

BYE 2697-67
Copy 5 of 11

26 October 1967

MEMORANDUM FOR THE RECORD

SUBJECT: Critique for OXCART Mission Number BX6729

1. Mission critique of Mission Number BX6729 conducted in the OSA Control Center at 0930 hours, 25 October 1967.

2. Mission Data:

- a. Mission Number: BX6729
- b. Date Flown: 18 Oct 1967
- c. Area of Operation: North Vietnam
- d. Mission Success: Successful
- e. Pilot's Name: Murray
- f. Aircraft Number: 129
- g. Primary or Spare Flown: Primary
- h. Take-off Time - Planned: 0115Z
Actual: 0222Z
- i. Landing Time - Planned: 0506Z
Actual: 0623Z
- j. Time Enroute - Planned: 3+51
Actual: 4+01
- k. Departure Base: Kadena AB
- l. Landing Base: Kadena AB
- m. Equipment:

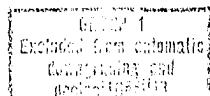
Job # 69B00404R
Box #1 Folder 21

(1) Primary: Type I, BW, Pin Peg, Mad Moth, Blue Dog II, Sys VI.

(2) Spare: Same as primary.

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3. Operations:

a. Route (INS Plot vs Planned): Satisfactory

(1) Comments: Fuel option taken due to inlet problem and marginal weather at Kadena.

(2) INS Terminal Error: 8.0 NM

(3) INS Spec Error: 10.0 NM

b. Mission Generation & Operational Support: Satisfactory

(1) Comments:

(a) Original take off delayed 48 hours due to Typhoon "Carla".

(b) Take off delayed 1+07 due to heavy rain shower over Kadena at 0115Z.

c. Other comments: Recovery weather 600' broken, 1 1/2 miles visibility in rain. Strip alert tanker launched in case of further weather deterioration and/or a missed approach.

4. Weather:

a. Forecast vs Actual:

(1) As briefed.

(2) Comments: Category II or better forecast. reported cloud cover as 5%. Pilot experienced moderate-severe turbulence over Typhoon "Carla" (at 77M). Terminal weather at Kadena was marginal.

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b. Weather Scout Reporting: Satisfactory

5. Intelligence;

a. Target Coverage:

- (1) 24 of 24 programmed targets covered.
- (2) 8 first priority SSM targets of 9 covered.
- (3) 19 of 27 first priority NVN COMOR targets covered.
- (4) 153 SAM sites, 16 sites occupied, 1 new site.
- (5) 16 other priority NVN COMOR targets covered.

(6) Comments: Mission was very productive. Western and northwestern part of North Vietnam that have generally been cloud covered were photographed. The Lao Cai rail yards were approximately 25% filled. No build up of supplies or equipment observed. Photography on the Dien Bien Phu area revealed no SAM or other unusual activity. Most of the rail lines north of the panhandle were covered.

b. Quality of Take: Satisfactory

(1) Resolution: Good

(2) Camera Operation: NPIC reported possible Camera malfunction during evaluation of dupe. Evaluation of original negative indicated actual problem to be quality control in preparation of duplications. DIA to take corrective action.

e. EWS Activations: None

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f. Take Movement:

(1) Photography: Satisfactory

(2) ELINT: Satisfactory

6. Materiel:

a. Aircraft General: Satisfactory

(1) Comments: Right engine spike hammered continuously on second leg over denied. Left engine spike hammered slightly near end of mission. Auto pilot porpoised on second leg over denied.

b. Aircraft Systems: Satisfactory

7. Communications: Satisfactory

a. Message Traffic: Satisfactory

b. BIRDWATCHER: Satisfactory

c. UHF/HF Commo: Satisfactory

8. Outstanding Action Required:

a. D/SA requested photo of storage-training area at Thai Nguyen (Intelligence Division, OSA).

b. System VI time code generator one hour in error. Repeat item (Deputy for Materiel, OSA).

c. [REDACTED]

[REDACTED] Also, suggested that reported vs actual over denied be annotated on chart (Intelligence Division, OSA).

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- d. Verify corrective action by DIA listed para 5 b (2) (Sensor Systems Division, OSA).
- e. Investigate reported milk effect on left windshield after rain repellant used on final approach (Deputy for Materiel, OSA).
- f. Request Lockheed assist in analysing current engine inlet problems such as encountered on this mission (Deputy for Materiel, OSA).

for [redacted]
WILLIAM E. SHELTON
Colonel, USAF
Deputy for Operations, OSA

OXC/O/OSA/[redacted]
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