

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.	

AIR INTELLIGENCE INFORMATION REPORT

D/I, Hq, 314th Air Division

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USSR EVALUATED AIRCRAFT RADAR TRACKS

28 February 1951 Cont'd:

Track #5 0335/I 46/35N - 142/37E 1 acft - speed 220 mph
 0337/I 46/32N - 142/43E
 0339/I 46/34N - 142/36E
 0341/I 46/34N - 142/39E
 0343/I 46/31N - 142/40E

Track #6 0814/I 47/14N - 142/37E 2 acft - speed 240 mph
 0815/I 47/07N - 142/31E

Track #7 0818/I 47/24N - 142/23E 2 acft - speed 240 mph
 0822/I 47/32N - 142/16E
 0826/I 47/37N - 142/19E

Track #8 0824/I 46/45N - 141/59E 2 acft - speed 150 mph
 0830/I 46/32N - 142/32E
 0834/I 46/33N - 142/35E
 0840/I 46/37N - 142/22E
 0844/I 46/20N - 142/09E
 0847/I 46/11N - 142/00E
 0848/I 46/10N - 142/07E

Track #9 0827/I 46/54N - 142/51E 2 acft - speed 120 mph
 0832/I 46/49N - 143/00E
 0836/I 46/46N - 143/13E

Track #10 0839/I 46/58N - 142/00E 2 acft - speed 270 mph
 0843/I 47/00N - 141/59E
 0851/I 46/50N - 142/10E

Track #11 0852/I 46/04N - 142/27E 2 acft - speed 210 mph
 0854/I 46/03N - 142/17E
 0856/I 46/01N - 142/10E

Track #12 0904/I 46/33N - 142/21E 2 acft - speed 160 mph
 0906/I 46/33N - 142/14E

Track #13 0914/I 46/50N - 142/10E 2 acft - speed 150 mph
 0919/I 46/52N - 142/21E
 0922/I 46/50N - 142/38E
 0927/I 46/44N - 142/33E

Track #14 0940/I 46/27N - 142/50E 1 acft - speed 200 mph
 0943/I 46/23N - 142/40E
 0946/I 46/30N - 142/39E
 0949/I 46/28N - 142/38E
 0952/I 46/29N - 142/30E
 0955/I 46/38N - 142/21E
 0958/I 46/44N - 142/22E

Track #15 1015/I 46/34N - 142/18E 1 acft - speed 250 mph
 1017/I 46/30N - 142/23E
 1018/I 46/35N - 142/20E

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USSR EVALUATED AIRCRAFT RADAR TRACKS23 February 1951 Cont'd:

Track #16 1018/I 46/32N - 141/46E 1 acft - speed 250 mph
 1021/I 46/31N - 141/57E
 1025/I 46/26N - 141/49E
 1028/I 46/35N - 141/51E
 1031/I 46/45N - 141/56E

Track #17 1033/I 46/43N - 143/16E 2 acft - speed 200 mph
 1036/I 46/42N - 143/30E
 1040/I 46/40N - 143/43E

Track #18 1039/I 46/20N - 142/52E 2 acft - speed 250 mph
 1043/I 46/15N - 143/00E
 1046/I 46/10N - 143/10E
 1049/I 46/00N - 143/27E

Track #19 1044/I 46/50N - 141/53E 2 acft - speed 250 mph
 1047/I 46/41N - 142/00E
 1053/I 46/32N - 142/18E
 1056/I 46/30N - 142/13E

Track #20 1053/I 46/40N - 142/15E 2 acft - speed 250 mph
 1055/I 46/32N - 143/02E
 1059/I 46/35N - 143/05E
 1102/I 46/32N - 143/07E
 1105/I 46/23N - 143/20E
 1114/I 46/46N - 142/47E
 1118/I 46/37N - 142/47E
 1123/I 46/38N - 142/39E
 1127/I 46/35N - 142/54E
 1131/I 46/38N - 142/45E
 1134/I 46/43N - 142/47E

Track #21 1154/I 46/20N - 142/50E 1 acft - speed 135 mph
 1158/I 46/27N - 142/45E
 1201/I 46/34N - 142/41E
 1203/I 46/34N - 142/32E
 1208/I 46/40N - 142/20E
 1210/I 46/40N - 142/32E
 1215/I 46/41N - 142/24E
 1218/I 46/43N - 142/20E
 1221/I 46/40N - 142/24E
 1224/I 46/39N - 142/20E
 1226/I 46/33N - 142/22E
 1228/I 46/41N - 142/26E
 1231/I 46/40N - 142/17E
 1234/I 46/36N - 142/27E
 1237/I 46/40N - 142/20E

Track #22 1314/I 46/35N - 142/05E 2 acft - speed 150 mph
 1317/I 46/40N - 142/14E
 1319/I 46/40N - 142/08E

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(CLASSIFICATION) **UNCLASSIFIED**
AIR INTELLIGENCE INFORMATION REPORT

FORM 142 (Rev. 1-54)

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USSR EVALUATED AIRCRAFT RADAR TRACKS

28 February 1951 Cont'd:

Track #23	1326/I	46/09N - 142/09E	1 acft - speed 150 mph
	1328/I	46/11N - 142/07E	
	1331/I	46/15N - 142/08E	
Track #24	1333/I	46/32N - 142/16E	1 acft - speed 150 mph
	1337/I	46/36N - 142/22E	
Track #25	1342/I	46/09N - 143/18E	1 acft - speed 350 mph
	1344/I	46/21N - 143/08E	
	1348/I	46/26N - 143/03E	
	1351/I	46/31N - 142/51E	
	1355/I	46/25N - 142/38E	
	1359/I	46/18N - 142/24E	
	1404/I	46/18N - 142/16E	
	1409/I	46/30N - 142/16E	
Track #26	1446/I	46/36N - 142/24E	2 acft - speed 150 mph
	1448/I	46/32N - 142/28E	WEATHER: Generally good flying conditions.

S. L. MILLER
 Major, USAF
 Deputy for Intelligence

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~~CONFIDENTIAL~~

"Flying Saucer"

OSI-5D

NCIAXA-1a

13 APR 1951 (Cont'd) 3

a "C" is used following the "N" to stand for commercial or passenger carrying aircraft, an "X" for experimental and an "L" for limited service.

3. Although this office has very little facts to base a conclusion, it is believed that the picture in question is that of an airplane model clipped from some magazine.

4. No future action is contemplated by this office.

1 Incl:
n/c

BRUNOW W. FELLING
Colonel, USAF
Chief, Technical Analysis Division
Intelligence Department

UNCLASSIFIED

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

SUBJECT: "Flying Saucer"

TO: MCIM

MCEPXS1

12 Mar 51

1

1. Inclosed for your information and such action as may be deemed appropriate is original letter dated 27 Feb 51 from USAF Plant Representative, Allison Division, GMC, Indianapolis, Indiana. Information contained in inclosure was previously given to Lt Col Brunow this office, who advised the contractor to forward the information.

/s/ Walter A. Hardie

WALTER A. HARDIE

Colonel, USAF

Air Provost Marshal

Inspector General's Office

DDN:pv

50239

B 262

P 20

TO: MCIA

FROM: MCEPXS1

DATE: 13 Mar 51

CONFIDENTIAL NO. 2

1. Forwarded for your information.
2. Recommend consideration be given to the transmittal of the report to CII in order that an evaluation may be made concerning further investigation.

1 Incl
n/c

M. C. EDWARDS

Lt Colonel, USAF

Chief, Security Policy Division

Intelligence Department

MAIL ROOM

61125

Bldg 2638

Post B5

OSI-5D

MCIAA-1a

13 APR 1951

3

Mr Rodgers/eps
65376/PD11/B263D

1. Forwarded for action deemed necessary.
2. This office has attempted to evaluate the attached photograph with no significant results. The intake and the exhaust ducts are such that the power plant of the airplane in the photograph would have to be a nonconventional type. This is also true of the overall configuration of the object shown.
3. It was noted that the word "experimental" together with the identification symbol "NS-97" is indicated on the both sides of the top surfaces of the object. The symbol is similar to that used by the CAA. In CAA procedure, the "N" would signify the country as USA and the second letter for the type of service the airplane was licensed for. Insofar as is known, CAA does not use an "S" symbol. In some cases,

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OFFICE OF THE USAF PLANT REPRESENTATIVE
AIR MATERIEL COMMAND
Allison Division, GMC
Indianapolis 6, Indiana

33
MCPRIA:RR:ar
27 February 1951

SUBJECT: "Flying Saucer" Information

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

ATTN: MCEP, Sam Bruno, Major, USAF

1. Reference is made to conversation between the undersigned and Major Bruno regarding the above subject. A memorandum from Mr. Blackwell of the Allison Division to this office and the picture enclosed herewith are forwarded for your information and/or necessary action.

2. Request this office be advised of any additional information needed or in the event Allison personnel or personnel of this office can be of further assistance.

Incls - a/s

/s/ J. D. Frye
J. D. FRYE
Lt Colonel, USAF
AF Plant Representative

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-2-

Our records indicate that employ [REDACTED] is living at [REDACTED] Indianapolis, Indiana. Other data -

Social Security Number -- [REDACTED]
Place of birth -- Seymour, Indiana
Date of birth -- October 12, 1922
Navy veteran -- Date enlisted, August 11, 1941
Date discharged, August 11, 1947
Married -- no children.

[REDACTED] is living at [REDACTED] e, Indianapolis, Indiana. Other data -

Social Security Number -- [REDACTED]
Place of birth -- Greensburgh, Pennsylvania
Date of birth -- November 26, 1915
Navy veteran -- Date inducted, June 1943
Date discharged, October 28, 1945.

The following employees of the Allison Division have seen the picture and know of this report:

[REDACTED], General Manager
[REDACTED], Personnel Director
[REDACTED], Chief of Installation Engineering
[REDACTED], Chief, Plant Protection
[REDACTED], Plant Protection Investigator
[REDACTED], Secretary to Personnel Director
[REDACTED]

Unknown employees at Plant 10 who saw the picture there.
All of these people, with the exception of the unknown employees at Plant 10, are cleared for top secret material.

I am turning the picture over to you with this memo.

/s/ R. R. Blackwell
R. R. Blackwell
Chief, Plant Protection

RRB:lc

cc: K. H. Hoffman

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ALLISON
Inter-Office Memo
Date February 24, 1951

SUBJECT "Flying Saucer" Picture

TO Lt Col J. B. Frye

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On February 10, 1951, a report was received from a confidential informant that he had often discussed Communism and aeronautics with another employee, [REDACTED] n. Two or three weeks prior to this time [REDACTED] had told our informant that he had some pictures at home which were not of a type normally found in magazines. Hobson stated that he had received these pictures from a brother or brother-in-law who worked in Washington, D. C.

Our informant's suspicion was aroused when [REDACTED] gave him the enclosed picture and told him if anyone asked him how he got it to say that he had found it, and yet at the same time, [REDACTED] began to send other employees to our informant to see the picture instead of showing it to them himself. After turning the picture over to us, our informant told [REDACTED] that he had misplaced it, and this seemed to cause [REDACTED] no end of worry.

An investigator was sent to Seymour, Indiana, to investigate the background of [REDACTED] and it was found that [REDACTED] has a brother and a sister. The brother is a teen-ager in school, and the sister, [REDACTED], married a [REDACTED], whom we found out is also working at our Plant 10, T962057. This relationship between [REDACTED] and [REDACTED] was not known at Plant 10.

On February 19 our investigator reported that [REDACTED] has a brother, who was an officer in a German occupation zone, another brother who is working in Civil Service, and a sister. This was verified through a J. [REDACTED] of Symour, who reported he saw letters from these brothers to [REDACTED].

On February 20, [REDACTED] told our informant that he had a magazine at home that advised that the Army would make a startling statement about June 1, 1951 and indicated that this announcement would be about flying saucers.

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7-3712-34

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 11.)

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

1/2
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INCL.

USSR Evaluated Aircraft Radar Tracks

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S/R. D/I, FEAF - 3; File - 1

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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	46/45N - 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 46/53N - 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.

285-310

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PROJECT 10073 RECORD CARD

1. DATE 26 - 28 Feb 1951		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 _____ GMT Varied		4. TYPE OF OBSERVATION ☐ Ground-Visual ☒ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION Varied		8. NUMBER OF OBJECTS Multiple		9. COURSE Varied	
10. BRIEF SUMMARY OF SIGHTING Rept of USSR a/c tracks (33). Speeds from 120 to 360 mph.				11. COMMENTS Evaluated as USSR Tracks by ADC.	

COUNTRY JAPAN	REPORT NO. 01-ERAC-11-51	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT USSR Air Activity		
AREA REPORTED ON Southern SAKHALIN	FROM (Agency) D/I, Hq 314th Air Division	
DATE OF REPORT 1 March 1951	DATE OF INFORMATION 26 - 28 February 1951	EVALUATION B-2
PREPARED BY (Signature) Major S. L. Miller		WAKKANAI Radar Site (45/35N -141/39E)
REFERENCES (Control number, director, previous report, etc., as applicable)		

SUMMARY: (Enter concise summary of report. Give significance in final one sentence paragraph. List inclusions at bottom left. Begin text of report on AF Form 118, Part II.)

1. Report lists Radar tracks of unidentified aircraft which have been tentatively evaluated as USSR aircraft by the Air Defense Controller.
2. The last track detected in this area occurred on 22 February 1951.
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.

APPROVED, EVALUATED BY PREPARING OFFICER:

Boeing 7 Monahan
1st Lt. Carl V. ...
CHARLES Y. BARTILL
 Brigadier General, USAF
 Deputy for Intelligence

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 DOD DIR 5200.10**

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USSR Evaluated Aircraft Radar Tracks

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7-3712-34

AIR INTELLIGENCE INFORMATION REPORT

D/I, Hq, 314th Air Division

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USSE EVALUATED AIRCRAFT RADAR TRACKS

26 February 1951:

Track #1 1405/I 45/48N - 143/11E 1 acft - speed 180 mph
 1407/I 45/52N - 143/05E
 1409/I 45/58N - 143/02E
 1413/I 46/05N - 143/04E
 1417/I 46/15N - 142/55E

Track #2 1457/I 46/11N - 141/40E 1 acft - speed 120 mph
 1459/I 46/20N - 141/39E
 1501/I 46/18N - 141/43E

Track #3 1729/I 46/53N - 142/35E 1 acft - speed 300 mph
 1732/I 46/50N - 142/37E
 1734/I 46/55N - 142/27E
 1736/I 47/00N - 142/20E
 1739/I 46/59N - 142/25E
 1740/I 46/52N - 142/33E
 1742/I 46/47N - 142/22E
 1744/I 46/43N - 142/22E
 1746/I 46/47N - 142/14E
 1748/I 46/52N - 142/23E
 1750/I 46/56N - 142/30E WEATHER: Good flying conditions.

27 February 1951:

Track #1 1020/I 47/45N - 140/34E 2 acft - speed 360 mph
 1022/I 47/39N - 140/48E
 1024/I 47/32N - 140/46E
 1027/I 47/28N - 140/59E
 1030/I 47/16N - 140/59E
 1032/I 47/05N - 141/00E
 1035/I 47/02N - 141/02E
 1037/I 46/51N - 141/05E
 1039/I 46/48N - 141/05E
 1041/I 46/33N - 141/18E
 1043/I 46/43N - 141/05E
 1045/I 46/32N - 141/27E
 1047/I 46/28N - 141/33E
 1049/I 46/22N - 141/41E
 1051/I 46/22N - 141/52E
 1053/I 46/30N - 142/00E
 1055/I 46/33N - 142/02E
 1057/I 46/41N - 141/04E
 1059/I 46/46N - 142/00E
 1101/I 46/50N - 142/00E
 1103/I 46/54N - 141/55E
 1107/I 47/04N - 142/00E
 1109/I 47/07N - 142/01E

Track #2 1240/I 46/45N - 142/41E 1 acft - speed 190 mph
 1242/I 46/47N - 142/35E
 1245/I 46/50N - 142/36E

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

D/I, Hq, 314th Air Division

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USSR EVALUATED AIRCRAFT RADAR TRACKS

27 February 1951 Cont'd:

Track #3 1344/I 47/20N - 142/20E 1 acft - speed 330 mph
1346/I 47/20N - 142/35E
1349/I 47/21N - 142/45E
1352/I 47/18N - 142/34E

Track #4 1655/I 46/35N - 142/39E 2 acft - speed 200 mph
1657/I 46/33N - 142/37E
1659/I 46/38N - 142/28E
1702/I 46/41N - 142/34E
1704/I 46/46N - 142/39E
1708/I 46/42N - 142/40E
1711/I 46/35N - 142/45E WEATHER: Generally good flying conditions.

28 February 1951:

Track #1 0030/I 46/32N - 142/46E 1 acft - speed 130 mph
0035/I 46/36N - 142/47E
0039/I 46/37N - 142/45E
0041/I 46/41N - 142/37E
0043/I 46/37N - 142/44E
0046/I 46/36N - 142/36E

Track #2 0055/I 46/32N - 142/36E 2 acft - speed 150 mph
0057/I 46/34N - 142/44E
0059/I 46/34N - 142/36E
0102/I 46/36N - 142/33E
0105/I 46/38N - 142/37E
0107/I 46/34N - 142/32E
0110/I 46/37N - 142/39E
0113/I 46/35N - 142/36E
0116/I 46/34N - 142/31E
0119/I 46/30N - 142/40E
0121/I 46/34N - 142/46E

Track #3 0140/I 46/31N - 142/53E 1 acft-speed 240 mph
0142/I 46/32N - 142/42E
0145/I 46/35N - 142/30E
0147/I 46/33N - 142/42E
0150/I 46/36N - 142/32E
0153/I 46/34N - 142/41E
0156/I 46/36N - 142/46E
0158/I 46/42N - 142/37E

Track #4 0315/I 46/35N - 142/40E 1 acft - speed 220 mph
0317/I 46/35N - 142/51E
0319/I 46/34N - 142/41E
0321/I 46/41N - 142/40E
0323/I 46/37N - 142/40E
0325/I 46/42N - 142/26E
0327/I 46/37N - 142/40E
0329/I 46/43N - 142/45E