

1. DATE - TIME GROUP 23 Jan 53 23/2140Z	2. LOCATION Bergstrom AFB, Austin, Texas
3. SOURCE Airmen	10. CONCLUSION WEATHER EFFECT ON RADAR
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 19 Minutes	
6. TYPE OF OBSERVATION Ground-Radar	11. BRIEF SUMMARY AND ANALYSIS Source sighted unidentified return on AN/NPM-1 GCA set, operating on 30 and 15 mile range setting. Size of blip was 3/16" in width and 3/4" in length with fuzzy edges. Speed from stationary to as fast or faster than jet a/c. No a/c in the vicinity and no other observations reported. Weather data from weather Central at Asheville requested. COMMENTS: 1. This sighting was sent to Electronics (Mr. James) for analysis and the evaluation below was concluded. 2. Targets caused by WX conditions such as ice, clouds or rain clouds.
7. COURSE Not Reported	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

DISPOSITION FORM

UNCLASSIFIED

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT

(Uncl) Radar Sighting of Unknown Flying Object

TO ATIAE-2

FROM ATIAE-5

DATE 5 Mar 53

COMMENT NO. 1

Attn: Mr. James

RC
Lt Olsson/vs
65365/B 263/P A-30

1. Inclosed for your review and possible evaluation is a sighting of an unidentified object made at Bergstrom AFB, Texas, by an AN/NPM-1 GCA radar set. Only radar contact was made without any simultaneous visual observations.

2. ATIAE-5 sent the sighting station a copy of ATIC's Electronics Data Sheet which was worked out jointly by ATIAE and ATIAE-5. It is hoped that the information included thereon will afford a basis for a possible conclusion as to the cause of sighting.

3. While ATIAE-5 realizes the importance of comparing atmospheric conditions, i.e., temperature vs altitude, dewpoint vs altitude with the anonymous radar pick-ups, it takes up to a month to receive these data from the Asheville Weather Central. If possible, it is hoped that ATIAE-2 may be able to offer a possible solution in the interim.

1 Incl

File on Bergstrom AFB, Texas

Robert M. Olsson
for: E. J. RUPPELT, Capt, USAF
Chief, Aerial Phenomena Section
Electronics Branch

TO ATIAE-5

FROM ATIAE-2

DATE 10 Mar 53

COMMENT NO. 2

Mr. James/leg
55170/Bldg 263A

1. Preliminary analysis indicates a strong possibility that targets were caused by weather conditions, possibly heavy rain clouds or ice-laden clouds.

2. Additional weather data would be of considerable value.

*This sighting on
Asheville List*

1 Incl

n/c

DOWNGRADED AT 3
DECLASSIFIED
DOD DIR 5200.10*R. L. James*
R. L. JAMES
Chief, Radiation Section
Electronics BranchINTERVALS
YEARS.

UNCLASSIFIED

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

PD SWITCHED BACK TO THREE ZERO RANGE WHERE OBJECT APPEARED ABOUT ONE
EIGHT MILES OUT WITH ANOTHER SIMILAR OZJECT ABOUT ONE NINE MILES OUT
JUST TO NORTH AND WEST AT BEARINGS OF TWO EIGHT FIVE DEGREES FOR THE
IRST OBJECT AND BEARING OF TWO EIGHT SEVEN DEGREES FOR THE LATER PD
OBJECTS REMAINED STATIONARY FOR ABOUT THREE OR FOUR MINUTES WHEN OPERATOR
SWITCHED BACK TO ONE DIVE MILE RANGE PD TIME WAS ONE FIVE FOUR FIVE
CST PD OPERATION WENT BACK TO THREE ZERO MILE RANGE PICKING UP OBJECT
ABOUT TWO TWO MILES OUT ON THREE ONE ZERO BEARING PD OBJECT WAS STATIONARY
SO OPERATOR CALLED BERGSTROM TOWER TO SEE IF THEY COULD SPOT OBJECT
WITH FIELD GLASSES PD TOWER COULD NOT SEE OBJECT PD THIS WAS AT ONE
FIVE ZERO IST PD BY THE TIME OPERATOR RETURNED TO SCOPE TARGET WAS
LOCATED AT A BEARING OF TWO SEVEN FIVE DEGREES MOVED RAPIDLY ON A COURSE
OF APPROX THREE SIX ZERO TO BEARING OF THREE TWO TWO DEGREES PD
OBJECT HALTED REMAINING IN SIGHT FOR ABOUT THREE ZERO SECONDS AT ONE
FIVE FIVE NINE OCLOCK CST PD PAR ACCORDING TO SHIFT CHIEF OPERATOR
REPORTING OBJECT IS MOST EXPERIENCE OPERATOR WITH FOUR YEARS
EXPERIENCE WITH AN AN PM DASH ONE REPEAT ANNPM DASH ONE GCA RADAR SET
PD PAR CLOUDS SCATTERED AT TWO FIVE THOUSAND FEET CMA VISABILITY ONE FIVE
MILES CMA TEMPERATURE SIX FIVE CMA DEW POINT THREE EIGHT CMA WIND
NORTH NORTH WEST ONE THREE KNOTS GUSTS TWO THREE KNOTS AT ONE FIVE THREE
ZERO HOURS CST PD PAR NOINTERCEPTION ATTEMPTED PD PAR TAR

GET APPEARED

LARGER THAN USUAL TARGETS EXCEPT LARGE FORMATIONS OF AIRCRAFT PD NO
LARGE FOROATIONS OF AIRCRAFT IN VICINITY OF REPORTED TARGET OF BERGSTROM
AREA PD END OF MESSAGE

27/2347Z JAN JWGM

UNCLASSIFIED



3.2
Radar sighting - no visual contact
interception attempted - negative.

WPE025

YMA013

WYC007

WDA267

JWFGM 072

PP JEDMH JEDEN JEDWP JWPHQ 444

DE JWFGM 050

P 272325Z ZNJ

FM CGADIV FOUR TWO BERGSTROM AFB TEXAS

TO JEPHQ/DIR OF INTELLIGENCE HQS USAF WASH DC

JEDWP/ATIC WRIGHT PATTERSON AFB OHIO

JEDEN/CG ENT AFB COLORADO SPRINGS COLO

JEDMH/CGSAC OFFUTT AFB NEBR

ONE TWO STRAT FTR WG INT 773 PD ATTN AT1AA-2C
FLYOBPT PD REPORT OF UNIDENTIFIED RADAR RETURN PD OPERATIO WAS ON
DUTY AT GCA STATION BERGSTROM AFB CMA COORDINATES THIRTY DEGREES TWELVE
MINUTES NORTH DASH NINTY DASH SEVEN DEGREES FORTY DASH ONE MINUTES
WEST CMA OPERATION AN ANN PM DASH ONE REPEAT ANNPM DASH ONE GCA RADAR
SET PD WHILE ON THIRTY MILE RANGE SETTING TARGET APPEARED TWENTY ONE
MILES DISTANT ON BEARING OF TWO NINE FIVE DEGREES MOVING RAPIDLY
CMA AS FAST OF FASTER THAN JET AIRCRANT CMA TO BEARING OF TWO SEVEN
FIVE DEGREES WHERE IT STOPPED PD TIME WAS APPROX ONEFIVE FOUR ZERO
CST PD OPERATOR SWITCHED TO ONE FIVE RANGE TO HANDLE LOCAL TRAFFIC PD

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DOD DIR 5200.10

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

DATE-TIME GROUP

301510Z JAN 53

SECURITY CLASSIFICATION

PRECEDENCE
FOR:

ACTION

Routine

INFORMATION

☐

BOOK MESSAGE

☐

ORIGINAL MESSAGE

☐

MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐

YES

☐

NO

REFERS TO MESSAGE:

IDENTIFICATION

INT-773

CLASSIFICATION

INFO:

FROM: AFOIN-4TIAE-1-3-E

UNCLASSIFIED

Reference your message INT-773 reporting electronic pick-up of unidentified targets approximately 27 Jan 53. ATIC requests completion of AF Form 112 on sighting plus completion of an Electronics Data Sheet which will be sent by mail to your station. Additionally, request clarification on date of sighting, mph estimate of objects' speed and local jet air traffic. If radar scope photos were taken, inclose with AF Form 112.

In reply cite Project Blue Book.

COORDINATION:

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PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

Lt R. E. Olson/jos

RELEASING OFFICER'S SIGNATURE

ROBERT C. BROWN, Major, USAF

SYMBOL

ATIAE-5

TELEPHONE

65565

OFFICIAL TITLE

AIP ADJUTANT GENERAL

DD

FORM
1 OCT 49

173

REPLACES NME FORM 173, 1 MAY 49,
WHICH MAY BE USED.

16-55923-3 U. S. GOVERNMENT PRINTING OFFICE

ATIAE-5 FILE

1. Atka
2. Atka
3. files

RE178M

WPB238

WYC158

JWFGM 070

RR JEDWP

DE JWFGM 052

R 032202Z

FM CGADIV 42 BERGSTROM AFB TEXAS

TO CGATIC WRIGHT PATTERSON AFB OHIO

/P [REDACTED] D/ ONE TWO STRAT FTR WG INTEL 961 PD ATTN:

AFOIN-ATIAE REF PROJECT BLUE BOOK PD AF FORM 112 FWD THROUGH CHANS

PD UNIDENTIFIED OVJ SIGHTED 23 JANUARY 1953 CMA 1540 TO 1559 CST PD

SPEED VARIED FROM STATIONARY TO AS FAST AS OR FASTER THAN JET ACFT PD

NO JET ACFT VICINITY OF TGT PD. NEGATIVE REPT OF LARGE FORMATIONS OF

ACFT IN BERGSTROM AREA PD RADAR SCOPE PHOTOS NOT MADE PD

03/2301Z FEB JWFGM

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cy1

United States

UNCLASSIFIED

Report of the Observation of an Unidentified Flying Object

Austin, Texas

12th Strategic Fighter Wing

26 January 1953

23 January 1953

B-2

2/Lt. Eugene F. Redden

T/Sgt Gerald W. Kelley AF 11194087

AFL 200-5 FLYOBRPT 29 April 1952

While on duty at the GCA station, Bergstrom AFB, Austin, Texas, T/Sgt Gerald W. Kelley reported an unidentified radar return on an AN/NPM-1 GCA set. Sgt Kelley was operating on both the 30 and 15 mile range setting. The size of the blip was 3/16 inches in width and 3/4 inches in length with fuzzy edges. This object was observed between 1540 and 1559 hours CST. The speed of the object varied from stationary to as fast or faster than jet aircraft. After it disappeared the area where it appeared was kept under surveillance for a period of about 5 minutes. No further returns were observed. No aircraft were in the vicinity, and no other observations of an object were reported.

The observer has not made a report of this incident to any other agency.

APPROVED:

Incl

Victor W. H. Rankin
VICTOR W. H. RANKIN
Captain, USAF
Intelligence Officer
12th Strategic Fighter Wing

2

1. Statement of Radar Technical Representative
2. Chart of Austin Area

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RECLASSIFIED AT 3 YEARS;

return appeared to be making
producing a definite advance in position at such
would indicate ground speeds in excess of 350 mph. He was
approximate speed, except that the return traversed a distance of approximately
ten miles in a matter of seconds.

Constant surveillance was not maintained until approximately 1555CST since T/Sgt Kelley had not realized the importance of this information and had not been made aware of pertinent regulations. All times are approximate as they were taken at the beginning and end of observations to the nearest five minutes until 1555CST after which the accuracy is to the nearest minute. All bearings were from the AN/NPM-1 unit to the center of the unit and were accurate to the degree of mechanical accuracy of the equipment and his skill at their operation.

DOWNGRADED AT 3 YEAR INTERVALS:

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 10 YEARS.
DOD DIR 5200.10

DOD DIR 5200.10

UNCLASSIFIED

12th Strategic Fighter Wing

2

3

While performing the duties of an Aircraft Landing Control Technician; in specific the operation of the Plan Position Indicator portion of ground radar set AN/NFM-1 on the 23rd of January 1953 at Bergstrom Air Force Base, Austin, Texas. T/Sgt Gerald V. Kelley observed radar returns of an unusual nature under the following circumstances.

The first sighting was made at approximately 1540CST while utilizing the thirty mile range of the Plan Position Indicator in attempt to locate a flight of F-84 aircraft letting down to Bergstrom AFB and requesting the service of Ground Controlled Approach on arrival. T/Sgt Kelley observed a radar return of unusual proportions moving at a rapid rate of speed from an approximate bearing of 295 degrees in a southerly direction to an approximate bearing of 275 degrees at which time it ceased motion 21 miles from Bergstrom AFB for a short but undetermined length of time. It then moved in a westerly direction for approximately 2 statute miles and again remained stationary. His attention was then diverted by the normal flow of air traffic necessitating return to the 15 mile range for greater accuracy in control. In the interval he had contacted the Bergstrom control tower to advise of returns and request information on any large formation flights in the area, receiving an acknowledgment and a negative report. On completion of pertinent traffic control at approximately 1545CST he returned to the thirty mile range and observed two separate returns in stationary position, 285 degrees and 287 degrees, at 18 and 19 miles respectively for a short interval of time until necessary to return to the fifteen mile range. At this time he contacted Bergstrom control tower and requested that they scan the area with binoculars; a negative report of scan was received. At approximately 1550CST he again returned to the thirty mile range and observed a single stationary return 22 miles from Bergstrom AFB at bearing 310 degrees which remained stationary for the entire interval of observation until return to the fifteen mile range was once more necessary. After discharging traffic duties T/Sgt Kelley returned to the thirty mile range and observed a stationary return bearing 275 degrees approximately 17 miles from Bergstrom which remained stationary for a short time, then began a rapid movement on a course of 0 degrees to a bearing of 322 where it again ceased motion and remained stationary for approximately 30 seconds. It then faded and disappeared at approximately 1559CST. He kept constant surveillance from this time until approximately 1645CST with no further contact.

The return was similar to that which is produced by a large formation of aircraft, being of elliptical shape, approximately 3/4" in length and approximately 3/16" in width, being bright in the center and slightly diffused or ragged at the edges. The fast line constant circuit was in operation during all observations, all returns in question appeared to be of similar dimensions. When in motion the return appeared to be moving at a high rate of speed as the sweep trace was producing a definite advance in position at each revolution which in his experience would indicate ground speeds in excess of 350 mph. He was unable to determine the approximate speed, except that the return traversed a distance of approximately ten miles in a matter of seconds.

Constant surveillance was not maintained until approximately 1555CST since T/Sgt Kelley had not realized the importance of this information and had not been made aware of pertinent regulations. All times are approximate as they were taken at the beginning and end of observations to the nearest five minutes until 1555CST after which the accuracy is to the nearest minute. All bearings were taken from the center of the unit and were accurate to the degree

[REDACTED]

UNCLASSIFIED

12th Strategic Fighter Wing

3

3

COMMENTS OF THE PREPARING OFFICER

T/Sgt Gerald V. Kelley, AF 11194087, has been performing the duties of AFSC 27272 Aircraft Landing Control Technician in the Airways and Air Communications Service Detachment 1921-1, 1921st AACS Squadron since August 1951 and is stated to be fully qualified by his commanding Officer.

The preparing officer does not know the observer personally.

EUGENE F. REDDEN
2/Lt. USAF
Ass't Intelligence Officer

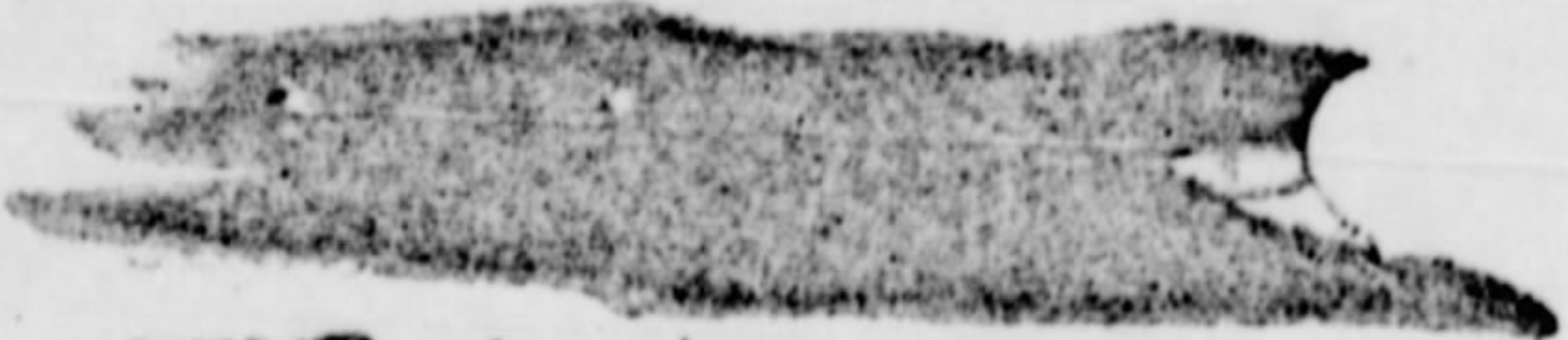
APPROVED:

Victor W. H. Rankin
VICTOR W. H. RANKIN
Captain, USAF
Intelligence Officer
12th Strategic Fighter Wing

[REDACTED]

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DO NOT WRITE IN THESE SPACES
DO NOT WRITE IN THESE SPACES


IR-3-53

AIRWAYS AND AIR COMMUNICATIONS SERVICE
DETACHMENT 1921-1
1921ST AACS SQUADRON
Bergstrom AF Base, Austin, Texas

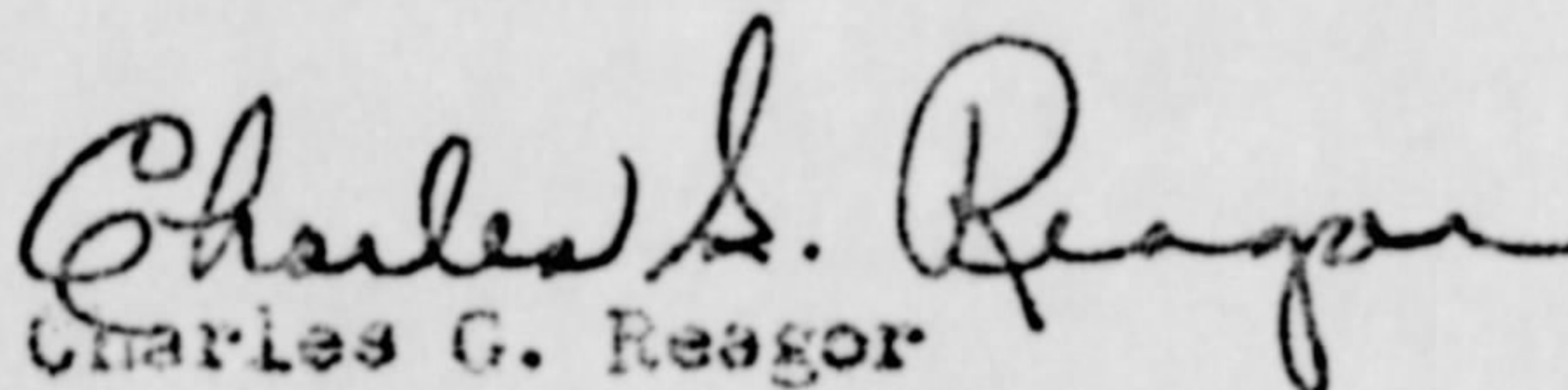
UNCLASSIFIED

26 January 1953

SUBJECT: Sighting of Unidentified Targets

TO: Base Intelligence
Bergstrom AF Base
Austin, Texas

It is my opinion that the unidentified targets sighted by Technical Sergeant Kelley, Friday, 24 January 1953, was not due to malfunction of the radar set involved. However, I wish to make it clear that I was not present at the time of the sighting and did not observe the targets first-hand. My opinion is based purely on the testimony of Technical Sergeant Kelley and past experience with the particular radar set involved. No evidence of malfunction has been found or noted since the incident.


Charles G. Reagor
Technical Representative
Gilrillon Bros. Inc

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Fq ATIC AFOIN-ATIAE-5 Subject: (UNCL) Radar Sighting of Unknown Aerial Object

12Intel 360

1st Ind.

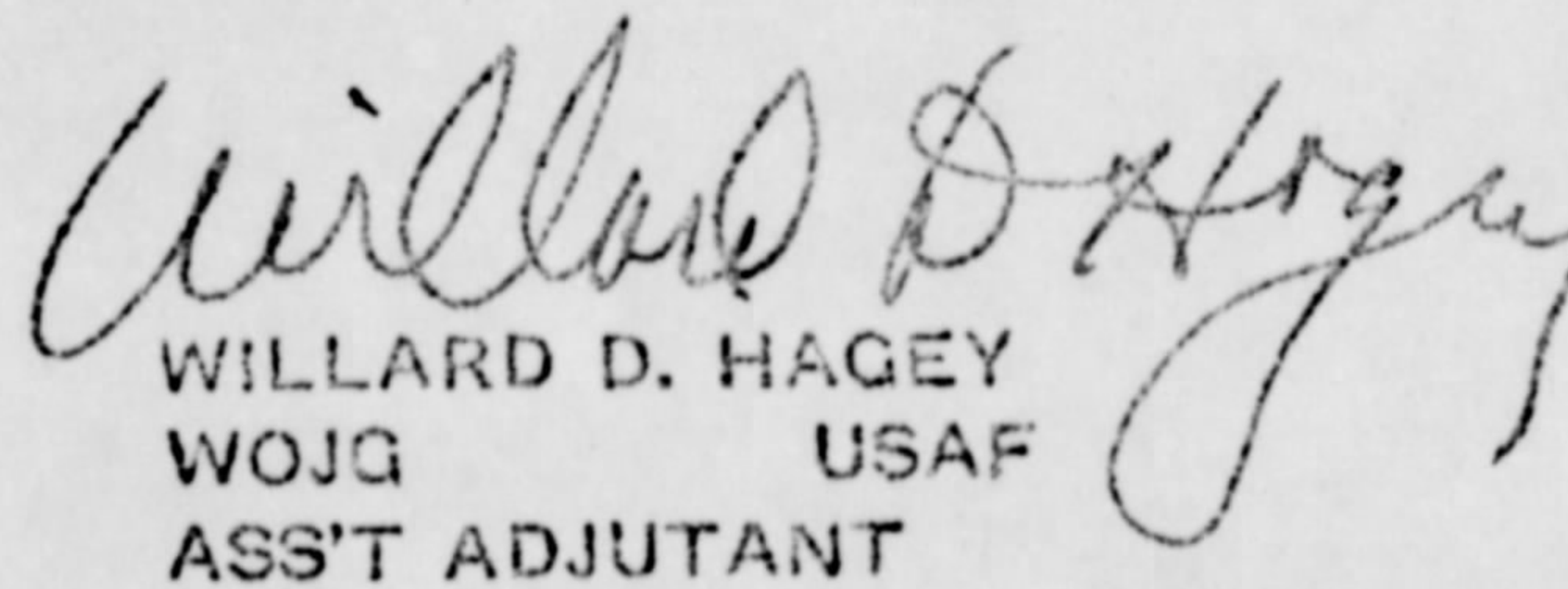
FEB 18 1953

HEADQUARTERS, 42ND AIR DIVISION, Bergstrom Air Force Base, Austin, Texas

TO: Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio
ATTN: AFOIN-ATIAE-5

Basic letter complied with.

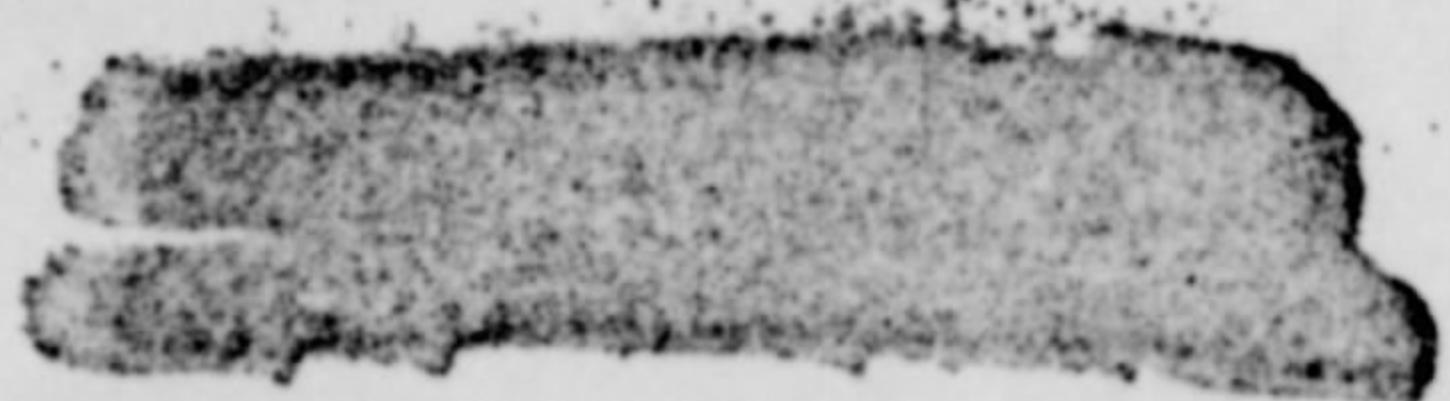
FOR THE COMMANDING OFFICER:


WILLARD D. HAGEY
WOJG USAF
ASS'T ADJUTANT

1 Incl:
r/c

This sighting carried as unknown

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812

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

UNCLASSIFIED

In reply refer to
AFOIN-ATIAE-5

3 FEB 1953

SUBJECT: (UNCLASSIFIED) Radar Sighting of Unknown Aerial Object

TO: Commanding Officer
Bergstrom Air Force Base
Austin, Texas

1. A GCA station at your base made electronic contact with unidentified aerial phenomena on or about 27 Jan 53, 1540CST, while monitoring local air traffic. In an attempt to uncover a logical explanation for such sightings, the Air Technical Intelligence Center has developed a questionnaire for sightings made by ground radar, one of which is an inclosure to this letter.

2. ATIC radar specialists have found the subject questionnaires of great value in attempting to explain radar contact with unknown flying objects when they are filled out completely and accurately by the radar personnel involved.

3. ATIC would, therefore, appreciate the completion and forwarding of the Electronics Data Sheet at your earliest possible convenience.

FOR THE COMMANDING GENERAL

Robert C. Brown
ROBERT C. BROWN
Major, USAF
Air Adj. Gen.

COORDINATION

INSERT
ORGNL CODE AND
FULL SIGNATURE

24
24
24

ATIAE-5
30 Jan 53

H. B. Johnston
H. B. Johnston
30 Jan 53

Ray W. Duff
ATIA 2 Feb 53

In rep
AFOIN-
SUBJEC

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ELECTRONICS DATA SHEET (GROUND RADAR)

The purpose of this questionnaire is to provide technical data for evaluating the report of an unusual radar target or track. It is requested that it be completed as accurately as possible.

When not filled in, the form is Unclassified. The reporting officer will use his own judgement as to what degree of classification is required.

It is preferred that the answers to the questions be typewritten, however, if it will expedite the completion of the form, the answers may be printed in ink. If additional space is needed, use reverse side of form.

1. STATION OBSERVING TARGET: <u>Bergstrom Ground Controlled Approach</u> Organization <u>Bergstrom Air Force Base, Austin, Tex.</u> Location 	2. DATE OF THIS REPORT: <u>12</u> <u>February</u> <u>1953</u> Day Month Year																								
3. DATE TARGET OBSERVED: <u>23</u> <u>January</u> <u>1953</u> Day Month Year Local Time ☒ Z Time ☐ Time-Local <u>1540-1559</u> Time-Z <u>2140-2159</u>	4. NAME, RANK AND ORGANIZATION OF REPORTING OFFICER: <u>Eugene F. Redden</u> <u>2/Lt.</u> <u>USAF</u> <u>12th SFW Intelligence</u>																								
5. EXACT LOCATION OF STATION (COORDINATES): <u>30 degrees 12 minutes north, 097 degrees 41 minutes west</u>																									
6. OBSERVER DATE (LIST EACH OBSERVER): <table style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width:45%; text-align: center; font-size: small;">Name</th> <th style="width:15%; text-align: center; font-size: small;">Rank</th> <th style="width:30%; text-align: center; font-size: small;">Duty</th> <th style="width:10%; text-align: center; font-size: small;">No. of Years Exp. in Radar</th> </tr> </thead> <tbody> <tr> <td>A. <u>[REDACTED]</u></td> <td style="text-align: center;"><u>T/Sgt</u></td> <td style="text-align: center;"><u>Aircraft Landing Control Technician</u></td> <td style="text-align: center;"><u>Four (4)</u></td> </tr> <tr><td>B. _____</td><td></td><td></td><td></td></tr> <tr><td>C. _____</td><td></td><td></td><td></td></tr> <tr><td>D. _____</td><td></td><td></td><td></td></tr> <tr><td>E. _____</td><td></td><td></td><td></td></tr> </tbody> </table>		Name	Rank	Duty	No. of Years Exp. in Radar	A. <u>[REDACTED]</u>	<u>T/Sgt</u>	<u>Aircraft Landing Control Technician</u>	<u>Four (4)</u>	B. _____				C. _____				D. _____				E. _____			
Name	Rank	Duty	No. of Years Exp. in Radar																						
A. <u>[REDACTED]</u>	<u>T/Sgt</u>	<u>Aircraft Landing Control Technician</u>	<u>Four (4)</u>																						
B. _____																									
C. _____																									
D. _____																									
E. _____																									
7. WAS A VISUAL SIGHTING MADE BY ANY PERSONNEL OF THE STATION? ☐ YES ☐ NO IF SO, GIVE NAME AND RANK OF ALL PERSONNEL MAKING A VISUAL SIGHTING AND A BRIEF DESCRIPTION OF WHAT THEY SAW:																									

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UNCLASSIFIED

8. HAVE YOU HEARD OF ANYONE NOT AT THE RADAR STATION MAKING A VISUAL SIGHTING AT APPROXIMATELY THE SAME TIME THE RADAR CONTACT WAS MADE? ☐ YES ☐ NO
IF SO, GIVE NAME AND ADDRESS.

9. RADAR SCOPE PHOTOS:

IS RADAR EQUIPPED WITH A SCOPE CAMERA? ----- ☐ YES ☒ NO
WAS CAMERA OPERATIONAL? ----- ☐ YES ☐ NO
WERE SCOPE PHOTOS TAKEN? ----- ☐ YES ☐ NO
WERE PRINTS OF THE SCOPE PHOTOS FORWARDED TO THE
AIR TECHNICAL INTELLIGENCE CENTER? ----- ☐ YES ☐ NO

10. TRACK DATA:

WHAT WAS THE NUMBER OF THE TRACK? _____
WAS A PERMANENT PLOT MADE OF THE TRACK AT THE TIME OF THE OBSERVATION? ☐ YES ☒ NO

11. WERE AIRCRAFT SCRAMBLED TO INTERCEPT THE TARGET? ☐ YES ☒ NO
IF SO, WERE THE AIRCRAFT BEING OBSERVED ON THE SCOPE AT THE SAME
TIME AS THE TARGET? ☐ YES ☐ NO

12. WERE ANY NEARBY RADAR INSTALLATIONS QUERIED WHETHER THEY HAD OBSERVED
THE SAME TARGET OR TRACK? ☐ YES ☐ NO
IF SO, WHICH STATIONS? _____

13. WAS THE TARGET OBSERVED ON SEARCH RADAR? ☒ YES ☐ NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? AN/MPN-1

14. WAS THE TARGET OBSERVED ON HEIGHT FINDING RADAR? ☐ YES ☒ NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? _____

15. HAVE THERE BEEN ANY RECENT MAINTENANCE DIFFICULTIES? ☐ YES ☐ NO
IF SO, DESCRIBE. 3000 hour overhaul December 1952

16. WHAT TYPE MODULATOR (I.E., SPARK GAP, HARD TUBE, ETC.) IS USED IN THE RADAR EQUIPMENT?

Hard Tube

17. WAS THE AFC (AUTOMATIC FREQUENCY CONTROL) CIRCUIT OPERATING PROPERLY? ☐ YES ☒ NO
COMMENTS: AFC was out of the circuit in off position at the time of observation.

18. HAS INTERFERENCE FROM ANOTHER RADAR SET BEEN OBSERVED RECENTLY: ☐ YES ☒ NO
COMMENTS: No other sets in proximity

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19. ARE PERSONNEL FAMILIAR WITH THE EFFECTS CAUSED BY AN INTERFERING SIGNAL? ☒ YES ☐ NO
 COMMENTS: Observer has observed such effects at other stations

20. ARE PERSONNEL FAMILIAR WITH THE EFFECTS OF ANOMALOUS PROPAGATION (DUCTING EFFECTS) AS THEY PERTAIN TO THIS TYPE OF RADAR? ☐ YES ☒ NO

21. HAS ANOMALOUS PROPAGATION (DUCTING EFFECT) BEEN OBSERVED TO EXTEND THE RANGE OF THE GROUND CLUTTER OF THIS RADAR AT THIS SITE? ☐ YES ☐ NO
 COMMENTS: Unk unfamiliar with effect in this type of equipment

22. WAS ANOMALOUS PROPAGATION (DUCTING EFFECT) EXTENDING THE RANGE OF THE GROUND CLUTTER AT THE TIME THE TARGET WAS OBSERVED? ☐ YES ☐ NO
 COMMENTS: See Par. 21

23. HOW DID THE TARGET APPEAR IN SIZE AND SHAPE AS COMPARED TO CONVENTIONAL AIRCRAFT TARGETS?
An roximately twice as large as normal A/C target at that range

24. PERFORMANCE OF TARGET:

- | | | | |
|--------------------------------------|---------------------------------------|--|-------------------------------------|
| a. REMAINED CONSISTENT IN SIZE | ☒ | CHANGED SIZE RAPIDLY | ☐ |
| b. SPEED WAS CONSTANT | ☐ | SPEED WAS VARIABLE | ☒ |
| c. FOLLOWED CONSISTENT TRACK | ☐ | APPEARED, DISAPPEARED, THEN REAPPEARED IN NEW LOCATION | ☒ |
| d. FUZZY COMPARED TO AIRCRAFT TARGET | ☒ * | SHARP COMPARED TO KNOWN AIRCRAFT TARGET | ☐ ** |
| e. SAME AS AIRCRAFT TARGET | ☐ | | |

25. WERE OTHER TARGETS (KNOWN) OBSERVED IN THE SAME GENERAL AREA, AT APPROXIMATELY THE SAME TIME AND AT THE SAME ALTITUDE AS THE UNUSUAL TARGET? ☒ YES ☐ NO

IF SO, DESCRIBE. Normal flow of traffic was being controlled approximately 20 miles distart from target at altitudes from 2500 to ground

26. WHAT TYPE INDICATORS ("A" SCOPE, "B" SCOPE, ETC.) WERE USED TO FOLLOW THE TARGET?
PPI scope used (A & B)

DESCRIBE THE SIGNAL: Approximately 2/3" X 1/4" produced by rotating sweep

27. WHAT WAS THE RADAR SCAN RATE? (30) Thirty RPM

28. WHAT WAS THE FREQUENCY OF THE TRANSMITTER?

Approximately 2800 mc

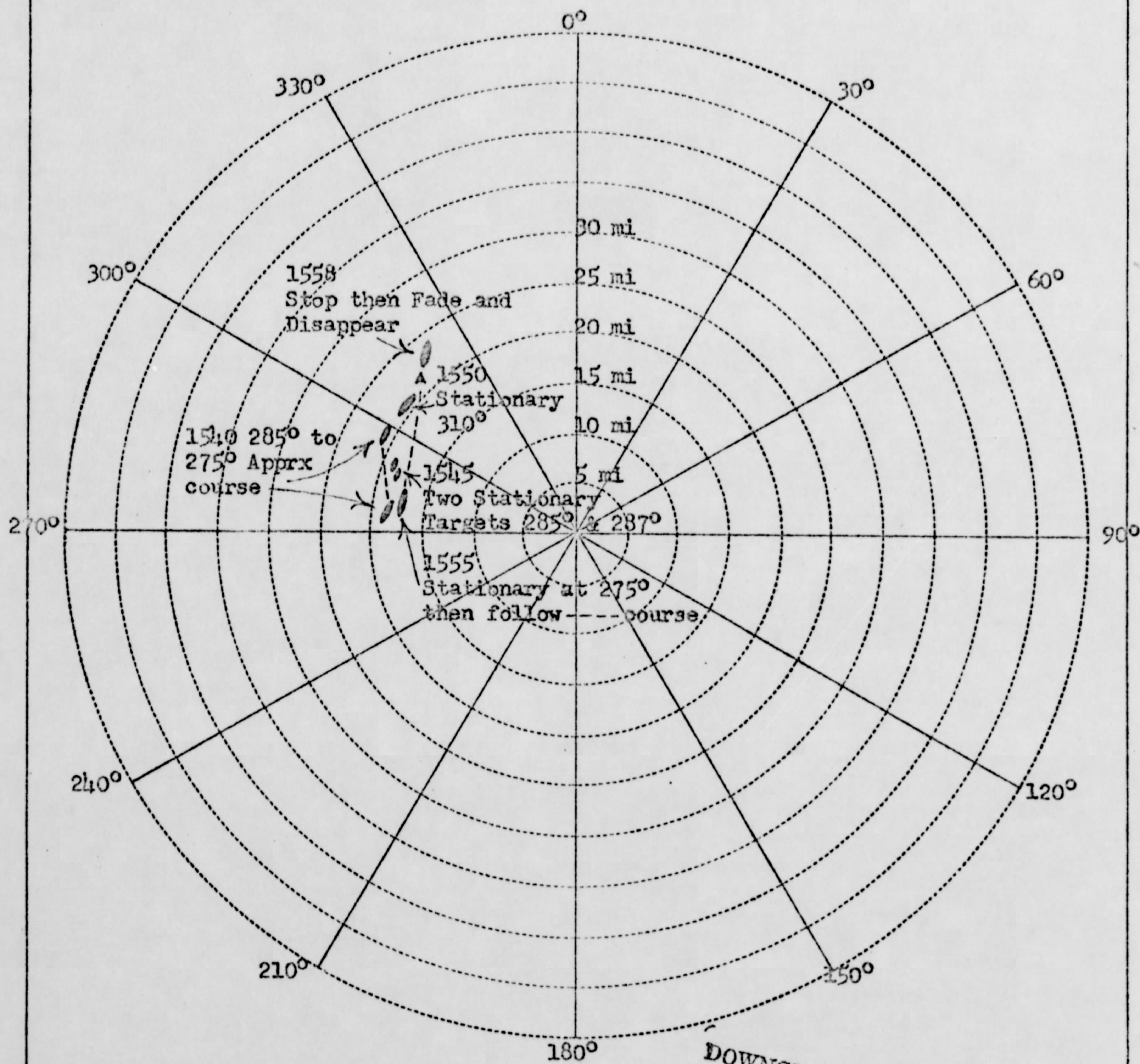
29. DID ANY OF THE OBSERVERS HAVE ANY OPINIONS AS TO THE NATURE OF THE TARGET? ☒ YES ☐ NO

IF YES, GIVE THEIR NAMES AND OPINIONS BELOW. Target appeared unusual in all respects to normal target appearance and actions

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 DOD DIR 5200.10

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30. IF SCOPE PHOTOS ARE NOT AVAILABLE, PLOT THE TARGET TRACK AS ACCURATELY AS POSSIBLE. GIVE THE TIME AND ALTITUDE (IF MEASURED) FOR EACH POINT PLOTTED. PUT THE NECESSARY RANGE SCALE ON THE DIAGRAM.



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

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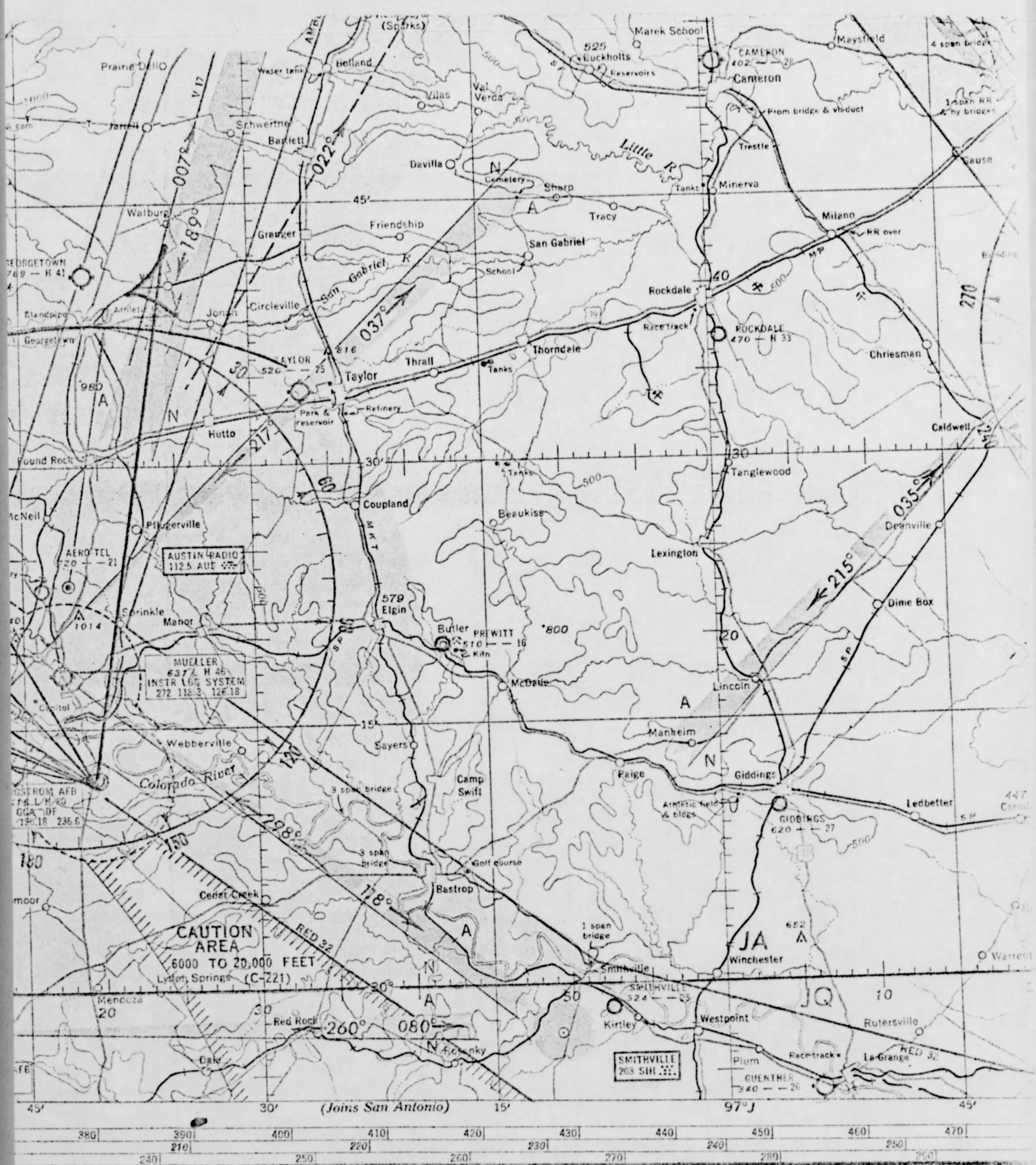
31. USE THIS SHEET FOR ANY COMMENTS, OPINIONS OR ADDITIONAL DATA NOT COVERED BY THE QUESTIONS.

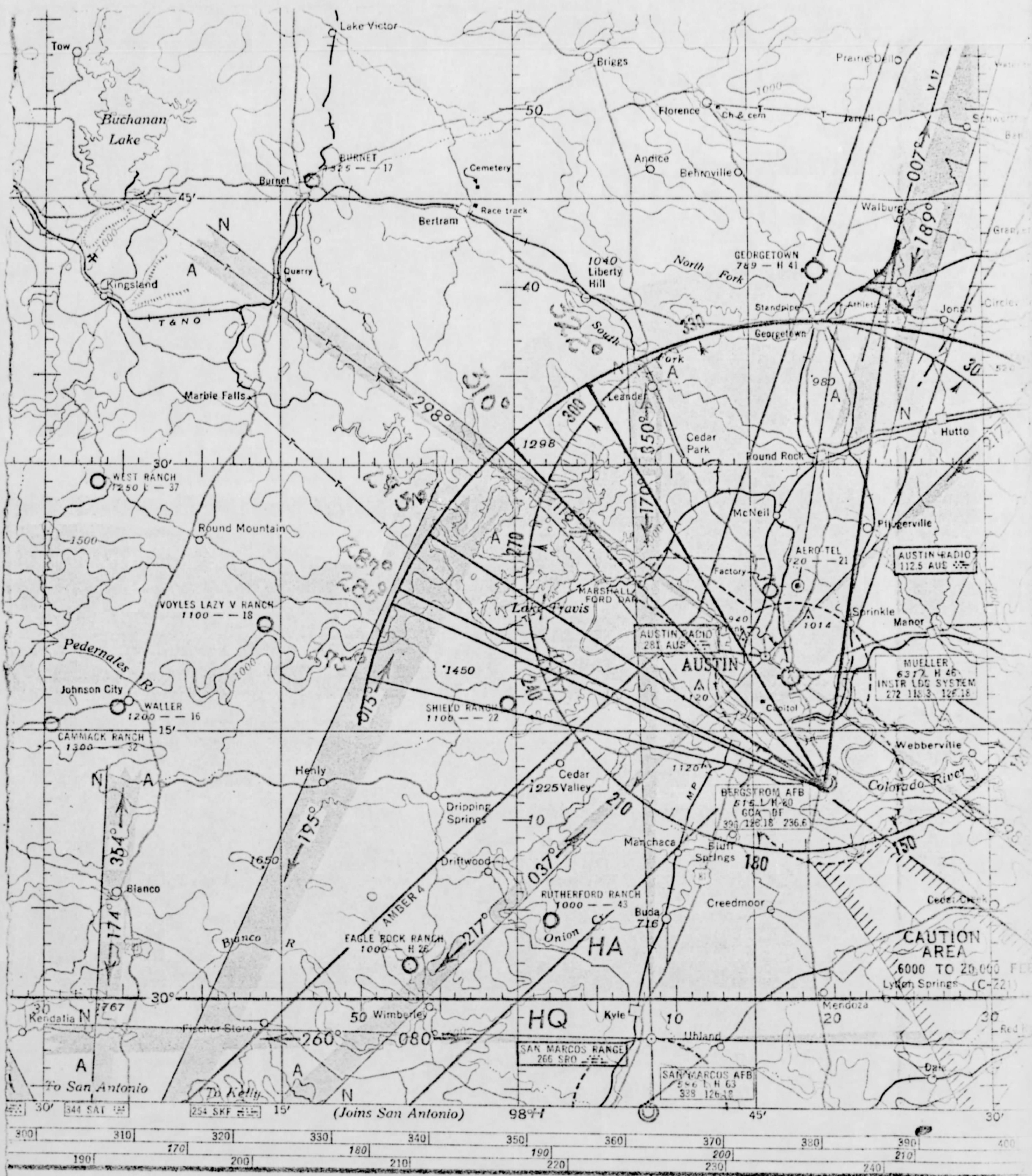
Re. Par. 24d Target appeared bright in center but fuzzy and diffused at the edges.

Re. Par. 24**Constant surveillance was not maintained; however, the target when observed did appear in different ranges and bearing when transition from 15 to 30 mile range was accomplished; however, it is not known whether the target changed position in the manner in reference or by course to new position.

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BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS

For pilot information see reverse side

Victor airway designations are shown along the radials of the omni range stations. Limits of these airways which are not indicated on this chart are 5 miles on either side of the radials.

SEARCH AND RESCUE

Search and Rescue Service is a life saving service provided through the combined efforts of the CAA, Air Force, and Coast Guard who are assisted by other organizations such as the Civil Air Patrol, Sheriffs Air Patrol, State Police, and such other agencies as may be available. It provides search, survival aid, and rescue of personnel of missing or crashed aircraft.

All you need to remember to obtain this valuable protection is:

1. File a Flight Plan with a CAA Airway Communications Station in person or by telephone or radio.
2. File an Arrival Report.
3. If you land at a location other than intended destination, report the landing to the nearest CAA Communications Station.
4. If you land enroute and are delayed more than an hour, report this information to the nearest communications station.
5. Remember that if you fail to report within one hour after your E.T.A., a search will be started to locate you. If you fail to report within three hours after your E.T.A., the full facilities of the Search and Rescue Service will be activated.

Searches are expensive, they inconvenience other people, and on numerous occasions the lives of other pilots are sacrificed when searching for lost or overdue pilots. SO, FILE AN ARRIVAL REPORT!

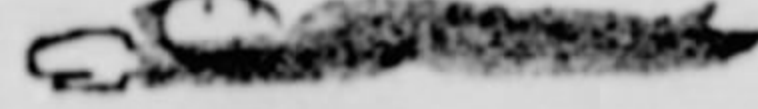
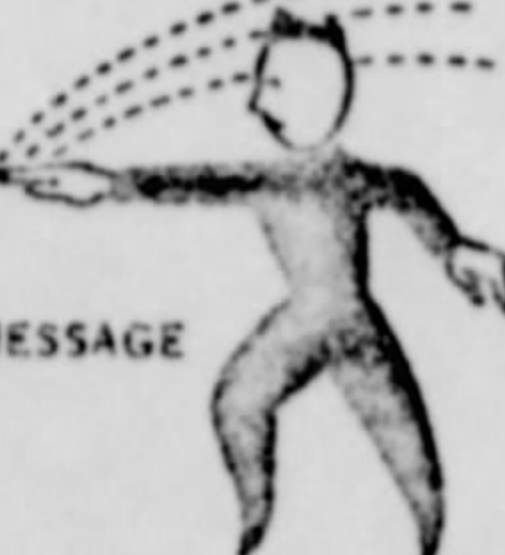
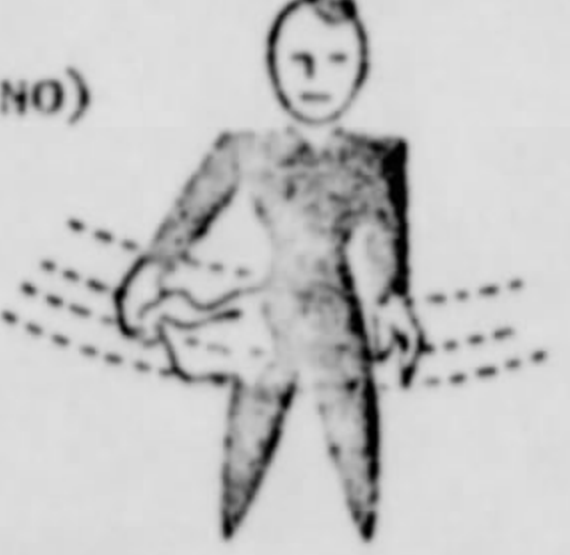
GROUND TO AIR EMERGENCY CODE DISTRESS SIGNALS

REQUIRE DOCTOR, SERIOUS INJURIES ———— I	REQUIRE SIGNAL LAMP WITH BATTERY, AND RADIO ———— I	REQUIRE FUEL AND OIL ———— L
REQUIRE MEDICAL SUPPLIES ———— II	INDICATE DIRECTION TO PROCEED ———— K	ALL WELL ———— LL
UNABLE TO PROCEED ———— X	AM PROCEEDING IN THIS DIRECTION ———— ↑	NO ———— N
REQUIRE FOOD AND WATER ———— F	WILL ATTEMPT TAKE-OFF ———— ▷	YES ———— Y
REQUIRE FIREARMS AND AMMUNITION ———— ∇	AIRCRAFT SERIOUSLY DAMAGED ———— L7	NOT UNDERSTOOD ———— JL
REQUIRE MAP AND COMPASS ———— □	PROBABLY SAFE TO LAND HERE ———— Δ	REQUIRE MECHANIC ———— W
	IF IN DOUBT, USE INTERNATIONAL SYMBOL ———— SOS	

INSTRUCTIONS:

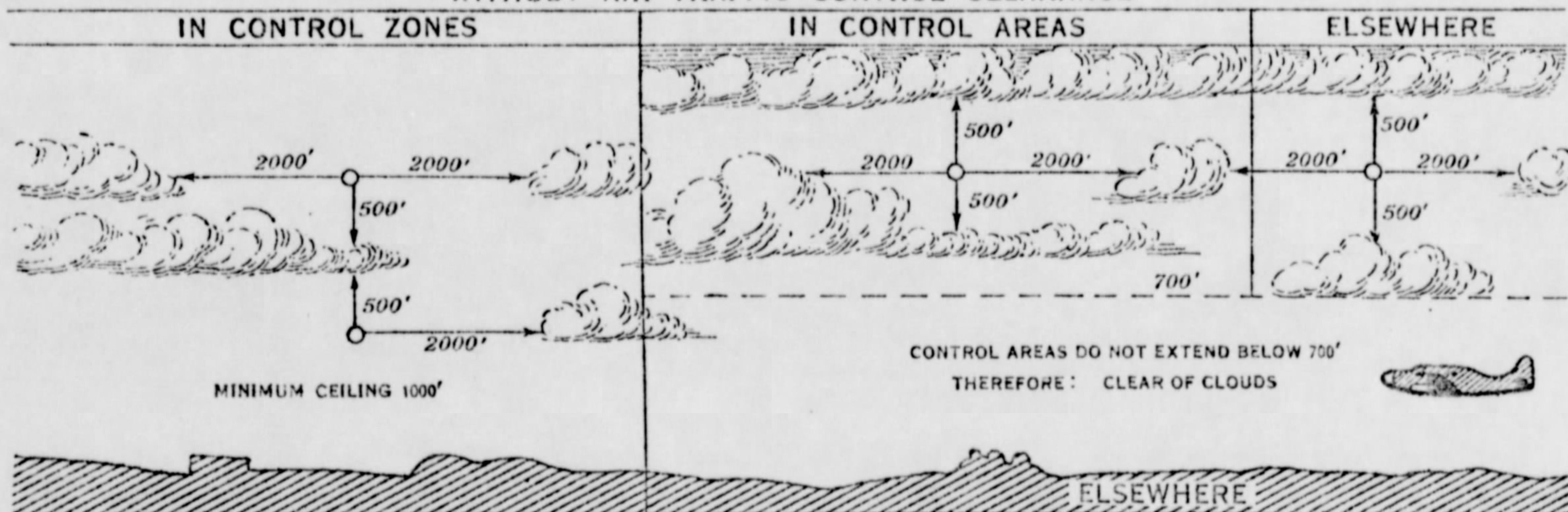
1. Lay out symbols by using strips of fabric or parachutes, pieces of wood, stones, or any available material.
2. Provide as much color contrast as possible between material used for symbols and background against which symbols are exposed.
3. Symbols should be at least 10 feet high or larger, if possible. Care should be taken to lay out symbols exactly as shown to avoid confusion with other symbols.
4. In addition to using symbols, every effort is to be made to attract attention by means of radio, flares, smoke, or other available means.
5. When ground is covered with snow, signals can be made by dragging, shoveling or tramping the snow. The depressed areas forming the symbols will appear to be black from the air.
6. Pilot should acknowledge message by rocking wings from side to side.

VISUAL EMERGENCY SIGNALS

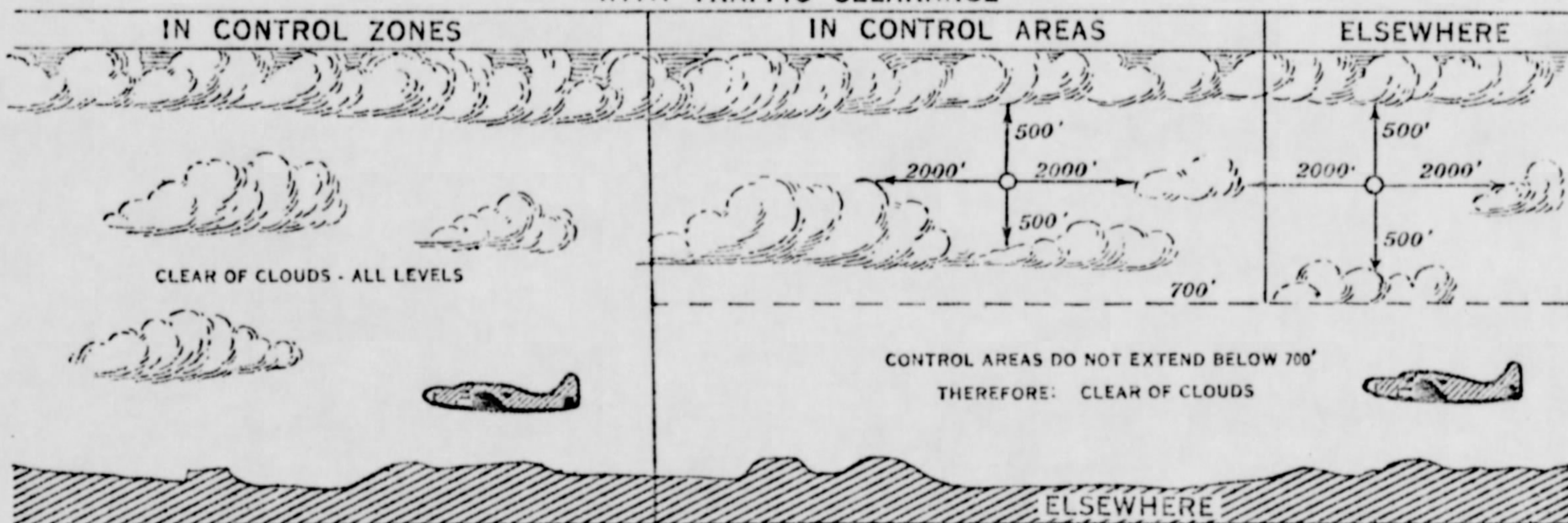
NEED MEDICAL ASSISTANCE - URGENT USED ONLY WHEN LIFE IS AT STAKE 	ALL OK - DO NOT WAIT 	CAN PROCEED SHORTLY - WAIT IF PRACTICAL 	NEED MECHANICAL HELP OR PARTS - LONG DELAY 	DO NOT ATTEMPT TO LAND HERE 
LIE PRONE	WAVE ONE ARM OVERHEAD	ONE ARM HORIZONTAL	BOTH ARMS HORIZONTAL	BOTH ARMS WAVED ACROSS FACE
LAND HERE 	USE DROP MESSAGE 	OUR RECEIVER IS OPERATING 	NEGATIVE (NO) 	AFFIRMATIVE (YES) 
BOTH ARMS FORWARD HORIZONTALLY, SQUATTING AND POINTING IN DIRECTION OF LANDING - REPEAT	MAKE THROWING MOTION	CUP HANDS OVER EARS	WHITE CLOTH WAVED HORIZONTALLY	WHITE CLOTH WAVED VERTICALLY
PICK US UP - PLANE ABANDONED 	AFFIRMATIVE (YES) 	NEGATIVE (NO) 	HOW TO USE THEM IF YOU ARE FORCED DOWN AND ARE ABLE TO ATTRACT THE ATTENTION OF THE PILOT OF A RESCUE AIRPLANE, THE BODY SIGNALS ILLUSTRATED ON THIS PAGE CAN BE USED TO TRANSMIT MESSAGES TO HIM AS HE CIRCLES OVER YOUR LOCATION. STAND IN THE OPEN WHEN YOU MAKE THE SIGNALS. BE SURE THAT THE BACKGROUND, AS SEEN FROM THE AIR, IS NOT CONFUSING. GO THROUGH THE MOTIONS SLOWLY AND REPEAT EACH SIGNAL UNTIL YOU ARE POSITIVE THAT THE PILOT UNDERSTANDS YOU.	
BOTH ARMS VERTICAL	DIP NOSE OF PLANE SEVERAL TIMES	FISHTAIL PLANE		

VISUAL FLIGHT

MINIMUM CEILINGS AND DISTANCES FROM CLOUDS WITHOUT AIR TRAFFIC CONTROL CLEARANCE

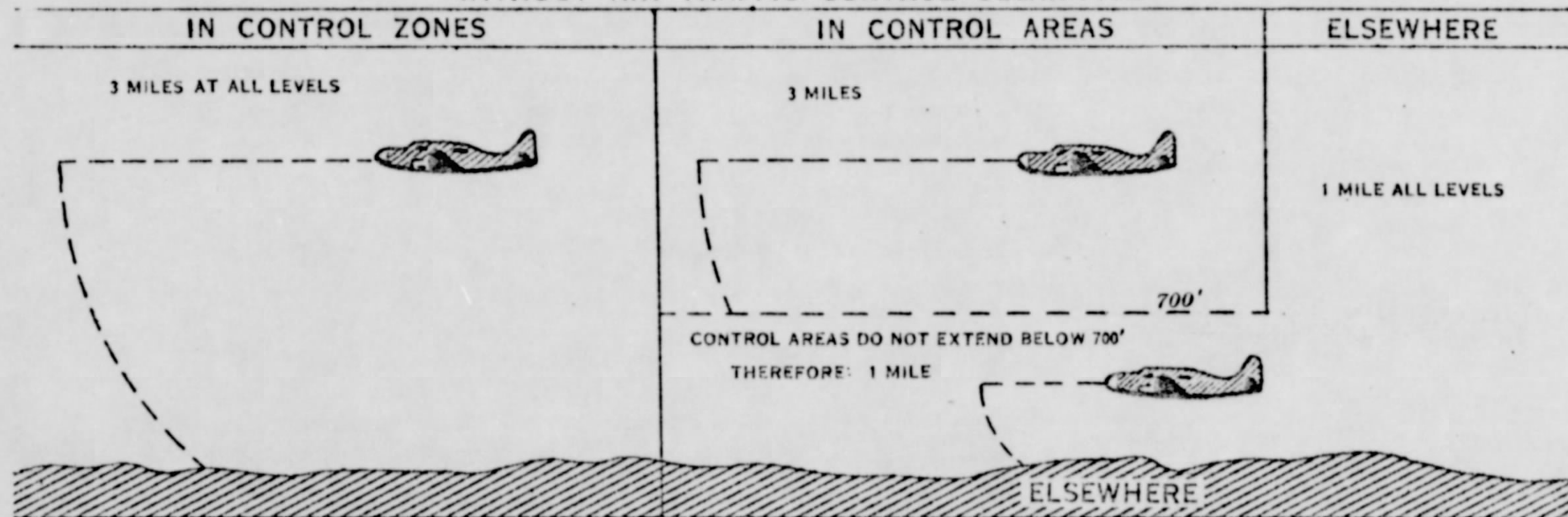


WITH TRAFFIC CLEARANCE



VISIBILITY MINIMUMS

WITHOUT AIR TRAFFIC CONTROL CLEARANCE



WITH TRAFFIC CLEARANCE

