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CARRIER DIVISION SIXTEEN

SERIAL 0326

14 DECEMBER 1962

CUBAN QUARANTINE

REPORT OF ASW BARRIER OPERATIONS
DURING THE CUBAN MISSILE CRISIS
BY GROUP BUILT AROUND RANDOLPH.

DECLASSIFIED

UNITED STATES ATLANTIC FLEET
NAVAL AIR FORCE
CARRIER DIVISION SIXTEEN
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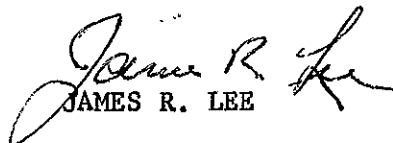
From: Commander Carrier Division SIXTEEN
To: Commander Naval Air Force, U. S. Atlantic Fleet

Subj: Cuban Crisis; documentation of

Ref: (a) CNAL msg 291931Z OCT
(b) CTG 83.2 ltr FB2-16:31:mlw, 3300, ser 0030-62 of 13 Nov 62
(c) CINCLANTFLTINST 03360.5F

Encl: (1) LCDR G. B. BIRD, USN, USS RANDOLPH (CVS 15) Memorandum for the Record of 31 Oct 62
(2) Narrative of CDR L. M. MILLSAPS, USN, VS-36
(3) Narrative of LT Dwight I. WORRELL, USN, VS-36
(4) Narrative of CDR George W. COGSWELL, USN, HS-7
(5) Narrative of LT Russell L. CLEMENT, USN, VS-26
(6) Narrative of CDR John F. GILLOOLY, USN, VS-36
(7) Narrative of LTJG William MORONEY, USN, VS-26
(8) Narrative of CDR Hal A. HAMBERG, USN, VS-26
(9) Narrative of LCDR Ed R. DAY, USN, VS-36
(10) NARRATIVE of LT Russell C. DREW, USN, VS-26
(11) NARRATIVE of LCDR James L. MILLER, USN, VS-26

1. Enclosures (1) through (11) are submitted in compliance with reference (a). These enclosures originally formed part of reference (b) which was submitted to Commander in Chief, U. S. Atlantic Fleet in accordance with reference (c).


JAMES R. LEE

Copy to:
USS RANDOLPH (CVS 15)
COMCVSG 58

5700

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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MEMORANDUM FOR THE RECORD

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From: Lcdr. G. B. Bird
TO: File

Subj: Attempted Contact with Soviet Submarine

1. An account of events in connection with the attempted contact follows:

a. Helicopter transfer to the U.S.S. LOWRY along with Capt. O. D. MacMillan was accomplished at 0730Q on 28 October 1962 from the U.S.S. RANDOLPH. On arrival, we were taken to the bridge and met with Commodore Dalton with whom we discussed the procedures for attempting a voice contact with the surfaced Soviet sub. At this time the LOWRY began maneuvering toward the sub in order to come alongside. It was decided to go as close as possible but to remain far enough away so as to not endanger the LOWRY in case the sub made an unannounced turn. A sound powered megaphone was brought to the bridge for the contact and the first voice transmission was made as we were coming close alongside.

b. The first transmission was made by Capt. MacMillan in which he asked, "What is your name?" The question was transmitted several times with no response from the sub. The microphone was then handed to me and I attempted to gain response by speaking louder and shouting, "Attention, attention please" several times, followed by asking the name of the ship. Again no response could be observed in any form. I then asked, "Where are you going?" No reply followed.

c. The captain of the LOWRY then asked the small musical group, assembled on the deck, made up of men from the LOWRY, to play some music. It was at this time that the one person standing on the open bridge of the sub showed any sign of recognition. He looked toward the LOWRY and smiled. Commodore Dalton requested that I ask the sub bridge tender if there was any piece of music which he would like to hear. This I did, but still there was no sign of the sub personnel wanting to converse.

d. Since we were getting no results from the megaphone, I suggested that a signal lamp be used, whereupon I was escorted to the signal bridge and given an Aldis lamp. This proved to be futile because no response was received from the sub to the same questions I asked previously by voice. I purposely signaled my questions very slowly with the Aldis lamp to ascertain they were being received and understood. In addition I had a Signalman standing by with paper and pencil to assist in copying any replies sent from the sub. Through questioning the signalman assisting me, I discovered that some difficulty was experienced by the Signalman the previous night in copying the flashing message being sent by the sub, and most of the message being sent was missed completely.

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2. The sub appeared to have been underway for some time because it was sorely in need of paint. External inspection revealed a sonar dome on the bow, a glass-front weather bridge with open bridge above and conventional antennae. A cable approximately 20 ft. long was stretched along the starboard side of the hull below the tower with cloth hanging from it. No number or name was seen, but evidence of a possible over-paint appeared on the tower. One person remained on the open bridge at all times during our close-up surveillance and a second person appeared on the bridge for a short period taking photographs of the LOWRY. Several more of the crew could be seen through the glass in the lower section of the tower.

3. After running alongside for approximately a half an hour, the LOWRY turned to the right and assumed an escorting position at approximately 1000 yds to the starboard forward quarter of the submarine. A helicopter then picked up Captain MacMillan and myself returning us to the RANDOLPH.

4. In the event of any future contacts with Soviet submarines, it is recommended that a movie camera be made available to the signal bridge in order to photograph any and all responses to our signals. This is considered advisable in view of the strange combinations peculiar to certain Russian characters/letters. In addition, all Signalmen should be briefed in advance on the few peculiarities in the Russian Morse alphabet to forego any future misses on possible important intelligence info. Consideration should also be given to the installation of a VLF-LF ADP radio receiver on all ASW ships. With a knowledge of broadcast schedules and call signs, a compromise of Soviet sub positions would be realized readily through cross-bearings.

G. B. NED

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Narrative by CDR L. M. MILLSAPS, USN, VS-36, Plane Commander of S2F-3
side number JT43 concerning participation in prosecution of contact C-19.

A confidential message had been received stating that a Russian "F" submarine had been sighted by a Patrol aircraft operating out of Bermuda, but that the submarine had dived and contact had been lost. The RANDOLPH was ordered to the area to investigate.

Our operating area was covered with heavy weather, including a heavy squall line. The briefing officer informed us that the tactics to be used were to be at our own discretion due to the 15 hour old datum, plus the ship's inability to communicate with the patrol aircraft presently on station.

The scheduled 0200R launch of 27 October 1962 was delayed more than two hours due to the weather being zero zero. We were finally catapulted at 0435R into an extremely black, rainy night. CDR L. M. MILLSAPS, Executive Officer of Air Anti-Submarine Squadron THIRTY-SIX was the pilot and Flight Leader; LTJG D. L. CONGHAM, Jr., the co-pilot, and our regular crew members were PELLINO, AM3 and KHOTI, AN. Three other aircraft were launched to assist us in our mission. There were two other S2F Trackers, belonging to our sister squadron VS-26, and an E1B from VAW-12.

We were vectored to the east about 150 miles with orders to establish communications with the patrol aircraft on station, and after evaluating the tactical situation, to set up a suitable search pattern.

About 100 miles east we established communications with the P5M aircraft on station. He was "cold", and had no further information to pass on to us except the initial sighting some 16 hours previous. At that time he had only one useful sonobuoy in the water. Also present in the area was the Russian trawler SHKVAL, and we decided to use this trawler located at 26° 24'N 66° 28'W as our datum. He was dead in the water and would be a good visual and radar datum, plus presenting no interference to our sonobuoys. At 0530R we rendezvoused over the trawler with the P5M, received the SWAP report, assumed Contact Area Commander, and layed a JEZEBEL Sonobuoy pattern. The position of the trawler was relayed to the RANDOLPH via the E1B, together with information on search plan.

At 0604R, PELLINO, our JEZEBEL operator in the number four seat of the aircraft, called, "Drawing on HAYPOLE 9" (our westernmost sonobuoy). I asked him for the lines he was receiving on his gram and after discussing it thoroughly, we agreed that it was a definite Russian FOXROT class submarine signature. Although the other S2F aircraft were not drawing, we instructed the aircraft nearest HAYPOLE 9 to close and drop codar plants ALPHA and BRAVO while we closed the area.

We commenced pointing on ALFA and BRAVO plants at 0622R. With the use of the relator our best lines gave a bearing of 360° from the plants.

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Enclosure (2)

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Both aircraft flew 337° magnetic 15 miles to drop plants CHARLIE and DELTA to obtain our cross bearings. Best bearings were 090° magnetic from plants CHARLIE and DELTA. This gave us a fix approximately 5 miles due east of plants C and D and 14 miles north of plants A and B.

Immediately after obtaining the fix, we called for added VS and Helicopter (HSS-1M) assistance from the RANDOLPH, plus a surface attack unit of destroyers.

Upon arriving at our fix at 0647R we dropped the SPDC warning as prescribed by the Department of Defense and promulgated by message to nations of the world, to warn all submarines to surface in the area of the Cuban quarantine.

This warning brought no results, and we commenced JULIE offset bombing after receiving a close-in "A" range on our datum sonobuoy. While laying our 3000 yard five Buoy JULIE pattern, we were joined by three other VS aircraft. One other S2F aircraft was placed in the 3000 yard bombing pattern with us, while the other two aircraft were placed in a 1500 yard MAD pattern around the datum. The entire pattern of sonobuoys was laid and all aircraft in position by 0705R. A second "A" range was received at this time (0705R) on our datum JULIE sonobuoy, indicating close proximity to that sonobuoy, but the penetrator bombing gave negative results.

At 0725R, after being cold for 20 minutes, the aircraft and helicopters we had previously requested arrived on station and SWAP was executed. We were told to return to the RANDOLPH, and left station at 0745R. The oncoming aircraft continued to prosecute the contact.

The Russian FOXTROT submarine was subsequently surfaced later in the day a few miles to the northeast of our datum.

Task Force ALFA, whose primary mission is protection of the Eastern coast of the United States, and to whom the RANDOLPH is assigned as the Anti-Submarine warfare carrier, did its job when it counted most.

The comparatively new S2F aircraft and its associated electronic gear performed splendidly. Cooperation between aircraft and sister squadrons, plus all other units involved, added up to a "first" for the United States Navy that will long be remembered. Also may we add in closing, it was a personal experience that we will never forget.

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Narrative by LT DWIGHT I. MORRISON, USN, VS-36, Plane Commander of S-2 side number JT39, concerning participation in prosecution of contact C-19.

On 27 October 1962, I was assigned a JEZEBEL search, Air Plan 5. The flight was normal with no indications of any submarines in the area. Recovery was scheduled at 1530Z, and was a CCA. While in marshal, aircraft number 19, VS-26 sighted a snorkel. I immediately told CCA control that we were leaving the TACAN track to prosecute the contact. JT19 and myself held MAD contact until relieved by 2 VS aircraft and 3 HS aircraft. The submarine appeared to be changing course rapidly and was moving at a speed estimated at 10 knots.

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Enclosure (15)

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Narrative by CDR GEORGE W. COGSWELL, USN, HS-7, Plann Commander of HSS-14 side number JT60, concerning participation in prosecution of contact C-19.

Helicopter operations against Soviet FOXTROT Class Submarine 27 October 1962.

On the afternoon of 27 October 1962 at 1530 hours, three helicopters of HS-7, operating from the USS RANDOLPH in support of ASW operations, were directed to proceed to assist an S2F from VS-26 in the prosecution of a disappearing submarine contact. The helos departed screening stations and vectored 265°M about 40 miles. Helicopters JT61, piloted by LTJG VENTERS, and JT64, piloted by LTJG STEVENS, were first on the scene and gained initial Sonar contact at 1606. JT60, piloted by Commander COGSWELL, Commanding Officer HS-7 followed shortly and gained sonar contact at 1610. The three helicopters, through coordinated tactics, maintained continuous active sonar contact until relieved by destroyers at approximately 1700. During the period of contact, the helos continuously vectored the S2F's for PDC drops and MADVECS. On several occasions cavitation and machinery noises were heard, and on one occasion, where the S2F surfacing signal exploded, hatches were heard to slam shut, leaving no doubt that we had a submarine contact.

The helicopter flight departed station, due to low fuel state, shortly after 1700, and it was learned later that the contact being pursued surfaced at about 2100 on the evening of 27 October 1962.

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Narrative by LT RUSSELL L. CLEMENT, USN, VS-26, Plane Commander of 677-37
sido number JT23, concerning participation in prosecution of contact C-19.

Upon a 0800 take-off on 28 October 1962 we were almost on our assigned
station for the hop as the surfaced FOXTROT submarine was only five miles
away from the ship. The ship's position at launch was
We checked our electronic gear and found it all to be working satisfactorily
so killed while orbiting the submarine.

At about 0830 Raceway was going to come alongside the sub and converse
with the people on board, and requested we take some pictures while they
were alongside. We took 4 pictures and continued to orbit the submarine.

When Raceway pulled away about a half hour later we decided to test our
MAD gear as it was a little noisy to see if we could hold the sub if it
submerged to its test depth. The sub was located about 0950 at 10 kts. and
we made some cloverleaf runs over him at 700 ft. - simulating day MAD
conditions and 1000 ft. simulating night when we carry a little extra
altitude. The runs were completed at about 0915.

Our MAD operator said he could easily detect the sub signal at 700 ft.,
but said he would have never called out a pickup when we were at 1000 ft.
as he couldn't see anything but normal pen noise on the MAD traces.

The rest of the hop was uneventful as the sub remained on the surface
and we returned to RANDOLPH and landed at 1730 after being relieved on
station.

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Enclosure (5)

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Narrative by CDR JOHN F. GILLOOLY, USN, VS-36, Plans Commander of S2F-3 side number JT43, concerning participation in prosecution of contact C-19.

At midnight on the evening of 27 October 1962, USS RANDOLPH (CVS 15) launched 2 S2F-3 aircraft to maintain surveillance of a surfaced Soviet "FOXTROT" submarine 20 miles north of the RANDOLPH, in the area of 27-38N, 65-47W.

The flight leader of the launch was Commander J. F. GILLOOLY, USN, the Commanding Officer of Air Anti-Submarine Squadron THREE SIX. He was flying an S2F-3 (now designated S2D) aircraft with LTJG L. F. PERMETER, USN as co-pilot, and crewmembers Richard J. BOBE, Aviation Electronics First Class, and Sherman T. NELSON, Aviation Electronics Technician Second Class. The flight, catapulted from the RANDOLPH in moderate rain and visibility of three miles, arrived in the contact area having all Anti-Submarine Warfare (ASW) equipment in an "up" status.

Ringing the submarine in a 2 mile circle were five destroyers of DESRON 26. With permission of the Contact Area Commander, the flight leader maintained passive sonobuoys in close proximity to the submarine and made searchlight illuminating and photographic runs on the submarine for the entire on station time (from 00200 to 04300).

The S2F-3 flies a night photographic approach at a altitude of 300 feet under the radar guidance of its second crewman. The target is identified by a 72 million candlepower searchlight; the photographic lighting comes from the 50 million candlepower flares which drop 150 feet before lighting. The pilot must fly the aircraft entirely by instruments, while the co-pilot controls the searchlight and photographic maneuvers.

For the first hour on station the submarine maintains a course of 090 at five knots. As rain and poor visibility hampered the entire mission USS MURRAY (DD 576) provided close aboard searchlight illumination of the submarine to aid in positive identification on the first three photographic runs.

The photographic runs were first made from the north, illuminating the port side of the FOXTROT. At 0120 hours, the submarine and the destroyers approached a heavy squall line rainstorm. Reduced flight conditions forced the aircraft to depart the area to the south for about one hour. At the same time, the submarine increased speed to eight knots. As visibility and ceiling with lessen rains, the flight leader closed the area for two more photo runs (from the south, illuminating the submarine's starboard side), and continued constant surveillance until relieved on station by fresh aircraft. CDR GILLOOLY's flight then climbed to altitude and was vectored into position for a CCA (carrier controlled approach) recovery on USS RANDOLPH at 05000.

Post flight analysis revealed that both the monitoring of the sonobuoys and the photo runs had been highly successful.

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Enclosure (16)

Narrative by LTJG WILLIAM MORONEY, USN, #3-26, Plane Commander, side number JT26, concerning participation in prosecution of contact C-19.

On Saturday 27 October 1962, the 9730 flight launched on schedule. The flight was vectored to the existing datum. Weather deteriorated and the flight orbited in the clear waiting for the squall line to pass. Approximately 1 1/2 hours after take-off the datum was considered cold. The A/C were assigned a sector and given permission to drop a JESSEL buoy. JOHNSTOWN 26 secured its radar and climbed to 2500 feet - the altitude being selected for sono reception throughout the search pattern. The weather was broken to overcast at 2500' as the squall line extended into the sector. The aircraft was flown around the fringe of the squall and turned in behind it to drop the sonobuoy in the area center. The pilot was on instruments, the co-pilot plotting on the MK-6 board when the #3 operator called out the submarine to starboard. It was on the surface heading north and very close to the heavy rain in the squall. The aircraft was immediately nosed over through the broken clouds, the camera prepared and a flash report given. It appeared that the submarine had men in the tower and they spotted the aircraft when it commenced its dive. The decks were awash when #26 arrived on top and was fully submerged on the third pass over it. Buoys 10 and 12 were dropped spaced 350' at datum and 500 yds. MAD hunting circles commenced. The sono receivers were noisy but using cavitation (as best we could) and the track of the MAD marks the submarine course and speed were plotted. Initial speed of 8 kts with a turn to the East was plotted. Eventually the track turned completely South and speed estimated to have slowed to 4 kts. #40 arrived to assist but the weather was less than 2001/2 in showers and he was advised by #26 to set up a base line track on JULIE. The submarine track was maintained with solid MAD contacts for approximately 45 minutes. Then it became apparent that the MAD was erroneous, for MAD contacts were being recorded on opposite sides of the circle during the same pattern. #40 was called in immediately with no joy - the circle then expanded to 1500 yards to 3000 yards with JULIE with no results.

Overall the initial contact was classic. The aircraft was completely passive and hidden in the clouds. The submarine apparently surfaced feeling protected by the heavy squall line that lay between the force and the sub.

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Enclosure (7 of 1)

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Narrative by CDR HAL A. HAMBERG, USN VS-26, Plane Commander of S2F-1 side number JT26, concerning participation in prosecution of contact C-19

On Saturday 27 Oct 1962, "Navy Day", a flight of 4 S2F's was launched at 1500 to search for a submarine reportedly to the northeast of the launch position. These planes were to relieve 4 other planes that were already out on search missions. About 15 minutes after relief had been accomplished, a contact report was flashed that a snorkel had been sighted 230°/13 miles from the carrier. Three planes were directed to proceed from intended search area to the hot contact area. JT 20, 26, and 45 proceeded to the area to relieve the aircraft that had sighted the snorkel. MAD and Julie had held the target for a few minutes but contact was lost with apparent movement to the west. Upon arrival in the area JT 26 laid a Julie maypole pattern and had 20 and 45 conduct MAD hunting circles around the datum. Before Julie could be utilized 20 and 45 reported MAD contact in the vicinity of western buoy. There was loud cavitation on this buoy also. All three planes were ordered into MAD trapping circles and contact was held by MAD until HS planes arrived in the area. The helos went to a hot datum search and contact was made by their sonar immediately. MADVECS were then available for the VS aircraft from the HS, and continuous contact was maintained by HS sonar and VS MAD. The international surfacing signal was dropped, but no response was observed from the submerged target. Contact and cue and spd were maintained by the HS and VS aircraft until the surface forces arrived in the area about 30 minutes later. The surface units obtained sonar contact immediately upon arrival and shortly after the helos departed the area. For the next three hours sonar contact by the HS and MAD contact by aircraft from DD MADVECS were maintained. The international surfacing signal was given three or four more times but the target gave no response.

At 1930 JT 20, 26, and 45 were relieved by 3 other VS planes. These planes immediately picked up MAD contact and JT 20, 26, and 45 departed the area to return to Homeplate. The flight was terminated at 1950.

Enclosure (8)

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Narrative by LCDR ED R. DAY, USN, VB-36, Plane Commander of S2F-3 side number JT45, concerning participation in prosecution of contact C-19.

At 1500 in the afternoon of 27 October 1962, the USS RANDOLPH launched four S2F-3 (now designated S2D) aircraft, one WF-2 aircraft, and three HSS-1N helicopters to prosecute an area of earlier submarine contact. The contact was known to be a Russian "Yantrik" class submarine. There were numerous rain showers in the vicinity and the visibility was three to four miles.

Air Anti-Submarine Squadron Thirty-Six aircraft number 45, piloted by LCDR ED R. DAY, USN, the Squadron Operations Officer, proceeded to the area of last contact and called the Contact Area Commander for instructions. We were directed to conduct a large area passive search, in an area 35 miles in radius around the last contact position.

At 1523, one of the aircraft from the previous launch sighted a snorkel while awaiting recovery aboard the USS RANDOLPH. He investigated, the submarine immediately submerged, and he was quickly joined by the other S2F aircraft awaiting recovery. These aircraft were successful in holding contact until the arrival of the S2F aircraft from our launch.

We arrived on station at 1555, and joined the other aircraft in a trapping circle around the last point of contact. At 1600, the three helicopters arrived and shortly gained sonar contact. 45 ran out a line of bearing from one of the helos and gained MAD contact. The submarine was then held in constant sonar and MAD contact until the arrival of the destroyers of Burke's Attack Unit Beave, at 1630.

Upon the arrival of the destroyers, the aircraft were utilized in MAIVECS to confirm sonar contact by the destroyers. Contact was continuous until 1730, when 45 was called off station to look for a Russian trawler known to be in the area.

45 was placed under the control of the WF-2 for use as a scrapper. At 1740, we were vectored in to an unlighted surface contact which we identified as a destroyer searching for the same trawler. At 1827, we were vectored in to another surface contact, which was identified as a friendly tanker.

At 1840, Control ordered us back to the datum area to conduct more MAIVECS. All units had been in continuous contact during our absence. We arrived at 1850, and joined the other aircraft in the pattern until we were relieved on station by another squadron aircraft at 1932. At this time, 45 had had 35 consecutive MAD contacts on this submarine.

We proceeded to the marshalling point, conducted a CCA approach to the USS RANDOLPH, and landed at 1945.

Some time later, while we were in the wardroom, word was passed that the submarine had sunk. I am present for all of us.

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Enclosure (1)

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Narrative by LT RUSSELL C. DREW, USN, VS-26, Plane Commander of B-2F-1
side number JT19, concerning participation in prosecution of contact U-19.

05 November 1962

At 1100 JT 19 launched from USS RANDOLPH as a part of a flight of 4
B-2F's and 1 WF with a primary mission of locating and maintaining contact
with the Soviet Submarine believed to be in the area. JT 19 was manned by
LT R. C. DREW in the pilot's seat, LTJG D. R. MACK as co-pilot, MARTINEZ,
P. C., A-2 in the Julie/Jezebel seat, and ALKINS, AB was in the Radar/MAD
operator's seat.

JT 19 arrived at datum area at 1130. An B-2F from the previous launch,
JT 26, had sighted the target submarine on the surface at about 1000.
The submarine then submerged and was tracked for 45 minutes with Julie
and MAD. When JT 19 arrived on station all units were cold with a SW
consisting of 3 destroyers having just arrived.

Search tactics were employed with no positive success until 1515 when
relieving B-2F's arrived and JT 19 proceeded to homeplate. About 1430 the
pilot and co-pilot had switched seats placing LT R. C. DREW in the co-pilot's
position and LTJG D. R. MACK in the pilot's position.

Upon arriving overhead USS RANDOLPH at 1525, JT 19 was directed to
proceed to a Marshal Point of 230° magnetic 3 miles for a CCA, due to the
lowered ceiling and reduced visibility.

JT 19 reached Marshal at 1533 altitude 1000 ft., visibility 3-4 miles
in haze under overcast skies. Proceeding outbound on a magnetic heading
of 230°, the pilot, LTJG MACK sighted a snorkeling submarine at 11 miles
from Johnston on a course estimated to be 030° magnetic and a speed of
4-6 knots. The time was now 1535. Upon sighting the snorkel the pilot,
requested the co-pilot to set up the armament panel so as to enable the
pilot to drop a Mk-25 snorkel light, instructed the MAD operator to extend
the MAD boom and warm up the MAD equipment, and commenced a descending
left turn. The co-pilot sent a contact report to Johnston.

Upon making the first pass over the position of the snorkel, now
positively identified as a Soviet Foxtrot type, the submarine appeared to
the pilot of JT 19 to have submerged, so the co-pilot sent an amplifying
report. On the second pass of the cloverleaf MAD trapping pattern the
snorkel was again visible. At this time JT 39, which had been in holding
at Marshal, arrived and commenced MAD trapping also. Sometime shortly
after 19 completed its second pass of the cloverleaf the snorkel dis-
appeared from view again and was not seen until the submarine surfaced
later that day.

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Enclosure (1/0)

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JP 19 attempted an 800 yd. MAD trapping circle but due to the high wind it was felt that the trap would be less effective than a cloverleaf, so 19 joined JP 39 in a cloverleaf. Continuous MAD contact was maintained for approximately 12 minutes at which time the S2U's expanded to a 1500 yd. MAD hunting circle. Julie was attempted but, due to a high background noise on the buoy, it was not successful.

At 1550 JP 26 and flight arrived on station and relieved 19 and 39. JP 26 regained contact almost immediately while 19 and 39 returned VFR to USS RANDOLPH and landed aboard.

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Narrative by LCDR JAMES L. MILLER, USN, VB-26, Mine Countermeasures side number JLE7, concerning participation in the prosecution of contact 111.

On the evening of 27 October 1962 I was on the 1900 launch. A Soviet Foxtrot submarine previously had been sighted visually and units were alerted but on what was believed to be the same contact. The night was dark and the weather marginal. Rain and low ceilings had been prevalent most of the day. I was in Johnstown 17 with my regular crew. LTJG DON BARRY, my co-pilot, was in the left seat. We were vectored after 2100 by departure to the contact area where aircraft were hot with MADVECS from Echant and Coffee. Johnstown 43 joined me in a relief on station in a race-track pattern for MADVECS from Echant. We were hot from the start and kept contact by MADVECS from Echant, the Coffee and then Echant again.

At 2050 while running out on a MADVEC from Echant, I noticed a light area just off to my starboard. We passed close enough for a MISEM and also close enough to see definitely that the contact was surfacing. I announced this fact to Echant and asked permission for Candle and Brownie runs. My aircraft was equipped with the photo pod.

Almost immediately permission was granted and these runs were begun. Numerous illumination and photographic runs were made as the contact made no effort to evade. He even showed running lights and maintained a steady course to the East. Johnstown 43 was also in the illumination pattern and Johnstown 40 which had been assigned Scrapper duties with a photo pod was called in to the area.

During the following period, Maypoles 14 and 16 were dropped along the course of the contact for Jax monitoring and UMG-6 recording. The SAIL advised the aircraft to complete an adequate number of runs and then orbit the area while the Small Boys closed for illuminating and photographing. They also used a signal light to ask the contact if he needed any assistance.

At some time during this period Echant announced a name Fred 123. The contact to be 9400. A positive identification of 231 was also determined.

Just prior to being relieved on station the aircraft made more illumination and photographic runs with different small boys alongside. Through out most of the illumination runs personnel were observed topside as well as an obviously displayed national ensign. No side number was apparent as it appeared to be painted or covered over.

At 2320 we were relieved on station by Johnstown 26, 46 and later 19 for zone surveillance.

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Enclosure (1/1)

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