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in October, 1970, by (S/10) at  
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COUNTRY	USA	REPORT NO.	12-7-52cX	(LEAVE BLANK)
<b>AIR INTELLIGENCE INFORMATION REPORT</b>				
SUBJECT	FLYOERPT			
AREA REPORTED ON	Belleville, Illinois	FROM (Agency)	798th AC&W Sq. Belleville, Illinois	
DATE OF REPORT	28 July 52	DATE OF INFORMATION	27 July 52	EVALUATION
PREPARED BY (Officer)	Captain Reuben W Aschbrenner		SOURCE Electronic	
REFERENCES (Control number, directive, previous report, etc., as applicable)	AFL 200-5 dated 29 April 52			

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

Four objects were sighted by ground electronic search radar equipment (FPS-3), between 0120Z and 0230Z on the 27 July 1952. These objects were sighted by two (2) officers and two (2) airmen, each having from one (1) to six (6) years of radar experience. Said objects were elliptical in shape, target return comparable with B-50 or B-36 echos, speed estimated at 2,800 knots to 3,200 knots, and direction of travel from south to north and vice-versa. Adjacent and local electronics station were checked for antenna and frequency opposition and it was determined that the targets were electronic interference caused by an adjacent radar station.

*John A. McDonagh*  
JOHN A. McDONAGH  
Captain, USAF  
Initiating Officer

7-3719-4

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#12

AF FORM 112—PART II  
APPROVED 1 JUNE 1948

## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 798 ACAM Sq. Balleville, Ill.	REPORT NO. 10-7520-1 CLASSIFICATION 1 of 1 PAGES
<p>The following unidentified objects were sighted on 27 July 52 this station electronically.</p> <ol style="list-style-type: none"> <li>Object one - Initial plot 0126Z, 005 degrees at 70 nautical miles. Faded 002 degrees, at 185 nautical miles. Estimated speed was 3,200 knots. Object two - Initial plot 0129Z, 355 degrees at 56 nautical miles. Faded 350 degrees, at 170 nautical miles. Estimated speed was 2800 knots. Object three - Initial plot 0132Z, 350 degrees at 135 nautical miles. Faded 351 degrees, at 200 nautical miles. Estimated speed was 3200 knots. Object four - Initial Plot 0135Z, 350 degrees at 55 nautical miles. Faded 345 degrees, at 50 nautical miles. Estimated speed was 2800 knots. Track reversed direction at 348 degrees.</li> <li>Times are above (Same)</li> <li>The sightings were made by ground electronics equipment. The blips estimated to be about the size of B-50's or B-36's.</li> <li>The sightings were made from Balleville, Illinois, 798 ACAM Squadron.</li> <li>The sightings were witnessed by one maintenance man, two officers, and two enlisted men. Their experience level ranged from one (1) year to (6) years.</li> <li>There was scattered weather in the local area. The winds aloft were unknown.</li> <li>All local and adjacent electronic stations were checked and determined that not any opposition was sensed by frequencies or antennas. Targets were determined to be electronic in origin.</li> <li>None</li> <li>Two (2) aircraft were scrambled for observation purpose from Scott AFB. The pilots report was filed with the 113th Fighter Interceptor Squadron.</li> <li>Air traffic was sighted in the general area from 0126Z to 0230Z.</li> </ol>	

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ACTION

OPERATIONAL IMMEDIATE

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WPB029

WYB007

WMX017

JWFNK A3 OPOP JEPHQ JEDWP 222

DE JWFNK 01KT

OP 280315Z ZNJ

FM CO 798TH AC&W SQ BELLEVILLE ILL

TO JEPHQ/HQ USAF WASHDC/DIROFINTEL

JEDWP/WRIGHT-PATTERSON AFB OHIO/ATTN : ATIAA-2C

ZEN/CG CADE KSC MO

ZEN/CG 33D ADIV TINKER AFB OKLS

ZEN/CG ENT AFB COLORADO SPRINGS COLO

[REDACTED] FLYOBRPT. THE FOLLOWING UNIDENTIFIED OBJECTS

SIGHTED 28 JULY 52 THIS STATION ELECTRONICALLY AS FOLLOWS:

(1) OBJECT ONE- INITIAL PLOT 0126Z 005 DEG. 70 NM

FADE 002 DEG. 185 NM SPEED 3,200 KTS.

OBJECT TWO-INITIAL PLOT 0129Z 355 DEG. 65 NM

FADE 350 DEG. 170 NM SPEED 2,800 KTS.

OBJECT THREE-INITIAL PLOT 0132Z 350 DEG 135 NM

FADE 351 DEG 200 NM SPEED 3,200 KTS

OBJECT FOUR-INITIAL PLOT 0135Z 350 DEG 55 NM

FADE 345 DEG 50 NM. TRK REVERSD DIR. AT 348 DEG. 105 NM

SPEED 2,800 KTS.

STARTING 20:00ET-52 THIS STATION ELECTRONICALLY-AS FOLLOWS:

- (1) OBJECT ONE- INITIAL PLOT 0126Z 035 DEG. 70 NM  
FADE 002 DEG. 185 NM SPEED 3,200 KTS.  
OBJECT TWO-INITIAL PLOT 0129Z 355 DEG. 55 NM  
FADE 350 DEG. 170 NM SPEED 2,800 KTS.  
OBJECT THREE-INITIAL PLOT 0132Z 350 DEG 135 NM  
FADE 351 DEG 200 NM SPEED 3,200 KTS.  
OBJECT FOUR-INITIAL PLOT 0135Z 350 DEG 55 NM  
FADE 345 DEG 50 NM. TRK REVERSD DIR. AT 348 DEG. 105 NM  
SPEED 2,800 KTS.

PAGE TWO JWFNK 01KF

- (2) TIMES ARE ABOVE
- (3) SIGHTINGS BY GRD ELECTRONICS EQUIP. BLIPSIZ  
B-50 TO B-36
- (4) BELLEVILLE ILL. 798TH AC&W SQ. ALT. UNKNOWN.
- (5) WITNESSED BY (1) ONE OPERATIONS CREW (3) THREE CONTROLLERS AND (1)  
ONE MAINT CREW. EXPERIENCE LEVELS 1 TO 6 YEARS
- (6) UNKNOWN. SCATTERED WEATHER IN LOCAL AREA
- (7) NONE KNOWN. CHECKED ALL OCAL AND ADJACENT ELECTRONICS STATIONS.  
CHANGED STATION FREQ. AND ANT. RPM. AND DETERMINED TARGETS TO BE  
ELECTRONIC IN ORIGIN
- (8) NONE
- (9) 2. TWO A/C SCRAMBLED FOR OBSERVATION FROM SCOTT AFB-PILOTS REPORT  
FILED WITH 113TH FTR INTERCEPTOR SQD.
- (10) OBJECTS SIGHTED FROM 0126Z TO 0230Z M

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113TH FIGHTER INTERCEPTOR SQUADRON  
Scott Air Force Base, Illinois

7 Aug 1952

SUBJECT: Transmittal of Interceptor Mission Report (RCS ADC F-1)

TO: Commanding Officer  
ATIC  
Wright Patterson AFB, Ohio

In reply to your TWX dated #619752, the following information is submitted. (Project Blue Book).

1 Incl; ADC Form 4A  
(orig & 2cc)

*Charles Q Peterson*  
CHARLES Q PETERSON  
Lt. Colonel USAF  
Commanding

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SECRET

INTERCEPTION REPORT  
(SECRET when filled in)

Date: 28 July 1952

Squadron 113TH FTS Take-off Base: COTTAGE AFB Ftwa 431 Stp. Edie. Red

Section I - CENTRAL INTERROGATION

33 A-10

1. ALERT a. State of alert at start of this mission: (1) CAP (2) 2 min alert (3) 5 min alert (4) (5) (6)

2. START OF MISSION a. Weather at take-off (ceiling & vis): 9000! Broken Vis. 7 MI. b. Time (2) scramble order recd: 0144Z c. Time (2) first fighter airborne: 0154Z d. Time (2) vector order (if on G/F or divert) recd: 0144Z e. No. & type of ftrs on mission: 2 F-51H f. No. of ftrs starting before: None g. Reasons for starts:

3. DETECTION (Tally-bo) a. Initial detection: (1) (2) (3) (4) Made by use of AI radar:

4. INTERCEPTION (Source) a. Successful: (1) Accomplished visually (2) Accomplished by use of AI radar (3) Time (2) of interception (4) Altitude (5) Weather at intop (ceil & vis) (6) Type acft intercepted (7) No. of acft intercepted (8) Serial Nos (9) Markings (10) No. of attack passes made (11) ECM Jamming detected (12) Ftr transponder beacon on (13) Radio frequencies used: Fox Channel b. Unsuccessful: Reason: (1st track) (2nd track) (3rd track)

5. RETURN TO BASE a. Difficulties Returning to Base Due to: (1) OGI (2) OGI (3) Other b. Landings: (1) Time (2) first ftr landed: 0240Z (2) Gallons of fuel remaining (lowest amount): 180 c. Turn-arounds: (1) No. of acft in flt immediately turned around: 2 (2) Time (2) last acft ready for next mission: 0255Z d. Weather at landing (ceil & vis): 9000! Vis 7 MI.

6. COMMENTS ON INTERCEPTION AND SUGGESTIONS FOR IMPROVING TECHNIQUES: \* Use other side of sheet if necessary \* Please see reverse side  
JOHN J. TANNER  
2nd Lt - USAF  
Name and Grade of Intelligence Officer

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\* The fighter aircraft made no interception. Fighters were instructed to fly a figure eight at 15,000' with both pilots observing to the north [redacted] objects traveling at a high rate of speed. Nothing was observed.

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INTELLIGENCE OPERATIONS

(SECRET when filled in) Date: 28 July 1952

Squadron 113 TH FIS Take-off Base SCOTT AFB Ft's 9, 31, 310, 311a, Red

Section I - CENTRAL INTERROGATION

1. ALPHI a. State of alert at start of this mission: AUTHORITY OF CO

(1) CAP..... ( ) (2) 1st alert..... ( )

(2) 2 min alert..... ( ) (3) 2nd alert..... ( )

(3) 5 min alert..... ( ) (4) 3rd alert..... ( )

2. START OF MISSION a. Weather at take-off (ceiling & vis) 9000! Broken Vis 7 MI.

b. Time (Z) scramble order recd. 0144Z

c. Time (Z) first fighter airborne 0152Z

d. Time (Z) vector order (if on track) or divert order read 0144Z

e. No. & type of str on mission 2 F-51H

f. Ect of str aborting before start None

g. Reasons for aborts.....

3. DIRECTION (Tally-ho) a. Initial heading out

(1) by eye..... ( )

(2) by radar..... ( )

(3) by other..... ( )

(4) Made by use of AI radar..... ( )

4. INTERCEPTION (Bounce)

a. Successful.....

(1) Accomplished visually..... ( )

(2) Accomplished by use of AI radar..... ( )

(3) Time (Z) of interception.....

(4) Altitude.....

(5) Weather at intcp (ceil & vis).....

(6) Type acft intercepted.....

(7) No. of acft intercepted.....

(8) Serial Nos.....

(9) Markings.....

(10) No. of attack passes made.....

(11) ECM Jamming detected.....

(12) Ftr transponder beacon on.....

(13) Radio frequencies used..... Four Channel

b. Unsuccessful.....

Reasons: (1st track).....

(2nd track).....

(3rd track).....

5. RETURN TO BASE a. Difficulties Returning to Base

(1) OCA..... ( ) Description None

(2) OCA..... ( ) Description None

(3) Other..... ( ) Description None

b. Landings

(1) Time (Z) first ftr landed 0240Z

(2) Gallons of fuel remaining (lowest amount) 180

c. Turn-around:

(1) No. of acft in fit immediately turned around 1 2

(2) Time (Z) last acft ready for next mission 0252Z

d. Weather at landing (ceil & vis) 9000! Broken 7 MI

6. COMMENTS ON INTERCEPTION AND SUGGESTIONS FOR IMPROVED TECHNIQUES: \* Use other side of sheet if necessary. \* Please see reverse side

JOHN J TANNER  
Name and Grade of Intelligence Officer  
Intelligence Officer

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The fighter aircraft made no interception. Fighters were instructed to fly figure eight at 15,000' with both pilots observing to the North for unusual activity. [REDACTED] a high rate of speed. Nothing was observed.

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ROUTING		<b>JOINT MESSAGEFORM</b>		COMMUNICATIONS CENTER NO. 1
SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY				
FROM: (Originator)		DATE/TIME GROUP		SECURITY
CO, ATIC		619055 Aug 50		[REDACTED]
TO: (1) 113 FIGHTER INTERCOMBAT SQDN SCOTT AFB ILL		PRECEDENCE FOR ACTION		INFORMATION
		ROUTE		
		<input type="checkbox"/> BOOK MESSAGE	<input checked="" type="checkbox"/> ORIGINAL MESSAGE	
		<input type="checkbox"/> MULTIPLE ADDRESS	CRYPTOPROCAUTION	
				<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
		REFERS TO MESSAGE		
INFO:		IDENTIFICATION		CLASSIFICATION
<p>FROM: AFOIL-ATIAA-8-01</p> <p>Request reports of pilots scrambled on 28 July 50 between 0130 and 0230Z with regard to unidentified radar returns from 798th ACGW Sqn, Belleville, Ill. In reply cite Project Blue Book.</p>				
[REDACTED]		[REDACTED]		PAGE 1 OF 1 PAGES
DRAFTER'S NAME (and signature, when required)		RELEASING OFFICER'S SIGNATURE		
LT J. E. ROBERTSON/RS		[REDACTED]		
SYMBOL: B ATIAA-8		TELEPHONE: 66361	OFFICIAL TITLE: ROBERT E. KENTRUP, Major, USAF Air Adjutant General	

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AUTHORITY OF

C. S. 33A2(Out)

Date 17 Aug 52 Initials ak

18 August 1952

SUBJECT: Radar Observation Data Sheet

TO: Commanding Officer  
Air Technical Intelligence Center  
Wright Patterson Air Force Base, Ohio

Enclosed find completed Radar Observation Data Sheet, reference  
AFM-ATI-5 dated 30 July 1952.

FOR THE COMMANDING OFFICER:

1 Incl  
Radar Observation Data  
Sheet

AR [Signature]  
SAC [Signature]  
asst. adjutant

UPON WITHDRAWAL OF INCL  
THIS LETTER MAY BE DOWN-  
GRADED TO [REDACTED]

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I. QUESTIONS

1. What type radar equipment is involved?

AN/FPS-3 (Bendix System #30)

2. Has there been any recent maintenance difficulties? If so, describe.

None

3. What type modulator (i.e., spark gap, hard tube, etc.) is used in the radar equipment?

Hydrogen modulator

4. Was the AFC (Automatic Frequency Control) circuit of the receiver operating properly?

Yes

5. Has interference from another radar set been observed recently, and are personnel familiar with the effects caused by an interfering signal?

Yes, yes

6. What type indicators, "A scope", "B scope", etc., were used to follow the target?

P.P.I.

7. What was the radar scan rate?

3.3 and 10

8. What was the approximate frequency of the transmitter?

1290mc.

II. GENERAL QUESTIONS

1. What were the general weather conditions at the time unidentified target was observed?

Weather was fair, visibility good with scattered clouds to the east.

2. What weather data from nearby U.S. weather stations is available on temperature vs altitude, humidity vs altitude, and wind velocity vs altitude?

None

3. Was the target observed by any other nearby radar equipments? If so, give details.

Target was observed by adjacent stations at Belleville, Illinois and Kirksville, Missouri.

4. Are the operator and the supervisor familiar with the effects of anomalous (duct-effect) propagation as they pertain to this type radar?

Yes

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1. <u>What effects of rain storms and lightning have been observed on this radar?</u>	Yes, anomalous propagation has been observed. This condition did not exist.
2. <u>Were any checks made to determine if unknown target could have been one of our own aircraft?</u>	No
3. <u>Was any interception attempted? If so, give details.</u>	No

### III. SPECIFIC TARGET QUESTIONS

1. <u>What technical personnel observed the unknown target? Have they been questioned thoroughly? What was their opinion?</u>	Four operators with experience from 1-5 yrs. No technical observers present at time.
2. <u>Was a permanent record "track" made of the target positions as they appeared on the indicators? If so, attach to this report.</u>	Negative.
3. <u>At what range, azimuth, altitude, and time was the target observed?</u>	Approximate range was 150 nautical miles. Azimuth - [REDACTED] Time - 09:02 to 10:00. (Range varied)
4. <u>How did the target appear in size and shape as compared with conventional aircraft targets? The target appeared larger than conventional type aircraft in size and its estimated speed was up to 600 mph.</u>	
5. <u>Was the target of consistent size, or did it change rapidly?</u>	The target tended to vary in size up to a width of three (3) degrees.
6. <u>Was the speed of the target constant or variable? Explain.</u>	The speed of the target varied from approximately 180-600 mph and was observed anchoring for as long as two (2) minutes.
7. <u>Did the target appear "fuzzy" or clear and sharp as compared with a known aircraft target?</u>	Target appeared quite clear compared with a known aircraft target.
8. <u>What other (aircraft) targets were observed in the same general area, altitude, and time as that of the unknown target?</u>	None.

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