

PROJECT 10073 RECORD CARD

1. DATE 21 - 22 Feb 51		2. LOCATION Sakhalin, Japan		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☒ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local <u>Night</u> GMT _____		4. TYPE OF OBSERVATION ☐ Ground-Visual ☒ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION N/A		8. NUMBER OF OBJECTS 1 or 2 each track		9. COURSE Varied	
10. BRIEF SUMMARY OF SIGHTING 10 Tracks of unidentified A/C picked up/ on Ground Radar. Speeds varied from 150-500 mph.				11. COMMENTS Identified as USSR Tracks by ADC.	

JAPAN

OI-ERAC-10-51

AIR INTELLIGENCE INFORMATION REPORT

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SUBJECT

USSR Air Activity

AREA REPORTED ON

Southern SAKHALIN

FROM (Agency)

D/I, Hq 314th Air Division

DATE OF REPORT

26 February 1951

DATE OF INFORMATION

21 - 22 Feb 51

EVALUATION

B-2

PREPARED BY (Officer)

Major S. L. Miller

SOURCE

WAKKANAI Radar Site (45/35N - 141/39E)

REFERENCES (Control number, directive, previous report, etc., as applicable)

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 112-1 Part II.)

1. Report lists radar tracks of unidentified aircraft which have been tentatively evaluated as USSR aircraft by the Air Defense Controller.
2. During this period five tracks comprising a total of eight aircraft were detected with apparent speeds exceeding 350 mph.
3. All tracks faded on last plot.
4. When available, observed weather conditions, pertinent to the area, are included. These reports are from weather stations on HOKKAIDO and from Russian controlled stations on SAKHALIN and the KURILES.
5. It is interesting to note that for the period 17 March 1949 through 20 February 1951, only twelve (12) tracks were observed during the hours of darkness, whereas for the period 21 - 22 February 1951, ten (10) tracks were observed during hours of darkness.

APPROVED, EVALUATED BY PREPARING OFFICER:

Charles Y. Banfill
CHARLES Y. BANFILL
Brigadier General, USAF
Deputy for Intelligence

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

10875

1 INCL.

USSR Evaluated Aircraft Radar Tracks

DISTRIBUTION BY ORIGINATOR

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21 February 1951:

Track #1 1249/I 47/04N - 141/49E 1 acft - speed 200 mph
 1251/I 47/00N - 141/55E
 1253/I 46/55N - 142/00E
 1255/I 46/00N - 142/07E
 1257/I 47/02N - 142/14E
 1259/I 47/05N - 142/20E

Track #2 1309/I 46/50N - 143/04E 2 acft - speed 475 mph
 1311/I 46/54N - 142/42E
 1314/I 46/57N - 142/20E
 1318/I 46/52N - 142/33E
 1319/I 46/56N - 142/24E
 1321/I 46/45N - 141/40E
 1324/I 46/49N - 142/46E

Track #3 1318/I 46/21N - 143/11E 1 acft - speed 250 mph
 1320/I 46/16N - 143/20E
 1322/I 46/18N - 143/25E
 1327/I 46/23N - 143/40E
 1328/I 46/27N - 143/56E
 1330/I 46/31N - 144/05E

Track #4 1338/I 46/20N - 143/12E 1 acft - speed 375 mph
 1340/I 46/12N - 143/10E
 1342/I 46/08N - 143/13E
 1344/I 45/59N - 143/20E
 1346/I 45/54N - 143/23E
 1348/I 45/50N - 143/28E
 1350/I 45/47N - 143/35E
 1352/I 45/58N - 143/37E
 1354/I 46/05N - 143/30E
 1356/I 46/16N - 143/27E
 1358/I 46/12N - 143/23E

Track #5 1402/I 46/43N - 142/23E 1 acft - speed 250 mph
 1405/I 46/38N - 142/19E
 1407/I 46/47N - 142/28E

Track #6 1726/I 46/52N - 142/30E 1 acft - speed 300 mph
 1728/I 46/48N - 142/46E
 1730/I 46/46N - 142/51E
 1734/I 46/46N - 142/39E
 1738/I 46/43N - 142/52E
 1741/I 46/42N - 142/35E
 1744/I 46/40N - 142/29E
 1747/I 46/41N - 142/40E
 1750/I 46/38N - 142/30E

Track #7 1816/I 46/56N - 142/10E 2 acft - speed 500 mph
 1818/I 47/00N - 142/23E
 1820/I 47/05N - 142/20E
 1822/I 47/08N - 141/59E

Track #8 1919/I 46/36N - 142/25E 1 acft - speed 300 mph
 1921/I 46/40N - 142/34E

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21 February 1951:

Track #8

Cont'd - 1923/I 46/39N - 142/41E

Track #9 1943/I 46/54N - 142/08E 2 acft - speed 200 mph
1945/I 46/58N - 142/10E
1947/I 46/56N - 142/00E
1949/I 46/54N - 142/01E

Track #10 2009/I 46/51N - 141/47E 1 acft - speed 350 mph
2012/I 46/57N - 142/09E
2014/I 47/00N - 142/15E
2016/I 47/05N - 142/25E

Track #11 2131/I 46/53N - 141/57E 2 acft - speed 600 mph
2133/I 46/56N - 142/21E

Track #12 2334/I 46/32N - 142/18E 1 acft - speed 150 mph
2336/I 46/30N - 142/14E
2338/I 46/33N - 142/25E
2340/I 46/35N - 142/29E
2342/I 46/34N - 142/19E
2343/I 46/32N - 142/21E
2346/I 46/32N - 142/19E
2348/I 46/31N - 142/26N WEATHER: Good flying conditions.

22 February 1951:

Track #1 0001/I 46/31N - 142/10E 1 acft - speed 150 mph
0003/I 46/27N - 142/16E
0005/I 46/32N - 142/12E
0007/I 46/31N - 142/17E
0009/I 46/31N - 142/03E
0011/I 46/31N - 141/54E
0013/I 46/31N - 141/49E

Track #2 0049/I 46/20N - 142/16E 1 acft - speed 150 mph
0051/I 46/27N - 142/15E
0053/I 46/30N - 142/10E
0055/I 46/25N - 142/15E

Track #3 0121/I 46/32N - 142/21E 1 acft - speed 150 mph
0123/I 46/34N - 142/19E
0125/I 46/36N - 142/20E
0127/I 46/28N - 142/15E
0129/I 46/25N - 142/20E WEATHER: Good flying conditions.

S. L. MILLER
Major, USAF
Deputy for Intelligence

COMMENT: Records available to this office indicate that during the period 17 Mar 49 through 20 February 1951, only 12 tracks of night-flying aircraft, evaluated as Soviet, were observed and reported by the WAKKANAI Radar Site. The seven (7) tracks observed

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on 21 February 1951, and three on 22 February 1951 were all observed during the hours of darkness. This office does not have sufficient data available to properly analyze or evaluate this latest trend in night flying. This apparent increase in night flying suggests several possibilities, two of which are indicated below:

a. That the Soviets are attempting to achieve greater proficiency in night flying and are stepping up their training program.

b. That the Soviets are attempting to maintain the degree of night flying proficiency already achieved.

285-3315

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