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Unconventional Aircraft

Proj. 10073

MCIAIA-1

SCIAKE

ATTN: Mr. J.J. Rodgers

1. Reference is made to the attached letter.

2. The radar information regarding the detection of unidentified aircraft on the nights of 14 and 15 November 1951 appears to be possibly correct. However, there are some indications of weather effects entering into the detection of radar targets.

3. In general, insufficient information is contained in the attached report to allow a well-founded evaluation to be made of the radar targets. It is suggested that the source of the basic report be asked to submit another more complete and coordinated report and to make it clear as to the exact radar target information, which F6F-5H picked up a target on its radar, which F6F-5H pilots obtained visual sightings, and what were the radar target conditions at the time the target was seen visually, etc. In summary, a more complete and coordinated report is desired.

1 Incl

Ltr, 23 Dec 50 fr HADP, Stewart
AFB, Newburgh, N.Y., w/Rpt of
Unidentified Acft (CONF)

JOHN E. LIBERTY
Major, USAF
Chief, Electronics Section
Technical Analysis Division
Intelligence Department

RLJ/dw
55170
B 2634
K 6-17

See Mar 9 ltr to [redacted]
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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

INT 360.112

SUBJECT: Possible Unconventional Aircraft

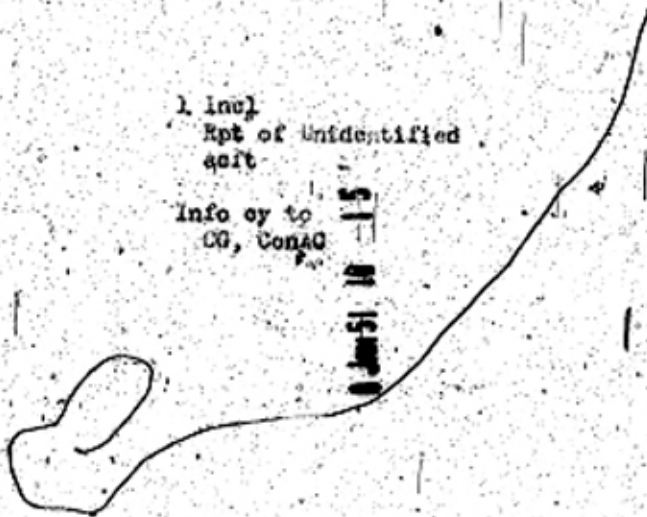
TO: Commanding General, Air Materiel Command, Wright-Patterson AFB,
Dayton, Ohio
ATTENTION: 66113

The attached report on unidentified aircraft received from Commander
Fleet Air, Jacksonville, Florida, is forwarded as possibly coming under
heading of unconventional aircraft.

1 Incl
Rpt of Unidentified
air

Info copy to
CG, ConAC

8 Jan 51 10 15



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NAVAL SPEED LETTER

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November 21 1950

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TO: Commander Fleet Air Jacksonville
U.S. Naval Air Station
Jacksonville, Florida

THE INCIDENTS CONCERNING UNIDENTIFIED AIRCRAFT OPERATING WITH NO LIGHTS IN
WARNING AREA ASSIGNED TO FANTULANT, NAS, KEY WEST, FLORIDA.

FIRST--TUESDAY, 14 NOVEMBER 1950, APPROXIMATELY 2000 AT 15,000 FEET 3 MILES
NORTH NAS, KEY WEST. AIRCRAFT PICKED UP TRACKED INTERMITTENTLY BY
GROUND RADAR. GROUND SPEED 400 MILES PER HOUR, HEADING 180, MADE TURN
TO RIGHT AND FADED FROM SCOPE. F6F-5N PICKED UP AIRCRAFT ON RADAR ONE
AND ONE HALF MILES RANGE UNABLE TO CLOSE FOR VISUAL CONTACT. WEATHER
CLEAR VISIBILITY EXCELLENT CLEAR NIGHT. AT APPROXIMATELY 2015
UNIDENTIFIED AIRCRAFT SIGHTED BY PILOT OF F6F-5N NEAR NAS, KEY WEST,
TRAVELING AT HIGH SPEED.

SECOND--WEDNESDAY, 15 NOVEMBER 1950, AT 2100 AT 15,000 FEET AIRCRAFT PICKED UP
BY GROUND RADAR WITHIN 3 MILES OF TWO F6F-5Ns ON GCI FLIGHT, BEARING
270 DEGREES, DISTANCE 42 MILES FROM NAS, KEY WEST. ONE EXPERIENCED
VP(N) PILOT MADE A VISUAL CONTACT ON AIRCRAFT WITH LONG SILVER FUSELAGE,
NO LIGHTS. THE UNIDENTIFIED AIRCRAFT FOLLOWED THE F6F-5Ns BEING CON-
TROLLED BY GCI. RETURN ON RADAR TWICE THE SIZE OF RADAR RETURN OF F6F.
AIRCRAFT SPEED ESTIMATED AS MORE THAN TWICE AS FAST AS F6F CRUISING AT
100 KNOTS.

NAS, KEY WEST, OPERATIONS CHECKED MILITARY FLIGHT SERVICE WHO REPORTED
NO KNOWN AIRCRAFT SCHEDULED OR FLIGHT PLAN FOR OPERATIONS IN THIS AREA.

/s/ S. J. LAWRENCE

Copy to
ComAirLant

Sender's Mailing Address
Commanding Officer
Fleet All Weather Training Unit, Atlantic
U.S. Naval Air Station
Eoca Chica Field
Key West, Florida

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INSPECTOR GEN'L
OFFICE

Basic ltr to SAC, Eastern Air Defense Force, Stewart AFB, Newburgh, N.Y.,
23 Dec 50, to CG, AMI, WPAFB, Dayton, Ohio, Possible Unconventional
Aircraft

PUBLIC INF. OFFICE

1st Ind

WPAFB 4-1a/JJW/peg

22 MAR 1951

Headquarters AMC, Flight-Patterson Air Force Base, Dayton, Ohio

CONTROLLER

TO: Director of Intelligence, AFHQ: AFHQIN-W/JC, Headquarters USAF,
Washington 25, D. C.

PERSONNEL & ADM.

1. This command has reviewed the inclosed report and it is considered
that the information regarding the radar detection of unidentified aircraft
on the nights of 14 and 15 November 1950 appears to be possibly correct.
However, there are some indications of weather effects entering into the
detection of radar targets.

RESEARCH & DEV.

In general, insufficient information is contained in the attached
report to allow a well-founded evaluation to be made of the radar targets.
It is suggested that the source of the basic report be requested to submit
another more complete and coordinated report. Answers to the following
questions are desired:

a. 14 November 1950 Incident

- (1) Was the radar scope pip of the unidentified target
detected by the ground radar set reasonable that of
conventional aircraft? If so, what type or size
conventional aircraft.
- (2) Can a track of the unidentified target be supplied to
this command? If not, give as complete details as
possible regarding range and maneuvers of the target,
and continuity of the radar target echoes.
- (3) What type ground radar set was used to detect the
target, particularly what was the frequency of the
transmitter?
- (4) What type radar set was used in the intercepting
F6F-5N?
- (5) Was the F6F-5N that made visual contact with an
unidentified aircraft the same as the one that had
previously made a radar contact on the unidentified tar-
get? Also, was radar contact made on the sighted
aircraft either before or after visual sighting by
either the airborne radar in the F6F-5N or the ground
radar?

INTELLIGENCE

SUPPLY AND MAINT.

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OTHER

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 21 DEC 1969 DFR 89010
 15 APR 1972

AMC Form No. 8
(Rev. 15 Apr 48)
(Formerly AMC 10-7)

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	Where there any surface targets in the area where the unidentified contacts were made?				
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INSPECTOR GEN'L'S
OFFICE:

Basic ltr fr HQ Eastern Air Defense Force, Stewart AFB, Newburgh, N.Y.,
R3 Dec 50, to CG, AFM, -11FB, Dayton, Ohio re: possible "conventional
aircraft"

PUBLIC INF. OFFICE

Act ltr (Contd)

COMPTROLLER

b. 15 November 1950 Incident

- (1) Questions in a(1), (2), (3), and (4) above are applicable.
- (2) What were the weather conditions?
- (3) Was an airborne radar contact made or attempted on the unidentified visually observed target?
- (4) Was a GCI attempted on this target?

PERSONNEL & ADM.

3. If, during the course of obtaining answers to the above questions,
additional pertinent information becomes available, it should be provided.

RESEARCH & DEV.

FOR THE COMMANDING GENERAL:

INTELLIGENCE

1 Incl
n/c

STANLEY W. FIELDS
Colonel, USAF
Chief, Technical Analysis Division
Intelligence Department

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Basic (tr. fr HQ USAF, Stewart AFB, Newburgh, N.Y.) 23 Dec 50, to CC, SAC, WPTD, Dayton, Ohio, "Possible Unconventional Aircraft"

AFMOM-W/TC

20 Inl

Dept of the Air Force, HQ USAF, Washington 25, D. C. 19 Apr 1951

To: Commanding General, HQ Eastern Air Defense Force, Stewart Air Force Base, Newburgh, New York

1. This report on unidentified aircraft contains no information which points to the conclusion of a possible unconventional aircraft having been sighted.

2. It is believed more probable that the targets in both instances were either non-scheduled civil transport aircraft of the DC-3 or Constellation types or military aircraft on training flights.

3. Military aircraft on local operational training flights would not be reported to the Military Flight Service Center if on a VFR flight plan. There is no Military Flight Service Center in Florida; the Maxwell Center handles the entire southeastern portion of the United States.

4. This file returned herewith any possible additional information in accordance with the request of par 2 and 3 of 1st In precedent.

BY DEPARTMENT OF THE CHIEF OF STAFF:

/s/ H. J. KIELING
H. J. KIELING
Colonel, USAF
Executive
Directorate of Intelligence

1 Incl
W/TC

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Subject: Special Unconventional Operations

5 Apr 1962

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SIXTH ENDORSEMENT on FAMILIAR Restricted spliter serial 988 of
21 November 1950

From: Commanding Officer, Fleet All Weather Training Unit, Atlantic
To: Chief, Technical Analysis Division, Intelligence Department,
NATOPS AWC, Wright-Patterson Air Force Base, Dayton, Ohio

Subj: Unidentified aircraft reported 14, 15 November 1950

1. In answer to request for information contained in the first
endorsement under paragraph (a):

a. With regard to size and shape, the pip was slightly smaller
than that of a B-29. The intensity of the pip was very weak similar
to that of an F-80.

b. No track is available as the radar pips were very weak and
only noticeable while maneuvering in the vicinity of GCI intercepts.
The aircraft was probably making runs on the interceptor which was
flying with his running lights on. It has been found through experience
with this ground radar that jets are usually unrecognizable while
approaching or returning on a straight course, but show up quite well
during the steep turns incident to making runs on a propeller driven
aircraft which is being tracked.

c. Model SK General purpose search radar with a frequency of
2870 M.C.

d. AN/APB-6 airborne intercept radar (X band).

e. Negative, the F6F-5H that made the visual contact was the
blacked out target for the F6F-5H that made the radar contact.
Momentary radar contact was made on the unidentified aircraft by the
interceptor F6F-5H slightly before being sighted by the target F6F-5H.
Momentary contacts were made by the ground radar over a period of
about 5 minutes.

f. No surface targets, ship or land, were in the vicinity.

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19 JUN 1981

2. Under paragraph (b), the following is submitted:

a. Same as answers a, b, c and f above.

b. Clear with good visibility at 15,000 feet where contacts occurred.

c. Momentary contact was made, but not enough of a track or pattern observed to be able to attempt an intercept.

d. No GCI was attempted due to the limitations explained in 1 b, above.

3. Evaluation of the appearance of the radar pip plus the speed involved led the GCI controller to believe that the unidentified target involved was a jet type aircraft of the approximate configuration of a B-45. This view was concurred in by the pilots involved. The only thing observed that was considered unconventional was the lack of lights on an aircraft, passing through the airspace warning area.

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E. W. HESSEL
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19 JUN 1951

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INSPECTOR GEN'L'S OFFICE

Basic ltr fr Hq EASF, Stewart AFB, Westburgh, N.Y., 12,23-50, to CG, AMC, W-PAFB, Dayton, O, "Possible Unconventional Aircraft" (Conf)

7th Ind

PUBLIC INT. OFFICE

AIR TECHNICAL INTELLIGENCE CENTER, W-PAFB, Dayton, Ohio

COMPTROLLER

TO: Director of Intelligence, Hq USAF, ATTN: AFODI-V/TC, 23 JUL 1951
Washington 25, D. C.

PERSONNEL & ADM.

Information contained in the basic communication, and the 6th Indorsement, indicates that the subject unidentified aircraft which was detected by air and ground radar, and visually by an airborne observer (pilot) was, most probably, a friendly aircraft as suggested in the 2d Indorsement. There is no substantial evidence that the unidentified aircraft was of an unconventional type.

FOR THE COMMANDER OFFICER:

RESEARCH & DEV.

1 Incl
w/c

S.H.K. 7/20/51
FOR: W. FELDMAN
Colonel, USAF
Chief, Technical Analysis Division
Air Technical Intelligence Center

INTELLIGENCE

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