



Kinross Tragedy: Analysis by Brad Sparks

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Thanks to Jim Klotz for getting the AF file back in 1999 and our late colleague Joel Carpenter for additional materials (newsclips).

It's outrageous that even after half a century the AF still withholds the key critical reports from the 2 ADC radar sites and cut off the 2nd page of the Summary or Circumstances right when it states the radar blips of the F-89 and the unidentified aircraft "merged" on scope(s) -- meaning only the F-89 and the unidentified aircraft were closer than **about 3-4 miles from each other** at that one point (given the radar resolution from the approx 90-mile distance from the Calumet AFS 665th AC&W Squadron ADC callsign "Pillow" and the width of radar beam) **not** a midair collision as sensationalists claim, with the supposed UFO moving off the screen unfazed.

Unmentioned by researchers is the statement in the file that prior to loss of radio voice and radar contact the F-89 pilot had "received and acknowledged a steer [back] to [home] base of 150°T [True]." That would mean the **intercept had been cancelled** and the F-89 turned back heading approx SSE to Kinross base, Sault Ste. Marie, Michigan, where Lts Moncla and Wilson were temporarily based with their fighter squadron (their original home base was Truax AFB, Madison, Wisc.).

There are discrepancies in the exact time when voice comm was lost, radar skin-track was lost and IFF transponder contact with the F-89 lost, with various times ranging from 6:52 to 6:55 to 6:59 PM EST given. Of course, the missing pages and reports might resolve these contradictions but we don't have them.

The Air Sea Rescue was apparently delayed 3 hours till 10:00 PM with no explanation for the delay (unless they are weasel-wording).

They lie about the "poor" weather and only say that about the weather during the **search** 3+ hours later, leaving it to the reader to assume that these conditions affected the F-89. The icing conditions and low visibility were WITHIN THE CLOUD LAYER below 7,000 feet and would only affect surface searches not the F-89. The overcast (actually UNDERcast to the F-89 crew) cloud layer topped off at 4,000 to 7,000 ft. The air was "quite stable" with "little or no turbulence" not stormy, winds "light."

The F-89 flew at 30,000 ft, or ABOVE the icing cloud layer, but was ordered down to the top at 7,000 ft at 6:47 PM to intercept the unidentified aircraft.

If the disparate coordinates given in the file have any accuracy for the unidentified aircraft being at about 160 miles (possibly NM) NW of Kinross at scramble at about 6:22 PM, then about 150 miles NW of Kinross about 1/2 hour later when the F-89 approached, this would

mean the Unidentified A/C was traveling something like only 10 miles in 1/2 hour or roughly 20 mph (or knots) roughly heading SE (or E or S).

Of course if we had the suppressed radar reports we would know where the unidentified aircraft was located and how fast it was traveling, on what heading, etc.

Brad