

STATEMENT

The undersigned, on the 29th of July, 1962, was on a routine training mission, acting in the capacity of radar observer. In our flight were two F-94B aircraft. We had just finished six intercepts on a B-25 aircraft at approximately 9,000 feet. After completing our intercepts we started climbing out on a heading of 270 degrees to an altitude of 20,000 feet. When we reached that altitude, Avenger (GCI control) called us and asked us if we could see a target at three o'clock low. We looked at three o'clock low and could not see anything at all. We were then told to look high. My pilot, Captain Edward J. Slowinski, then started a starboard turn and as he did, I picked up a target on my scope at 60 degrees. I kept the pilot in a starboard turn until I had the target at 12 o'clock, four miles out, when I looked on the blip. It gave me an airborne indication four miles level. I stayed locked on for thirty seconds when the blip jumped look. However, in that short space of time, I was able to determine that it was an airborne target four miles ahead and level with us. After it jumped look, our intercept was attempted visually. The pilot put the F-94B up to 350 knots (IAS) and gave chase. During the chase, GCI kept telling us we were not gaining at all. The target was staying approximately six to ten miles ahead of us. On my visual observance, the target kept putting off what seemed like a changing light in definite sequence of white, red, and bluish-green. That is the only means of identification we had. From personal experience of study in celestial navigation and 1400 hours as a bombardier, radar observer, and navigator, I have never experienced any sighting like this before.


VICTOR HELFENBEIN
1st Lt USAF
Radar Observer

4
DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

