

Email from Royce Williams to Lou Ives, January 27, 2008:

Subj: **Re: The Pacemakers Story**

Date: 1/27/2008 5:18:44 P.M. Eastern Standard Time

From: gtrdeck@cox.net

To: avmidn@aol.com

Lou, The whole squadron was hookwinked. Royce [Williams, pilot, VF-781] Follows the text of a letter from Royce to Earl Rogers, editor of *Foundation* magazine:

Dear Earle.

Reference the F9F Panther story in the Fall 2007 FOUNDATION

A few years back I wrote what might be an article for your acceptance/print. You chose to send it back to me. I don't know how to correct the Naval Record, but the more than 10 versions of the MIG encounter of 18 November 1952 have some connection to the U.S.S. Oriskany's operational report of the matter. I was ordered to report to COMUSNAVFORFAREAST, VADM Briscoe. In his office I was asked where the bunk in that ship's report came from? He said there is a super secret new national organization named NSA with capabilities to listen in on enemy communications and they had a detachment off Vladivostok on a cruiser. NSA operatives had the whole action from the MIGs takeoff until the remnant returned and they want you to know that you got at least three of them. This is highly classified and you can't tell anyone. And until about 7 years ago, I didn't, President Eisenhower, my C.O., my wife, no one. VADM Malcolm Cagle allowed that writing of the incident in his history of Naval Air in Korea [The Sea War in Korea, U.S.N.I., © 1957], he knew there was more to the truth but that he had to stick with record.

Now then, Ltjg Rowlands did leave me in the first encounter after I shot number four of that MIG division. He was never fired on after our first encounter. His camera didn't work and he never fired a shot. He did return to the fray in time to tail in behind the MIG on my tail after I had been hit but never did anything like join on the MIG; [he was] maybe 1000 feet behind him.

Ltjg. Middleton remained overhead the task force with Lt. Elwood. I broke off firing on a MIG that was burning and headed down because I had another guy on my tail, the one that nailed me. I told CIC I could use some help up here and they dispatched Middleton who met the burning MIG at 8000 ft., fired at him from wide abeam and the MIG pilot ejected while Middleton was getting sucked out of range in the six o'clock area [see accompanying gun-camera photo].

Most of my whole flight (1.6 hours) was at full throttle, 26K ft., fired out all my ammo, shot at by the T.F. on arrival, couldn't line up, landed at 170K with the help of the ship lining up with me.

I have been given the following names of the Soviet pilots lost: Captains Belyakov and Vandalov, and Lieutenants Pakhomkin and Tarshinov.

Royce Williams

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