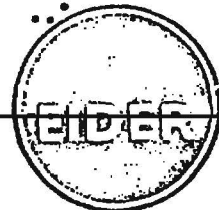


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(b)(1)  
(b)(3)-50 USC 403  
(b)(3)-18 USC 798  
(b)(3)-P.L. 86-36

Issued : [Redacted]3/10/1958

Copy No: 270

SHOOTING DOWN OF US C-130 TRANSPORT AIRCRAFT IN THE TRANSCAUCASUS

[The information contained in this report should be communicated only to those with a firm need to know and should not be quoted without reference to GCHQ.]

"Q" CATEGORY MATERIAL

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SHOOTING DOWN OF US C-130 TRANSPORT AIRCRAFT IN THE TRANSCAUCASUS

I. SUMMARY

1. On 2nd September 1958, the Soviet Air Warning Organization tracked an aircraft, identified as ☐, from an area south east of TRABZON, TURKEY, to the vicinity of Mt. ALAGEZ, south east of LENINAKAN, USSR, at which position it was reported "shot down" at 1214Z. On the same date, a US F C-130 transport aircraft was reported overdue on a flight from ADANA, TURKEY; the navigator's last reported position was over TRABZON at 1142Z, with LTA Lake VAN at 1248Z. Concurrently intercepted Soviet air/ground traffic indicates that the aircraft was shot down by aircraft of 11th Air Army Fighter Division ☐ (LENINAKAN and EREVAN) after crossing the Turkish/Soviet frontier.

II. DETAILS

2. The flight plan of the US aircraft was ADANA-TRABZON-Lake VAN-TRABZON-ADANA. The aircraft took off from ADANA at 1021Z, and at 1142Z reported its position as over TRABZON. The Soviet Air Warning Organisation had started to track the flight at 1141Z, and at 1142Z its position was plotted to the vicinity of ISPIR, some 80 miles south east of TRABZON. After 1142Z no further positions were received from the aircraft, but, according to the Soviet track (reproduced at Appendix A) it continued to a position slightly east of YENIOL before turning to the south east. At 1204Z it crossed the frontier into the USSR.

3. From 1154Z, a flight by a Soviet fighter was tracked (under track No. 0582) on the Soviet side of the frontier from east of EREVAN to west of VORONTSOVKI and then south, where the track merged with that of the US aircraft at 1209Z. A second track (No. 0201) merged with that of the US aircraft at 1212Z. At 1214Z the target aircraft was reported to have been shot down. Pilots 201 and 218 ☐ based at LENINAKAN, and pilot 582 ☐ EREVAN, were heard on VHF for the greater part of this period, and tracks 0201 and 0582 represent the flights of pilots 201 and 582 respectively.

4. From the voice traffic, a translation of which is at Appendix B, it is apparent that pilot 582 had been patrolling the area from 1154Z and that pilot 201 did not arrive in the vicinity until just before the US aircraft violated the frontier, 201 was, however, the first pilot to open fire, and apparently took charge on his arrival. As 201 is the first suffix of one of the two regimental suffix blocks associated with LENINAKAN, it seems probable that pilot 201 was a regimental, or possibly divisional, commander.

"Q" CATEGORY MATERIAL [Continued overleaf]

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5. All three Soviet fighters carried out attacks on the transport, although the EREVAN pilot was not ordered to attack until after the target aircraft was already burning and had turned back towards the frontier. After its tail unit had fallen away, the target aircraft fell out of control. None of the aircrew was seen to jump clear. The two LENINAKAN pilots then apparently returned to land. A fourth pilot, suffix 577, (plotted under track No. 0577) was scrambled from EREVAN at 1219Z and patrolled the area at 12,000 metres after pilot 582 had landed.

6. The US aircraft crossed the frontier near ANI, to the east of KARS. If the aircraft was in fact some 80 miles south east of the position calculated by its navigator at 1142Z and did continue flying eastwards until 1148Z, as plotted by the Soviet Air Warning Organisation, it seems possible that the pilot was mistakenly using the Soviet beacon at POTT instead of the TRABZON beacon as a navigational aid while flying south east. TRABZON is on a reciprocal bearing of 315° from Lake VAN, and POTT is on the same bearing from ANI; moreover, both beacons operate on the same frequency, the Soviet beacon being an estimated 15 to 20 watts more powerful than its Turkish counterpart.

7. A map showing the tracks of the aircraft involved in this incident will be issued shortly as an Appendix to this report.

[Continued overleaf]

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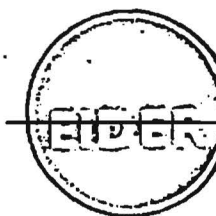
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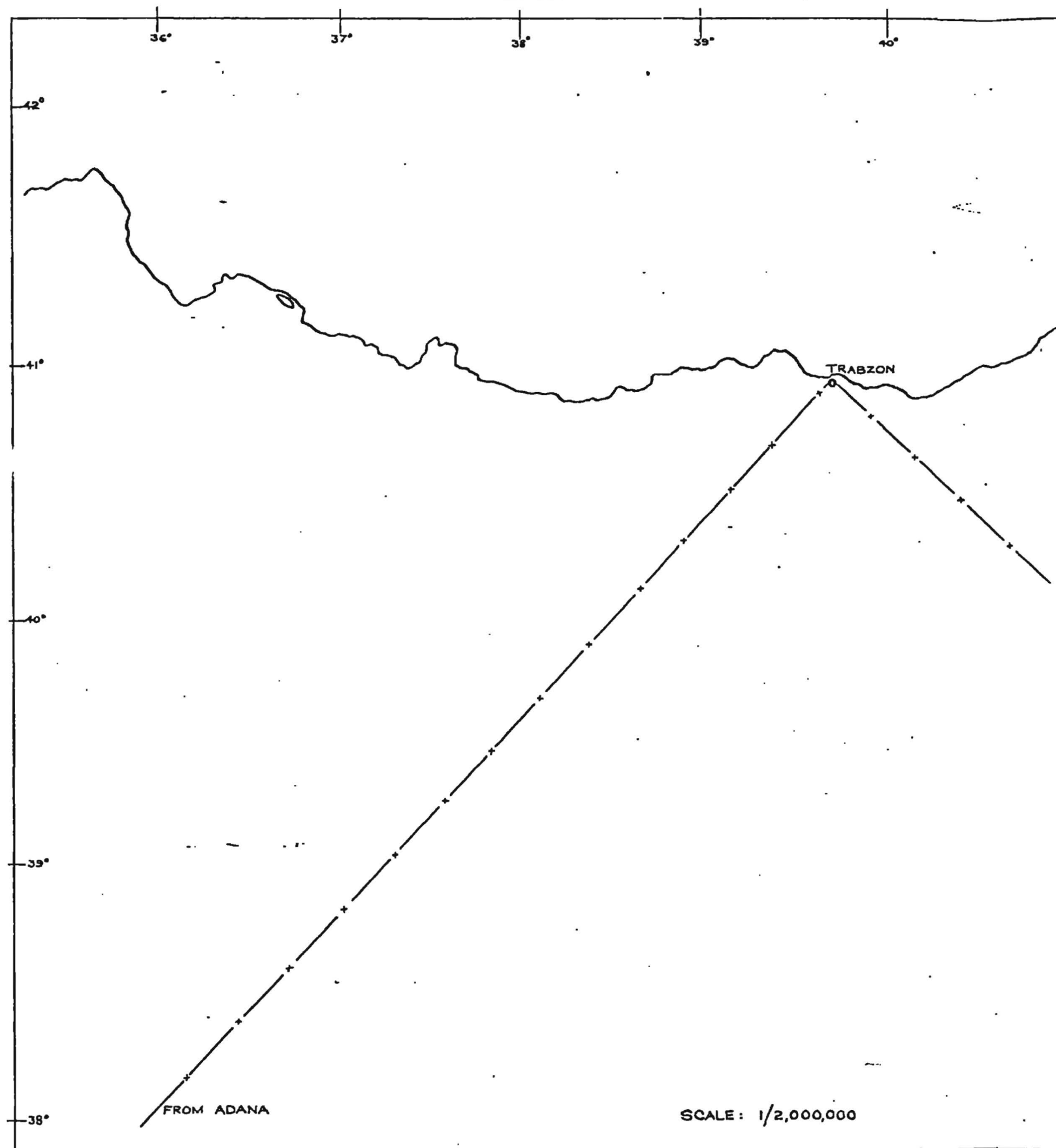
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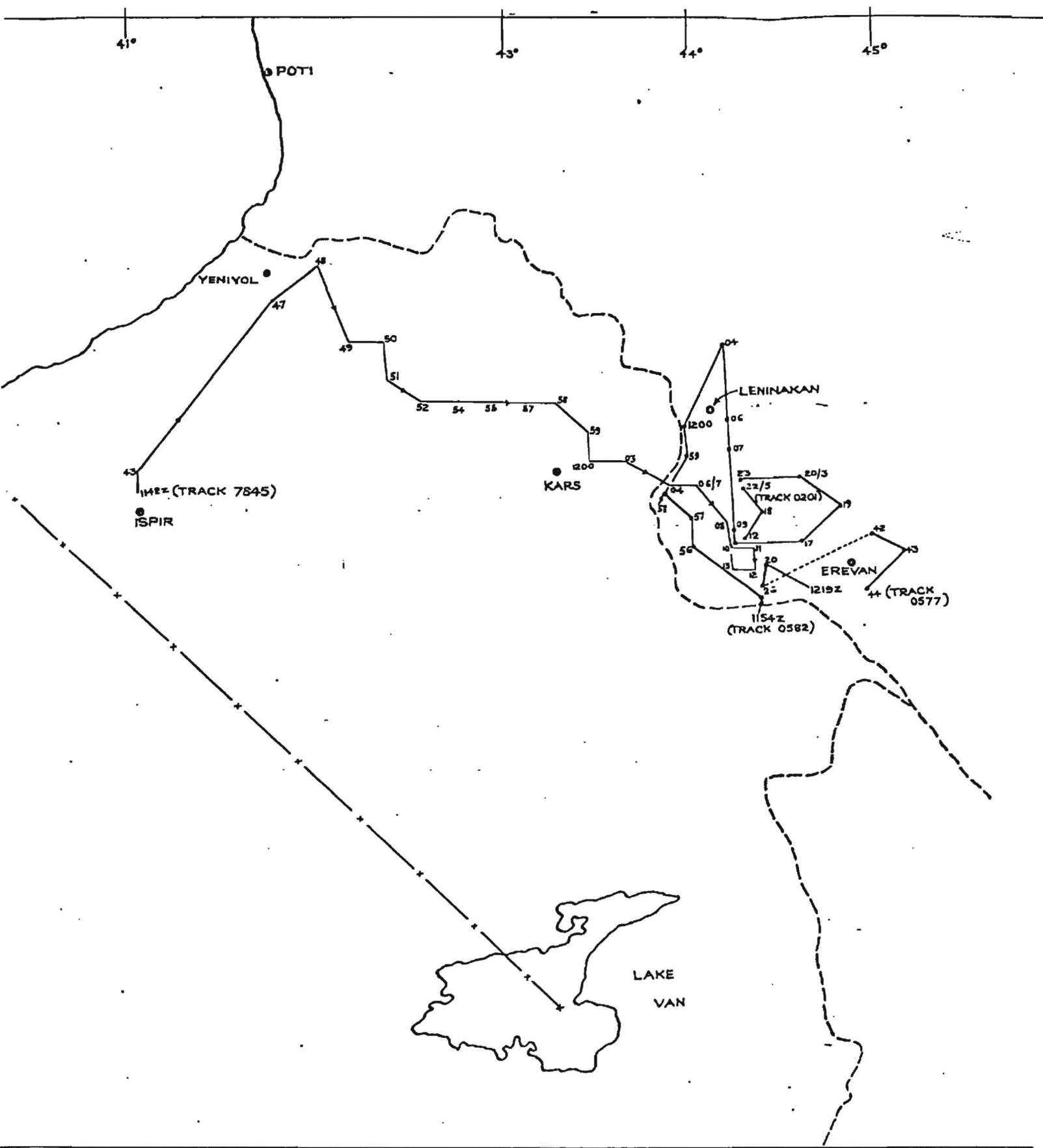
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APPENDIX A TO 3   C10260



LEGEND

- x—x— SCHEDULED ROUTE OF USAF C-130 TRANSPORT
- x—x— SOVIET RADAR TRACK OF USAF AIRCRAFT
- SOVIET RADAR TRACKS OF INTERCEPTING FIGHTERS



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APPENDIX B

TRANSLATION OF VHF VOICE TRAFFIC

Callsigns: 16 Flying controller, EREVAN

201 Probable regimental commander [ ]  
(LENNIKAN)

218 Pilot [ ]

577, 582 Pilots [ ]

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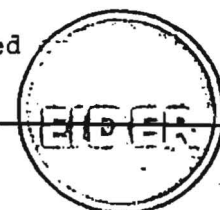
Time	To	From	Text
Approx 1155Z	?	?	Am flying at maximum speed.
	?	?	My height is 100 [= 10,000 metres].
	?	582	On heading 330, height 80 [= 8,000 metres].
	?	?	Roger, height 90.
	?	?	Roger, 40 kilometres.
	?	?	On [heading] 180.
	?	201	Have passed the second.
	?	201	I can see the frontier clearly.
	?	?	My height is 100.
	?	?	My heading is 200.
	?	?	Roger, I have already turned towards base [TOCHKA], towards 137 [= 0% EREVAN]. Am now making a 180° turn.
	?	?	Roger, am approaching your airfield.
	?	?	My height is 110.
	?	?	Roger, am looking.
	?	201	Am climbing, climbing. [ ]
	?	582	I can see the target on the right.

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APPENDIX B

<u>Time</u>	<u>To</u>	<u>From</u>	<u>Text</u>
	?	[532]	I can see the target. It's a large one.
	?	[532]	It's height is 100, as you said.
	?	201	I can see the target!
	?	?	Carry out an attack!
	?	?	There's the target.
	?	201	Am attacking the target.
	?	?	What sort of target is it?
	?	?	Stand by.
	?	?	The target is a large one.
	?	?	Roger.
	?	210	Am attacking.
	?	532	[DISTORTED] didn't hit.
	?	?	I've hit it, I've hit it, I've hit it! Something [FADED].
	?	?	Am attacking. [PAUSE] Four fourths[i].
	?	201	Am attacking the target.
	[201]	?	Hurry up, 201!
	?	?	The target's speed is 300 [km.p.h.]. I'm alongside it. It's turning towards the frontier.
	?	?	Look, the target's burning!
	?	?	It's been hit.
	?	532	The target's burning.
	?	?	The target's banking.
	?	?	It's going towards the frontier.

Comment: [i] The presentation of the target aircraft is made in fourths (of the total silhouette). "Four fourths" indicates a broadside attack.

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APPENDIX B

Time	To	From	Text
[582]	?	No. 3	- open fire, I've [SWAMPED].
218	?		Are you attacking?
	?	[218]	Now I am, yes!
	?	?	The target's burning! [SWAMPED] own side.
	?	?	The tail unit has broken away from the target.
582	?		Can you see me? I'm ahead of the target.
	?	582	[TOO WEAK].
	?	?	Watch where it [the target] is going.
	?	?	Eh?
	?	?	Look at me. He isn't getting away. He's already falling. [MISSED]. Force him down to the west! Force him straight down! [SHOUTING].
	?	?	The target is out of control, it's going down.
	?	?	The target will fall now, it [MISSED] too sharply.
	?	582	Turning to starboard!
	?	?	The target has turned over.
	?	?	The target is falling.
	?	?	All the aircrew are on board, aren't they?
	?	582	I'm to watch the target, aren't I?
	?	?	Look, it's falling by the [C% river].
1215Z	?	?	Yes, form up quickly and go home.
	?	?	After my third burst the target caught fire, and then everybody hit it in turn.

16 577 Give me my hand task.

"Q" CATEGORY MATERIAL

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APPENDIX B

<u>Time</u>	<u>To</u>	<u>From</u>	<u>Text</u>
[577]	[16]		Height 100, over 135[i].
577	?		Have you passed 134[i].
?	577		Yes. Am going to 135.
577	16		Maintain height 120 [= 12,000 metres] in the region of 134/135. Watch the frontier carefully.
582	16		How do you hear me?
582	[577]		Why don't you answer 16?
?	[582]		I forgot to switch off the [MISSED] guns.
[582]	?		[DISTORTED] didn't jump?
?	[582]		No, nobody jumped.
582	16		How do you hear me?
582	577		How do you hear me?
[582]	[16]		Go home, and stop chattering.
[582]	[577]		He told you to go home.
582	577		Did you understand me?
?	[577]		Roger, 582 is landing on airfield 107[ii].
[577]	16		Roger, maintain [height] 12 in that area.

Comments: [i] Unlocated point numbers.

[ii] Unlocated, but probably a mistake for 137 [= C%  
EREVAN].

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SHOOTING DOWN OF U.S. C-130 TRANSPORT AIRCRAFT IN THE TRANSCAUCASUS

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The map at Appendix A shows the tracks of the aircraft concerned in this incident. Recipients are asked to attach it to their copies of the report.

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3/ ☐ C10260, Addm.  
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