

Dated: 21 Oct 2024

Subject: UAP Types & Classifications

By Fran Ridge, MADAR OPERATIONS



Sept. 20, 1973, massive craft in orbit near Skylab-III
https://www.nicap.org/730920skylabIII_dir.htm

During the Gulf War the U.S. Army used the AH-64 Apache and AH-1 Cobra attack helicopters to fire laser-guided missiles at tanks. Other helicopters used in the war included the Sikorsky UH-60 Black Hawk, Bell OH-58 Kiowa, and Mil Mi-17. The U.S. Navy, Marine Corps, and Army used the Pointer and Pioneer drones. The Pioneer drone had a range of about 100 miles and a flight duration of five hours. The E-3A Airborne Warning and Control Systems provided situational awareness and targeting data to U.S. air units. The Coalition air fleet used B-52 Stratofortress bombers. The F-15C Eagle was responsible for the majority of air to air kills during the war. The U.S. Air Force used F-15Es and F-16s in the war. The F-117a Stealth was also used in the war. And who can forget the Navy's Tomahawk Cruise Missile? These are just a few of the items used during Desert Storm.

If our “visitors” had a mission to accomplish they would have a simpler and better way, one that had been tested and around a very long time. But one thing they would have in common with our technology would be vehicles, manned and unmanned, along with probes or drones as well. We're learning as we go what MADAR can detect and why, and new cases of correlations will help us learn even more. What we believe is happening is that MADAR is picking up the “entry

to atmosphere” and the subsequent departure of the high-performance Type 2 craft. The small Type 1 utilizes less energy and the massive Type 3 don't appear to manifest a need for maximum dynamics, high enough to raise the magnetometer readings, but future cases may change our thinking.

Within this report there are a few instances of bonified UAP and MADAR detections not DIRECTLY related to illustrate the probability of a wider UAP operation. UAPs are many times seen in pairs and on consecutive days, so during analyses we consult both the NUFORC printout and the MUFON CMS data records.

PART ONE - BASIC UAP CLASSIFICATIONS

There are four basic UAP types, with many subtypes, based more on application or purpose than description.

- Type 1 - Probes or drones
- Type 2 - Standard or scout craft
- Type 3 - Mother ships or carriers
- Type 4 - Indeterminate

TYPE 1 - PROBES & DRONES

Small objects, basketball-sized or larger, that are apparently used as unmanned sensors, are easier for us to understand with today's technology as being UAP “drones”. This would include a lot of the “foo fighters” of WWII. Small objects sighted near commercial or military aircraft would fit into this category. Orbs, if not caused by ball lighting or weather balloons, that exhibit intelligently controlled anomalistic motion, are often reported. More recently we have the clear, spherical objects with the cube inside.

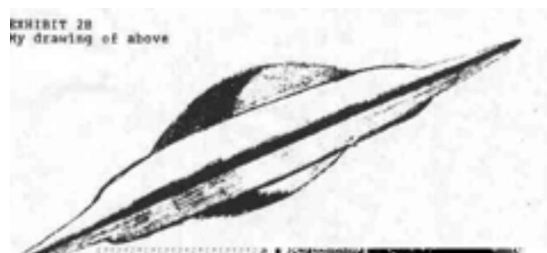
It's difficult to classify an object if one doesn't know how large it is or if it contains only equipment rather than a pilot(s). As we encounter more of these objects, hopefully at closer range, we should be able to better classify them. The most recent reports are mentioned in the report of the mother ship and drones at Langley AFB in December of 2023. (See below)

So far there is little evidence to support that MADAR has detected this class of UAPs. However, Operation Foal Eagle findings suggest that, basically, UAPs “function on a propulsion system beyond our understanding. But they DO emit in the Ku Band. When they ‘throttle up’ it spikes in power, way beyond megawatt territory. But it is apparently efficient as well because when they ‘idle’ it’s barely able to be registered on the scope.”

[https://www.nicap.org/match/MADAR_101/00-01-Team-Tracks-Objects-\(Foul-](https://www.nicap.org/match/MADAR_101/00-01-Team-Tracks-Objects-(Foul-)

[Eagle\).pdf](#)

TYPE 2 - STANDARD - SCOUT SHIPS



Drawing from enlargement of distant Tridade domed disc, Jan 16, 1958
https://www.nicap.org/580116trindade_dir.htm

The secret Project SIGN Report gives an excellent description of Type 2's and scout craft on page 29 but are listed in the 1949 report as "Group 1—The most numerous reports indicate the daytime observation of metallic disk-like objects, roughly in diameter ten times their thickness. There is some suggestion that the cross section is asymmetrical and rather like a turtle shell. Reports agree that these objects are capable of high acceleration and velocity and often are sighted in groups, sometimes in formation. Sometimes they flutter." Also described in some reports is "zig-zagging" and the "falling leaf" motion.

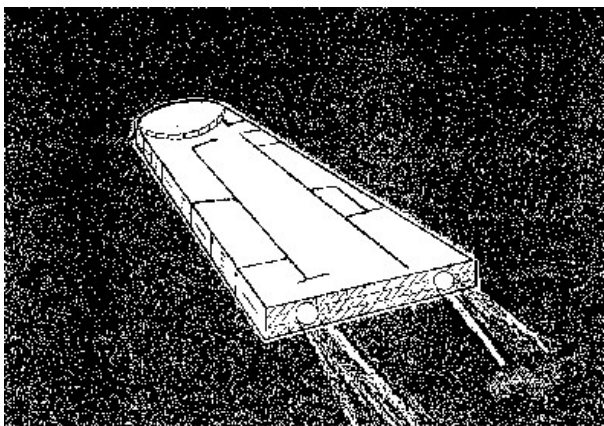
In the case of MADAR the Type 2's enter airspace vertically and produce a tremendous amount of EM energy for a very short period, trigger nearby MADARs, then idle down. However, the Type 2's have been seen to launch probes and drones.

Most of the objects reported in the Air Force Project Blue Book files and by the public these days, other than the black triangles and orbs mentioned above, fall into a class of objects hard to describe in one word. What defines the term must include what we would describe these days as manned vehicles conducting some sort of mission. This could be a scout ship used for a routine recon mission, intelligence or surveillance mission, defensive or offensive interceptor mission, but would include launching probes or drones. In recent years the "tic tacs" would be included if large enough to be manned, and certainly the cigar-shaped craft sometimes with lighted ports, etc. which have been reported all throughout UAP history are probably of this category.

Some reports indicate the disc craft are too small in height even for a seated

occupant so therefore falling into a type 1 category. But those with domes would fall into the Type 2 or standard or scout ship class. It's interesting that many reports, including landing trace cases describe objects 30' in diameter.

TYPE 3 - MOTHER SHIPS OR CARRIERS



Martinsville, Indiana, Dec 21, 1989

https://www.nicap.org/891221martinsdale_dir.htm

A Type 3 sighting, those involving a large or very large craft might suggest a large-scale operation similar to one of our aircraft carriers during a crisis. A UAP operation could also require the use of a sizeable transport vehicle. Most UAPs of this type are referred to as mother ships, unless they are of the more common huge black triangles. etc. Our definition would include mystery satellites. Good examples would include the famous Phoenix Lights case, and in Indiana, the Martinsville, Indiana case illustrated above by Robert Taylor, Indiana MUFON staff artist.

September 20, 1973 - see top of page. Massive craft encountered by SKYLAB-III crew remains a mystery with the color photos and optical ranging yielding an approximate 800-foot size of this mother ship, much larger than the largest satellite then in space, the 150-foot Skylab-III. This encounter preceded the massive sighting wave of 1973.

The most recent mother ship report and serious violation of airspace over Virginia occurred in December of last year. U.S. military personnel reported drones appearing in restricted airspace over Langley Air Force Base in Hampton, Virginia, shortly after sunset during a period of more than two weeks, according to The Wall Street Journal.

<https://www.nicap.org/match/Correlations/1-MotherShip/MADAR-INTEL->

Drone_Swarms.pdf

TYPE 4 - INDETERMINATE

Sometimes with sightings of UAP it is fairly easy to classify them, except in cases where one doesn't know if the object is large enough to contain a passenger or pilot. A good example of which is the dark cube in a translucent sphere described by FA-18 pilot Ryan Graves in April 2014. This then is our example of a Type 4, the Indeterminate. Another group consists of reports of lights observed at night. These are also capable of high speed and acceleration. They are less commonly seen in groups. They usually appear to be sharply defined luminous objects. But we have no way of knowing which ones are piloted or remote-controlled.



Indeterminate, piloted or unpiloted drones depending on size.

<https://www.youtube.com/watch?v=-CHMQDqxFRY>

PART TWO - DOCUMENTING UAP CLASSIFICATION

TYPE 1 – DRONES OR PROBES

March 13, 1987, a lady named Micky Shawler made regional news by reporting orange balls of light at Corydon, Indiana. Sheriff's Deputy Steve Hamm had been called to her residence and he saw the objects as well.

Then, sometime during the week of May 19-23, 1987, and 11 miles north of Corydon, exact date unknown. at about 2:38 a.m. Deputy Hamm came over a hill in Central Barren on his way back towards Corydon, and the headlights of his truck struck an object close to the ground, possibly within a hundred feet of the

roadway. It was shaped like a boomerang and was huge. Hamm reported that the lights had gone to blue. We were not aware at the time but if that had involved a blue beam, Hamm might have been a target for abduction. There was only one MADAR at that time, 120 to the west.

On October 20, 1973 at 6:50 a.m. an L&N train north of town was followed by a bright light that effectively stopped the train and affected the blocking signals coming and going. Because of the narrow track path this had to be a Type 1 craft so it had to be deployed by a scout ship at some point. I suspect that a disabling beam was used to overheat one of the diesel engines. The only MADAR at the time was 5-8 miles to the SW at Mt. Vernon and was a magnet variometer.
https://www.nicap.org/731020mtvernon_dir.htm

However, that same MADAR WAS was triggered on November 1st when a maneuvering object with a humming noise was observed five miles to the NE of Mt. Vernon at the tiny rural community of Bufkin.

TYPE 2 - SCOUT SHIPS OR STANDARD CRAFT

August 30th. 11:30 am. At Vincennes, Indiana, a man's 7 year-old daughter saw a metallic disc in the ENE hovering over Wheatland Road and reported it to her parents. Her father ran outside and saw the object, too. He quickly re-entered the house to get his binoculars, and when he emerged, the object was closer. It was described as about a quarter of a mile away, "a garbage can lid with a piece of watermelon on top" and about 30' in diameter. The craft suddenly left in a swooping dive to the NNE.
https://www.nicap.org/700830vincennes_dir.htm

There was documented UFO alarm at Vincennes, on Sept. 9th at 4:45 p.m. A bonified, documented flying saucer report, a domed-disc had been in the area only nine days before!!!! And less than 5 miles from the detection site.

September 28, 2019; Fishers, Indiana. 10:22 pm. Node 84 had gone online earlier that month and was undergoing some testing adjustments with the aid of the MADAR Operations Center at Newburgh, Indiana. MADAR had hits which corresponded to night vision targets.
<https://www.nicap.org/match/Correlations/2019/20190928/112-20190928-MADAR-SIR.htm>

April 23, 2020; Millerton, Pennsylvania, at 9:59 pm two "ham operators" observed two reddish yellow objects right after their MADAR went into a code blue alert. MADAR's first UFO "signature". Later evidence showed how and why MADAR was picking up UAPs.
<https://www.nicap.org/match/Correlations/2020/20200423/112-20200423-MADAR-SIR.htm>

September 6, 2021; Indianapolis, Indiana. 6:25 a.m. MADAR site 21 had a "code blue",

a full-blown alert. The op put out an APB on social media requesting anyone seeing anything unusual that morning to contact him. An observer had spotted an unknown object right at 6:25 am! The witness was a retired Marion County and State Capitol Police officer, and at the time of the sighting, an Uber driver who reported a black cigar-shaped craft with 7 round white lights on the trailing edge of the object, which was silent.

<https://www.nicap.org/match/Correlations/2021/20210906/112-20210906-MADAR-SIR.htm>

October 9, 2022, Newington, Connecticut, 5:57 pm EDT. The MADAR Operator for Node 106 in Newington, CT received an SMS (cell phone text "short message service") alert which stated that site 106 had detected an anomaly. He immediately grabbed his binoculars and went outside and spotted a small round black object descending from the clouds above the plane and ascending back up. This was a MADAR "code blue" and the magnetometer showed readings from 0.38 milligauss to spikes as high as 25.88 milligauss with a duration of 5 seconds.

<https://www.nicap.org/match/Correlations/2022/20221009-NC/112-20221009-MADAR-SIR.htm>

March 22, 2023; Royal Palm Beach, Florida. At approximately 06:45 AM EST the witness noticed a distant round object that was a bright no- pulsating light which appeared to drop down out of the clouds to the northeast and travel northwest at a high rate of speed. There was a MADAR alert at 6:49 AM.

<https://www.nicap.org/match/Correlations/2023/20230322/112-20230322-MADAR-SIR.htm>

TYPE 3 – MOTHER SHIPS OR CARRIERS

December 15th, 1989, at 6:03 p.m. MADAR was triggered (a two-pulse, 18 second anomaly [# 22]) followed by a momentary power outage, so brief that there was no loss of stored information. Channel 14 TV at Evansville, just 20 miles east of the MADAR HQ at Mt. Vernon, IN, lost all their computer graphics. Two days later MADAR Anomaly No. 23 occurred on December 17, at 9:14 a.m. It was a very brief disturbance.

Four days later on December 21, at Martinsville, Indiana, there was a major incident involving a Type 3 or mother ship. At around 1:00-2:00 a.m. a lady and her husband observed an object while driving on Hwy 37. It was apparently a saucer type with lights around it. About 7 miles down the road the witnesses noticed another craft that was huge and it was right there, hanging in the air. It was like an aircraft carrier or barge, very industrial looking that was angled or tilted toward them.

https://www.nicap.org/Ridge-Investigations/891221_CARRIER_NR_INDY.htm

TYPE 4 – INDETERMINATE

February of 2020, a pilot flying an Airbus A320 on a routine flight over Medellin, Colombia at 30,000 feet videotaped a strange, geometric-shaped, metallic object flying in a straight line in the opposite direction.

<https://www.youtube.com/watch?v=-CHMQDqxFRY>

August 18, 2022; Louisville, Kentucky, 6:36 pm EDT. Witnesses noticed a Cessna Citation leaving Bowman Field, then noticed the object about 45-degrees up. It was described as a semi-opaque 'tumbling' cube about 1/4 mile or less from him, and about half the size of the Cessna and heading northward. It had been travelling on a track a bit behind, but parallel to the Citation. After 6.5 seconds the UAP flew upwards, entered a cloud and was out of sight. Louisville just happens to house MADAR site 206 and there was a definite spike in the magnetometer reading, 3 minutes prior. Note, this was not a code blue and another cube sighting, an object which could be manned or unmanned.

<https://www.nicap.org/match/Correlations/2022/20220818-LK/112-20220818-MADAR-SIR-LK.htm>

ENDREP