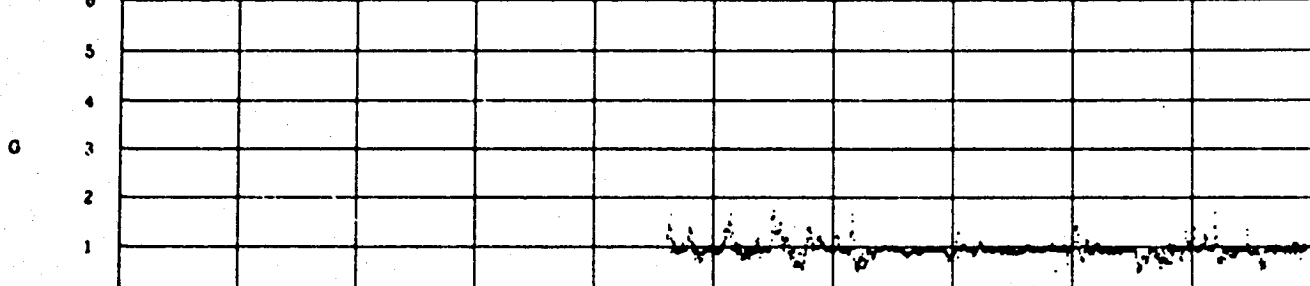
234



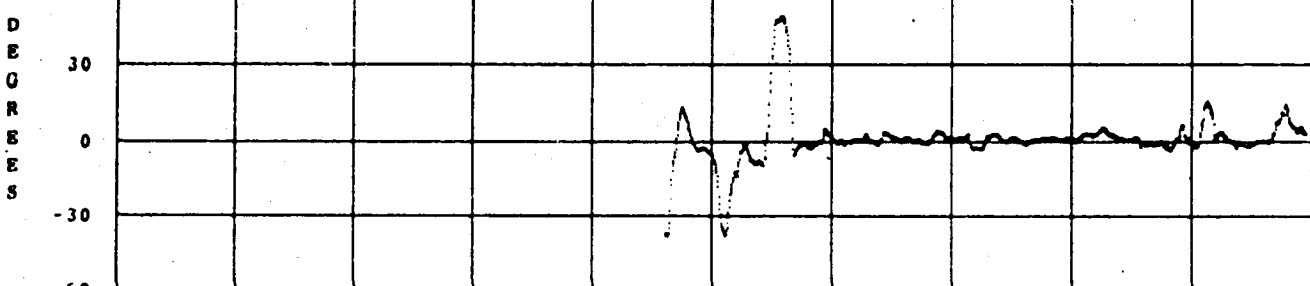
UNCLASSIFIED



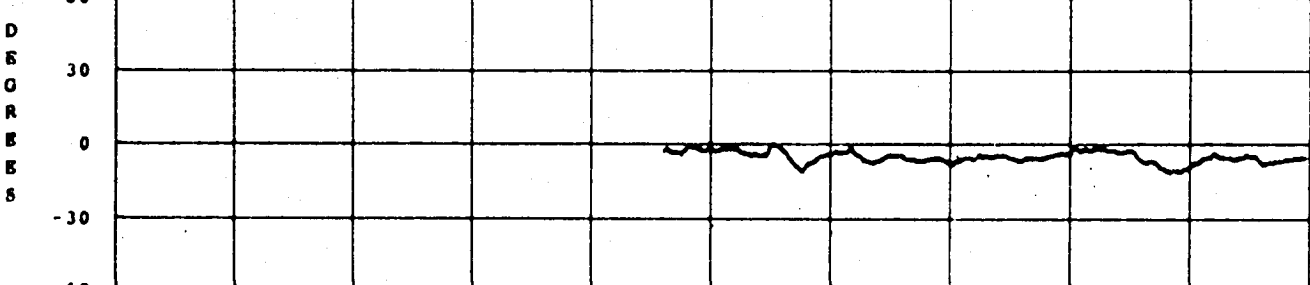
TERRAIN CLEARANCE      SIGMA = 437      MEAN = 1148



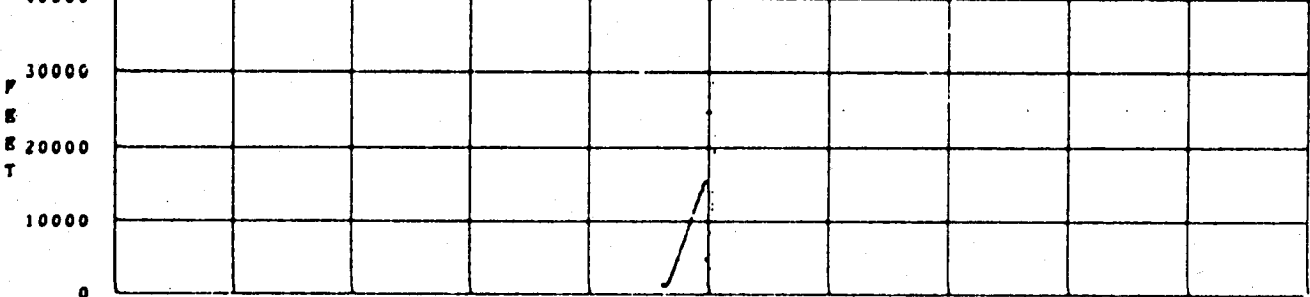
NORMAL ACCELERATION      SIGMA = 0.15      MEAN = 0.94



ROLL ANGLE      SIGMA = 10.64      MEAN = 1.00



PITCH ANGLE      SIGMA = 2.68      MEAN = -5.31



SLANT RANGE

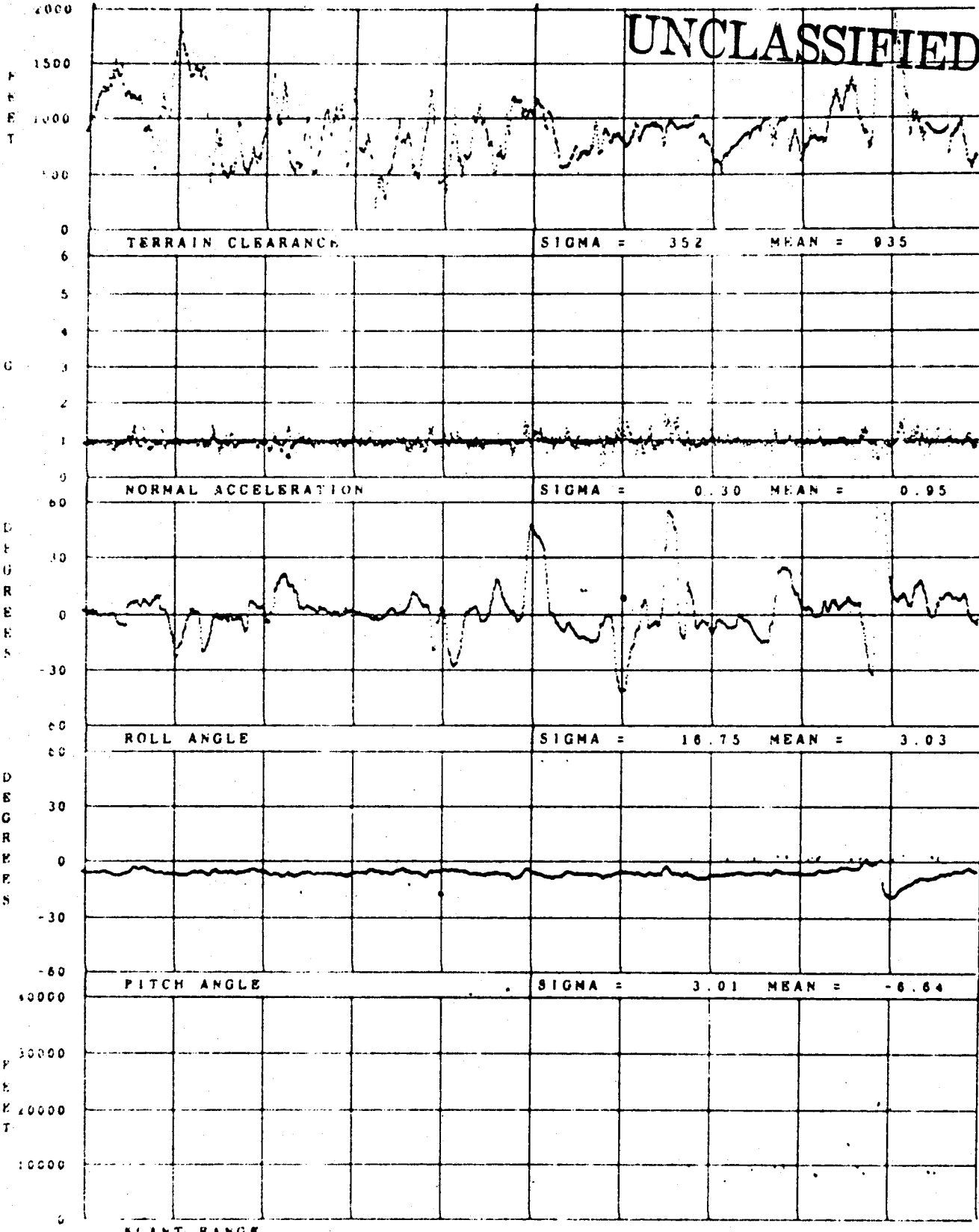
BORTIE NUMBER 115

OPERATIONAL DAY 25 JULY 1967

FIGURE 3-8 (U) TELEMETERED DATA (1 OF 5)

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SORTIE NUMBER 115

OPERATIONAL DAY 25 JULY 1967

FIGURE 3-8 (U) TELEMETERED DATA (2 OF 5)

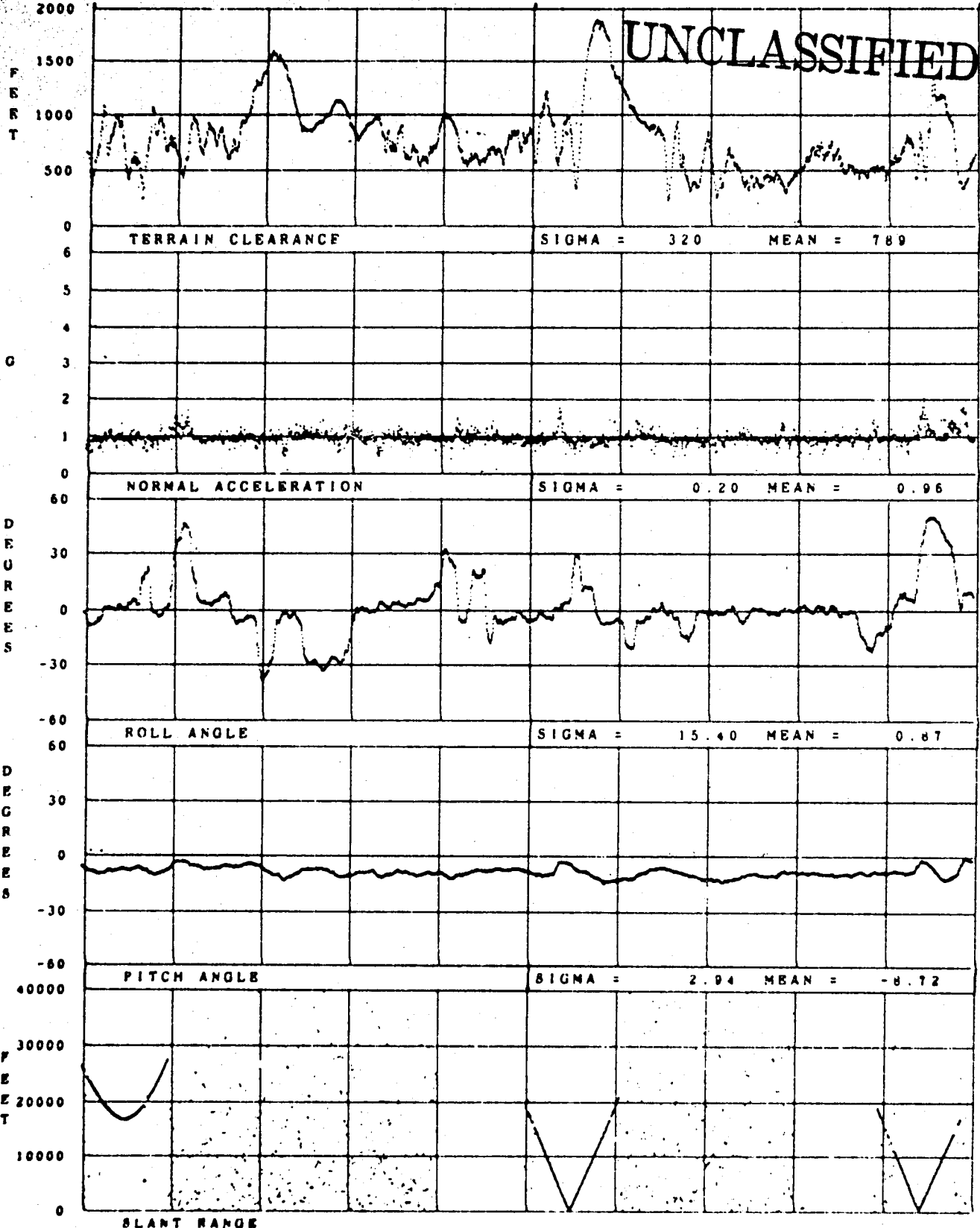
UNCLASSIFIED

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15 HR 42 MIN

15 HR 47 MIN

15 HR 52 MIN



SORTIE NUMBER 115

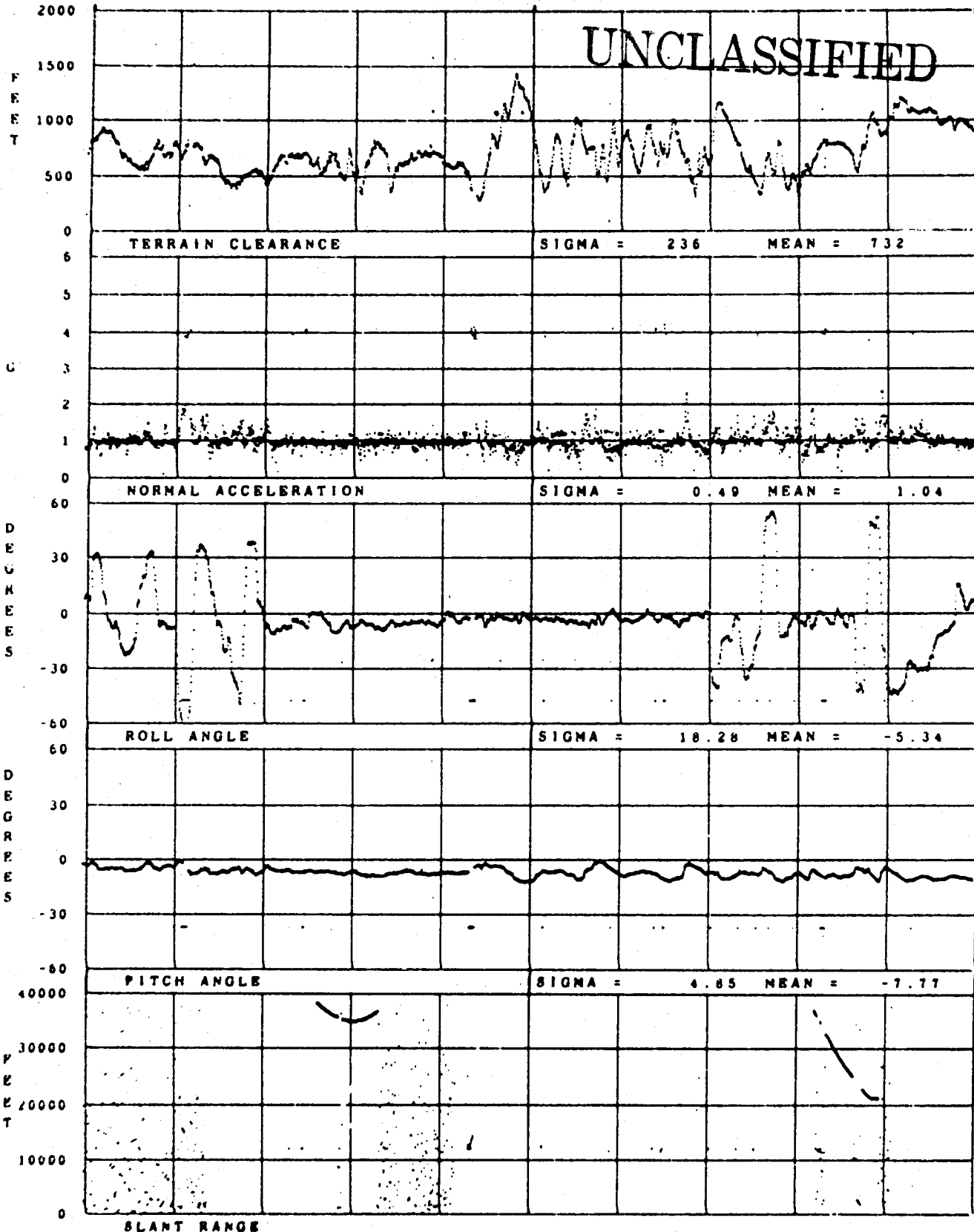
OPERATIONAL DAY 25 JULY 1967

FIGURE 3-8 (U) TELEMETERED DATA (3 OF 5)

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SORTIE NUMBER 115

OPERATIONAL DAY 25 JULY 1967

FIGURE 3-8 (U) TELEMETERED DATA (4 OF 5)

UNCLASSIFIED

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# UNCLASSIFIED

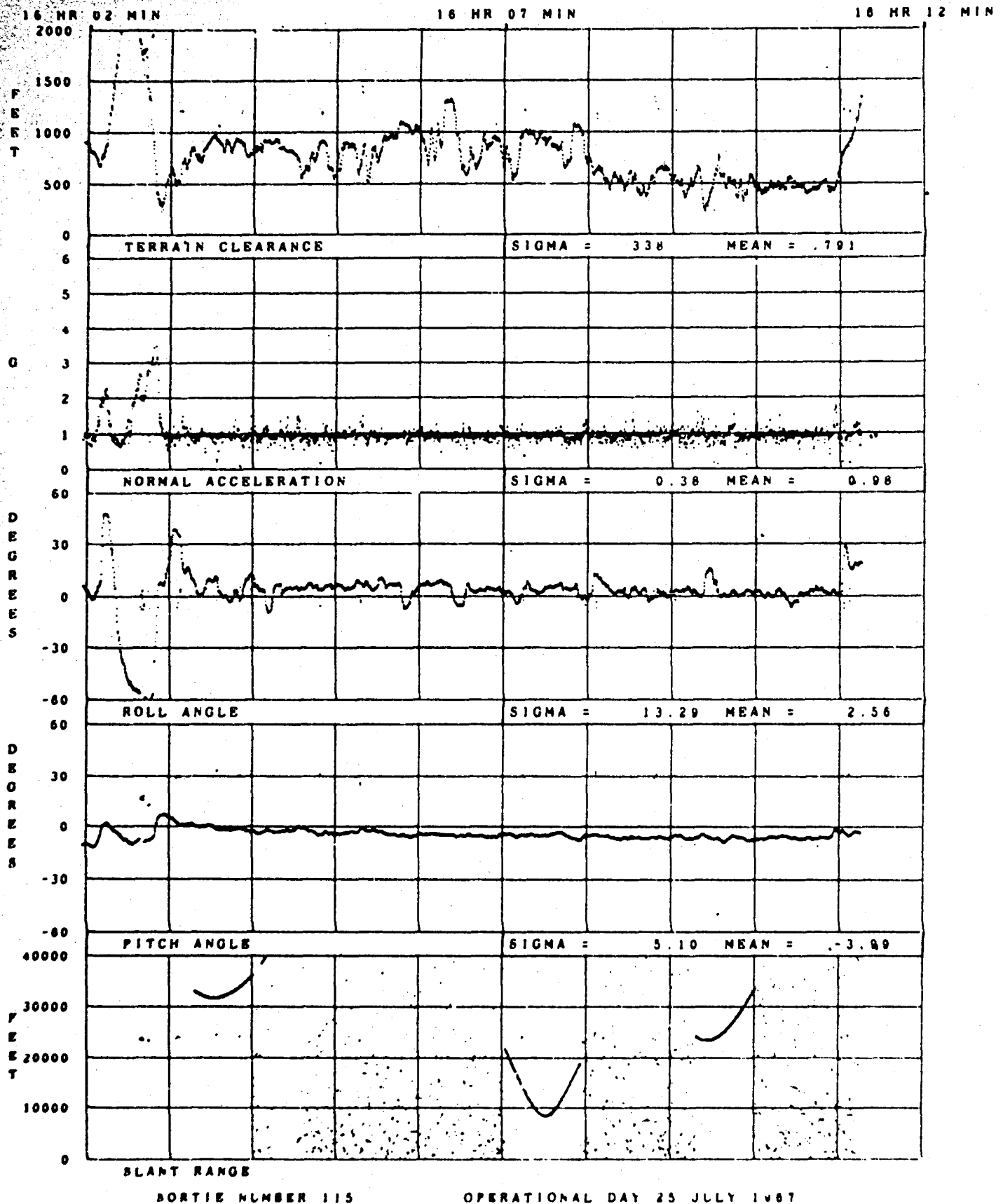


FIGURE 3-8 (U) TELEMETERED DATA (5 OF 5)

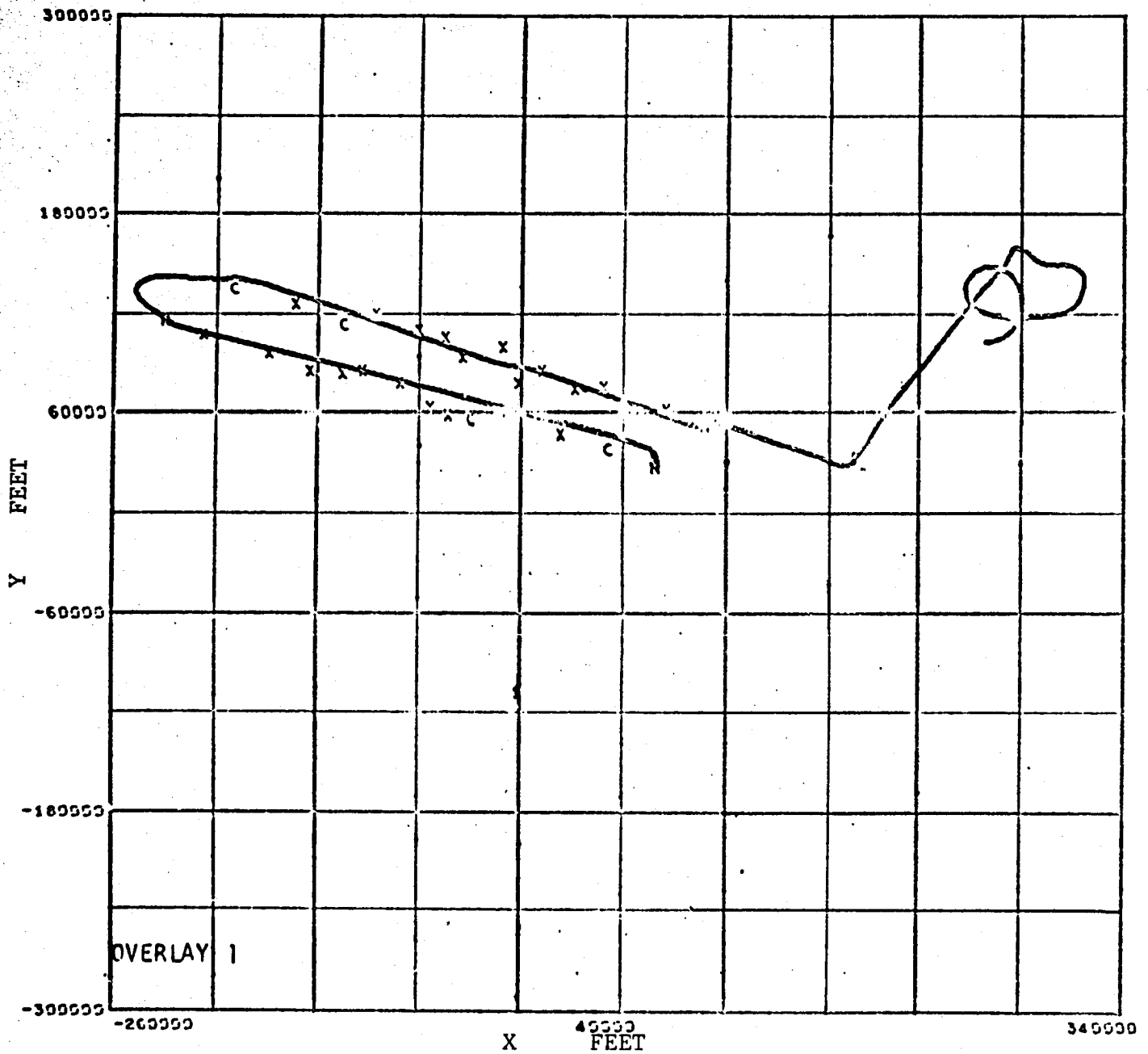
# UNCLASSIFIED

# UNCLASSIFIED

RPT TG/NGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 115 DATE 7/25/67
	15:51:32	Tone ceases.	
	15:51:33	Timber 1. This is Intruder 01. At point Foxtrot. Option 3.	
	15:51:42	Ok. This is just a 10 minute, 2 minutes and 8 second leg on that.	
	15:52:09	Ok. Coming up on 1 minute. See if you can spot Bethel. Is that steering for N2. Right? For N2. That's affirmed. Roger. We might be a little bit. There's Bethel I think. Right over there. Where? Right there. Directly ahead of us. Yea, there's the road. _____ (static) right there. That looks like the town.	
	15:53:24	(static) _____ Well I think it's probably back there. I think we're already on the leg. It's been a long _____. There it is right there. Ah, Timber 1. This is Intruder 02. Ah, N1.	
1	1	15:54:02	Ok. Ceiling looks good. Ok. Ah, this is intruder 2, ah, I have a target at Charlie Hotel 92. Appears to be a truck park. Intruder 2. Armored vehicles Charlie Hotel 24. Looks like about 6 tanks.
		15:54:59	(Carry?) out 1 minute. Looks like there might possibly be something up here, Timber.
2	2	15:55:21	Intruder 2. Have an encampment. 2, 4, 6, 8, 9, 10 tents and a couple of large vehicles.
		15:55:36	About Charlie Golf 88 or 83. The encampment was at Charlie Golf 83. Coming up on 2 minutes.
3	6	15:56:33	Ok. Coming up on, ah, 3 minutes now _____. That's affirmed. Intruder 2 loud and clear _____ 205. Ah, this is Intruder 2. Truck park at Bravo Hotel 31. 3, 6, 9, 12 trucks. Disoriented heading. Ok. Ah, Roger.
		15:57:18	Intruder 2. Truck park 12, ah, trucks at Bravo Hotel 31. 12 trucks. Disoriented heading. Roger. 3-1/2 minutes _____ 3 3-1/2. Roger. 3-1/2.
		15:57:46	Ok. 3-1/2 coming up on 4. Up over this ridge, right up on, right on _____.
4	9	15:58:08	Ah, this is Intruder 4, correction Intruder 02. I have a, ah, vehicle park at ah coordinates Bravo Foxtrot 0, correction Bravo Foxtrot 50. Trucks arranged in various headings. Ok. Look for something down here now.
		15:58:53	Ok. It's 5 minutes coming up over the ridge. Right on time.
		15:59:07	We'll get off the turn about. Ok. Ok. There's 5-1/2.
		15:59:42	Just getting back on to the track I believe. Right. Ok.
		15:59:59	Ok. (starting?) 6 minutes. We should be seeing a (road?) _____ an open area now. Well looks like the edge of the open area.
		16:00:38	Did you see it? Wait a minute, wait a minute. What. What's up? What's the steering (say?) Steering says right. _____ Ok. There's a town right over there so, ah, that's the highway and the town. Rog.
		16:01:08	This is Intruder 02. We're out of November (2). But ah, Ok. Let's go on across the highway here now. Let's, ah, Ok. We're. There's an aircraft low. Is that the lake right there? Na, this isn't the lake there. This is the lake right down there. Ok. You might report that light aircraft right there. Ok. Just north of November 3. There is _____ in the _____ right there. We are north of that.
		16:02:10	Ok. Why don't you swing around the right and come across, yea, so you will be on heading an air speed. Right. Ah, this is heading 100. I see the banner right there at 10:00 o'clock.
		16:02:28	
		16:02:56	Intruder 02. Inbound point November 3. Ok. What's your heading on this leg? 100. All right. Correction, _____ 100.
		16:04:00	Ok. Coming up on 1 minute.
5	16	16:05:08	Intruder 02. I have a helicopter pad with two helicopters sitting right on the pads at ah coordinates Charlie Charlie 48.
		16:05:30	Ah did you call that Bravo Charlie? or Na, at Charlie Charlie. What are we coming up on time wise? I say we're coming up on 2 minutes 45 seconds.
6	F	16:06:07	This is Intruder 02. At Coordinates Charlie Delta 55. A water Tank. A portable one. _____ water tank _____ must be _____.
		16:08:21	Yea.
		16:09:24	Ah, there's a river. We're right on course.
		16:10:19	Ah, that's all right. There's 7 minutes. Ok hold another 15 seconds or so. _____
		16:10:33	_____ right behind us.
		16:11:01	What's that right over there at 9 o'clock, _____ 3 o'clock. We can't reverse anyhow. Ok just crossed this road right here.
		16:11:17	Ok. I'm in option 1 then.
		16:11:18	Tone resumes.

# UNCLASSIFIED

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SORTIE NUMBER 123

OPERATIONAL DAY 26 JULY 1967

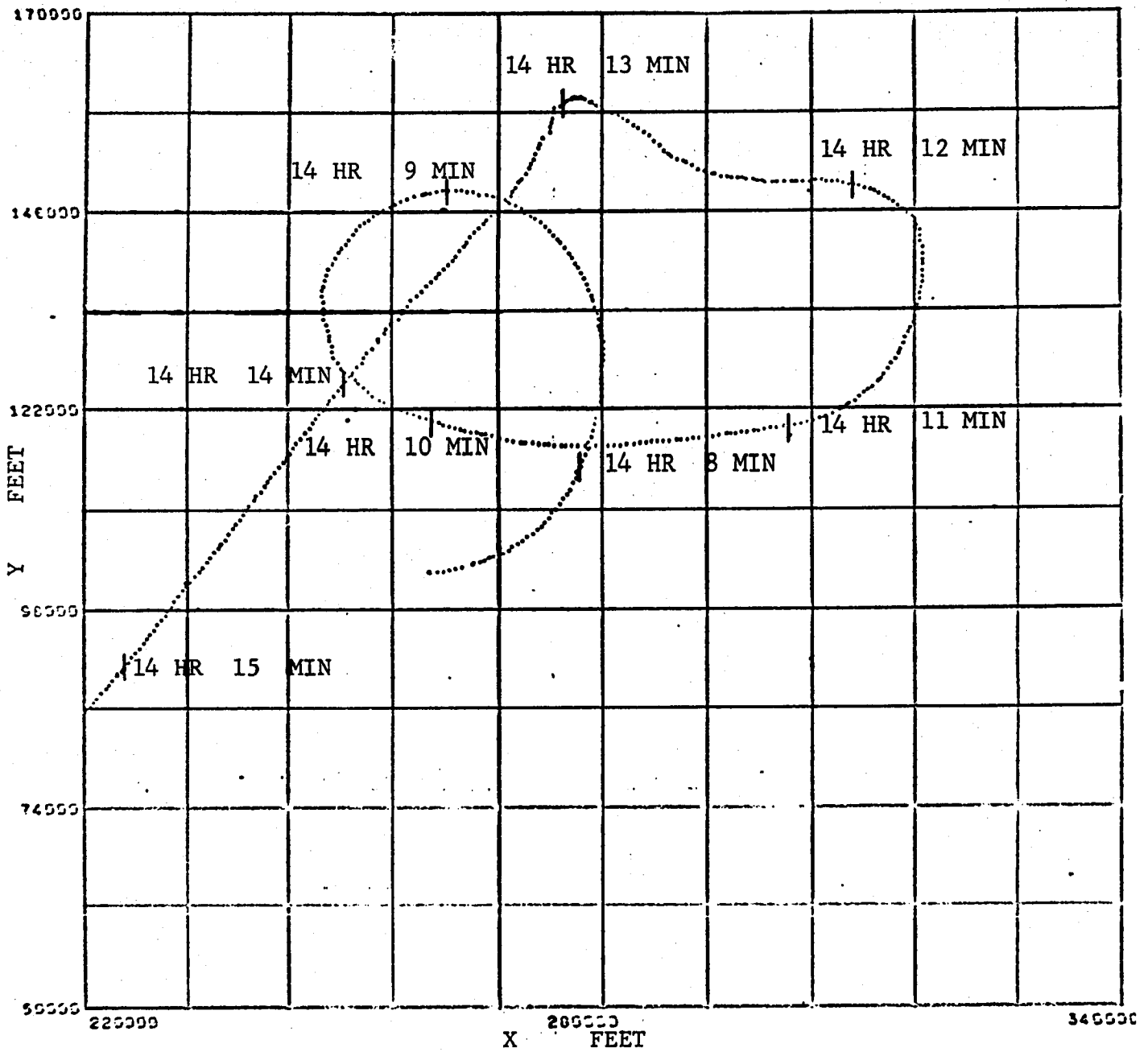
NORTH COURSE

FIGURE 3-10

AIRCRAFT POSITION DATA (U) (1 OF 8)

UNCLASSIFIED

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SORTIE NUMBER 123

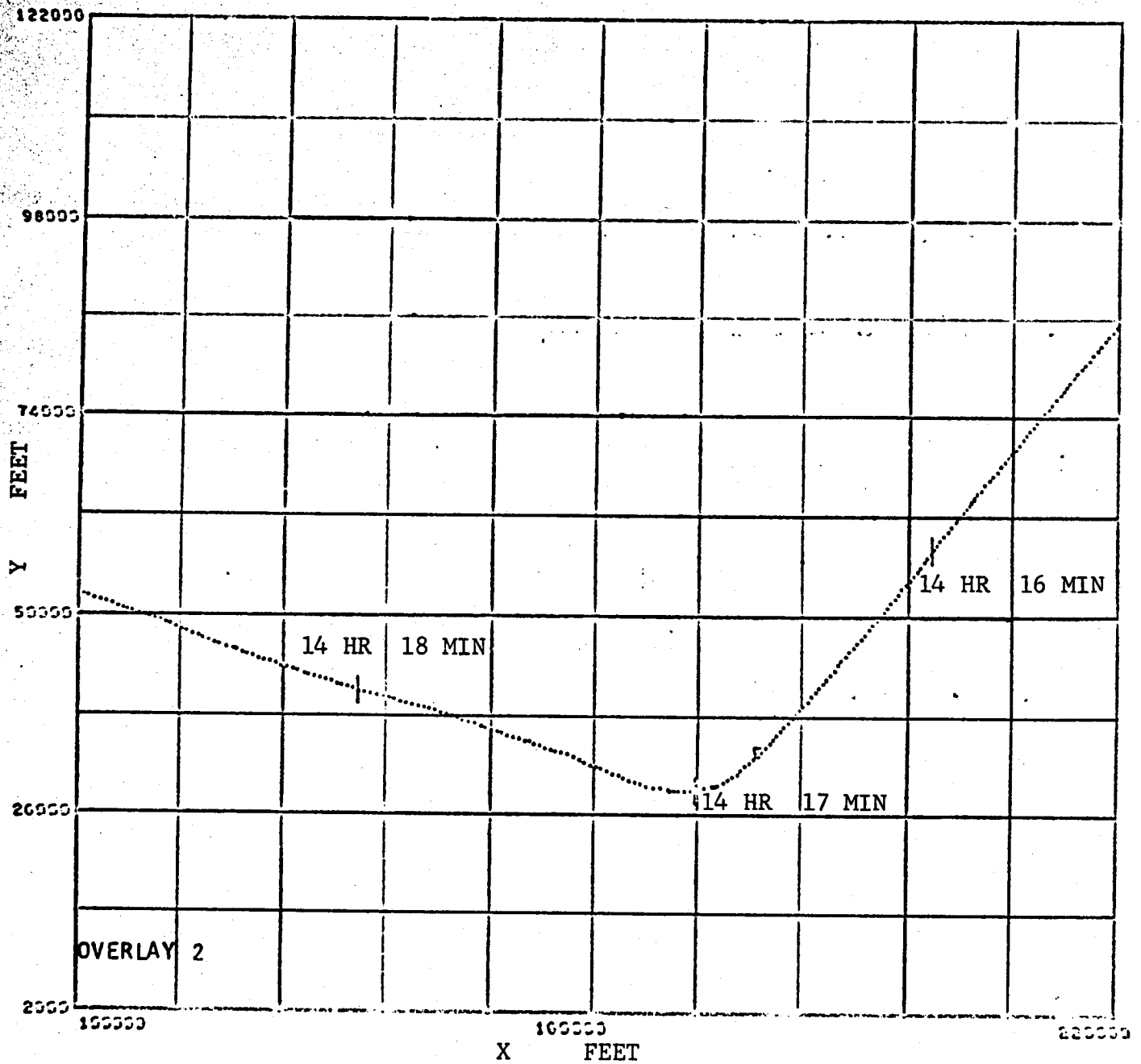
FIGURE 3-10

AIRCRAFT POSITION DATA (U) (2 OF 8)

UNCLASSIFIED



UNCLASSIFIED



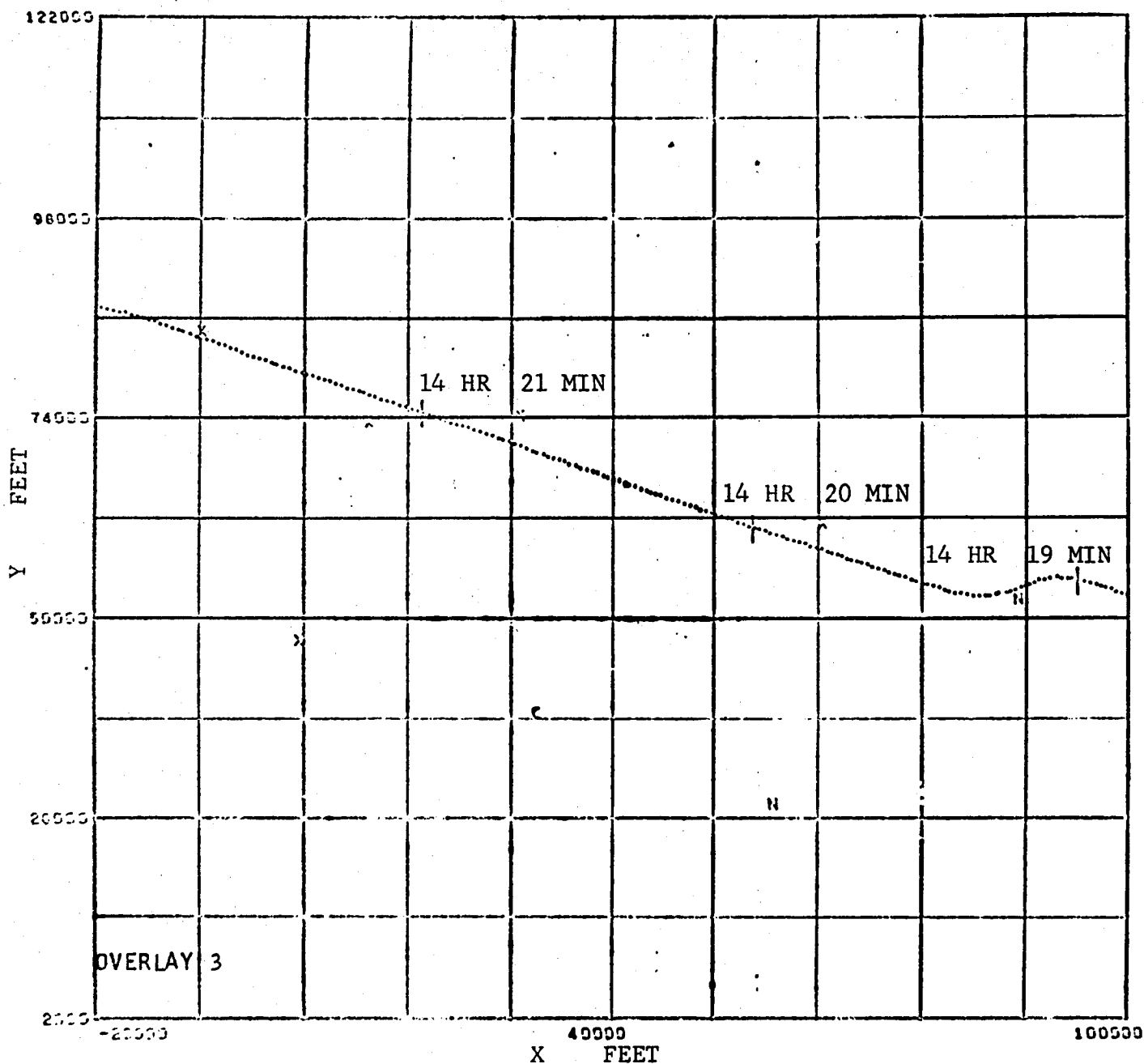
SORTIE NUMBER 123

FIGURE 3-10

AIRCRAFT POSITION DATA (U) (3 OF 8)

UNCLASSIFIED

UNCLASSIFIED



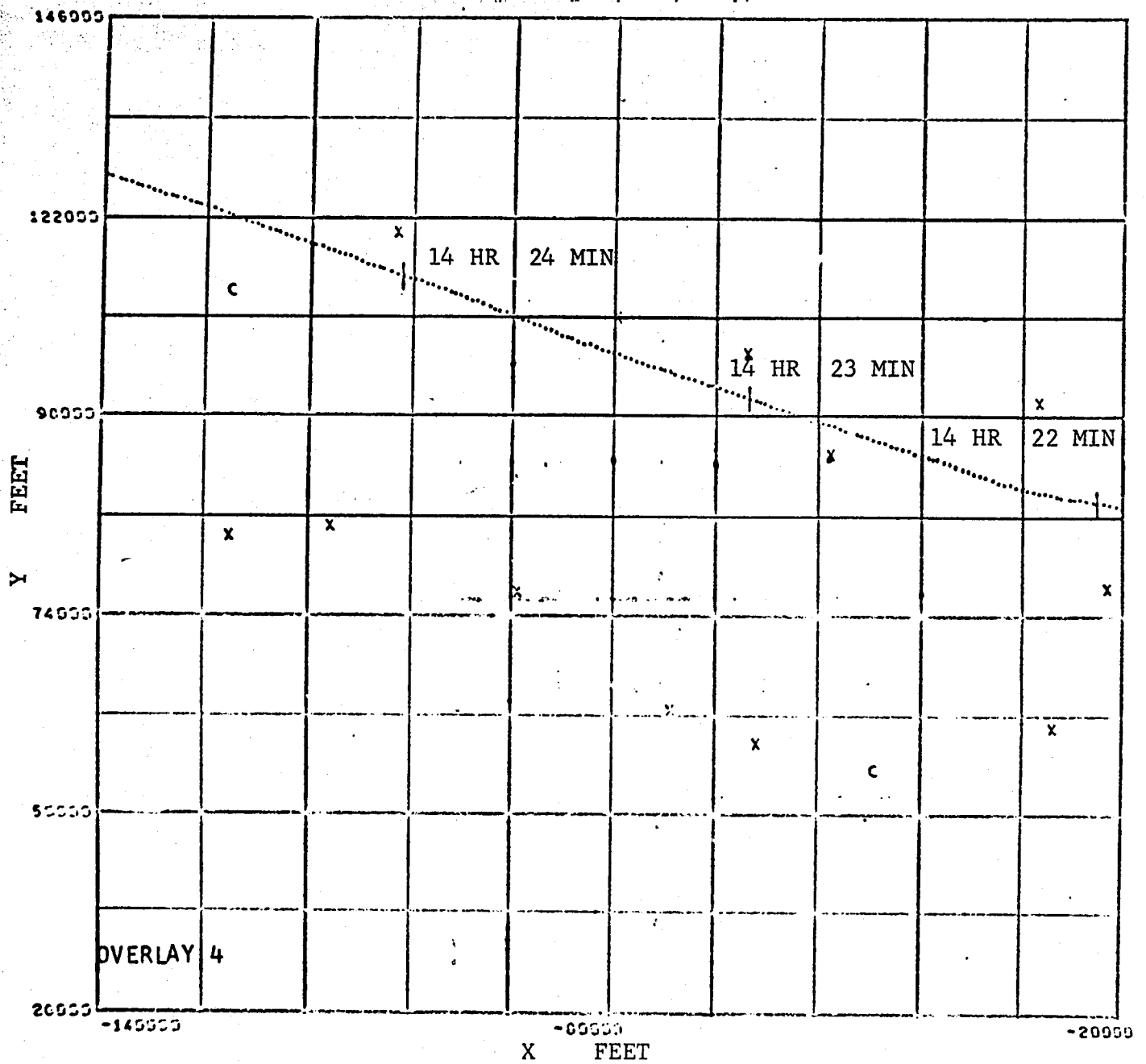
SORTIE NUMBER 123

FIGURE 3-10

AIRCRAFT POSITION DATA (U) (4 OF 8)

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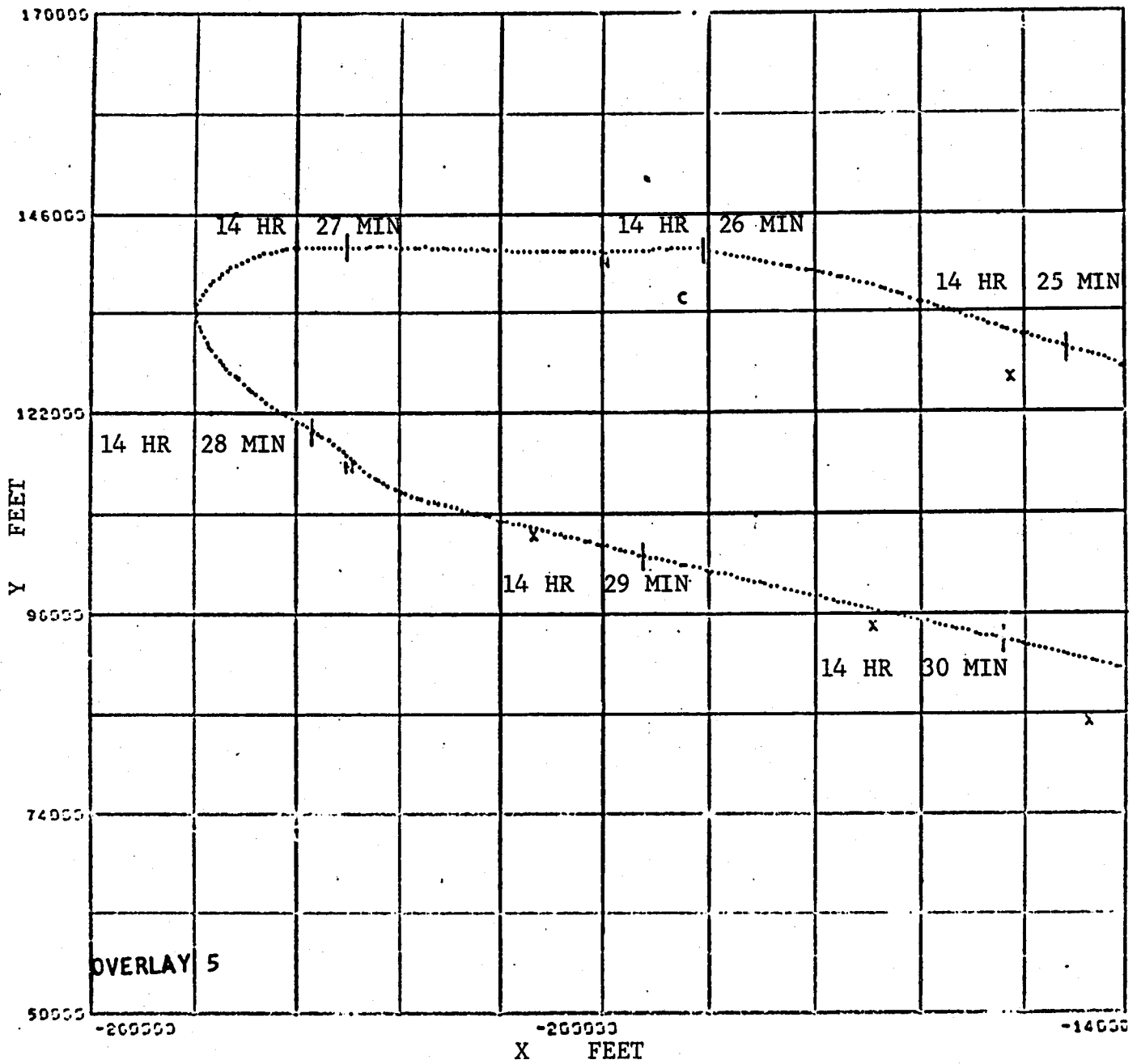
SORTIE NUMBER 123

FIGURE 3-10

AIRCRAFT POSITION DATA (U) (5 OF 8)

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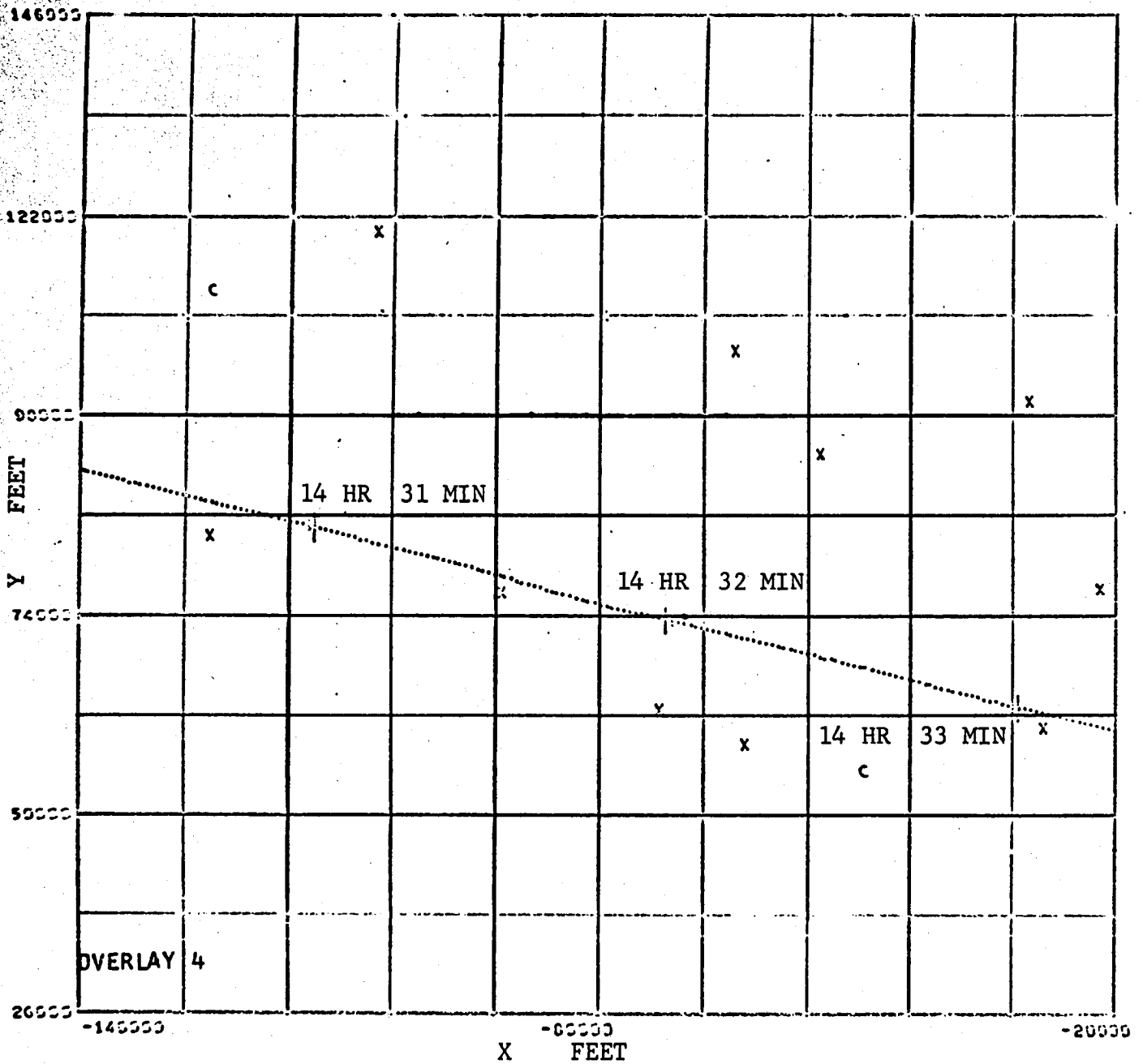
SORTIE NUMBER 123

FIGURE 3-10

AIRCRAFT POSITION DATA (U) (6 OF 8)

UNCLASSIFIED

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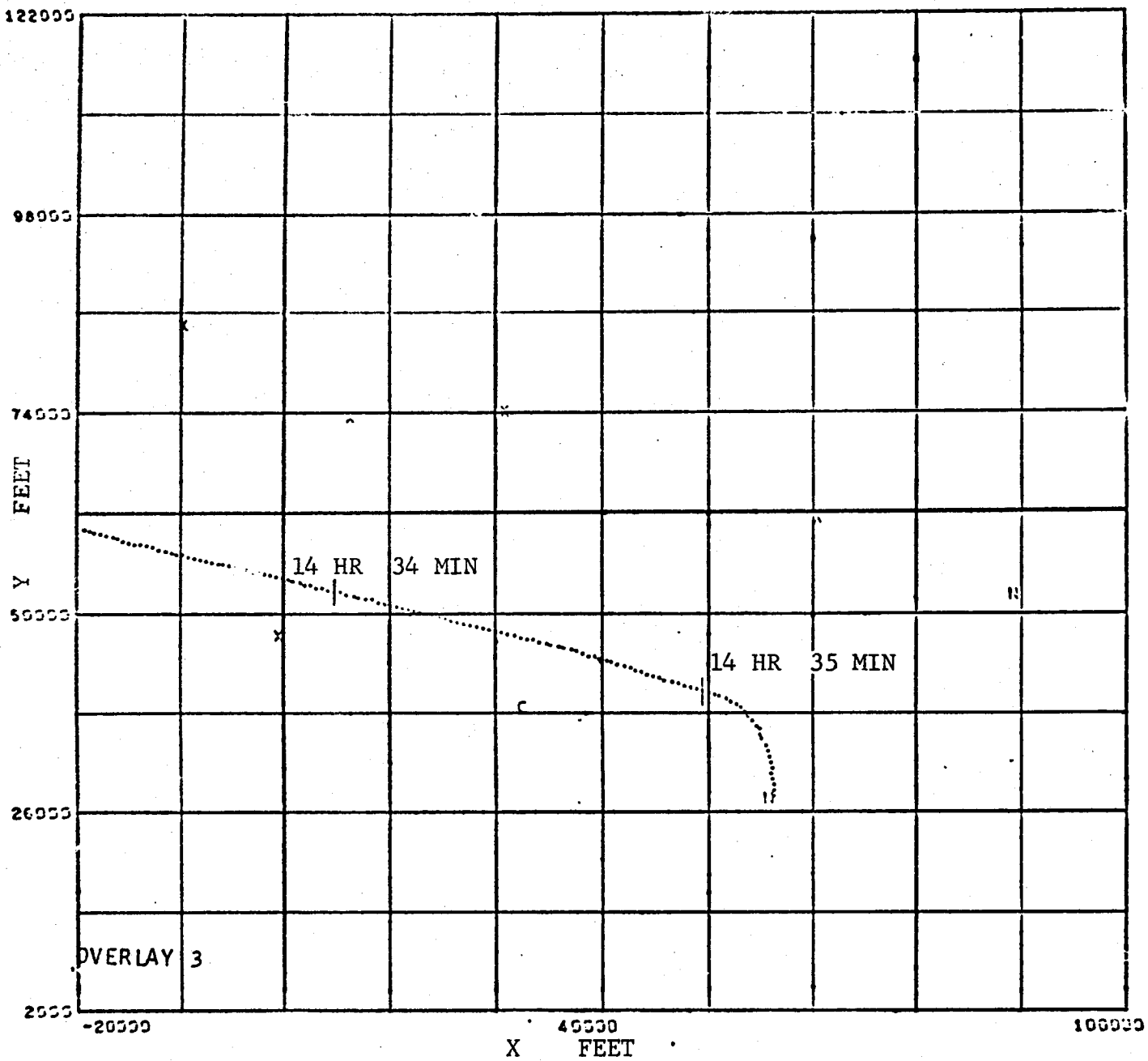
SORTIE NUMBER 123

FIGURE 3-10

AIRCRAFT POSITION DATA (U) (7 OF 8)

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SORTIE NUMBER 123

FIGURE 3-10

AIRCRAFT POSITION DATA (U) (8 OF 8)

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# UNCLASSIFIED

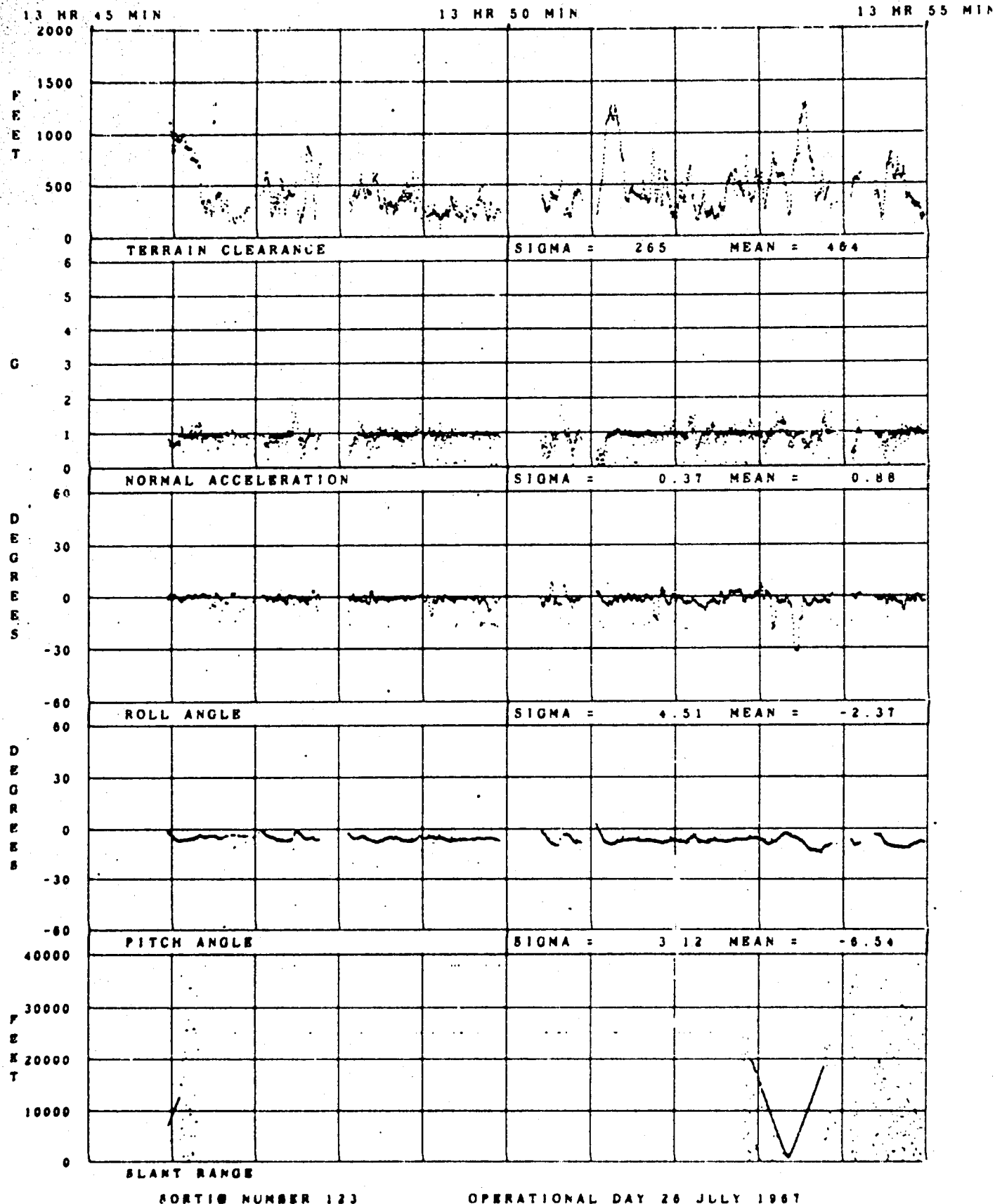
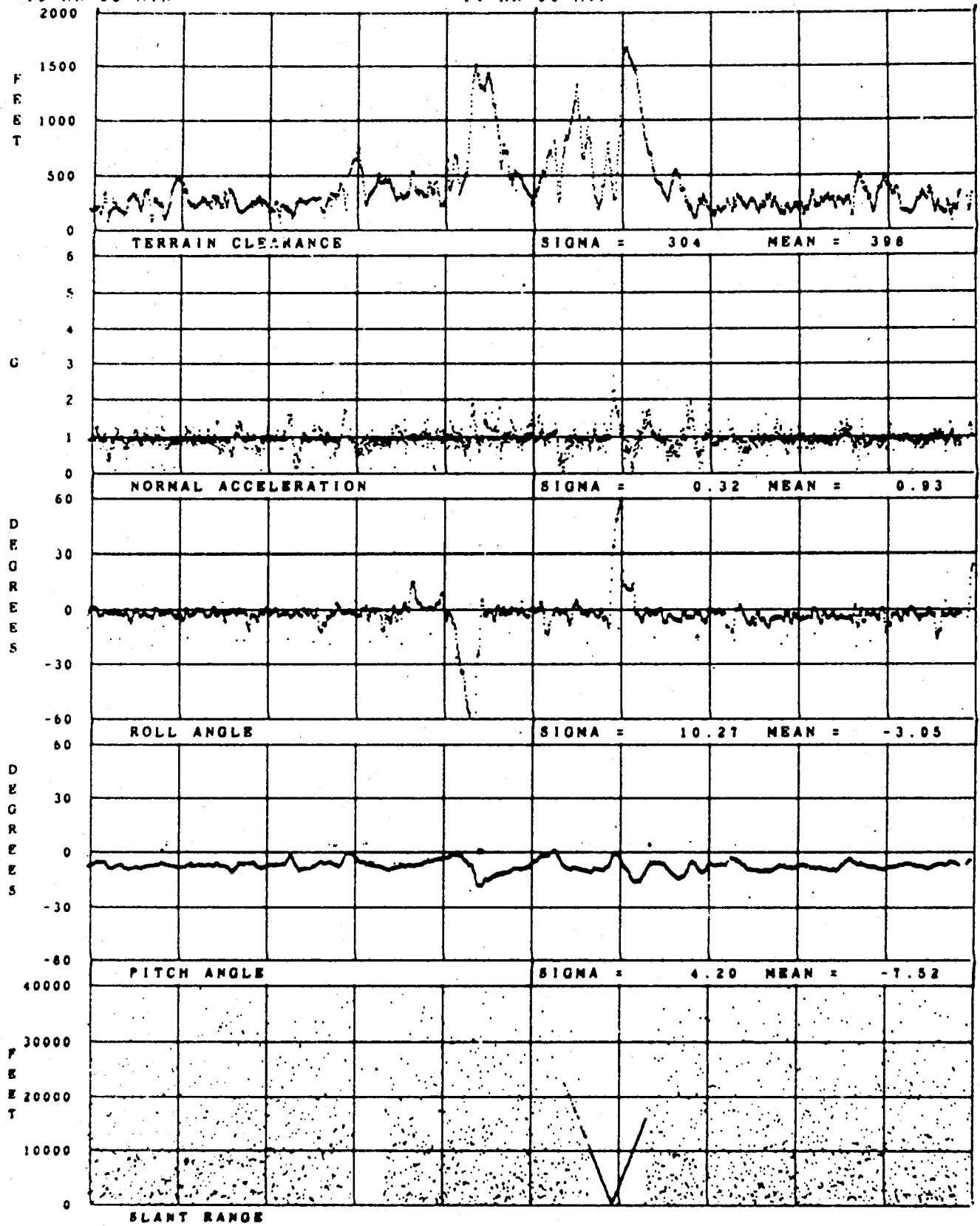


FIGURE 3-11 (U) TELEMETERED DATA (1 OF 5)

# UNCLASSIFIED



BORTIE NUMBER 123

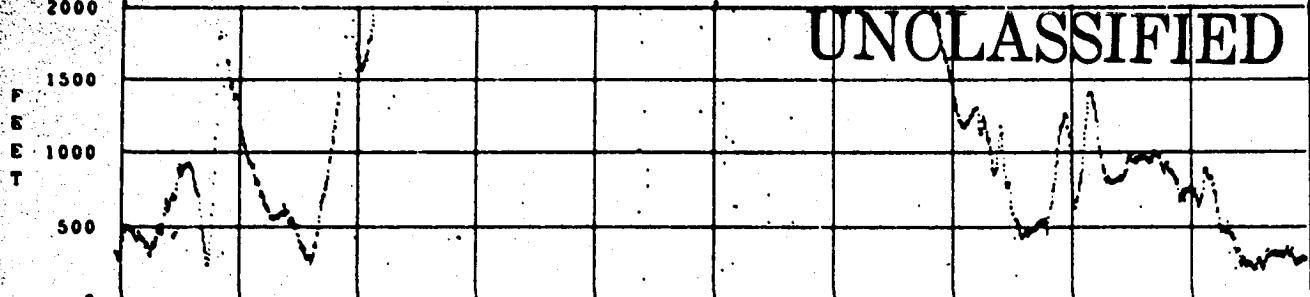
OPERATIONAL DAY 26 JULY 1967

FIGURE 3-11 (U) TELEMETERED DATA (2 OF 5)

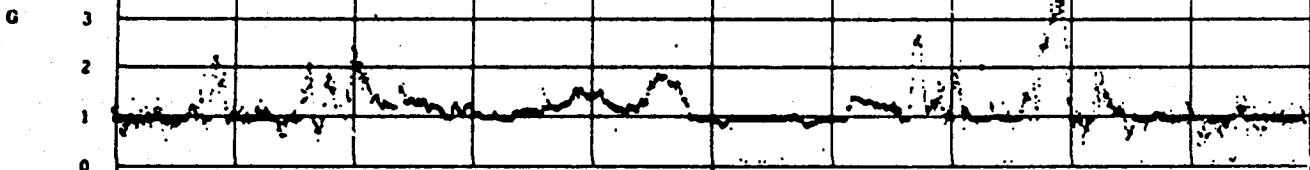
250



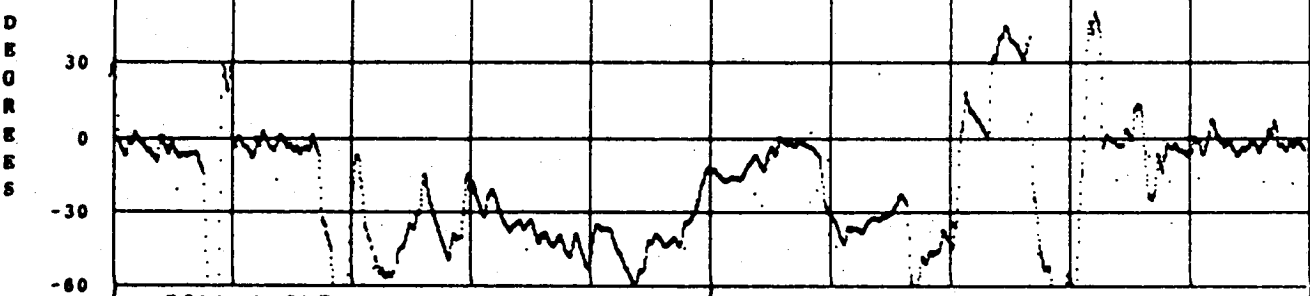
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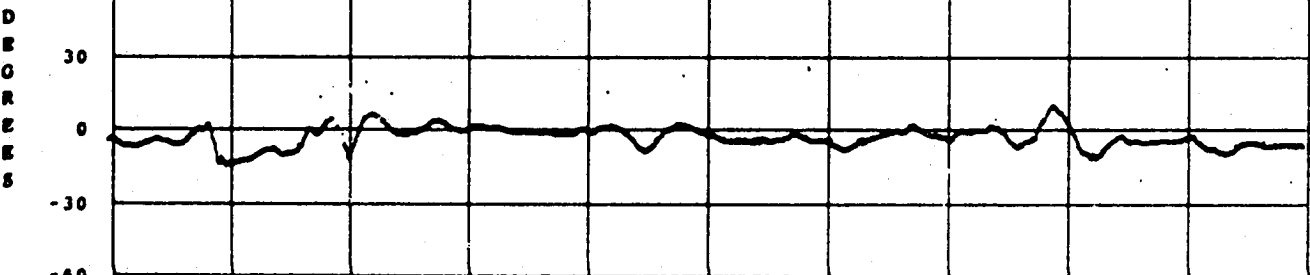
TERRAIN CLEARANCE SIGMA = 1298 MEAN = 1913



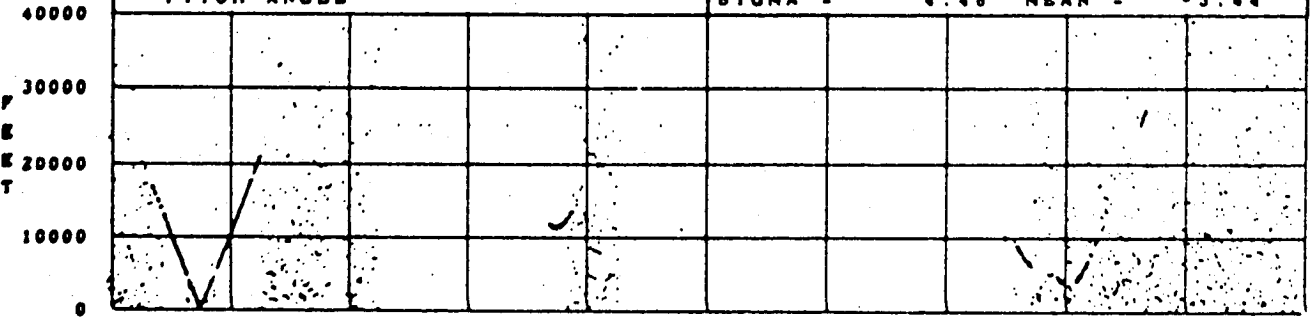
NORMAL ACCELERATION SIGMA = 0.45 MEAN = 1.16



ROLL ANGLE SIGMA = 24.31 MEAN = -18.97



PITCH ANGLE SIGMA = 4.48 MEAN = -3.44



SLANT RANGE

SORTIE NUMBER 123

OPERATIONAL DAY 28 JULY 1967

FIGURE 3-11 (U) TELEMETERED DATA (3 OF 5)

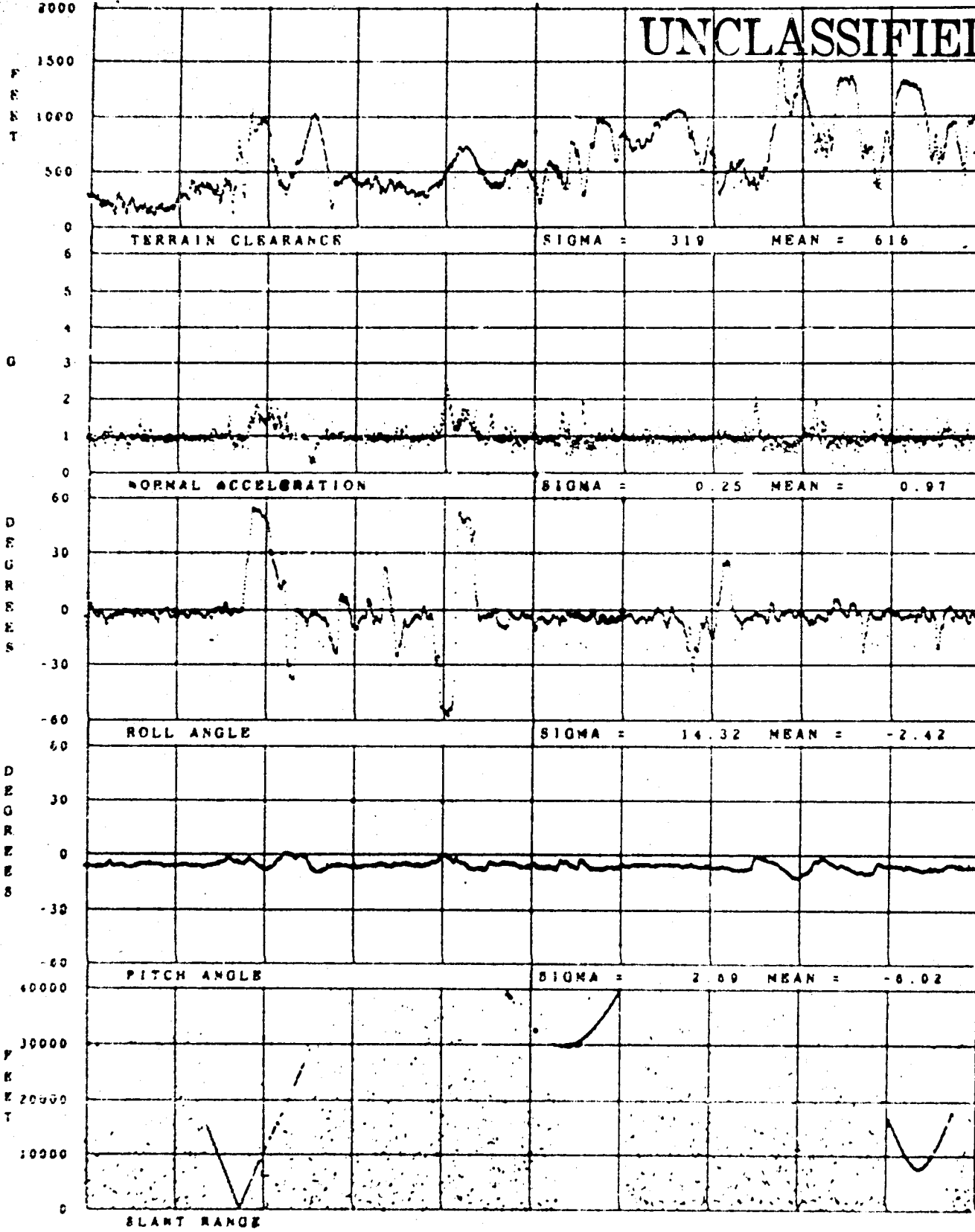
UNCLASSIFIED

14 HR 15 MIN

14 HR 20 MIN

14 HR 25 MIN

UNCLASSIFIED



SORTIE NUMBER 123

OPERATIONAL DAY 26 JULY 1967

FIGURE 3-11 (U) TELEMETERED DATA (4 OF 5)

UNCLASSIFIED

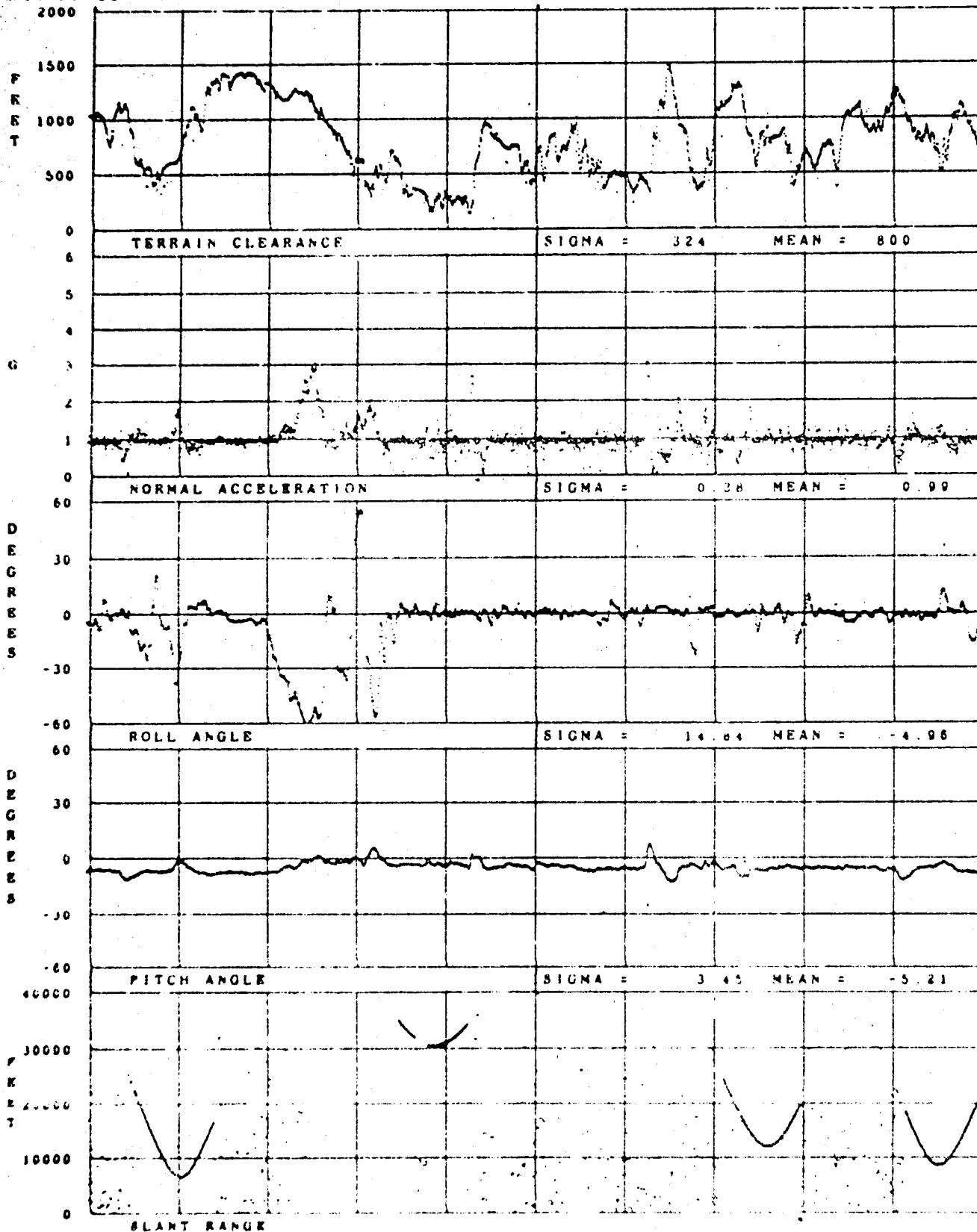
252

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14 HR 25 MIN

14 HR 30 MIN

14 HR 35 MIN



BORTIE NUMBER 123

OPERATIONAL DAY 26 JULY 1967

FIGURE 3-11 (U) TELEMETERED DATA (5-11-67)

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# UNCLASSIFIED

RPT TGT	Real TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 123 DATE 7-26-67
		14:16:37	Option 3.	
		14:16:49	Timber 8 Intruder 03 Foxtrot Option 3 proceeding to N1.	
		14:17:04	We had a hot night Roger. Okay. Swing on around here to 287. Roger 287. I am on 287 at the time. I'm climbing up to my altitude. Okay, okay. I'm gonna try to maintain about 7-800 ft. on this ah I think you might be able get a little better visibility.	
		14:17:43	Say there's our little town we wanna just pass through we're in pretty good shape I think we wanted to go by to the south of that didn't we? Negative; to the north, to the north. To the north, okay. 289. We may be a little too much to the north I don't know. We just passed the highway, another highway here, okay, we're coming up on it. Okay.	
		14:18:15	Okay, as soon as you see it or I see it. Should be _____ it.	
		14:18:19	Okay, right over here to the right, to the right okay, I pushed the button, do you still have it? No, no _____ that's a _____. Tell him we need some help to find the dumb thing. Okay. We're going down the ridge line now, I think we're into the course already.	
		14:18:44	Are we supposed to be following the highway? Yeah, to the right of it, to the right of it. There's that little town. Okay, there's your banner over there to your left, to your left. The banner? Yeah, I guess your banner, to the left at 3 o'clock, see it? Yeah, I got it.	
		14:19:01	Okay I'm fixing to pickle.	
		14:19:08	And coming to 289. Right okay, now, (static) okay. (Static)	
		14:19:13	Roger okay now okay we're on 62. This is Intruder 03.	
		14:19:26	Okay that's good I can see that thing right up there. Let's start looking for targets. Roger.	
		14:19:49	Is that 90 490? 490? That 390.	
		14:20:23	Okay 404. Beg your pardon. Air speed 404. Roger.	
		14:20:41	Okay coming up on a river, ah Roger, okay let's see right on course, okay.	
		14:21:39	There's a highway, _____ should be 289 or 287 on that. Heading, 287. Yeah, we're about two miles left, ah right on course, ah right. (****).	
		14:21:52	Let me put a couple of corrections back in here.	
		14:22:06	(****). Air speed's good. Okay. Going back to 287. Okay. We're okay, we're only about a half mile off there. Okay I thought you said two miles.	
1	7	14:22:43	Target down there. Okay Roger. It's a ah air to surface air. SAM. Ah this is Intruder 03 I have a surface to air missile ah with two trucks ah the general heading of the missile was to the northwest.	
		14:22:57	Target Charlie Foxtrot 2, ah 29. That's Charlie Foxtrot 29.	
2	9	14:23:2.	Here's, there's another one over there okay, ah, this is Intruder 03. I have a truck park, coordinates Bravo Foxtrot 88, a coordinates Bravo Foxtrot 88. There were about eight or nine vehicles there. Some big semi-two and a half ton trucks and some small trailers.	
3	10	14:23:56	What's that over there in that field over there? Hospital, see it? Ah this is Intruder 03 we have a field hospital, three tents, one helicopter and two vehicles. Coordinates Bravo Foxtrot 82, that's coordinates Bravo Foxtrot 82. Negative Bravo Foxtrot 28, that's Bravo Foxtrot 28.	
		14:24:23	Air speed's 431. Roger. Pulling back.	
		14:24:40	We must've hit right on course. Yeah.	
		14:24:47	Yeah, look right over this hill, they're gonna plant something. I don't see, nothing that I can see.	
4	11	14:24:51	Clod field, but it's not a landing strip, I know that, too wide.	
		14:25:00	Okay, there's a landing strip right over there. Ah, do you think that's what it is? Yeah. Okay. This is Bravo, this is Intruder 03. We have a landing strip at coordinates Bravo Delta 59, that's Bravo Hotel 59. Ah, field appears to be deserted.	
		14:25:23	Okay, should be coming right over this little hill, right here, right straight ahead. We should have the GCI site. Affirm. Yeah, I think I can see it. Right.	
		14:25:48	Okay, should be about right where that tower is over there, over to your left. Okay, there it is about your 11 o'clock I think.	
		14:25:55	Ah, Roger. I'm committing and I can't fly over it, but we have a ah GCI site. Ah, we don't have.	
		14:26:10	Report that. Yeah, we got to report leaving N2. Ah Roger. This is Intruder 03 at November 2.	
		14:26:22	(****) That's yeah let's get out here to that road and make that turn and see if we can pick up a little stream down there. Well down there's our water right there. Okay, let's go out down here until we hit that _____. Okay, my heading back in at 106.	
		14:26:38	We were over a mile off on that last ah target. Well if we were off to the left, we wouldn't have, we would never have seen some of those things. Culvert.	
		14:26:58	Okay, ah this one has a black and white on it.	
		14:27:19	Um okay, hey don't get too far down here. Okay, well now here's that little lake now isn't it? That's affirm, we're supposed to be inside that. Aahahaha. Okay.	
		14:27:46	Hey here's a little road here okay I see the panel, you're a 11:30, straight ahead. Straight ahead, yeah I got it. I got it, I got it. Okay, get lined up on that _____ come down there at 106. Roger. _____. Here we go. Get ready.	
		14:28:10	Hit your pickle then report 1.	
		14:28:22	This is Intruder 03 November 3.	
		14:28:40	Okay _____ 16 receives good. Okay I'm on 106. 106 affirm.	
5	14	14:28:41	Okay here's storage dump POL.	
		14:28:41	This is Intruder 03. We have a POL dump, coordinates Bravo Bravo 98, at Bravo Bravo 98. There were a total of about 150 drums lined up on the single side of the road. They were fifty gallon drums. Okay, air speed is good.	
		14:29:19	(sigh)	

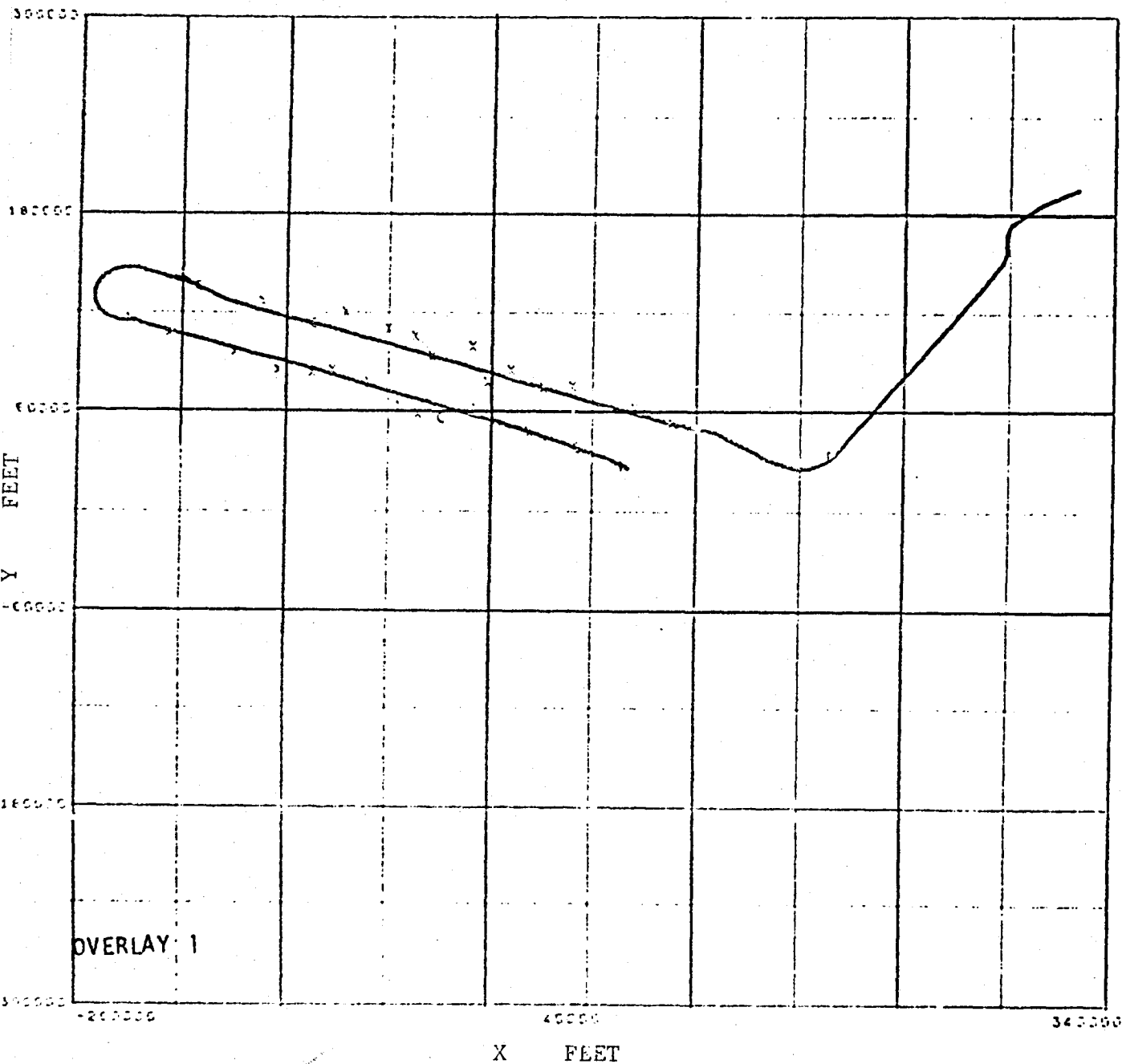
# UNCLASSIFIED

	RPT TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 123 cont.
				DATE 7-26-67
		14:29:32	There's the air field again, we already reported that, so we won't report it again.	
6	15	14:29:47	Yeah, yeah, there's the air field again. And okay. A target, ah a tank and a repair facilities, what was it? Repair facilities. Okay.	
		14:30:27	This is Intruder 03. We had a repair facility, at coordinates Bravo Charlie 83, Bravo Charlie 83 There were about three or four vehicles at repair facilities, two. two vehicles and a building. Roger. Two vehicles and a building.	
		14:30:43	Ah you remember to hit your pickle on those? Ah you don't hit it on those. Ah, that's right. Okay doke. The SAM site is the next thing we hit it on and then November 4. Yeah.	
7	18	14:30:54	Air speed's good. Roger. We're on course 106. Okay something over here. This is all civilian it looks like. Target. Ah ah right. Ah this is Intruder 03 we have a storage depot, one truck and approximately five piles of material. At coordinates Charlie Charlie, at Charlie Charlie 79, 79.	
8	19	14:31:24	Aahhahaah, sorry about that. I don't like flying this high.	
		14:31:29	Okay target here, what is it. Four tanks revetted. Okay this is Intruder 03. We have a truck, ah tank revetment ah four tanks, at coordinates Charlie Delta 44. Charlie Delta 44. The tanks were revetted.	
		14:32:05	Okay, there's something, I think a farm yard.	
		14:32:25	Yeah, I'm looking out too much not watching my flying getting out of my altitude range here.	
9	23	14:32:35	There's something dead ahead here now. It's just a farm.	
		14:33:03	Okay a target, a two trucks and a artillery, mortars, anti-aircraft site no they're mortars. Mortars okay. This is Intruder 03 we have a mortar position ah four mortars and four trucks. At coordinates Delta Echo 48, and there were eight mortars. Delta Echo 48 there were eight mortars and they were facing generally to the east.	
		14:33:35	What's that over on the hill top? See it right over there? A tower. Yeah that's a tower. Okay civilian.	
10	25	14:34:05	Getting awful high. Yeah I know. Getting down.	
		14:34:30	(Sigh.) What is it? That's the SAM site. Right over there, yeah SAM site, pickle the button. This is Intruder 03 we have a SAM site at coordinates Delta Foxtrot 93. At Delta Foxtrot 93. It's on top of a knoll. There appear to be about five missiles in position on the launchers.	
		14:34:56	Should be coming up on November 4 now. There it is. Roger off your starboard. Roger got it.	
		14:35:15	Getting a little wind thrown back at us that time. Switch back to Option 1.	

FIGURE 3-12 (U) VOICE TRANSCRIPT (2 OF 2)

## UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 141

OPERATIONAL DAY 28 JULY 1967

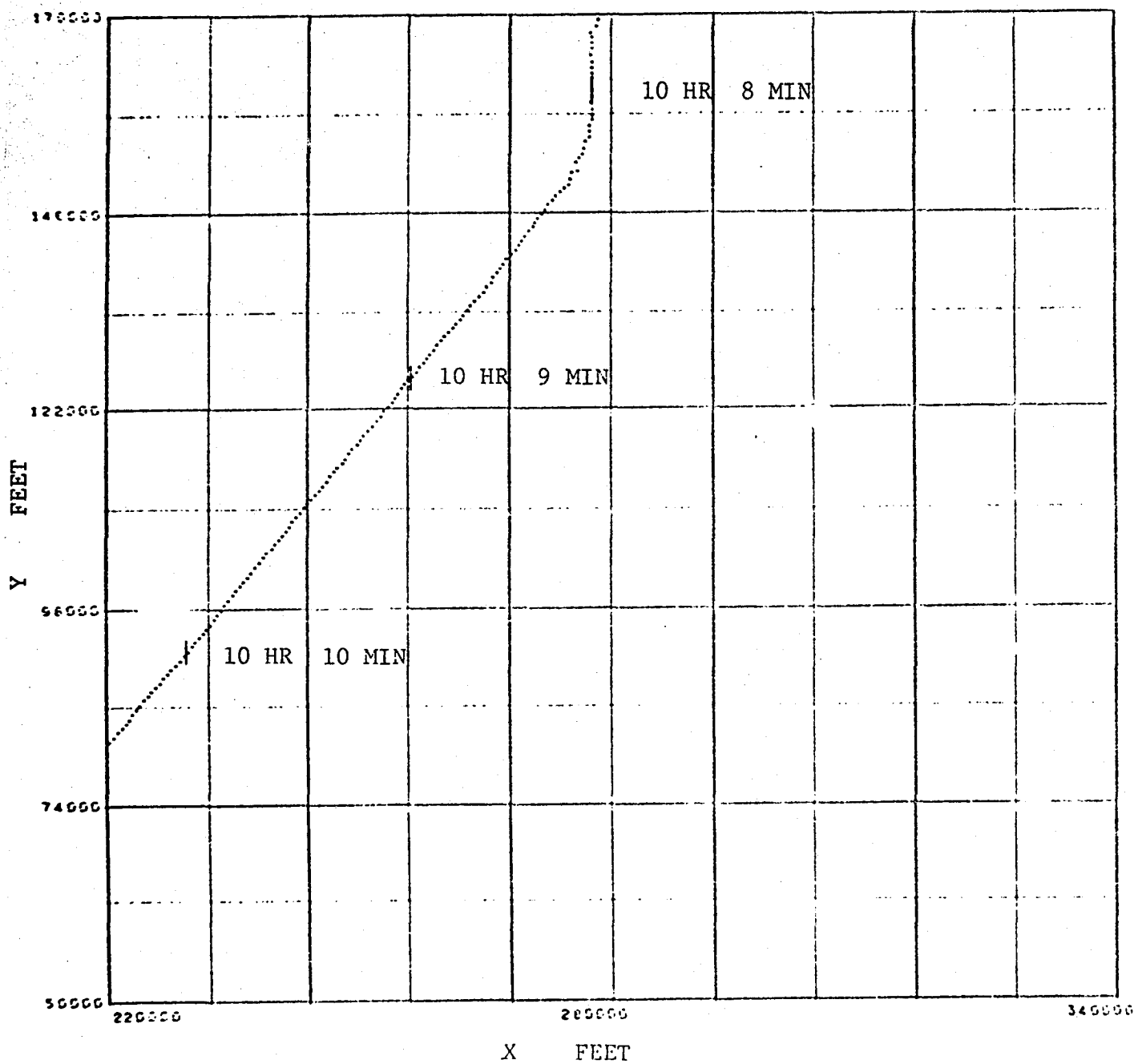
NORTH COURSE

FIGURE 3-13

AIRCRAFT POSITION DATA (U) (1 OF 8)

UNCLASSIFIED

UNCLASSIFIED



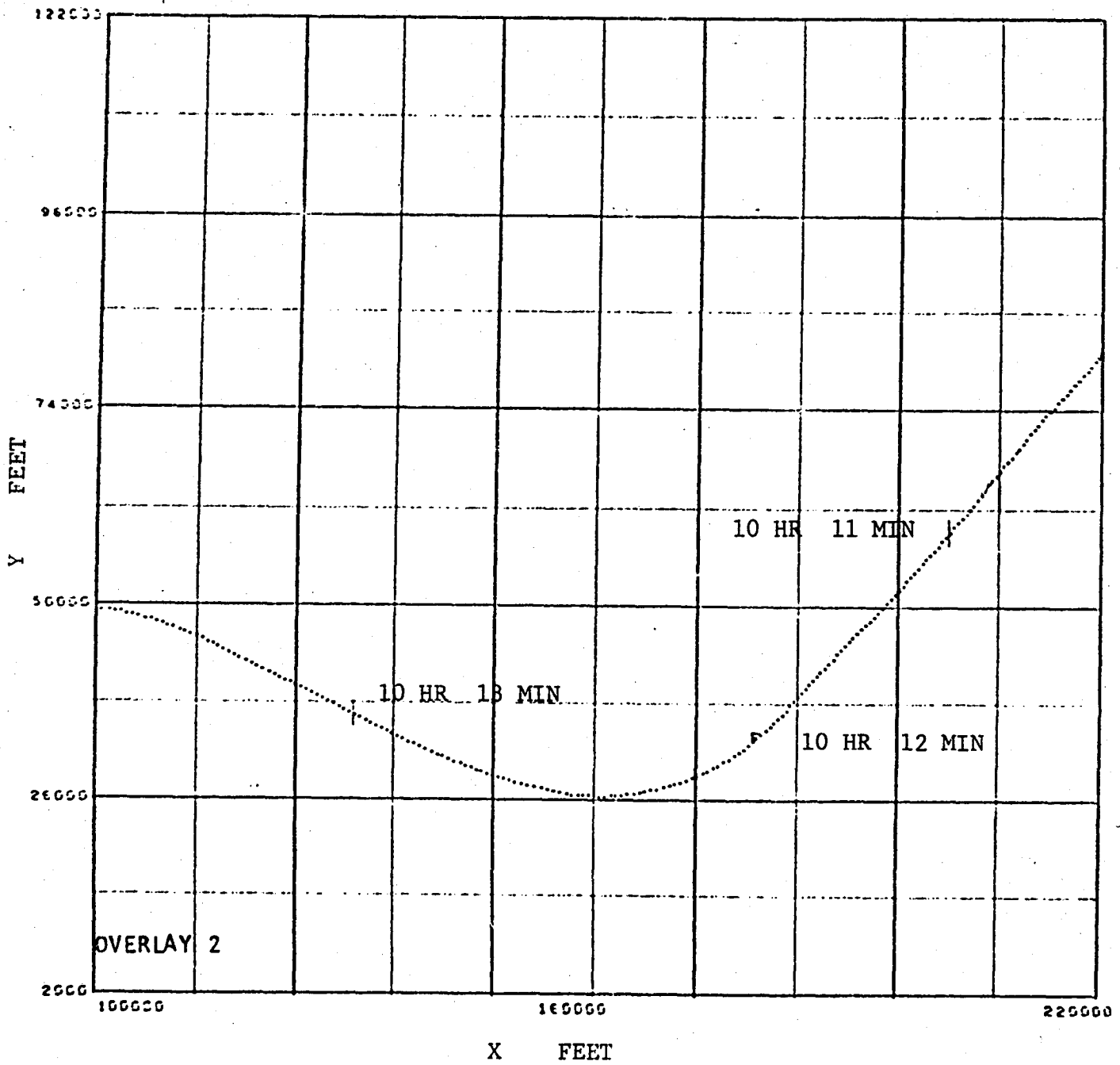
SORTIE NUMBER 141

FIGURE 3-13

AIRCRAFT POSITION DATA (U) (2 OF 8)

UNCLASSIFIED

UNCLASSIFIED



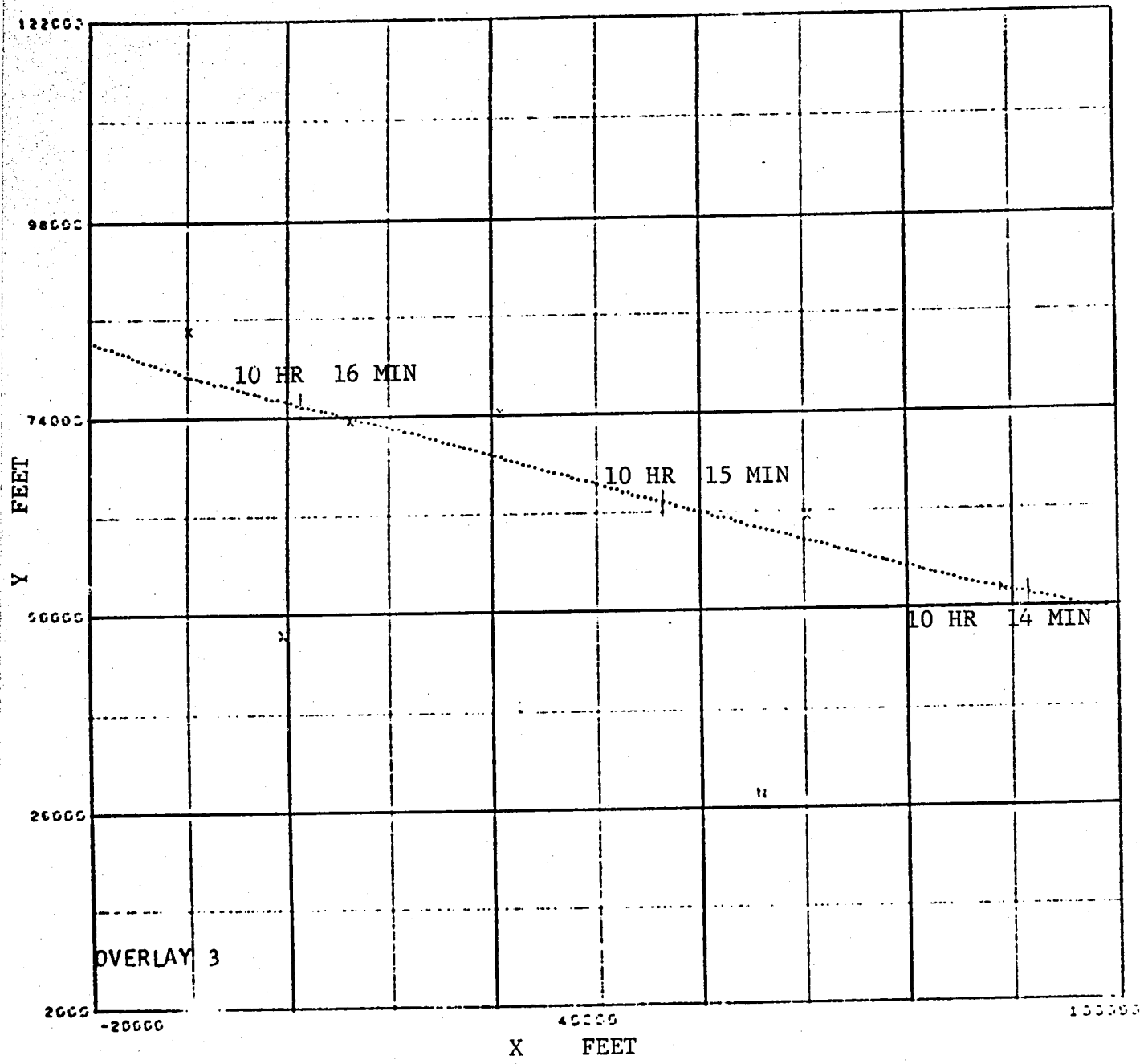
SORTIE NUMBER 141

FIGURE 3-13  
AIRCRAFT POSITION DATA (U) (3 OF 8)

UNCLASSIFIED



UNCLASSIFIED

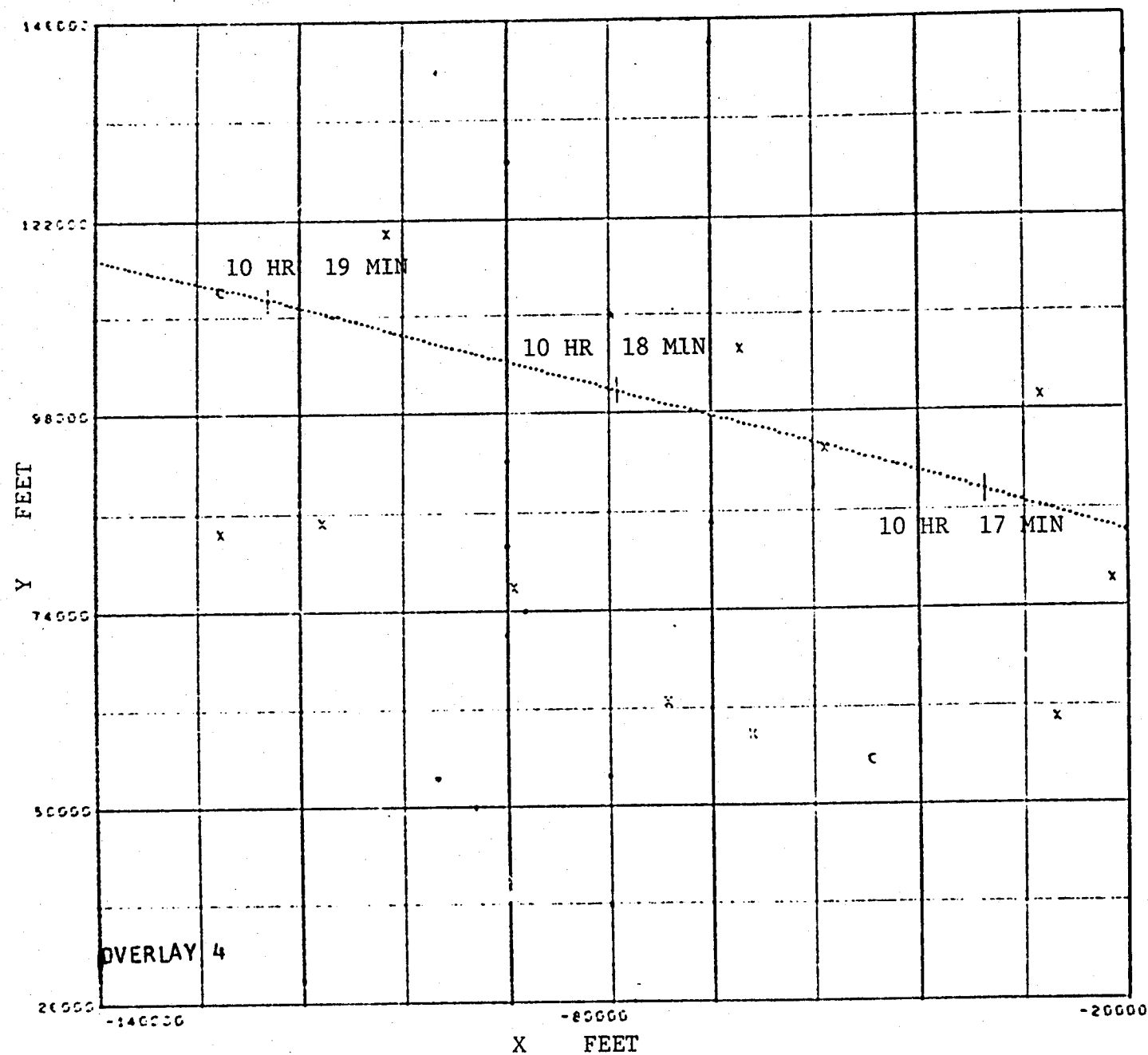


SORTIE NUMBER 141

FIGURE 3-13  
AIRCRAFT POSITION DATA (U) (4 OF 8)

UNCLASSIFIED

UNCLASSIFIED



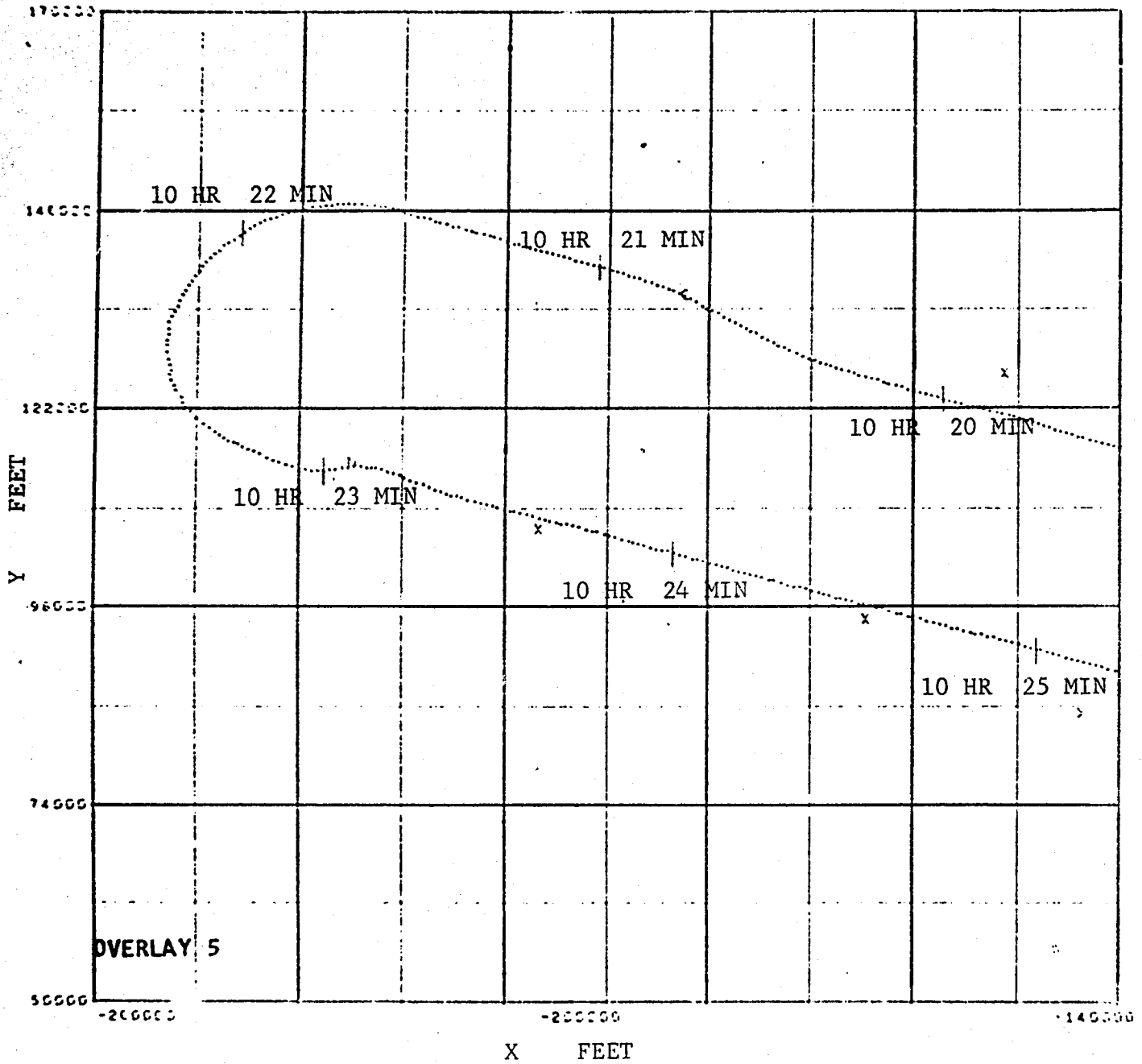
SORTIE NUMBER 141

FIGURE 3-13

AIRCRAFT POSITION DATA (U) (5 OF 8)

UNCLASSIFIED

UNCLASSIFIED

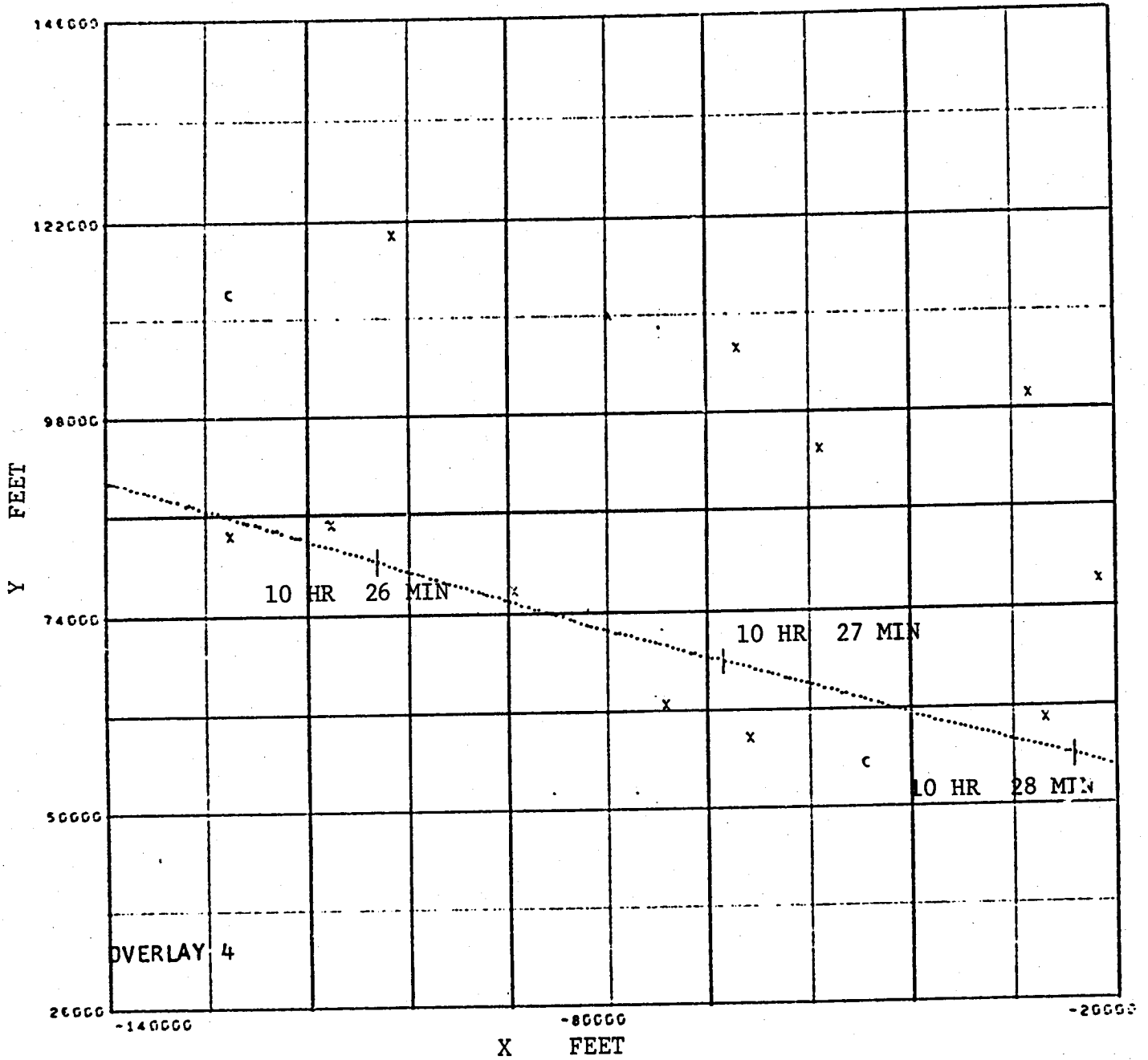


SORTIE NUMBER 141

FIGURE 3-13  
AIRCRAFT POSITION DATA (U) (6 OF 8)

UNCLASSIFIED

# UNCLASSIFIED

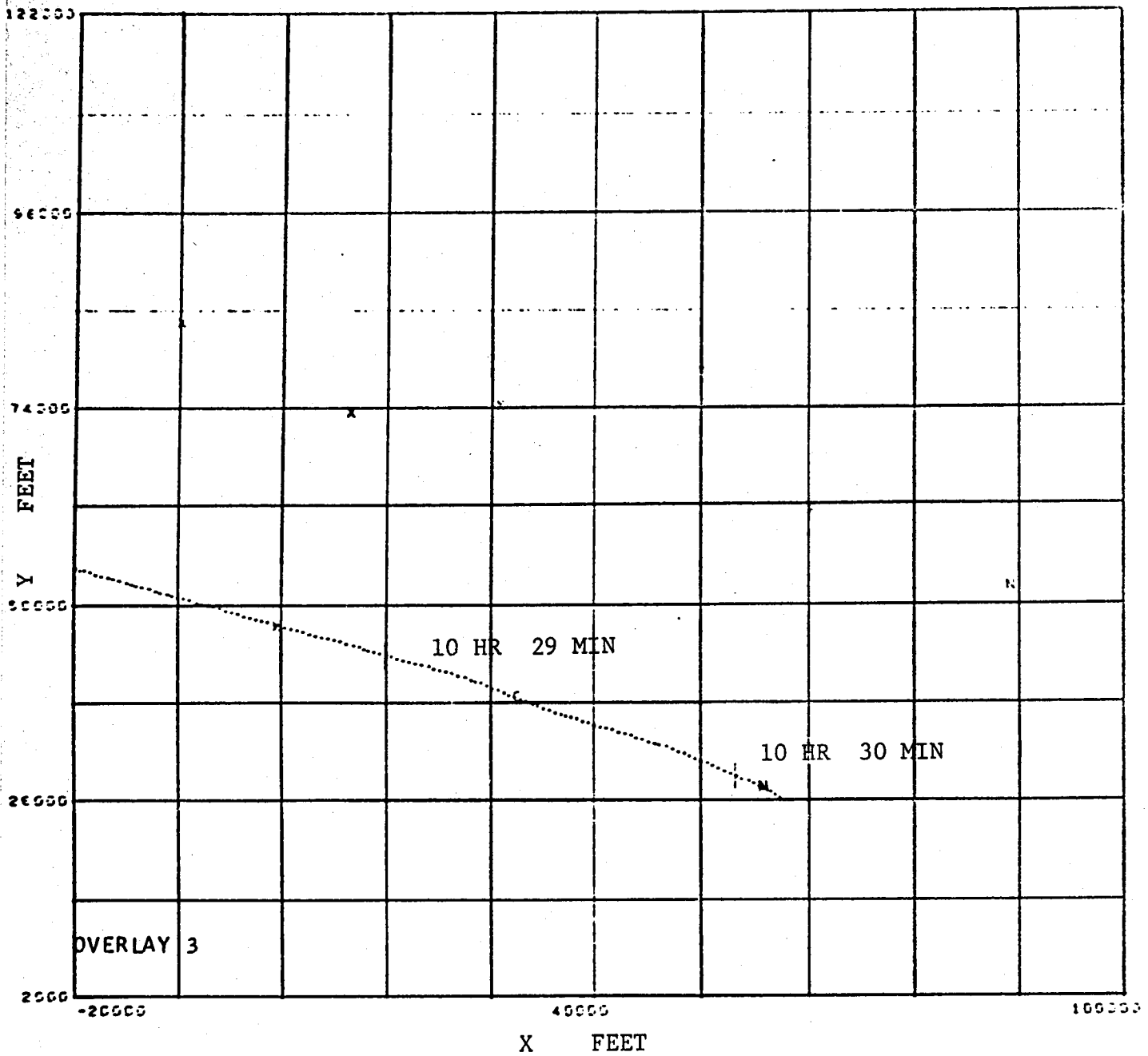


SORTIE NUMBER 141

FIGURE 3-13  
AIRCRAFT POSITION DATA (U) (7 OF 8)

# UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 141

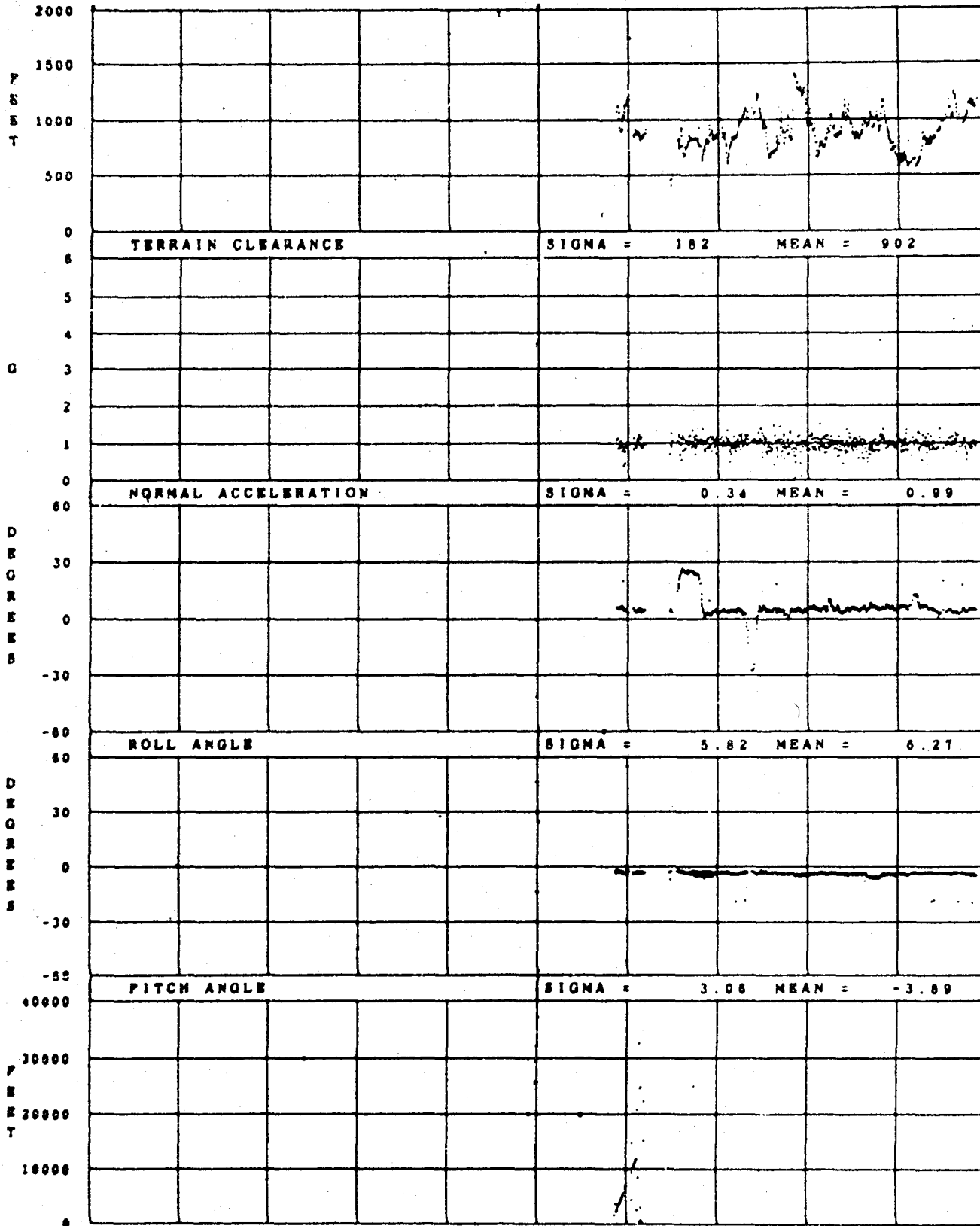
FIGURE 3-13  
AIRCRAFT POSITION DATA (U) (8 OF 8)

UNCLASSIFIED

09 HR 42 MIN

09 HR 47 MIN

09 HR 52 MIN



SLANT RANGE

SORTIE NUMBER 141

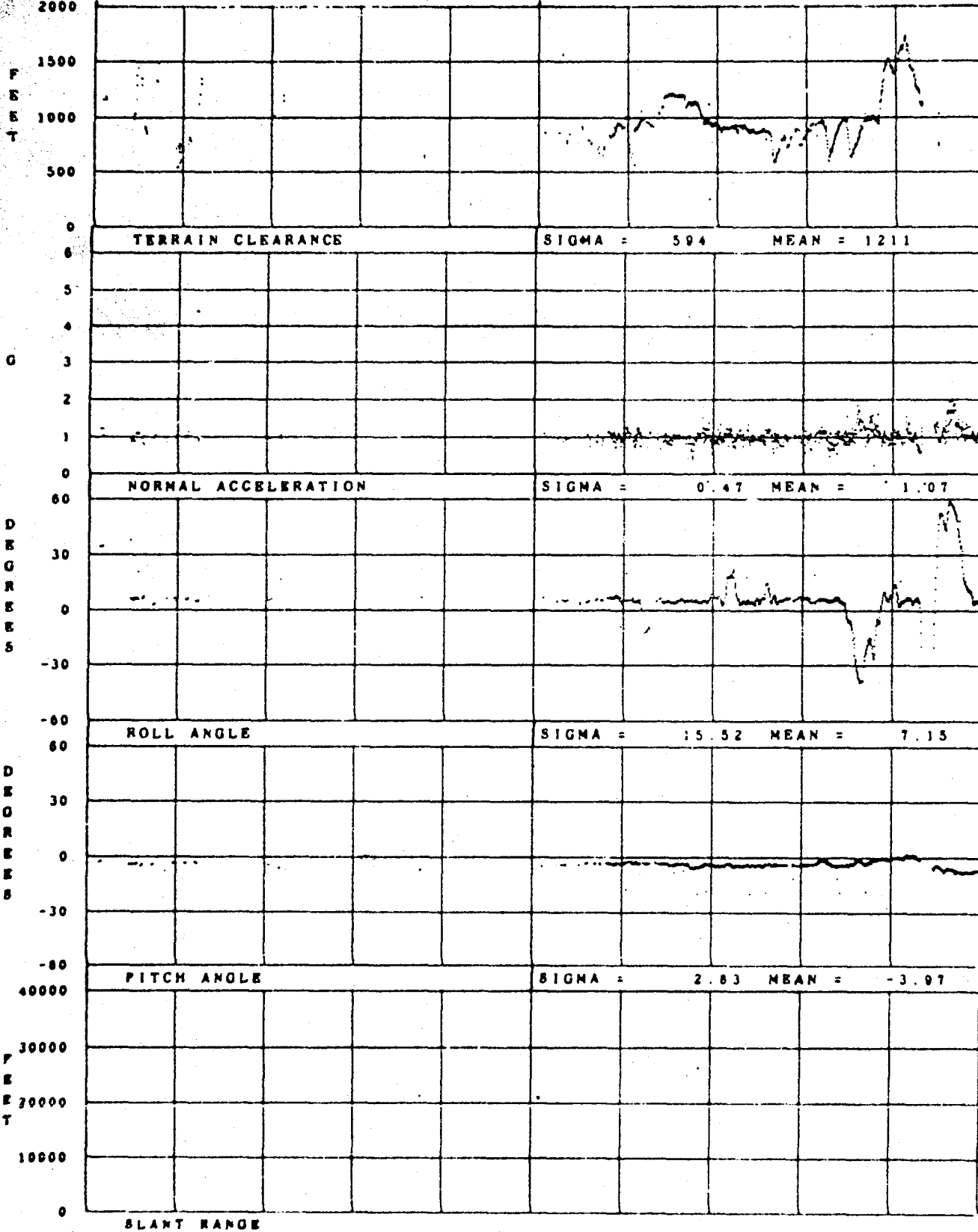
OPERATIONAL DAY 28 JULY 1967

FIGURE 3-14 (U) TELEMETERED DATA (1 OF 5)

09 HR 52 MIN

09 HR 57 MIN

10 HR 02 MIN



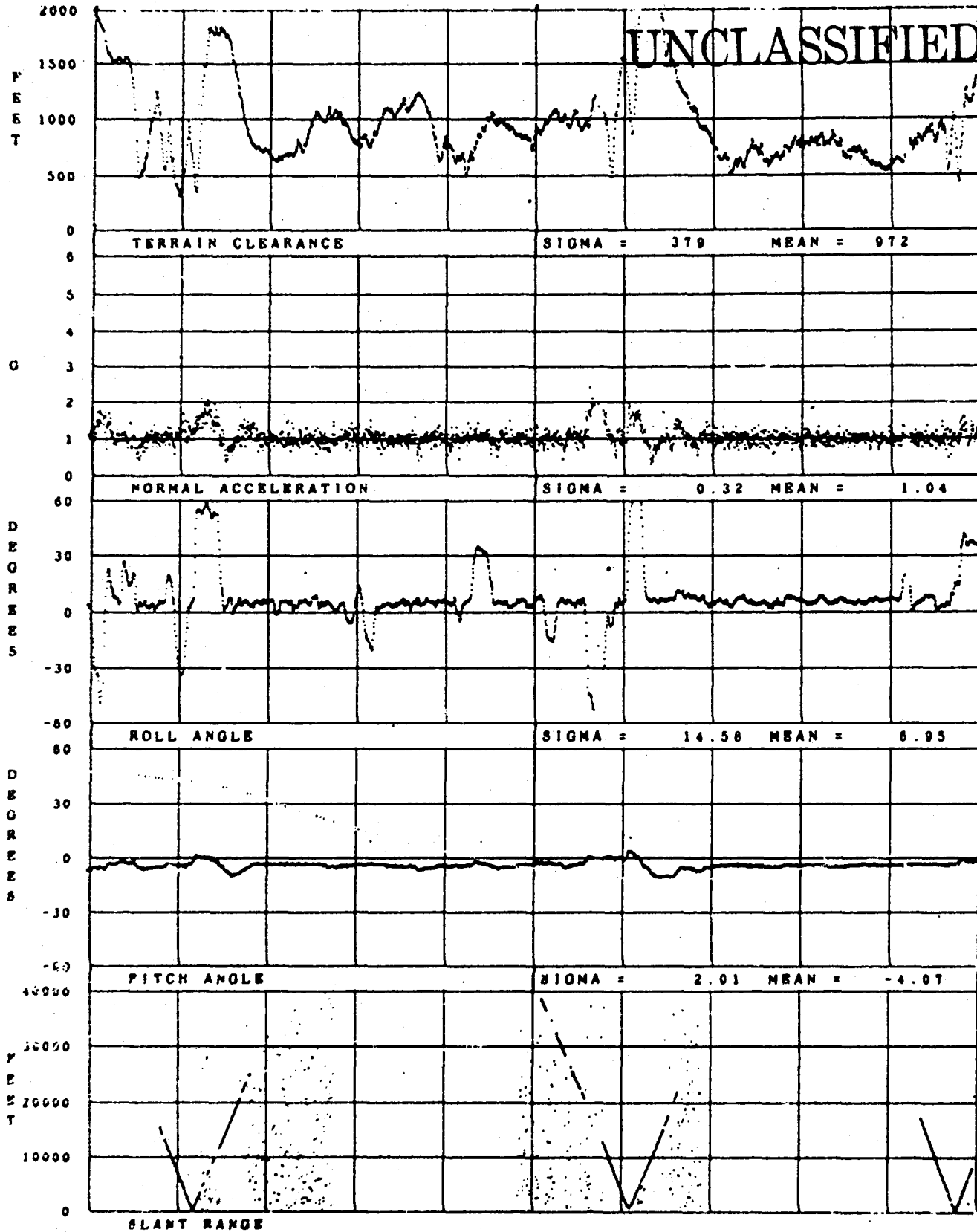
SLANT RANGE

SORTIE NUMBER 141

OPERATIONAL DAY 28 JULY 196

FIGURE 3-14 (U) TELEMETERED DATA (2 OF 5)

2105



ARTIC NUMBER 141

OPERATIONAL DAY 26 JULY 1967

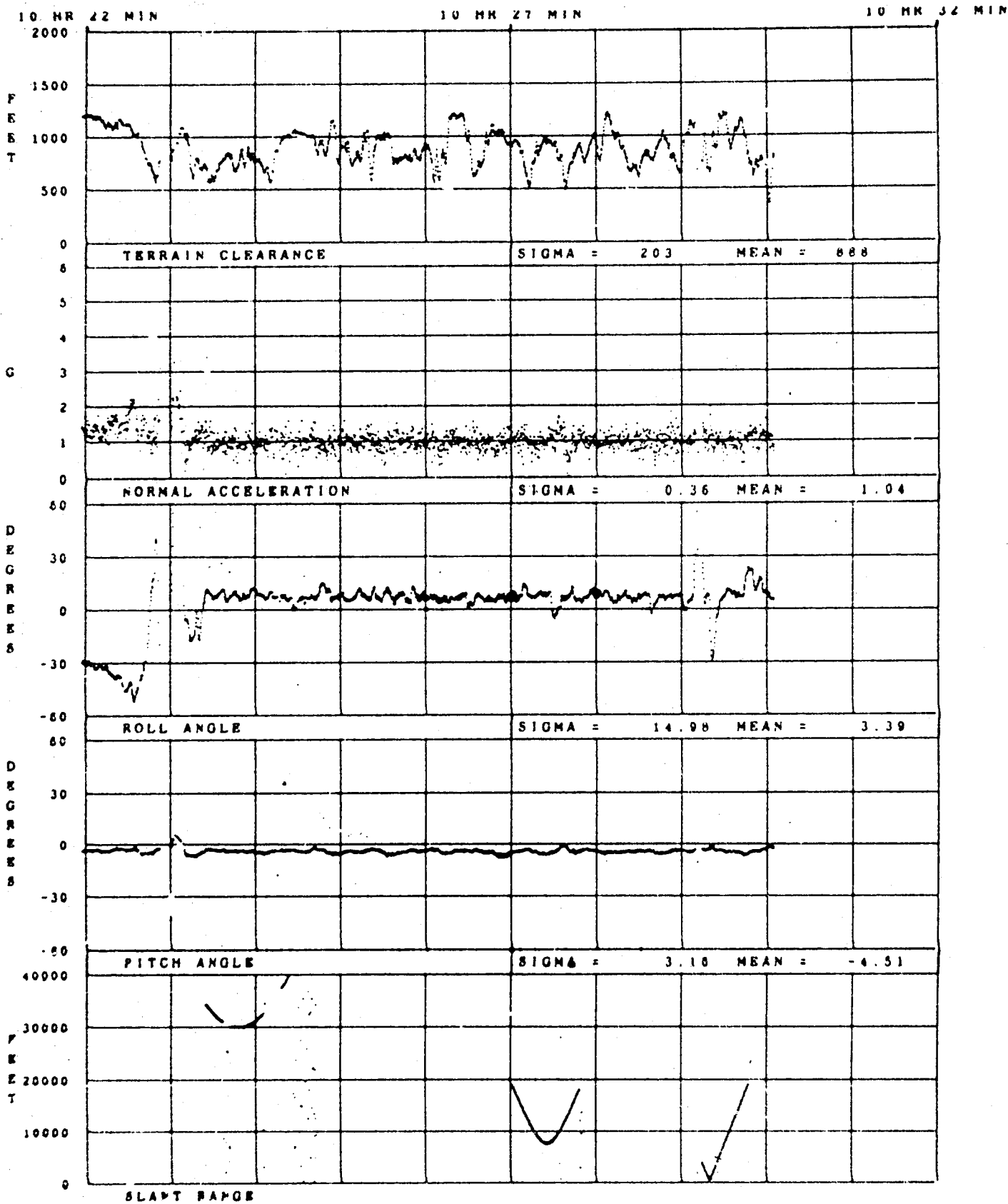
FIGURE 3-14 (U) TELEMETERED DATA (3 OF 5)

UNCLASSIFIED





# UNCLASSIFIED



BORTIE NUMBER 141

OPERATIONAL DAY 28 JULY 1967

FIGURE 3-14 (U) TELEMETERED DATA (5 OF 5)

# UNCLASSIFIED

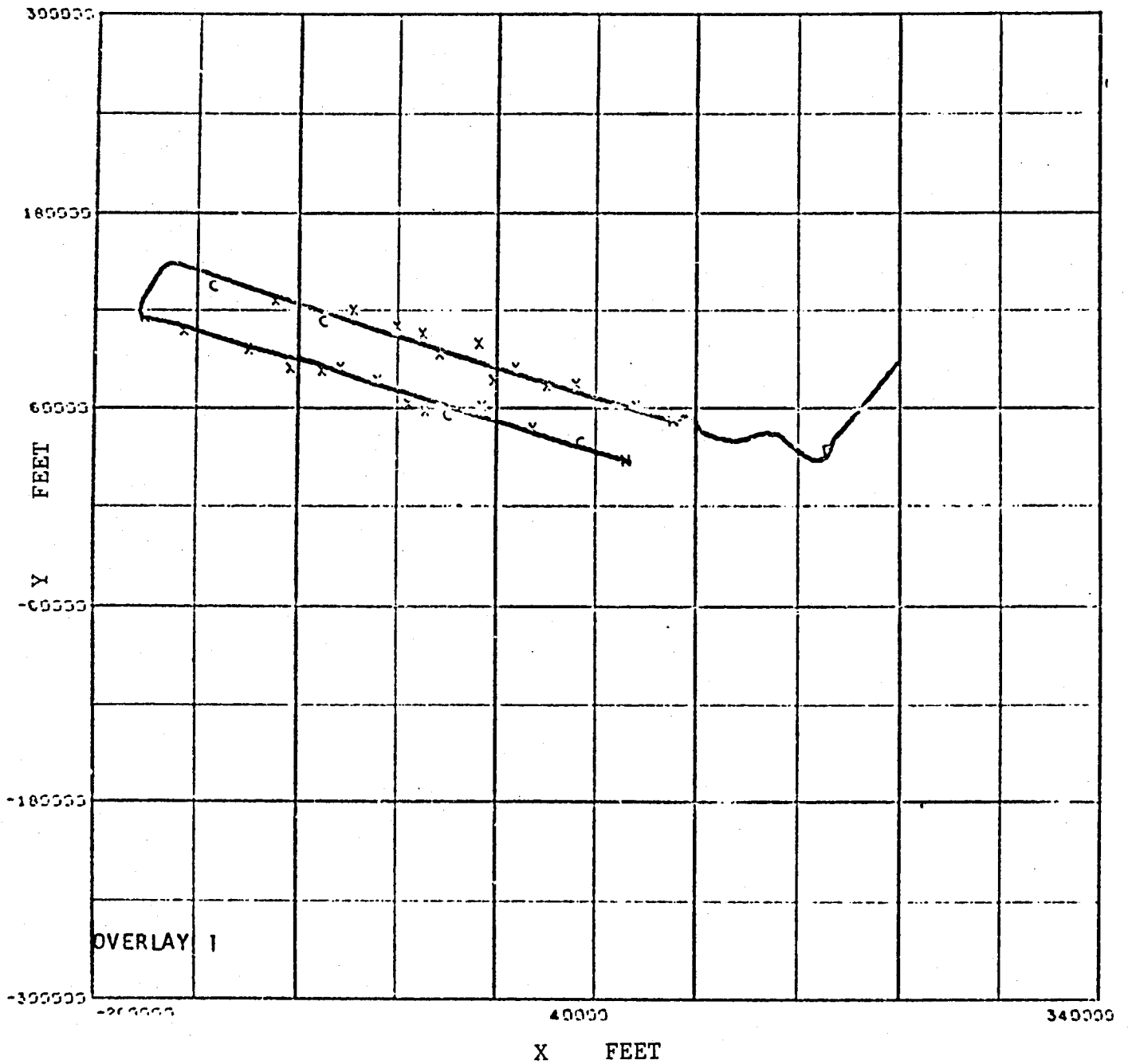
# UNCLASSIFIED

RPT TG/TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 141 DATE 7-28-67
	10:11:22	Heading out here is 290.290. After a normal. . 290 after a normal turn. Roger. This is Intruder 01.	
	10:11:45	Point Fox Trot (static). Option 3.	
	10:12:03	This is Intruder 7 point Fox Trot Option 3.	
	10:12:20	Is that hot mike?	
	10:12:33	Total elapse time should be about 26. Stand by to punch it. Roger.	
	10:12:55	ok we're crossing the road, Rog, appears to me here's another road over here, yea, intersection, _____ and we're passing just about on, I can see the road in the way there, if I can just find the banner and the bridge. Rog.	
	10:13:21	_____ on the clock.	
	10:13:29	I have the banner. Roger. 280 over there right? Yea affirm, 278 or 279. Then I have hit this button, no I have not, since I don't see the bridge here. Right.	
	10:13:58	Ok I hit it now. And your clock. Now _____. Holy mackerel a bird. This is Intruder 7 November 1 pod Option 3.	
1	3	10:15:38	Ok, there's something up there on the clearing on top of the hill, ah, at time 200. Roger. This is Intruder 7 I have an anti-aircraft site composed of three light guns, on top of a hill. It's position please? Ah pardon me ah Charlie Golf 55.
2	7	10:16:29	Yea, pass over that road, at 2:30. Rog.
		10:17:25	This is Intruder 7 I have a single SAM launching site with three associated vehicles, at time 4:30. That's 3, 3:30. 3:30. Roger 3:30 right on top of a crest, Bravo Golf 72 or 73. Was that the one you were supposed to hit the event marker on? Negative. Oh yea, I guess it was. Ah son of a gun.
		10:18:11	I didn't really realize it was a SAM site until I was directly over it and I just saw vehicles. Roger. It wasn't A white SAM this time, it was camouflaged the dirty birds.
		10:18:33	So far it's really strictly hunger on my side.
3	11	10:18:47	Yea we're coming up on time 5 Rog, I think we've been a little bit low.
		10:18:58	This is Intruder 7 I have an air field, at _____ time 5 plus 00. Running north, east to southwest, at with a command post situated. Command post that were hangers, buildings situated on the east side of it. And the location Bravo Echo 78.
		10:19:35	Ok and our time on the end of this is, I have a GCI site. Rog delay that -- laugh. Time is way wrong. Coming up on six minutes.
		10:20:06	That's one event button I have to recite. Ok I have the micro wave tower, Rog.
		10:20:23	And I believe I have a GCI site, Roger, I do. And I have hit the event button. And we're dropping our nepalm on it Roger. Area was slightly left a _____ when I found.
4	F	10:20:49	This is Intruder 7 I have several vehicles, possibly armored vehicles approximately, about three quarters of a mile at 4 o'clock, a position Alpha Charlie, ah Alpha Charlie 77. Ok, keep your head open head up and eyes open. Ah _____.
		10:21:21	Ok, there's a straight stretch of road down there the road should be in.
		10:21:58	And heading out of here is about 078 is that correct. Yea make it 98, 908, 098.
		10:22:55	I have it. Event button. (static) can't understand).
		10:23:08	This is Intruder 07 03 November 3.
		10:23:17	098. Right. And it's six minutes and 48 right, no this is seven 0 five. And you're a little fast right now.
		10:23:39	And this is. Ah I don't know what the hell that is.
		10:23:42	Time 35 seconds, Rog.
5	14	10:23:47	Intruder 7 I have a POL storage at Bravo Charlie 1 5. Ah approximately two long rows, of ah drums on their sides stacked with ah couple POL _____ (trucks?) estimate 90-100 drums.
		10:24:34	(Static). Ok mark the time a minute and 1/2 Roger.
6	15	10:24:42	This is Intruder 7 I have a small complex. Possibly (static) a couple of guns guns. At coordinate Bravo Delta 12 in an open field.
		10:25:02	(So much static that you can not distinguish what is being said) Short of a major northeast highway.
		10:25:34	Ok the time 3-1/2 Roger. _____. Correction 2-1/2 Rog. I had what appears to be _____.
7	17	10:25:47	This is Intruder 7 possible wake communication, trucks parked _____ at Charlie Charlie 29. Ok time 245.
8	18	10:26:06	This is Intruder 7 I have a storage area in a clearing in a clearing surrounded by forest approximately seven sorry Bill position is Charlie Charlie 88. Yea we're a little ahead of time, say again, we're a little ahead of time, about fifteen seconds, Rog.
9	20	10:26:49	Ok, time is 243 45. Ok 3:45 that's affirm and I have a _____ This is Intruder 7 with a several trucks, in revetments about half a mile south at coordinates Charlie Delta 5 3. We are crossing, ah never mind. We are coming up on a tiny _____ looks like we're right about back on time,
10	23	10:27:48	This is intru, mark the time, this is Intruder 7 I have a series of aircraft, about six, it's anti-aircraft site composed of six light revetted guns, and two trucks on a crest of a hill. At ah. This is Timber 1 this is Intruder 7 go ahead. Position was Charlie Fox Trot 0 correction, Charlie Fox Trot 40.
		10:28:14	We have a forest tower right to our left at time. 14:30. We're on time then, just a little ahead.
11	25	10:29:09	There's something right on the crest of the hill up there. Want to check it. SAM site. _____ This is Intruder 7 I have a surface to air missile site with _____ with three single launchers and a _____ on the top of the crest, (static) 6 and a quarter. We have a final SAM site I believe. And the SAM site located at Delta Golf 12.
		10:29:51	Final turnpoint and I have hit the event button. Rog. Right on time, very nice. Roger. Option 1.

FIGURE 3-15 (U) VOICE TRANSCRIPT

# UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 158

OPERATIONAL DAY 31 JULY 1967

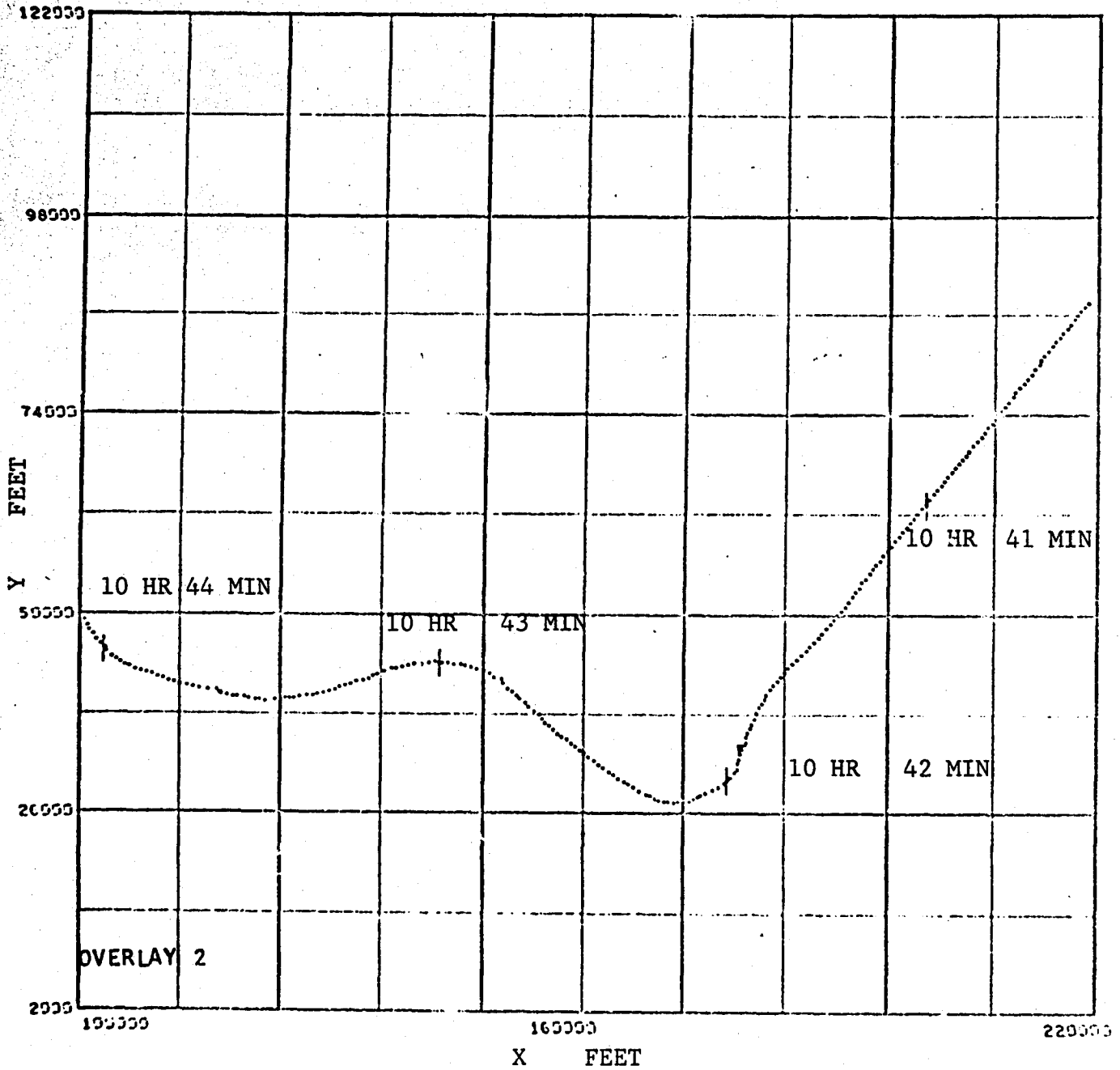
NORTH COURSE

FIGURE 3-16

AIRCRAFT POSITION DATA (U) (1 OF 7)

UNCLASSIFIED

# UNCLASSIFIED



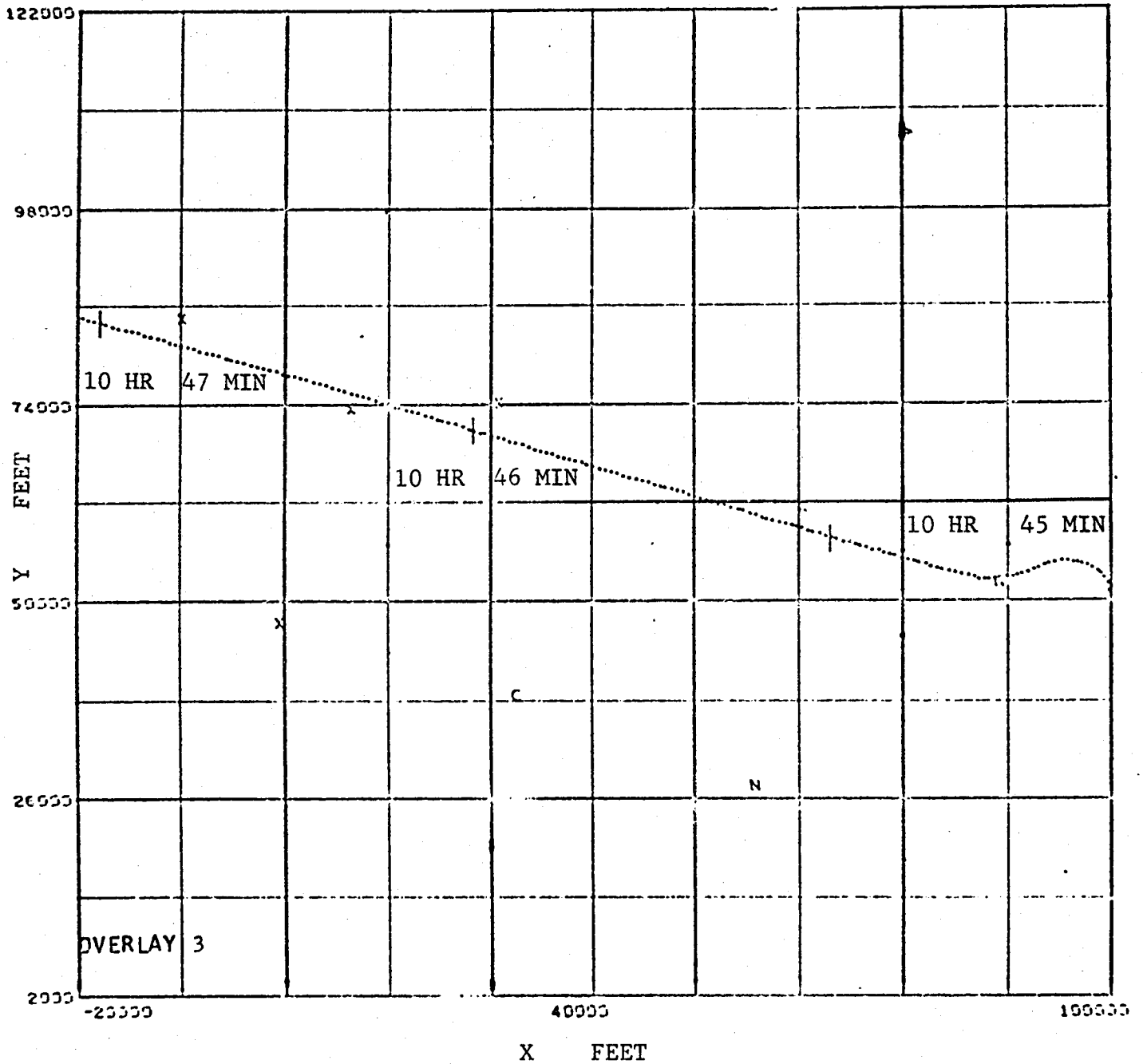
SORTIE NUMBER 158

FIGURE 3-16

AIRCRAFT POSITION DATA (U) (2 OF 7)

# UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 158

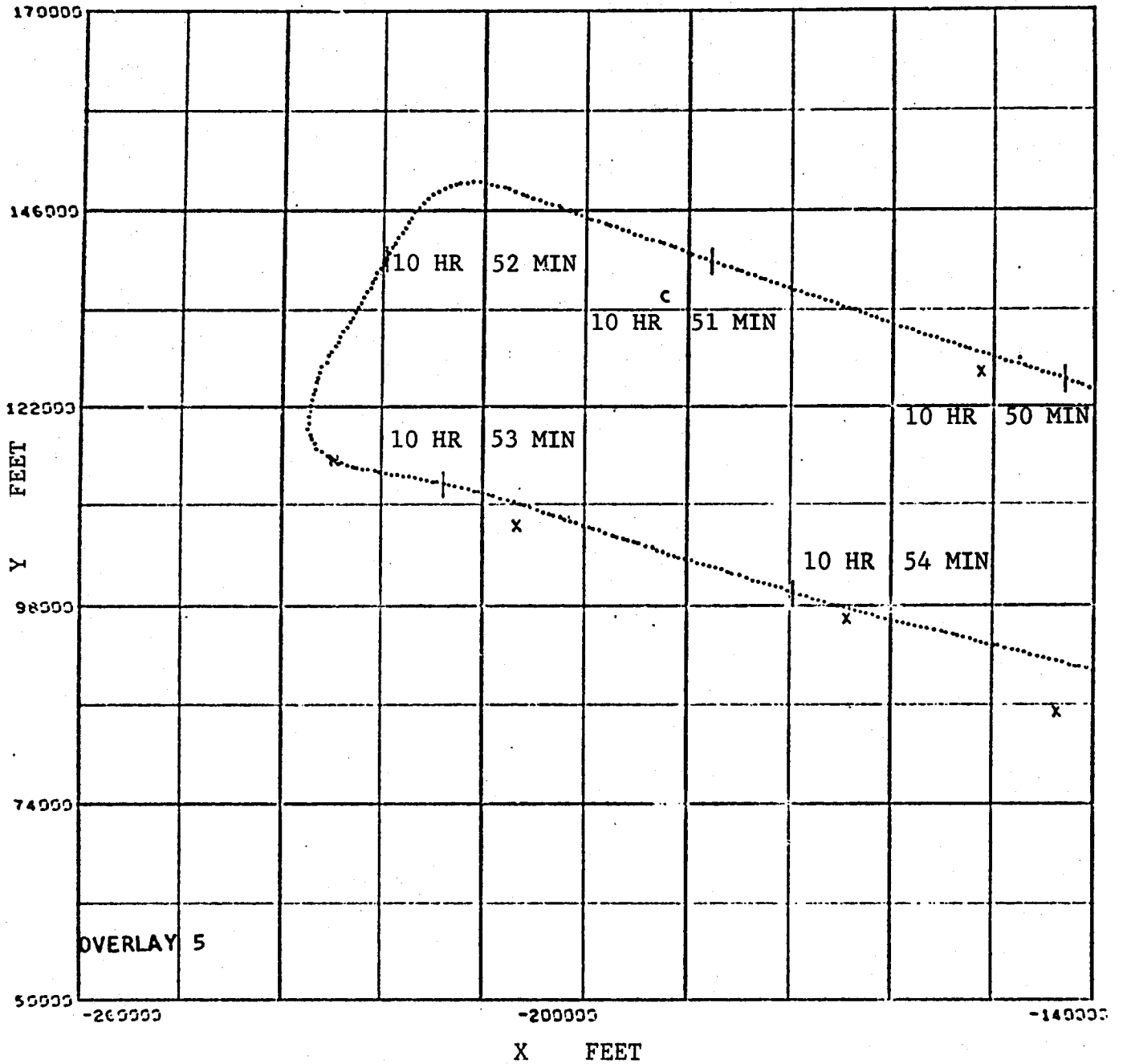
FIGURE 3-16

AIRCRAFT POSITION DATA (U) (3 OF 7)

UNCLASSIFIED



UNCLASSIFIED



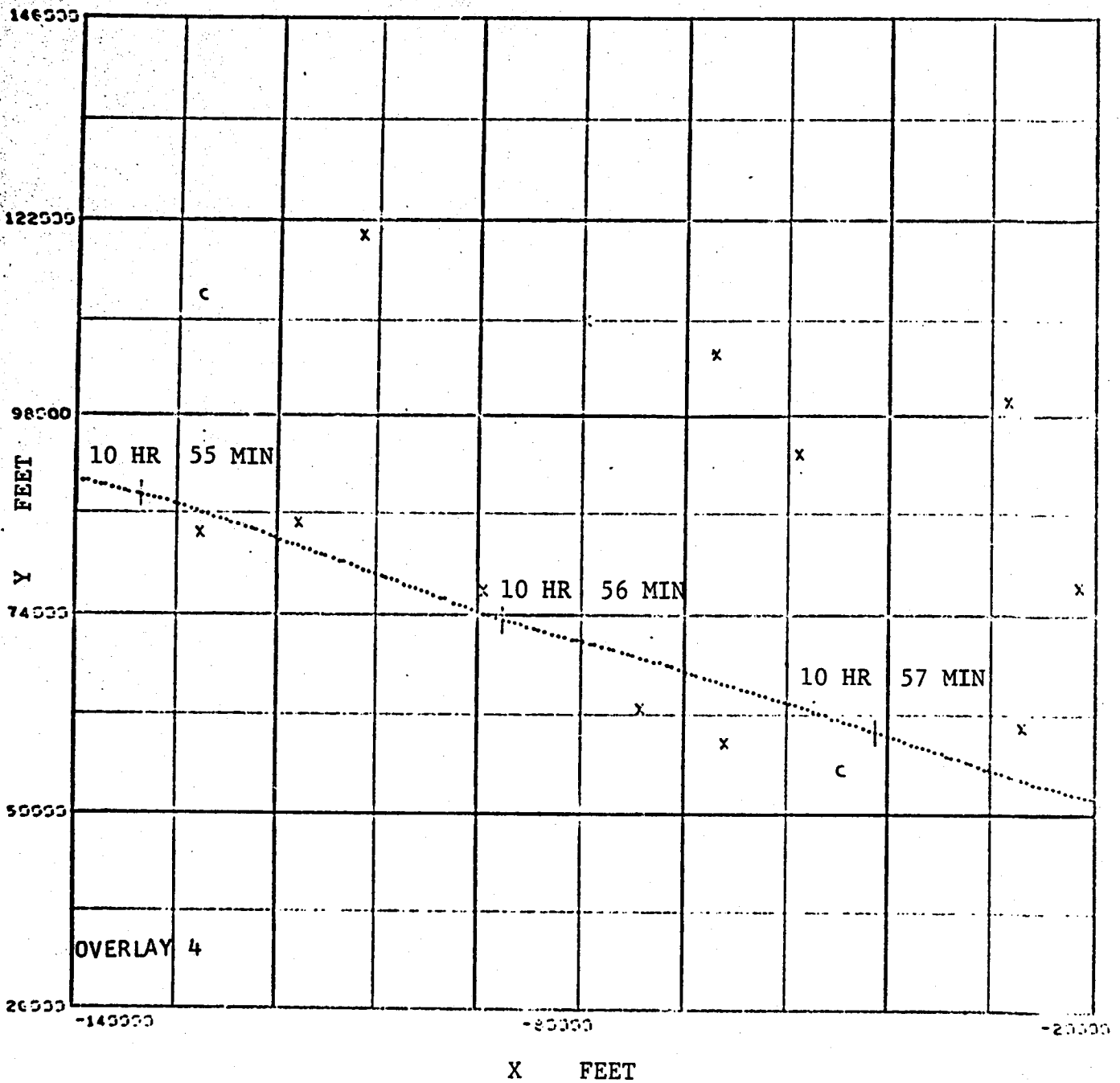
SORTIE NUMBER 158

FIGURE 3-16

AIRCRAFT POSITION DATA (U) (5 OF 7)

UNCLASSIFIED



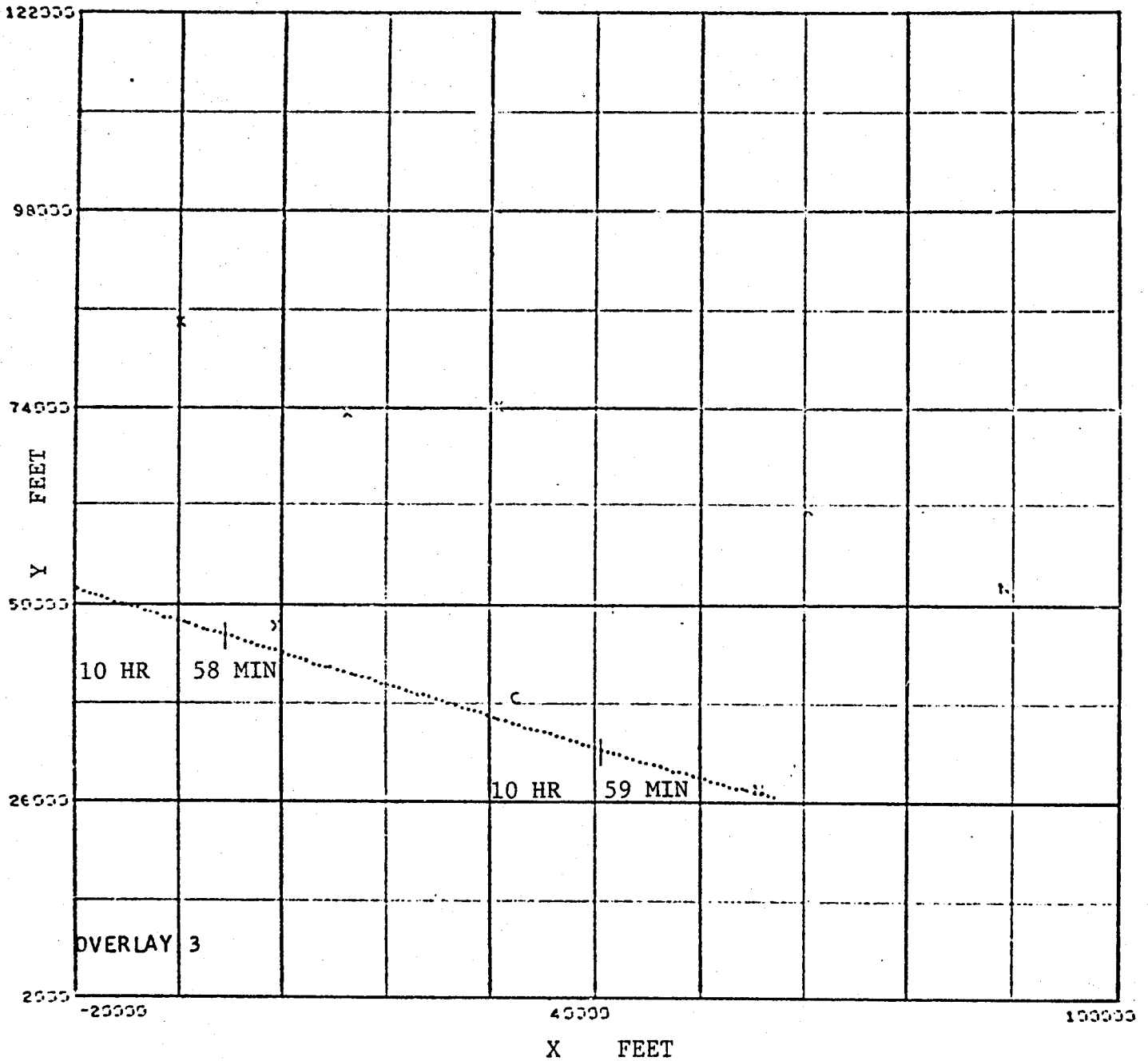


SORTIE NUMBER 158

FIGURE 3-16  
AIRCRAFT POSITION DATA (U) (6 OF 7)

275

UNCLASSIFIED



SORTIE NUMBER 158

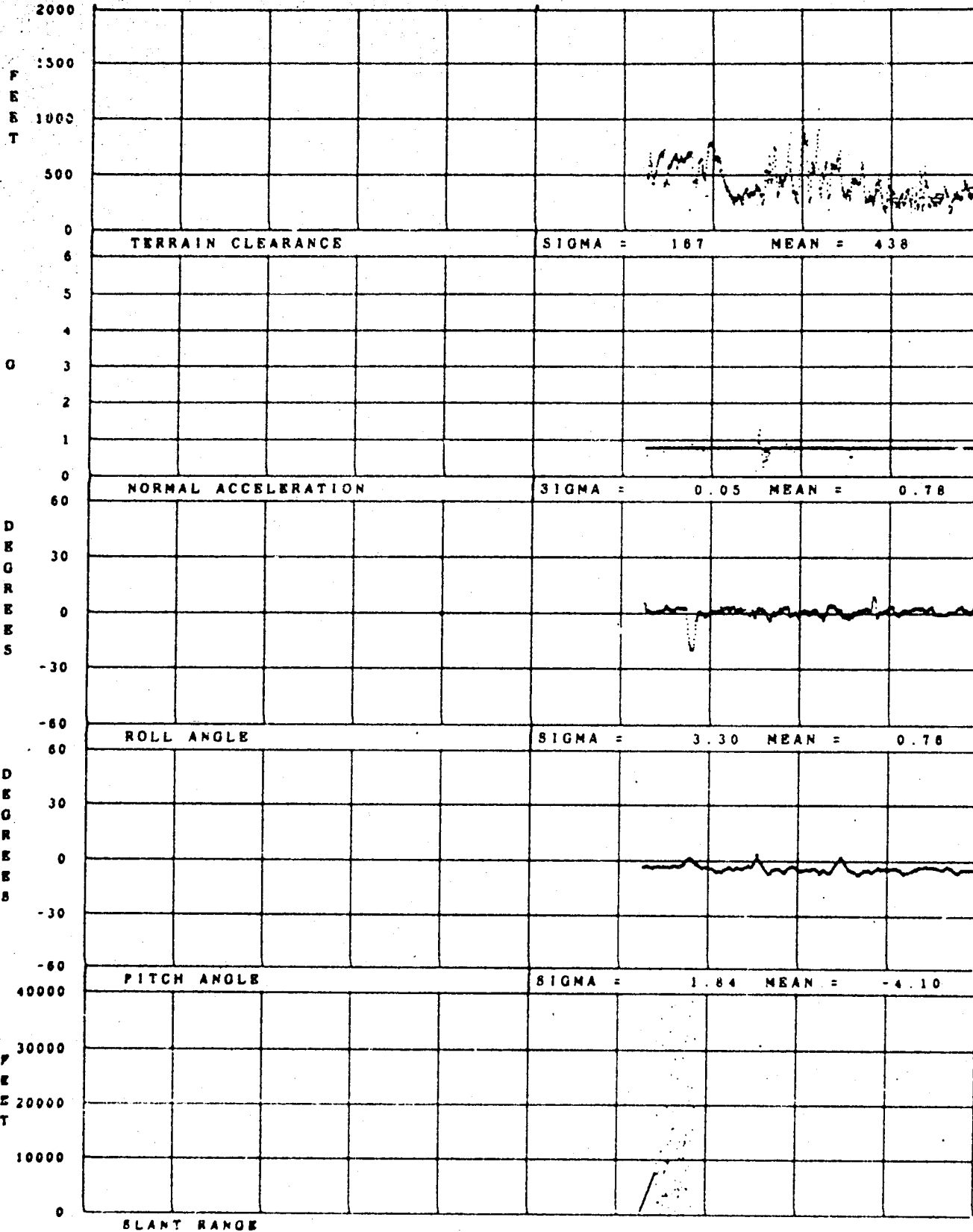
FIGURE 3-16

AIRCRAFT POSITION DATA (U) (7 OF 7)

UNCLASSIFIED

278

10 HR 11 MIN 10 HR 16 MIN 10 HR 21 MIN



BORTIE NUMBER 158

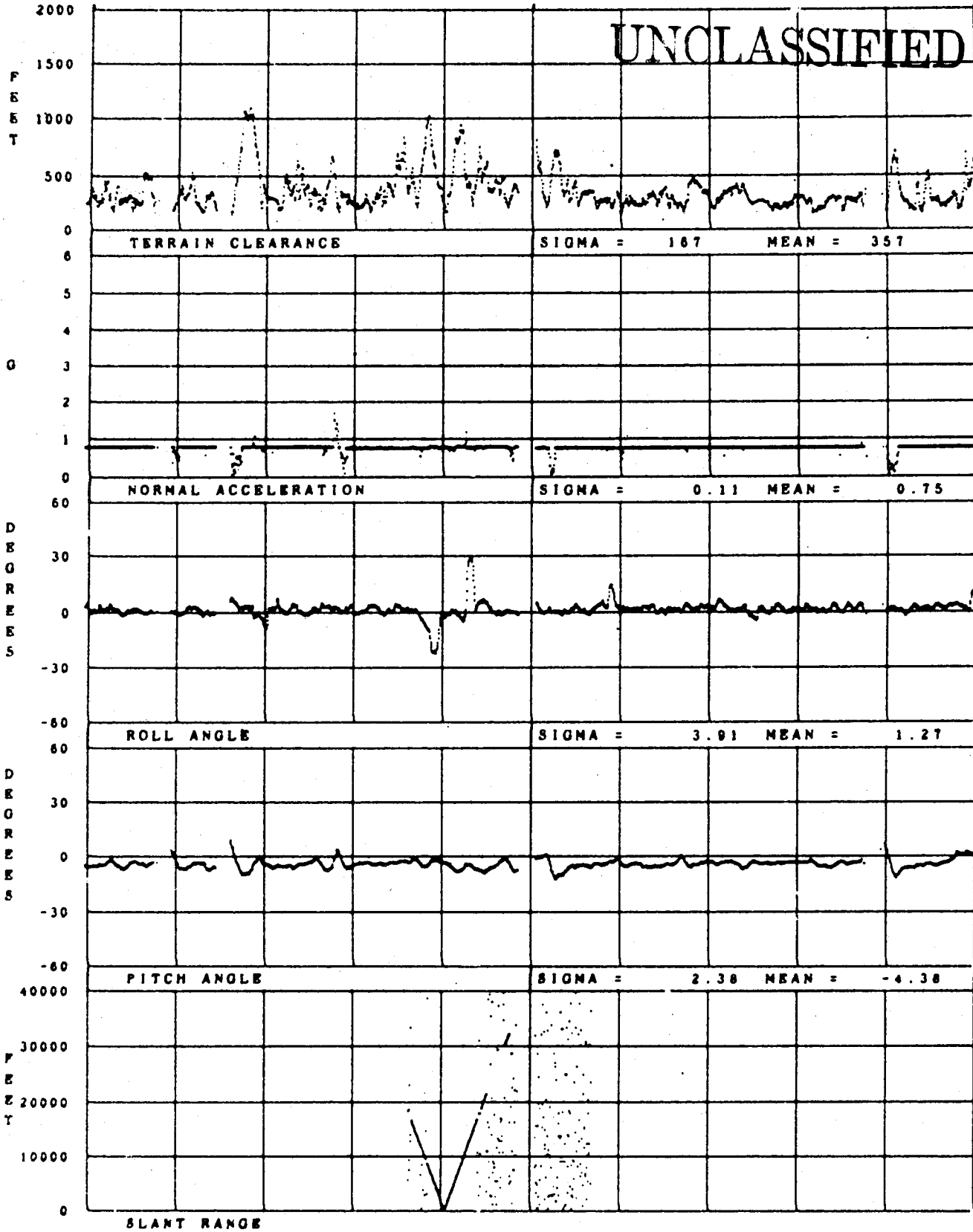
OPERATIONAL DAY 31 JULY 1961

FIGURE 3-17 (U) TELEMETERED DATA (1 OF 5)

10 HR 21 MIN

10 HR 26 MIN

10 HR 31 MIN



SORTIE NUMBER 158

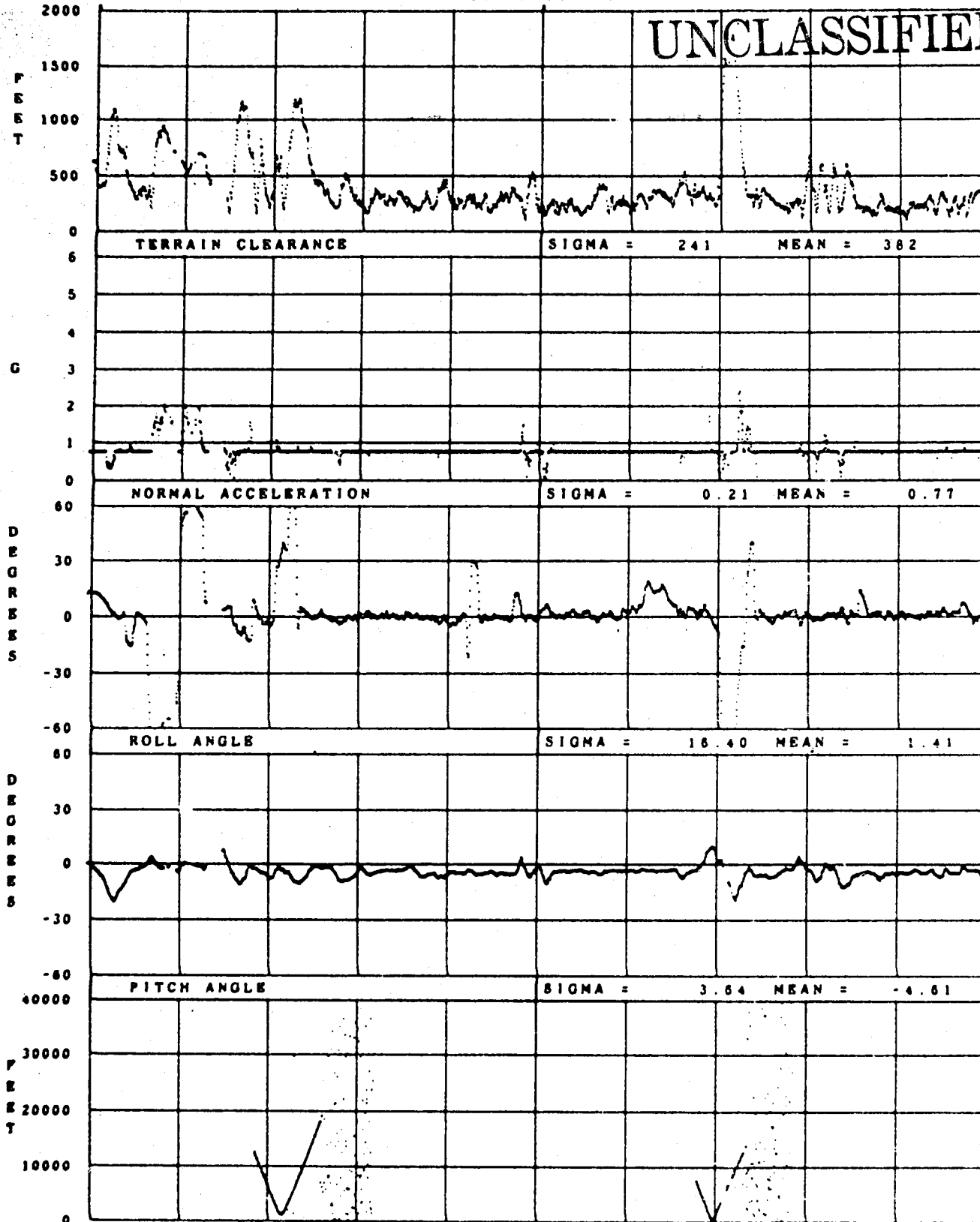
OPERATIONAL DAY 31 JULY 1967

FIGURE 3-17 (U) TELEMETERED DATA (2 OF 5)

UNCLASSIFIED

278

UNCLASSIFIED



SLANT RANGE

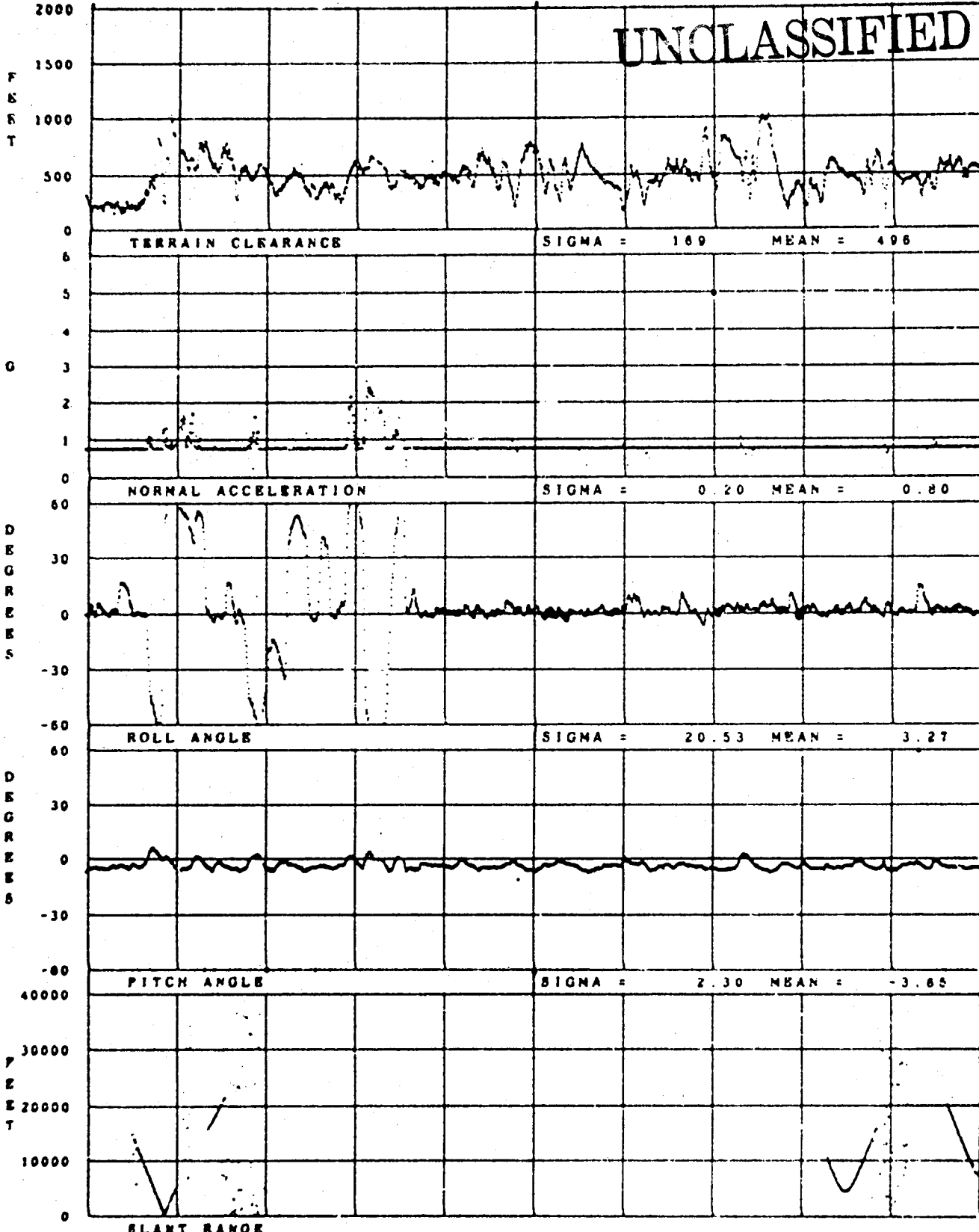
SORTIE NUMBER 149

OPERATION: MAY 31 JULY 1961

FIGURE 3-17 (U) TELEMETERED DATA (3 OF 5)

UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 156

OPERATIONAL DAY 31 JULY 1961

FIGURE 3-17 (U) TELEMETERED DATA (4 OF 5)

UNCLASSIFIED

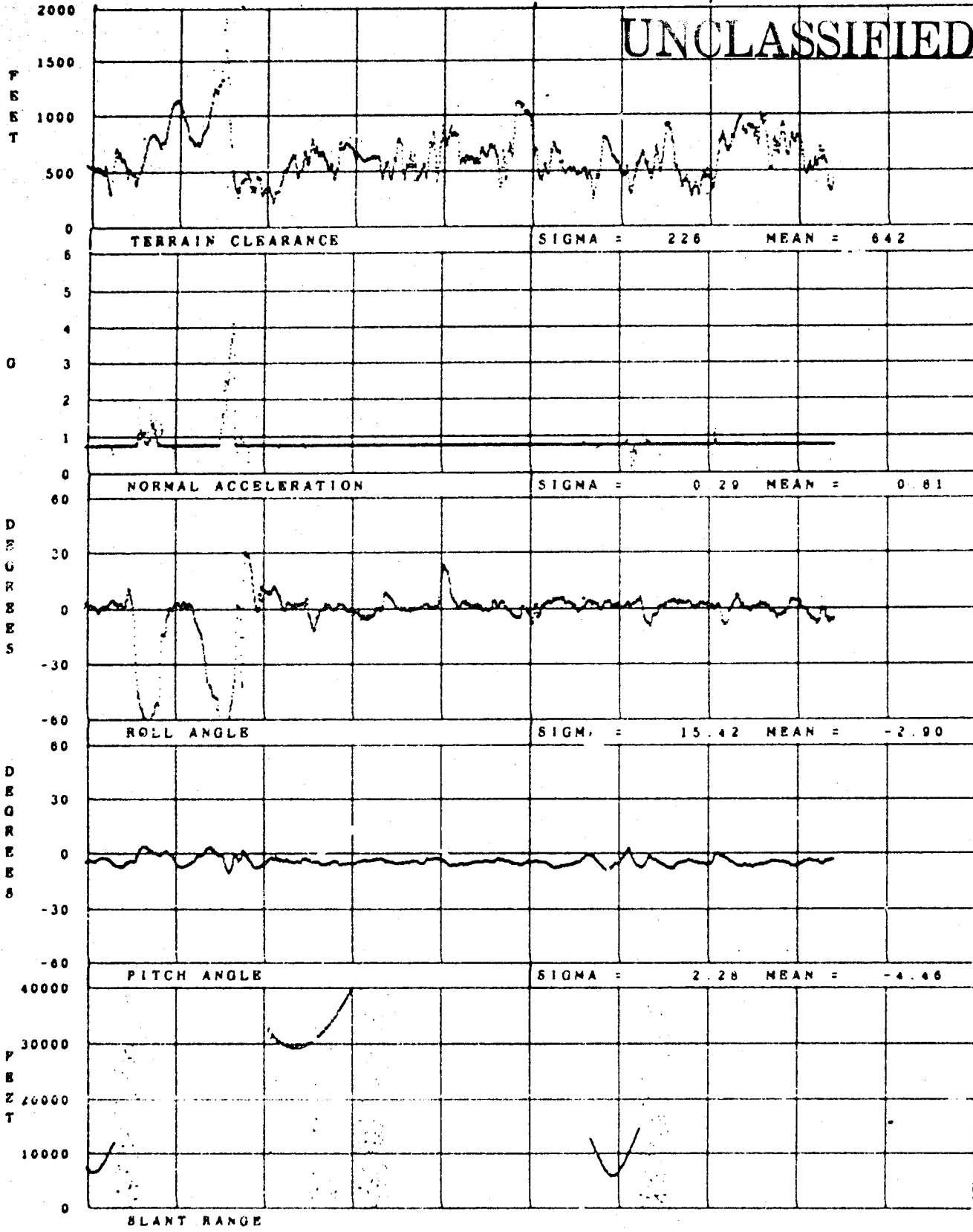
280

10 HR 51 MIN

10 HR 56 MIN

11 HR 01 MIN

UNCLASSIFIED



BORTIE NUMBER 158

OPERATIONAL DAY 31 JULY 1967

FIGURE 3-17 (U) TELEMETERED DATA (5 OF 5)

UNCLASSIFIED

RPT TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 158 DATE 7-31-67
	10:39:00	(Tone ceases).	UNCLASSIFIED
	10:44:16	Ok. There's our marker. There's our marker. That's affirmed. Ok. Stand by for the clock, and call Timber.	
	10:44:28	Timber, Intruder 8 to November 1.	
	10:44:36	Ok. Here we go. Ok. 280 steady.	
	10:44:57	Did you hit your clock? Right I hit my clock. Ok. Ok. Big transmission line there.	
	10:45:20	Your heading is 288. Looks good.	
	10:45:50	Ok. Check that clearing down there. No. Nothing under there.	
	10:46:01	Along the river.	
1 3	10:46:15	Right? on heading. A minute and a half. Ok.	
	10:46:19	Target 11 o'clock, I mean over right there on top of that hill. Uh noticed, Uh Intruder 8, target 2 Possibly one piece of artillery on top of a hill in a clearing. No activity. Actual equipment. Co Coordinates Charlie Hotel 22. Equipment was facing in a easterly direction on the last one, southeast, I mean northeasterly.	
	10:46:48	Equipment was facing in a easterly direction on the last one, southeast, I mean northeasterly.	
	10:46:57	We should be passing a road intersection, Tom. Right. Over it. Oh (****). (****).	
	10:47:08	Ok. Check that clearing there. There's 3 (minutes?) cut.	
	10:47:21	Ok. We're comin' up on a big road.	
2 7	10:47:47	How about over there, Tom. Ok. Target. Missile launcher, 2 trucks. Missile launcher pointed in a northerly direction. Uh Mounted in a 45 degree angle on a truck. 3 vehicles. Actual equipment uh. No personnel observed in sight. In a clearing on top of a hill. Coordinates Brav Bravo, Brav Bravo Golf 71.	
	10:48:17	Ok, and we just crossed a road and a railroad. Rog. Rog, I got it? (5 min. on this leg?).	
	10:48:26	Boy, that was a son of a gun to see.	
3 9	10:48:30	Ok. Target right over there. Ok. Yeah trucks.	
	10:48:32	Trucks right there. At 9 o'clock. Yeah right. 1,2,3,4,5 trucks, uh, pointed in a northerly direction. Lined up in a row. Uh. No activity observed. Appear to be actual equipment. Coordinates Brav Bravo Foxtrot 85.	
	10:49:23	And that was Intruder 8.	
	10:49:42	Ok. Comin' up on 6 minutes. Ok. A road back there with a big 90 degree turn in it.	
	10:50:14	All right.	
	10:50:23	Uh heading at 288 your speed is good.	
	10:50:30	That's 6 minutes. We have about another 50 seconds to S1. Er North 2, North 2.	
	10:50:40	Ok.	
	10:50:51	Did you see that farm. With a barn and a GCI site. Make an attack on that.	
	10:51:06	Ok. Or the SAM site.	
	10:51:06	Ok. A big tower over there on the left. Ok. Do you have that on your chart? (No) (Yeah)?	
	10:51:17	Ok. We're comin' up on .....Ok. This must be our big road. We must have passed our check point. Yeah. Ok. Come on left.	
	10:51:39	Timber 1, Intruder 8. Uh, should be in November 2. Uh, proceeding on course.	
	10:51:53	Ok. This minute is, this leg is how long? Ok. There's our big uh job to do up there. Right. Keep your eye open for that cemetery and uh and lake. Lookin' for a cemetery and a lake.	
	10:52:15	Ok. And our heading on this is 102. Right? Negative 108. 108. (Now I got one with a)? bridge in it, but I sure don't see the uh.	
	10:52:27	Ok. There it is right down there. Ok. 102. Here we go. 108. 108. Ok. Line up with these? Ok. Baby, oh. There we go.	
	10:52:44	108. just a bit. Ok. Back to 108.	
	10:52:53	Ok. That wasn't a report check point I don't believe. Yes Timber. up.	
4 FT	10:53:03	Timber 1, Novem Intruder 8 is at November 3.	
	10:54:08	Ok. Intruder 2 Target, Target uh 3 trucks, road access in a cleared area. Coordinates .....Bravo Delta 53. Ok. The (rate?) coordinates are the same as the previous target. It was off to my left. Appeared to be a vehicle park. Uh parked around some houses, and a barn. Uh arranged in a random order. Are you talkin' about the same one I was? (Yeah)? No, I'm talkin' about one over here to my left. At the same time you called that one. Ok. I got 'em.	
5 18	10:55:25	Ok. Target. Supply area. 1,2,3,4,5 uh large boxes arranged in random order in ..... A road to the west. Coordinates Charlie Charlie 8, correction 79er. 79er. Appeared to be a supply area. There were no uh personnel observed. It looked like a mock-up. No trucks observed.	
6 19	10:55:56	Ok. Target. Tanks. 1,2,3,4 tanks. Uh revetted. Olive drab. Guns are pointing south. Uh open area, woods to the uh, to the north. Coordinates Charlie (Golf?) 47. No personnel observed. Appeared to be actual equipment. Revetments appeared uh were brown in contrast to the green field, and appeared to be recently plowed.	
	10:56:34	? Come back on the juice a little bit.	
	10:56:51	Ok. Check that Clear area right down there.	
7 23	10:57:18	Ok. Target. Trucks. 1,2 trucks parked along side of the road, and uh below a ridge line. The road is to the east. Trucks were pointed in an easterly direction. 2 trucks (O D?) color, uh 2 and a half tonners. Uh no personnel observed. Could be actual equipment. Coordinates Charlie Echo 82.	
	10:57:58	And that call sign was Intruder 8.	
8 24	10:58:08	Ok. Communications and supply area. Target Intruder 8. Along side a road.	

FIGURE 3-18 (U) VOICE TRANSCRIPT (1 OF 2)

UNCLASSIFIED



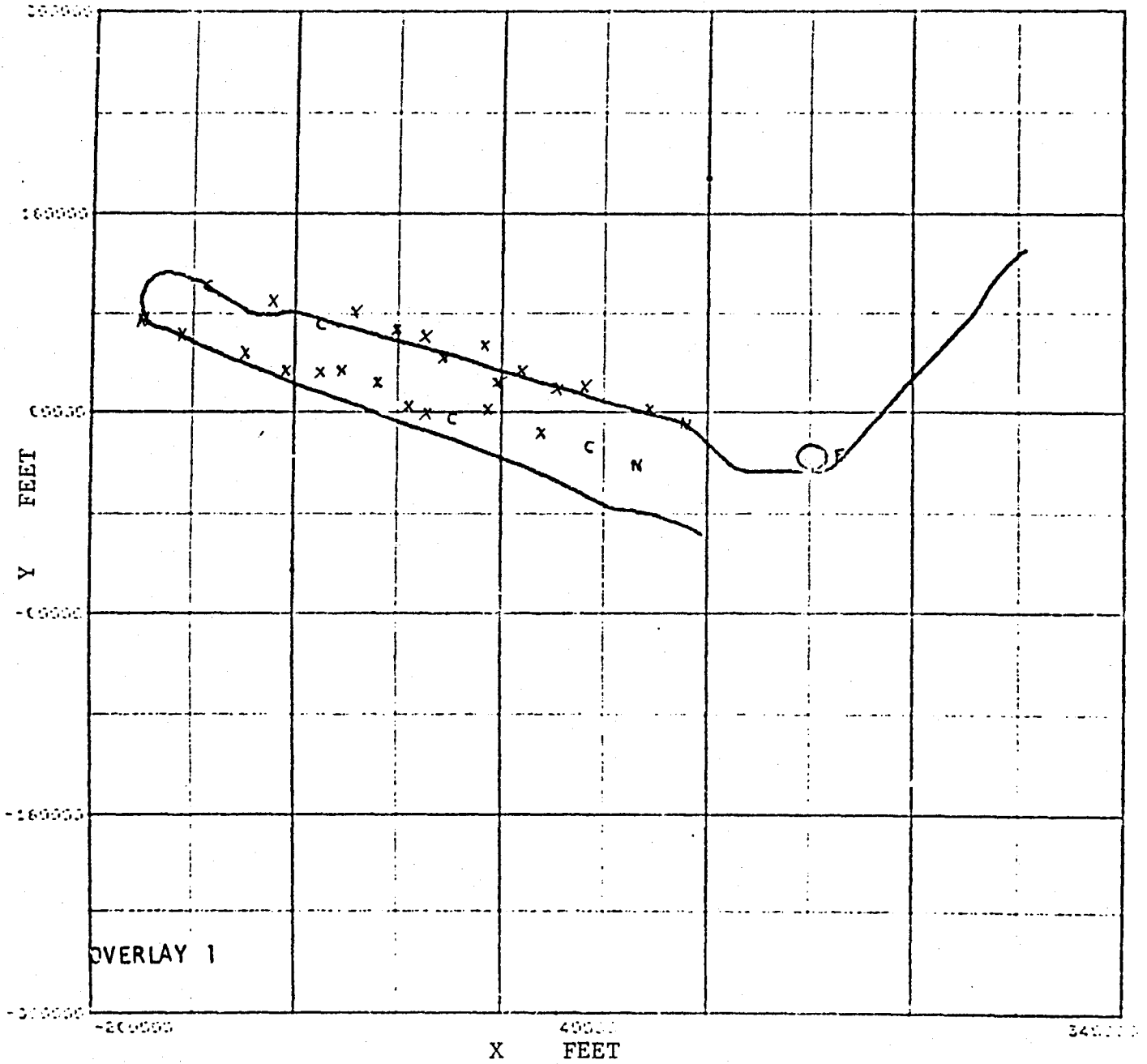
# UNCLASSIFIED

RPT TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 158 cont. DATE 7-31-67
9 25	10:58:38	<p>Uh notice uh 1 big good sized truck. Several other small trucks or possibly large (crates?). Uh road on top of a ridge. Coordinates Delta Foxtrot 37. Ok and we got across in a river right now. Ok.</p> <p>Ok. Target. Target. Ok. Intruder 8. Storage area, SAM's, 1,2,3,4,5,6 SAMS. 1,2,3,4,5 trucks. 3 communications trucks. (Birdset?) radar.</p> <p>Lined in a row on top of a hill in a connective road, clear area. Coordinates Delta Foxtrot 65. Not able to make an attack on that one. I didn't see it til we're almost by it.</p>	
	10:59:05	<p>Ok. I got a tower dead ahead. That should be our uh check point, check point. Let's keep a lookout here.</p>	
	10:59:18	<p>Ok. There's our white houses. Ok. Okeydoke. I'm going Option 1. Option 1.</p>	
	10:59:26	<p>(Tone resumes).</p>	

FIGURE 3-18 (U) VOICE TRANSCRIPT (2 OF 2)

# UNCLASSIFIED

UNCLASSIFIED



SORTIE NUMBER 165B

OPERATIONAL DAY 4 AUGUST 1967

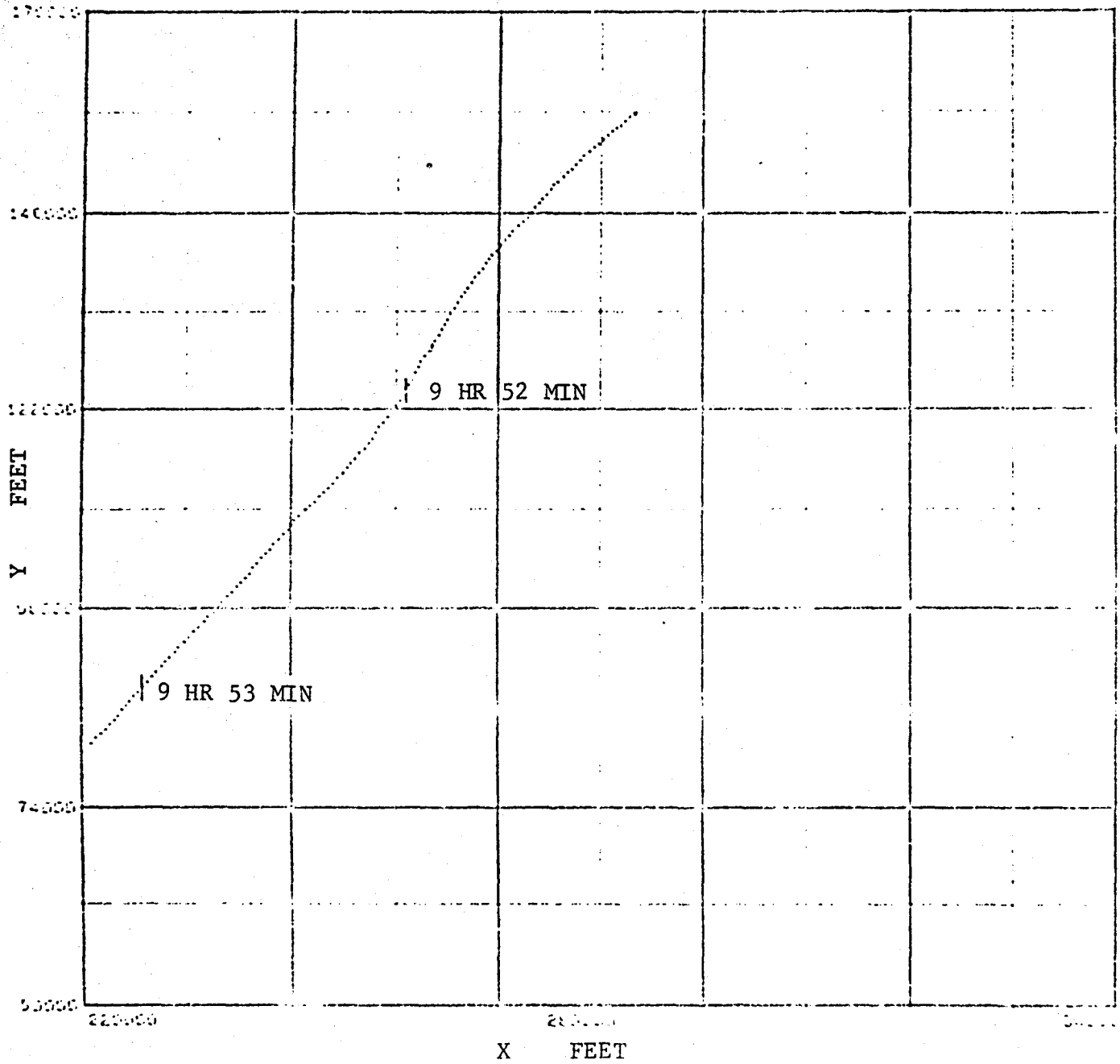
NORTH COURSE

FIGURE 3-19

AIRCRAFT POSITION DATA (U) (1 OF 8)

UNCLASSIFIED

# UNCLASSIFIED



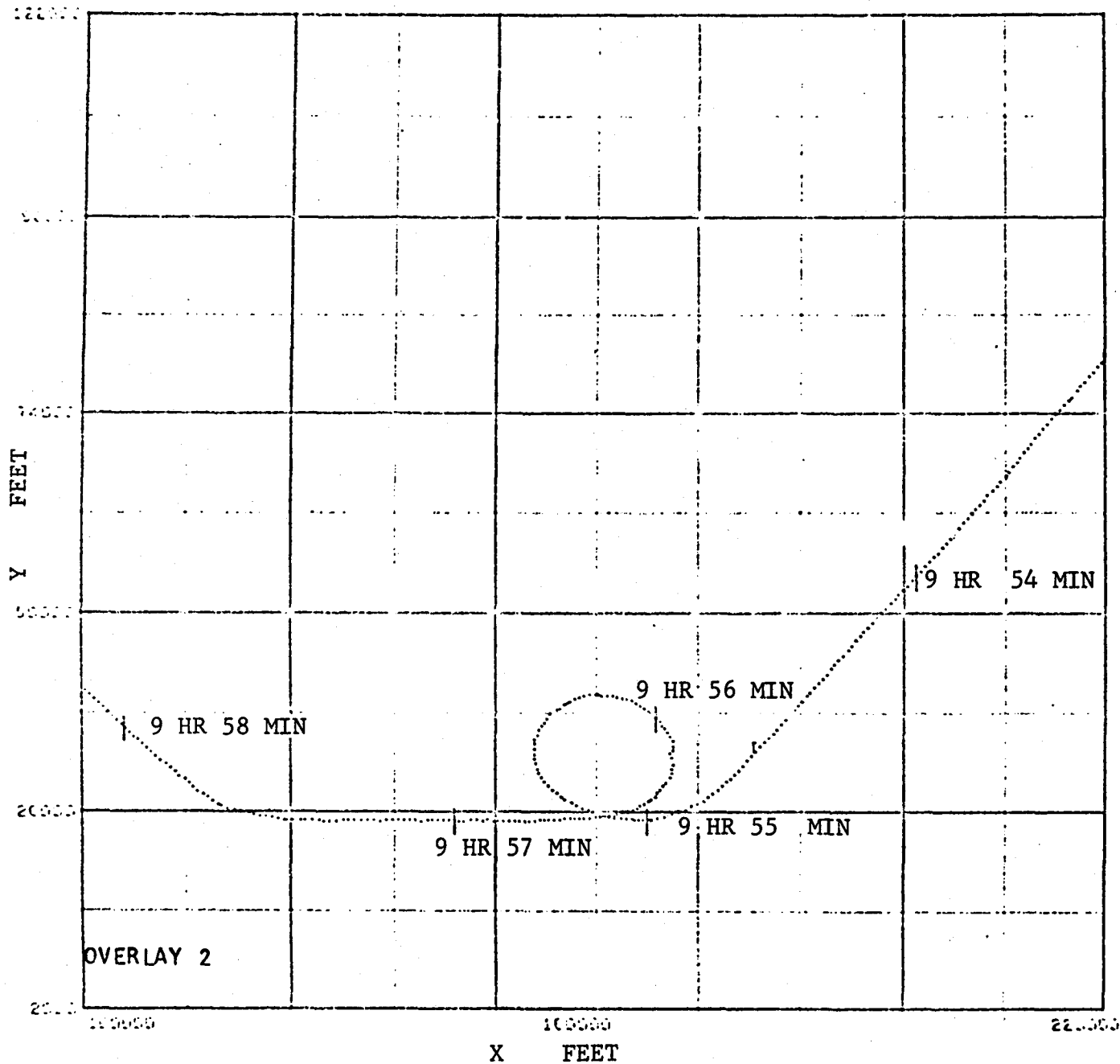
SORTIE NUMBER 165B

FIGURE 3-19

AIRCRAFT POSITION DATA (U) (2 OF 8)

# UNCLASSIFIED

UNCLASSIFIED



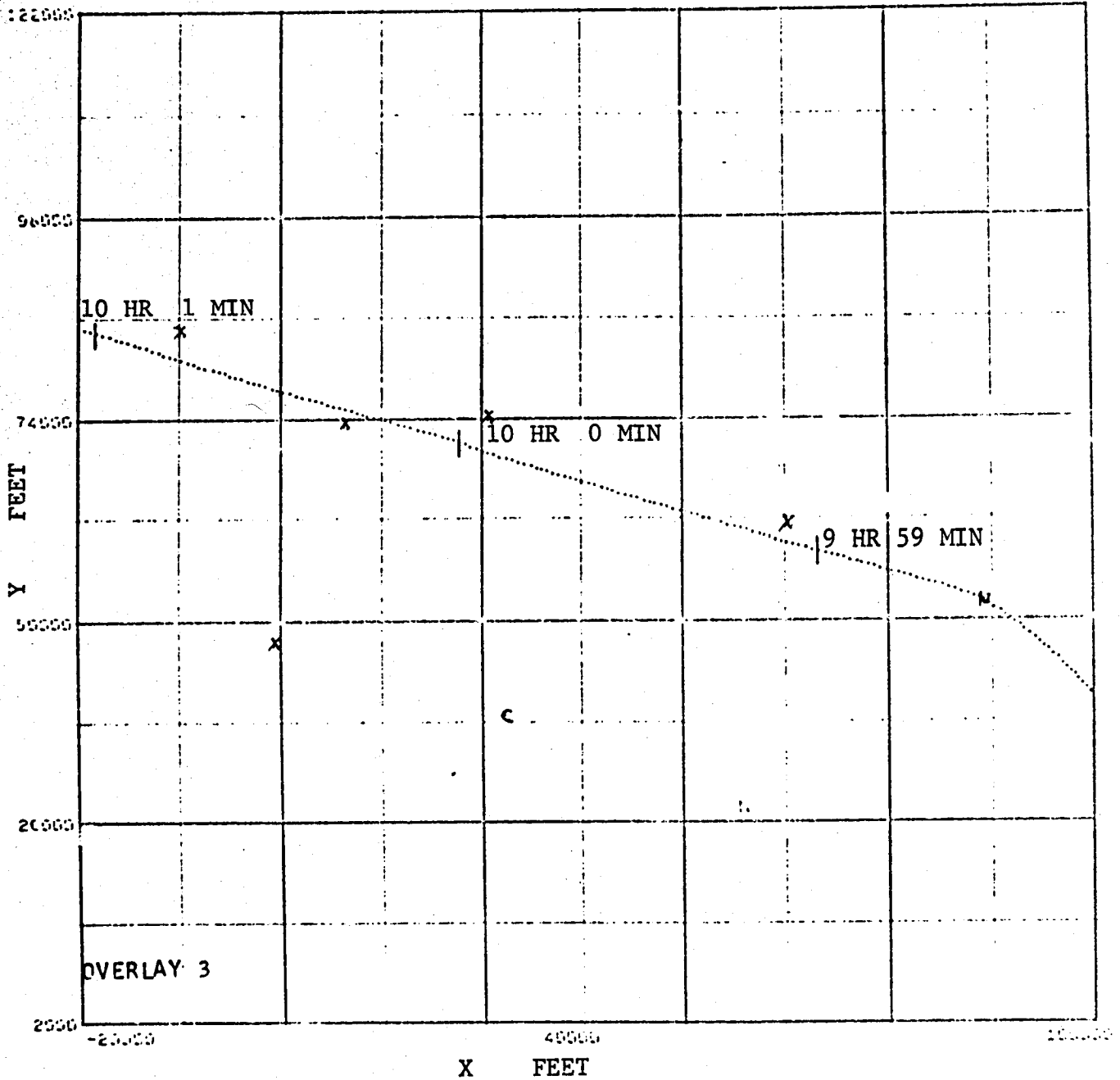
SORTIE NUMBER 165B

FIGURE 3-19

AIRCRAFT POSITION DATA (U) (3 OF 8)

UNCLASSIFIED

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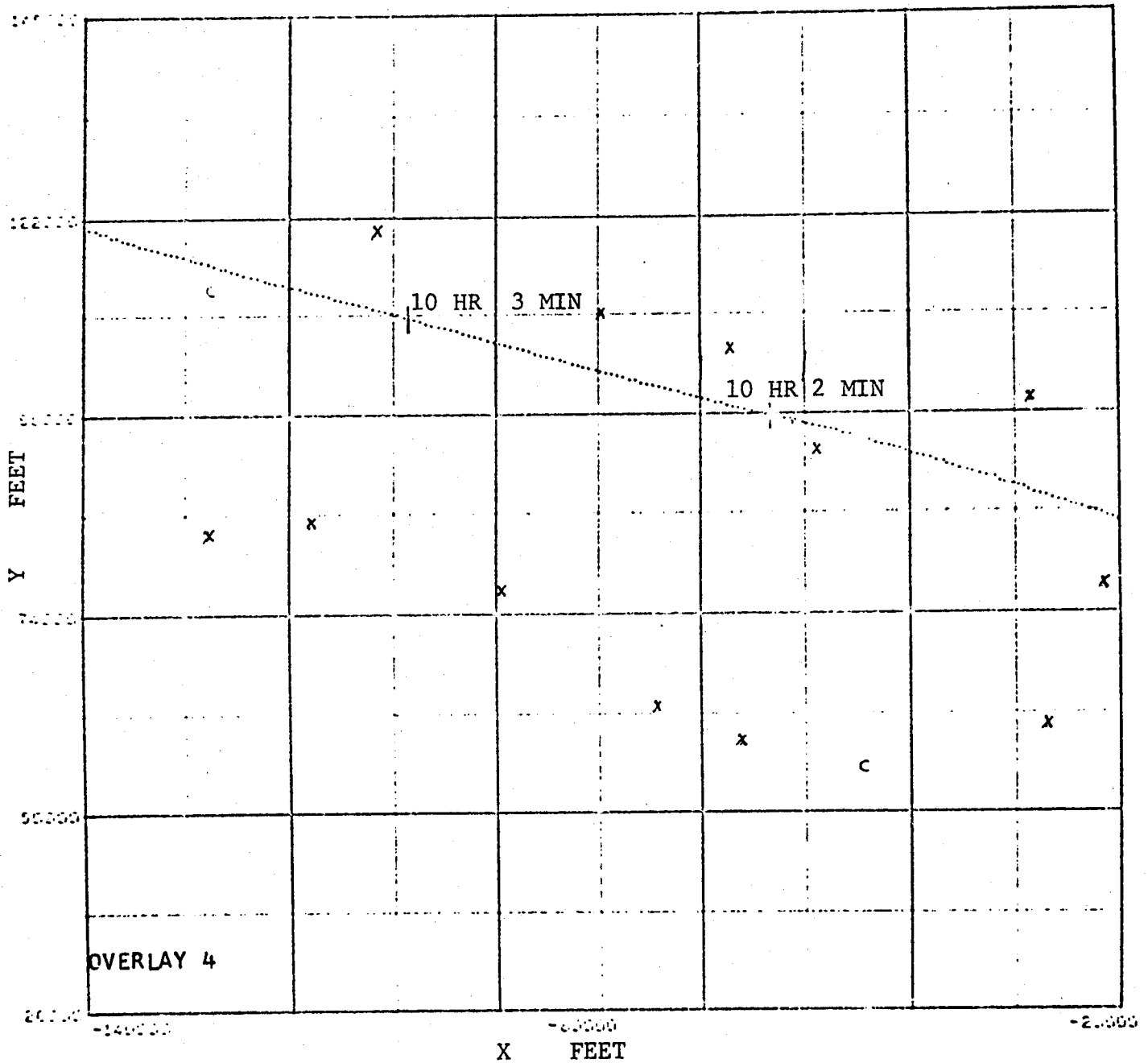
SORTIE NUMBER 165B

FIGURE 3-19

AIRCRAFT POSITION DATA (U) (4 OF 8)

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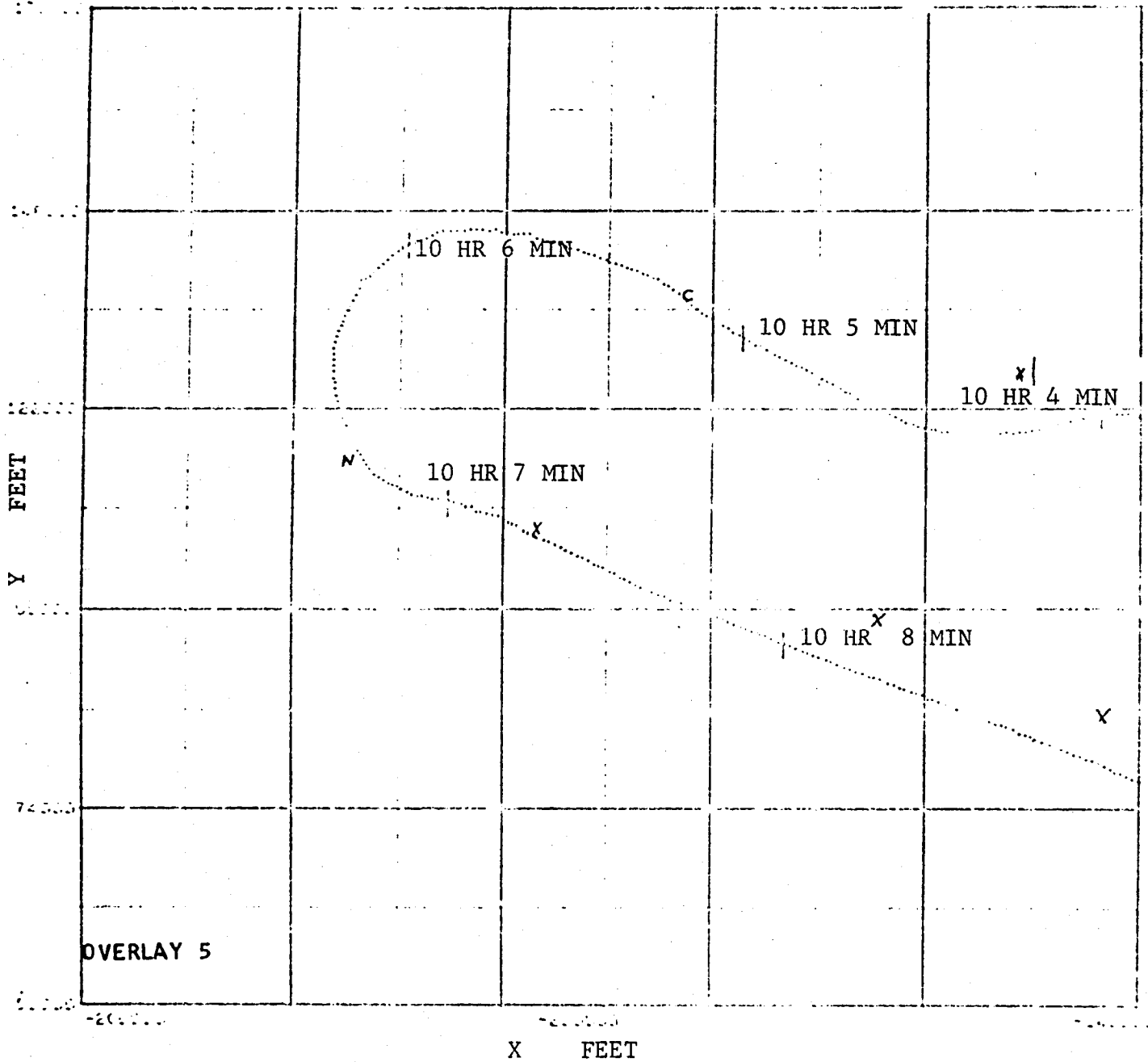
SORTIE NUMBER 165B

FIGURE 3-19

AIRCRAFT POSITION DATA (U) (5 OF 8)

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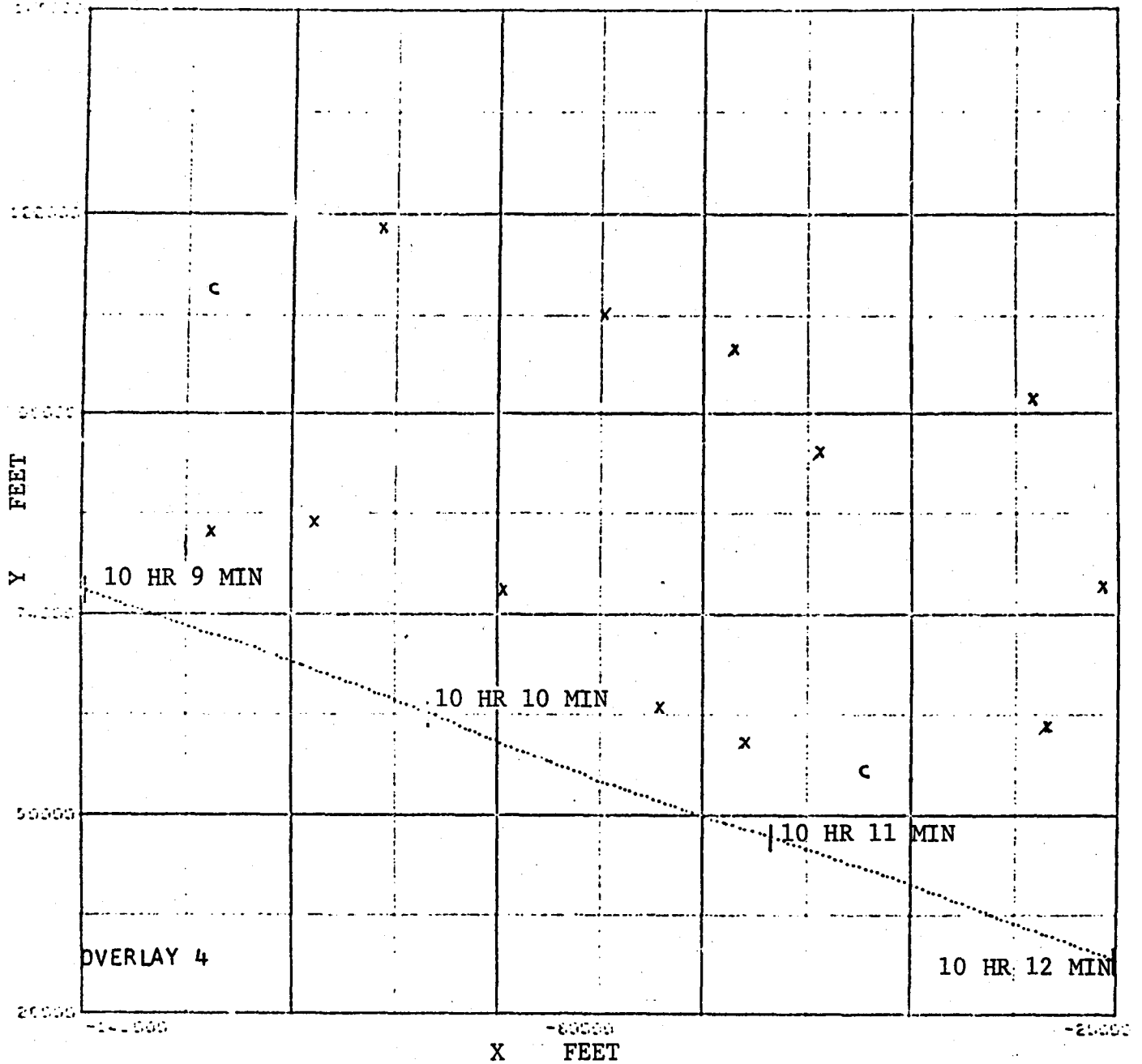
SORTIE NUMBER 165B

FIGURE 3-19

AIRCRAFT POSITION DATA (U) (6 OF 8)

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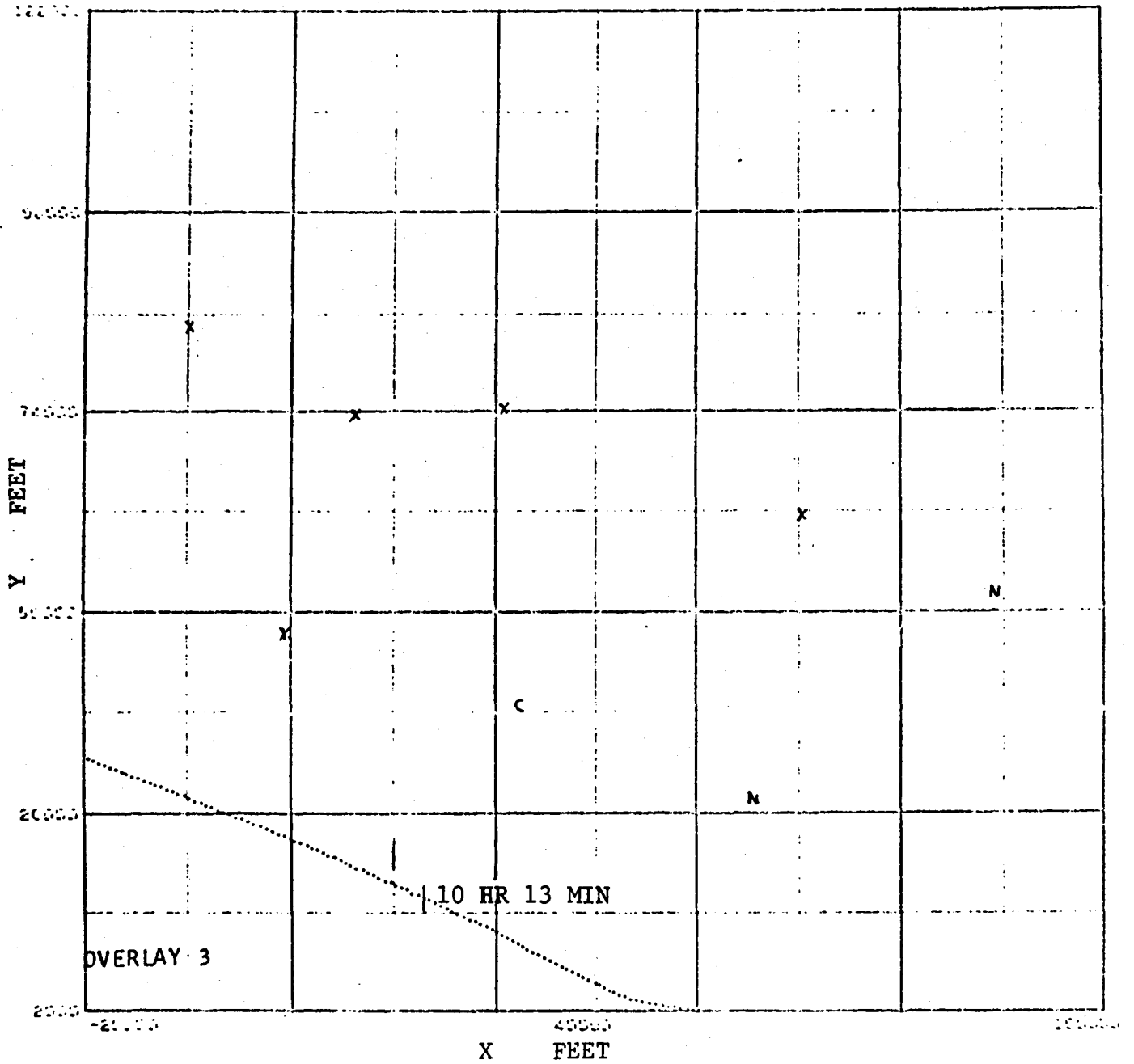
SORTIE NUMBER 165B

FIGURE 3-19  
AIRCRAFT POSITION DATA (U) (7 OF 8)

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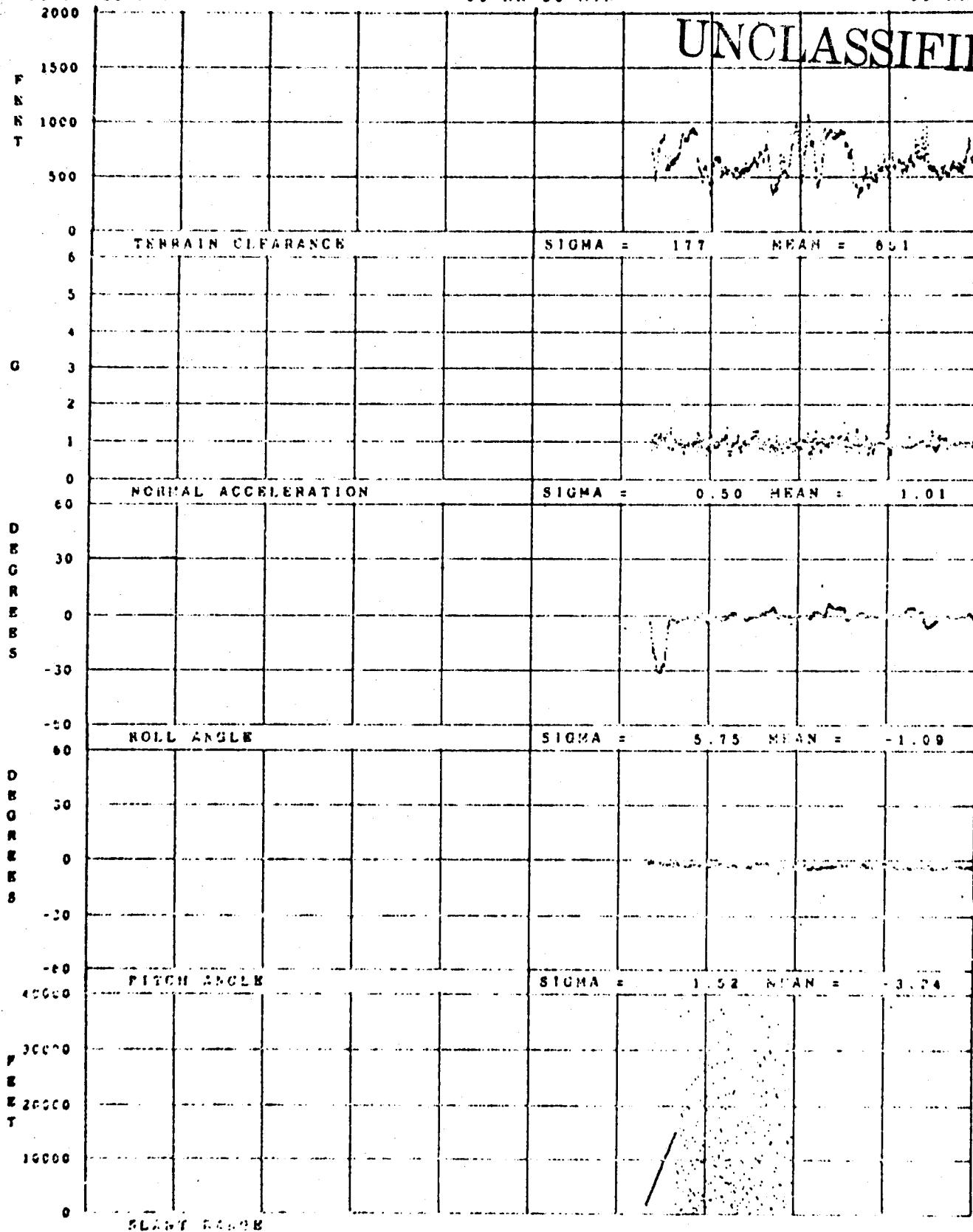
SORTIE NUMBER 165B

FIGURE 3-19

AIRCRAFT POSITION DATA (U) (8 OF 8)

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SENTRY NUMBER 515B

OPERATIONAL DAY 4 AUGUST 1967

FIGURE 3-20 (U) TELEMETERED DATA (1 OF 5)

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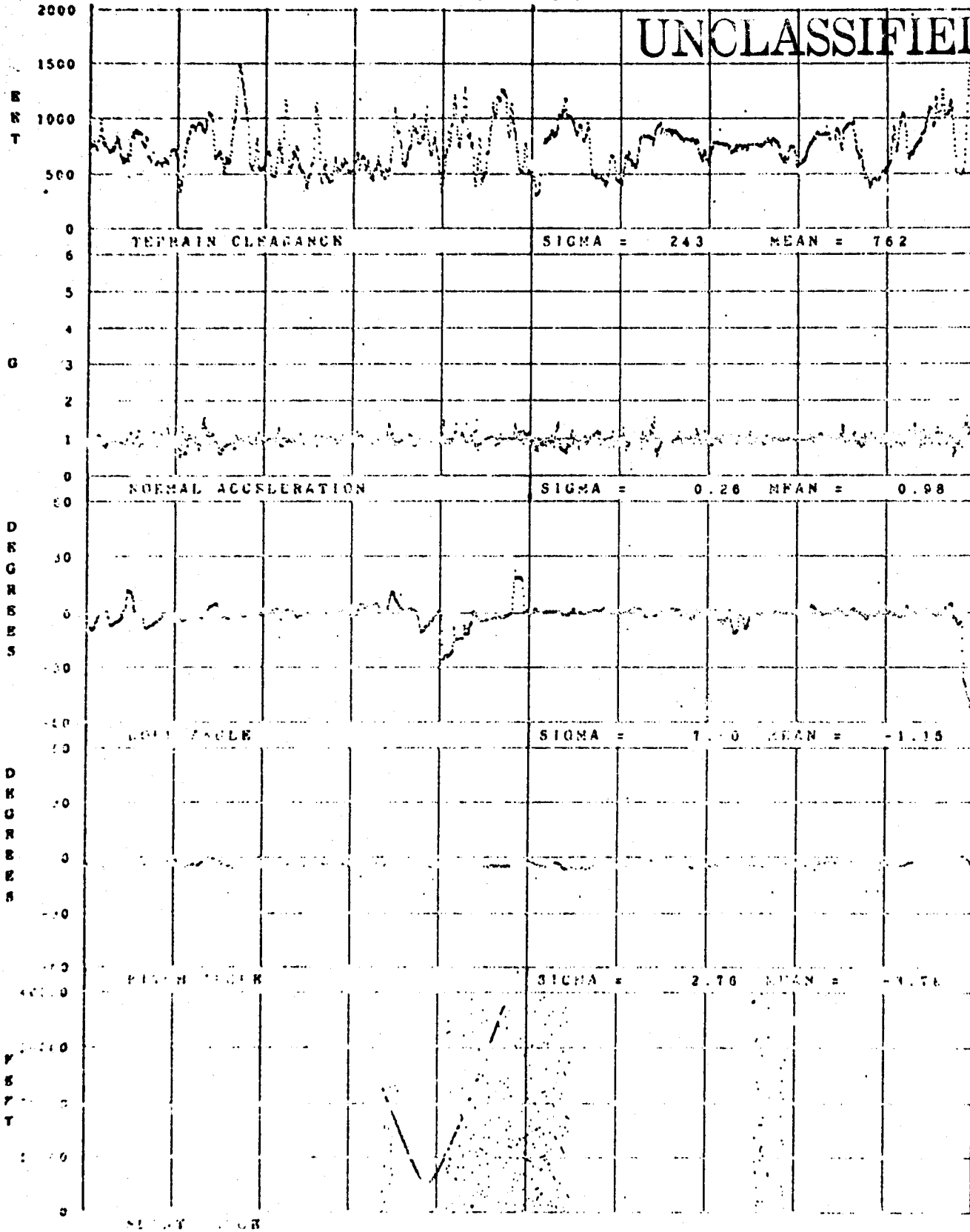
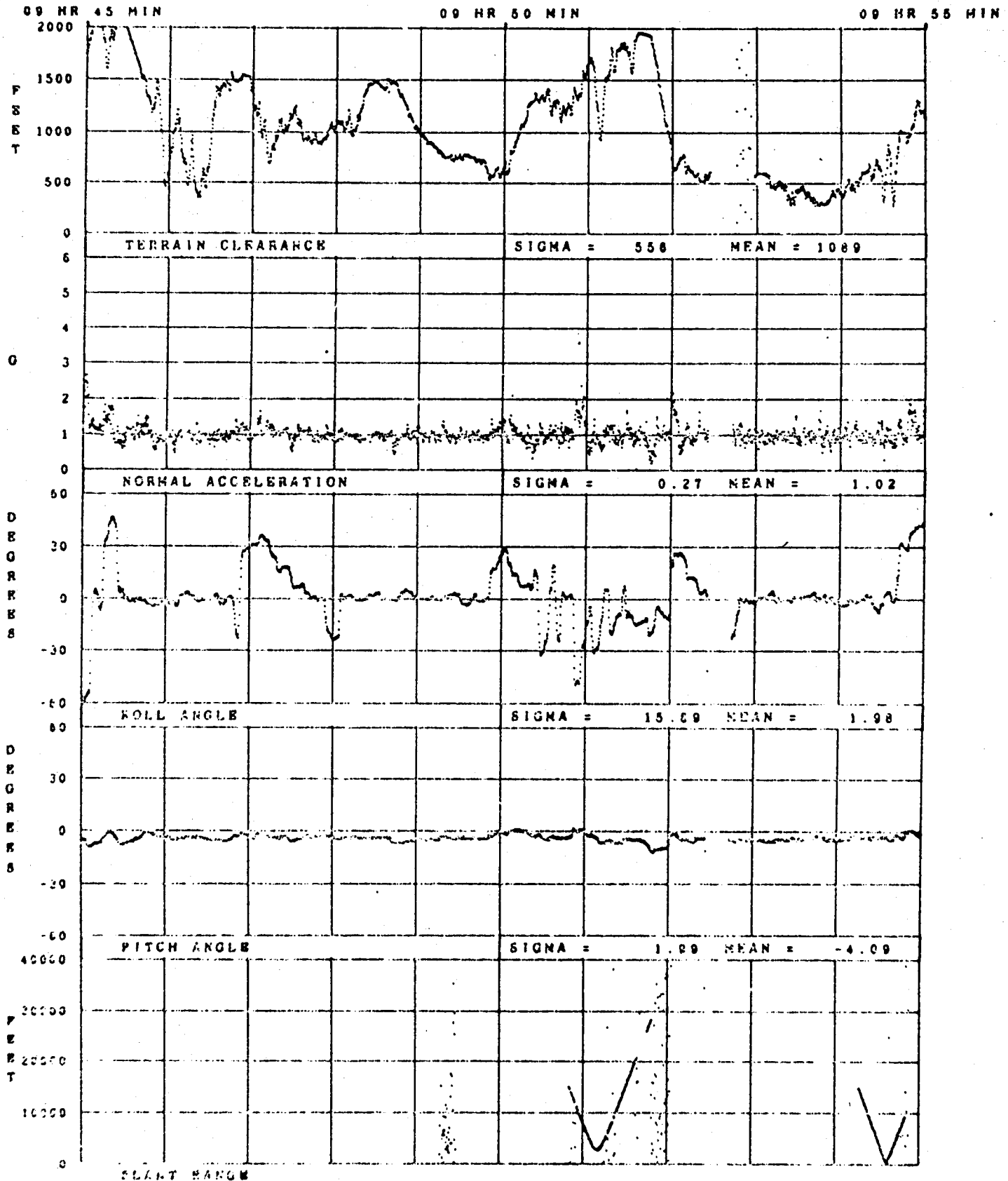


FIGURE 3-20 (U) TELEMETERED DATA (2 OF 5)

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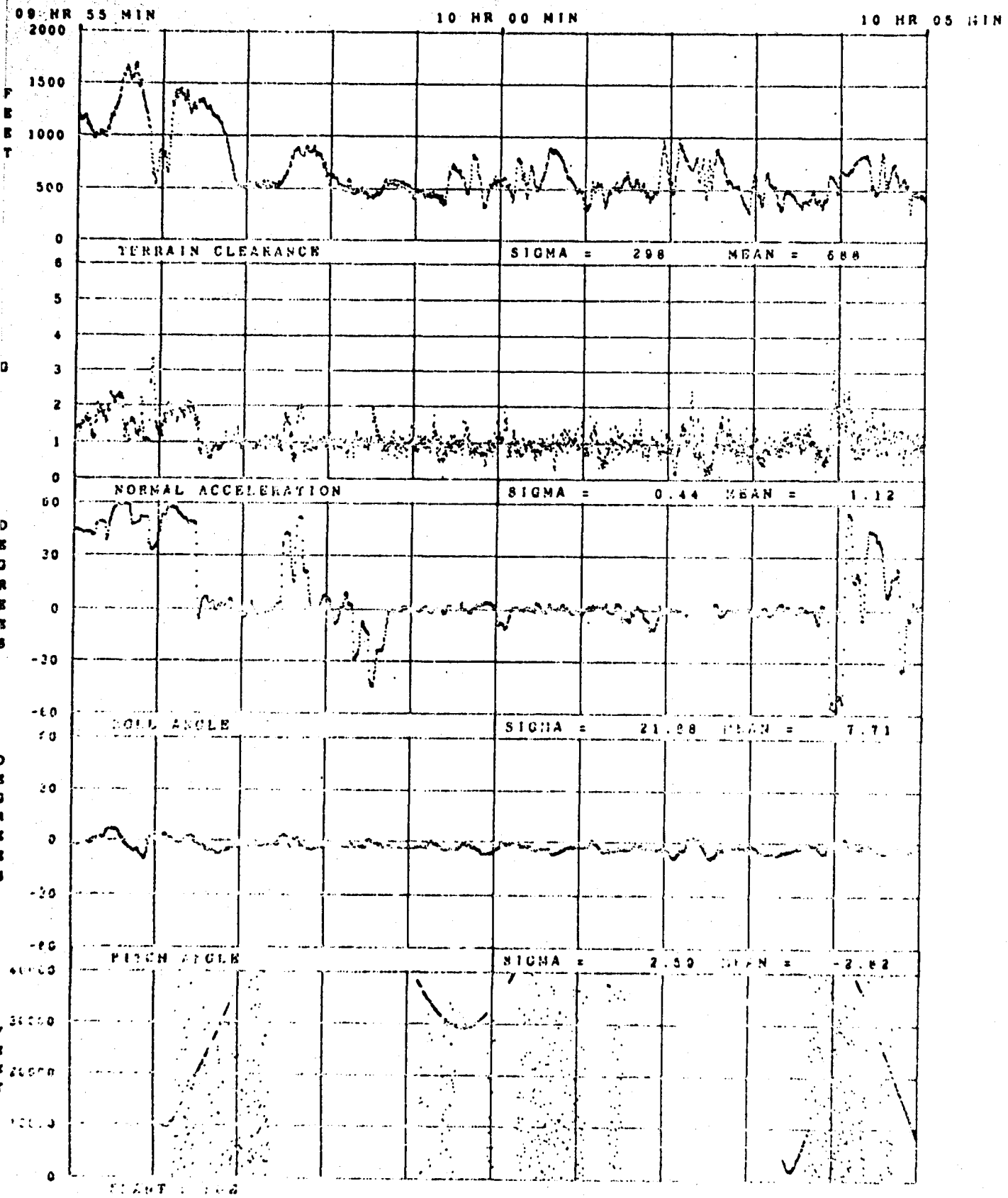
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SPYER NUMBER 1058

OPERATIONAL DAY 4 AUGUST 1967

# UNCLASSIFIED



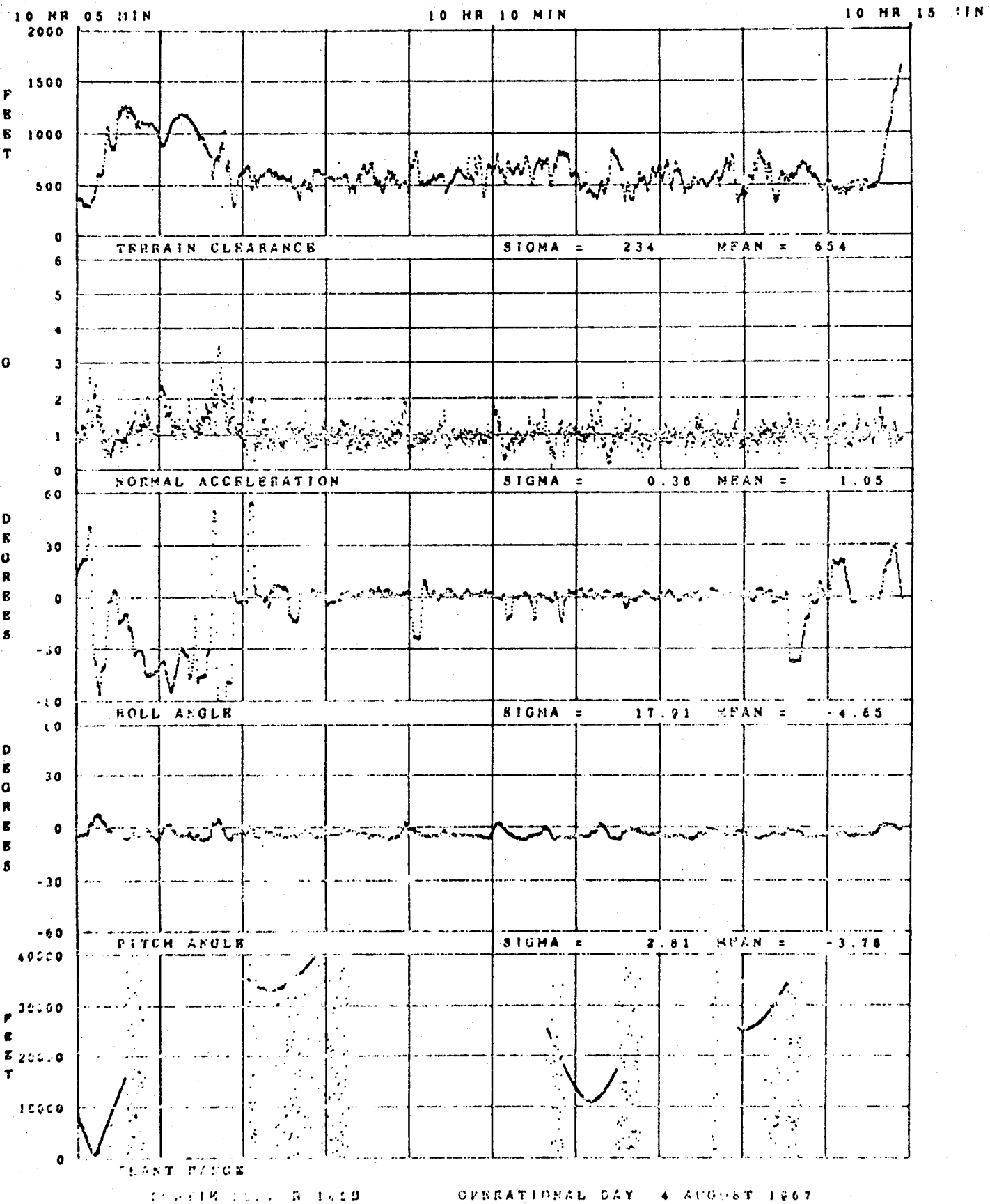
1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1041 1042 1043 1044 1045 1046 1047 1048 1049 1050 1051 1052 1053 1054 1055 1056 1057 1058 1059 1060 1061 1062 1063 1064 1065 1066 1067 1068 1069 1070 1071 1072 1073 1074 1075 1076 1077 1078 1079 1080 1081 1082 1083 1084 1085 1086 1087 1088 1089 1090 1091 1092 1093 1094 1095 1096 1097 1098 1099 1100 1101 1102 1103 1104 1105 1106 1107 1108 1109 1110 1111 1112 1113 1114 1115 1116 1117 1118 1119 1120 1121 1122 1123 1124 1125 1126 1127 1128 1129 1130 1131 1132 1133 1134 1135 1136 1137 1138 1139 1140 1141 1142 1143 1144 1145 1146 1147 1148 1149 1150 1151 1152 1153 1154 1155 1156 1157 1158 1159 1160 1161 1162 1163 1164 1165 1166 1167 1168 1169 1170 1171 1172 1173 1174 1175 1176 1177 1178 1179 1180 1181 1182 1183 1184 1185 1186 1187 1188 1189 1190 1191 1192 1193 1194 1195 1196 1197 1198 1199 1200

OPERATIONAL DAY 4 AUGUST 1967

FIGURE 3-20 (U) TELEMETERED DATA (4 OF 5)

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OPERATIONAL DAY 4 AUGUST 1967

OPERATIONAL DAY 4 AUGUST 1967

FIGURE 3-20 (U) TELEMETERED DATA (5 OF 5)

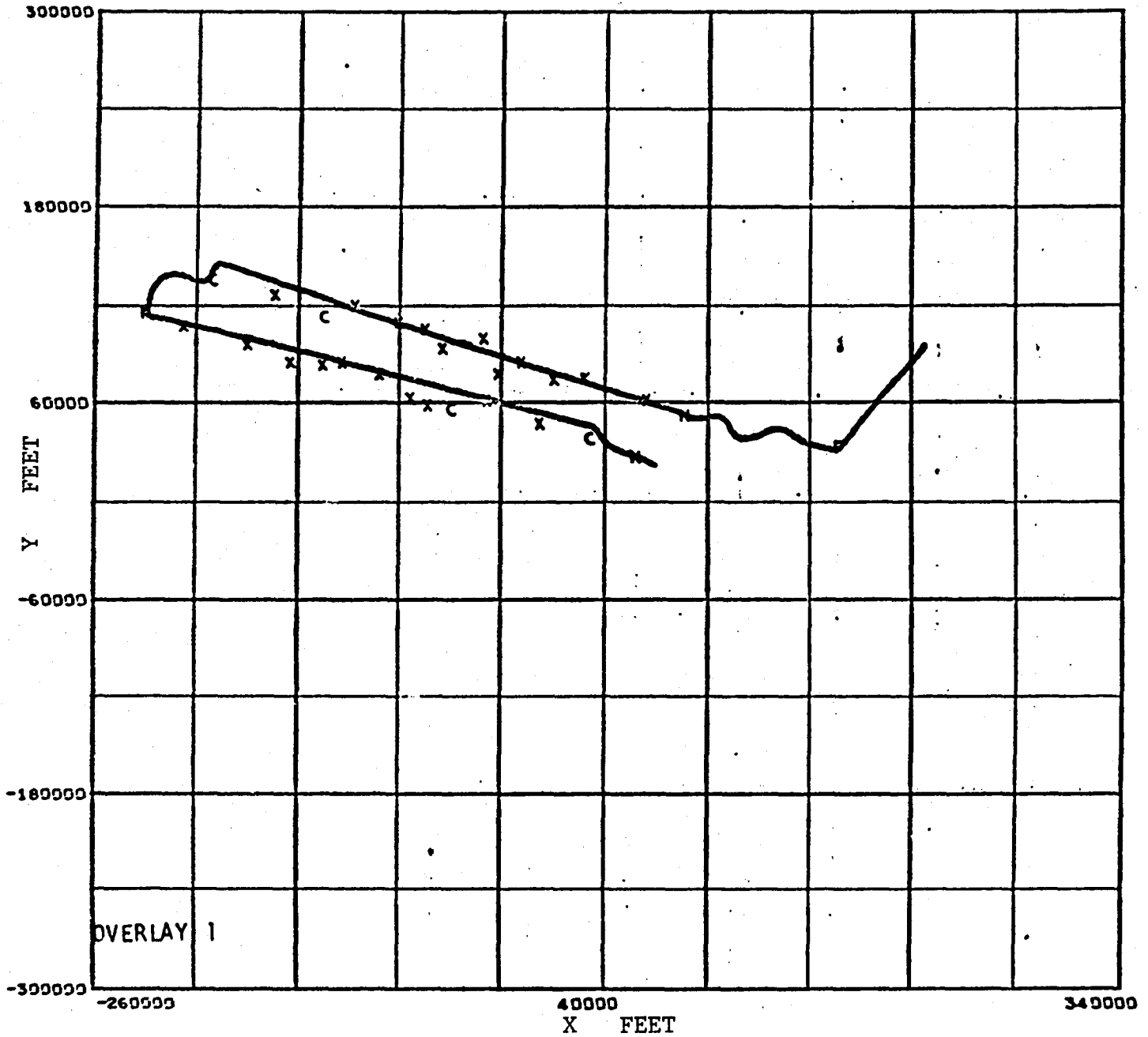
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	TIME	REAL TIME TRANSCRIPTION	SORTIE 165B
			DATE 8/4/67
	9:58:26	Roger, 14 is at N1 this time.	
	9:58:33	What's the heading 2 what? 2 _____.	
	9:59:29	Keep my speed as much as possible. What. Keep my speed as much as possible. I'm trying to.	
3	10:00:16	This is Intruder 14 I have a triple A position at 145, on my side. Charlie Golf 6 5. Roger there are two guns pointing northeast and east, Triple A. On the top of a hill crest, for that triple, in a small clearing surrounded by trees.	
	10:01:19	Okay, here's that big road, Roger. Ah, no it's not either. That should be it. Yeah we should be past that buzzer. How much time we got to go? We're just passing three minutes and the leg is, and the leg is six minutes long. Okay.	
7	10:01:49	This is Intruder 54, I have a surface to surface missile site, a one launcher, one truck, on the top of a hill, in a clearing at position Bravo Golf 7 6 2. Bravo Golf 6 2. Ah Roger. There was one launcher with a missile on the launcher, and one truck in the area, radar control van.	
	10:02:29	How much more time till the end? We're passing four minutes, two minutes to go.	
	10:03:16	How much time I got another minute _____.	
	10:04:05	Thirty five more seconds, really? _____ seconds more.	
	10:04:25	Five seconds. Well, it's either gonna be up, ah I think it's gonna be up of this clearing. Right. Cross the road and clearing. It might have been just a little hill. Okay. There's that antenna that's behind it, I think it might just be up here.	
	10:05:07	Gotta be right in here. Intruder 14 the GCI site and ah at N3 (?).	
	10:05:25	Timber 1 this is Intruder 14 off of N2, we'd like vector to N3. Affirmative.	
	10:05:43	Ah Roger. Just monitored.	
	10:06:12	Roger.	
3	10:06:39	Ah Roger we're point Alpha. Okay what's the heading. 109. Affirmative.	
14	10:07:11	Okay, we're a little slow, for awhile here.	
	10:17:13	Roger, this is Intruder 14, the Pol storage two rows of fifty gallon oil drums, a large truck transporter and one smaller vehicle at position Bravo, Bravo Bravo 10 8.	
	10:08:28	On that Pol storage, there were two rows, of tanks, one on either side of the road. with a large flatbed truck, for transporting them parked in between a smaller vehicle to the southeast, the road runs southeast, northwest.	
	10:09:08	Do you see anything that can get us back on track? For sure, I think we're on it pretty close but ah, wish you would. Two and a half below us, a ridge up ahead. Yeah, and a road right past it, a railroad, and a road, a little over two minutes. Okay.	
	10:09:41	There's a ridge here, and another valley, and another ridge, very right close together. Here's the road down here so we're just right there's a river enters to the right of us, okay, okay keep looking.	
	10:10:12	How much to the final leg? How many minutes? Seven. Okay, we're looking for, we're looking for another fire tower at the end, aren't we, Roger.	
4	22	Ah this is Intruder 14, have a convoy, a large line of trucks, 44 look like trailers, truck trailers, parked in a row, northwest, southeast, on a side of the road, in a little clearing it was a small access road, at position Charlie Echo 9 2. There were about fourteen empty trailers, parked in a line, they were not moving.	
	10:11:28	How many minutes are we? We're coming up on five. Okay.	
	10:12:35	Time? Ten minutes to six. Ten seconds it'll be six. Okay.	
	10:13:23	Okay, we got twenty seconds till seven minutes.	
	10:14:01	Okay seven minutes, I don't see the damn thing I think we're past it. A little slow, ah we could be, but not much.	
	10:14:31	Okay, here's the main road, I guess. Main road, and a railroad track, yeah we gotta be past it, that's this road out here.	
	10:14:39	Timber 1, Timber 1 this is Intruder 14 (then the transmission ended).	

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SORTIE NUMBER 179

OPERATIONAL DAY 1 AUGUST 1967

NORTH COURSE

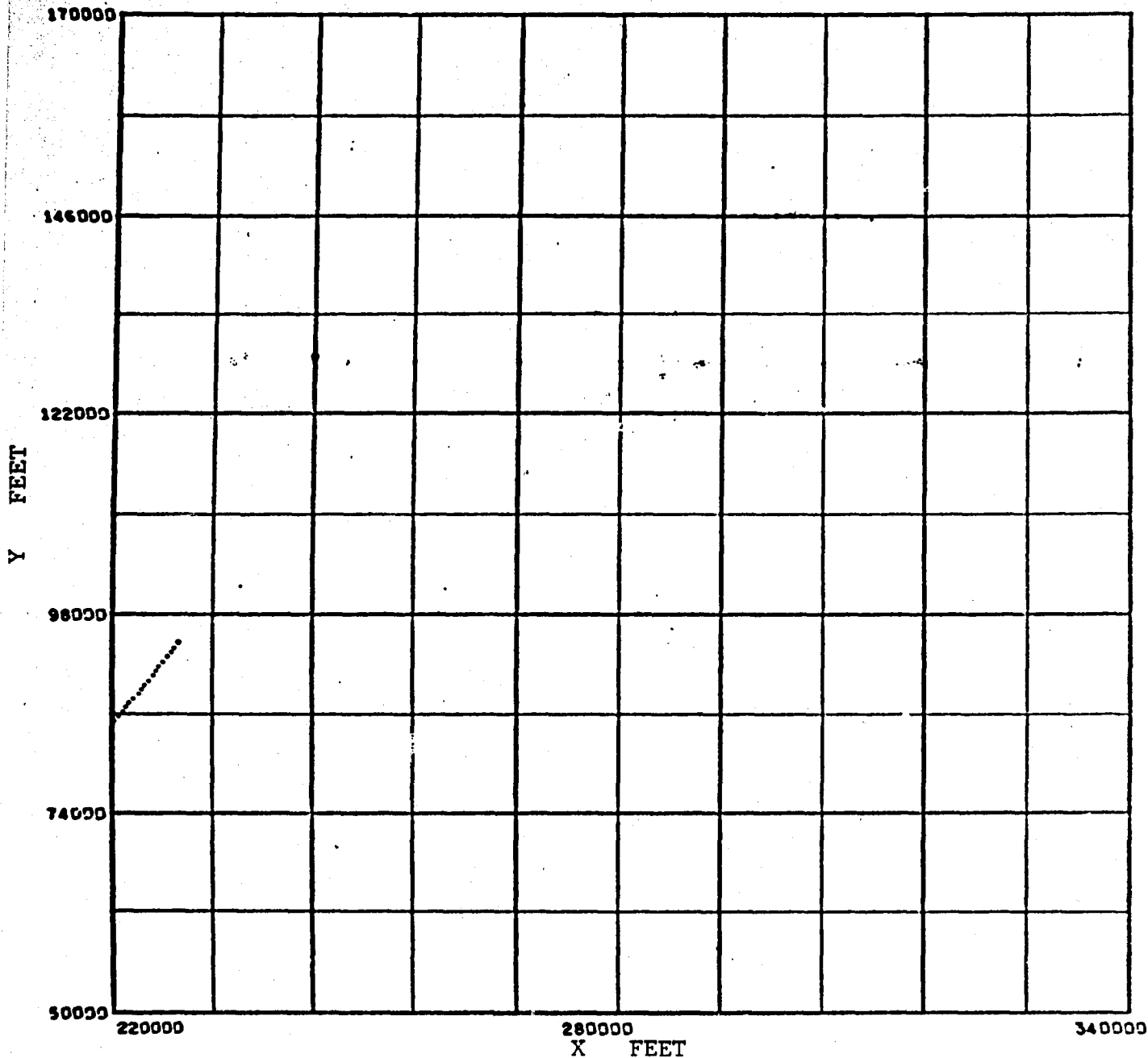
FIGURE 3-22

AIRCRAFT POSITION DATA (U) (1 OF 8)

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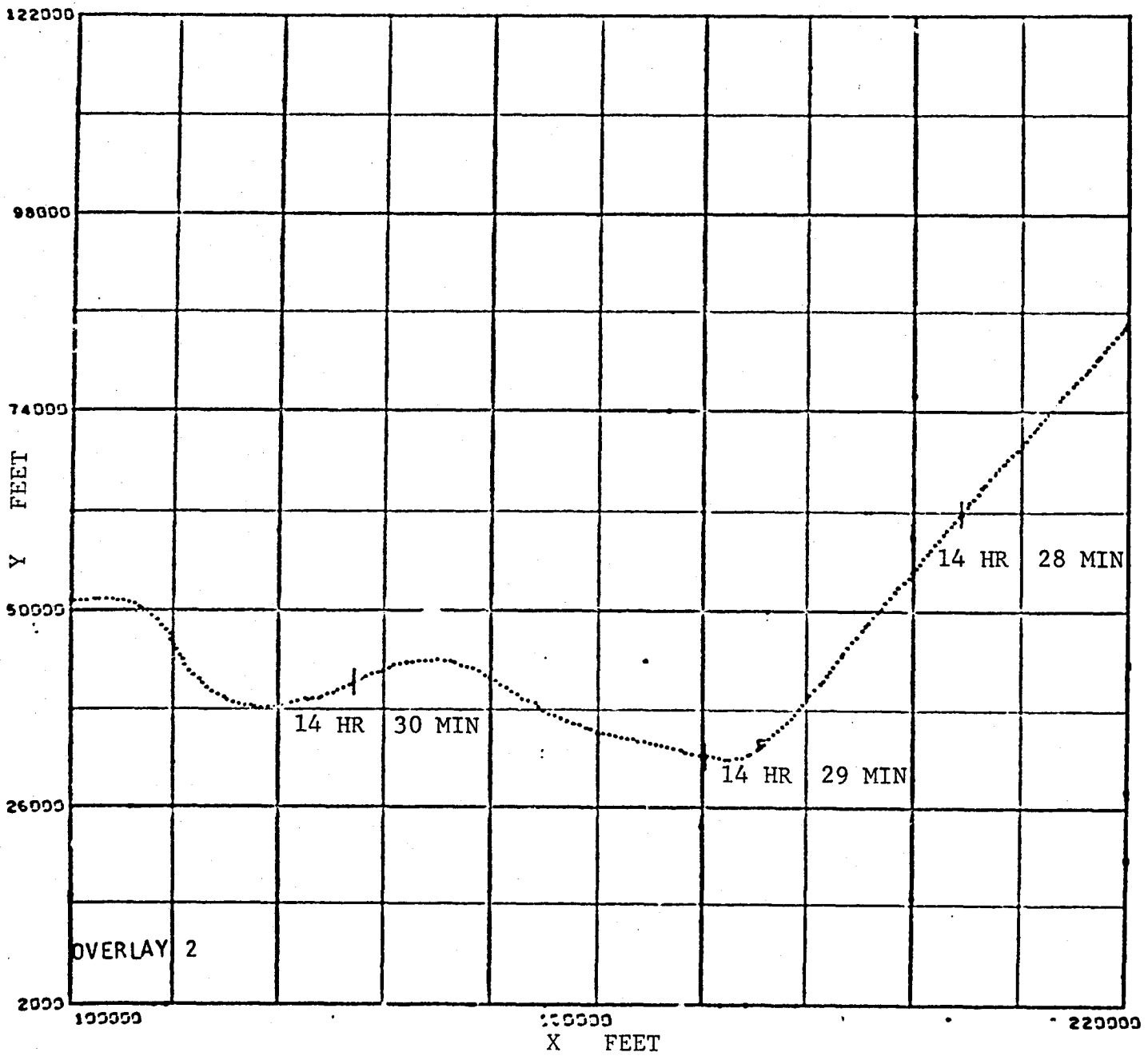
SORTIE NUMBER 179

FIGURE 3-22

AIRCRAFT POSITION DATA (U) (2 OF 8)

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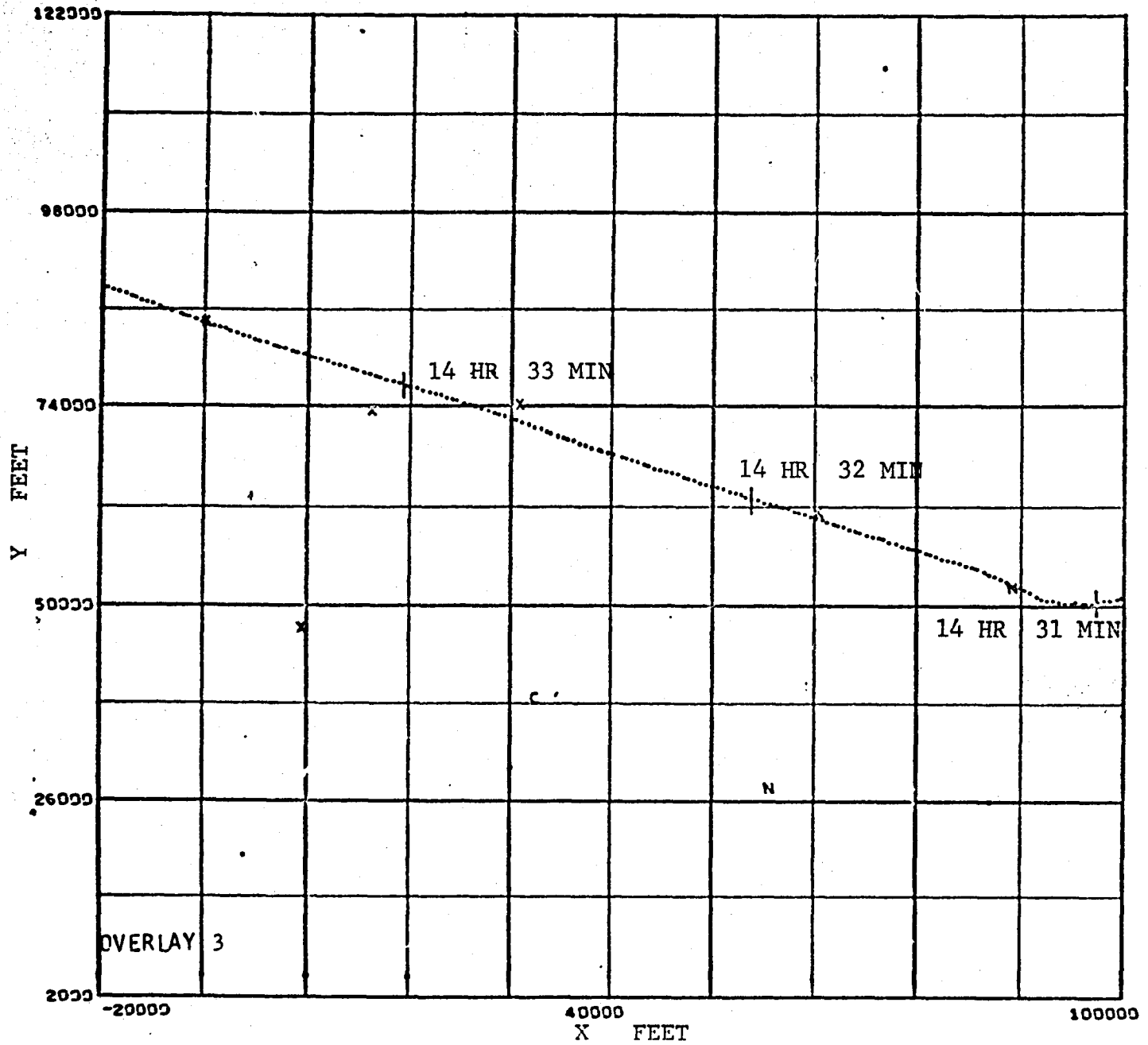
SORTIE NUMBER 179

FIGURE 3-22

AIRCRAFT POSITION DATA (U) (3 OF 8)

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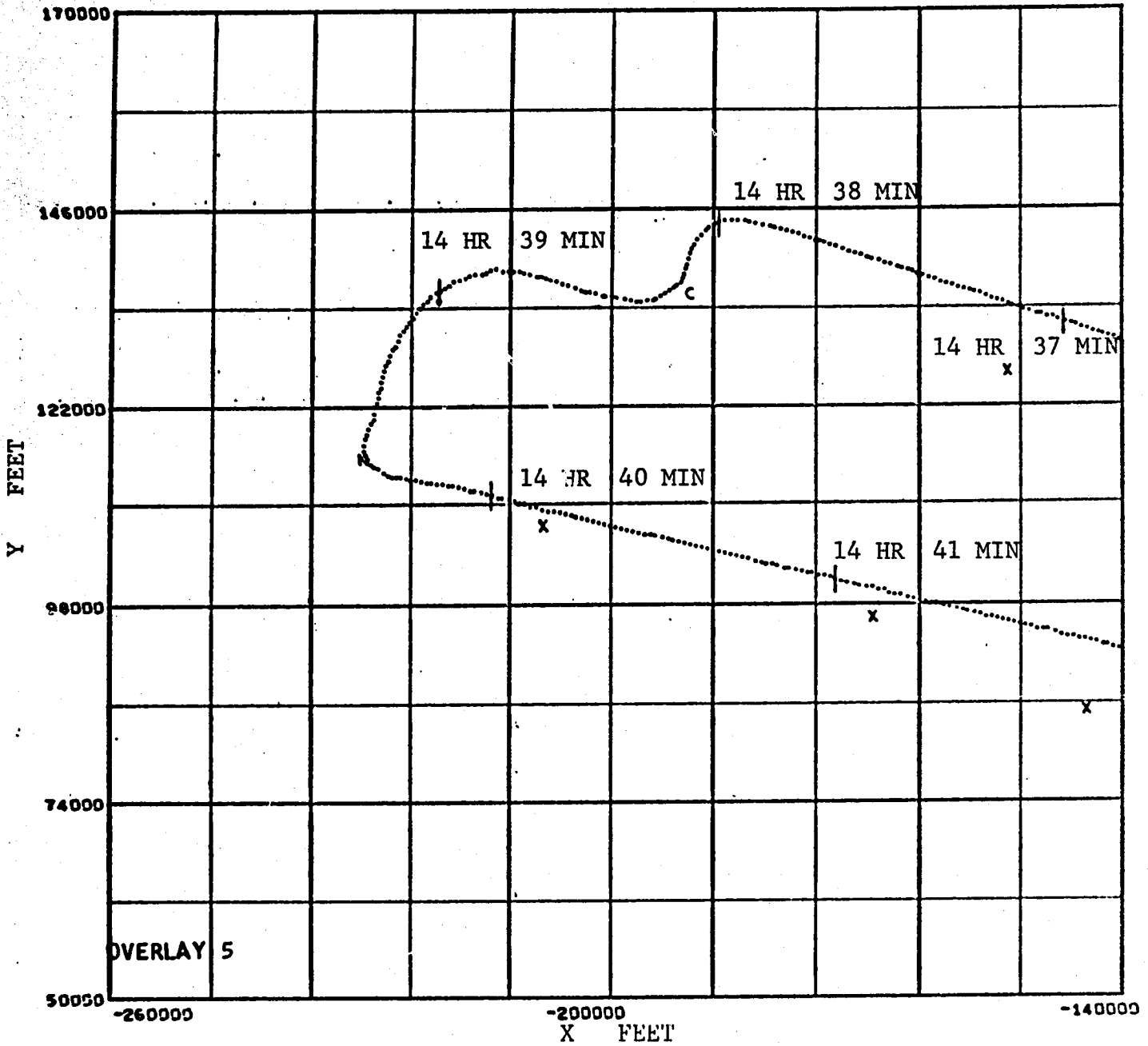
SORTIE NUMBER 179

FIGURE 3-22  
AIRCRAFT POSITION DATA (U) (4 OF 8)

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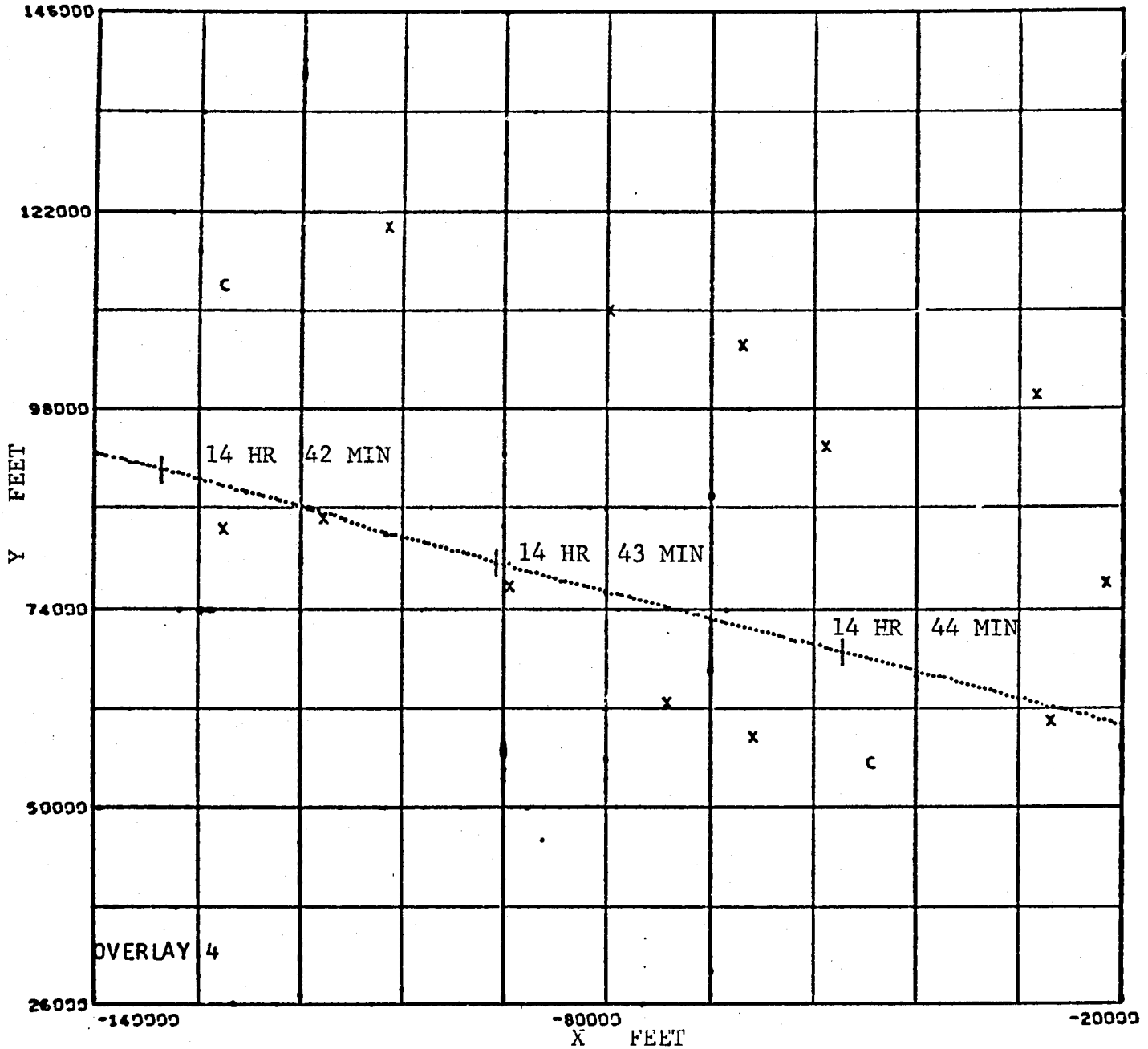


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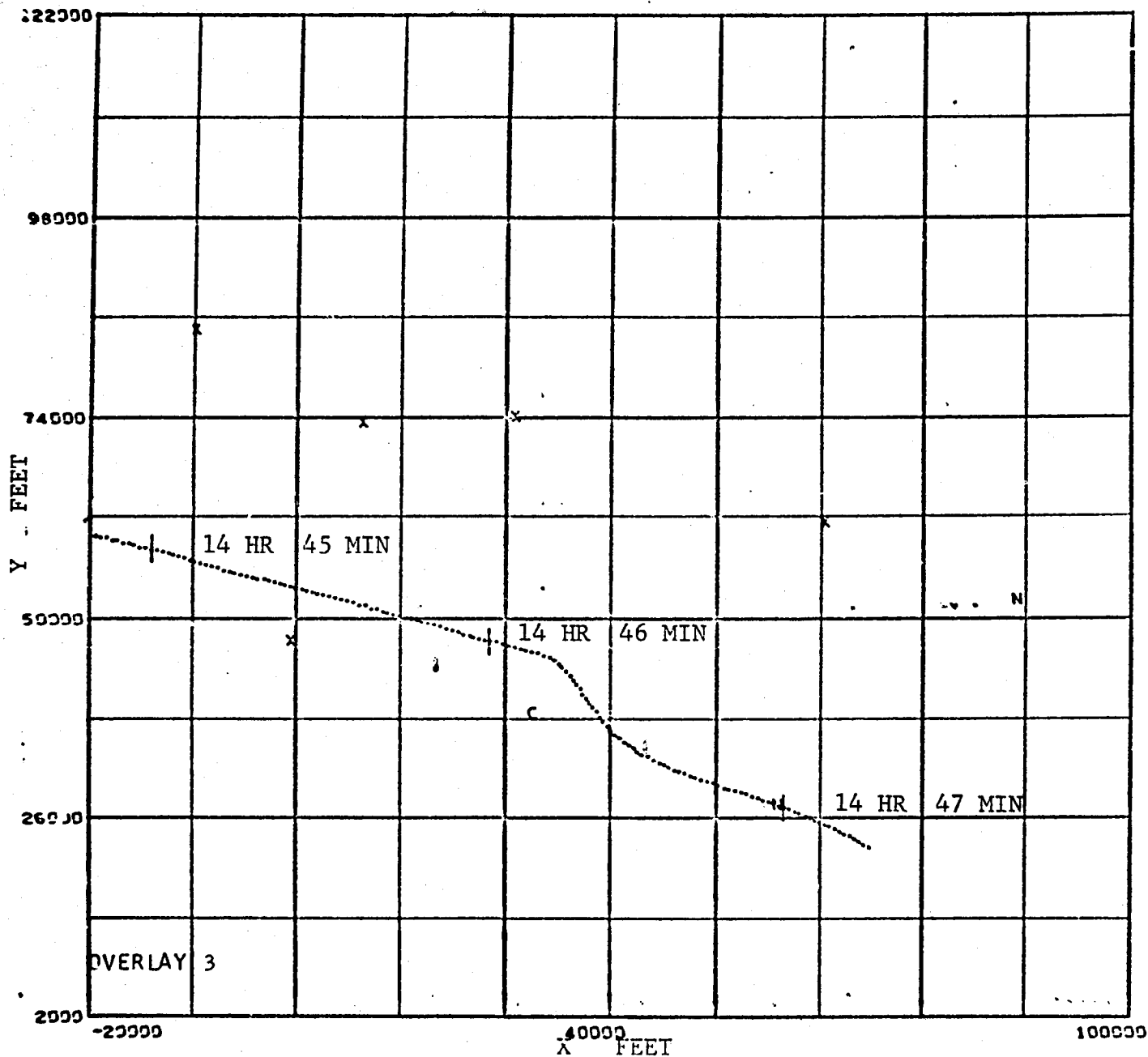
FIGURE 3-22  
AIRCRAFT POSITION DATA (U) (6 OF 8)

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SORTIE NUMBER 179

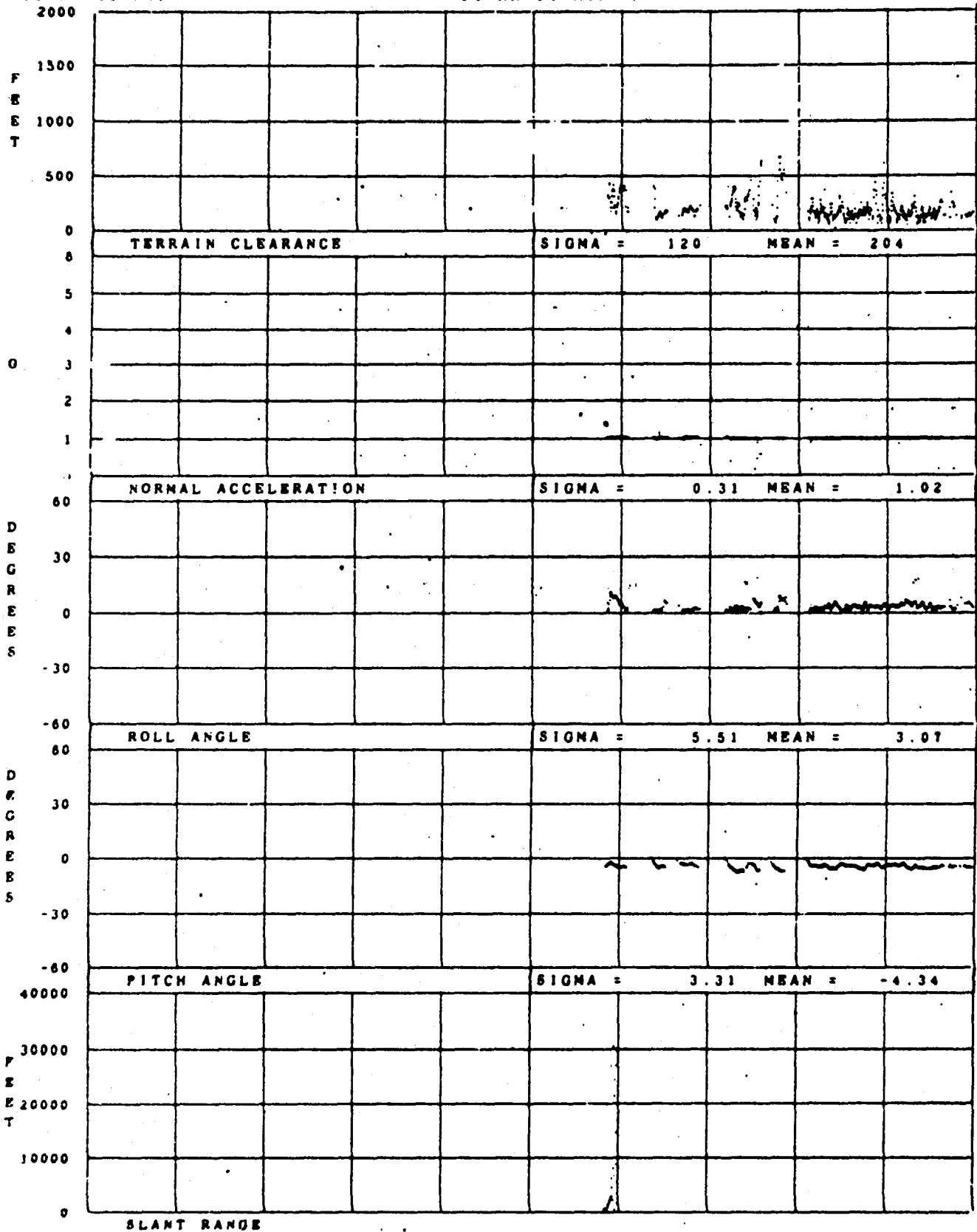
FIGURE 3-22  
AIRCRAFT POSITION DATA (U) (8 OF 8)

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13 HR 22 MIN

14 HR 34 MIN

14 HR 00 MIN



SLANT RANGE

SORTIE NUMBER 179

OPERATIONAL DAY 1 AUGUST 1967

FIGURE 3-23 (U) TELEMETERED DATA (1 OF 5)



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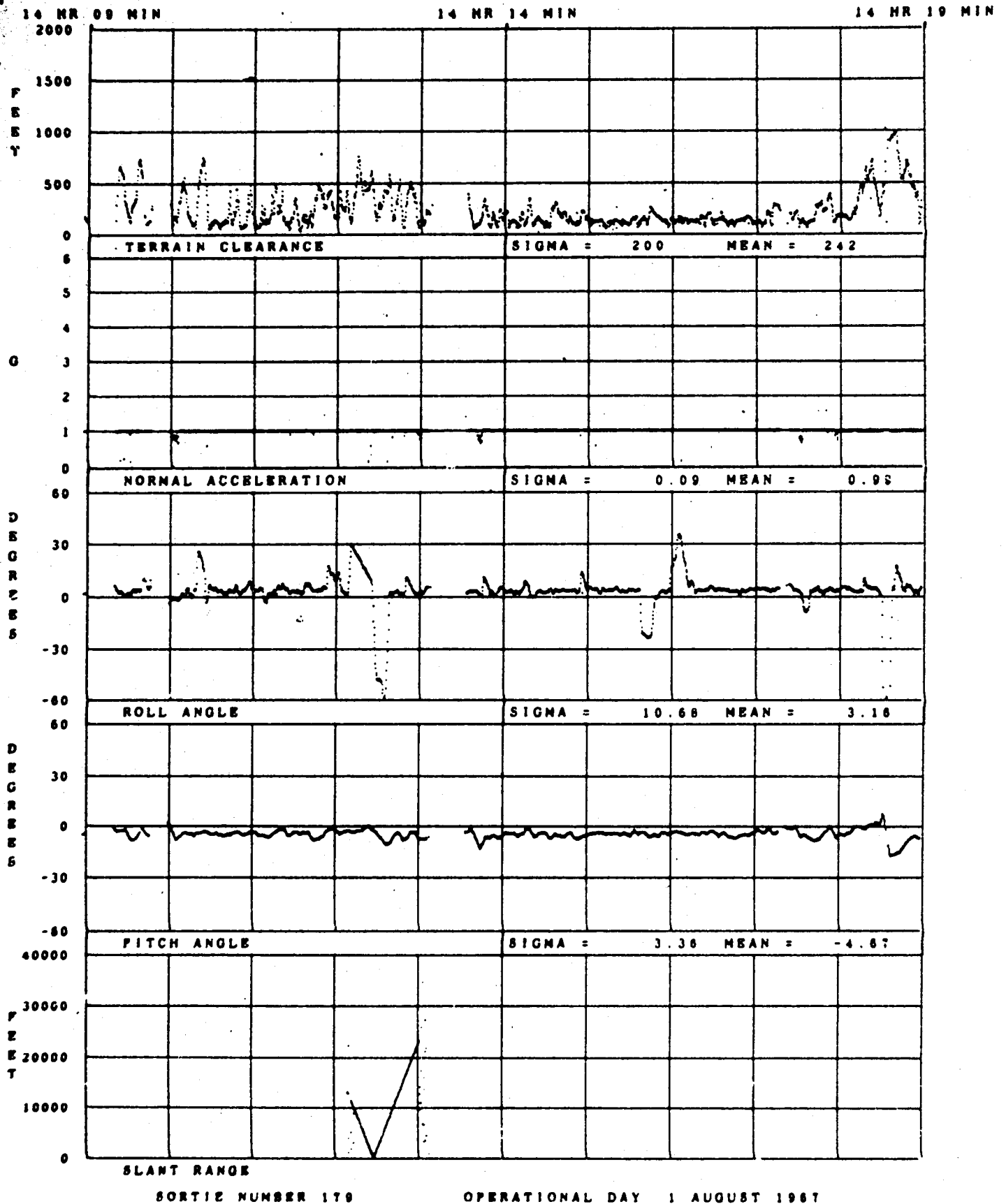


FIGURE 3-23 (U) TELEMETERED DATA (2 OF 5)

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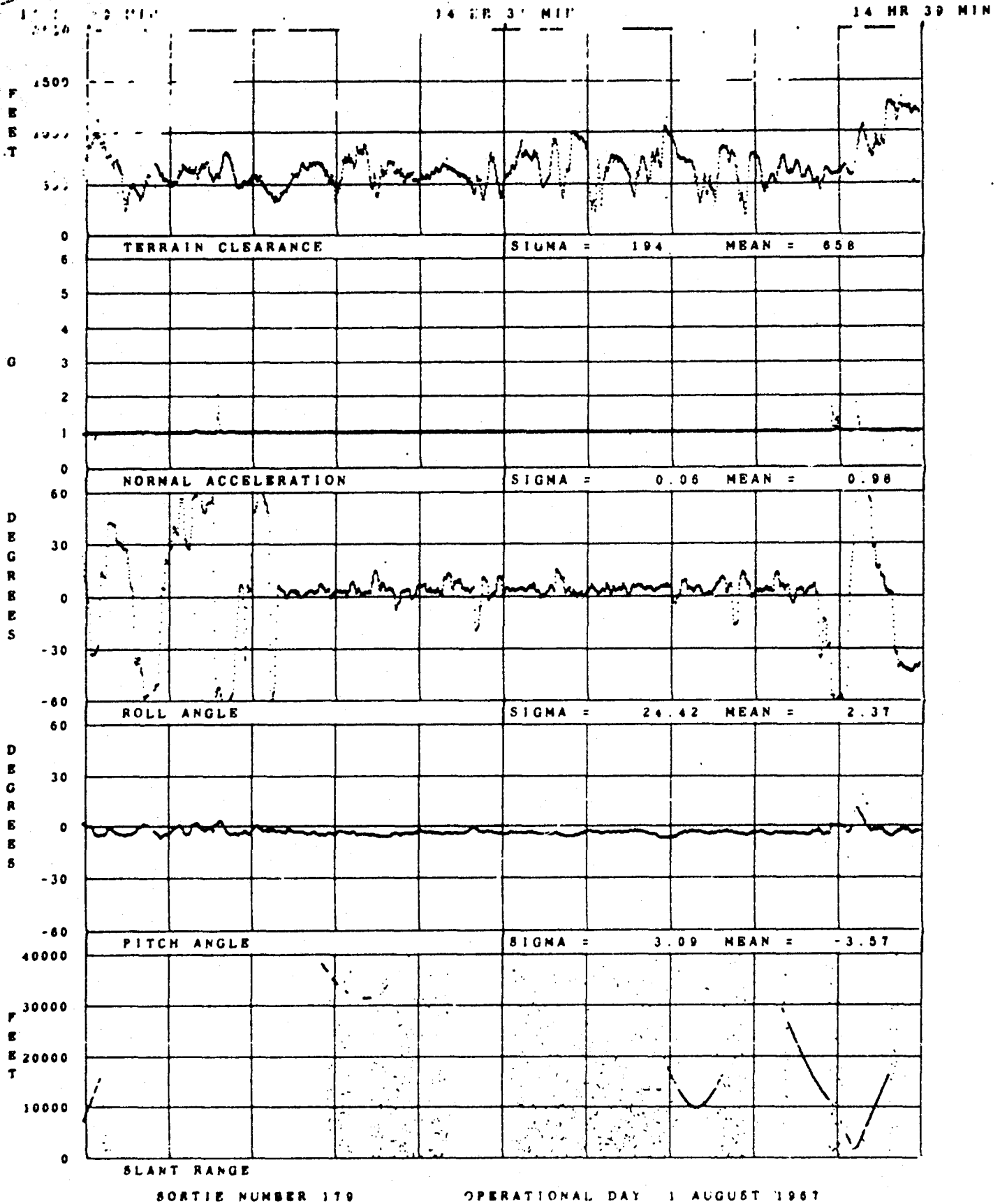
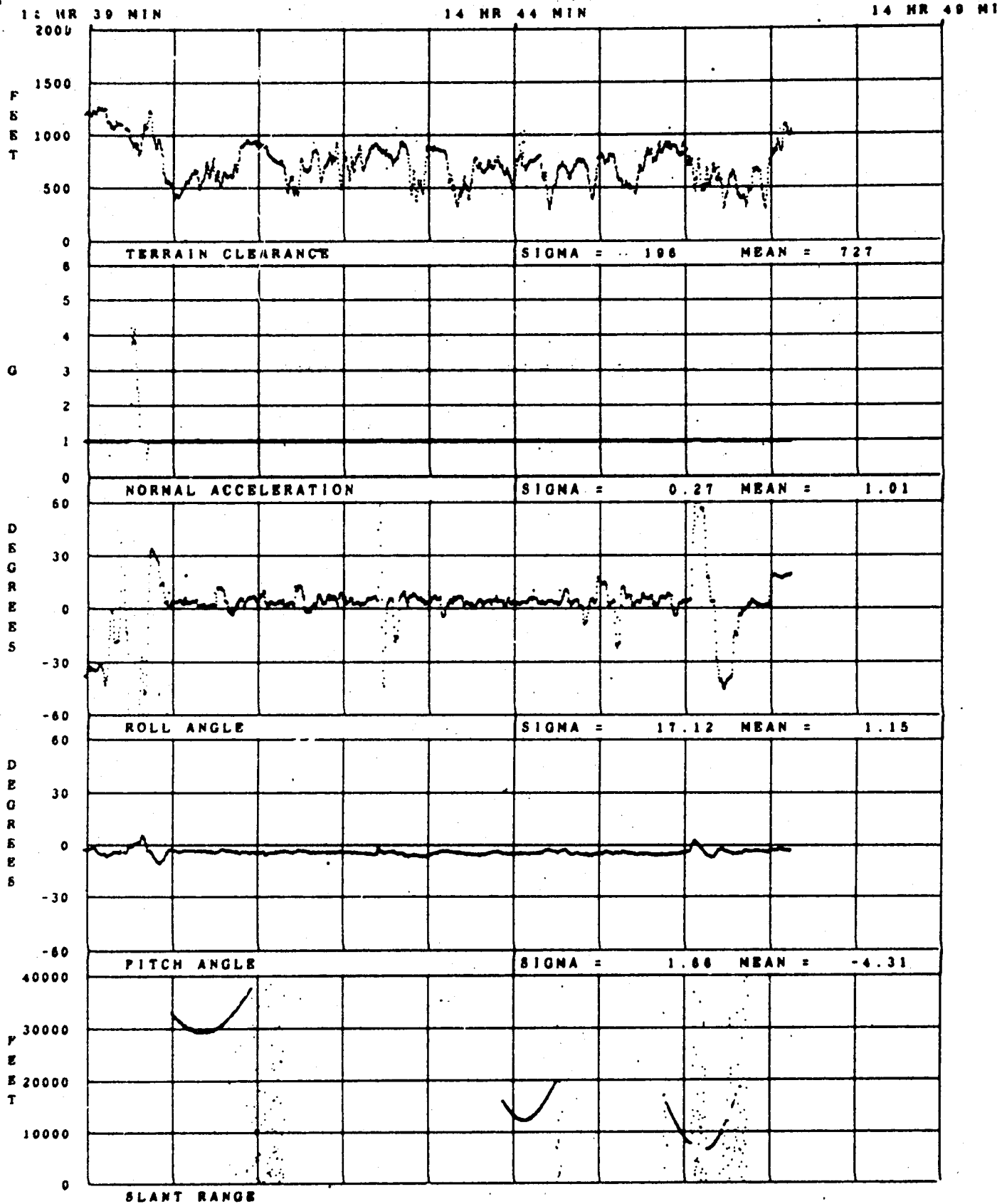


FIGURE 3-23 (U) TELEMETERED DATA (4 OF 5)

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BOXTIE NUMBER 179

OPERATIONAL DAY 1 AUGUST 1967

FIGURE 3-23 (U) TELEMETERED DATA (5 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED

RPT TGT	Real TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 179 DATE 8-1-67
		14:31:13	Intruder 6 at North 1. Option 3.	
		14:31:20	Ok we're on 287, ok now start lookin' for targets and we have to go up to 700 ft. Ok.	
1	1	14:31:41	Ah, I see numerous trees, this is Intruder 6 I see numerous trucks, mark it. It's ah marked now. What time is this, it started 30 seconds, we don't need time just mark the location. Right. Ok we're crossing the power line right now, the thing was Charlie 1, Charlie India ah 3-0. The trucks in a small farm house about, 5 trucks with military significance. Ok, 287 I'm up at 700 feet now. Ok. I got 1 minute.	
2	2	14:32:37	What's in that field over there? I see something (overtalk). This is Intruder 06 I see, tents, tents, Ok tents, looks like a barracks area 1,2,3,4,5,6,9,10. 10 tents of about, what, that was at 40 seconds, ok give them a location. Location is Charlie Golf niner-5.	
3	3	14:32:54	That's gun emplacements, Gun emplacements Holy Mackerel a whole bunch of them revetted gun emplacements must have been about 15, mark it, mark it. Ok that's time 7 and 35 1+2+35, give them a reference ok Bravo India wait a minute what time is it, it's comin' up on 2 minutes 1, we started 140. Right Charlie Golf, Okay contact 12:00. 8,	
4	4	14:33:36	Ah this is Intruder 6 we have a target dead ahead, mark it at and it's ah half track and we're going over a road. Trucks. A bunch of trucks, ok another 1 that was 2+20, I gotta get up there I'm a little bit low. Lost my heading. That's Charlie Golf 2-8. Ok.	
		14:33:48	We can cross over that road at about 2 + 25 or so, yea just about there, yea 2+20 Ok.	
		14:34:04	(mumbling).	
		14:34:10	Ah crossed another road, that's going on _____ 287.	
		14:34:25	Ok we got that railroad and the road up ahead, a road and a railroad at 4 minutes. Ok tell them we're past 3 right now. I think they're a little bit slow I don't know, no I'm up point, I'm 420. Ok. - Ok crossin' a ridge now, Roger we're crossing a ridge line. Ok, is there something over there? Ah, looks like something though. Negative. Possible contact, but I don't know what it is.	
5	8	14:34:58	Nice, I _____ pontoon bridge, this is Intruder 6 I see a pontoon bridge. Mark it. Am South of the railroad off of the railroad right now. Ok. Mark that I was early. Early? That was early, no that's right should have been in 50 seconds I was 10 seconds early. Ok. Ok that contact was at Bravo Golf 3-4.	
6	10	14:35:37	Ok. Watch your time. I got ah 4+20. I got 4 o'clock. Ok. Ah there's the road it's movin' away from us. I see a hospital. This is Intruder 6 I see a hospital a hospital, it's got red cross on the top of it. How many tents? It's got 4, 3 tents 2 trucks and a helicopter, it's in an open field with trucks behind it. Let's see that was on 30, mark it. Mark that 40. Mark it. Get the location. Ok the location of the hospital is Bravo Foxtrot 4-7. Keep goin' honey. Comin' up on time 5 minutes now, that's right how many minutes we got now. Passing a bridge little bit about 2 more minutes. 2 more minutes. All righty.	
		14:36:27	I got a tower over there. Don't worry about it. Ok. Open field.	
		14:36:46	Better watch my heading here. Yea.	
7	11	14:36:53	Coming up on 5+30, across from the ridge. I see an airfield. Mark it. This is Intruder 06. I have an airfield, I see no aircraft on it. Dirt runway. Ok it's about a mile off to the left, ok Bravo Delta niner-niner, make it ah Alpha Echo 0-0. Ok we're comin' up on turn 5 ah turn 6 flat field over here. Ok 1 minute let's look for this GCI. All right. All righty. 6+ what. 55. Yea.	
		14:37:37	We're slow, therefore, no no we're not slow, we're not I don't know. We're a little.	
		14:37:47	I see a tower, there's the GCI's gotta be on this side of it. See it? Yea. It's gotta be off to the left you know?	
		14:38:14	Ok there it is, see it. Pickle, Pickle. (static). Roger I see it. Ok we're gonna go over it. (static) Coming to the road go right to it to the road. I know we don't have to call that - I know we call on the Sept. 3 (?) call ah (static). Ok get your mark. All righty. Get yourself over on the road then. Ok there's the road and there's the light down there. Roger. And I'm ready to start marking the heading is going to be 107, 107. Roger 107. Ok, Ok, want me to go down the road? Yea just go down the road, about a half a mile to the right though so that we can turn in. Keep it to the left. Yea. Ok. Ok. I got my lookin' down the road here. What are we looking for. Lookin' for that bridge. How far down to the water. Just almost to the water. Yea.	
		14:39:08	Should be right in there. Left. Should be right in here where that red truck is.	
		14:39:19	Make a right 360 if you don't see it pretty quick. There it is. There it is. Ok. Mark it. Mark it. Mark it. Ok. This is Intruder 6 at November 3. Ok. Clock is running, is your clock running? 10 seconds. Looks like the heading is 107, 107. Keep your eyes out for that SAM site.	
		14:39:55	Ok it's gonna line up _____ did you give them a call. Yea I did. Your low, yea I'll pull it up. Ok.	
		14:40:12	Ah, Roger. _____ He did, he just said he did. Ok we're at 1, 45 seconds. Right and I'm gooking off wrong. Right how are we lined up about 2. Ah I didn't see. Ok. 1 minute Roger.	
		14:40:45	Ok, see these square roads up ahead. That's pretty good that's going to line up real well. Ok. We're on _____ then. Ok 1 + a 30. Looks like we're droppin' over these roads by a square dark. Beautiful ok.	
8	F	14:41:20	I see, this is Intruder 6. Mark it. Marked I see at Bravo Charlie 9-9. 3 trailers next to a road, ok we just crossed a big road at ah, 1+50 ok, how are we doing. I don't have the road on here. Roger. Ah-----	
		14:41:54	Easy place to find a way to find a SAM site, is when they're shooting us. Yea. Ok, coming up on what was that 2-1/2 minutes now. Roger 2-1/2. Jeepers we haven't seen anything this leg. I don't think we were set up on it too well when we started. We should have taken more time. No we went over the right road. Dead	

FIGURE 3-24 (U) VOICE TRANSCRIPT (1 OF 2)

# UNCLASSIFIED

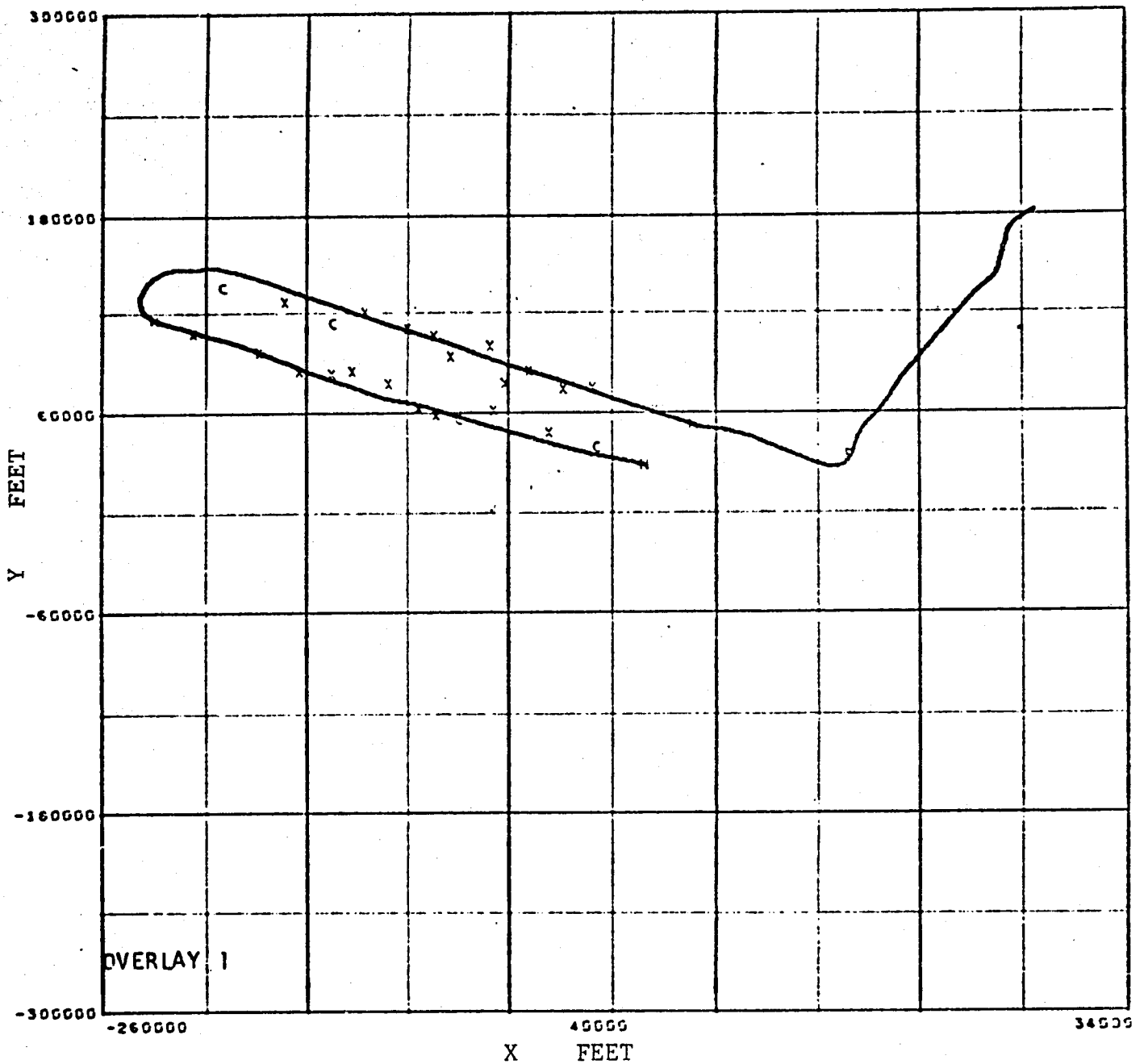
# UNCLASSIFIED

RPT TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 179 cont. DATE 8-1-67
9 18	14:42:22	ahead, dead ahead, dead ahead. I see some trucks. This is Intruder 06 we have 1,2,3,4,5 looked like a storage area, big boxes. Ok I see them trucks, a whole bunch of trucks and some storage area mark it. Ok that was 50 2+6 3 minutes, 3 minutes. Ah the coordinates are Charlie Charlie niner-7.	
10 19	14:42:46 14:43:02	Ok 3+15 going into this valley there's a railroad and a road. Oh gee. I see I see, this is Intruder 06 I see tanks, 1,2,3,4 4 tanks. They look revetted, revetted tanks. Ok mark that we just passed over a river there too. Yea, Yea that was time ah, 3+40. Ok. Naturally Ok. Let's see coordinates are Charlie Delta 4-4.	
11 23	14:43:28 14:44:09	Ok time is now 4+0 we got a road coming up ahead. At what time. Ah something, ah what's that time is 4 right now. Ok. Time is 4 we got a little stream up ahead. Here. We're just crossing over that now. 4+10 4+20 now. There's a big road coming up. Rog. That's it. Yea Ok, there's gotta be something in here. Large road that was 4+50. We're fast. Ok. Hey mark it there. Also 1 o'clock there's a truck see it, mark it. Rog. Intercept 3 trucks, 3 trucks, this is Intruder no there's six guns there six or 8 guns, ok and that was at 5+ coordinates were Delta Echo Delta Echo 1-niner. They were facing east, they are facing east. Ok. right it's 5-1/2 now.	
	14:45:15	Ah come on get with it. Here's the time now coming up on 6, ok we just got 7 minutes right. Rog.	
	14:45:29	Ok we gotta mountain or something here that we're going for. That's a tower. Yea. That must be it over there to the right there a little bit. Maybe. Yea.	
	14:45:44	I see a stream right here. 6-1/2. This is 6-1/2 minutes what do we have to go 7 what 7+10. Oh ok.	
12 25	14:46:09	I see a SAM site, I see a SAM site. Right, right, right, I got you. Ok mark it, we can't hack it go over it we could've just at about 90 degrees. This is Intruder 6 Ha ha ha. What do you know that was at 50 Roger. Coordinates ? Delta Golf 5-1. Ok I see our tower coming up also. Did you get the SAM site. Yea. Ok.	
	14:46:45	Ok the SAM site I saw it, I saw at least 4 or 5 missiles, they were white. sitting there SAM site sitting there right at the top of a ridge. Ok, ok 7+10, ok, we're a little bit over our tower to pickle.	
	14:47:03	This is Intruder 6 at North 4.	
	14:47:14	Roger switching Pod Option 1 going to center. Ok.	

FIGURE 3-24 (U) VOICE TRANSCRIPT (2 OF 2)

# UNCLASSIFIED

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SORTIE NUMBER 216A

OPERATIONAL DAY 5 AUGUST 1967

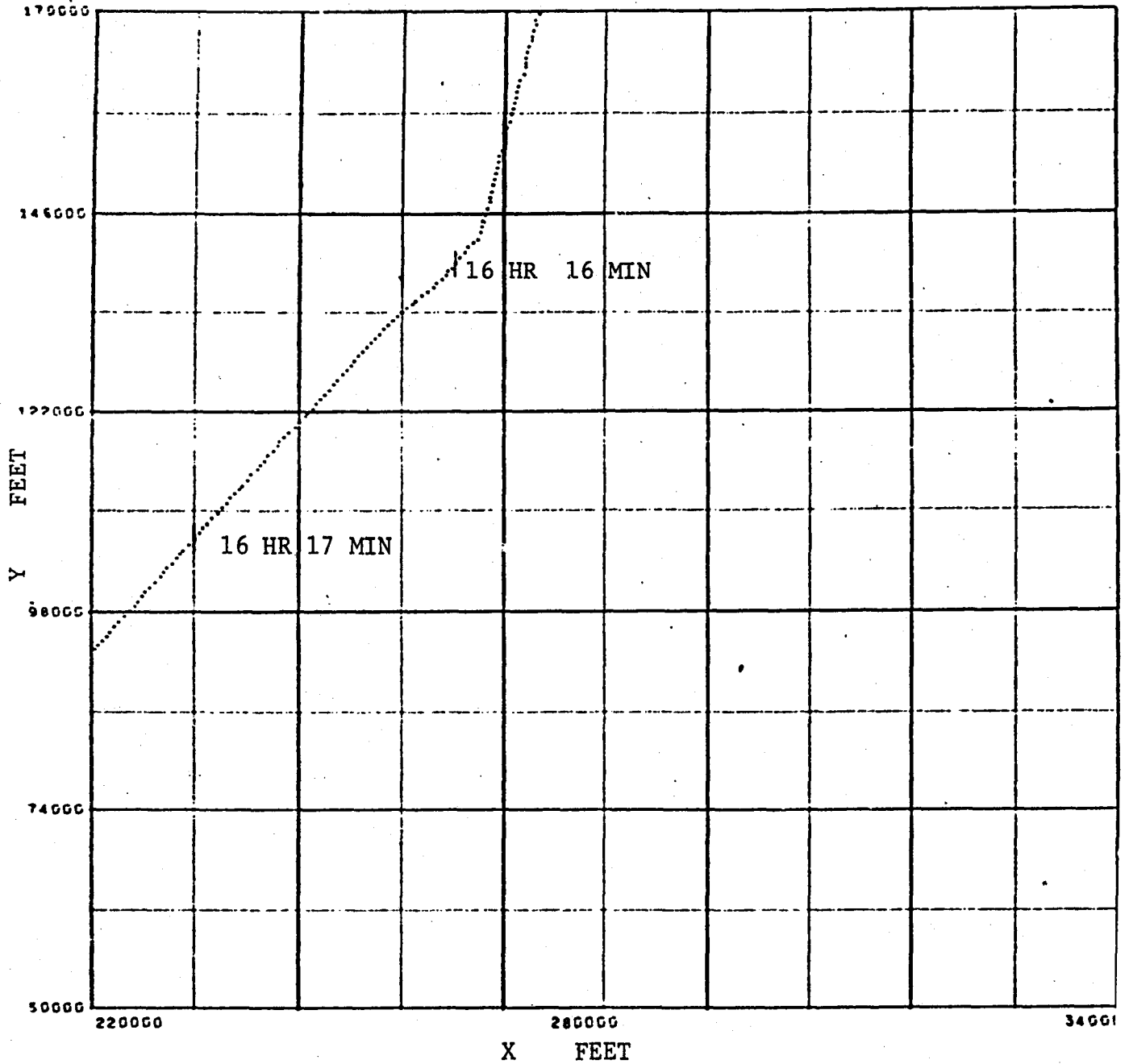
NORTH COURSE

FIGURE 3-25

AIRCRAFT POSITION DATA (U) (1 OF 8)

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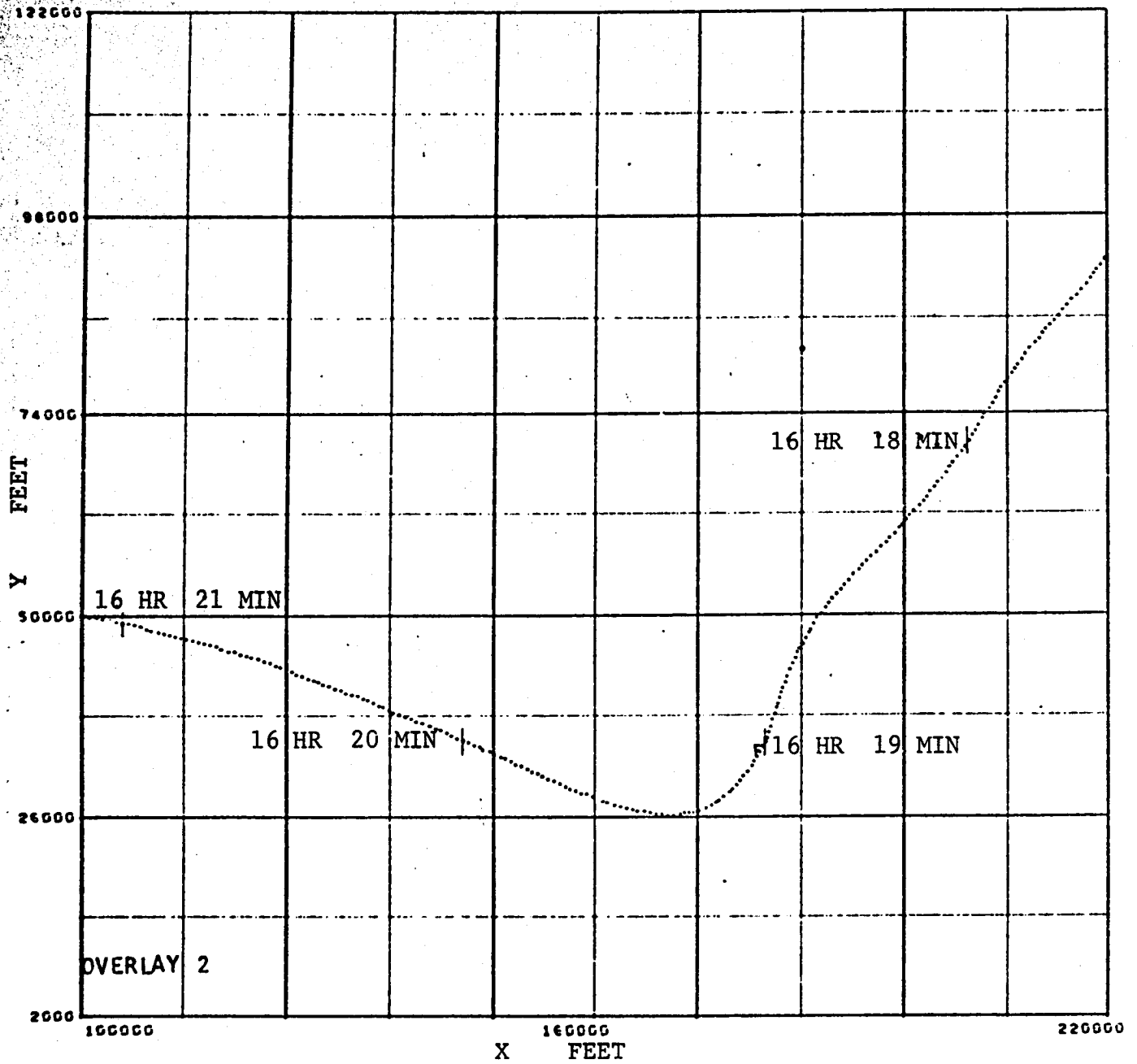


SORTIE NUMBER 216A

FIGURE 3-25  
AIRCRAFT POSITION DATA (U) (2 OF 8)

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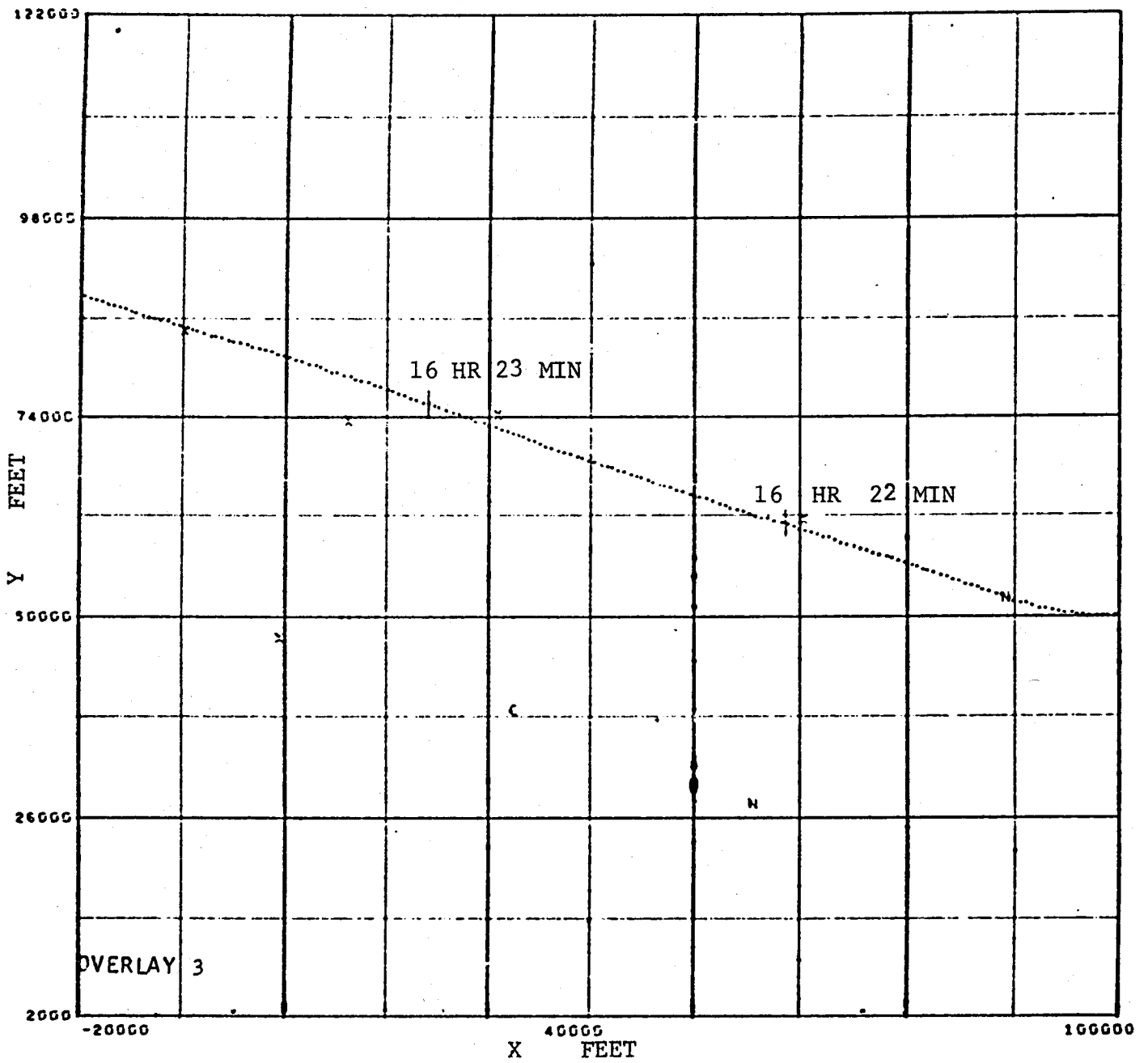




SORTIE NUMBER 216A

FIGURE 3-25  
AIRCRAFT POSITION DATA (U) (3 OF 8)

UNCLASSIFIED



SORTIE NUMBER 216A

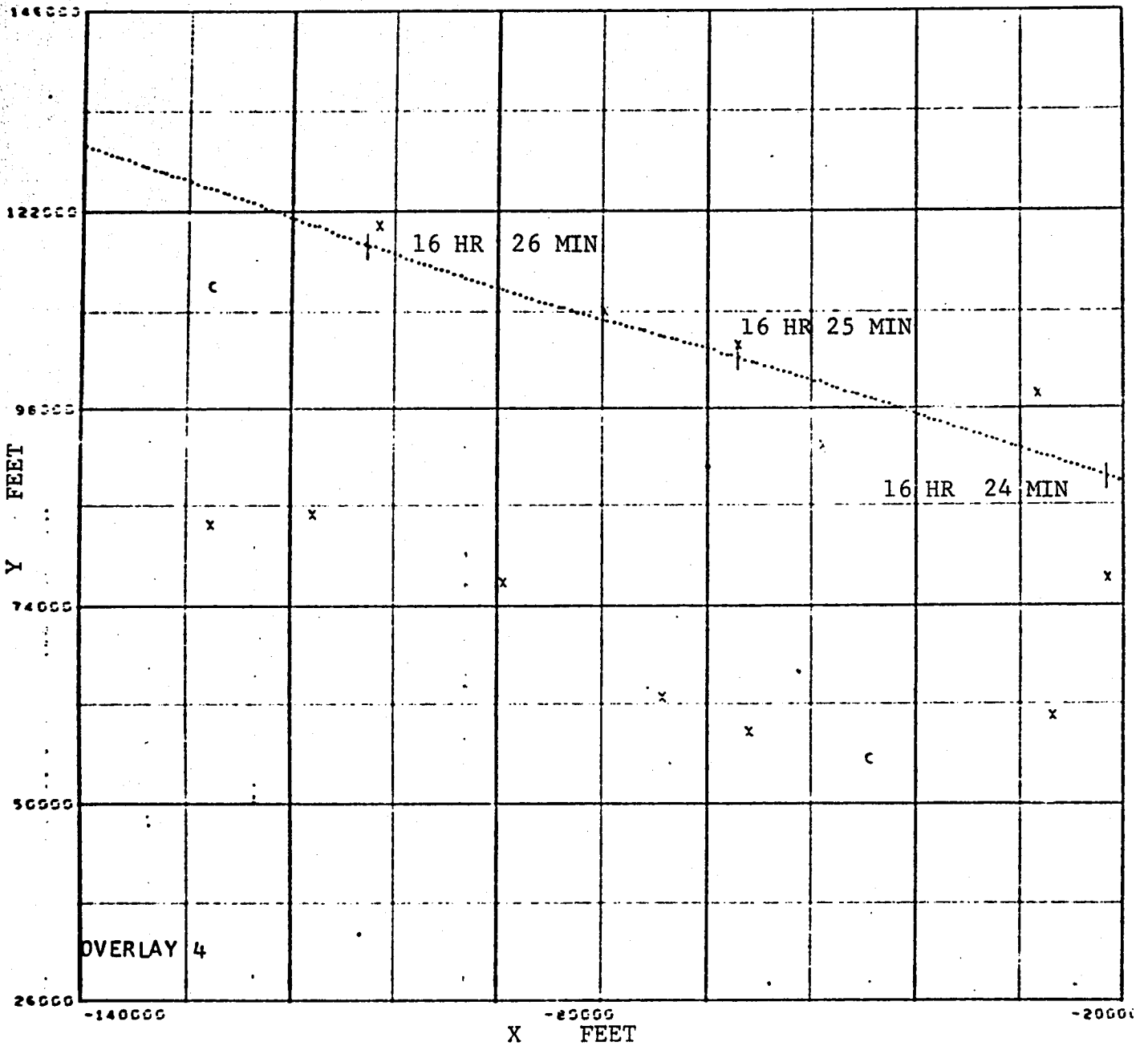
FIGURE 3-25

AIRCRAFT POSITION DATA (U) (4 OF 8)

UNCLASSIFIED

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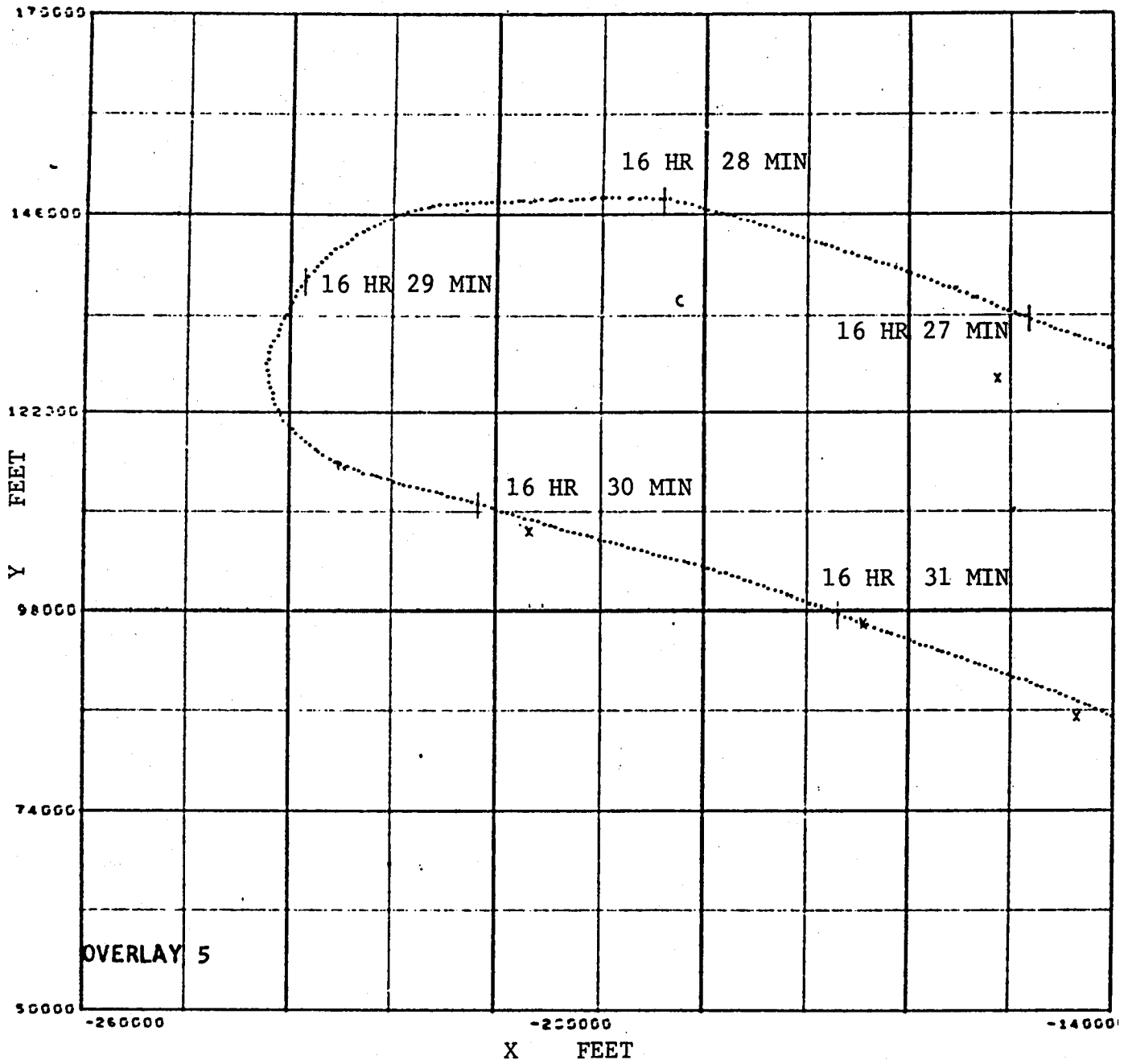


SORTIE NUMBER 216A

FIGURE 3-25  
AIRCRAFT POSITION DATA (U) (5 OF 8)

UNCLASSIFIED

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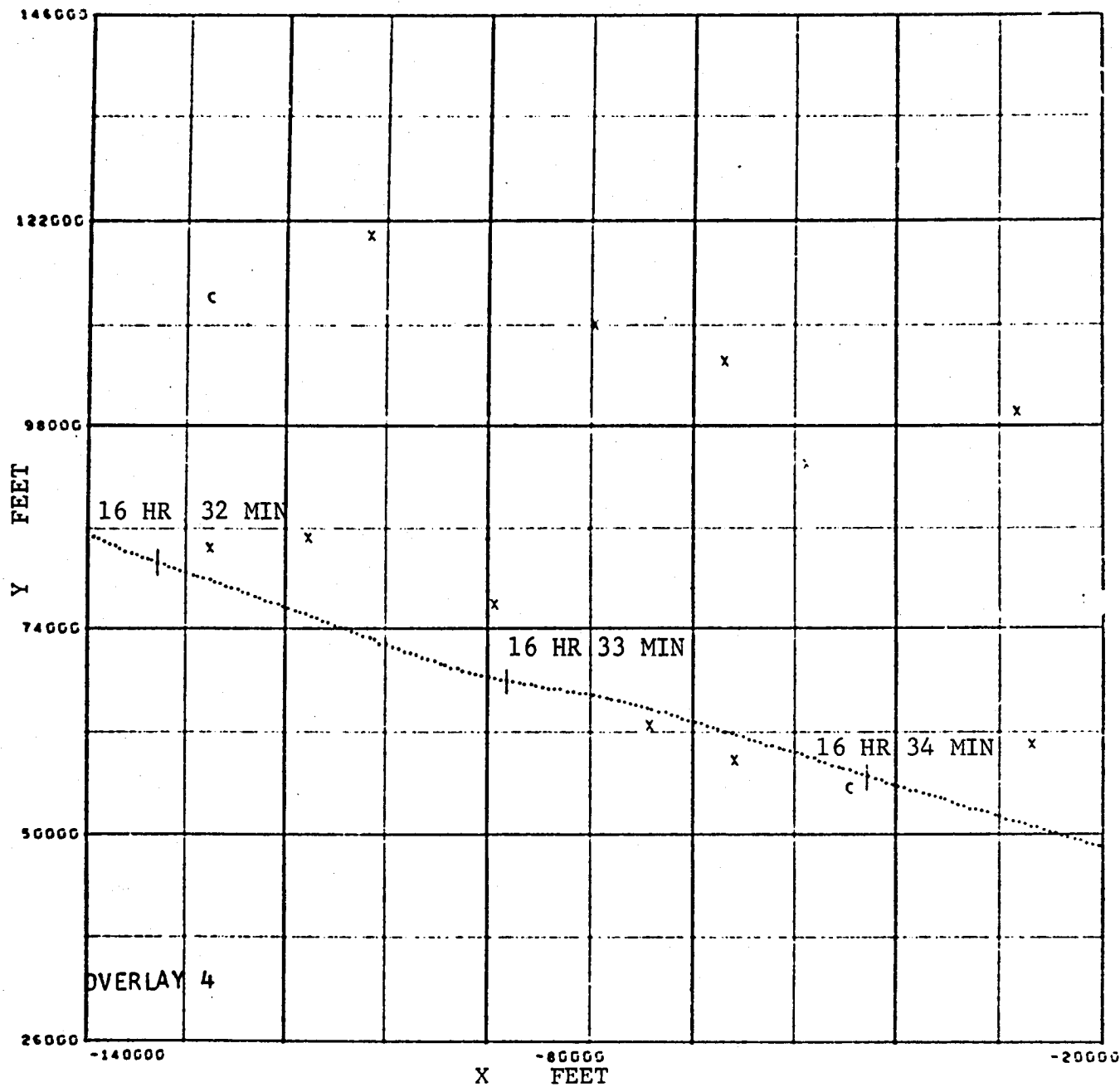


SORTIE NUMBER 216A

FIGURE 3-25  
AIRCRAFT POSITION DATA (U) (6 OF 8)

UNCLASSIFIED

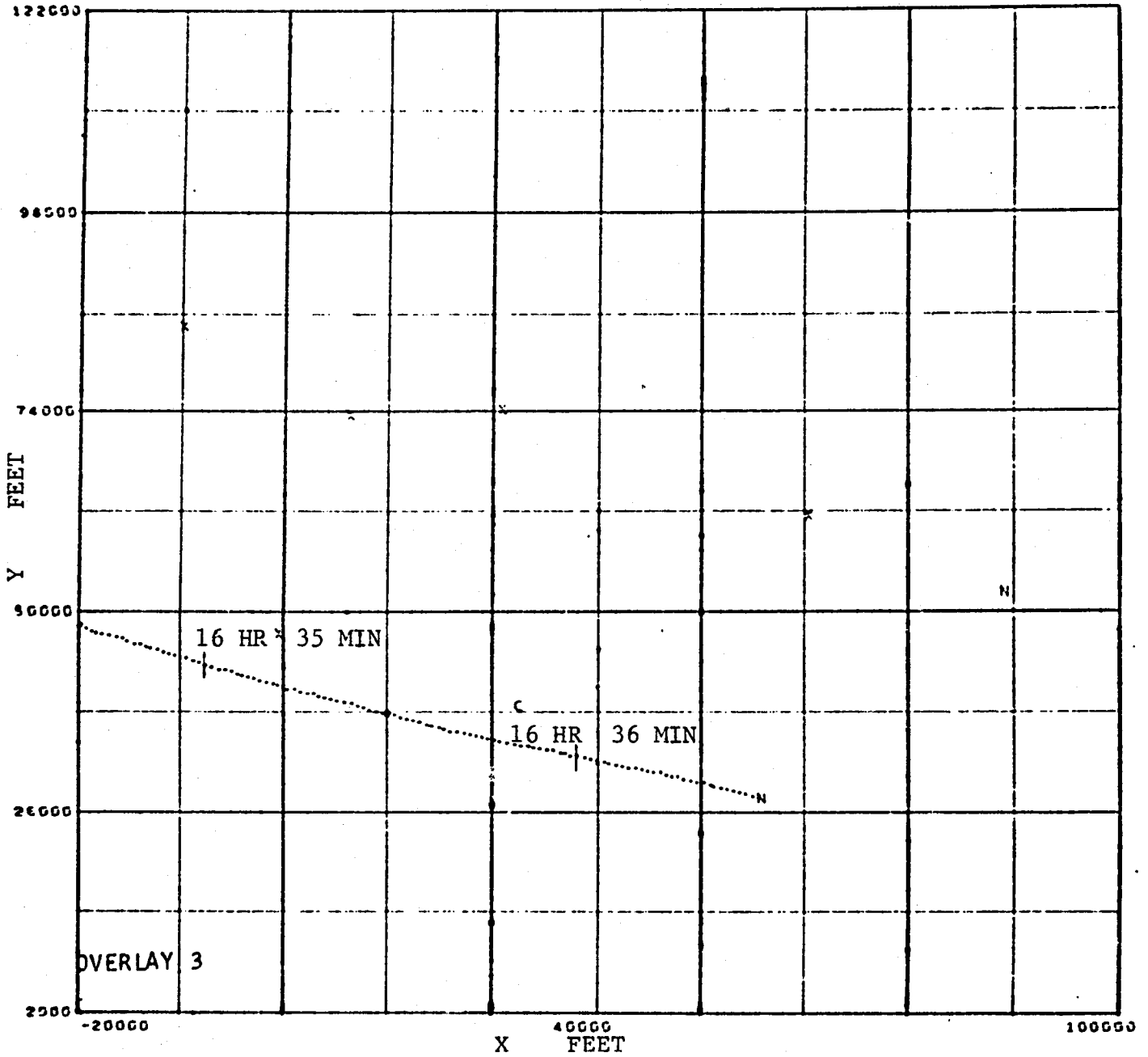
318



SORTIE NUMBER 216A

FIGURE 3-25  
AIRCRAFT POSITION DATA (U) (7 OF 8)

UNCLASSIFIED

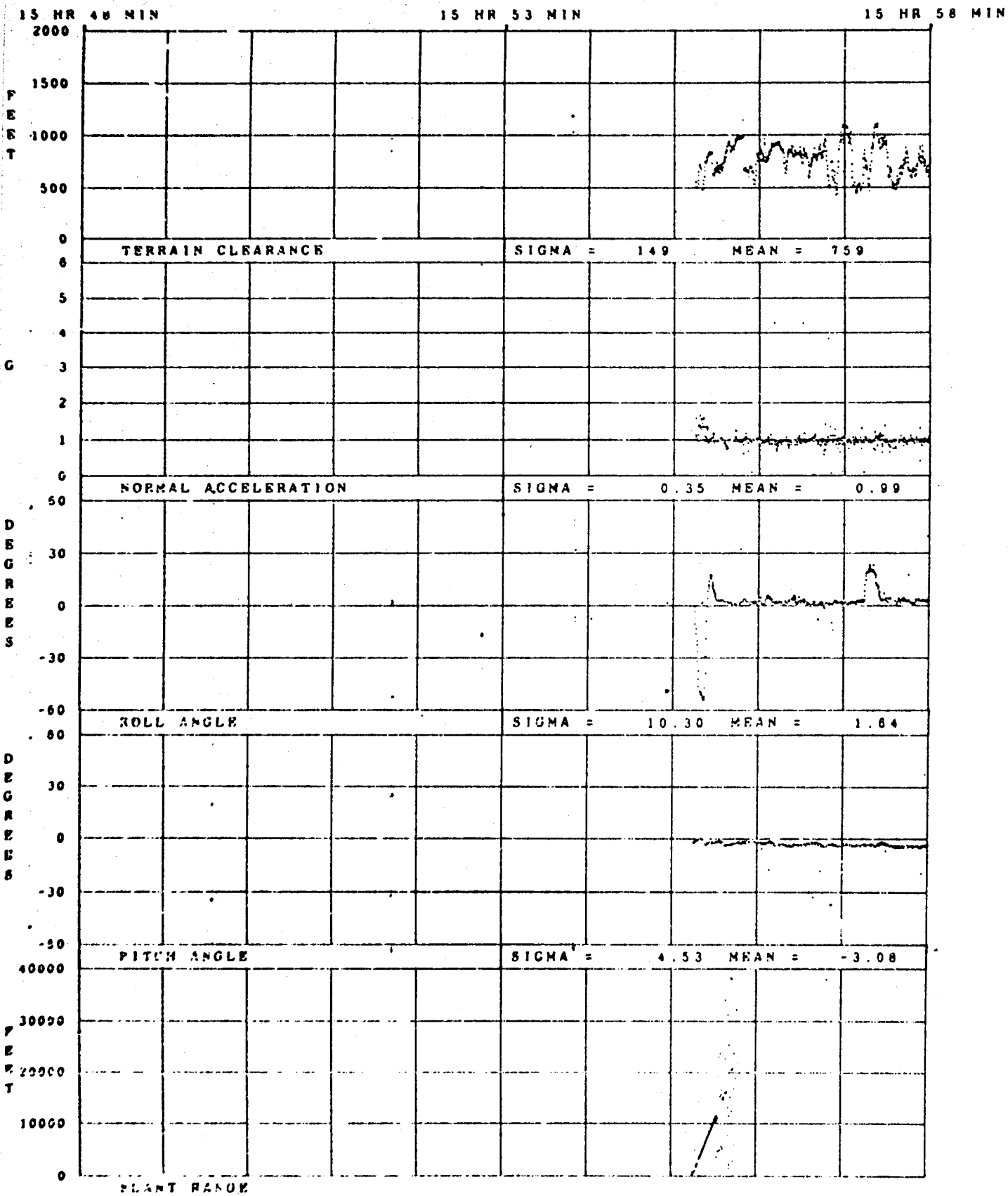


SORTIE NUMBER 216A

FIGURE 3-25  
AIRCRAFT POSITION DATA (U) (8 OF 8)

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# UNCLASSIFIED



PORTIC NUMBER 216A

OPERATIONAL DAY 5 AUGUST 1967

FIGURE 3-26 (U) TELEMETERED DATA (1 OF 5)

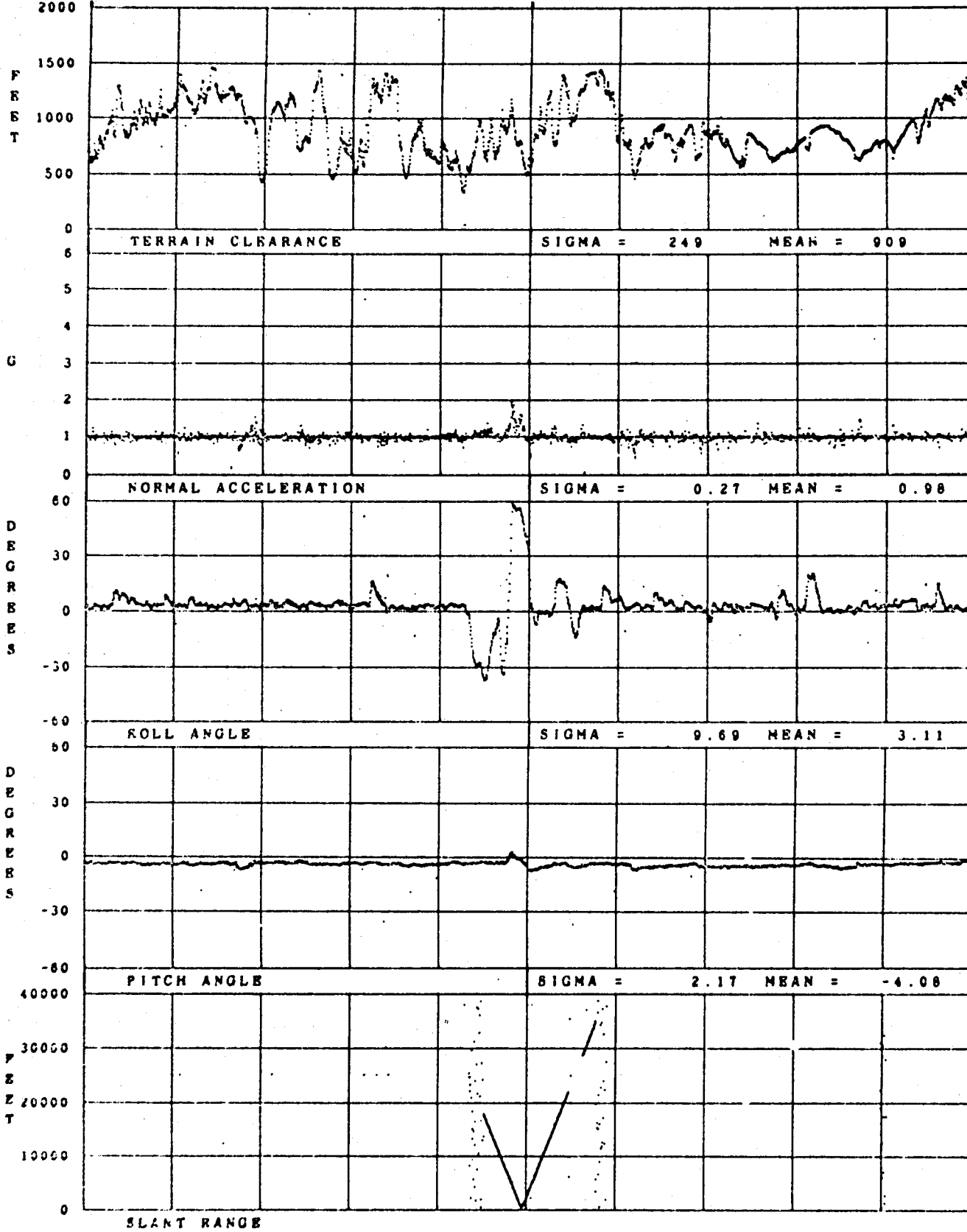
# UNCLASSIFIED

# UNCLASSIFIED

15 HR 58 MIN

16 HR 03 MIN

16 HR 08 MIN



SORTIE NUMBER 216A

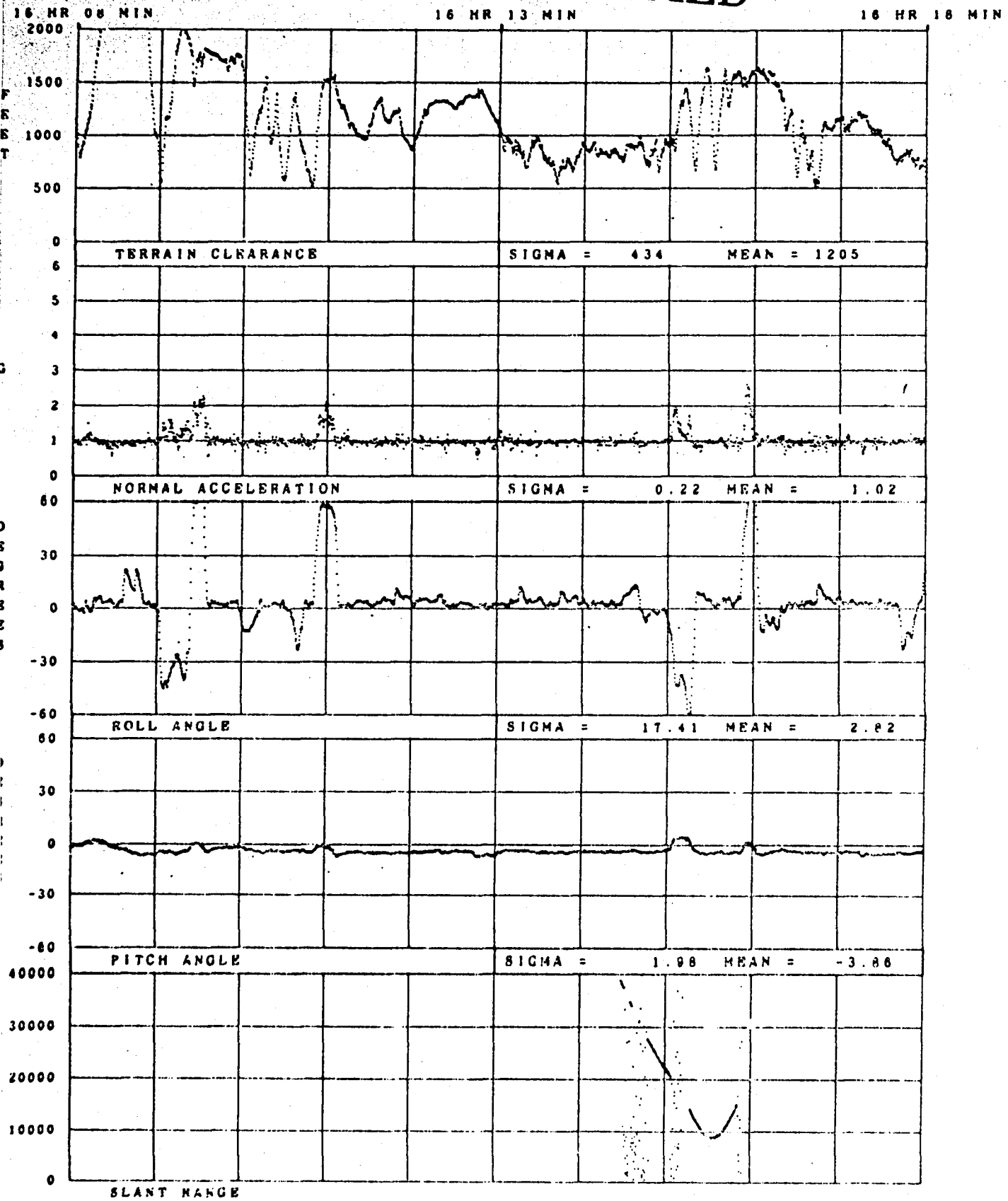
OPERATIONAL DAY 5 AUGUST 1967

FIGURE 3-26 (U) TELEMETERED DATA (2 OF 5)

# UNCLASSIFIED



# UNCLASSIFIED



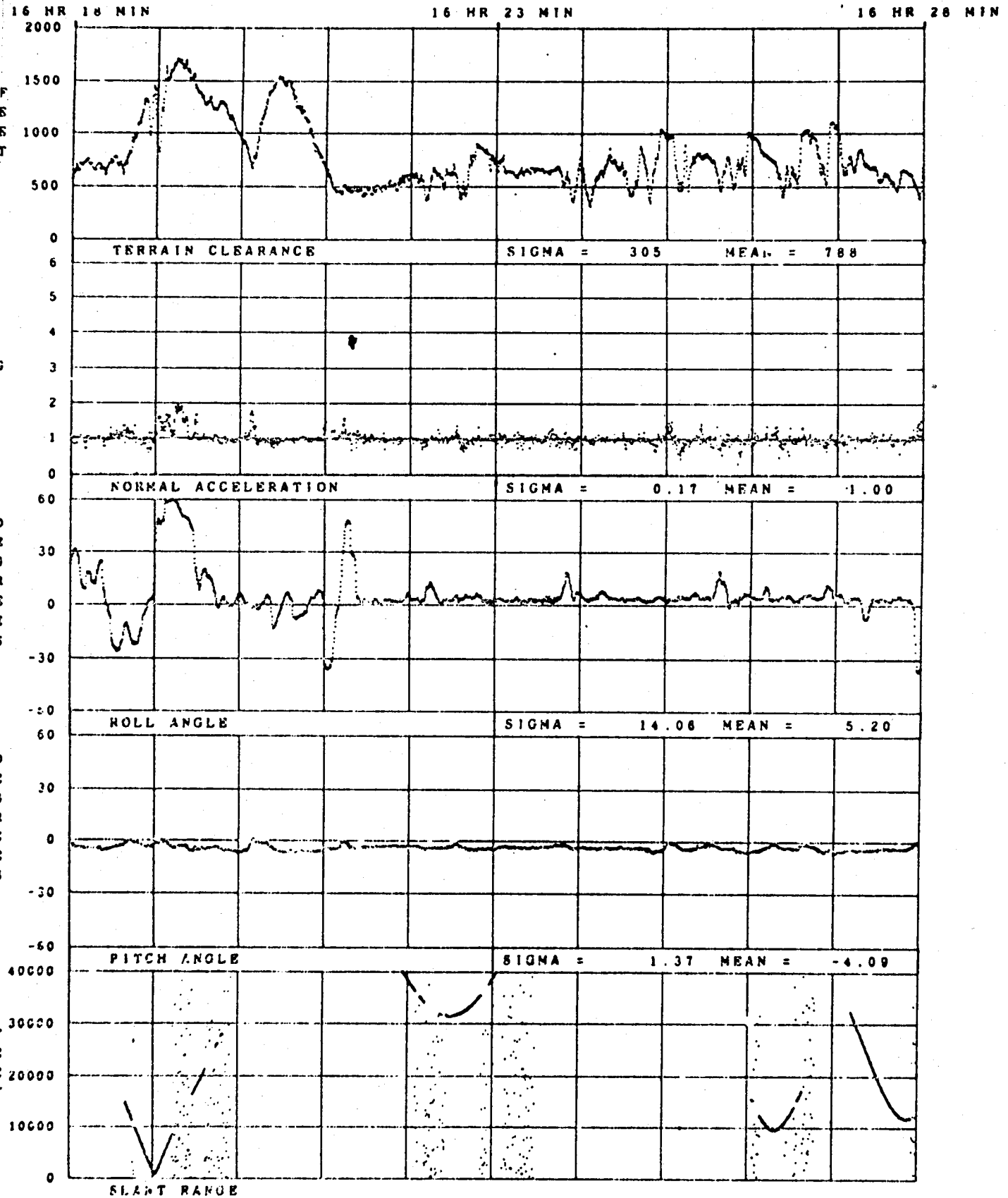
SORTIE NUMBER 216A

OPERATIONAL DAY 5 AUGUST 1967

FIGURE 3-26 (U) TELEMETERED DATA (3 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED



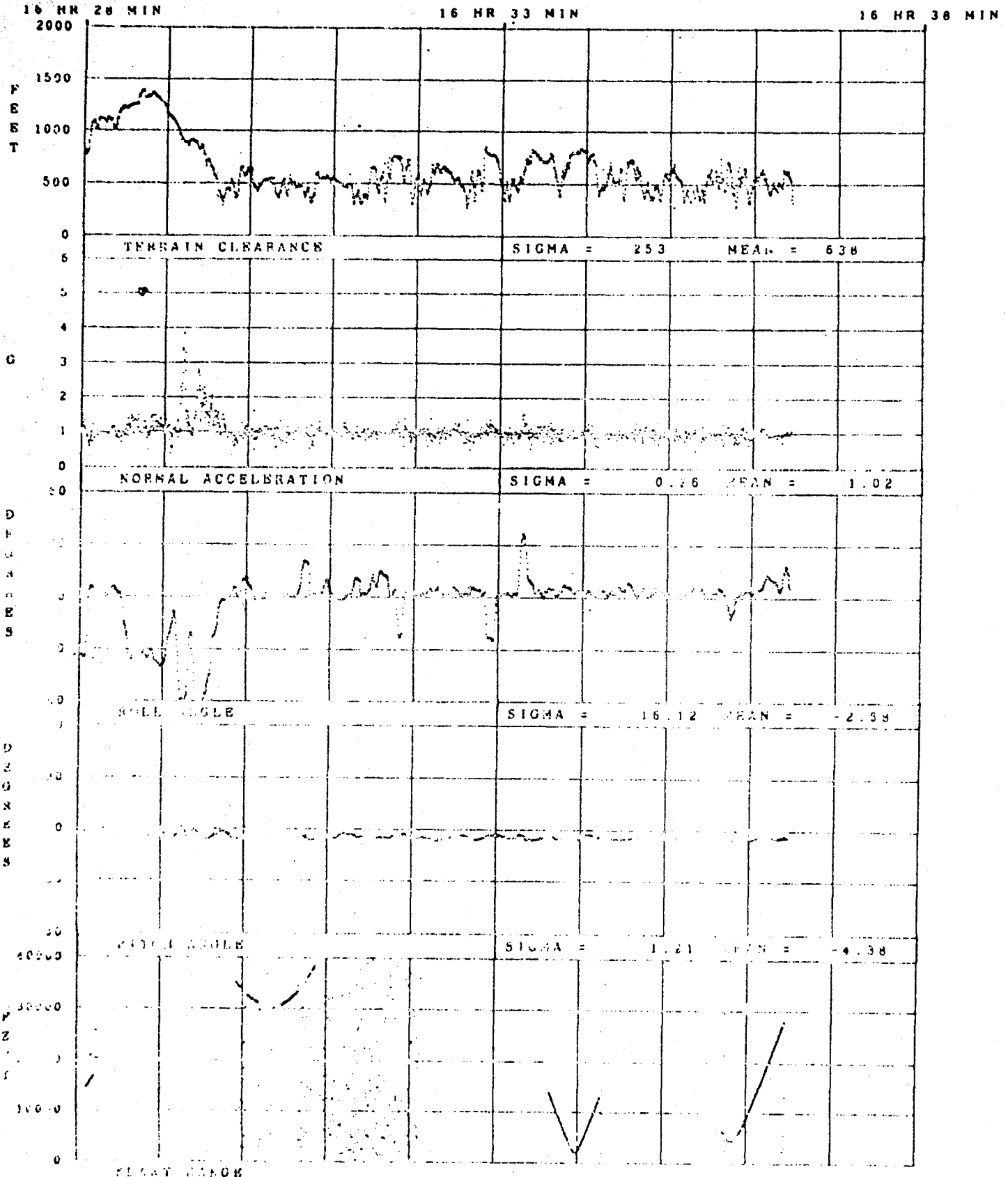
MORTIE NUMBER 216A

OPERATIONAL DAY 5 AUGUST 1967

FIGURE 3-26 (U) TELEMETERED DATA (4 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED



16 HR 28 MIN

16 HR 33 MIN

16 HR 38 MIN

FIGURE 3-26 (U) TELEMETERED DATA (5 OF 5)

# UNCLASSIFIED

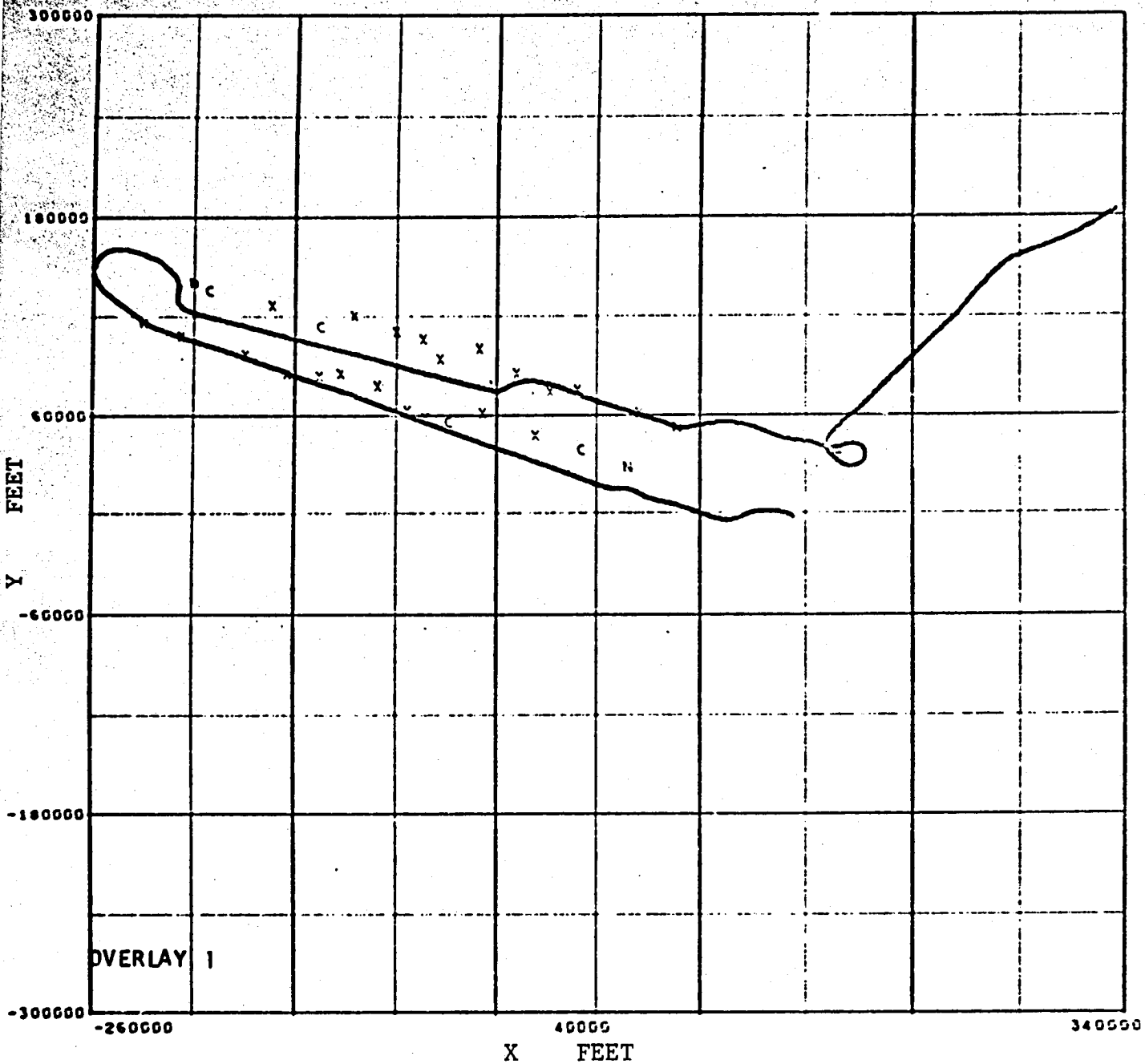
# UNCLASSIFIED

RPT TG	Real TG	TIME	REAL TIME TRANSCRIPTION	SORTIE 216A DATE 8-5-67
		16:16:31	Tone ceases.	
		16:21:04	Yah. Roger.	
		16:21:21	Intruder 18 North 1.	
1	1	16:21:55	Intruder 18 a truck convoy. Intruder 18 uh a vehicle maintenance area. Intruder 18 roger. Charlie India 20. A vehicle rack. POL.	
2	2	16:22:43	Intruder 18 a (truck) encampment. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 large trucks. At position Charlie Hotel 34. At uh delay that 33.	
		16:23:18	You _____ 3 minutes.	
3	4	16:23:37	Intruder 18 a communications site 2 tents. 1, 2, 3, 4, 5, 6 small trucks. Right there in (front) (short?) of that road. Charlie uh Golf uh 27.	
4	6	16:24:13	Intruder 17 communication site. Ah numerous vehicles in the area van-type position Charlie Golf uh 46.	
		16:24:41	Negative make that position Bravo Hotel uh 12.	
		16:24:55	O. K. here's the river. Coming in we look pretty well on course. Did you, did you see that thing cross over there. Is it a bird?	
5	9	16:25:15	O. K. we've got a bunch of trucks down here troop concentration 6, troop carriers. Negative those are uh trucks uh towed artillery looks like a vehicle park. Their position is, Bravo Foxtrot 9 5. Make that 9 4. 5 trucks, 5 artillery pieces. Howltzers.	
6	10	16:25:53	See there's a (red cross tent) at uh Intruder 18 a helo, uh hospital unit, 1 large helicopter heavy, 1 ambulance, 3 tents.	
		16:26:12	At uh Bravo Foxtrot 18. Hey make that 1, Bravo Foxtrot 17.	
		16:27:04	See that tower up there, yet? Well let's see. Coming up on, negative, I don't see the tower. It should be on the ridge here.	
		16:27:42	(Inspection) yes. GCI site. Up over the top of this ridge we should be able to see the tower. There's the tower right over here. It's back over there Ray. Uh Roger. Continue on this heading until we hit the road, the railroad. O. K. Here's the road, railroad. Uh there's water down there.	
		16:28:28	And we want to make a gentle turn to get to North of that water out there. Yah.	
		16:28:46	Boy this damn compass is really (perplexing) us.	
		16:29:06	O. K. you want to turn in here. See if you can see those orange pylons. Event button in the call here.	
		16:29:18	_____ here. There's the 2nd 1 right down there.	
		16:29:30	Intruder 3 it's negative Intruder 18 over N3.	
7	14	16:30:10	Intruder 18, POL storage. 2 large vans along side of the road. Position Bravo Bravo 9, niner 6.	
		16:30:46	Uh change that position to Bravo Charlie uh 4 5.	
8	16	16:31:37	Intruder 18, 2 helicopters, 2 helicopters. A POL helo, helo pad. Position Charlie Bravo. Uh I'm sorry that's Charlie Charlie 1 niner. 2 large helicopters, POL. Barrels. Sitting in an open field. Uh quite amount of. Lightly wooded around the helo pad.	
		16:32:46	Uh were right of course. Uh we should be over there at least a mile or so.	
9	20	16:33:21	Intruder 18, uh artillery towed, 2 large (tank type trucks?) (trucks type?) (trucks? tank?) In revetment. The position Charlie Echo 23. 2 large (anti?) type trucks (assorted) ammo, 2 artillery pieces in revetments. Uh in a cleared area. Uh just	
10	21	16:33:58	Intruder 18 communications site. We going to have _____ here. Position Charlie Echo, 1, uh 91. Several large van type trucks, generators, numerous antennas. In a cleared area bounded by heavy woods. Looks like a field. _____ heading for the highway.	
		16:34:38	There should be a tower up here to our left in a couple of minutes. There's the tower right over there. This one right here. O. K.	
		16:35:33	O. K. were crossing a little river. Slightly south of course.	
		16:36:10	And there's our tower. There's the what ever they are. Uh N4 right ahead. Roger event button give the call.	
		16:36:28	Tone begins.	

FIGURE 3-27 (U) VOICE TRANSCRIPT

# UNCLASSIFIED

# UNCLASSIFIED



SORTIE NUMBER 225

OPERATIONAL DAY 5 AUGUST 1967

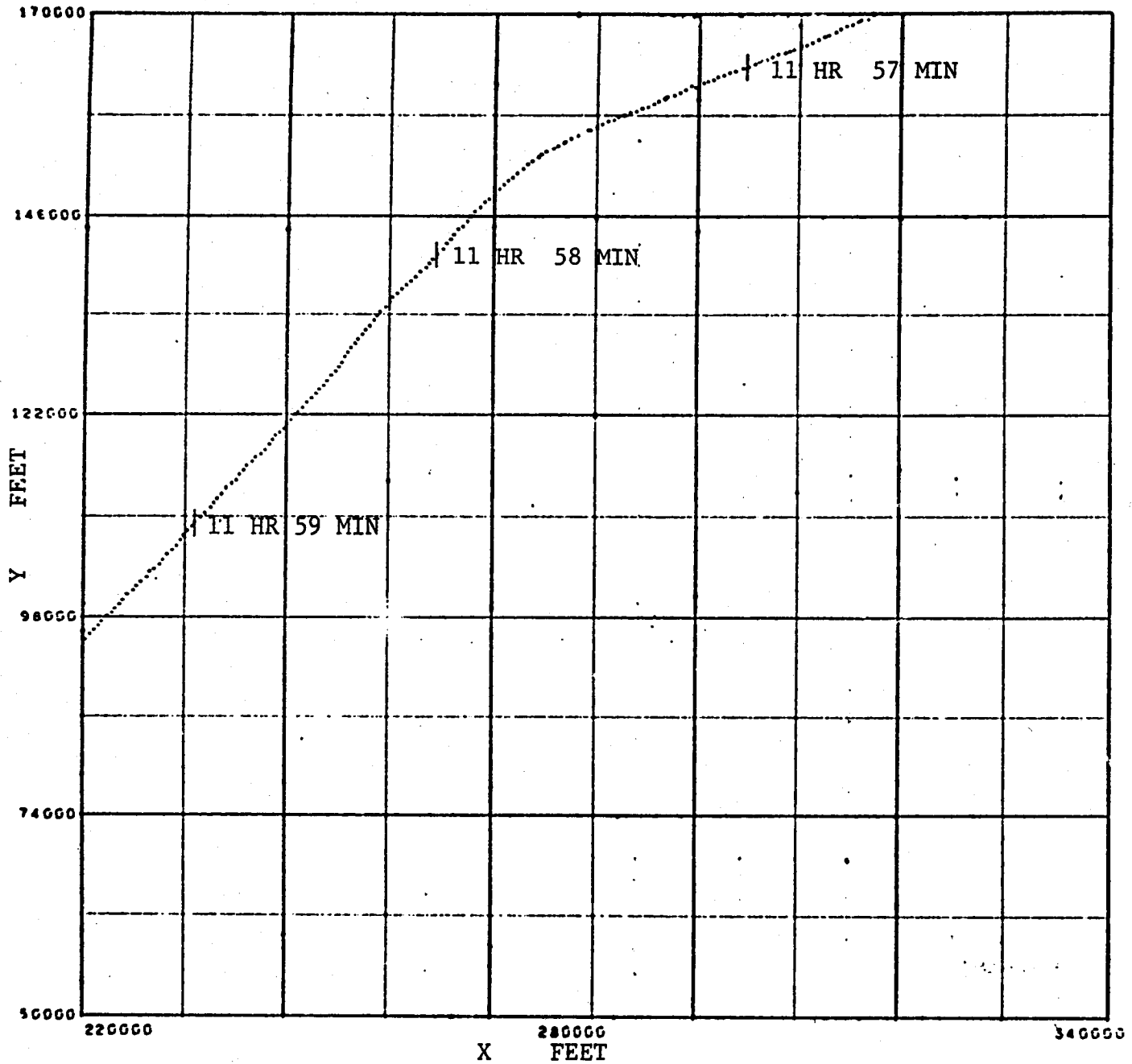
NORTH COURSE

FIGURE 3-28

AIRCRAFT POSITION DATA (U) (1 OF 8)

# UNCLASSIFIED

UNCLASSIFIED



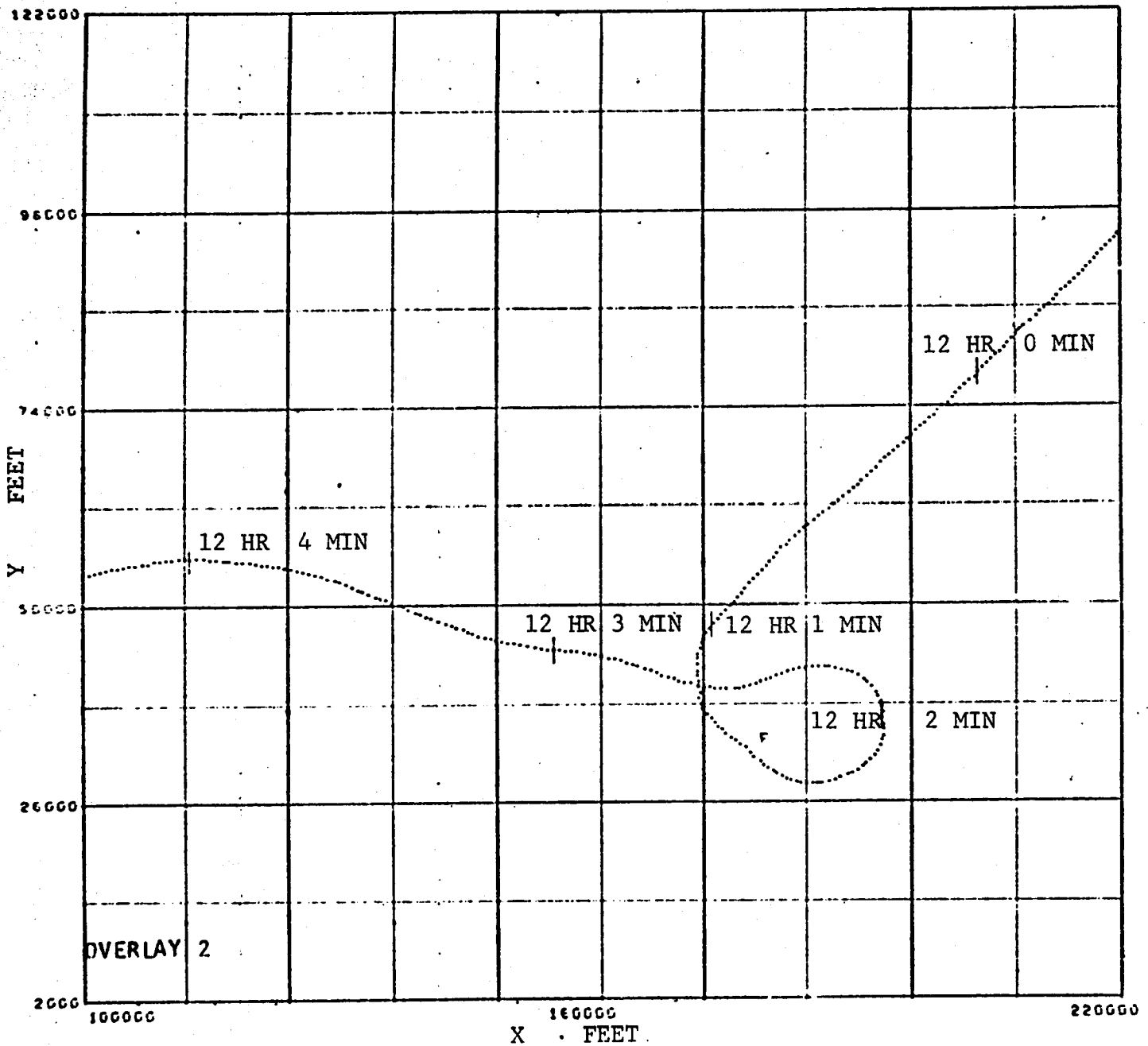
SORTIE NUMBER 225

FIGURE 3-28

AIRCRAFT POSITION DATA (U) (2 OF 8)

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# UNCLASSIFIED



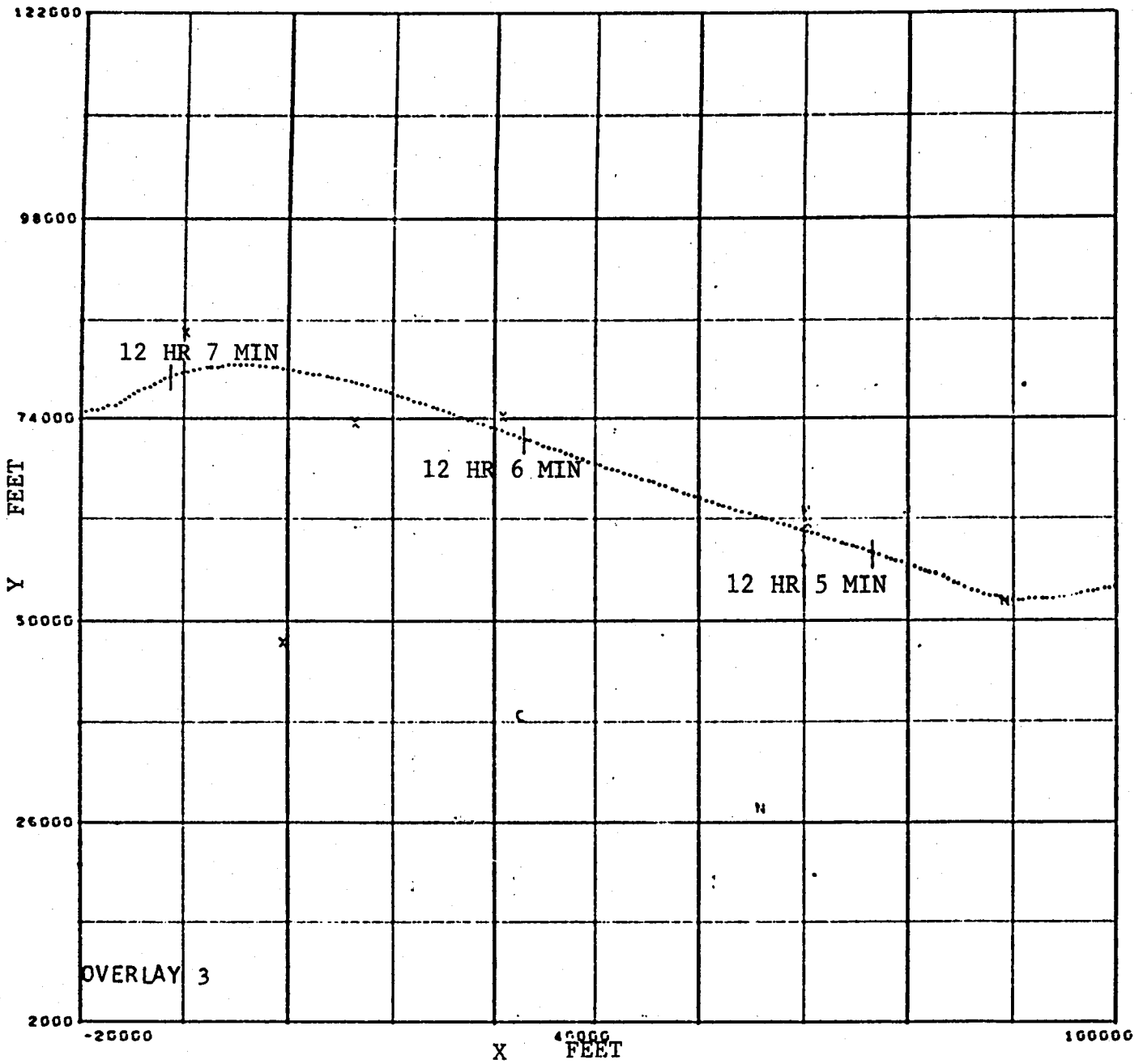
SORTIE NUMBER 225

FIGURE 3-28

AIRCRAFT POSITION DATA (U) (3 OF 8)

# UNCLASSIFIED

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SORTIE NUMBER 225

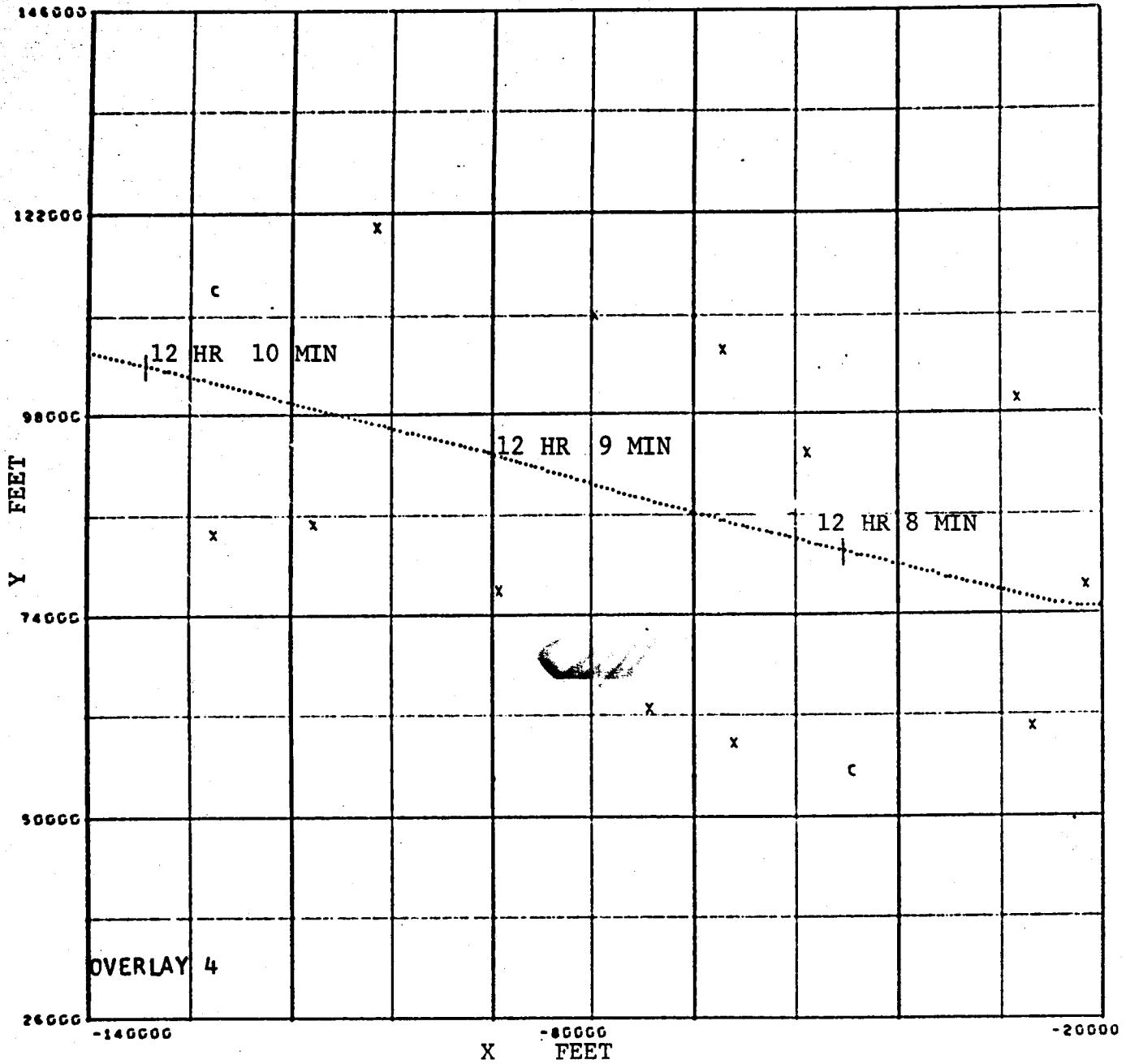
FIGURE 3-28

AIRCRAFT POSITION DATA (U) (4 OF 8)

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UNCLASSIFIED



SORTIE NUMBER 225

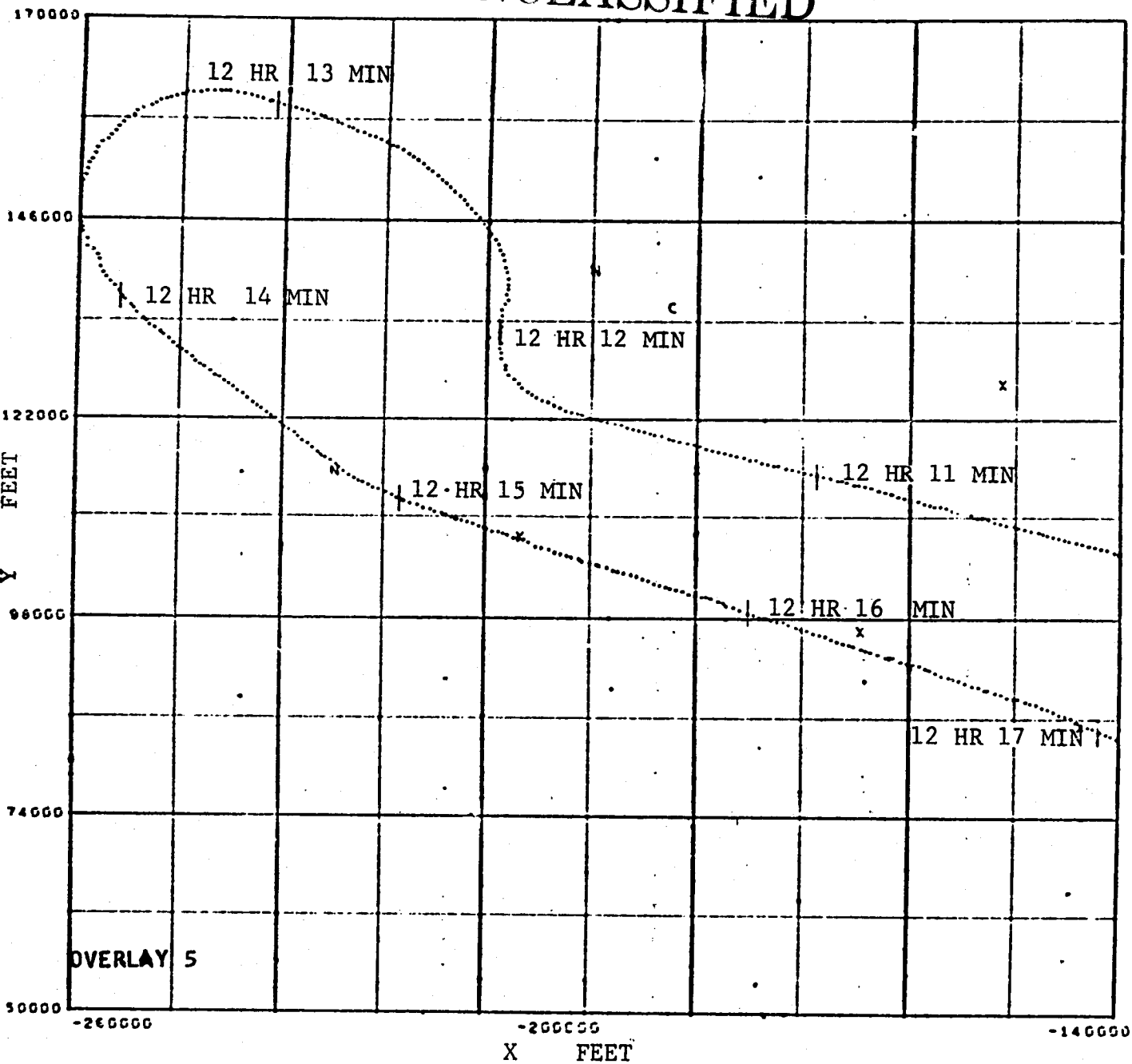
FIGURE 3-28

AIRCRAFT POSITION DATA (U) (5 OF 8)

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33

UNCLASSIFIED



SORTIE NUMBER 225

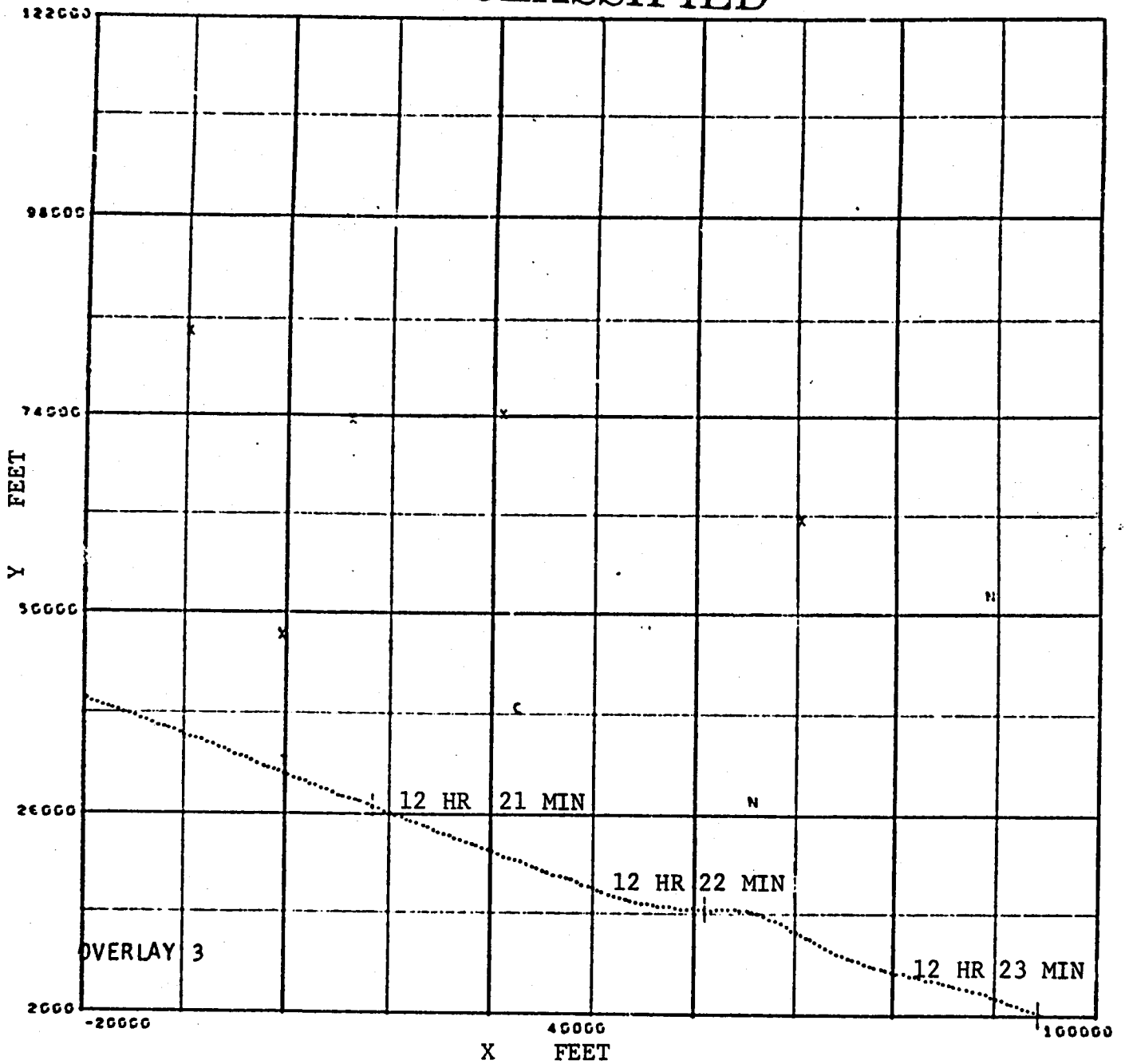
FIGURE 3-28

AIRCRAFT POSITION DATA (U) (6 OF 8)

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UNCLASSIFIED



SORTIE NUMBER 225

FIGURE 3-28

AIRCRAFT POSITION DATA (U) (8 OF 8)

UNCLASSIFIED

# UNCLASSIFIED

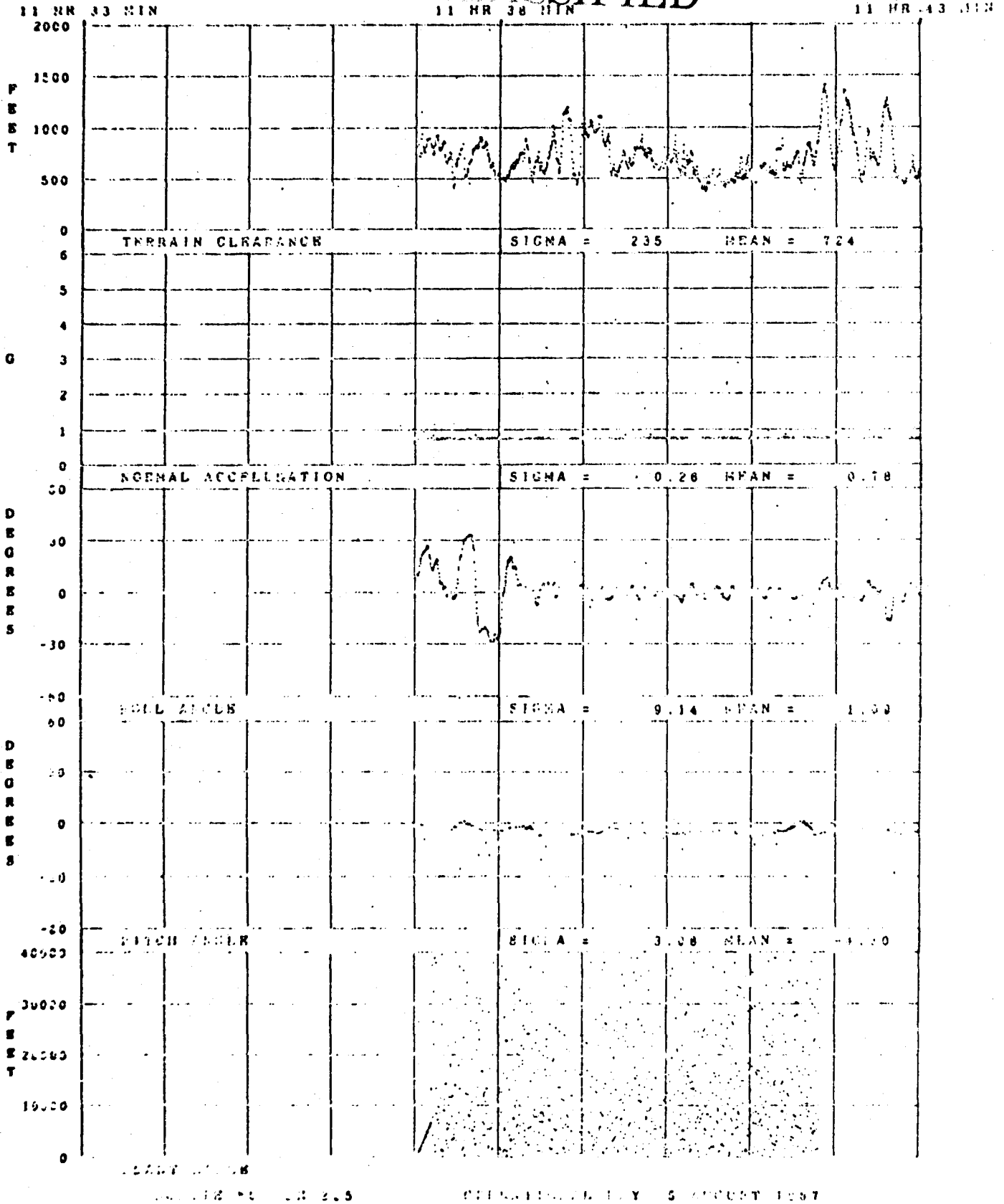
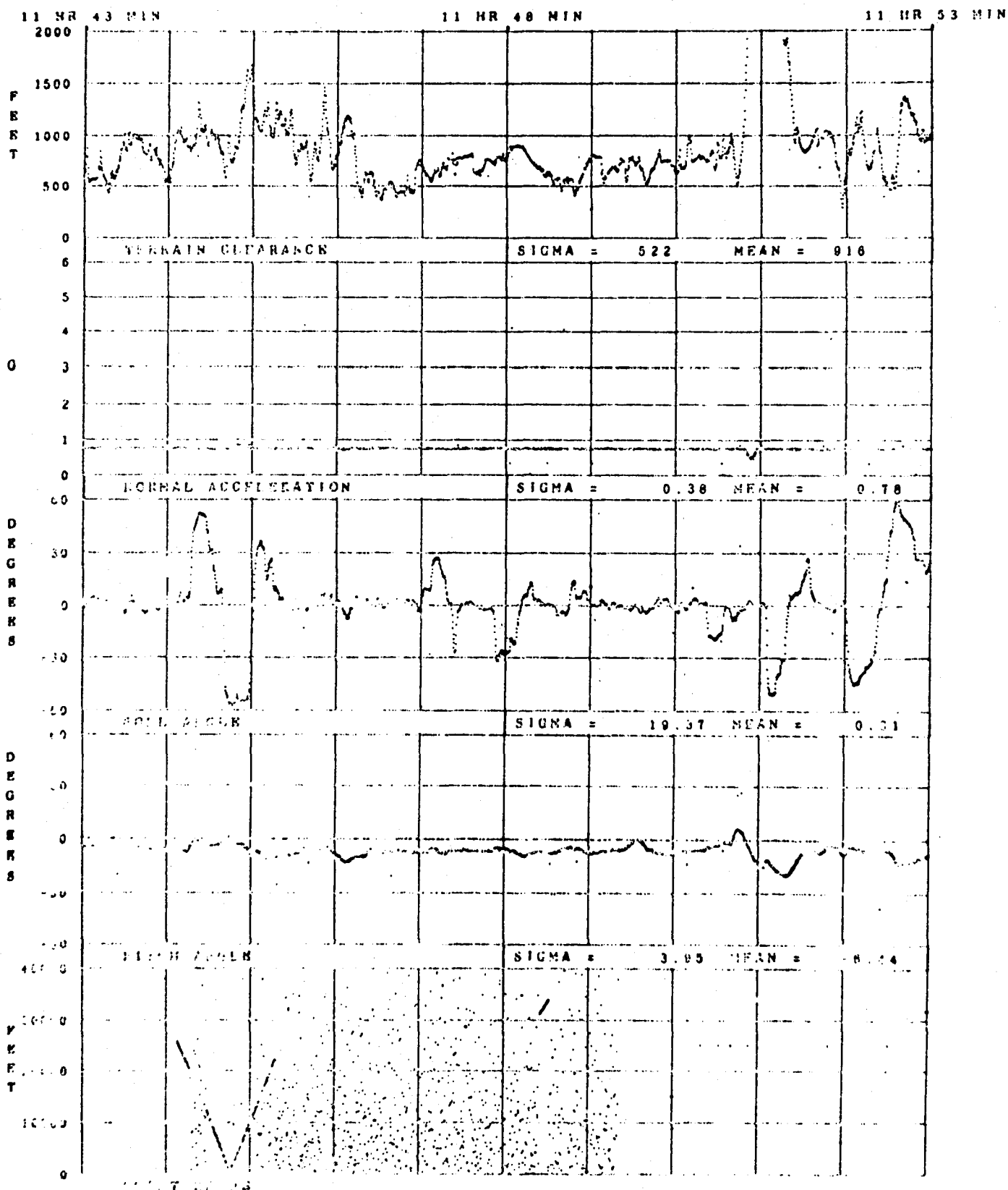


FIGURE 3-29 (U) TELEMETERED DATA (1 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED



OPERATIONAL DAY 6 AUGUST 1967  
FIGURE 3-29 (U) TELEMETERED DATA (2 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED

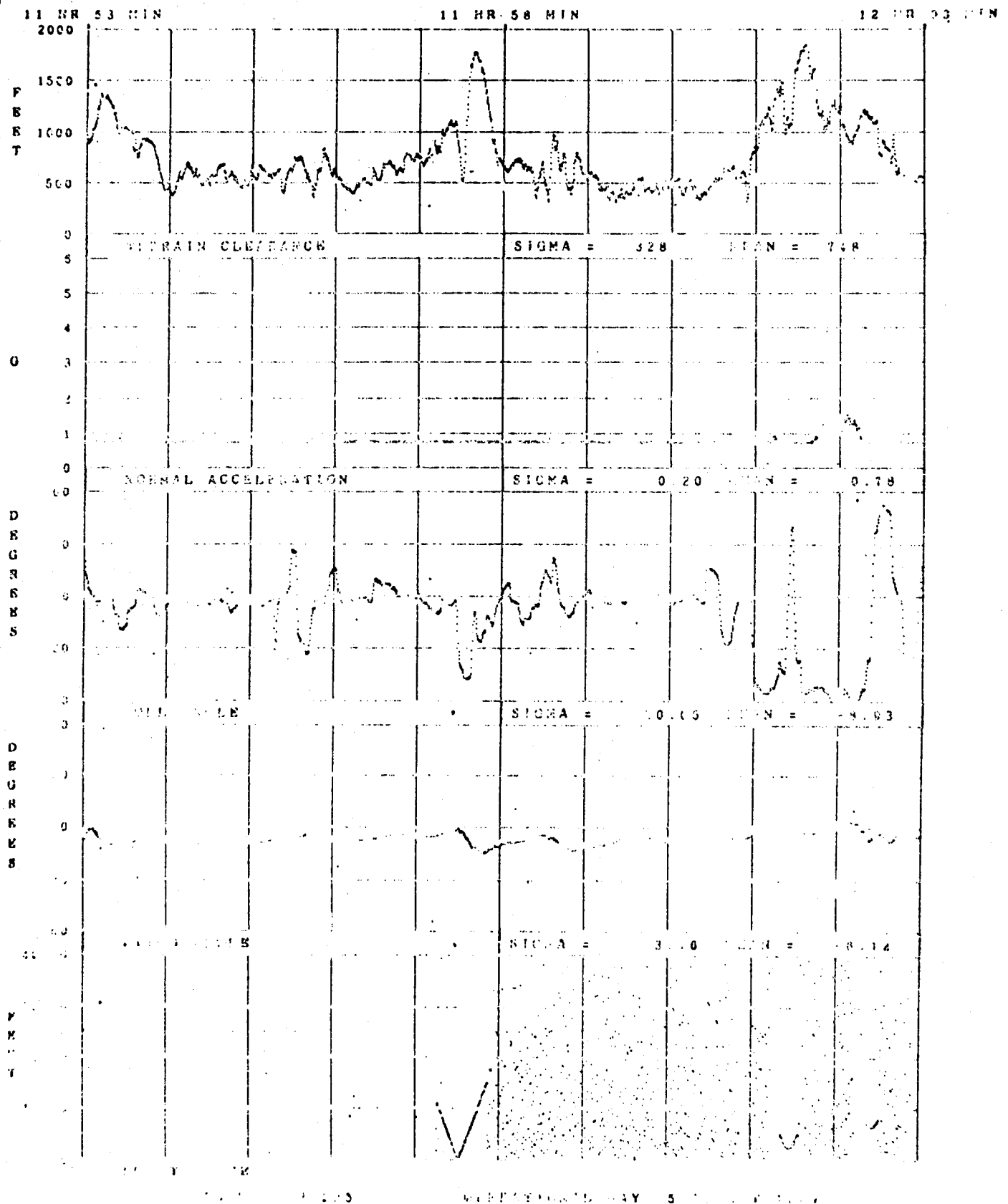


FIGURE 3-29 (U) TELEMETERED DATA (3 OF 5)

# UNCLASSIFIED





# UNCLASSIFIED

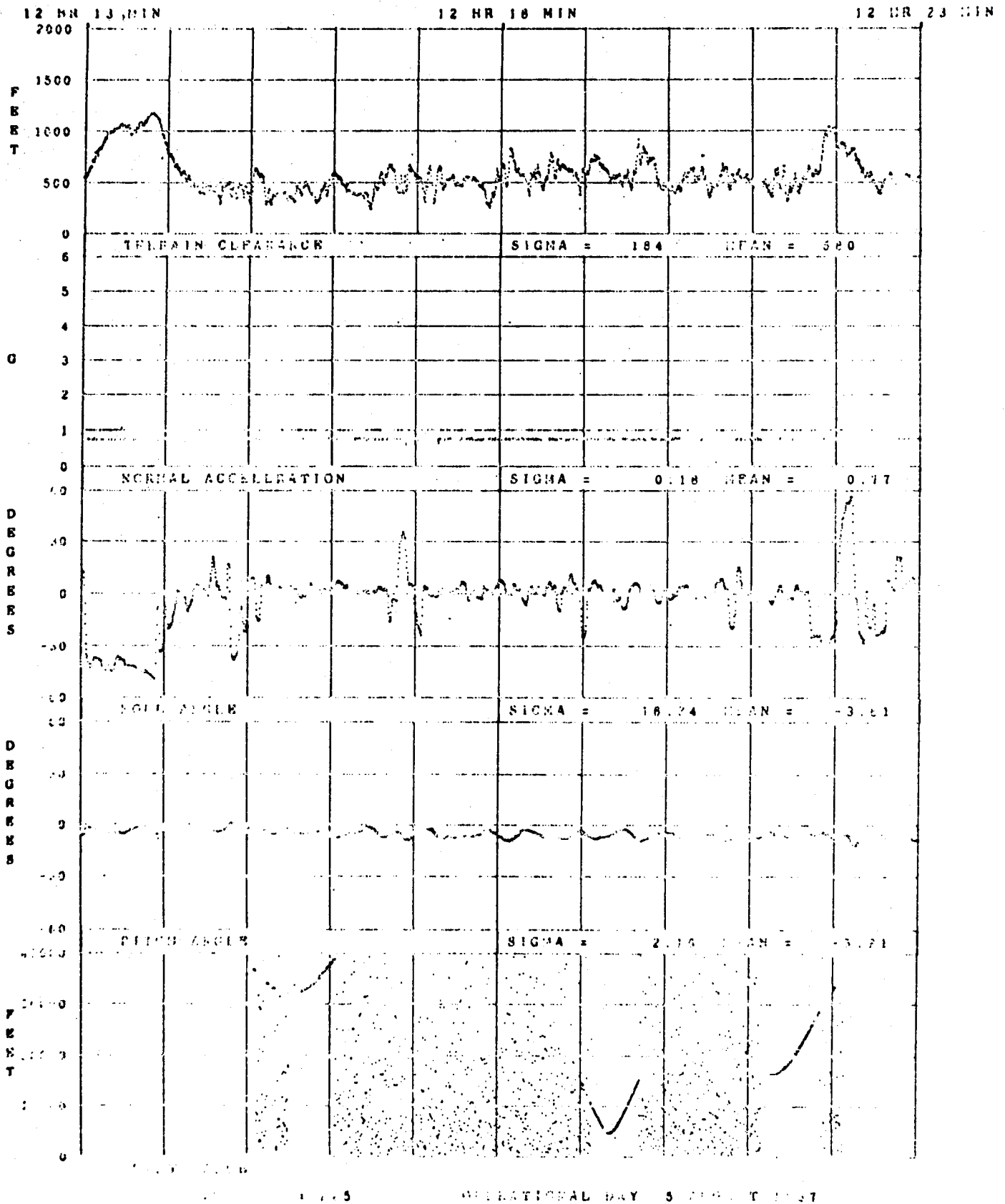


FIGURE 3-29 (U) TELEMETERED DATA (5 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED

RPT TGT	Rea TGT	TIME	REAL TIME TRANSCRIPTION	SORTIE 225 DATE 8-5-67
		12:04:31	Timber 1, just passed N1, option 3.	
		12:04:47	All right, we're going to have to start seeing stuff and calling off pretty wicked.	
		12:04:57	Should be getting a transmission line coming through. From your left to right pretty soon. Pass over a small road. Ok, I saw it, Ok there's a transmission line right there. Okay, I'm steady 283. Okay, I have a target.	
1	1	12:05:11	Looks like a couple of barracks and, a personnel tank. It's at coordinates, this is uh, 1-6. This is Intruder 16. At a C I, make that B 3-9. Okay, there's a transmission line on your right, now. There you'll have to hurry that up. That was .....Right.	
		12:05:45	Okay. Let's change that to B H9, no B H39, neg. 39. Okay, pick up there on your right, you got targets on your right. All right.	
2	2	12:05:59	All right, I have an encampment, encampment, 2, 3, 7 tents, and that's at a Charlie Hotel 9-2. Okay, that's nothing, okay. Okay, I'm holding 283 still, and we're turning right alongside of a hill. All right. We want to be up on the ridge. Okay, I'm going to lead it around to the ridge here.	
		12:06:35	Now I'm going to raise my ..... Come on, bear more left. Okay, coming left. Here's this follow this road right down this ridge here. See where the road is there? Right. We need to be further on the ridge. Ya, Okay. Okay.	
		12:07:03	Back up on the ridge. We're coming around to 283 now. Let's make it 280. (static) Switching around to 280 and (static drowning out voice)	
3	5	12:07:15	Intruder 16 (static) Looks like they were anti-personnel vehicles. 2, 4 of them. There were 6 revetments there, and I have a bridge right off here on my left. A good highway and a bridge right off by my left. Ah, that target was at Charlie Gulf 3-, Charlie Gulf 3-6.	
		12:07:52	Okay, do we pass over a highway bridge? That's affirmative. You know, the reason why you can't hear me talk is because of your breathing, you know that? Maybe you ought to go to a cold mike. Okay, ya now maybe we can hear each other.	
		12:08:12	Okay, still holding 280. All right, I think we're doing pretty good. As far as navigation goes. Okay, now we're coming down in a little valley here. Still holding 280. And we've 4 minutes into our leg now. Okay, this valley, look right, crossing the valley here. Right, just about right where we should be. Should be a road, a river, and a railroad. Here's a bridge right here on my left. A little, a road and a railroad bridge right on my left. Then we want to pass right over that bridge. We want to pass right over that railroad bridge right there. Okay. Right on course.	
		12:09:10	Okay, I'm still holding 280. See anything in that clearing? No, I'm looking and it is empty.	
		12:09:35	Up to five minutes into our time. Should be coming to a valley. Okay, I have a road here, and it's going to we're right on course, baby, we're right on course. Okay, hold.	
		12:09:58	I have, I have some targets up here. On my left. Or are they targets, you see any? I don't see any over here. I thought they were targets, they were houses. Okay, still holding 28 zero.	
		12:10:25	Now that road out there on my left, now it's curving off the the...right, that's the way it should. Okay, now we're crossing this little road here. We should be crossing a little creek pretty soon. All right, my ins at just dumped. Okay, can you put me in GCI area. Okay. We're running just a little behind time, on our time unit. Okay, what's the ground speed check? There's a big power over there, uh oh. Are we close to our checkpoint yet? Are we, how far from our checkpoint are we? What goes? Ya, we got a while yet. We got a while yet. Okay, coming up on 7 minutes. That was it. That's it. That is it. Let's call tower.	
		12:11:51	Okay, I never called S 2, did you? No I didn't and it was right back up against that valley there. Okay, now I'm going to make a heading here and come on 28 zero. Okay, looky here. Now here's my road, down there Dale, look down here. There's the road. Roger. Okay, here's	
		12:12:14	28 zero coming up. 1 hundred degrees, (overtalk) gonna start my turn. Ready. Okay, no, was supposed to be a minute. Roger. I'll get at 30 seconds. We'll wait a minute. I'm going to be a... we'll probably come in north of our course now Dale. We'll probably come in north of where we want to be. Can you see it all right do you think? Right, but we want, right 28 zero. Give timber a call and get them to give us a vector. Okay. (mumbling)	
		12:13:03	Timber 1, Intruder 16. Ah, roger. 16 is starting it's turn now to S, correction N3. Would you monitor my turn please?	
		12:13:23	Okay, you see that lake way down there? Is that the lake? Ya, should be. Golly, that's way down there. That can't be it. Now we want to come up this way. That should be it. The lake goes on for quite a while. We want the northern end of it.	
		12:13:51	Intruder 16, roger. (static) ..... Okay, 6 miles, that's a minute almost. 40 seconds here.	
		12:14:09	Okay, now I can't steer 100, we got a correction to make here, don't we? Ah, let's see, no I think we're doing fine. I think we're doing fine. Okay. We're going to have the lake coming in up here. It'll be on the highway. Just a minute, let's don't call... Okay, I got it. I got it. Roger. Up here did you hit the pickle? Yep.	
		12:14:43	Intruder 16. North 3. Want me to go ahead and turn 280. 1, 8 point zero zero. Right. 1 zero zero. I punched the clock.	
4	14	12:15:09	Okay, now we're coming back on our course here, Dale. Looks like a POL dump right here.	
		12:15:22	Timber 1, Intruder 16 has a, that was at Bravo Charlie 2-6. 2-7. A roger there was 1 truck at the POL approximately 500 drums, parked along the road running that is north south. Dirt road running north south in a clearing.	

# UNCLASSIFIED

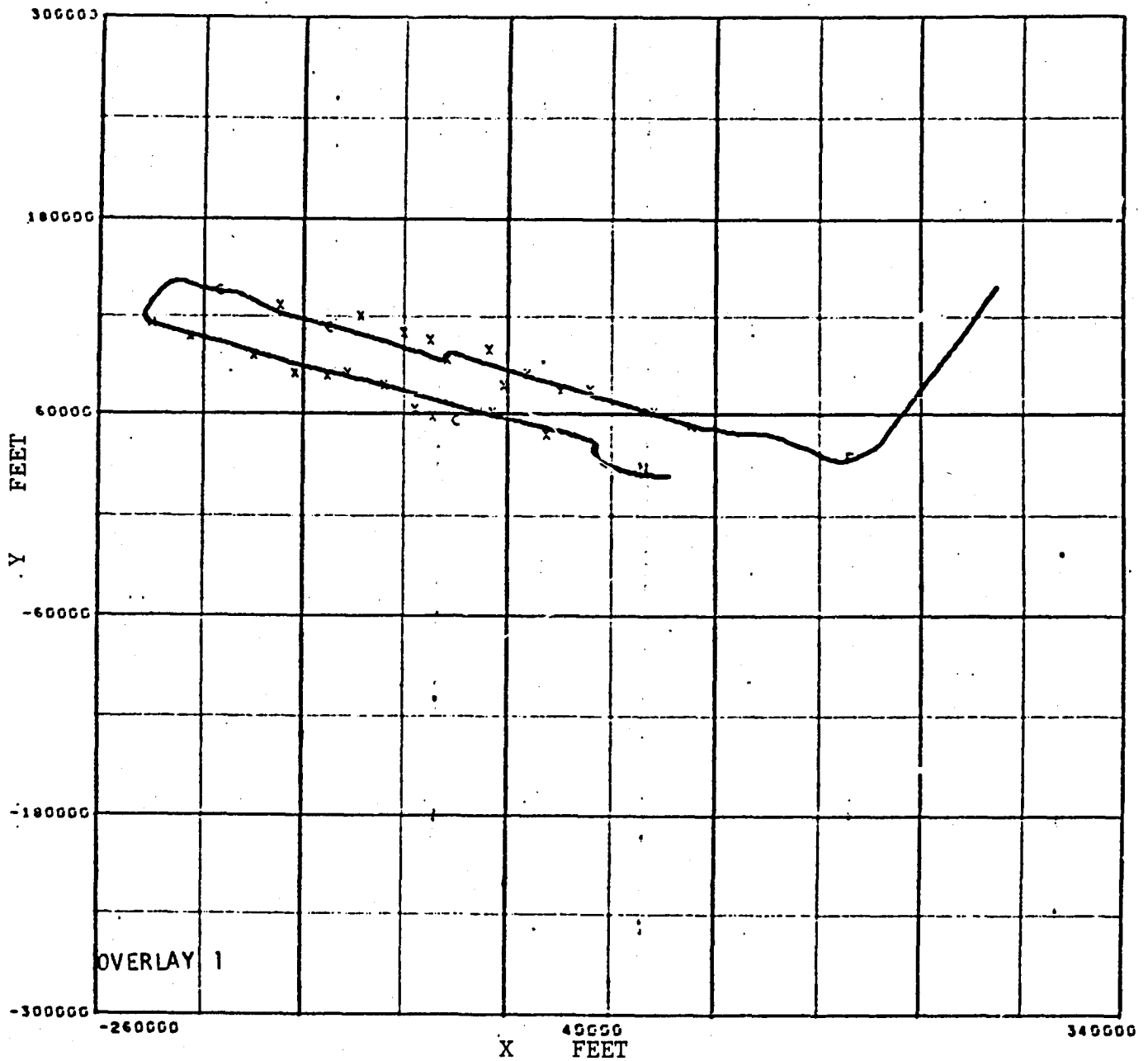
# UNCLASSIFIED

RPT TG1/TGT	Real TIME	REAL TIME TRANSCRIPTION.	SORTIE 225 cont. DATE 8-5-67
	12:15:51	Intruder 16. That is affirmative. I hit my event button and also called target. All right I have the road that we're supposed to hit coming up here. Looking fine, we're looking good. We'll cross it right about here. We're looking pretty good. Okay, we're coming up to cross the road.	
5 15	12:16:19	Okay, I have 2 vehicles out here. There were 3 vehicles and there was an APC in front and the 2 rear ones looked like tanks with the towed, towed selfpro... self-propelled artillery pieces. That was located at Bravo Delta 2-3. And come just a little bit this way yet Bill, so we can come back again. Okay, I'm coming back a little, just a jog here.	
7 16	12:56:50	I have a target here. A couple of helicopters, in a helicopter field, and it's roger.. oil drum. 1 row of POL approximately 100 drums. And that's located at Bravo Delta 8-1. Good show.	
	12:17:19	Okay, and our next, we'll have, should have a power line, crossing it. Should be on that power line right now. That was that one that had that power line drawn on it.	
	12:17:39	Okay, that's _____ here. 2 people down here on horseback. And I got some cows.	
	12:17:58	Okay, we're coming up on a valley, here. And, we should have a road and a railroad. Okay, there's a railroad and a river. You see the bridge, just to your left? Oh, no, I didn't see it. That's okay, no sweat. I was looking for a target. That's where we are. I got it. And we're right on our time, huh? And, we've got a platform right. Ya, just, just forget about it, it's gone. Okay.	
	12:18:40	Okay, we got to keep looking for that SAM site. Roger, we're going over a little valley here, we'll pass. It's it's all right. Got a _____ here. Okay. Okay, I'm coming out, just 2 degrees to the right. I'll come back to course. Okay, I'm prodding on all sides. And I'm crossing that creek again. Okay, here comes a road and a bridge, just off to my left. That little bridge off there to my left.	
	12:19:39	Could stand just a little more power. We're running a low on.... a little behind, okay. Did you, did you have that checkpoint? No, I didn't, ah....	
	12:19:58	Okay, we just went over a road, but it wasn't anything, just a road in that timber there. A road.	
	12:20:12	And I s..., no, it's a valley over there. We should be crossing a road here, pretty big highway here soon. Okay, is there a bridge or anything to look for? Now, just a couple of roads that branch off of it. Okay, there's your little town right there on your right, the way looks if, it is, then this is where I think I am, we're right on. You want me to make a correction or just stay right here. Just stay right here. I don't no, I see a farm building, Okay, we're coming up on a river. See this little river coming along the edge here? Ya, here's, just a dirt bridge off to my left. I think we are doing right, I think we are doing good, right on. Give it all we got. Okay, now the river turns, here and runs up that way. We're a little low on air speed. Okay, I'll speed it up.	
	12:21:33	Okay, off there to my left there's a mountain with something on it. See that? Rog. That that lookout? I believe it is. Ah, we're a little right off course. Let's go, a little more left.	
	12:21:47	Rog. Ya, that should be Cloudy tower, huh? Okay, you want me over there closer? Right. How close. Pretty close. I'll tell, I'll tell you when to turn back. Just hold your turn, that's it, that's cloudy tower. Now turn right here. One hundred degrees. Let's make it zero 9 8. Okay.	
	12:22:25	Just slightly, just a hair to the right of course, so you might...okay, I'll hold 098.	
	12:22:32	All right, I have a target, no, it wasn't a target...Okay, here's a railroad track I'm going over a railroad track. Dale. It's running along my left hand side here. It's not on here. It's an old one. There's a road right there. See that road end? That road came up there then ended. I believe we're a we need 8 minutes, and we're a have we had any minutes on your clock yet? Ya, we had 8 minutes. This the a lookout tower we're supposed to be after? Okay. I've got something over here. (static)	
	12:23:51	Oh man! And it's a transmission line.	
	12:24:04	There's a road right in front of it. That should be it. All right. Let's give them a call.	
	12:24:16	Intruder 16. N4 switching option 1 and request _____ going to break.	
	12:24:26	End of transmission.	

FIGURE 3-30 (U) VOICE TRANSCRIPT (2 OF 2)

# UNCLASSIFIED

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SORTIE NUMBER 227

OPERATIONAL DAY 5 AUGUST 1967

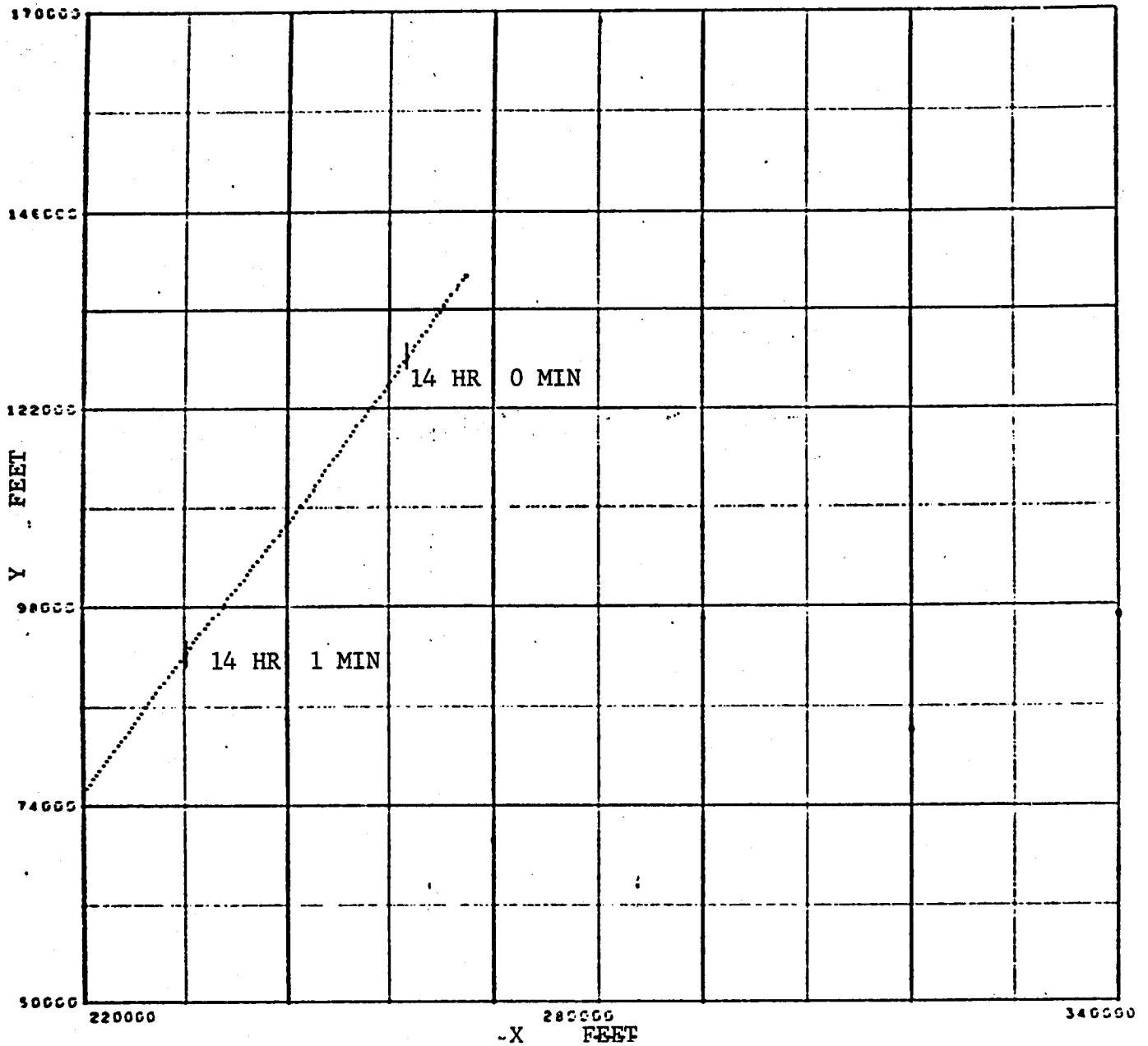
NORTH COURSE

FIGURE 3-31

AIRCRAFT POSITION DATA (U) (1 OF 8)

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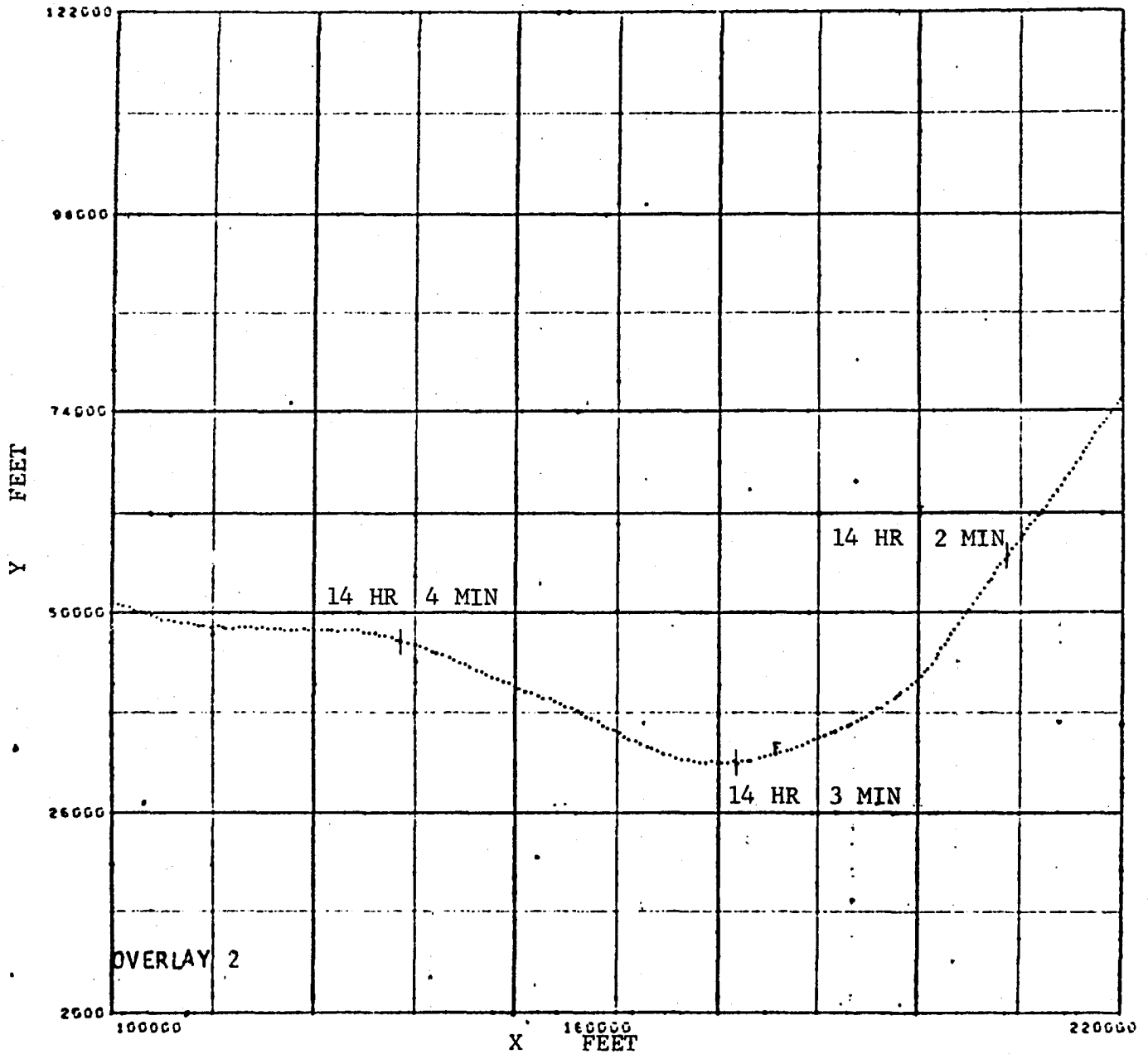


SORTIE NUMBER 227

FIGURE 3-31  
AIRCRAFT POSITION DATA (U) (2 OF 8)

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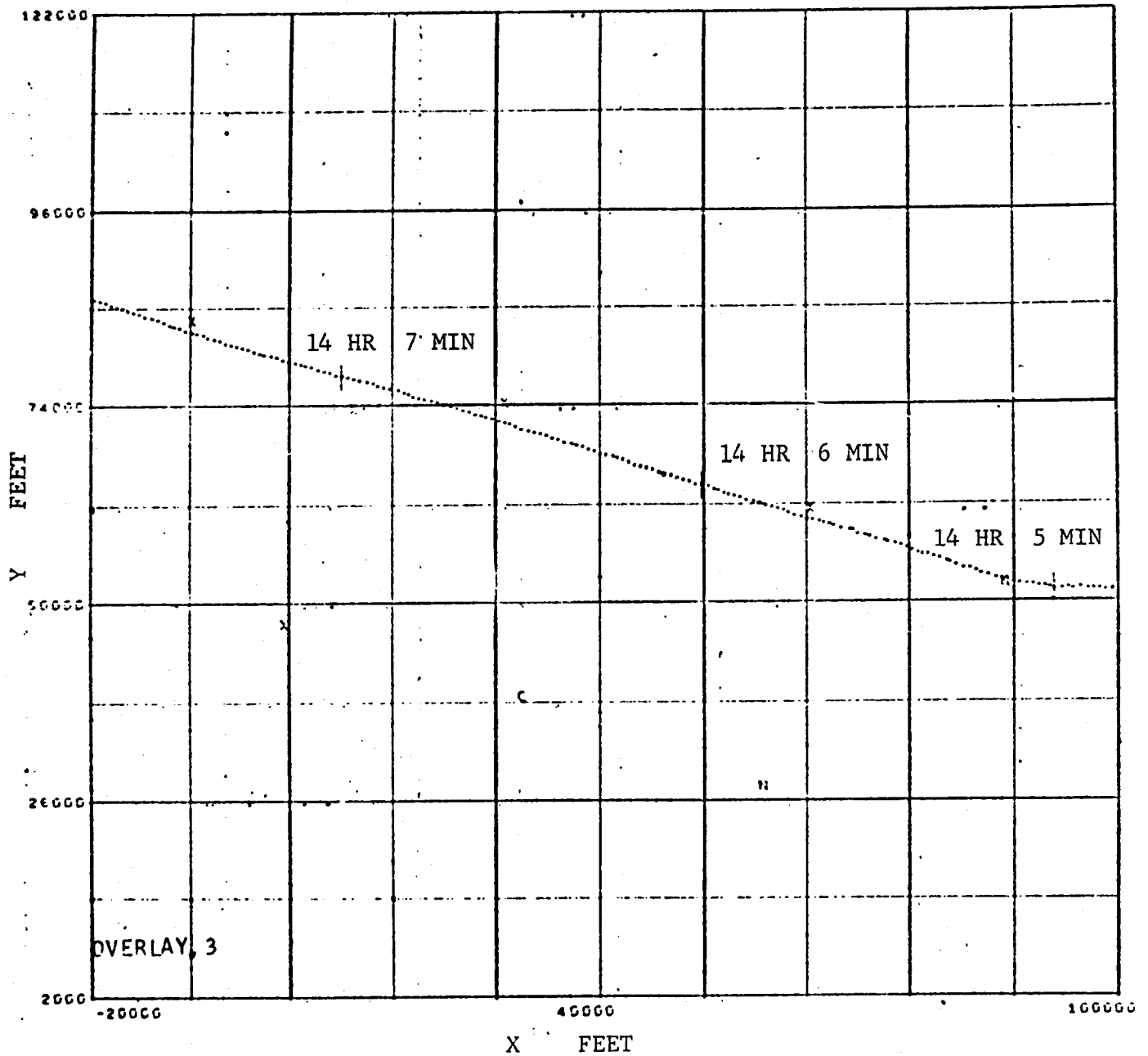


SORTIE NUMBER 227

FIGURE 3-31  
AIRCRAFT POSITION DATA (U) (3 OF 8)

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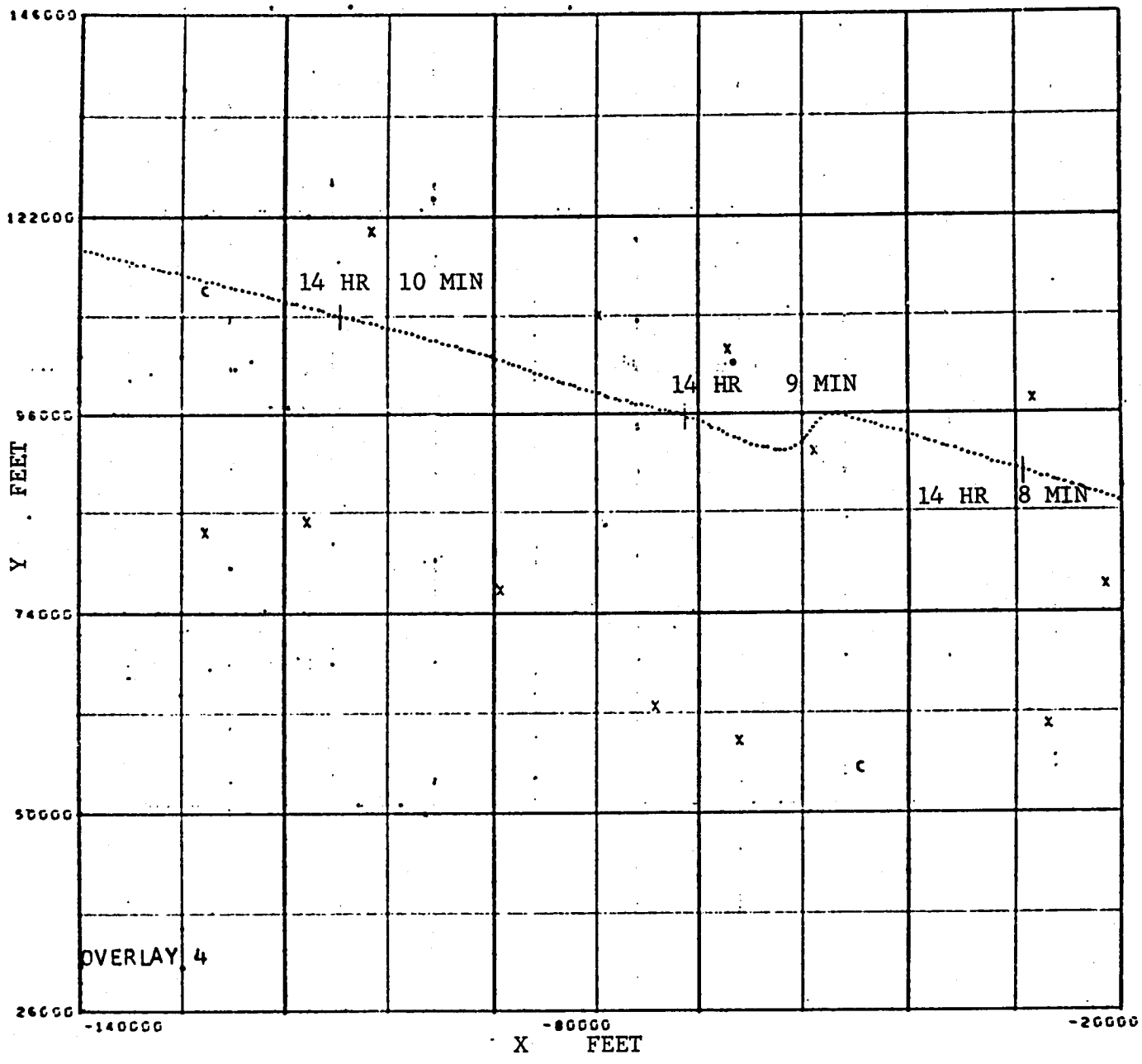
SORTIE NUMBER 227

FIGURE 3-31

AIRCRAFT POSITION DATA (U) (4 OF 8)

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SORTIE NUMBER 227

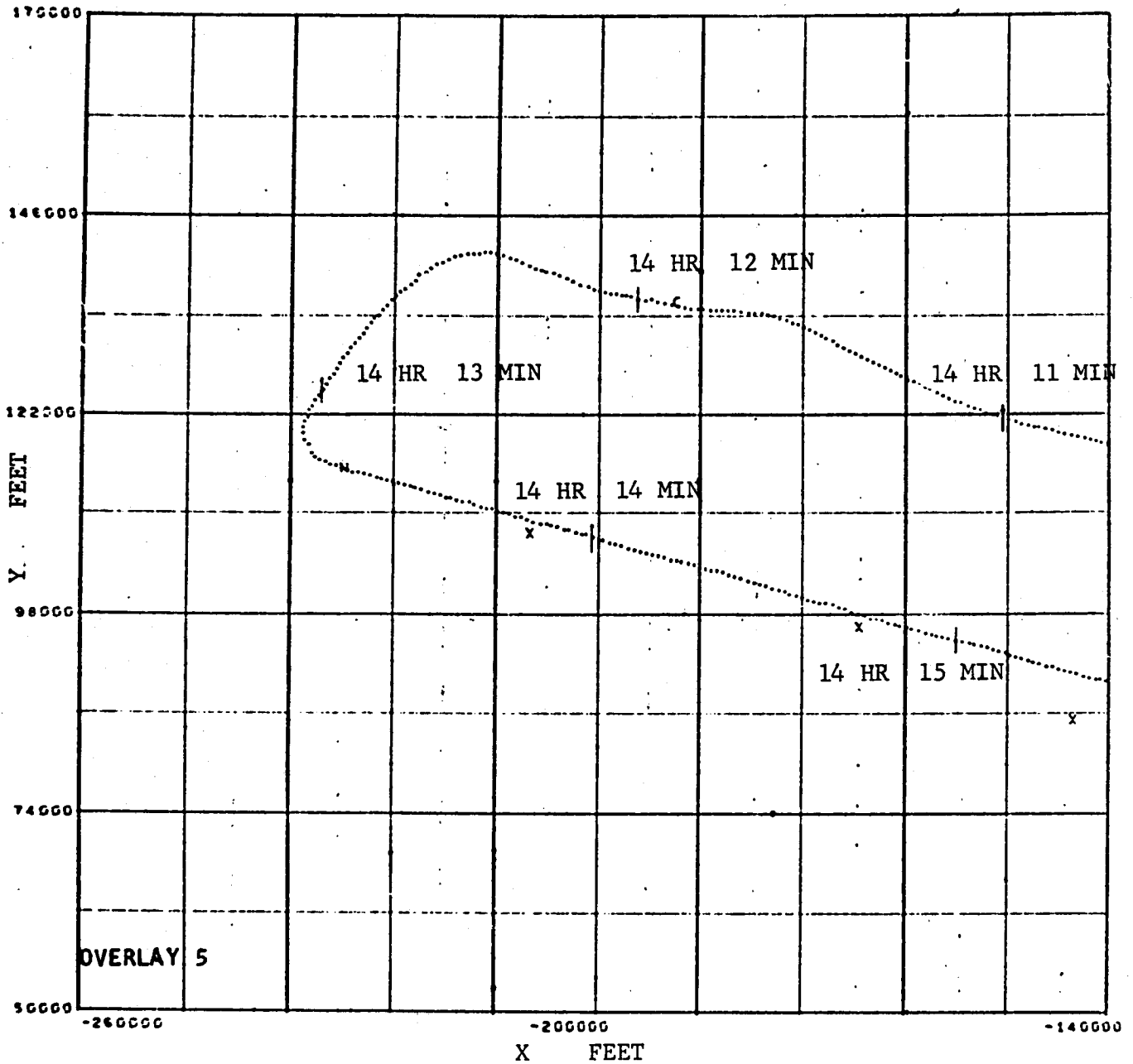
FIGURE 3-31

AIRCRAFT POSITION DATA (U) (5 OF 8)

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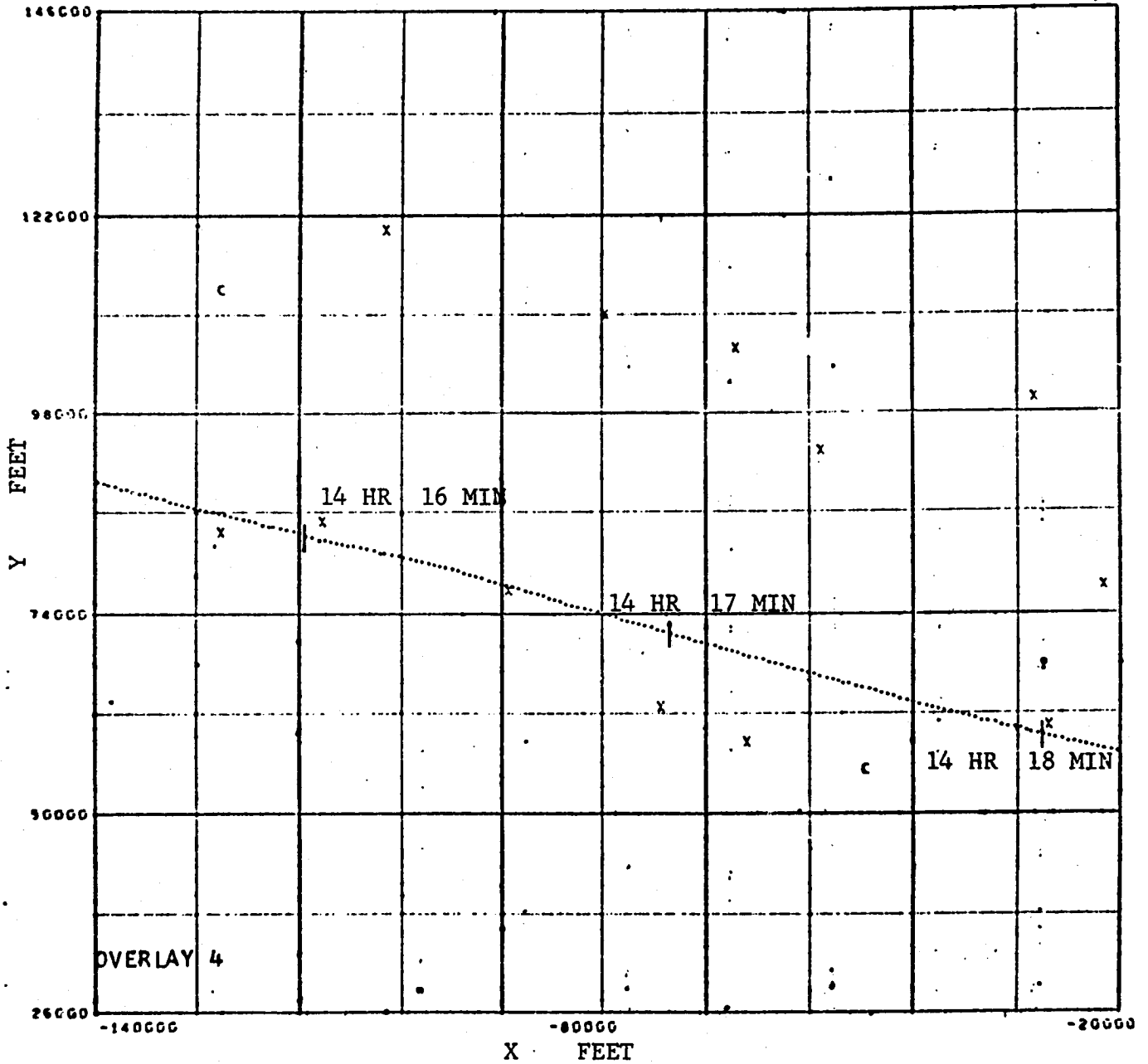
SORTIE NUMBER 227

FIGURE 3-31

AIRCRAFT POSITION DATA (U) (6 OF 8)

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UNCLASSIFIED

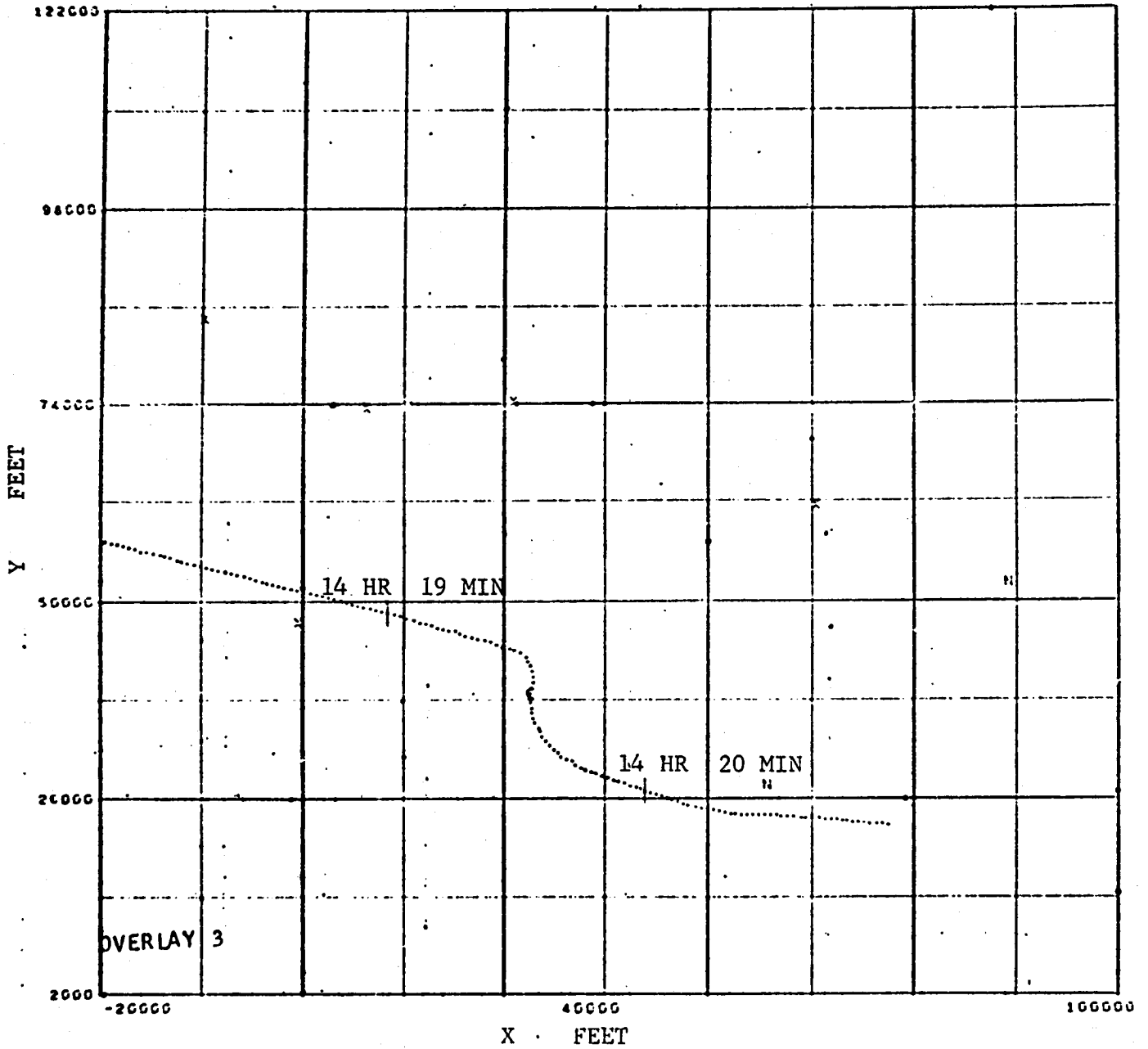


SORTIE NUMBER 227

FIGURE 3-31  
AIRCRAFT POSITION DATA (U) (7 OF 8)

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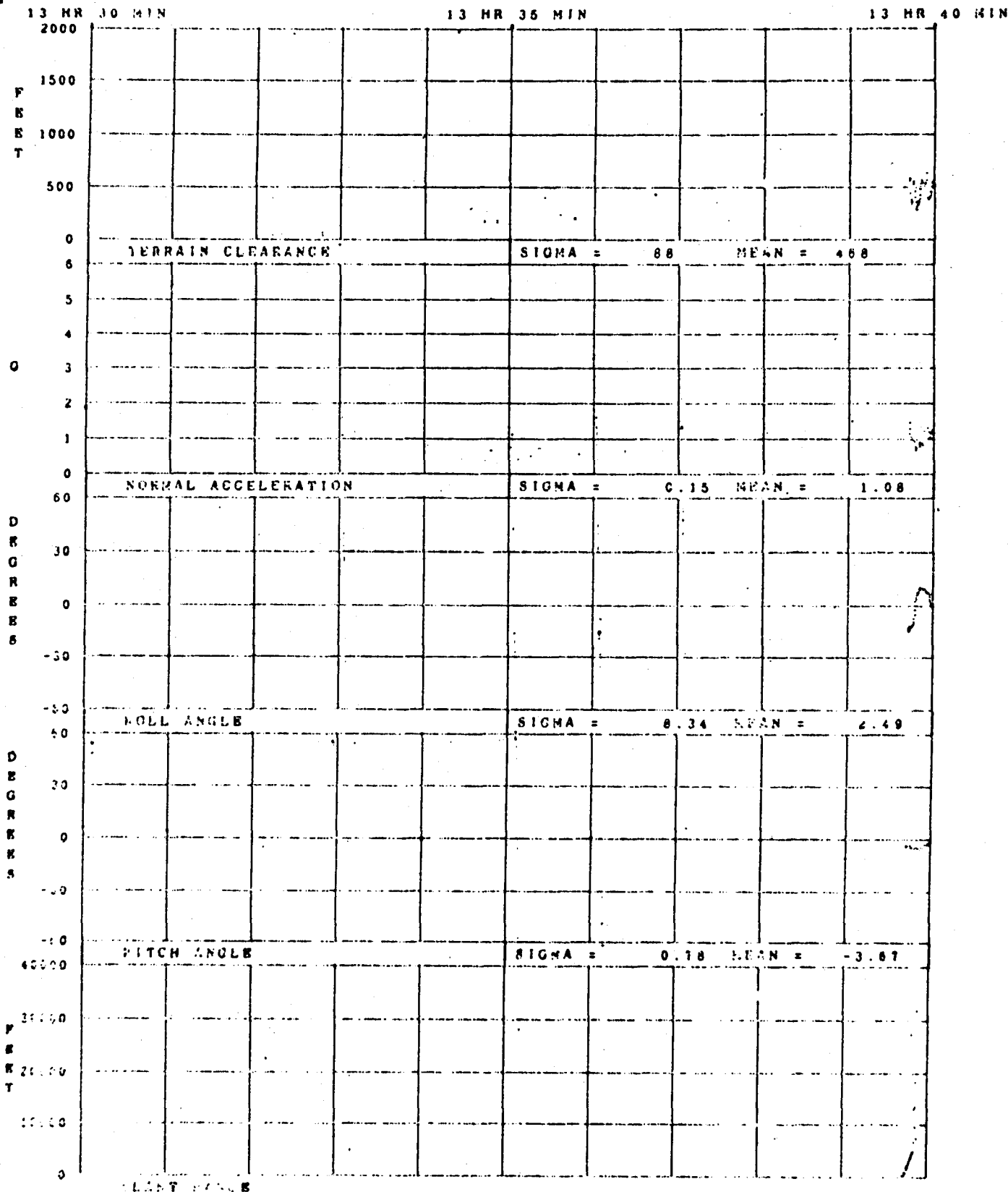


SORTIE NUMBER 227

FIGURE 3-31

AIRCRAFT POSITION DATA (U) (8 OF 8)

UNCLASSIFIED



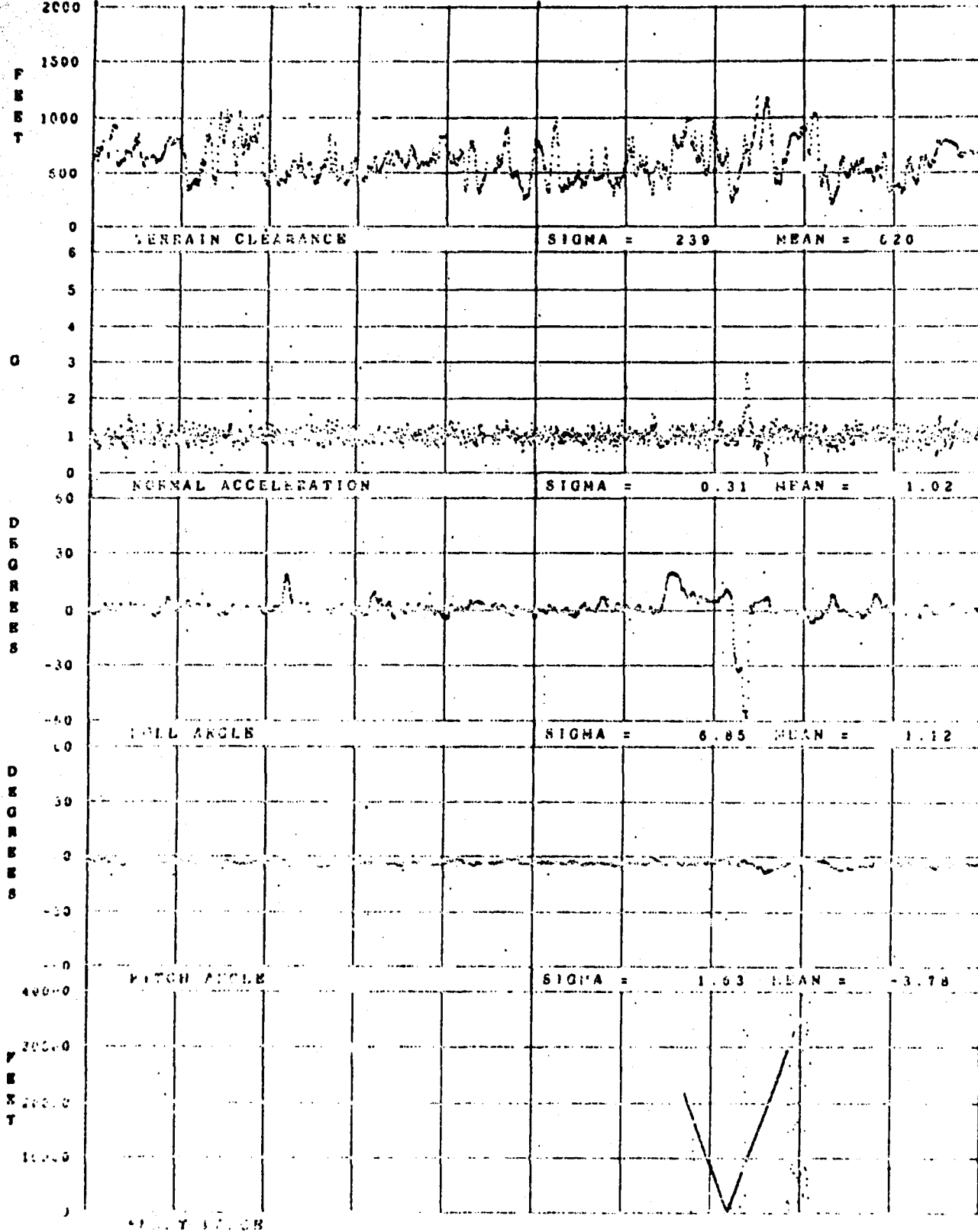
13 HR 30 MIN 13 HR 35 MIN 13 HR 40 MIN

FIGURE 3-32 (U) TELEMETERED DATA (1 OF 5)

13 HR 40 MIN  
2000

13 HR 45 MIN

13 HR 50 MIN



13 HR 40 MIN

13 HR 45 MIN

13 HR 50 MIN

FIGURE 3-32 (U) TELEMETERED DATA (2 OF 5)

# UNCLASSIFIED

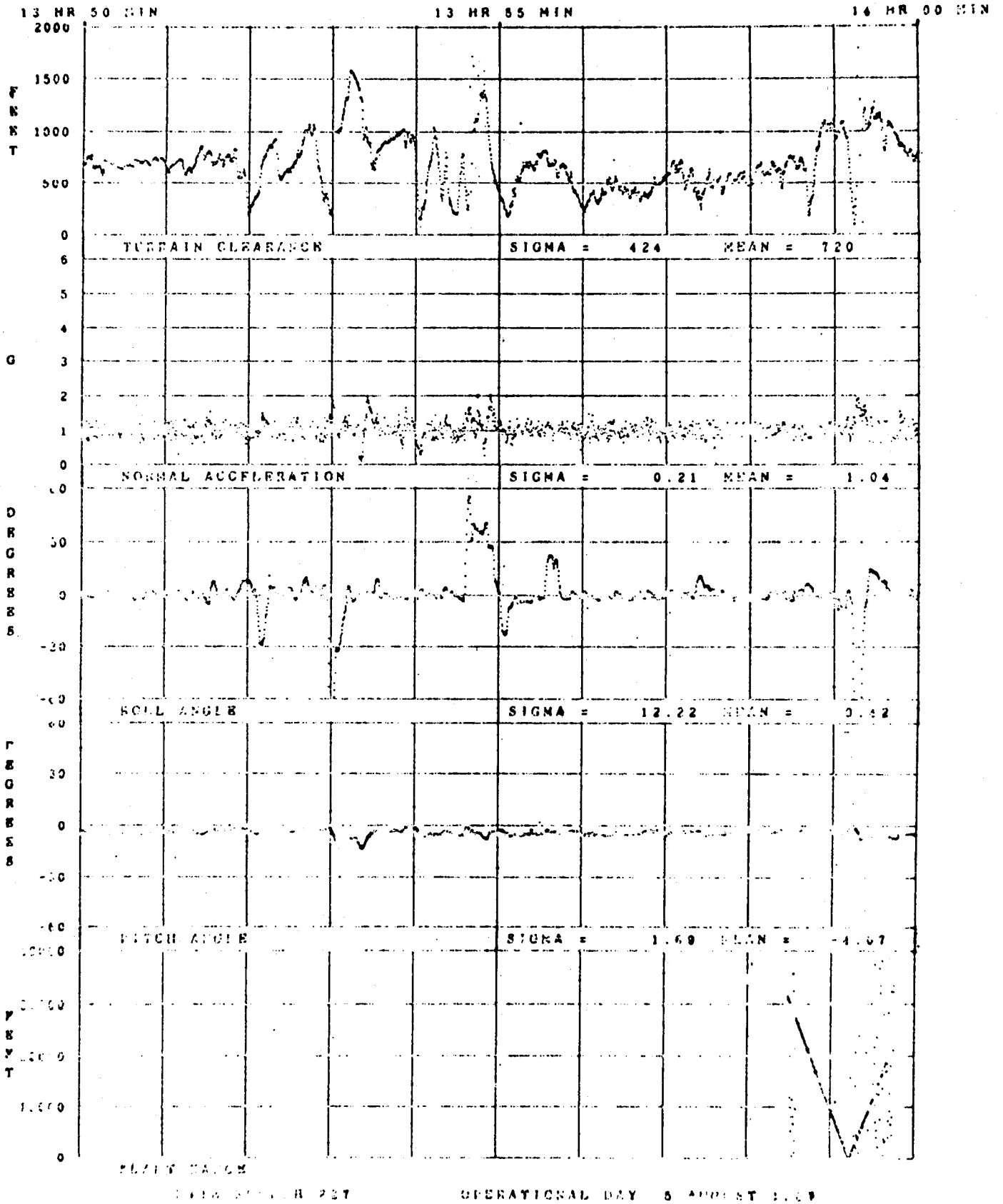


FIGURE 3-32 (U) TELEMETERED DATA (3 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED

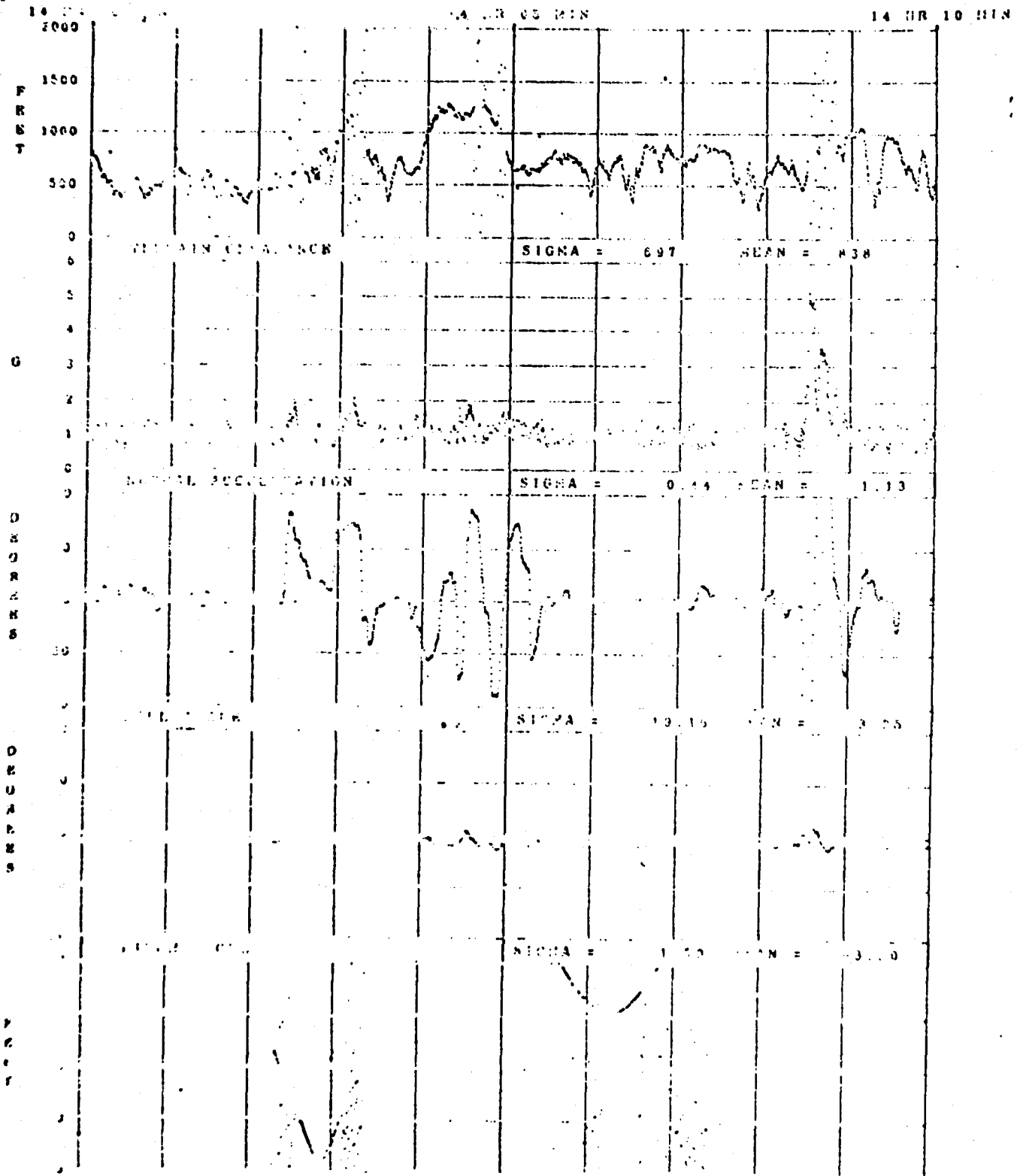


FIGURE 3-32 (U) TELEMETERED DATA (4 OF 5)

# UNCLASSIFIED

# UNCLASSIFIED

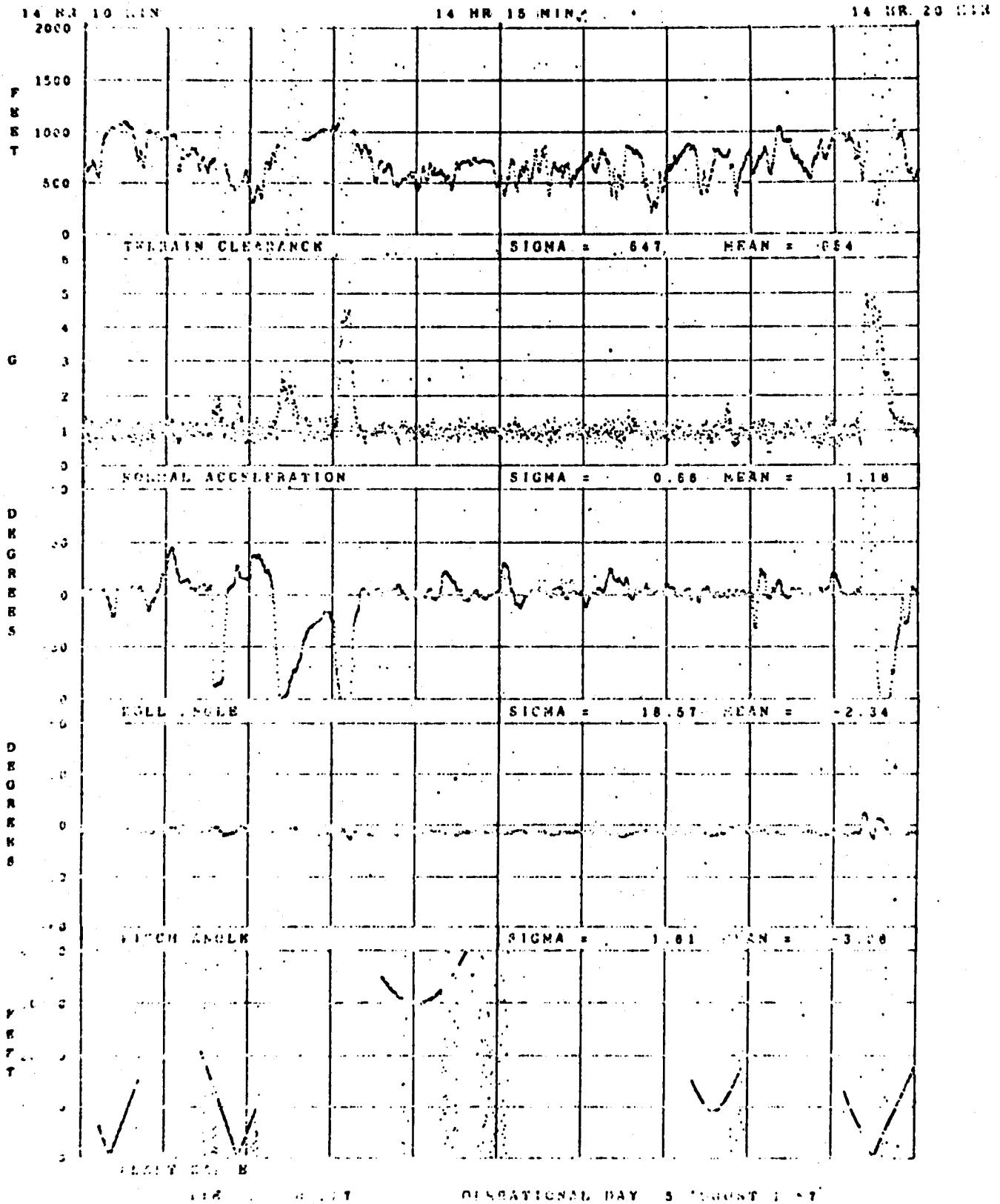


FIGURE 3-32 (U) TELEMETERED DATA (5 OF 5)

# UNCLASSIFIED



# UNCLASSIFIED

	TIME	REAL TIME TRANSCRIPTION	SORTIE 227 DATE 8-5-67
	14:04:53	Intruder 20. Point N1.	
	14:05:03	Ok. 288 degrees, and there's the target right there. We just went right over it. N1. Er N1. Uh Ok. Start lookin' out.	
1	14:05:24	You hit your clock? Yeah. Roger. Ok. Hey watch for targets. Well I am.	
1	14:05:43	Intruder 20. Encampment. Location Delta Hotel 9er 3. Er correction 3 9er. Delta Hotel 3 9er. I have 3 tents.	
2	14:06:33	Intruder 20. Another encampment 9 tents. 9 tents. Location Charlie Hotel uh 43. Charlie Hotel 43.	
	14:07:20	Ok. We're right on (track). I just got a check point ID. Yeah. Looks good.	
	14:08:27	Ok. I'm _____ Ok. Roger.	
3	14:08:34	Intruder 20. Not it. That's 1 missile launcher and 2 half tracks. Roger. Intruder 20. (We're firing?) (Flying?) at Bravo Golf 9er correction Bravo Golf 53. Bravo Golf 53. Ok. Your're pretty well on track again. That river's just up there ahead, isn't it?	
4	14:10:13	Ok. I have an airstrip over here. Uh Roger. The airstrip. Ok. I have 2 vans, 2 trucks, and a maintenance area on the left side of the strip, dirt strip. Uh midway. The airstrip is uh oriented north and south. Roger Intruder 20 with an airstrip. Bravo Echo 68, Bravo Echo 68.	
5	14:10:57	What do you have over there? Uh look at it.	
5	14:11:00	Ah Roger. This is Intruder 2 vehicle, 0 with a vehicle park. 5 and ton, and 2 and a half quarter ton trucks and also trailers. Location is .... Alpha Delta, Alpha Delta 26. Alpha Delta 26.	
	14:11:27	Ok. We should be coming up on our GCI site. Uh yeah. We got about ano Yeah it's real, it's comin' up real soon. It should be in this lake somewhere right in here.	
	14:11:41	I've got it. Uh Roger. Intruder 20. With a GCI site. Commencing attack. Roger. The (attack?) (event?) Ok. We crossed the road. There's our tower, just where it's supposed to be. Across this road take a hard left. Ok. Here comes the road. Ok. See that water down there? Uh huh. _____ on a. And I'll start the clock as we pass over it. Ok.	
	14:12:31	And I'll also call Timber 1.	
	14:12:53	Ok. There should be a couple of culverts across that highway. The course back will be 108. Got the cul? Yeah there they are.	
	14:13:13	Timber 1, Timber 1. Intruder 20. At point N3.	
	14:13:26	108. Got it.	
	14:13:36	And my clocks running right on.....Ok. I'm about 15 seconds slow. Ok. Mine was right on, this time. Last ' me I was 15 seconds slow. So were you. Ok.	
6	14:13:46	You got a supply area. Uh Roger. Timber uh Intruder 20 with a supply area in Bravo Bravo uh 88. Bravo Bravo 88. There's uh 2 rows of boxes, 1 medium sized truck and 1 light truck. Uh Roger and I'll correct that position to Bravo Charlie 18. Bravo Charlie 18. Yeah I'd say it would be right there on that dirt road. Rog. Yeah Ok. That'll be 37 to be exact. It's on the dirt road there. Roger. 37. Ok. Here's our little gouge where we uh you made those corrections. Yeah. Looks good. Good. Yeah we're goin' right over the bend in the road here. Uh Rog.	
	14:15:42	See what that is over to the left there.	
	14:15:52	Are those missiles? No. No I don't see anything. No.	
7	14:15:59	Ok. I have trucks dispersed down here in an open field. Uh trucks are dummy trucks. Uh Roger. And there's uh communi, communications antennas at south end of the field. Roger. And that's at Charlie Charlie 78. Charlie Charlie 78.	
	14:16:26	Ok. What do we have right down here? Uh.	
8	14:16:28	Revetted tanks. Yeah. Roger. Revetted tanks at There's 4 in the emplacement and they're located at Charlie Delta 55, Charlie Delta 55 right along the river. And they're pointing south. Uh Roger.	
	14:16:56	There's something over here to the right. It's uh somebody's house. What's this? Nothing.	
9	14:18:00	Ok. I have mortar positions. 3 trucks and about 6 mortars, and they were all pointing uh 1003. Uh Roger. That's in Delta Echo 29er, Delta Echo 29er.	
10	14:18:46	Ok. This is Intruder 20. I have a communications site located in Delta Foxtrot 07. Delta Foxtrot 07. Uh 1 communications, trailer, several antennas possibly more than 1. It was off to the right side of heading. What do you have over there?	
11	14:19:19	Uh SAM a missile site. Missiles.. Na negative. Yes it is. A missile site. We're attacking an SA2 missile site. Boom! Ok. Count the trucks and missiles. 6 missiles. I didn't get the amount of trucks. Ok. Location Delta Foxtrot. Did you press the event button? Yeah. Delta Foxtrot 9er 3. Delta Foxtrot 9er 3. It was off to the right of track. Uh make that Delta Foxtrot 9 yeah 9er 3. Hey our final checkpoint should be coming up any second. Here it is right here.	
	14:20:22	Hello Timber 1. Intruder 20. N4. Over. Uh Roger. Intruder 20. Wilco.	
	14:20:42	(Tone resumes)	

FIGURE 3-33 (U) VOICE TRANSCRIPT

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