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INCIDENT NO. 183

1. Date of Observation 15 Oct 48 Date of Interview _____

2. Exact time (local) 2305

3. Place of Observation Fusuoka Area Between Shigamo Shima 33°40'N by 132°00'E and Fusae Shima 32°45'N-128°40'E, Japan

4. Position of observer Air

5. What attracted attention to object - pip of unknown aircraft appearing on aibborne radar

6. Number of objects 6

7. Apparent size 20-30 ft. long

8. Color of object N/S

9. Shape Like aircraft, stubby, clean lines

10. Altitude 5,000 to 7,000 ft.

11. Direction from observer

12. Distance from observer 3,000' - 10 miles laterally - 2,000 to 1,000 ft. above

13. Direction of flight of objects 1st-S, 2nd-NW, 3rd-NW, 4th-SW, 5th-NW and 6th-NW

14. Time 10 minutes total (individual sightings less than minute

15. Speed 200-1200

16. Sound N/S

17. Trail No exhaust flames or trails seen

18. Shape N/S

19. Trajectory

20. Manner High rate of acceleration, vertical ascent, cognizance of F-61's location at all times.

21. Manner of disappearance Accelerated speed and was lost to airborne radarscope & sight

22. Effect on vehicle N/S

23. Additional information concerning object

24. Weather conditions Fukuoka Area: Unlimited ceiling, wind calm, visibility 5 to 6 miles with hazy cloud coverage 12 to 14,000 ft. scattered

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Page 2 Incident: 183

Name and address of observer: N/S

Occupation and hobbies: Pilot and radar observer

Comments of interest, terrorel [illegible] to intelligence and character of observer(s):

[illegible]

A cable from FEAF reported that an unidentified aircraft was sighted both visually and by radar by the pilot and radar observer of an F-61 on 15 Oct. 48. The observers think it possible that 6 unidentified aircraft were involved in the interception. The sightings occurred at night; however, there was sufficient moonlight to permit a silhouette to be discerned although no details were observed. No trails or exhaust flames were seen. The speed of this aircraft was reported as much greater than that of the F-61. It also had a high rate of acceleration and could go almost straight up or down out of radar elevation limits. The object seemed cognizant of the whereabouts of the F-61 at all times which might indicate that it carried radar warning equipment.

The F-61 interceptor aircraft was visible to ground radar only periodically as it flew in and out of the permanent ground return area in which search wasbeing conducted. The only object picked up by the ground radar was the F-61. Estimated distance between interceptor (F-61) and objects in each sighting is as follows: First picked up at 10 miles and lost at 6,000 feet. Third picked up at 3 miles and lost at 10 miles. Four, five and six: all picked up at 9 miles and lost at 1200 ft. The last three sightings took place during a 10 minute period. In each instance the F-61 detected the object approximately 9 miles ahead, slowly closed to within 12,000 feet when the object would suddenly accelerate speed, dive and disappear from the airborne radarscope. Interceptor attempted to effect a normal pickup by diving after object but in each case was unsuccessful. After six sightings had been lost, the object was not again detected although interceptor continued to search the area until approximately 0130.

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ATTENTION: PROJECT SIGN

IT HAS BEEN REPORTED BY CABLE FROM FEAF THAT AN UNIDENTIFIED AIRCRAFT WAS SIGHTED, BOTH VISUALLY AND BY RADAR, BY THE PILOT AND RADAR OBSERVER OF AN F-61 ON 15 OCT 48. THE OBSERVERS THINK IT POSSIBLE THAT TWO UNIDENTIFIED AIRCRAFT WERE INVOLVED IN THE INTERCEPTION. THE SIGHTINGS OCCURRED AT NIGHT: HOWEVER, THERE WAS SUFFICIENT MOONLIGHT TO PERMIT A SILHOUETTE TO BE DISCERNED ALTHOUGH NO DETAILS WERE OBSERVED. IT WAS IMPOSSIBLE TO ESTIMATE THE SIZE OF THE AIRCRAFT OR WHETHER IT WAS JET OR PROPELLER DRIVEN. NO TRAILS OR EXHAUST FLAMES WERE SEEN. THE SPEED OF THIS AIRCRAFT WAS REPORTED AS BEING MUCH GREATER THAN THE SPEED OF THE F-61. IT ALSO HAD A HIGH RATE OF ACCELERATION AND COULD GO ALMOST STRAIGHT UP OR DOWN OUT OF RADAR ELEVATION LIMITS. THIS AIRCRAFT SEEMED TO BE COGNIZANT OF THE WHEREABOUTS OF THE F-61 AT ALL TIMES, WHICH MIGHT INDICATE THAT IT CARRIED RADAR EQUIPMENT. THE EXACT LOCATION OF INCIDENTS WAS NOT INDICATED IN INFORMATION RECEIVED BUT WILL BE DETERMINED.

END 4 [redacted]

FM/CSAF WASH D. C.
TO CG AMC SUBJ: SPECIAL A-W RPT A-2

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Cite 4943 A-2. This radio in 2 parts. Re your radio A KRZY 4932A2, 23 Oct 48, which refers to part 1 of AX 4850, 16 Oct & supersedes AX 4852, 18 Oct The following information is submitted:

Part 1: Interceptor aircraft visible to ground radar only periodically as it flew in and out of permanent ground return area in which search was conducted. Time of pickup of interceptor by ground radar not logged since pickup was identified each time as friendly and log on friend. not kept. Radar return in each instance was clear enough to establish IF recognition, and was clear for each pickup out of the ground return area. It is firmly established that the only object detected at any time by ground radar at site one was the F-61. There were no jet aircraft of this Command airborne at the time of sighting. Estimated distance between interceptor and objects in each sighting is as follows:

~~xxix~~ First picked up at 10 miles and lost at ~~xxxxxxx~~ 6000 feet.

Third picked up at 3 miles and lost at 10 miles.

Four, five and six: all picked up at 9 miles, lost at 1200 feet. The last three sightings took place during a 10 minute period. In each instance the F-61 detected the object approximately 9 miles ahead, slowly closed to within ~~xx~~ 12000feet when the object suddenly accelerated speed, dove and was lost from the airborne radarscope.

Interceptor attempted to effect normal pickup by diving also but each unsuccessful race time. After 6 sightings had been lost, the object was not detected again although interceptor continued to search the area until approximately 0130 . ITEM 16 Oct. Confirming phone request for weather and vicinity of incident, weather reports for the Fukuoka area indicated unlimited ceiling, ~~xxx~~ wind calm, visibility ~~xxx~~ 5 to 6 miles with haze cloud coverage 12 to 14000 feet scattered.

Part II. Radar sites mentioned in previous radios are site 1: At Shigano-Shima at 33° 40' N - 132° 00' east and site 18: at Fukae-Shima at 32° 45' N 128° 40' East

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1948 OCT 26 AM 9:27 1948 OCT 25 05 32

ALA-03

PP JEQAB

FM UAPLA 38C/CG

TO QXN/UAPBG/CINCFE

INFO JEQTL/USAF

JEQAB/CG AMC

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1. MCIA - Info
2. MCI -
3. MCREE -

/[redacted]CITE AX FOUR NINE FOUR THREE A-TWO PD

THIS RADIO IN TWO PARTS PD REQURAD ABLE XRZY FOUR NINE THREE TWO ABLE TWO CMA TWO THREE OCTOBER ONE NINE FOUR EIGHT CMA WHICH REFERS TO PART ONE OF ABLE XRAY FOUR EIGHT FIVE ZERO CMA ONE SIX OCTOBER AND SUPERSECES ABLE XRAY FOUR EIGHT FIVE TWO CMA ONE EIGHT OCTOBER CMA THE FOLLOWING INFORMATION IS SUBMITTED CLN PART ONE PD INTERCEPTOR AIRCRAFT VISIBLE TO GROUND RADAR ONLY PERIODICALLY AS IT FLEW IN AND OUT OF PERMANENT GROUND RETURN AREA IN WHICH SEARCH WAS CONDUCTED PD TIME OF RICKUP OF INTERCEPTOR BY GROUND RADAR NOT LOOGED SINCE PICKUP WAS IDENTIFIED EACH TIME AS FRIENDLY AND LOG ON FRIEND

Y OBJECTS

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[redacted] NOT KEPT PD RADAR RET [redacted] N IN EACH INSTANCE WAS CL[redacted] ENOUGH TO ESTABLISH IFF RECONGNITION CMA AND WAS CLEAR FOR EACH PICKUP OUT OF THE GROUND RETURN AREA PD IT IS FIRMLY ESTABLISHED THAT THE ONLY OBJECT DETECTED AT ANY TIME BY GROUND RADAR AT SITE ONE WAS THE FOX DASH SIX ONE PD THERE WERE NO JET AIRCRAFT OF THIS COMMAND AIRBORNE AT THE TIME OF SIGHTING PD ESTIMATED DISTANCE BETWEEN INTERCEPTOR AND OBJECTS IN EACH SIGHTING IS AS FOLLOWS CLN FIRST PICKED UP AT ONE ZERO MILES CMA LOST AT SIX ZERO ZERO ZERO FEET CMA THIRD PICKED UP AT THREE MILES AND LOST AT ONE ZERO MILES CMA FOUR CMA FIVE CMA SIX ALL PICKED UP AT NINE MILES LOST AT

ONE TWO ZERO ZERO FEET PD THE LAST THREE SIGHTINGS TOOK PLACE DURING A ONE ZERO MINUTE PERIOD CMA IN EACH INSTANCE THE FOX DASH SIX ONE DETECTED THE OBJECT APPROXIMATELY NINE MILES AHEAD CMA SLOWLY CLOSED TO WITHIN ONE TWO ZERO ZERO ZERO FEET WHEN THE OBJECT SUDDENLY ACCELERATED SPEED CMA DOVE AND WAS LOST FROM THE AIRBORNE RADAR SCOPE PD [redacted] BUT WAS UNSUCCESSFUL BACK TIME PD AFTER SIX SIGHTINGS HAD BEEN LOST THE OBJECT WAS NOT DETECTED AGAIN ALTHOUGH INTERCEPTOR CONTINUED TO SEARCH THE AREA UNTIL APPROXIMATELY ZERO ONE THREE ZERO ITEM CMA ONE SIX OCTOBER PD CONFIRMING PHONE REQUEST FOR WEATHER AND VICINITY OF INCIDENT CMA WEATHER REPORTS FOR THE FUKUOKA AREA INDICATED UNLIMITED CEILNG CMA WIDS CALM CMA VISIBILITY FIVE

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No. AMC Form No. 10-533 (Rev 20 Feb 48) [redacted] WF-L-15 JUN 48 200M

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HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:
MCIAXO

MCIAXO-3/GWT/dw

NOV 1948

SUBJECT: Request for Investigation

THRU: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AFOIR

TO: Commanding General
FEAF
APO 925
c/o Postmaster
San Francisco, California

1. Reference is made to message AX/9043-A2 dated 26 Oct 48 (250800Z), regarding radar sighting of unidentified aerial object by F61 radar. It is requested that source Base Intelligence Officer be directed to initiate further investigation of this reported sighting. An Essential Elements of Information form is attached as an aid to the interviewing officer in obtaining the desired information.

2. Pertinent information relative to the reported object is desired as follows:

a. Was object apparently practicing radar evasive tactics when it disappeared from the scope periodically, or was it running into normal skip "null" zones affecting appearance on scope of all aircraft?

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PAGE THREE UAPLA 38C/[redacted]

TO SIX MILES WITH HAZE CLOUD COVERAGE ONE TWO TO ONE FOUR ZERO ZEROU ZERO FEET SCATTERED PD PART TWO PD RADAR SITES MENTIONED IN PREVIOUS RADIOS ARE SITE ONE AT "HIGANO DASH SHIMA AT THRE" THR"E DEGREES FOUR ZERO MINTUES NORTH-DASH ONE THREE TWO DEGREES ZERO ZERO MINUTES EAST AND SITE ONE EIGHT AT FUKAE DASH SHIMA AT THREE TWO DEGREES FOUR FIVE MINUTES NORTH DASH ONE TWO EIGHT DEGREES FOUR ZERO MINUTES LAST PD END

AX-4932A2 - no Record
AX-4150 - no Record
AX-48?2 no Record

Recd 0050
26 Oct 48
Hold Tell A.M.
Sgt. ?

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OPR

AMC
Subject: Request for Investigation

b. Did object give normal indication on scope such as indicated by conventional aircraft?

3. It is requested all pertinent material be forwarded to Commanding General, Air Materiel Command, Wright-Patterson AF Base, Dayton, Ohio, attention MCIAXO-3.

FOR THE COMMANDING GENERAL:

W. R. Clingman Col USAF
for H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

1 Incl
EEI Form

AFOIR-CO-2 (A-3865) 1st Ind

Dept. of the Air Force, Hq USAF, Washington 25, D. C.

TO: Commanding General, Far East Air Forces, APO 925, c/o Postmaster San Francisco, California

1 Incl:
n/c

2nd Ind

HEADQUARTERS, FAR EAST AIR FORCES, APO 925

TO: Commanding General, Fifth Air Force, APO 710

1. Forwarded for compliance with request contained in basic communication.

2. Sighting in question was initially made at 2305/I on 15 October 1948 in the vicinity of Fukuoka by an F-61 flying airborne alert for Camel Control.

BY COMMAND OF LIEUTENANT GENERAL WHITEHEAD:

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S. A. SIMONSON
LT. U.S.A.F.

Incl: n/c

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Ltr, C., Air Material Command, subj: Intercept and Air Force Base, Dayton, Ohio, 27 August, subject: Request for Investigation, dtd 9 Nov 48.

333.

1st Ind.

F 333 4th 2nd

Headquarters, 315th Air Division, APO 920, 28 FEB

TO: Commanding General, Fifth Air Force, APO 710.

1. There was a total of six sightings of the unidentified object. With the exception of the initial sighting, no radar evasive tactics were used. During the initial sighting the F-61 approached the target from the rear with a twenty MPH speed advantage. When the F-61 approached within 12,000 feet, the target executed a 180° turn and dived over the F-61. The F-61 attempted to dive with the target but was unable to keep pace. Rate of descent of the F-61 was 3,500 feet per minute.

2. It is believed that the object was not lost from the scope due to the normal skip "null" zones common to all radar equipment. The pilot and observer feel that it was the high rate of speed of the object which enabled it to disappear so rapidly.

3. From the information contained in paragraph one it is quite possible that the object had some type of radar warning equipment to detect any aircraft approaching within a range of 12,000 feet.

F 710

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BASIC: Ltr, Hq, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, File MCIAXO, subj: "Request for Investigation", dtd 9 Nov 48.

4. The return on the radar scope from the unidentified target was the same as that from a conventional aircraft.

5. The radar observer estimated that on three of the sightings the object traveled seven miles in approximately twenty seconds, giving a speed of approximately 1,200 MPH. As the target disappeared from the scope it gave the indication of continued acceleration.

FOR THE COMMANDING GENERAL:

CLARENCE L. [illegible]
1st Lt, USAF
Asst Adjutant General

4 Incls
Added 3 Incls
2. Sketch of Object
3. Statement of Lt Halter (6 cys)
4. Statement of Lt Hemphill (6 cys)

333 5th Ind INT/SM/sb

HEADQUARTERS, FIFTH AIR FORCE, APO 710 11 MAR [illegible]

TO: Commanding General, Far East Air Forces, APO 925

J.G.E.

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3. Sextp copy incl 3 w/d
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BASIC: Ltr, Hq, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, File MCIAXD, Subj: "Request for Investigation," dtd 9 Nov 48

AG 333. CF-2 6th Ind.

HEADQUARTERS, FAR EAST AIR FORCES, APO 925

THRU: Chief of Staff, United States Air Force, Washington 25, D. C. ATTN: AFOIR

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio

S. A. S

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2. n/c
3. Duplicate copy of Incl 3 w/d
4. " " " " 4 w/d

AFOIR-CO-16 (A-3865) 7th Ind. 14 APR 1949

Dept. of the Air Force, Hq USAF, Washington 25, D. C.

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Wright Field, Ohio. ATTN: MCIAXD

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ESSENTIAL ELEMENTS OF INFORMATION

(Re Sightings of Unidentified Aerial Objects)

PROJECT "SIGN"

1. Date of sighting - 1st October 1948

2. Time of sighting - 2305 Item
(Zone) by 24 hr clock)

3. Where sighted:

a. Ground

(1) City, town.

(2) Distance and direction from city or town road, intersections, etc.

(3) From building (story), ward, etc.

(4) Map coordinates (if feasible) showing latitude and longitude.

b. Air

(1) Type aircraft, speed, altitude, direction of flight - Type unknown. Speed varied from approximately 200 mph to 1200 mph. Altitude varied from 5,000 to 7,000 feet. Direction of first sighting target was heading south, reversed itself and was last seen headed north. Second sighting headed northwest. Third sighting headed northwest. Fourth sighting headed southwest. Fifth and sixth sightings were headed northwest.

(2) Distance & direction from city, town or known landmark. - Approximately fifty miles northwest of Fukuoka, Kyushu, Japan.

(3) Clock position of object from observer's aircraft;

Sighting # 1	12 o'clock
Sighting # 2	10 o'clock
Sighting # 3	10 o'clock
Sighting # 4	12 o'clock
Sighting # 5	12 o'clock
Sighting # 6	12 o'clock

(4) Latitude and longitude - 30°40'N 130°00'E.

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3. (Cont'd)

c. Sea

(1) Latitude and longitude

(2) Proximity to land (name city, country, etc)

4. Number of objects - Six (6) sightings, one at a time. Estimate total to exceed two objects.

a. Formation type (if any) (sketch if possible) - Objects were not in formation.

5. Distance of object from observer

a. Laterally or horizontally - Laterally - 3,000 feet to 10 miles. Horizontally - 2,000 feet below to 1,000 feet above.

b. Angle of elevation from horizon - Elevation from intercepter aircraft 10° above to lower than 10° below to off lower limits

c. Altitude - From 5,000 feet sea level to 2,000 feet sea level or 2,000 feet below to 1,000 feet above intercepting aircraft

6. Time in sight - Total elapsed time, first through sixth sighting did not exceed ten minutes. Individual sightings were a minute or less in duration.

7. Appearance of object

a. Color - Undiscernable

b. Shape (sketch if possible) - See attached sketch

c. Apparent construction (translucent) - Fins type unknown. At time of only visual sighting target was on a level with observing aircraft. Under night visibility all that was visible was a silhouette. Type of tail stabilizers is unknown. General classification - very short body giving a stubby appearance. Canopy, if present, was formed into aircraft body to give the object clean cut lines and ags not discernable.

d. Size -

(1) Estimated size - Twenty (20) to thirty (30) feet in length, wing span could not be determined.

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7. (Cont'd)

d. (Cont'd)

(2) Size as it appeared from observer's view (compared to known object) - Approximately the same length as a USAF F-47.

8. Direction of flight - See Par 3b (1).

9. Tactics or maneuvers

a. Vertical ascent or descent, horizontal, oscillating, fluttering evasive, aggressive, erratic, etc. - See attached statements.

10. Evidence of exhaust - No evidence of exhaust seen

a. Color of smoke

b. Length and width

c. Odor (if any)

d. Rate of evaporation

e. Does trail vary with sound? (sphnts)

11. Effect on clouds

a. Opened path thru clouds

b. Formed cloud or mists

c. Reflected or cloud - Silhouette of object was projected on the clouds by a full moon.

d. Shown thru cloud

12. Lights - No lights were seen.

a. Reflected or attached

b. Luminous

c. Blinked on and off in relation to speed

13. Support - Undiscernable.

a. Wings. [redacted] dynamic lift of fuselage

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13. (Cont'd)

c. Vertical jet

d. Rotating cylinder or core

e. Aerostatic lift (balloon or airship)

14. Propulsion - Unknown

a. Propeller or jet

b. Rotor

c. Aerodynamic vanes (flapping or oscillating) (Kotz layer effect)

d. Visible exhaust or jet openings

15. Control and stability - Unknown

a. Fins

b. Stabilizers (Horizontal or vertical)

(1) Size

(2) Shape

(3) Location

16. Air ducts - Unknown

a. Slots

b. Duct openings

17. Speed - MPH - From a known speed of 200 MPH to an estimated speed of 1200 MPH

18. Sound - Unknown

a. Continuous whine or buzz

b. Roar, whistle, whoosh

c. Intermittent

19. Has any radio antenna to be observed, i..e., (any projections or extensions that might presumably be construed as such) - None

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20. Manner of disappearance- See attached statements

a. Explode - Negative

(1) Possibility of fragments

(2) Other physical evidence

b. Faded from view - due to high rate of speed

c. Disappeared behind obstacle - Negative

Relative to the Observer

1. Name of observer - 1st Lt. Oliver Mcphill and 2nd Lt. Barton Halter

2. Address - 6Pth Ptr. Sq., 347th Ptr. Group, APO 75 c/o PM San Francisco, California

3. Occupation - Lt. Mcphill - Pilot, Lt. Halter - Radar Observer.

4. Place of business

a. Employer or employee

5. Hobbies

a. Time engaged in hobby (experience). Is observer amateur astronomer, pilot, engineer, etc. - amateur Photography

6. Ability to determine

a. Color - Normal

b. Speed of moving objects - Normal

c. Size at distance - Normal

7. Reliability of observers - Excellent

a. Sources

(1) Neighbors

(2) Police Dept

(3) FBI records

(4) Employer

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Page 6
ETI Project "SIGN"

8. Notes relative to observer on

   a. Sightings in general - Both officers can be considered qualified observers

   b. How attention was drawn to objects(s)

      (1) Sound

      (2) Motion - By both Radar and visual means

      (3) Glint of light

9. Witnesses -none

   a. Addresses

   b. Occupation

   c. Reliability

10. Comments of interrogator re intelligence and character of person interrogated.- Both officers are of excellent character and intelligence and are trained observers.

<u>Relative to Radar Sightings</u>

1. Re radars now operating on ground - Radars were operating on the ground but did not at any time pick up any airborne targets except the F-61.

   a. Observations of range, speed, altitude and size of target - None

   b. Does target execute any turns? If so, what angle (180°), etc. and what radius of turn. If radius of turn is not observable, how long did the target stay in the turn and what was its speed?

   c. Note particularly any separation of distant target into several targets upon approach. Track all if possible.

2. If airborne, when object was sighted.

   a. Were there any radar indications or extra noise on radio circuits - None

   b. Give estimates of size, speed, maneuvers, etc.

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GENERAL

1. Teletype sequences of local weather conditions - 2300 I, sky high scattered, visibility 5 miles in haze, temperature 58, dew point 56, wind calm. 2400 I, sky high scattered, visibility 6 miles in haze, temperature 57, dew point 56, wind calm

2. Winds aloft report - 2300I (1500Z) 14 October 48

Surface	-	Calm
1,000	-	Calm
2,000	-	20° 7 Knots
3,000	-	360° 5 Knots
4,000	-	320° 2 Knots
5,000	-	190° 8 Knots
6,000	-	200° 12 Knots
7,000	-	200° 17 Knots
8,000	-	230° 24 Knots
9,000	-	230° 25 Knots
10,000	-	230° 21 Knots

3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time (Check Canadian activity if close to that border) - Flight schedules of all aircraft in the local area were checked with negative results

4. Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other. - None

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purposes of making comparison of soils - Does not apply

6. If object came sufficiently near other aircraft or known objects, check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc. - Negative

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7. Obtain photographs (or original negatives) where available; if not, secure sketches of - See attached sketch

   a. Object

   b. Surrounding terrain where object was observed

   c. Place where objected contacted earth (if this happened)

   d. Maneuvers

   e. Formation (if more than two)

8. Secure signed statement - See attached statements

9. Obtain fragments or physical evidence where possible.- None

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UNIDENTIFIED TARGET AS OBSERVED BY PILOT [redacted] OCT. 1940 [illegible]

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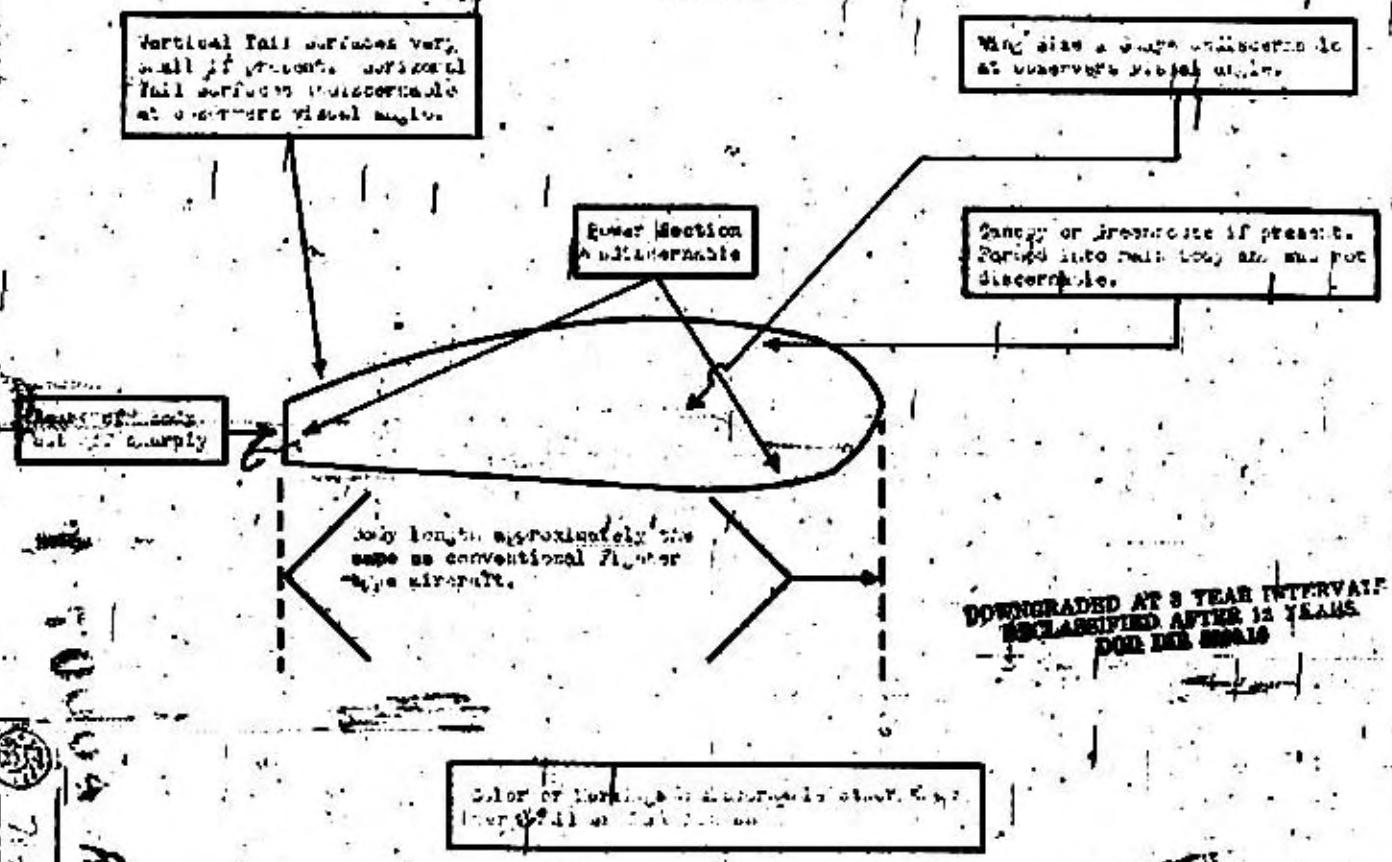

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S T A T E M E N T

28 January 1949

I, BARTON HALTER, 2nd Lt, USAF, AO-878470, age 26, do hereby make the following statement.

My present duties are Radar and Communications Maintenance Officer, and Radar Observer Night Fighter with the 68th Fighter Squadron, 347th Fighter Group (All), APO 75.

On 15 October 1948, my pilot and I started out on a routine mission off the northwest coast of Kyushu. Then, at 2305 I, we were approximately 50 miles at 330° from Fukuoka, I picked up an airborne target. It showed up at a range of five miles, dead ahead and slightly below us. We increased our speed to approximately 220 mph and obtained an advantage of 20 mph. The target showed no evasive action at first, and we thought that it was probably one of the fighter aircraft from our home field. As we closed in, I noticed a slight change in azimuth and a rapid closure between us. Shortly thereafter, a matter of seconds, the target gave the indication of diving beneath us. We dived in an attempt to follow the target and before we could get squared away to follow, it had passed beneath us and was gone. I was notified by my pilot that we were diving at a rate of 3500 feet a minute at 300 mph. I had intended to ask the pilot to peel off after

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it split "S", but it was gone too fast.

The next, or second, interception was from the rear of the target as was the first; however, the target added a burst of speed dead ahead and outdistanced us immediately. On the third interception, my pilot called a visual at 60° portside. By the time I made the pickup it was at 45° port 3000' and 5° below. My pilot made a rapid starboard turn in attempt to head off the target. By the time we got astern of it, it was off again in a burst of speed and dissapeared between nine (9) and ten(10) miles.

On the fourth interception, the pilot called to me that we had been passed from above from the rear by our target. I picked up the target as it went off my scope from five to ten miles dead ahead and slightly above. On the fifth and sixth interceptions, the target appeared at 9 plus miles doing approximately 200 mph. We had an advantage of 20 mph making our IAS approximately 200 mph, a safe high speed cruise for P-61 type aircraft. We closed in to 12,000 feet; then, with a burst of speed the target pulled away to the outer limit of my set which is 10 miles for airborne targets. This took approximately 15 to 20 seconds.

In my opinion, we were shown a new type aircraft by some agency unknown to us.

My experience is 300 hours as radar observer, and 700 hours commercial pilot flight instructor. I am a graduate of

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Night Fighter School, Boca Raton Florida. I have no combat time.

Barton Halter

BARTON HALTER
2nd Lt, USAF, AO-678470
66th Fighter Squadron (AW)
APO 75

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S T A T E M E N T

28 January 1949

1. I, OLIVER HEMPHILL Jr., 1st.Lt. USAF AO-784156, age 28, do hereby make the following statement:

2. Present Duty: Assistant Operations Officer and Night Fighter Pilot, with the 68th Fighter Squadron, 347th Fighter Group (AW) APO 75.

3. On the night of 15 October 1948 my radar observer and myself were flying a routine airborne alert mission approximately 50 miles out to sea northwest of Fukuoka, Japan. At approximately 2305 I time we made our first contact with our Airborne Radar Set with a target we assumed to be a F-51. We attempted a practice interception, but the target put on a tremendous burst of speed and dived so fast that we were unable to stay with it. At this point the intercepting aircraft was traveling at approximately 300 mph and descending at 3500 feet per minute. This was a head-on interception. When the target passed under us we executed a chandelle back to our original altitude of approximately 6,000 feet. Our second target was immediately picked up on the scope, and a stern interception was attempted, but the aircraft immediately outdistanced us. At this time we were puzzled by the tremendous bursts of speed exhibited by the supposed F-51s. The third target was spotted visually by myself. I had an excellent silhouette of the target thrown against a very reflective undercast by a full

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moon. I realized at this time that it did not look like any type aircraft I was familiar with, so I immediately contacted my Ground Control Station and asked for information regarding any aircraft flying in the area. The Ground Control Station informed me there were no other aircraft in the area. I informed them what I had seen and was in contact with them from then on.

4. The fourth target passed directly over my ship from stern to bow at a speed of roughly twice that of my aircraft, 200 mph. I caught just a fleeting glance of the aircraft; just enough to know he had passed me. The fifth and sixth targets were attempted radar interceptions, but their high rate of speed put them immediately out of our range.

5. The only aircraft I can compare our targets to is the German ME-163. It was not a ME-262 or similar jet. I base this on my combat experience against ME-262's over Germany in 1945. At that time I was a B-17 pilot, with the 400th Bomb Group (H) Station 174th, 8th Air Force. My total flying time is 900 hours of which 350 hours is combat time.

OLIVER HEMPHILL Jr.
1st Lt, USAF, AO-764156
68th Fighter Squadron (AW)
APO 75

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