

B.I.D. No. 2203.0200

Report No. 60

**SECRET**

Classification

INTELLIGENCE REPORT

1

Copy No. 9 of 6

89816

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*BIN(N+R)*

*Russia*  
*Korea*

From Headquarters, Far East Air Forces, APO 925 Date 29 SEP 1947

Source Fifth Air Force, APO 710 Eval A-2

Area Reported On Kyushu, Japan Subject Possible Soviet Jet Aircraft Sighting.

FEAF Message No. AX 2006; FEAF Report No. 38, 29 July 47; XXIV Corps Reference Intelligence Summary North Korea, 15 Aug 47.

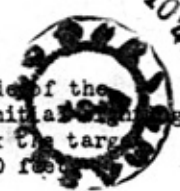
SUMMARY: ENTER CAREFUL SUMMARY OF REPORT, CONTAINING SUBSTANCE SUCCINCTLY STATED. ANSWER QUESTIONS WHERE, WHEN, WHAT, HOW, HOW MANY, AND GIVE DATE OF EVENTS. IN A FINAL ONE SENTENCE PARAGRAPH GIVE SIGNIFICANCE. BEGIN TEXT ON PAGE 2.

[Report of a radar sighting of a high speed (480 mph) unidentified target on 28 Aug 1947 by Fukuoka MEW radar station (33°40'N - 130 18'E) is forwarded by Fifth Air Force.] One certificate and three affidavits are inclosed.

COMMENT:

1. Radio report was furnished to CINCPAC and COMGEN AAF by Hq. FEAF in message No. AX 2006 assessing the observation as a possible Soviet jet aircraft.
2. Observation was made on an AN/CPS-1 set.
3. The basic reports do not specifically state altitude of the target but from information furnished it appears that the initial sighting was made at or below 1500 feet and that on its outward track the target was climbing, presumably into the overcast which was at 1500 feet.
4. No confirming reports of this sighting have been received from any other source. A radar sighting of an unidentified high speed target was made by the GCA station at Chitose AAB on 1 July 1947 (See FEAF Report No. 38).
5. If assessment of this sighting as a possible Soviet jet aircraft is correct, the location of the sighting would make North Korea its most logical base. The only report received which might indicate basing of Soviet high speed aircraft in North Korea is an F-3 report (XXIV Corps Intelligence Summary for North Korea, 15 Aug 1947) of a new type Soviet aircraft observed at Haeju airfield. In the case of the Chitose sighting, Southern Sakhalin was considered to be the target's most logical base.

*OCT 10 1947*



DECLASSIFIED  
Authority: NND 001751  
By: ST/1167 NARA, Date: 1/19/02

*Edward H. Porter*  
EDWARD H. PORTER  
Colonel, Air Corps,  
AC/S, A-2.

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Distribution of Enclosures

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HEADQUARTERS  
FIFTH AIR FORCE  
APO 712

F4-sb

350.09

5 Sep 1947

SUBJECT: Radar Sighting of Unidentified Aircraft

TO: Commanding General  
Far East Air Forces  
APO 925  
ATTENTION: AC of S, A-2

1. On 28 August 1947 at 1640 Item time Radar Station No. 1 sighted and plotted an unidentified aircraft moving at an estimated speed of 450-480 mph. Target orbited several times 30 to 35 miles out at a heading of 20-30 degrees from the station; then headed out on a 23° course, fading at 62 miles.

2. Weather at time of sighting was broken overcast, 1000-1500 foot ceiling. (Remark in statement of Pvt Rivers that weather was "good" meant that no weather showed on radar scope.)

3. Altitude was not determined nor were fighters alerted, due to short duration of plot. Aircraft was first picked up on low beam, indicating that it was at 1500 feet or below; then appeared distinctly on high beam on its outward track.

4. The above information is evaluated A-2, as the radar team operating at the time of the incident is considered to have a high level of experience and skill. Inclosed are signed statements made by members of the radar team.

FOR THE COMMANDING GENERAL:

/s/JOHN T. ALLEN  
JOHN T. ALLEN  
Captain, Air Corps,  
Asst Adj Gen

4 Incls

1. Certificate dtd 2 Sep 47,  
Capt L.P. Wynne (in dup)
2. Affidavit dtd 2 Sep 47,  
T/Sgt B.L. Hicks (in dup)
3. Affidavit dtd 2 Sep 47,  
Pfc Billy Anderson (in dup)
4. Affidavit dtd 2 Sep 47,  
Pvt J.P. Rivera (in dup)

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To 89 816*

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2 September 1947

CERTIFICATE

On 28th August 1947 at 1640 Itea while serving as Chief controller at Radar site #1, I noticed a track appearing on the verticle plotting board which was moving at a great speed. I immediately had Lt. Mulrain check with Fukuoka Control and Ashiya operations to see if there were any jet aircraft in the area. No jet aircraft were in the area. We watched the track for four sweeps of the antenna and it moved four miles each sweep. The antenna was rotating at 2 RPM. This indicated a speed of 480 MPH. We alerted no fighters as the plot faded at 23<sup>0</sup> - 62 miles. A-3 315th Wing was notified of all action taken. The weather was savanna 3. The track faded at 1705

I certify that the above is true  
to the best of my knowledge and  
belief:

/s/LAWSON P. PYNNE

LAWSON P WYNNE  
Capt, Air Corps,  
Senior Controller, 610th ACW  
Squadron

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*#1  
To Gen #1 8523*

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2 September 47

AFFIDAVIT

On the 28th of August, at 1640, a target appeared on the vertical plot board, at 23<sup>0</sup>30 miles. It was given the track number 4. During the first three plots, I regarded it as a usual outgoing track. In the meantime, the controller, Captain Lawson P. Wynne, was checking it for identification.

The weather was bad, with a low ceiling. There was no local flying but there were several cross country flights on the plotting board. The controller checked the flights for position, and none were near the position of this target, track #4. The controller asked for the altitude of the target and I proceeded to turn the AN/CPS 4 on. This equipment requires at least four (4) minutes to warm up, and before it was completely on, the target had faded.

The target (track #4) went out from the station on a heading of 023 degrees. The antenna was rotating at the speed of two revolutions per minute and we received nine (9) plots. Track #4 faded at 23<sup>0</sup>-62 miles. This gave us a track covering 32 miles in 4 $\frac{1}{2}$  minutes. This figures approximately 7 $\frac{1}{2}$  miles per minute or 450 m.p.h. The target was unidentified.

I affirm that the above statement is true to the best of my knowledge and belief.

/s/ T/SGT BERRYMAN L. HICKS  
T/SGT BERRYMAN L. HICKS  
RA13042790  
Operations Supervisor

WITNESSED BY:

/s/ JAMES G. EARNEST JR

JAMES G. EARNEST, JR.  
Lt. Col., Air Corps

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2 September 1947

AFFIDAVIT

I was the plotter at the 610th ACWS on 28 August 1947. At about 1600 to 1700 of that date, I remember plotting all of the track. We picked up the aircraft at 023° at 30 miles and it faded at 023° at 62 miles. We had about 10 plots on the aircraft. We picked up the aircraft at 1640 and the speed was unusual.

I affirm that the above is true to the best of my knowledge and belief.

/s/Billy Anderson  
Pfc Billy Anderson  
44038472, 610th ACWS  
APO 929

WITNESSED BY:

/s/JAMES G. EARNEST JR  
JAMES G. EARNEST, JR  
Lt. Col., Air Corps

*Incl d<sup>h</sup>  
K089816*

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*Ex #3  
To d<sup>h</sup> #1*

SECRET

2 September 1947

AFFIDAVIT

On August 28, 1947, I was reading a scope, at 1640 I spotted a plane at 23 degrees 30 miles out to the north. I then called it in to the plotter and was given a number for the track, which was number 4. I then kept calling in the plot until it faded at 62 miles at 23 degrees. The plot itself was very plain and the weather was good so it was no trouble for us to call it in. When I spotted this track it circled around an area of 10 miles from 20 to 30 degrees and from 30 to 35 miles, then it started out until it faded. The correct time of the fade was about 1705. The speed of this plot was very unusual, averaging from 4 to 5 miles a sweep. I was at the time reading scope number 4, low beam, medium range, P.P.I.

I affirm that the above is true to the best of my knowledge and belief.

/s/ JIMMIE P. RIVERA  
JIMMIE P. RIVERA  
Pvt, 19276236  
610th A.C.W.S., APO 929

WITNESSED BY:

/s/ JAMES G. EARNEST JR.  
JAMES G. EARNEST, JR.  
Lt. Col., Air Corps

Serial #4  
To Serial #11  
6528  
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