

Royce Williams
July 3, 2006

Email from Royce Williams
To Lou Ives August 24, 2006
Re: MiG Report

Lou. Good hearing from you. Long time no see. Without really responding to your message I am forwarding a message [I sent] to Admiral Richardson. As an Ensign I was his wingman...ya know back in the 40's. He was the guy in about 1999 that said it was OK to talk about the facts re Soviets. He asked me to give him a thumbnail pitch for a friend of his on what took place. Royce

---- Original Message ----

"David Richardson" vadm36@yahoo.com
To: "Royce Williams" qtrdeck@cox.net
Cc: "Don Griffen" donlis@pacbell.net
Sent Monday, July 03, 2006 9:08 AM
Subject: Re: MIG report

There, Don [Griffen], You've got it. Pretty hazardous landing on a carrier at plus 170 with impaired flight controls.

---Royce Williams qtrdeck@cox.net wrote:

Admiral [Richardson], I'll attempt an abbreviated rundown that should give the jist of my MIG encounter.

Nov. 18, 1952. A large task force containing at least 3 aircraft carriers slipped North of our usual operating area and arrived off Chongjin, North Korea at night and under the cover of a large snow storm. Flying from the USS Oriskany I was part of a strike on a manufacturing complex on the Yalu [Tumen] River. The Soviet Union on the North side of the river registered immediate response with air and communications activity in the Vladivostok region. The task force discontinued launching further strikes while evaluating the situation. About noon I was launched in a 4 F9F-5 Panther flight for combat air patrol. While climbing through 12000 feet of snow clouds our controller gave us a bogey heads-up. When on top of the clouds I identified 7 contrails headed for us from the North. The lead section (2 F9s) was directed to remain overhead because of a reported fuel pump malfunction light in the lead plane. I took the lead then and climbed toward the contrails identifying them as MIG-15s as they passed high over me and reversed flight. I made ready radar and gun sight, test fired guns and continued climbing. The MIGs outdistanced me and when at least 15 miles North, they split in groups of 3 and 4 dropping below the contrail level. I then lost sight of them and CIC no longer had them on radar. At 26,000 ft. I was vectored back toward the task force to establish a barrier between the TF and the last MIG sighting. In my turn I sighted 4 MIGs all firing at me. I dropped onto a MIGs tail and my 20mm caused him to boil smoke and drop out of his formation. My wingman, unknown to me at that time, followed him down (his guns wouldn't fire). The other 3 MIGs joined the exercise and it was a real melee for about 30 minutes. One passed head on close and it is highly likely I nailed him. I got another when he overshot me and I had to maneuver to avoid swallowing him. I had another burning but as I pursued him I noticed a MIG on my tail. I turned sharply but he hit me in the engine and accessory section with a 37mm. I lost all hydraulics, rudder control and aileron boost, which didn't leave me a lot of control and

the plane badly out of trim. The MIG settled close behind me and fired away as I zoomed diving and pulling back and heading for the snow storm. Luckily I made it and lost my attacker in the clouds. I descended below the clouds in the clear at 400 ft, too low to eject in an F9. I fired about 3 rounds of 20mm and was out of ammo. I was lightening the plane in case I had to put it into the water. As the TF came into sight they fired at me, GQ, gun free. A few bursts and they knocked it off. I lowered the tailhook and landing gear by gravity; no flaps and found the wing would roll out of control below 170 kts. With Oriskany ready for me at any speed, I couldn't fly to line up the deck. They kept me coming anyway and just before crossing the deck the captain [Courtney Shands] turned and lined up with me. I got aboard! When Oriskany next arrived in Yokosuka, I was ordered to see Adm. Briscoe, ComNavForFarEast. Behind closed doors he told me (Top Secret) we had an NSA team on a cruiser [USS St. Paul] close to Vladivostok who took in all the action and they wanted me to know (hold close) that I "got at least 3." Since then I have been given the names Belyakov, Vandalov, Pakhomkin and Tarshinov. V/R Royce.

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