[redacted] PILOT'S REPORT 10/0905Z

ATIC NO. ------

AF NO. -----

GROUP NO. -----

DATE OF REPORT -----

TIME OF INCIDENT 0905 Z

SHAPE -------

SIZE B-29 a/c

COURSE -----

NO. IN GROUP 1

SOUND -----

PHOTOS ----- SKETCHES -------

DATE OF INFO 10 Nov 50

LOCATION South Ruislip, England

SOURCE ------ GI Report

DATE IN TO ATIC -------

COLOR -----

SPEED 60-2000 mph

ALTITUDE -------

LENGTH OF TIME OBSERVED 1-3 min.

TYPE OF OBSERVATION Radar

MANEUVERS -------

Other (wx Balloons)

Temporary ATIC Form 329
(1 Jan 50)

[redacted]

INSERT OFFICE SYMBOL AND FULL SIGNATURE IN APPROPRIATE BLOCK
CO, CO On DEPUTY
INSPECTOR GEN'L'S OFFICE
PUBLIC INF. OFFICE
COMPTROLLER
PERSONNEL & ADM.
RESEARCH & DEV.*
INTELLIGENCE
SUPPLY AND MAINT.
PROC. & IND. MOB. PLNG.*
OTHER

[redacted] UNCLASSIFIED

Basic ltr fr Hq Third Air Div to CG AMC, undated, subj: "Rept of Unconventional Airborne Object" (Confidential)

1st Ind MCIAXA-1a/JJR/eps

HQ AMC, Wright-Patterson Air Force Base, Dayton, Ohio 4 Jan 1951

THRU: Director of Intelligence, Hq USAF, ATTN: AFOIN-C/CC, Washington 25, D. C.

TO: Commanding General, Third Air Division, ATTN: DI, APO 125, c/o Postmaster, New York, N. Y.

1. The information contained in IR-1-50, United Kingdom, entitled "Unconventional Airborne Object" has been carefully analyzed. It is the considered opinion of the Intelligence Department, AMC, that the described unidentified radar targets which were detected on 10 November 1950 by the SCR-584 radar, located at Heston Airdrome, were due to abnormal weather conditions.

2. Unidentified radar targets comparable to those reported in IR-1-50 were detected by an SCR-584 located at Wright-Patterson Air Force Base on 8 March 1950. Interceptor aircraft could not locate airborne targets but reported ice-laden clouds in target vicinity. It was concluded that the ice-laden clouds were responsible for these unidentified targets. A similar explanation is considered applicable for the unidentified targets detected by the SCR-584 located at the Heston Airdrome. Rapid changes of target altitude, direction, and speed could be attributed to a rapid changing condition of the local atmosphere.

FOR THE COMMANDING GENERAL:

1 Incl
n/c

HAROLD E. WATSON
Colonel, USAF
Chief, Intelligence Department

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

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AMC Form No. 8 (Rev 1 Apr 48) (Formerly AMC 10-7)
WF-1-15 APR 49 2 Mil
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SUPPLY AND MAINT.

PROC. & IND. MOB. PLNG.*

OTHER

[redacted]

UNCLASSIFIED MCIAXA-1a/JJR/eps

NOV 24 1950

SUBJECT: ([redacted]) Reported Information on Unusual Radar Sightings

THRU: Director of Intelligence
ATTN: Technical Capabilities Branch
Headquarters, USAF
Washington 25, D. C.

TO: Commanding General
Third Air Division
South Ruislip, England

1. Reference is made to confidential message, 3AD-DI C3998/11-10-50, subject: "Report in accordance with Par 2d, letter Hq USAF, subject: Reporting of Information on Unconventional Aircraft dated 8 September 1950".

2. The radar sightings reported in the referenced message are believed to be spurious radar echoes caused by atmospheric conditions. The shape or signal characteristics of spurious radar echoes are of considerable assistance in analyzing the sightings. The signal returning from a target would occupy, in range, a space on the scope equal to the radar pulse length in seconds multiplied by the speed of electrical impulses through air. Thus, a pulse of one microsecond length multiplied by 186,000 (the speed in miles per second of electromagnetic waves through air) would "paint" a target on the scope which would occupy 0.186 miles range. Spurious signals due to weather conditions always occupy more range than that from a single target and have a more rapid beating and/or change of signal strength than that obtained from aircraft targets. Atmospheric conditions causing spurious micro-wave radar echoes usually consist of rain, heavy water-laden clouds and ice-laden clouds. Abnormal temperature changes with altitude are usually associated with these atmospheric conditions and may be responsible to some extent for the spurious echoes. The SCR-584, like all radar equipment operating at a frequency of about 3,000 megacycles per second, is susceptible to such spurious

UNCLASSIFIED [redacted]

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(Rev 1 Apr 48)
(Formerly AMC 10-7)

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OFFICE SYM. AND FULL SIGNA APPROPRIA: CG, CO OR ITY

INSPECTOR GEN'L'S OFFICE

PUBLIC INF. OFFICE

COMPTROLLER

PERSONNEL & ADM.

RESEARCH & DEV.*

INTELLIGENCE

SUPPLY AND MAINT.

PROC. & IND. MOB. PLNG.*

OTHER

echoes. The unusual speed and rate of climb reported can be accounted for by the fact that the spurious echoes will disappear at one place and appear at another with relatively minor local changes in the atmospheric condition of those places. Thus, the apparent movement of the scope image from one place to another at unusual speed indicates the disappearance and appearance of echoes due to local changing atmospheric conditions rather than the actual movement of a radar target.

3. The echoes described in the referenced message are considered to be very similar to those obtained on the scope of an SCR-584 at Wright-Patterson Air Force Base on 8 March 1950. Fighter aircraft were vectored towards the spurious echoes at Wright-Patterson Air Force Base, but no targets were seen by the fighter pilots. However, the pilots reported the formation of ice-laden clouds at 10,000 feet altitude. The ice conditions of these clouds were considered to be responsible for the spurious echoes and the changing ice conditions of the clouds to have caused the signal strength to fluctuate and to appear to be moving at various speeds.

4. Another similar report was received concerning the area at Oak Ridge, Tennessee. In this report, the type of radar set used and the current meteorological conditions were unspecified. Fighter aircraft were thoroughly vectored over the area toward the various echoes and the plotting personnel reported several perfect interceptions. However, the pilots reported nothing sighted on both daytime and nighttime interceptions.

5. The Air Materiel Command will be interested in receiving the report which was stated to be in preparation. The most interesting part of the report would be photographs of the scope patterns obtained. If photographs were not made of scope pattern for the sightings reported in the referenced message, a special effort should be made to obtain such photographs in the the event of any future sightings.

FOR THE COMMANDING GENERAL:

cc: CG, SAC
CSAF

HAROLD E. WATSON
Colonel, USAF
Chief, Intelligence Department

*AREA COMMANDS WILL LINE OUT ORGANIZATIONAL TITLE NOT APPLICABLE WHEN ADDITIONAL SPACE IS NEEDED IN COORDINATION BLOCK	ORIG. FILE COPIES TO RECORDS SEC. AOD HQ. BR. ☐ LAB. BR. ☐	INITIALS	EXTRA COPY RETAINED	OFF. SYMBOL	INITIALS

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WF-L-15 APR 49 2 Mil CENTRAL FILES COPY

AGE TWO JWXC 2094

AIR DIV EIGHT DEC PARA HQ USAF ANALYSIS AND EVALUATION OF SUBJECT

SITING IS REQUESTED PD

[redacted]

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

[redacted]

[redacted]

N. 3 10 DEC 50

C-1

JEP D14 UNCLASSIFIED PRIORITY

PP JEDCR

JWX A029

PP JEP ZVA JEPCR JEDCR

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING JM

1950 DEC 10 PM 7:10

1950 DEC 11

PP JWX ZVA

PP JEPCR JEDCR 222

T JWXC 209M

CONFIDENTIAL

UNCLASSIFIED

TN COMCENSAC OFFUTT AFB C ARIA NEDR

TO JEPCR/CSUSAF WASH D C

INFO JEDCR/COMCENAMC WRIGHT PATTERSON AFB DAYTON OHIO

INFORMATION COPY

AF CRNC

[redacted] DIC 12660 PD ATTN DIR INT OPERATIONS ANALYST

THIS HQ REPORTS RECEIVING FOLLOWING INFO OBTAINED FROM CAPT FLEMING

XE SEVE NOV AT HESTON RADAR BOMB SCORING SITE PD DURING PRECEDING WEEK

UNIDENTIFIED AIRBORN OBJECT SHOWING VARIATIONS GROUND SPEED FROM FIVE

ZERO TO ONE TWO ZERO ZERO MILES PER HR CMA [redacted] TOO GREAT

FOR TRACKING CMA TURN PERFORMANCE IN ACCESS FIVE GS PD OBJECT WAS

TRACKED FOR A FEW MINUTES DURATION THREE TIMES DURING TWO HR PERIOD

PARA STAUS CREW AND EQUIP [redacted] INDICATE RELIABILITY BUT NO REPORT OF

INCIDENT HAS YET COME TO ATTN THIS HQ THRU INTELL REPORTING CHANNELS

PARA THIS HQ DISPATCHED INQUIRY APPARENT REPORTING DEFICIENCY TO THIRD

ITEM AMC [redacted]
REFERENCE IS MADE TO SAC WIRE DIC 12650 DATED 10 DECEMBER TO YOUR HEADQUARTERS ON UNIDENTIFIED FLYING OBJECTS. INFORMATION IN REFERENCE MESSAGE IS CONFUSING. IT IS IMPOSSIBLE TO ASCERTAIN WHETHER THE SIGHTING IN QUESTION IS THE SAME AS THAT REPORTED IN MESSAGE 3 AD-DIC 3998 DATED 10 NOVEMBER FROM CG THIRD AIR DIVISION, SOUTH RUISLIP ENGLAND, OR WHETHER IT IS A DIFFERENT SIGHTING. SAC MESSAGE STATES THAT SIGHTING OCCURRED ONE WEEK PREVIOUS TO 17 NOVEMBER. DATE OF SIGHTING REPORTED BY THIRD AIR DIVISION WAS 6 SEPTEMBER. SUGGEST YOUR HEADQUARTERS GET MORE DETAILS FROM THIRD AIR DIVISION. THEIR MESSAGE OF 10 NOVEMBER STATED THAT A FULL REPORT WAS BEING PREPARED. TO DATE THIS REPORT HAS NOT BEEN RECEIVED.
END ITEM 1 AMC [redacted]

TT-776-AM
19 December 1950

UNCLASSIFIED

[redacted]

505-134780

ITEM 2 AMC [redacted]
FROM J J ROBERTS MCIAXA-1A
TO ICE LT COL WILLIS

TT-776-AM
19 December 1950
MCIAXA-1A

RECEIVED 18-1-50 CONTAINING INFO ON UNIDENTIFIED OBJECTS DETECTED BY RADAR IN GREAT BRITAIN BY THE THIRD AIR DIV. IT IS THE OPINION OF AMC INTELLIGENCE DEPARTMENT THAT THE RADAR ECHOES DETECTED WERE THE RESULT OF ABNORMAL WEATHER CONDITIONS. DETAIL WITH MORE DETAIL WILL FOLLOW. IN THE EVENT YOUR HQ CONSIDERS AN ON-THE-SPOT ANALYSIS IS WARRANTED, SUGGEST MAJOR HAMPSTEL, NOW ATTACHED TO ADI SCIENCE IN LONDON BE INSTRUCTED TO VISIT RELTON AND MAKE A COMPLETE INVESTIGATION.

[redacted]

505-134780

END ITEM 2 AMC [redacted]

UNCLASSIFIED

ACTION COPY

RDZ 118853-1

RECORD MIL ACCOUNTING REPORT RECEIVED

1950 NOV 14 14:15

NBR 65 10 NOV 1950

C1

JEP B 214

OPOP JEDC

JWX A36

UNCLASSIFIED

OPERATIONAL
IMMEDIATE

OPOP JEP ZVA JEDC JEPC

1950 NOV 10 PM 2:44

FLC 48

JWXC ZVA

OPOP JEDC JEPC JWXC 333

JM.

CE NOT REQUIRED. SEE CRYPT ENTER

M CG THIRD AIR DIVISION SOUTH RUISLIP ENG

O CG AMC WRIGHT PATTERSON AFB DAYTON AFB OHIO ATTN MCIS

NFO CHIEF OF STAFF USAF WASH DC

CG SAC OFFUTT AFB OMAHA NEBR

AF GRNC

UNCLASSIFIED

CONFIDENTIAL

Cite

CONFIDENTIAL 3AD-DI C3998. SUBJECT IS REPORT IN ACCORDANCE WITH PAR 2D, LTR HQ USAF, SUBJ: REPTG OF INFO ON INCONVENTIONAL ACFT, DTD 8 SEP 50. REPORT FOLLOWS PARAGRAPH NBRS CITED IN PAR ABOVE. 1. ESTIMATED APPROX SIZE B-29 TYPE ACFT. ETIMATED SPEED 50-2000 MPH. RATE OF CLIMB ESTIMATED 1750 FT PER ECOND. 2. 0905Z, 10 NOV 50. ADDITIONAL OSNS AT 0911Z, 1912Z, AND 0946Z DURATION OF OBSNS 1-3 MINUTES. 3. ELECTRONIC. SURFACE&. SCR 584. PLOTTED ON MC627 PLOTTING BOARD, EXPANDED CALE. 4. HESTON RBS SITE, HESTON AERODROME HESTON, MIDDLESEX, ENGLAND. 5129N-0023W. GROUND LEVEL TO 20,000 FEET. DISTANCE 40-60,000 YARDS NORTH, SLAND RANGE. 5. EQUIPTMENT OPERATED BY QUALIFIED PERSONNEL WITH 2-5 YEARS EXPERIENCE. ALL PERSONNEL CONSIDERED RELIABLE. EQUVPTMENT FUNCTIONING PROPERLH. 6. 10/10 ;COVER &0,000;. FEET, RAIN, WINDS 230 DEGS -65 KNOTS AT 20,000 FEET. PFE-29.50 INS. 7. NONE 8. PLOTTING RECORD FROM MC&-627 PLOTTING BOARD INDICTING GROUND TRACK WITH TIME BASE. 9. RAF FIGHTER COMMAND DIPATCHED FIGHTER ACFT TO ARE. NO REPORTS RECEIVED. REFERENCE PAR 2E, CITED LTR, REPORT BEING PREPARED. PHOTOGRAPHS OF HMLOTTING RECORD WILL ACCOMPANY REPORT. CGTAD.

505-118823-1

1. MCIS - ACTION
2. MCIS - INFO
3. " "
4. " "
5.

UNCLASSIFIED

ACTION COPY

CONFIDENTIAL

100 73

[redacted]

13 Dec 5[redacted]
AUTH: CG, AMC
INITIALS H.R. Rosenmeden
DATE 13 Dec 50

MCIAXA-1a UNCLASSIFIED TCB ATTN: Lt Col Willis

12/14/50

Reference is made to SAC wire DIC 12660 dated 10 December to your headquarters on unidentified flying objects. Information in reference message is confusing. It is impossible to ascertain whether the sighting in question is the same as that reported in message 3 AD-DIC 3998 dated 10 November from CG Third Air Division, South Ruislip England, or whether it is a different sighting. SAC message states that sighting occurred one week previous to 17 November. Date of sighting reported by Third Air Division was 8 September. Suggest your headquarters get more details from Third Air Division. Their message of 10 November stated that a full report was being prepared. To date this report has not been received.

J J Rodgers MCIAXA-1a

file correctly

UNCLASSIFIED

[redacted]

[redacted]

HEADQUARTERS
THIRD AIR DIVISION

DI

UNCLASSIFIED

SUBJECT: Report of Unconventional Airborne Object

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

1. In accordance with letter, Headquarters USAF, subject: Reporting of Information on Unconventional Aircraft, dated 8 September 1950, the inclosed report of unconventional airborne object is forwarded.

2. Previous report was forwarded to your headquarters by TWX 3[illegible]-DI this headquarters, C3[illegible]8, dated 10-11-50.

FOR THE COMMANDING GENERAL:

1 Incl
Report No. IR-1-50

cc to:
Director of Intelligence
Headquarters USAF
Washington 25, D.C.

Receipt Stamp [illegible] Date To

[redacted]

UNCLASSIFIED

UNCLASSIFIED

FORM FOR TELECONFERENCE

AMC: [redacted] DATE: 18 December 1950

(SECURITY CLASSIFICATION)

FROM: [redacted] MCIAXA-1a (NAME & SYMBOL) TO: TCB - Lt Col Willis (NAME & SYMBOL)

Received IR-1-50 containing info on unidentified objects detected by radar in Great Britain by the Third Air Div. It is the opinion of AMC Intelligence Department that the radar echoes detected were the result of abnormal weather conditions. Letter with more detail will follow. In the event your Hq considers an on-the-spot analysis is warranted, suggest Major Harpster, now attached to ADI Science in London be instructed to visit Heston and make a complete investigation.

RESTRICTED

TRANSMITTAL WEM RA

AMC FORM 9-a FEB 48
REPLACES AND FORM 80-23A WHICH MAY BE USED

FROM: MCAGXM21 DATE 12-13 HOUR 1800 IDENTIFICATION NUMBER 50S-128542

INCOMING: X | INTER-OFFICE: | OUTGO.: C | COMPLETE FILE COPY: | INCOMPL. FILE: | NO FILE COPY:

FROM: HQ. 3RD AIR DIV APO 125 TO: CG AMC

D. S. NO. A-1086

DESCRIPTION, DATES, AND SUBJECT: LTR. H/D (3-3P) RPT. OF UNCONVENTIONAL AIRBORNE OFJECT

ENCLOSURES: #1. MASTER CY RPT # IR-1-50, 11/20 (TOTAL, 9 PGS) W/ NEGATINESS(2)

TO: (SYMBOL)	COPY NO.	REC'D BY (FULL SIGNATURE)	DATE REC'D	HOUR
1 MCIS				
2 TO: A X 1	COPY NO.	REC'D BY	DATE REC'D	HOUR
3 TO:	COPY NO.	REC'D BY	DATE REC'D	HOUR
4 TO:	COPY NO.	REC'D BY	DATE REC'D	HOUR

RESTRICTED

☆ G.P.O. 1950-896118

CONFIDENTIAL

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ORIGINATED BY		COORDINATED BY	
		NAME	SYMBOL
J J RODGERS (NAME)	MCIAXA-1a (SYMBOL)		

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted]

AF250840
UNCLASSIFIED

COUNTRY	REPORT NO.	(LEAVE BLANK)
United Kingdom	IR-1-50	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Unconventional Airborne Object

AREA REPORTED ON	FROM (Agency)
Greater London	Deputy Chief of Staff, Intelligence, Third Air Division

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
20 November 1950	10 November 1950	B-2

PREPARED BY (Name)	SOURCE
George Eckels, Major, USAF	Radar observations by USAF personnel as shown in attached statements

REFERENCES (Control number, cable, previous report, etc., as applicable)
"Reporting of Information on Unconventional Aircraft", Hq USAF, dtd 8 Sep 1950

SUMMARY: (First concise summary of report. Give significance in final sentence or appropriate paragraph. List numbers of basic info. Begin text of report on AF Form 112—Part II.)

Four radar contacts were made with an unidentified object airborne over England at altitudes of 1,000 or less to 30,000 and more, and giving returns comparable with those of a B-29 aircraft, between 0859 and 1026Z, 10 November 1950. The object travelled at rates of speed varying from approximately 30 to 1,000 statute miles per hour. Its movement was characterized by its apparent capability to make an exceptionally large number of abrupt changes of course in a relatively short distance

10 Nov.

ROBERT TOTTEN
Colonel USAF
DCS/Intelligence

8 INCLS.
1 - Affidavit [redacted]
2 - Affidavit Lt [redacted]
3 - Affidavit Sgt [redacted]
4 - Affidavit Sgt [redacted]
5 - Affidavit Cpl [redacted]
6 - Affidavit Cpl [redacted]
7 - Track Chart
8 - Route Diagram

DISTRIBUTION BY ORIGINATOR
Air Materiel Command, Hq USAF, SAC, USAFE, US Air Attache, London, US Military Attache, London, US Naval Attache, London, Air Ministry, HQ 3rd Air Div, CO 3903 ABS Sqdn.

UNCLASSIFIED

[redacted]

INTELLIGENCE, USAF.

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Deputy Chief of Staff, Intelligence, Hq 3rd Air Division APO 125, US Air Force	IR-1-50	PAGE one OF two PAGES

Four radar contacts were made with an unidentified object airborne over England at altitudes of 1,000 or less to 30,000 and more, and giving returns comparable with those of a B-29 aircraft, between 0859 and 1026Z, 10 November 1950. The object travelled at rates of speed varying from approximately 30 to 1,000 statute miles per hour. Its movement was characterized by its apparent capability to make an exceptionally large number of abrupt changes of course in a relatively short distance.

1. Visual contact was not made with object. Returns on radar screen permit estimate that object could have been of the order of size of the B-29 or C-54. Object gave the same returns on the PPI scope and J scope that would have been given by any single aircraft. The speed of the object varied from 30 up to and well in excess of 1,000 m.p.h. statute. In one case the object climbed from 13,000 to 30,000 feet in less than five seconds giving a climbing speed in excess of 1,000 m.p.h. while covering a lateral distance of 3,600 feet in the same period. For the most part the object travelled at a speed of about 60 m.p.h. In maneuver the object made turns very undulating both vertically and laterally at great speed within very short lateral and vertical distances. In one case the object turned 90° to right from course for 600 yards of travel and then turned 180° to left for 200 yards, then 150° right for 300 yards (speeds varying from 60 to 120 m.p.h.) and then 110° abruptly left. This maneuver continued for about 70 seconds. In another case the object made 18 abrupt turns of 100° or more in a lateral distance of 2,500 yards. At one time the altitude of the object was so low (around 1,000 feet) that it was lost in the ground clutter. In each case when the object disappeared its speed was so great or its altitude so low as to be outside the limit of capabilities of the automatic tracking circuits of the MPQ 2 radar plotting equipment.

2. First contact was made with the object at 0859Z and lasted until 0907½Z when it was lost in ground clutter. In this interval the ground distance covered was about 8.5 miles. After a 90 second break a second contact was made at 0909Z which lasted until 0912½Z. The lateral distance covered in this interval was about 1.8 miles. A third contact was made at 0946Z lasting until 0947½Z when object was lost due to acceleration and ascent in excess of capability of radar automatic tracking equipment. A last brief encounter was made at 1025Z lasting for a minute. The object was then lost due to acceleration and ascent speeds exceeding radar capability. No further contact was made.

3. Object was observed through surface radar contact by AN/MPQ-2 (SCR-584 radar set and MC-627 type plotting board) Radar Bomb Scoring Equipment.

4. Observation was made from radar van at Heston Airdrome (51°29'N - 00°23'W), 2 miles NE of London Airport. Position of first and second contacts 5 miles NW of Bovingdom Airfield (51°43'N - 00°32'W) on heading of 45° T. Dropped at a point 2 miles SE of Luton (51°57'N - 00°30'W) after travel of 8.5 miles. (This includes break between first and second contacts.) In these contacts object was observed at 20,000 feet, descending to about 1,000 feet and ascending to an unrecorded high altitude. The position of the third contact was at a point 6 miles south of Luton on course of 360° T, turning clockwise after about 3 miles to a heading of 80° T. Object was dropped at a point 3 miles SE of Luton after travel of about 6.25 miles. In this contact object ascended from 1,000 feet to 13,000 feet to 30,000 feet. The fourth contact was made in the vicinity of Eastbourne (50°50'N-00°21'E) on a heading of 225° T, turning to 270° T and then to 360°T. The object was dropped at an unknown point in the vicinity of Eastbourne after travel of about

NOTE: THIS DOCUMENT CONTAINS INFORMATION [redacted] DIRECTOR OF

[redacted] UNCLASSIFIED

(CLASSIFICATION)

U. S. GOVERNMENT PRINTING OFFICE

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE
Deputy Chief of Staff, Intelligence, Hq 3rd Air Division APO 125, US Air Force	IR-1-50	PAGE two OF two PAGES

1.5 miles. In this contact altitude was 6,000 to 1,000 to 5,000 feet.

5. These observations were made by officers and airmen of Detachment H, 3903rd RBS Squadron, with experience in the radar field as follows:

Captain [redacted], AO 728267, four years

1st Lt [redacted], AO 2012728, eight and one half years, aircraft warning systems.

Sgt [redacted] four and one half years.

Sgt [redacted] three years.

Corp [redacted] two years.

Corp [redacted] three years.

6. Weather and wind conditions: 10/10 cloud cover, 1,000 feet, rain, winds 230°, 65 knots at 20,000 feet, QNE 29.50 inches.

7. None known.

8. None, other than RBS plotting traces showing ground track, altitude, and ground speed of object.

9. No aircraft were scrambled by the U.S.A.F. and R.A.F. to attempt interception due to weather and, in the case of the R.A.F. because of the absence of a frequency channel common to Heston RBS.

ROBERT TOTTEN
Colonel USAF
DCS/Intelligence

UNCLASSIFIED

NOTE: [redacted] UNITED STATES WITHIN THE MEANING OF [redacted] DIRECTOR OF

[redacted] CONFIDENTIAL

16—85870-1 U. S. GOVERNMENT PRINTING OFFICE

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

STATEMENT

UNCLASSIFIED

At approximately 0905 the undersigned observed the track of the first contact. The altitude and low ground speed was considered very unusual. Ininstructed the radar operator and plotters to keep the plane under radar surveillance and immediately checked the equipment. Malfunction was not indicated. Other aircraft flying in the area were picked up and tracked without difficulty. The first contact ended when the aircraft descended to an altitude so low as to make tracking impossible. A second contact was established which lasted about three minutes. The track was composed of very sharp turns which would be very unusual for conventional aircraft. The third contact occurred at 0946 and continued for a minute and a half. Break in contact occurred when aircraft's speed and rate of climb increased so rapidly so as to cause operator to be unable to keep the tracking gate on target. A fourth contact of short duration south of the radar site was established at 1025. Loss of contact was caused by same reason as in the third contact.

/s/ [redacted]
/t/
1st Lt, USAF
[redacted]
Electronics Officer

_____ INCLS.

DISTRIBUTION BY ORIGINATOR

UNCLASSIFIED

[redacted]

(CLASSIFICATION)

10—55580-1 U. S. GOVERNMENT PRINTING OFFICE

SECURITY: (Refer circle on summary of report. Give highest classification of part checked or entire paragraph. Use unclassified or lower leg. Begin text of report on AF Form 112 (Part II.)

STATEMENT
UNCLASSIFIED

At approximately 0915, I was called to the plotting van to observe the tracking and plotting of an aircraft flying in an unusual manner. At the time of my arrival, radar contact with the aircraft was lost. I examined the two tracks on the plotting board and questioned the plotting personnel regarding aircraft's manner of flight. Realizing that it was an unusual occurrence I instructed them to probe the area again in effort to re-establish contact. At 0946 contact was again made and a legible plotting track obtained for approximately 1½ minutes at which time contact with the aircraft was lost due to it's high rate of accelleration and speed. Contact was again re-established to the south at 1025 and a legible track lasting 40 seconds was obtained. The aircraft was again making undulating turns and sudden altitude changes. Contact was again lost due to it's high rate of accelleration and climb. A further search lasting approximately 1 hour failed to re-establish contact. Observation of the tracking and plotting equipment revealed it to be in first class operating condition. Other aircraft were tracked in the local area with excellent results. All data obtained is included in basic report and photostatic copies of plotting traces.

/s/ [redacted]
/t/
Capt, USAF
[redacted]
Commanding

_____ INCLS.

DISTRIBUTION BY ORIGINATOR

UNCLASSIFIED

[redacted]

10—55653-1 U. S. GOVERNMENT PRINTING OFFICE

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

STATEMENT

UNCLASSIFIED

I was on duty at 0800 hours, Friday, 10 November 1950. When our Power unit had warmed up sufficiently, I turned on the radar and plotting equipment, at about 0802. As I normally do, I let the equipment war up and then about 0845 proceeded to tune up the radar set and align the plotting board. About 0855 I was searching the area, scanning first at ground level to observe ground returns, and then putting it in PPI helical scan to see if I could locate any aircraft to check the automatic tracking operation with. It was then that we picked up the return from the aircraft in question. Cpl [redacted], (The radar operator on duty) was with me in the SCR 584 at the time, and he set the controls and switched to automatic tracking. At first contact it was about 38,000 yards slant range from the radar set. During the next half a minute or so, we noticed that it was travelling very slowly although from the elevation angle it seemed to be about 20,000 feet up. At this point I decided to see what its track would look like. I called to Cpl [redacted] who was in the plotting van, and asked him to see the altitude, and the ground track, then I went into the plotting van, and Cpl [redacted] and I set in the proper parallax to bring the object on the board, (30,000 yards N & 10,000 yards W parallax). It's altitude at that time was 19,500 feet. Cpl [redacted] continued to track it and we watched the pen drawing an unusually irregular track on the board. Knowing the radar and plotting equipment to be in good working order, and that the peculiar track was not being caused by any equipment failure, we called on our interphone to the office for Lt [redacted] to come up. He then came up, together with Sgt [redacted] the chief plotter on the shift. During this time the Aircraft's progress made it necessary to change the board parallax to 50,000 yards N, and 0 East or West. The aircraft, having been descending fairly constantly, finally dropped close enough to ground level to become lost in the ground clutter. We then searched again, and found it very shortly after and tracked it a ways farther. Just then it suddenly started to accelerate very quickly and disappeared from the scope. After searching for a short while, the modulator cut out, and after a short check I discovered one of the modulator tubes was inoperative. After changing the tube, the set was operating properly again, so we began searching, and at 0946 made another contact. For this track the N parallax had to be decreased to 40,000 yards. After a minute and a half, the aircraft again disappeared from the scope with a burst of speed. We continued searching, and being unable to find anything in that sector, started searching a full 360 degrees. At various intervals we picked up aircraft which were proceeding in a normal manner, and then at 1025 made contact with the same or a similar aircraft in the South. Once again it was lost after a very short time as we were unable to change the range tracking rate quickly enough to keep up with it. No further contacts were made during the balance of the day.

/s/
/t/ [redacted]
Sgt USAF
[redacted] Radar Technician

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NOTE: THIS [redacted] ING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND [redacted] ITS [redacted] STATES [redacted] DIRECTOR OF INTELLIGENCE, USAF.

(CLASSIFICATION)

16—[redacted]-1 U. S. GOVERNMENT PRINTING OFFICE

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

STATEMENT

UNCLASSIFIED

I, Sgt [redacted] being called into the plotter by Corpo[redacted] to observe irregular track on the 10th, at approximately 0905, offer the following information: Shortly after Capt[redacted], Lieutenant [redacted] and myself arrived, Sergeant [redacted] switched on to automatic again, and called that he had the same aircraft in the scope again. This time his track was more irregular, and he seemed to be accelerating, and climbing at unusual speeds, until with a burst of speed he disappeared again. Sergeant [redacted] again he had picked up an aircraft in a different sector to test the equipment. This aircraft appeared on the board in a normal way, and Sergeant [redacted] dropped it and went back to look for the first one again. He again picked up the first aircraft and we continued to track it until it made a sudden burst of speed in a climbing motion and the radar was unable to hold it in contact.

/s/ [redacted]
/t/ [redacted]
Sgt, USAF
[redacted]

_____ INCLS.

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[redacted]
(CLASSIFICATION)

16—[redacted]-1 U. S. GOVERNMENT PRINTING OFFICE

STATEMENT
UNCLASSIFIED

I, Cpl [redacted] was on duty at 0300 hours Friday the 10th of November 1950, with Sergeant [redacted]. We were checking the balance of the radar set by scanning the area in PPI scan when we picked up a return. I locked it in automatic and tracked it. We thought it must have been a liaison aircraft or equivalent because of the slow speed. We checked the altitude and found it to be around 19,000 feet. We decided to stay on it and get a track on the plotting paper to check it's air speed as we had no aircraft on the range at that time. We tracked it on the plotting board and figured the ground speed from it. I tracked it in automatic and the change of speed was noticeable while tracking it. It seemed to almost come to a dead stop and then speed up again. Twice I lost it due to this irregular tracking. While trying to pick up this aircraft again I looked on numerous other aircraft and the set checked out O.K. After I lost it the last time we kept searching the area but couldn't pick it up again.

/s/ [redacted]
/t/
Cpl, USAF
[redacted]

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[redacted]
(CLASSIFICATION)

16—[redacted]-1 U. S. GOVERNMENT PRINTING OFFICE

STATEMENT
UNCLASSIFIED

I, Cpl [redacted], while standing by the radios on the morning of the 10th of November, at about 0855, I received a call on the interphone from Sergeant [redacted] asking me to check the altitude and ground speed of an aircraft he was tracking. I switched on the plotting board and checked the altimeter. The aircraft was flying at 19,500 feet, and seemed to be almost standing still. A check of the track revealed him to be making between 50 and 60 MPH ground speed, and a further check of the altimeter indicated that he was descending very slowly, until he got down to ground level. The track seemed very irregular, and not understanding it, I called Lieutenant [redacted], the Electronics Officer, and Sergeant [redacted], the chief plotter on my shift. A short time later, after Captain [redacted] and Lieutenant [redacted], and Sergeant [redacted] had arrived, Sergeant [redacted] switched on to Automatic again, and called that he had the same aircraft in the scope again. This time his track was more irregular, and he seemed to be accelerating, and climbing at unusual speeds, until with a burst of speed he disappeared again. Sergeant [redacted] again indicated that he had picked up an aircraft in a different sector to test the equipment. This aircraft appeared on the board in a normal way, and Sergeant [redacted] dropped it and went back to look for the first one again. He again picked up the first aircraft and we continued to track it, until it made a sudden burst of speed in a climbing motion and the radar was unable to hold it in contact.

/s/ [redacted]
/t/
Cpl, USAF
[redacted]

_____ INCLS.

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[redacted]
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2 ONLY 8 X 10
PHOTOGRAPHS OF MAPS OR
CHARTS OR GRAPHS
OF COURSE OF UFO
SIGHTED AT
RUISLIP, ENGLAND
10 NOV 1950

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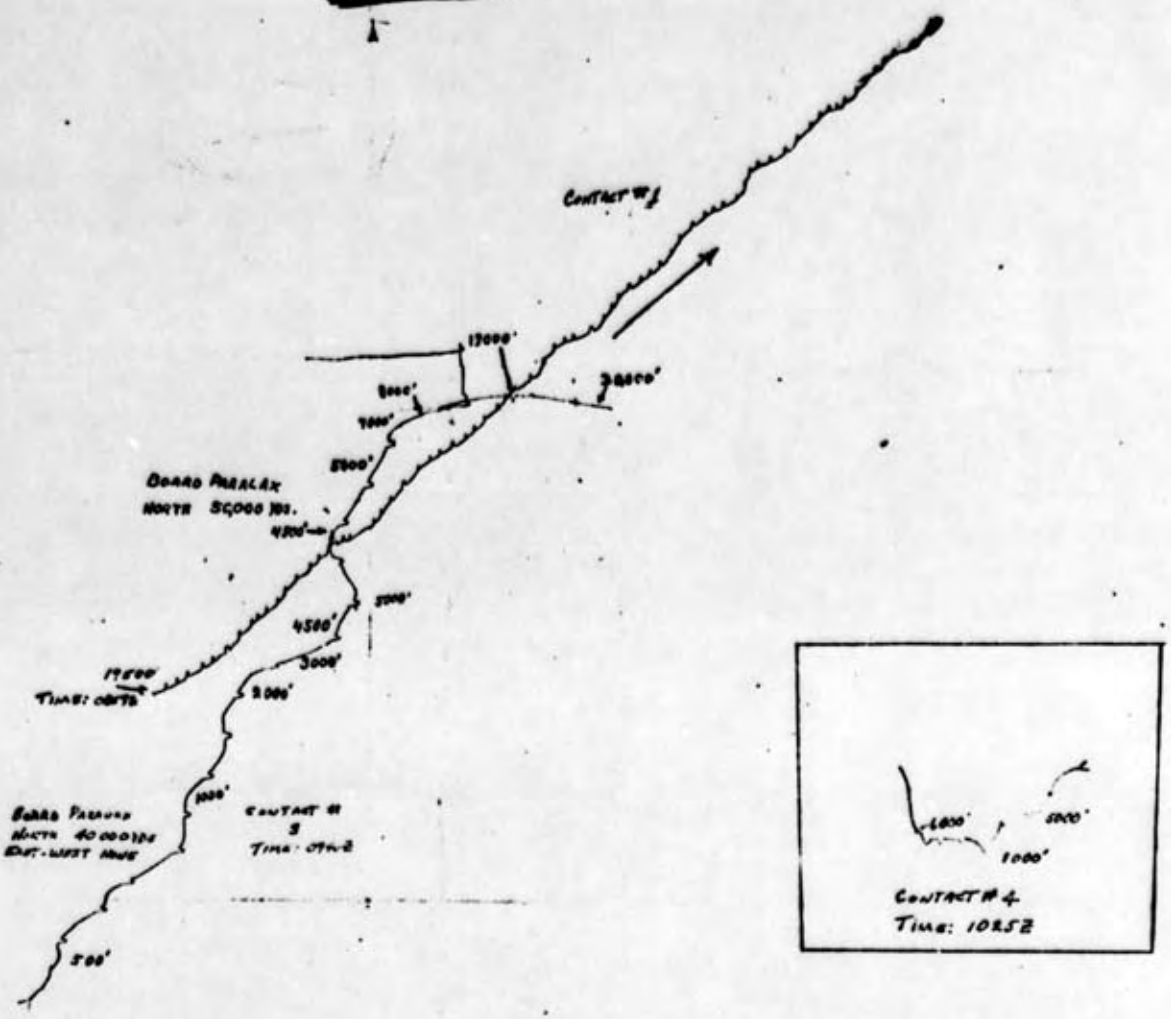

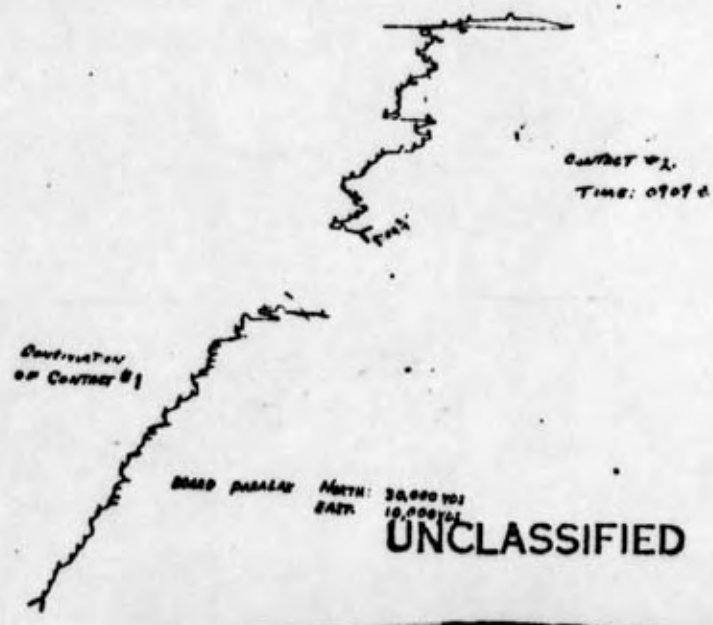

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1/2000

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Luton

00-10W

51-53N

Climb Accel 12000ft

584

Couldnt Track

Lost in Clutter 0907

Climb of Speed Acceleration

0904

← Slow climb 270 mph

0848

Hatfield

19,500

St. Albans

0858

Bovingdon

00-46W

51-42N

Uxbridge

Heston

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G.S., G.S. 4159

Scale: Half-Inch to One Statute Mile = 1/126720