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15. SUMMARY: THIS REPORT CONTAINS UNPROCESSED INFORMATION. PLANS AND POLICIES SHOULD NOT BE REVISED OR MODIFIED SOLELY ON THE BASIS OF THIS REPORT. AN UNIDENTIFIED A/C WAS OBSERVED FLYING AT LOW ALTITUDE IN THE VICINITY OF THE NORTHERN PERIMETER OF LORING AFB, ME, DURING THE PERIOD 1945-2115, 27 OCT 75. THE A/C PENETRATED THE LORING AFB, ME, PERIMETER ON AT LEAST ONE OCCASION AND FLEW WITHIN 300 YARDS OF THE MUNITIONS STORAGE AREA.

1. ON 27 OCT 75, SECURITY POLICE DESK SERGEANT ADVISED THAT AN UNIDENTIFIED A/C HAD BEEN SIGHTED AFTER DARK AT AN ALTITUDE OF APPROXIMATELY 100 METERS IMMEDIATELY NORTH OF THE LORING AFB, ME (LAFB) NORTHERN PERIMETER. THE A/C WAS FIRST SIGHTED AT APPROXIMATELY 1945, 27 OCT 75, BY SECURITY PERSONNEL ASSIGNED TO THE 42 SECURITY POLICE SQUADRON (42 SPS), LAFB, ON DUTY AT THE MUNITIONS STORAGE AREA. THE A/C WAS SUBSEQUENTLY OBSERVED ON THE LAFB RADAR SCREEN, BUT DISAPPEARED FROM THE SCREEN.

2. ON 27 OCT 75, HARRY L. ADAIR, TSGT, FR [b7c], FLIGHT CHIEF, CENTRAL SECURITY CONTROL (CSC), 42 SPS, ADVISED THAT THE SIGHTING WAS REPORTED BY DANNY K. LEWIS, SSGT, FR [b7c], 42 SPS, WHO WAS ON DUTY AT THE STORAGE AREA. THE INCIDENT WAS REPORTED TO THE COMMAND POST 42 BOHB WING (42 BW) LAFB, AT

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WHICH TIME THE COMMANDER, 42 BW, IMPLEMENTED SECURITY OPTION 3. THE COMMAND POST ALSO NOTIFIED THE LAFB CONTROL TOWER. PERSONNEL AT THE CONTROL TOWER THEN OBSERVED THE A/C ON THE RADAR SCREEN.

3. ON 27 OCT 75, JAMES P. SAMPLLY, SSGT, FR [b7c], 2192 COMMUNICATIONS SQUADRON (2192 CS), LAFB, ADVISED THAT AT THE TIME HE FIRST OBSERVED THE A/C ON CONTROL TOWER SCREEN, THE A/C WAS APPROXIMATELY 10-13 MILES EAST NORTHEAST OF LAFB. MORE DETAILED DATA WOULD BE AVAILABLE FROM GROVER K. EGGLESTON, SSGT, FR [b7c], 2192 CS, WHO WAS ACTUALLY MONITORING THE RADAR SCREEN.

4. ON 27 OCT 75, EGGLESTON ADVISED THAT HE RECEIVED A CALL FROM THE COMMAND POST AT APPROXIMATELY 2045, 27 OCT 75, REQUESTING A RADAR TRACK ON AN A/C THAT HAD BEEN OBSERVED IN THE VICINITY OF THE NORTHERN PERIMETER OF LAFB. THE A/C WAS FIRST OBSERVED ON THE RADAR SCREEN AT 2050 AND DISAPPEARED FROM THE SCREEN AT 2103. DURING THIS 13 MINUTE PERIOD THE A/C APPEARED TO BE CIRCLING APPROXIMATELY 10 MILES EAST NORTHEAST OF LAFB. THE A/C DISAPPEARED FROM THE SCREEN EITHER BECAUSE THE A/C LANDED OR BECAUSE THE A/C BEGAN FLYING BELOW THE RADAR. WEATHER CONDITIONS WERE FAVORABLE FOR FLYING BY VISUAL FLIGHT RULES AND AN A/C

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OPERATING IN THE AREA WOULD NOT BE REQUIRED TO CONTACT THE LAFB

PRIORITY

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