## 4.6. Radio and Radar Reports

RA1. Off Cape May, New Jersey. 1951, February. Respondent was operations officer on a U.S. ship when radar tracked a solid object, not a false radar echo*, at speeds up to 3000 MPH (5000 km/h). Object halted suddenly and climbed vertically above Nantucket and out of radar coverage at above 150 miles up.

*Respondent's emphasis.

### Additional Comment

The respondent has kindly provided the following supplementary information:

At the time of this event, he was a lieutenant in the Navy with nine years' Combat Information Center experience, and was an Air Controller. Their ship was equipped with the newest radars.

One radar was of type AN/SPS-2A (7megawatts, 1300 MHz). It was a search-type radar, which gave direct plots by PPI tube. However, it also had the capability of tracking a specified target. By following a "fix" and timing its movement, one could determine velocities to within about 1% accuracy.

Another radar, model SP, was similar to a fire-control radar and was designed to give azimuth, elevation and distance data for a specified target. It was computer-driven and gave immediate altitude readings.

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# Navy tracks UFO at 3,000 mph

## Navy destroyer spots flight of alien craft

THE WORLD OF UFOs by Bob Pratt

Are UFO's real? Certainly, most of those people who see them believe they are real. Even more convincing, UFOs are sometimes picked up on radar. Following is a case that occurred at a time when no nation on earth had any rocket or aircraft capable of doing what this object did. In fact, we still don't have such capabilities.

The USS Dyess steamed slowly through the night off the Atlantic Coast, keeping track of all air traffic within hundreds of miles to prevent any sneak attack by the Soviet Union.

"We were afraid the Russians were going to bomb Washington at that time because we had gone into Korea," said Dr. Robert Wood, who was then a Navy lieutenant commander.

The Dyess, a radar picket destroyer, was about 125 miles southeast of Cape May, N.J., and Lt. Cmdr. Wood, the ship's operations officer and an air controller, was manning one of the radars at the time.

"We were plotting all the aircraft going north and south along the coast and inland as far as the Appalachians and any objects that were coming in from the northeast, the east and the southeast.

"Every aircraft had to have a certain set of parameters — distances, heights and whatnot — on their point of arrival over us.

"On this particular night — it was about 11:30 one night in March 1951, I forget the exact date — this object came in from the east and got within about 30 miles of us when it just stopped dead.

"It had been moving rather slowly, about 85 to 90 knots. We didn't have the altitude-determining radar on at the time and we had to get one of the operators to come up. When he did, we found the object was somewhere in the neighborhood of 3,000 to 4,000 feet altitutde.

"This object gave us a blip on the radar screen about the size of a large aircraft, like a DC8 or a DC9. I phoned the bridge and they informed the captain, who ordered the ship to head out in the direction of the object.

"We'd been loafing along, steaming in circles, and didn't have all our boiler power on. We did about as much as we could, about 22 knots, out in that direction.

"We got to within about 15 miles of that object when it suddenly took off at a very high rate of speed. It was going so rapidly that as the radar turned we could see the blip just jumping across the screen.

"We estimated it was going 5,000 kilometers an hour or roughly 3,000 miles an hour.

"Then, when it got up within 35 or 40 miles south of Nantuckett, it suddenly just took off and went straight up!

"I called the bridge and said, "We're losing contact, the object is fading.' And the operator on the altitude-determining radar in the other end of the room said, 'NO! I've still got it! It's 100 miles high and it's still going straight up!"

The object then faded from the second radar.

Altogether, they had tracked the object about 35 to 40 minutes, said Dr. Wood, who is now a professor of astronomy and director of the observatory at Brevard Community College in Cocoa, Fla.

"We reported it to the Pentagon but we never heard anything more about it."

He couldn't explain what it was he tracked that night. He has long accepted the idea that it was an unidentified flying object, whatever that may be.

"That was in 1951," he said. "I knew radar and I knew what it could do. We didn't have any aircraft that could go that fast, especially after it came and hovered. And then when it got up near Nantuckett it just went straight up and disappeared.

"There must be something there. There's more than just smoke. There must be fire."

Empire News 7-4-57

# Mystery 'object' over Atlantic

RADAR operators throughout Britain were last night ordered to keep a special watch for a mysterious high-speed object picked up on long-range radar screens in Scotland.

Was it another "Flying Saucer"—a secret plane missing from its closely guarded base in Nevada, U.S.? —or a new long-distance Russian bomber on a reconnaissance flight by way of the North Pole?

The Air Ministry are taking the affair "extremely seriously," it was revealed last night.

Strict orders have been given to all R.A.F. personnel not to discuss with anyone the discoveries made at the West Freugh bombing range near Stranraer.

There the radio operators, scanning out into the Atlantic, found an unidentified aircraft.

Officers were called and, after studying the flight of the strange object, they asked for other radar stations, miles away at Luce bay, to help.

## A report

All three stations plotted the course of the mysterious visitor, which was never seen by eyes.

A message was sent to the Air Ministry, who cabled for a detailed report.

Wing Commander W. P. Whitworth, in charge of the West Freugh station, said last night: "Other stations throughout the country have been asked to report."

In Nevada, U.S., a secret high-speed plane had earlier taken off and vanished.

The Air Force has asked for a maximum security guard on the plane if found.

It is believed to be the U-2, a single-jet plane with a huge swept-back wing which has been doing high-altitude research work and can possibly be used to detect particles in the air resulting from nuclear tests.