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CREATION DATE . . . . . 09/24/1976

VOLUME . . . . . 1 page

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WORKING PAPER

JAPAN: (FOXBAT Exploitation)

24 Sep 76



(MAP) On site exploitation of the Soviet FOXBAT was completed at Hakodate on 22 September. The aircraft has since been prepared for movement and will be airlifted to Hyakuri Air Base by C-5 at 1000 EDT this morning.

A proposal was made to further ship one of the FOXBAT engines to the US for further exploitation. The Japanese responded favorably to this request, however, the US Ambassador has serious reservations concerning the proposals which are being discussed among US officials.

Analysis of the aircraft thus far continues to generally confirm previous US assessments of FOXBAT capability. (PHOTO) The mixture of rather crude and highly sophisticated technology used to meet specific requirements has been noteworthy. While there has been considerable effort expended in reducing the overall weight of the aircraft, there is a marked disregard for minimizing aerodynamic drag. Flap, rudder, and aileron actuators are exposed, and a variety of course joining and fastening techniques are used on all surface areas.

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EO 13526 (as amended) SEC 3.3

MR # 09-087, #17 Date 09/12/11

DIA-DA-51110: NASIC 44 51311: CIA-RDP 68-12

By d.e.l. NARA, Date 10/16/12

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## **BELINKO'S COMMENTS**

- **His unit lost 2 FOXBATs last 6 months**
- **All air-defense interceptors to be equipped with machine guns**
- **FOXBAT checklist is classified and cannot be carried by pilots**
- **Aircraft cooling alcohol regularly pilfered for drinking purposes**

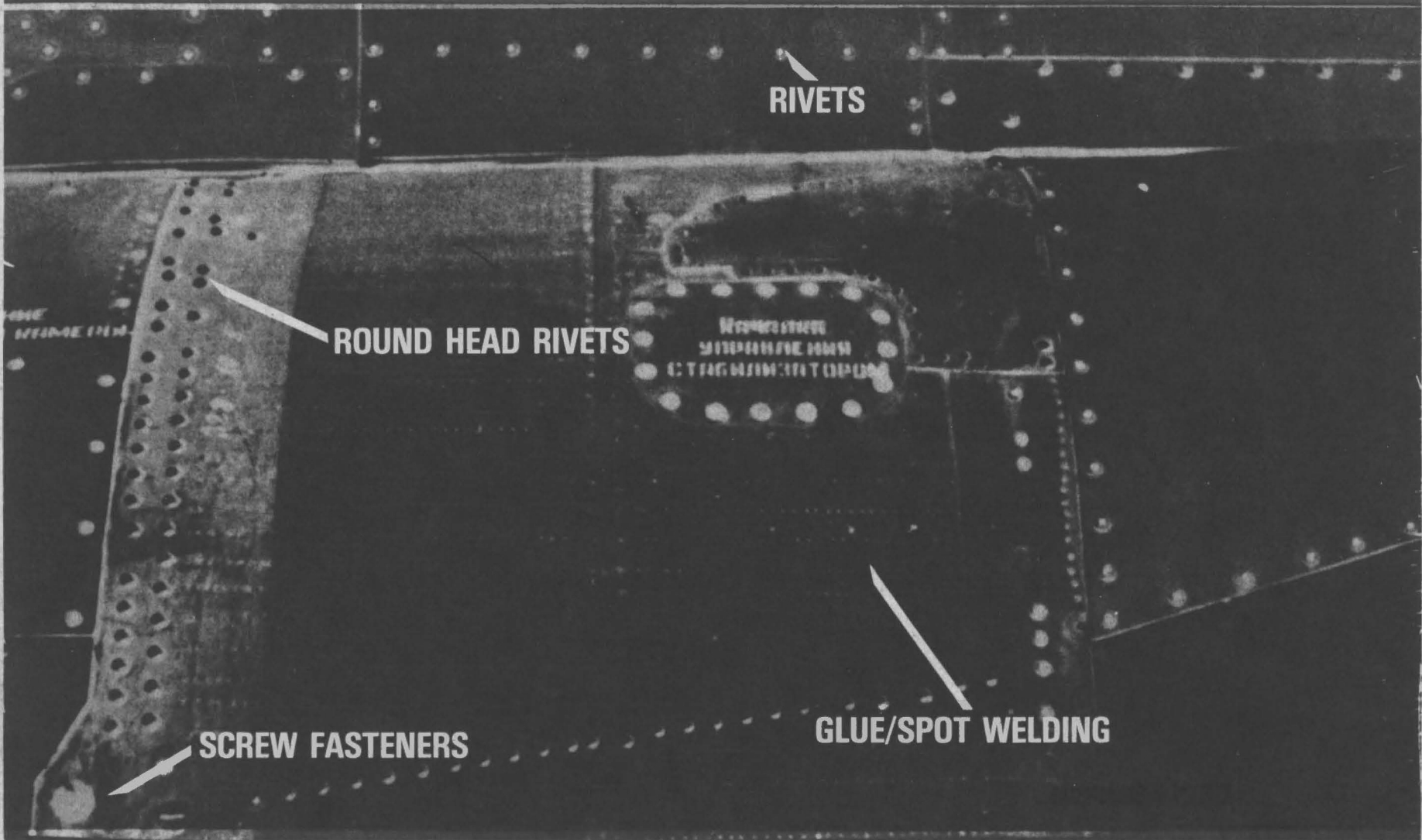
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# ROUGH SURFACE INCREASES DRAG



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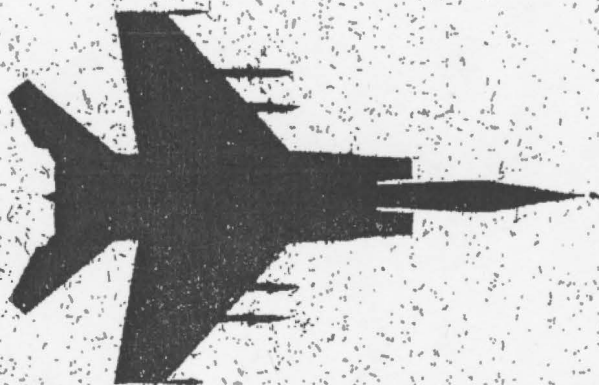
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SPECIAL EQUIPMENT  
EXPLOITATION REPORT

*The MIG-25 FOXBAT*

24 SEPTEMBER 1974

DECLASSIFIED w/ portions exempted  
E.O. 13526 (as amended) SEC 3.3

MR # 09-087 File Date Nov 4/28/11

DIA 811310 NASIC 24, 5/3/11; CIA 24, 6/8/12

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MIG-25 FOXBAT

SPECIAL EQUIPMENT EXPLOITATION REPORT

24 SEPTEMBER 1976

These special equipment exploitation reports are being issued to provide timely reporting on the status and results of exploitation activities relating to a MiG-25 FOXBAT which landed in Japan on 6 September 1976. The information is preliminary in nature and may be revised as the exploitation process continues. The data have been obtained by the Japanese Self Defense Forces (JSDF) as well as the U.S. exploitation team.

This document was prepared under the direction of the Deputy Director for Scientific and Technical Intelligence, Defense Intelligence Agency, for publication by authority of the Director, Defense Intelligence Agency.



JACK VORONA  
Deputy Director for  
Scientific and Technical  
Intelligence

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DEFENSE  
TECHNICAL INTELLIGENCE  
REPORT

24 SEPTEMBER 1976

SPECIAL EQUIPMENT  
EXPLOITATION REPORT  
*The MIG-25 FOXBAT*



PREPARED BY  
LT COL JOHN CHEVALIER, USAF

DEFENSE INTELLIGENCE AGENCY

*This is a Department of Defense intelligence product prepared  
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24 September 1976

SPECIAL EQUIPMENT EXPLOITATION REPORT  
MIG-25/FOXBAT

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NLF-PC\_EA\_P-7-4-5-9

~~SECRET~~SPECIAL EQUIPMENT EXPLOITATION REPORT  
MiG-25/FOXBATSummary

This Defense Technical Intelligence Report is the first in a series designed to disseminate the results of an ongoing technical exploitation of a Soviet MiG-25/FOXBAT which landed at the Hakodate City Airport, Hokkaido, Japan on 6 September 1976.

The exploitation data contained herein is based on information provided by the Japanese Self Defense Force during the period 6 through 18 September and from "hands-on" investigations by the U.S. on-site exploitation team at Hakodate City between 19 and 21 September. Data based on detailed testing and analysis of subsystems and materials will be contained in future exploitation reports when the aircraft is moved from its current location.

Exploitation Data Based on JSDF Information

(S/NOFORN) [REDACTED]

[REDACTED] the aircraft was manufactured between December 1975 and the first quarter of calendar year 1976. Thus, the MiG-25 in Japan is representative of the newest FOXBAT production. Initial exploitation, however, revealed no surprising technological advancements.

(S/NOFORN) All airborne-intercept radar components appeared to be standard tube-type with no evidence of miniaturization. There was also no evidence of either doppler processing or a lookdown capability for the airborne-intercept (AI) radar.

(S/NOFORN) Many of the panels and switches in the FOXBAT cockpit are identical to those used in late models of the MiG-21 FISHBED. Some of the aircraft fittings, flight control actuators and design techniques were also used in the MiG-21. From this parts commonality, it should not be inferred that the MiG-25 is just a larger and faster MiG-21; rather, such commonality follows the Soviet practice of relying on proven hardware whenever possible.

(S/NOFORN) Skin buckling or wrinkling appears in many places on the aircraft suggesting the use of minimum gauge skin. The buckling appearance also suggests that hat-section stiffeners are used to reduce panel weight, particularly for large area panels. It is not clear whether the buckling occurred as a result of service conditions or happened during the fabrication of the panel.

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(S/NOFORN) The fastening techniques observed do not reflect a great concern for minimizing drag by maintaining the smoothest possible external surface. At the same time the use of thin gauge skin panels and honeycomb panels suggest concern for weight reduction.

(S/NOFORN) The FOXBAT high altitude speed limits reported by the pilot agree with current DIA estimates, but the sea level speed limits are significantly different. This deviation could result from differences between the actual and the estimated aerodynamic assessment (g limit) and/or from the use of materials different than those in the current assessment. The pilot reported the use of titanium alloy in the wing leading edges and in other parts of the aircraft susceptible to aerodynamic heating.

FOXBAT MAXIMUM SPEEDS

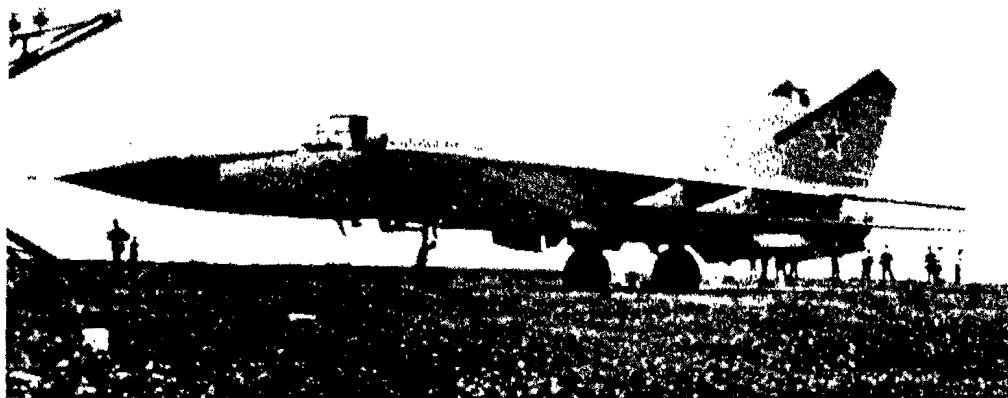
	<u>REPORTED</u>	<u>ASSESSED</u>
Sea Level (kts/Mach)	640/0.98	540/0.82
Above 57,000 ft (Mach)		
With Missiles	2.83	2.80
Clean	3.0	3.0

(S/NOFORN) The FOXBAT is equipped with a Short Range Navigation System (RSBN-6S) which is similar to the unit noted on the Soviet Supersonic Transport, the TU-144 CHARGER. Use of the RSBN and the Automatic Flight Control System (SAU) enables the aircraft to be flown automatically through its entire flight regime, except for takeoff and landing. There are provisions for three enroute waypoints or navigation stations and three letdown or landing associated turning points. These are probably preprogrammed into the RSBN system before flight. It appears that dropping enroute waypoints can be accomplished, but at this time it is not known if new waypoints can be programmed in flight.





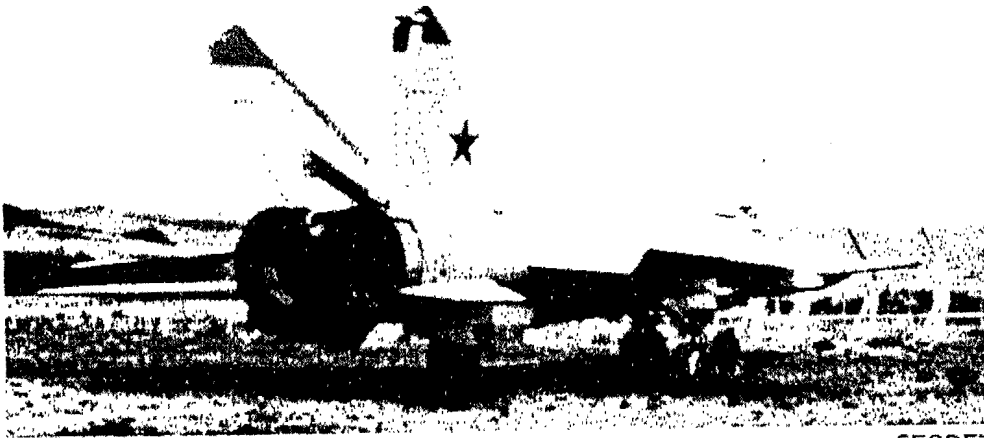
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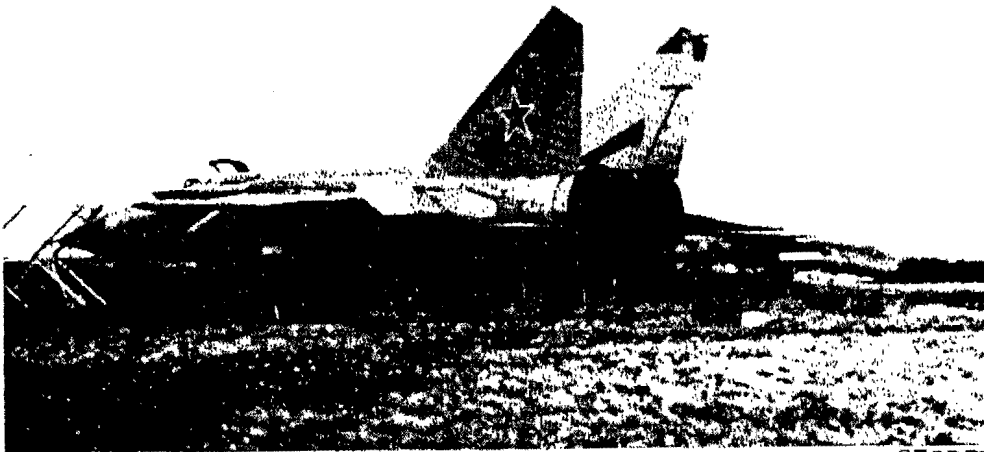
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MIG-25 FOXBAT AT HAKODATE CITY AIRPORT





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MIG-25 FOXBAT AT HAKODATE CITY AIRPORT



~~SECRET~~Exploitation Based on U.S. Hands-on Inspection

(S/NOFORN) An eleven man U.S. on-site exploitation team is conducting a five-day exploitation effort during the disarming and dismantling of the MiG-25 FOXBAT. This effort represents only a small portion of the total FOXBAT exploitation requirements but was felt to be reasonable given the limited number of experts allowed access to the aircraft and the limited facilities available at the work site. After the aircraft has been moved from Hakodate, a more comprehensive exploitation plan can be initiated. The team has reported that the first three days of the exploitation were very successful in providing new data on the FOXBAT. [REDACTED]

[REDACTED] The following list represents the teams initial five-day exploitation plan.

<u>Exploitation Category</u>	<u>Category Breakdown</u>
Avionics	Data link, radar, IFF/ATC, flight recorder, voice warning, navigation systems, communications.
Propulsion	Physical description and measurements, detailed photography, metal samples, acoustic recording (engine running), clay impressions, X-rays.
Aerodynamics	Measurements, profiles, surface deflections, clay impressions.
Structures and Materials	Metal samples, X-rays, measurements.
Electro-optical	Infrared search track sets, sighting equipment.
Photography	Stereo detail, pilot visibility.
Operations	Pilot workload, switch location requirements for aircraft operation.

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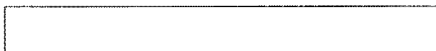
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Missile Launchers

Air Frame

Infrared Signature

Infrared Countermeasures

Structures

(S/NOFORN) The main wing box (the spars and skin between the 1st and 4th spars) is all welded steel. The steel skins are seam-welded to the spars and stiffness is provided by formed-lip hat sections spot welded to the skin. The wing leading edge and trailing edge appear to be titanium and aluminum, respectively. Metal samples have been taken for analysis.

(S/NOFORN) The upper fuselage skins covering the fuel tanks are steel and are bead welded to the steel frames on the outer surface. The interior portion of the integral fuselage fuel tanks are constructed of corrugated steel. Inspection of tank interiors revealed no paint or sealant. The outer skins of the fuselage encompassing the fuel tanks also have spot welded hat sections which are quite closely spaced.

(S/NOFORN) The rough corrugated type skin on the engine duct is also steel. The outboard leading edge of the engine inlet is steel. All landing gears are steel.

(S/NOFORN) The fin is semi-monocoque and probably has some integrally stiffened skins. The rudder is sheet and rib construction. The aileron and the aft half of the flap is honeycomb. The forward half of the flap is skin and rib construction.

Propulsion

(S/NOFORN) The powerplant is a Tumanskiy designed afterburning turbojet with a single spool compressor, a can-type combustion system and a two-stage turbine. The engine has 30 fixed inlet guide vanes with no obvious camber. The first stage rotor is steel and has 26 blades. The second stage rotor is also steel and has 41 blades. There is no compressor casing treatment nor any bypass at the engine face. The compressor has no variable geometry. The inlet guide vanes, second and third stage stators are spot welded to the compressor case. The afterburner has three circular, V-gutter type flameholders

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with interconnecting flame propagation ribs. These flame holders are coated with a green ceramic coating. Afterburner ignition is provided by a pilot burner located in the turbine exhaust cone. The screech-liner is highly tapered, as is the tailpipe downstream of the screech liner. The afterburner fuel system has four distinct stages. An airframe mounted afterburner heat shield is used. The engine accessories include a D.C. starter generator, an A.C. generator, an auxiliary power unit (used in the starting sequence), two hydraulic pumps, a main fuel pump, main fuel control, an afterburner fuel pump, afterburner fuel control, a fuel boost pump, an afterburner distributor, two tachometer-generators, and several other currently unidentified items.

(S/NOFORN) The inlet appears to be all external compression with two fixed ramps plus one variable ramp in the supersonic region followed by one subsonic panel. The first moveable ramp is hinged to the second fixed ramp and is pinned to the subsonic panel. The subsonic panel trailing edge rides in a horizontal sliding track. The inlet has no by-pass system. The inlet boundary layer bleed air is removed via a series of holes located in the throat region. This air feeds into a plenum and is dumped overboard via a fixed door in the upper nacelle. The inlet instrumentation includes an apparent temperature sensor plus some static pressure taps near the engine face. The two position inlet lower cowl lip is hinged and is lowered for take-off to serve as an auxiliary inlet.

(S/NOFORN) The nozzle is a mechanically linked, engine mounted, convergent - divergent system with a single actuator system. The actuator uses a split rod with one segment going to the primary nozzle and one segment going to a moveable ring. There is no internal contouring on the secondary flap. The secondary flap has provisions for internal air cooling. The primary nozzle has 12 petals and 12 seal flaps. The secondary nozzle has 11 petals and 10 seal flaps. One petal and two seals flaps have been removed to allow close spacing between the nozzles.

#### Electronics

(S/NOFORN) Miscellaneous antennas: Right rear ventral fin contains an antenna which is resonant at 56 MHz in field tests. Connector is marked MRP-56P. The top antenna appears to be a sense antenna for radio compass. The drag chute compartment is dielectric but has no apparent RF connection. The left vertical stabilizer has a prisma HF antenna.

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(S/NOFORN) AI Radar: The antenna structure has been exploited and is well understood. However the I/J Band radar feed has fifteen separate feed inputs. Their functions and the functions of the waveguides are not readily discernible. The I Band portion of the antenna system is quite similar in concept to the SPIN SCAN reflector.

### Implications

(S/NOFORN) The data in this report is based on fragmentary information and it is too early to make firm judgements on the analysis to date. However, some preliminary implications can be drawn from the initial FOXBAT exploitation.

a. The higher maximum speed capability at sea level probably results from the extensive use of steel skin in the aircraft.

b. The previous aerodynamic assessment (aircraft and airfoil configurations, drag, etc.) have been derived from photography of the FOXBAT B (reconnaissance version) in East Germany; there have been no readily recognizable aerodynamic changes incorporated in the FOXBAT A (interceptor) now in exploitation.

c. It is noted that the use of steel skin would allow higher aircraft q-limits at sea level.

d. The use of off-the-shelf (MiG 21) components and the relatively crude fastening techniques reflect the Soviet penchant for using simple procedures whenever possible and introducing sophisticated techniques only when they are necessary.

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PAGE 01 STATE 239418

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ORIGIN SS-25

INFO OCT-01 IS0-00 SSO-00 NSCE-00 /026 R

DRAFTED BY EUR/SOV:JDGLASSMAN:DKM  
APPROVED BY EUR/SOV:MGARRISON  
EA/J:EFEATHESTONE (SUBS)  
EUR/SE:JMORTON  
S/S-O:ILRMACFARLANE

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O R 252229Z SEP 76  
FM SECSTATE WASHDC  
TO AMEMBASSY MOSCOW IMMEDIATE  
INFO AMEMBASSY TOKYO  
AMEMBASSY ANKARA  
CINCPAC

~~CONFIDENTIAL~~ STATE 239418

EXDIS - MILITARY ADDEE HANDLE AS SPECAT EXCLUSIVE

E.O. 11652: GDS

TAGS: PFOR, UR, US

SUBJECT: SOVIET REACTION TO MIG INCIDENT

REF: MOSCOW 14970, MOSCOW 14711

1. FOLLOWING INFORMATION MAY BE PASSED TO JAPANESE EMBASSY.
2. CONTRARY TO SOVIET ASSERTIONS, AIRCRAFT AND PERSONNEL INVOLVED IN ACCIDENTAL CROSSING OF BORDER FROM TURKEY IN 1970 WERE NOT RETURNED PROMPTLY. AIRCRAFT WAS BEECHCRAFT U-8 UNARMED, SPORT OR BUSINESS TYPE LIGHT PASSENGER PLANE BELONGING TO US MILITARY AID MISSION IN TURKEY. NO CAMERAS OR ANY RECONNAISSANCE-RELATED EQUIPMENT WAS ON BOARD. PLANE WAS ON FLIGHT FROM ERZURUM TO KARS, TURKEY. PERSONNEL ON BOARD WERE THE TWO US GENERAL COMMANDING THE US MILITARY



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b6 8/30/01



Department of State

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PAGE 02

STATE 239418

PID MISSION, A TURKISH COLONEL, AND AN AMERICAN MAJOR PILOTING THE PLANE. THE PLANE INADVERTENTLY STRAYED INTO SOVIET TERRITORY BECAUSE THE RADIO BEACON AT THE KARS, TURKEY AIRPORT WAS NOT OPERATING AND THE RADIO BEACON AT THE SOVIET AIRPORT AT LENINAKAN, ARMENIA WAS OPERATING ON THE KARS FREQUENCY. BECAUSE OF CLOUD COVER, THE PILOT MISTOOK LENINAKAN FOR KARS.

3. AFTER LANDING AT LENINAKAN ON OCTOBER 21, THE PERSONNEL AND AIRCRAFT WERE DETAINED IN THE SOVIET UNION UNTIL NOVEMBER 10, 1970 FOR CRIMINAL INVESTIGATION. DURING THIS THREE WEEK PERIOD, AMERICANS WERE INTERROGATED, SOMETIMES IN A INSULTING MANNER, RIGHTS OF AMERICANS TO COMMUNICATE WITH US EMBASSY AND AMERICAN CONSULAR ACCESS WERE PERIODICALLY OBSTRUCTED AND DELAYED, AND SOVIET PROPAGANDA BROADCASTS ACCUSED THE US AND TURKEY OF SPYING AND PROVOCATIVE ACTIONS. IN SPITE OF MANY AMERICAN AND TURKISH REQUESTS, EXPRESSIONS OF REGRET, AND PROMISES TO TAKE MEASURES TO PREVENT FUTURE INTRUSIONS, SOVIETS WOULD NOT RELEASE INNOCENT AMERICANS AND PLANE FOR THREE WEEKS.

4. DIFFERENCES OF 1970 CASE FROM MIG-25 CASE ARE CLEAR: (A). PERSONNEL INVOLVED HAD NO INTENTION OF STAYING IN USSR AND WERE DETAINED AGAINST THEIR WILL, (B). AIRCRAFT WAS CIVILIAN-TYPE AND UNARMED AND, THEREFORE, HAD NO BEARING ON SOVIET SECURITY, (C). US AND TURKEY EXPRESSED REGRETS FOR INCIDENT, (D). SOVIET TREATMENT OF CONSULAR ACCESS TO AMERICANS WAS QUESTIONABLE AT BEST, AND (E). SOVIETS APPLIED PROPAGANDA PRESSURE AGAINST NEIGHBORING COUNTRIES. KISSINGER



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SCOWCROFT, HYLAND, LL

FBIS 21

JAPANESE BEGIN DETAILED EXAMINATION OF SOVIET MIG-25

OW250659 HONG KONG AFP IN ENGLISH 0645 GMT 25 SEP 76 CW

(EXCERPTS) TOKYO, SEPT. 25 (AFP)--JAPANESE SPECIALISTS SATURDAY STARTED EXAMINING PART BY PART THE SUPERSECRET SOVIET MIG-25 INTERCEPTOR AT A CENTRAL JAPAN AIR BASE, ACCORDING TO THE DEFENSE AGENCY.

"THE ANALYSIS OF THE SOVIET PLANE, WHICH IS STILL A MYSTERY TO THE WEST, WILL PROVE TO BE A HIGHLY SIGNIFICANT BLESSING," A DEFENSE AGENCY OFFICIAL SAID.

THE DETAILED INSPECTION AT THE BASE WILL BE CONDUCTED AT JAPAN'S INITIATIVE AND UNDER ITS SUPERVISION WITH THE HELP OF THEIR AMERICAN COUNTERPARTS, DEFENSE AGENCY SOURCES SAID.

FOCAL POINTS OF INTEREST TO THEM ARE THE HUGE TWIN ENGINES, FIRE CONTROL SYSTEM, ELECTRONIC COUNTERMEASURE EQUIPMENTS AND A DEVICE TO IDENTIFY ALLY OR ENEMY, THEY SAID.

THE SOURCES SAID THAT THE DEFENSE AGENCY HOPES TO COMPLETE THE INSPECTION WORK IN ABOUT 3 WEEKS. NEGOTIATIONS BETWEEN JAPAN AND THE SOVIETS ON THE RETURN OF THE "FOXBAT" TO SOVIET AUTHORITIES WILL START EARLY NEXT MONTH, THEY ADDED.





OP IMMED  
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FM SECSTATE WASHDC

TO AMEMBASSY TOKYO NIACT IMMEDIATE 2291

INFO CINCPAC HONOLULU HI IMMEDIATE  
COMUSJAPAN IMMEDIATE

~~SECRET~~ STATE 239432

E.O. 11652: GDS

TAGS: MARR, JA

SUBJECT: MIG-25

REFS: (1) TOKYO 14327 (2) COMUSJAPAN DTG 261100Z

1. DEPARTMENT STRONGLY SUPPORTS POINTS DCM MADE TO MOFA  
REFS (PARA 4 REPTEL 1).

2. IN VIEW OF OVERRIDING IMPORTANCE OF COMPLETE  
INTELLIGENCE EXPLOITATION OF MIG-25, AMBASSADOR SHOULD  
SEEK APPOINTMENT AS EARLY AS POSSIBLE SEPTEMBER 27 WITH  
PRIME MINISTER MIKI TO URGE THAT A THOROUGH EXAMINATION  
OF THE AIRCRAFT BE PERMITTED. AMBASSADOR SHOULD USE  
FOLLOWING AS HE DEEMS APPROPRIATE:

(A) US TECHNICAL JUDGMENT IS THAT CESSATION OF DIRECT  
ACCESS TO MIG-25 AT 2400 SEPTEMBER 26 (TOKYO TIME) WOULD  
LEAVE EXAMINATION ONLY 80 PERCENT COMPLETED. AT LEAST  
SEVERAL MORE DAYS WILL BE REQUIRED TO ACHIEVE OUR  
OBJECTIVES, WHICH ARE ALSO OF DIRECT INTEREST TO THE  
JAPANESE.

STATE DEPT. DECLASSIFICATION REVIEW  
 Retain Class'n  Change to \_\_\_\_\_  
 Declassify in part and excise as shown  
EQ 12958, 25X( ) ( ) ( ) \_\_\_\_\_  
 Declassify  After \_\_\_\_\_  
 With concurrence \_\_\_\_\_ (not obtained)  
RPS by JOSEPH P. LEAHY Date \_\_\_\_\_  
U.S. FOREIGN SERVICE (RET.) AUG. 4 2000

(B) WE APPRECIATE GOJ EFFORT TO RETURN AIRCRAFT WITHIN  
SAME GENERAL TIME PERIOD AS WAS CASE WITH SIMILAR  
INCIDENTS IN EUROPE. IT IS IMPORTANT TO NOTE, HOWEVER  
THAT IN MOST CASES, SOVIET/EAST EUROPEAN AIRCRAFT HELD

\*\*\*\*\* WHSR COMMENT \*\*\*\*\*

SCOWCROFT, HYLAND, LL

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66 8/20/01; state visit 8/4/00





IN EUROPE WERE THOROUGHLY EXAMINED PRIOR TO RETURN AND IN SOME CASES RETURNED WITHOUT MANY COMPONENTS. US USUALLY HAD ALMOST IMMEDIATE ACCESS. ALTHOUGH GOJ HAS HAD MIG-25 FOR ALMOST THREE WEEKS, US HAS HAD ACCESS FOR SCARCELY ONE WEEK.

(C) WHILE WE APPRECIATE JAPANESE WILLINGNESS TO MAKE AVAILABLE RESULTS OF THEIR OWN CONTINUED EXAMINATION OF AIRCRAFT, WE BELIEVE THAT PARTICIPATION IN EXAMINATION BY HIGHLY TRAINED US EXPERTS WHO ARE FAMILIAR WITH VERY SOPHISTICATED AVIONICS AND OTHER SYSTEMS WHICH MAY BE INVOLVED IS ESSENTIAL TO ADEQUATE EXPLOITATION. WE UNDERSTAND JAPANESE TECHNICIANS SHARE THIS BELIEF.

(D) AS GOJ WELL AWARE, MIG-25 IS MAJOR POTENTIAL ADVERSARY AIRCRAFT OF BOTH US AND JAPAN AS WELL AS NATO AND OTHER ALLIES. INFORMATION GLEANED FROM THOROUGH EXAMINATION WOULD BE OF INESTIMABLE VALUE IN IMPROVING AIR DEFENSE, HOPEFULLY INCLUDING MEASURES WHICH WOULD MAKE MORE DIFFICULT FUTURE VIOLATIONS OF THIS TYPE OF JAPAN'S AIR SPACE.

(E) SOVIETS ARE ALREADY UNHAPPY ABOUT THIS ENTIRE EPISODE. GOJ COMMITMENT TO RETURN AIRCRAFT NEED NOT HAVE A SHORT TERMINAL DATE OR INCLUDE EXCLUSION OF US ACCESS IN ORDER TO SERVE JAPANESE DIPLOMATIC OBJECTIVES WHEN KOSAKA MEETS GROMYKO. IT SEEMS TO US THAT A FEW DAYS MORE WOULD MAKE LITTLE DIFFERENCE AT THIS POINT. WE SEE NO REAL GAIN FOR GOJ IN THEIR RELATIONS WITH SOVS BY ABRUPTLY CUTTING OFF US ACCESS ON SEPTEMBER 28 WHEN KOSAKA MEETS WITH GROMYKO, WHEN IT APPEARS TO US THAT JAPANESE PURPOSES COULD EQUALLY BE SERVED BY USING MEETING TO SET DATE FOR EVENTUAL RETURN. YOU SHOULD EMPHASIZE THAT HIGHEST LEVELS IN US GOVERNMENT CONTINUE TO FEEL THAT PULLEST EXPLOITATION OF POSSESSION OF AIRCRAFT IS A MATTER OF HIGH PRIORITY AND WE COUNT ON JAPANESE COOPERATION AND UNDERSTANDING. KISSINGER  
BT



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STATE DEPT. DECLASSIFICATION REVIEW  
 Retain Class'n  Change to \_\_\_\_\_  
 Declassify in part and excise as shown  
EO 12958, 25X( ) ( ) ( ) \_\_\_\_\_  
 Declassify  After \_\_\_\_\_  
 With concurrence \_\_\_\_\_ (not obtained)  
LTS by JOSEPH P. LEAHY Date \_\_\_\_\_  
U.S. FOREIGN SERVICE (RET.) AUG. 4 2000

TO SECSTATE WASHDC NIACT IMMEDIATE 2450

INFO COMUSJAPAN YOKOTA IMMEDIATE  
CINCPAC HONOLULU IMMEDIATE

~~SECRET~~ TOKYO 14327

LIMDIS  
C O R R E C T E D C O P Y (FOR TEXT PARA 1)  
CINCPAC ALSO FOR POLAD  
E.O. 11652: X008-2  
TAG00: PFOR, JA, MARR  
SUBJECT: MIG-25 EXPLOITATION  
REF: TOKYO 14318

1. AMERICAN AFFAIRS DIRGEN YAMAZAKI AND SECURITY DIVISION CHIEF SATO INFORMED DCM DURING EVENING OF SEPTEMBER 25 THAT ALTHOUGH FINAL GOJ DECISION NOT YET FORMALLY APPROVED (DISCUSSIONS WOULD CONTINUE OVER WEEKEND BETWEEN FOREIGN OFFICE AND DEFENSE AGENCY), IT VIRTUALLY CERTAIN THAT GOJ WOULD REQUEST US (PROBABLY ON SEPT 27) TO TERMINATE DIRECT INVOLVEMENT IN EXPLOITATION OF MIG25 BY MIDNIGHT SEPTEMBER 26 (TOKYO TIME); AFTER THAT TIME, HOWEVER, US EXPERTS WOULD BE ABLE TO CONTINUE INVESTIGATION THROUGH INDIRECT ARRANGEMENTS (E.G., THROUGH ADVICE AND CONSULTATION WITH JASDF TECHNICIANS AND EXAMINATION OF PARTS AT OFF-SITE LOCATIONS). YAMAZAKI STATED THAT THIS QUESTION HAD BEEN DISCUSSED BY FOREIGN MINISTRY WITH PRIME MINISTER ON SEPT 25 WHO TOOK POSITION THAT PLANE SHOULD BE RETURNED TO SOVIETS AS SOON AS POSSIBLE AND THAT US DIRECT ACCESS SHOULD BE TERMINATED ON DAY WHEN FOREIGN MINISTER KOSAKA MEETS WITH SOVIET FOREIGN MINISTER GROMYKO IN NEW YORK (SOMETIME ON SEPTEMBER 26 NEW YORK TIME).

2. SATO TOLD DCM THAT CURRENT JDA PLANS FOR EXPLOITATION AT HYAKURI INVOLVE TWO STAGES: FIRST, REASSEMBLY OF AIRCRAFT AND GTE BASIC SURVEYS UNOTE (I.E., CERTAIN MEASUREMENTS AND ELECTRONIC CHECKS) AND SECOND, GTE SYSTEMS CHECKS UNOTE, INCLUDING FIRE CONTROL SYSTEM. SATO URGED THAT DURING PERIOD SEPT 26 THROUGH

\*\*\*\*\* WHSR COMMENT \*\*\*\*\*

SCOWCROFT, HYLAND, LL

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E.O. 12958, SEC. 3.5  
STATE DEPT. GUIDELINES, state visit 8/4/00  
BY bb, NARA, DATE 8/30/01



MIDNIGHT SEPT 26 US EXPERTS MAKE MAXIMUM USE OF TIME TO COMPLETE PRIORITY CHECKS. DIRECT AND OVERT PRESENCE OF US PERSONNEL DURING THIS PERIOD, HE SAID, COULD BE DEFENDED BY GOJ AS NECESSARY TO COMPLETE RELOCATION OF AIRCRAFT FROM HAKODATE TO HYAKURI.

3. BY WAY OF BACKGROUND, SATO EXPLAINED TO DCM THAT FOREIGN MINISTRY HAS HAD TO TAKE INTO CONSIDERATION FACT THAT IN MAJORITY OF SIMILAR INCIDENTS IN WESTERN EUROPE, AIRCRAFT HAS BEEN RETURNED WITHIN ONE MONTH. GOJ THEREFORE HAS NOW REACHED POINT WHERE IT MUST INFORM SOVIETS THAT PLANE WILL BE RETURNED ONCE ITS EXAMINATION COMPLETED. THIS WILL BE DONE WHEN KOSAKA MEETS GROMYKO (COMMENT: GOJ UNDOUBTEDLY EXPECTS GROMYKO TO PRESS ON THIS POINT BEFORE MOVING TO DISCUSSION OF OTHER POSSIBLE ITEMS). ONCE SUCH NOTIFICATION OF INTENTION TO RETURN GIVEN THEN, IN FOREIGN MINISTRY VIEW, MATTER WILL MOVE TO STAGE OF NEGOTIATIONS WITH SOVIETS DURING WHICH IT WOULD NOT BE FEASIBLE FOR GOJ TO PERMIT CONTINUED DIRECT ACCESS BY US PERSONNEL. ALTHOUGH DCM ASKED WHETHER KOSAKA WOULD INDICATE APPROXIMATE DATE ON WHICH PLANE WOULD BE RETURNED AND WHETHER JDA HAD MADE ANY ESTIMATE OF TIME REQUIRED TO COMPLETE ITS INVESTIGATION AND PREPARE PLANE FOR SHIPMENT TO USSR, SATO COULD NOT RESPOND ON THESE POINTS.

4. DCM EXPRESSED CONCERN FOR TIGHT DEADLINE WHICH WOULD BE IMPOSED BY ANTICIPATED GOJ DECISION. HE SAID THAT ALTHOUGH US EXPERTS WOULD OF COURSE MAKE EVERY EFFORT TO MAKE MAXIMUM USE OF WHATEVER TIME AVAILABLE FOR DIRECT ACCESS, WHETHER PRIORITY CHECKS COULD BE COMPLETED IN NEXT THREE DAYS WOULD BE CRITICAL FACTOR ON WHICH CAREFUL TECHNICAL JUDGEMENT REQUIRED. HE URGED THAT GOJ RETAIN SUFFICIENT FLEXIBILITY TO PROVIDE SUFFICIENT TIME FOR DIRECT ACCESS TO COMPLETE SUCH PRIORITY CHECKS.

5. AFTER DISCUSSION WITH COMUSJAPAN GENERAL GALLIGAN, DCM INFORMED SATO THAT 16-MAN TEAM OF US EXPERTS WOULD ARRIVE AT HYAKURI SEPTEMBER 26 AND THAT EVERY EFFORT WOULD BE MADE TO EXPEDITE COMPLETION OF ON-SITE INVESTIGATIONS. HE ALSO CONVEYED TO SATO, GENERAL GALLIGAN'S ASSURANCE THAT US TECHNICIANS WILL OF COURSE TAKE MAXIMUM ADVANTAGE OF WHATEVER TIME REMAINS FOR DIRECT ACCESS BUT EMPHASIZED GALLIGAN'S CONCERN THAT THIS BE SUFFICIENT TO ENABLE US TO COMPLETE THE JOB.

6. EMBASSY WILL BE BACK IN TOUCH WITH FOREIGN MINISTRY AT EARLIEST OPPORTUNITY MORNING OF SEPTEMBER 27.

HODGSON  
BT

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Department of State  
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TELEGRAM

PAGE 01

STATE 220959

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INFO OCT-01 ISO-00 /001 R

DRAFTED BY P:PCHABIB:JNP  
APPROVED BY P:PCHABIB  
S/S: MR. BRIDGES  
EA: AHUMMEL  
NSC:WHYLAND

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Q 071830Z SEP 76 ZFF4  
FM SECSTATE WASHDC  
TO AMEMBASSY TOKYO IMMEDIATE

~~SECRET~~ STATE 220959

NODIS  
FOR CHARGE FROM HABIB

E.O. 11652: GDS

TASS: JA, MARR

SUBJECT: MIG 25

YOU SHOULD UNDERSTAND THAT HIGHEST LEVELS ARE INTERESTED IN MAXIMIZING BENEFIT WE DERIVE FROM JAPANESE POSSESSION OF MIG 25. YOU SHOULD THEREFORE MAKE EVERY EFFORT TO SEEK COMPLETE ACCESS TO THE AIRCRAFT BY AMERICAN EXPERTS FOR AS MUCH TIME AS NECESSARY. YOU SHOULD APPROACH GOJ AT HIGHEST LEVEL YOU BELIEVE NECESSARY TO GAIN JAPANESE COOPERATION. IN ANY EVENT THE JAPANESE SHOULD NOT BE IN HURRY TO RETURN AIRCRAFT BEFORE IT HAS BEEN THOROUGHLY EXAMINED ONE WAY OR ANOTHER. ROBINSON

~~SECRET~~  
4b 8/30/01



NATIONAL ARCHIVES AND RECORDS ADMINISTRATION  
Presidential Libraries Withdrawal Sheet

WITHDRAWAL ID 013726

REASON FOR WITHDRAWAL . . . . National security restriction

TYPE OF MATERIAL . . . . . Intelligence Report

DESCRIPTION . . . . . Re MIG-25

CREATION DATE . . . . . 09/27/1976

VOLUME . . . . . 1 page

COLLECTION/SERIES/FOLDER ID . 032400270

COLLECTION TITLE . . . . . NATIONAL SECURITY ADVISER. PRESIDENTIAL  
COUNTRY FILES FOR EAST ASIA AND THE  
PACIFIC

BOX NUMBER . . . . . 7

FOLDER TITLE . . . . . Japan - MIG-25 Incident (3)

DATE WITHDRAWN . . . . . 09/04/2001

WITHDRAWING ARCHIVIST . . . . GG

EXEMPTED

5/31/11

1/23/15



NATIONAL ARCHIVES AND RECORDS ADMINISTRATION  
Presidential Libraries Withdrawal Sheet

WITHDRAWAL ID 013727

REASON FOR WITHDRAWAL . . . . National security restriction

TYPE OF MATERIAL . . . . . Facsimile

DESCRIPTION . . . . . Facsimile of photograph of MIG-25

CREATION DATE . . . . . 09/1976

VOLUME . . . . . 1 page

COLLECTION/SERIES/FOLDER ID . 032400270

COLLECTION TITLE . . . . . NATIONAL SECURITY ADVISER. PRESIDENTIAL  
COUNTRY FILES FOR EAST ASIA AND THE  
PACIFIC

BOX NUMBER . . . . . 7

FOLDER TITLE . . . . . Japan - MIG-25 Incident (3)

DATE WITHDRAWN . . . . . 09/04/2001

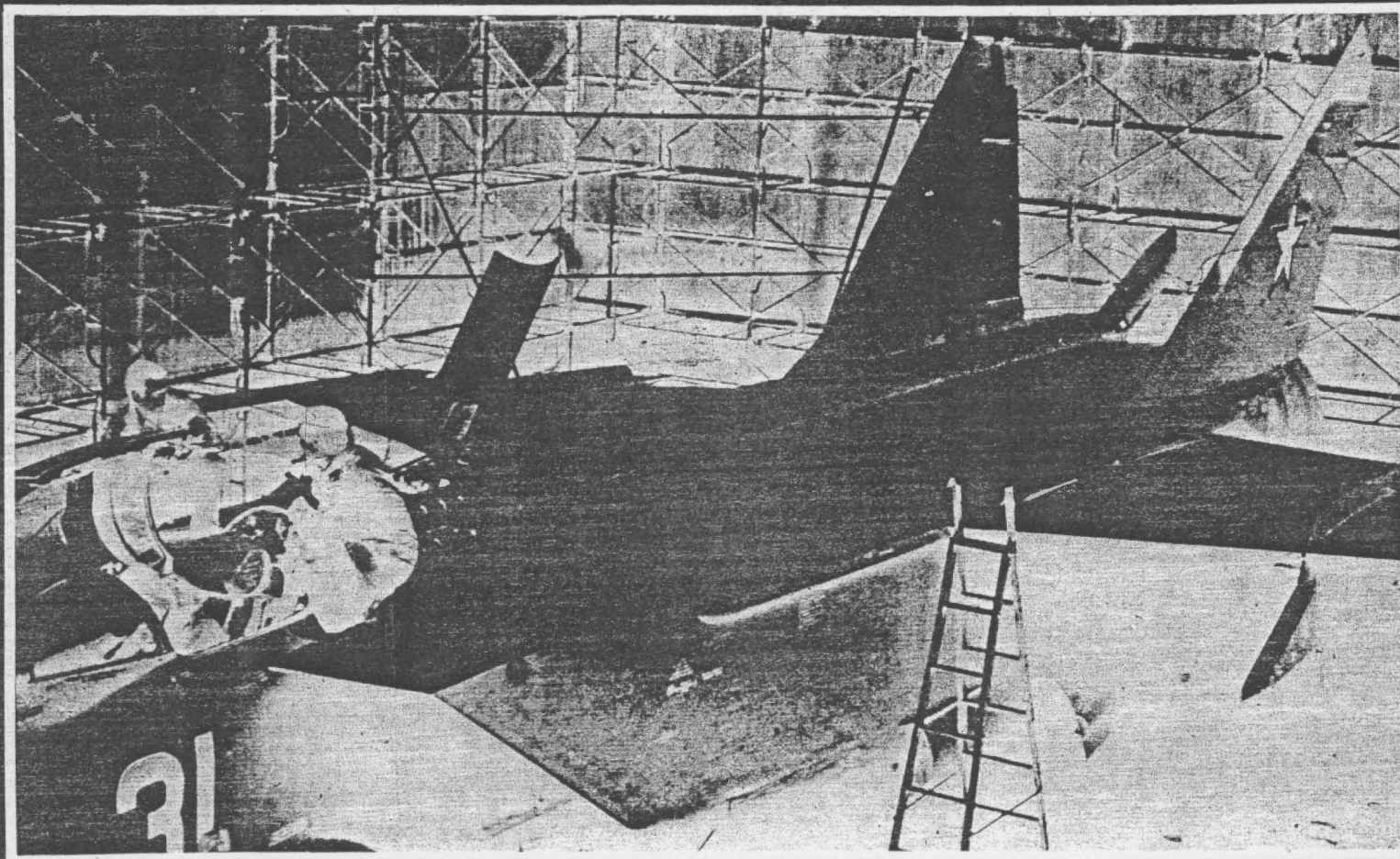
WITHDRAWING ARCHIVIST . . . . GG

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6/18/12

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# EXPLOITATION CONTINUES



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E.O. 13526 (as amended) SEC 3.3.

MR # 09-08T-#18

DIA Sects. 8/13/10; NASC/Jbr. 5/13/11; CIA-224 6/18/12

By dul NARA, Date 10/26/13





NATIONAL ARCHIVES AND RECORDS ADMINISTRATION  
Presidential Libraries Withdrawal Sheet

WITHDRAWAL ID 013728

REASON FOR WITHDRAWAL . . . . National security restriction

TYPE OF MATERIAL . . . . . Outline

TITLE . . . . . Problems Caused by Termination of  
Direct US Involvement

CREATION DATE . . . . . 09/1976

VOLUME . . . . . 1 page

COLLECTION/SERIES/FOLDER ID . 032400270

COLLECTION TITLE . . . . . NATIONAL SECURITY ADVISER. PRESIDENTIAL  
COUNTRY FILES FOR EAST ASIA AND THE  
PACIFIC

BOX NUMBER . . . . . 7

FOLDER TITLE . . . . . Japan - MIG-25 Incident (3)

DATE WITHDRAWN . . . . . 09/04/2001

WITHDRAWING ARCHIVIST . . . . GG

REDACTED

6/8/12

# PROBLEMS CAUSED BY TERMINATION OF DIRECT US INVOLVEMENT

- Exploitation would proceed at slower pace

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E.O. 13526 (as amended) SEC 3.3

MR # 09-087, #18

DIA 242 2/13/10: NASIC 4/24 5/13/11: CIA 4/24 4/18/12

By del NARA, Date 10/26/12

SECRET NOFORN



# AIRLIFT OF FOXBAT COMPLETED

USSR

PRC

N. KOREA

S. KOREA

Sea of Japan

JAPAN

PACIFIC OCEAN

★ Hakodate

★ Misawa

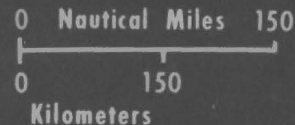
Yokota ★

Tokyo ★

★ Hyakuri

SOURCE: 5th AF

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E.O. 13526 (as amended) SEC 3.3

MIR # 09-087: #18

DIA-Gen. Staff: AMSSC-Gen. Staff: CIA-Gen. Staff

By d.e.l. NARA Date 10/26/12



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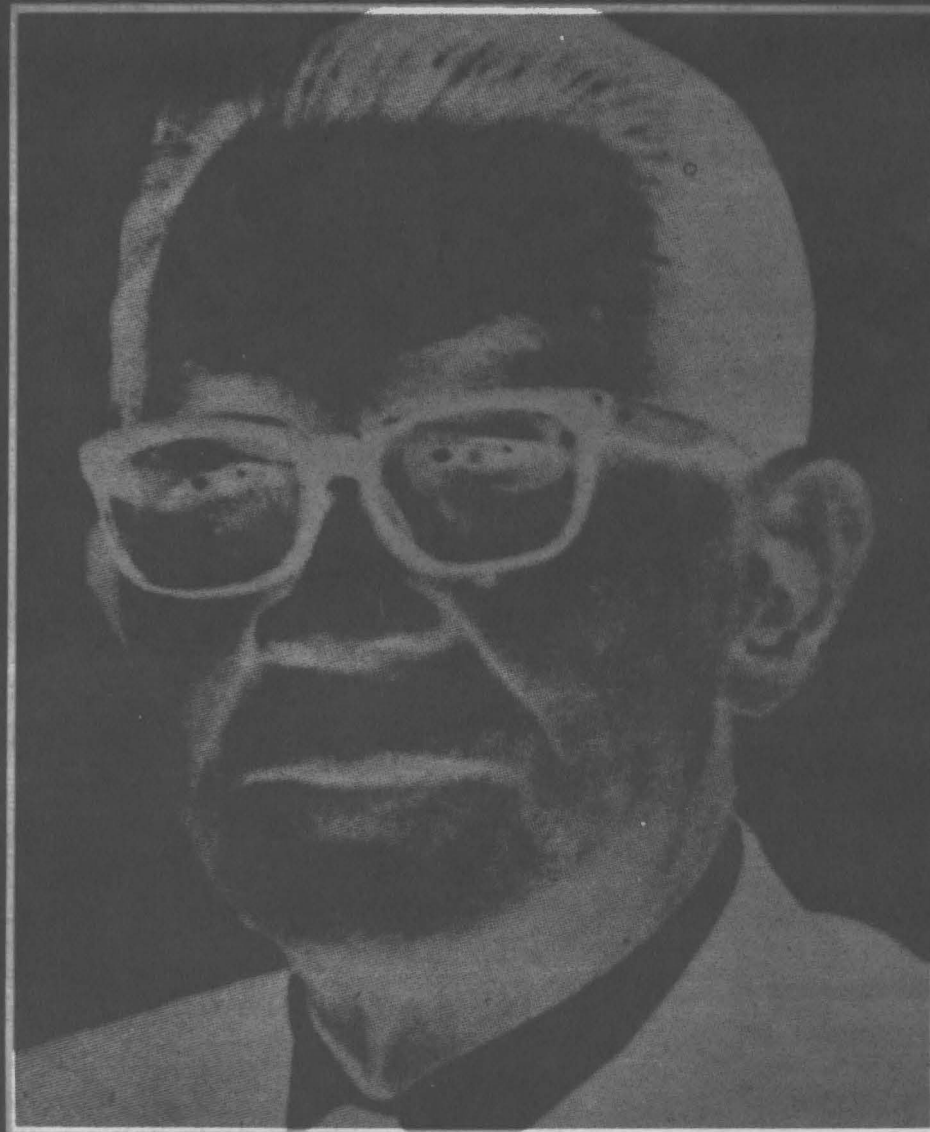


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**JAPANESE PRIME  
MINISTER DESIRES  
END TO DIRECT US  
INVOLVEMENT IN  
FOXBAT EXPLOITATION**

**TAKEO MIKI**  
**Prime Minister**  
**Age: 69**

**SOURCE: US Embassy (Tokyo)**



**SECRET NOFORN**

DECLASSIFIED  
E.O. 12958, SEC. 3.5  
STATE DEPT. GUIDELINES  
BY *[initials]* NARA, DATE *3/14/01*