



From Wikipedia

Flight of Deep Sea 129 Beggar Shadow mission

At 07:00 local time of Tuesday, 15 April 1969, an EC-121M of the U.S. Navy's Fleet Airborne Reconnaissance Squadron One (VQ-1) took off from [NAS Atsugi, Japan](#), on an intelligence-gathering reconnaissance mission.[2] The aircraft, Bureau number 135749, c/n 4316, bore the tail code "PR-21" and used the radio call sign Deep Sea 129. Aboard were 8 officers and 23 enlisted men under the command of [LCDR James Overstreet](#). Nine of the crew, including one [Marine NCO](#), were Naval Security Group cryptologic technicians (CTs) and linguists in Russian and Korean.

Deep Sea 129's assigned task was a routine Beggar Shadow signal intelligence (SIGINT) collection mission. Its flight profile northwest over the [Sea of Japan](#) took it to an area offshore of [Musu Point](#), where the EC-121M would turn northeast toward the [Soviet Union](#) and orbit along a 120-nautical-mile (222 km) long elliptical track. These missions, while nominally under the command of [Seventh Fleet](#) and [CINCPAC](#), were actually controlled operationally by the Naval Security Group detachment at [NSF Kamiseya, Japan](#), under the direction of the [National Security Agency](#).

LCDR Overstreet's orders included a prohibition from approaching closer than 50 nautical miles (90 km) to the North Korean coast. VQ-1 had flown the route and orbit for two years, and the mission had been graded as being of "minimal risk." During the first three months of 1969 nearly 200 similar missions had been flown by both Navy and U.S. Air Force reconnaissance aircraft off North Korea's east coast without incident.

The mission was tracked by a series of security agencies within the [Department of Defense](#) that were pre-briefed on the mission, including land-based Air Force radars in Japan and South Korea. The USAF 6918th Security Squadron at [Hakata Air Station, Japan](#), USAF 6988th Security Squadron at [Yokota Air Base, Japan](#), and Detachment 1, 6922nd Security Wing at Osan Air Base monitored the North Korean reaction by intercepting its air defense search radar transmissions. The [Army Security Agency](#) communications interception station at Osan listened to North Korean air defense radio traffic, and the Naval Security Group at Kamiseya, which provided the seven of the nine CTs aboard Deep Sea 129, also intercepted [Soviet Air Force](#) search radars.

Interception and shootdown]

At 12:34 local time, roughly six hours into the mission, the Army Security Agency and radars in Korea detected the takeoff of two [North Korean Air Force MiG-17s](#) and tracked them, assuming that they were responding in some fashion to the mission of Deep Sea 129.[4] In the meantime the EC-121 filed a scheduled activity report by radio on time at 13:00 and did not indicate anything out of the ordinary. Twenty-two minutes later the radars lost the picture of the MiGs and did not reacquire it until 13:37, closing with Deep Sea 129 for a probable intercept.

The communications that this activity generated within the National Security network was monitored by the EC-121's parent unit, VQ-1, which at 13:44 sent Deep Sea 129 a "Condition 3" alert by radio, indicating it might be under attack. LCDR Overstreet acknowledged the warning and complied with procedures to abort the mission and return to base. At 13:47 the radar tracks of the MiGs merged with that of Deep Sea 129, which disappeared from the radar picture two minutes later.

Initial reaction

At first none of the agencies were alarmed, since procedures also dictated that the EC-121 rapidly descend below radar coverage, and Overstreet had not transmitted that he was under attack. When it did not reappear within ten minutes, however, VQ-1 requested a scramble of two Air Force [Convair F-106 Delta Dart](#) interceptors to provide [combat air patrol](#) for the EC-121.

By 14:20 the Army Security Agency post had become increasingly concerned. It first sent a FLASH message (a high priority intelligence message to be actioned within six minutes) indicating that Deep Sea 129 had disappeared, and then at 14:44, an hour after the shoot-down, sent a CRITIC ("critical intelligence") message (the highest message priority, to be processed and sent within two minutes) to six addressees within the [National Command Authority](#), including [President Richard M. Nixon](#) and [National Security Advisor Henry Kissinger](#).

14-APR-69

SQUADRON: FLEET AIRBORNE RECONNAISSANCE SQDN ONE (VQ-1)

AIRCRAFT: EC-121M, BuNo 135749, PR-21, "DeepSea Two One"

LOCATION: SE of Chongjin, North Korea.

EVENT: Shot down by two North Korean MIG fighters over the Sea of Japan.

LOSS: 31 of 31-man crew killed:

Marshall H McNamara, ADRC

LCDR James H Overstreet

Timothy H McNeil, ATR2

LT John N Dzema

John A Miller, CT3

LT Dennis B Gleason

John H Potts, CT1

LT Peter P Perrottey

Richard T Prindle, AMS3

LT John H Singer

Richard E Smith, CTC

LT Robert F Taylor

Philip D Sundby, CT3

LTJG Joseph R Ribar

Richard E Sweeney, AT1

LTJG Robert J Sykora

Stephen J Tesmer, CT2

LTJG Norman E. Wilkerson

David M Willis, ATN3

Louis F Balderman, ADR2

Stephen C Chartier, AT1

Bernie J Colgin, AT1

Ballard F Connors, Jr, ADR1

Gary R DuCharme, CT3

Gene K Graham, ATN3

LaVerne A Greiner, AEC

Dennis J Horrigan, ATR2

Richard H Kincaid, ATN2

Pentagon Identifies Crew Of Plane Reds Downed

The Defense Department has identified the following crewmen aboard the Navy reconnaissance plane shot down by North Korea:

Aviation Electronics Technician 1.C. Bernie Joel Colgin, Yokohama, Japan; Aviation Machinists Mate Chief Marshall Harry McNamara, Yokohama; Communications Technician 3.C. Philip David Sundby, Camas, Wash.; Communications Technician 2.C. Frederick Arthur Randall, Yokohama;

Communications Technician Chief Richard Earl Smith, Phoenix, Ariz.; Communications Technician 1.C. John Howard Potts, Forest, Miss.; Lt. Denis Baird Gleason, Atsugi, Japan. Aviation Electronics Technician 1.C. James Leroy Roach, C/O Commander of Naval Forces, Japan.

Communications Technician 3.C. Gary Ray DuCharme, Yokohama; Lt. Robert Frank Taylor, Yamato, Japan; Aviation Electronics Technician 2.C. Timothy Harlan McNeil, Pleasanton, Calif.; Aviation Electronics Technician 1.C. Richard Edson Sweeney Jr., Nishitsuruma, Japan.

Aviation Machinist 1.C. Dallard Franklin Conners Jr., Atsugi; Aviation Electronics Technician 3.C. Jean Kenneth Graham, Northville, Mich.; Lt. (JG) Jo-

seph Richard Ribar, Atsugi; Aviation Electronics Technician 2.C. Dennis Joseph Horrigan, Framingham, Mass.

Aviation Electronics Technician 1.C. Stephen Curtis Chartier, Yokohama; Lt. John Halleck Singer, Atsugi; Aviation Machinist's Mate 2.C. Louis Francis Balderman, Philadelphia; Lt. Cmdr. James Howard Overstreet, C/O Commander of Naval Forces, Japan.

Lt. (JG) Robert Joseph Fykora, Kanagaway-Ken, Japan; Lt. Peter Philip Perrottet, Yamato; Communications Technician 3.C. John Alexander Miller Jr., Mianami Rinkin, Japan; Communications Technician 2.C. Stephen Joseph Tesmer, Upper Sandusky, Ohio.

Aviation Electronics Technician 3.C. David Monroe Willis, Simi, Calif. Lt. John Dzema, Edwardsville, Pa.; Airman Richard Thomas Prindle, Morton Groves, Ill.; Aviation Electronics Technician 2.C. Richard Henry Kincaid, Yamato, Japan.

Lt. (JG) Norman Elbert Wilkerson, Yamato; Aviation Electrician's Mate Chief La Verne Albert Greiner, Huntington Beach, Calif.

The Pentagon said difficulties in contacting the family of the lone Marine aboard the plane were delaying release of his identity.



I FLEW WITH
HIM IN VIET NAM
LT. CMDR. JAMES
OVERSTREET
The Plane's Commander

TESMER WAS A GOOD
BUDDY - IN FACT, I
STILL OWED HIM A BEER HE
BOUGHT ME IN DANANG



Associated Press Wirephoto
Timothy Harlan McNeil
Radar navigator



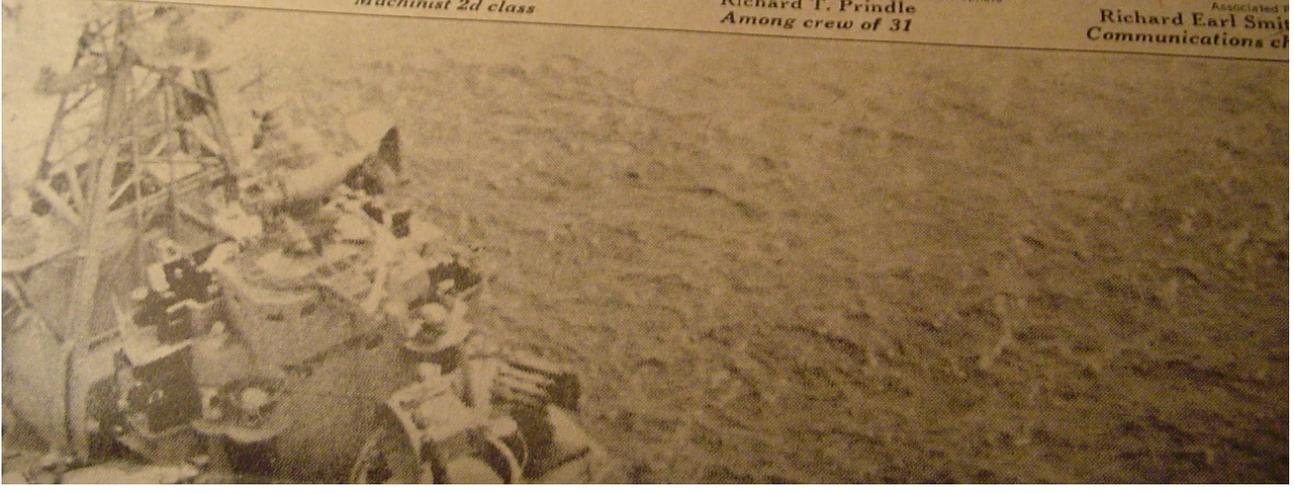
UPI Telephoto
Louis S. Balderman
Machinist 2d class



Associated Press Wirephoto
Richard T. Prindle
Among crew of 31



Associated Press Wirephoto
Richard Earl Smith
Communications officer



Rites Held For 31 On Spy Plane

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ATSUGI NAVAL AIR STATION, Japan, April 23—The families and fellow pilots of the 31 crew members of the U. S. Navy plane shot down by North Korea last week gathered here today for a memorial and prayer service.

The service, held under mild April sun, was a quiet and simple ceremony.

Before the ceremony, however, some of the Navy men stationed at the base were less quiet in privately voicing their anger over what they said was Washington's failure to protect the crew of the EC-121 reconnaissance plane.

"All of us are angry and upset," said a member of the 70Q-1 Squadron, the reconnaissance squadron to which the downed plane belonged.

"Ever since the North Koreans attacked the Pueblo, we've felt that they would try something against one of our planes sooner or later," he said. "It should have been obvious at the Pentagon. But nothing was ever done to protect us. We can't forgive such neglect."

The young man said that six of his friends were aboard the airplane.

Some of the men expressed a feeling of frustration over the decision of the Nixon Administration to forego a retaliatory blow against North Korea.

"After it happened, every man in the station wanted to go and zap the North Koreans with everything we had," said one officer.



—Associated Press Wirephoto

TWO FLIERS' WIDOWS ATTEND MEMORIAL
Mrs. Joseph Ribar, left, Mrs. J. H. Overstreet

PLANE PROBE ORDERED

WASHINGTON (UPI)—Chairman L. Mendel Rivers, D-S. C., of the House Armed Services Committee Wednesday ordered a full investigation into North Korea's shooting down of a U.S. Navy reconnaissance plane.

Rivers directed Rep. Otis G. Pike, D-N.Y., to "expand the scope" of his current inquiry into the capture of the USS Pueblo to include the loss of the EC-121 April 14.

In addition to investigating the plane incident, Rivers told Pike in a letter, he should "ascertain the mission and the rules of engagement" of the naval task force dispatched to the Sea of Japan to back up

President Nixon's pledge that future reconnaissance flights would be protected.

Pike already has said the Navy, in not providing protection for the plane, had learned little from the Pueblo.



Wirephoto

Dennis Horrigan
Navy technician

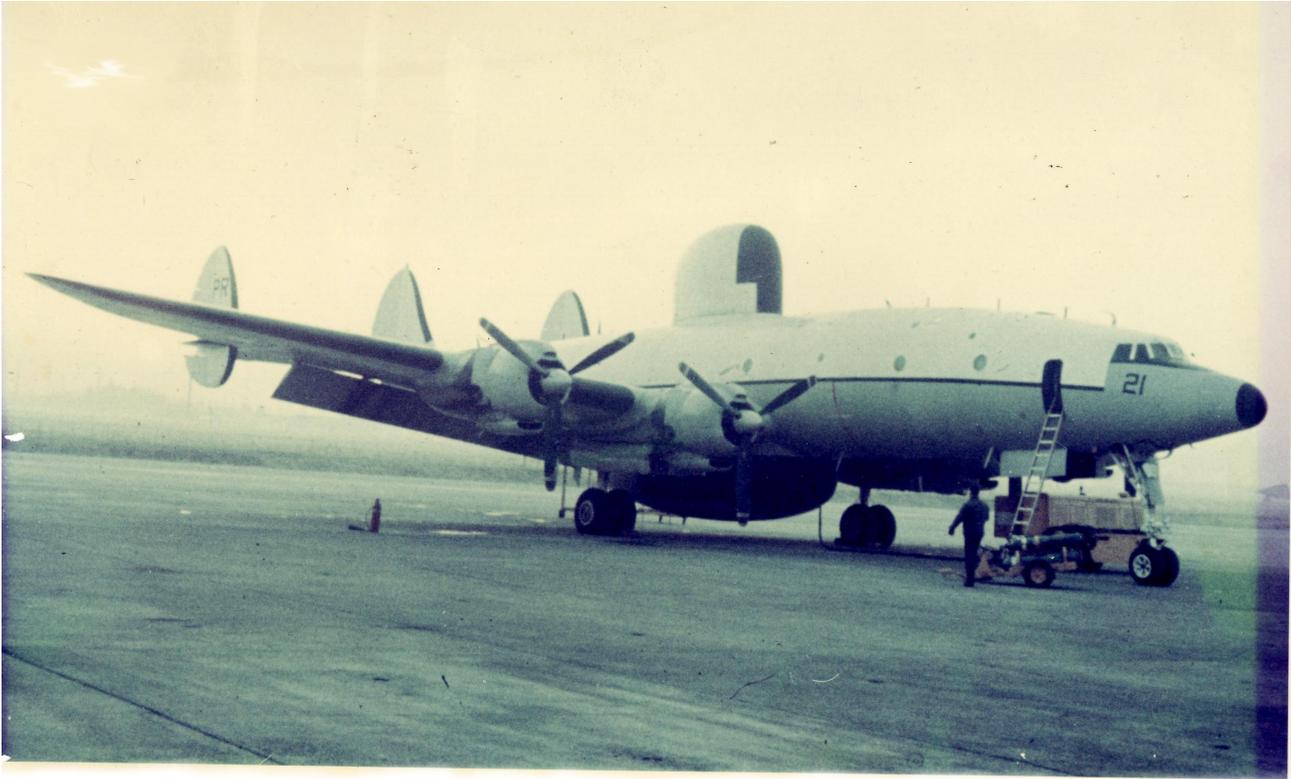
Associated Press Wirephoto



Lt. Cmdr. James Overstreet
Pilot of downed plane

Associated Press Cablephoto

U.S.S.R. 136° 138° 140°



EC-121M PR-21 (135749) on VQ-1 flight line,
Atsugi, Japan late 1968 or early 1969.