[redacted]

PRO[illegible] CARD 15/0100 E

ATIC NO. -------

AF NO. ------

REPORT NO. -----

DATE OF REPORT ----

TIME OF SIGHTING 2000

SHAPE ------

SIZE -----

COURSE 180°

NO. IN GROUP 1

[illegible] -----

[illegible] ----- SKETCHES -----

DATE OF INFO 14 15 Nov 50

LOCATION Key West, Fla

SOURCE Radar Operators

DATE IN TO ATIC -----

COLOR -----

SPEED 480 mph Estimated / Measured

ALTITUDE 15000' Estimated / Measured

LENGTH OF TIME OBSERVED -------

TYPE OF OBSERVATION Radar

MANEUVERS Turned to right

Similar contact made next day on radar scop
During first contact F6F-5N pilot made
visual observation. No furthur information

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

A/C

[redacted]

17

Unconventional Aircraft Proj. 10073

MCIAXA-1 MCIAXE 31 JAN 1951 1
ATTN: Mr. J.J. Rodgers

1. Reference is made to the attached letter.

2. The radar information regarding the detection of unidentified aircraft on the nights of 14 and 15 November 1951 appears to be possibly correct. However, there are some indications of weather effects entering into the detection of radar targets.

3. In general, insufficient information is contained in the attached report to allow a well-founded evaluation to be made of the radar targets. It is suggested that the source of the basic report be asked to submit another more complete and coordinated report and to make it clear as to the exact radar target information, which F6F-5N picked up a target on its radar, which F6F-5N pilots obtained visual sightings, and what were the radar target conditions at the time the target was seen visually, etc. In summary, a more complete and coordinated report is desired.

1 Incl
Ltr, 23 Dec 50 fr EADF, [redacted] AFB, Newburgh, N.Y., W/Rpt of Unidentified Acft (CONF)

JOHN E. LIBBERT
Major, USAF
Chief, Electronics Section
Technical Analysis Division
Intelligence Department

RLJ/dw
55170
B 263A
P 4-17

See Mar 9 ltr to
1st ind to D/I

5011.5
(XEX)

7-3712-33

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[redacted]

[redacted]

UNCLASSIFIED

HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

INT 360.112

SUBJECT: Possible Unconventional Aircraft

TO: Commanding General, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio
ATTENTION: MCIS

The attached report on unidentified aircraft received from Commander Fleet Air, Jacksonville, Florida, is forwarded as possibly coming under heading of unconventional aircraft.

1 Incl
Rpt of Unidentified
Acft

Info cy to
CG, ConAC

6 Jun 51 15

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[redacted]

[redacted]

UNCLASSIFIED

NAVAL SPEED LETTER

[redacted]

FAWTU/A9-8/A8
40:hot
Ser 988

November 21 1950

UNCLASSIFIED

TO: Commander Fleet Air Jacksonville
U.S. Naval Air Station
Jacksonville, Flordia

TWO INCIDENTS CONCERNING UNIDENTIFIED AIRCRAFT OPERATING WITH NO LIGHTS IN WARNING AREA ASSIGNED TO FAWTULANT, NAS, KEY WEST, FLORIDA.

FIRST---TUESDAY, 14 NOVEMBER 1950, APPROXIMATELY 2000 AT 15,000 FEET 30 MILES N NORTH NAS, KEY WEST. AIRCRAFT PICKED UP TRACKED INTERMITTENTLY BY GROUND RADAR. GROUND SPEED 480 MILES PER HOUR, HEADING 180, MADE TURN TO RIGHT AND FADED FROM SCOPE. F6F-5N PICKED UP AIRCRAFT ON RADAR ONE AND ONE HALF MILES RANGE UNABLE TO CLOSE FOR VISUAL CONTACT. WEATHER CLEAR VISIBILITY EXCELLENT CLEAR NIGHT. AT APPROXIMATELY 2015 UNIDENTIFIED AIRCRAFT SIGHTED BY PILOT OF F6F-5N NEAR NAS, KEY WEST, TRAVELING AT HIGH SPEED.

SECOND--WEDNESDAY, 15 NOVEMBER 1950, AT 2100 AT 15,000 FEET AIRCRAFT PICKED UP BY GROUND RADAR WITHIN 3 MILES OF TWO F6F-5Ns ON GCI FLIGHT, BEARING 270 DEGREES, DISTANCE 42 MILES FROM NAS, KEY WEST. ONE EXPERIENCED VF(N) PILOT MADE A VISUAL CONTACT ON AIRCRAFT WITH LONG SILVER FUSELAGE, NO LIGHTS. THE UNIDENTIFIED AIRCRAFT FOLLOWED THE F6F-5Ns BEING CONTROLLED BY GCI. RETURN ON RADAR TWICE THE SIZE OF RADAR RETURN OF F6F. AIRCRAFT SPEED ESTIMATED AS MORE THAN TWICE AS FAST AS F6F CRUISING AT 160 KNOTS.

NAS, KEY WEST, OPERATIONS CHECKED MILITARY FLIGHT SERVICE WHO REPORTED NO KNOWN AIRCRAFT SCHEDULED OR FLIGHT PLAN FOR OPERATIONS IN THIS AREA.

/s/ [redacted]

Copy to
ComAirLant

Sender's Mailing Address
Commanding Officer
Fleet All Weather Training Unit, Atlantic
U.S. Naval Air Station
Boca Chica Field
Key West, Florida

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CG, CO OR DEPUTY

INSPECTOR GEN'L'S OFFICE

[redacted]

PUBLIC INF. OFFICE

COMPTROLLER

PERSONNEL & ADM.

RESEARCH & DEV.*

INTELLIGENCE

MCIAXA

SUPPLY AND MAINT.

PROC. & IND. MOB. PLNG.*

OTHER

[redacted] UNCLASSIFIED

Basic ltr fm Hq Eastern Air Defense Force, Stewart AFB, Newburgh, N.Y., 23 Dec 50, to CG, AMC, W-P AFB, Dayton, Ohio, "Possible Unconventional Aircraft"

1st Ind MCIAXA-1a/JJR/peg

22 MAR 1951

Headquarters AMC, Wright-Patterson Air Force Base, Dayton, Ohio

TO: Director of Intelligence, ATTN: AFOIN-V/TC, Headquarters USAF, Washington 25, D. C.

1. This command has reviewed the inclosed report and it is considered that the information regarding the radar detection of unidentified aircraft on the nights of 14 and 15 November 1950 appears to be possibly correct. However, there are some indications of weather effects entering into the detection of radar targets.

2. In general, insufficient information is contained in the attached report to allow a well-founded evaluation to be made of the radar targets. It is suggested that the source of the basic report be requested to submit another more complete and coordinated report. Answers to the following questions are desired:

a. 14 November 1950 Incident

(1) Did the radar scope pip of the unidentified target detected by the ground radar set resemble that of conventional aircraft? If so, what type or size conventional aircraft.

(2) Can a track of the unidentified target be supplied to this command? If not, give as complete details as possible regarding range and maneuvers of the target, and continuity of the radar target echoes.

(3) What type ground radar set was used to detect the target, particularly what was the frequency of the transmitter?

(4) What type radar set was used in the intercepting F6F-5N?

(5) Was the F6F-5N that made visual contact with an unidentified aircraft the same as the one that had previously made a radar contact on the unidentified target? Also, was radar contact made on the sighted aircraft either before or after visual sighting by either the airborne radar in the F6F-5N or the ground radar?

(6) Were there any surface targets in the area where the unidentified contacts were made?

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OTHER

[redacted]

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Basic ltr fm Hq Eastern Air Defense Force, Stewart AFB, Newburgh, N.Y., 23 Dec 50, to CG, AMC, W-P AFB, Dayton, Ohio "Possible Unconventional Aircraft"

1st Ind (Contd)

b. 15 November 1950 Incident

(1) Questions in a(1), (2), (3), and (6) above are applicable.

(2) What were the weather conditions?

(3) Was an airborne radar contact made or attempted on the unidentified visually observed target?

(4) Was a GCI attempted on this target?

3. If, during the course of obtaining answers to the above questions, additional pertinent information becomes available, it should be provided.

FOR THE COMMANDING GENERAL:

1 Incl
n/c

BRUNOW W. FEILING
Colonel, USAF
Chief, Technical Analysis Division
Intelligence Department

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Basic ltr fr Hq EADF, Stewart AFB, Newburgh, N.Y., 23 Dec 50, to CG, AMC, WPAFB, Dayton, Ohio, "Possible Unconventional Aircraft"

AFOIN-V/TC 2d Ind

Dept of the Air Force, Hq USAF, Washington 25, D. C. 12 Apr 1951

TO: Commanding General, Hq Eastern Air Defense Force, Stewart Air Force Base, Newburgh, New York

1. This report on unidentified aircraft contains no information which points to the conclusion of a possible unconventional aircraft having been sighted.

2. It is believed more probable that the targets in both instances were either non-scheduled civil transport aircraft of the DC-6 or Constellation types or military aircraft on training flights.

3. Military aircraft on local operational training flights would not be reported to the Military Flight Service Center if on a VFR flight plan. There is no Military Flight Service Center in Florida; the Maxwell Center handling the entire southeastern portion of the United States.

4. This file returned herewith for any possible additional information in accordance with the request of par 2 and 3 of 1st Indorsement.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ H. J. Kieling
H. J. KIELING
Colonel, USAF
Execut ive
Directorate of Intelligence

1 Incl
n/c

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[redacted]

[redacted]

Hq EADF, INT 360.112, Subj: Possible Unconventional Aircraft.

INT 360.112 (23 Dec 50) 3d Ind 25 Apr 1951

HQ EASTERN AIR DEFENSE FORCE, Stewar t Air Force Base, Newburgh, N.Y.

TO: Commander, Eastern Sea Frontier, 90 Church St., New York 7, N.Y.

For additional information requested in paragraphs 2 and 3 of 1st Indorsement.

FOR THE COMMANDING GENERAL:

/s/ E. J. Dillon
E. J. DILLON
Capt., USAF
Asst Air Adj Gen

1 Incl
n/c

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5

[redacted]

[redacted] UNCLASSIFIED

HEADQUARTERS
COMMANDER EASTERN SEA FRONTIER
90 CHURCH STREET
NEW YORK 7, N.Y.

FF15-3:50:mn
A9
Ser 0197

UNCLASSIFIED [redacted]

23 May 1951

FOURTH ENDORSEMENT to ComFAIRJAX Restr spdltr ser 988 of 21 Nov 1950

From: Commander Eastern Sea Frontier
To: Fleet All-Weather Training Unit Atlantic, NAS Key West, Fla.
Via: (1) Commander Fleet Air Jacksonville

Subj: Unidentified aircraft report 14, 15, November 1950

1. Forwarded for available information requested in third endorsement.

/s/ D. W. Harrigan
D. W. HARRIGAN
Chief of Staff

Copy to:
COMAIRLANT
CG, EADF

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UNCLASSIFIED [redacted]

FF7-1/A4-3
12:jas
Ser: 058

[redacted]

FIFTH ENDORSEMENT on CO, FAWTULANT Rest spdltr. ser 988 of 21 Nov 1950

From: Commander Fleet Air, Jacksonville
To: Fleet All-Weather Training Unit Atlantic, NAS Key West, Florida

Subj: Unidentified aircraft reported 14, 15 November 1950

1. Forwarded for appropriate action.

/s/ Allen Smith Jr
ALLEN SMITH Jr.
Chief of Staff

[redacted]L

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[redacted]

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(40:stu)
030

SIXTH ENDORSEMENT on FAWTULANT Restricted spltr serial 988 of 21 November 1950

From: Commanding Officer, Fleet All Weather Training Unit, Atlantic
To: Chief, Technical Analysis Division, Intelligence Department, Hiqtrs AMC, Wright-Patterson Air Force Base, Dayton, Ohio

Subj: Unidentified aircraft reported 14, 15 November 1950

1. In answer to request for information contained in the first endorsement under paragraph (a):

a. With regard to size and shape, the pip was slightly smaller than that of a B-29. The intensity of the pip was very weak similar to that of an F-80.

b. No track is available as the radar pips were very weak and only noticeable while manoeuvering in the vicinity of CCI intercepts. The aircraft was probably making runs on the interceptor which was flying with his running lights on. It has been found through experience with this ground radar that jets are usually undiscernable while approaching or returning on a straight course, but show up quite well during the steep turns incident to making runs on a propeller driven aircraft which is being tracked.

c. Model SX General purpose search radar with a frequency of 2870 M.C.

d. AN/APS-6 airborne intercept radar (X band).

e. Negative, the F6F-5N that made the visual contact was the blacked out target for the F6F-5N that made the radar contact. Momentary radar contact was made on the unidentified aircraft by the interceptor F6F-5N slightly before being sighted by the target F6F-5N. Momentary contacts were made by the ground radar over a period of about 5 minutes.

f. No surface targets, ship or land, were in the vicinity.

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19 JUN 1951

2. Under paragraph (b), the following is submitted:

a. Same as answers a, b, c and f above.

b. Clear with good visibility at 15,000 feet where contacts occurred.

c. Momentary contact was made, but not enough of a track or pattern observed to be able to attempt an intercept.

d. No CCI was attempted due to the limitations explained in 1 b, above.

3. Evaluation of the appearance of the radar pip plus the speed involved led the CCI controller to believe that the unidentified target involved was a jet type aircraft of the approximate configuration of a B-45. This view was concurred in by the pilots involved. The only thing observed that was considered unconventional was the lack of lights on an aircraft, passing through the airspace warning area.

Copy to:
ComEastSeaFron
ComFairJax

E. W. HESSEL
Acting

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[redacted]

Basic ltr fr Hq LADF, Stewart AFB, Newburgh, N.Y., 12,23-50, to CG, AMC, W-PAFB, Dayton, O, "Possible Unconventional Aircraft " (Conf)

7th Ind

AIR TECHNICAL INTELLIGENCE CENTER, W-PAFB, Dayton, Ohio

TO: Director of Intelligence, Hq USAF, ATTN: AFOIN-V/TC, Washington 25, D. C. 28 JUL 1951

Information contained in the basic communication, and the 6th Indorsement, indicates that the subject unidentified aircraft which was detected by air and ground radar, and visually by an airborne observer (pilot) was, most probably, a friendly aircraft as suggested in the 2d Indorsement. There is no substantial evidence that the unidentified aircraft was of an unconventional type.

FOR THE COMMANDING OFFICER:

S.W.K. 7/20/51

1 Incl
n/c

for ERLING W. FEILING
Colonel, USAF
Chief, Technical Analysis Division
Air Technical Intelligence Center

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