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PROJECT 10073 RECORD CARD

1. DATE: 18 October 19 51	2. LOCATION: 38.48N 123.16E (Yellow Sea)	12. CONCLUSIONS: ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☒ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP: Local: GMT 18/0333Z	4. TYPE OF OBSERVATION: ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☒ Air-Intercept Radar	
5. PHOTOS: ☐ Yes ☒ No	6. SOURCE: Military	
7. LENGTH OF OBSERVATION: 16 minutes	8. NUMBER OF OBJECTS: One	9. COURSE: Manuevered
10. BRIEF SUMMARY OF SIGHTING: Color was red or white-Orange exhaust. Speed 530 knots. Shape; A/C w/swept back wings. Size 60' long. Accelerated and decelerated to maintain same interval between source and observer.	11. COMMENTS: A/C sighting.	

ATIC FORM 329 (REV 26 SEP 52)

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SECURITY CLASSIFICATION (if any) [redacted] 10

FILE NO. AFISD YB

SUBJECT (Unclassified) Unidentified Air Contact

TO Chief, Air Technical Intelligence Center, Wright-Patterson AFB, Dayton, Ohio

FROM Dept of the AF, Hq USAF - AFOIN-V/TC

DATE 18 DEC 1951

COMMENT NO. 1 Lt.Col.Hundt/55894

Far East Air Forces letter with one inclosure, dated 12 November 1951, subject: "Unidentified Air Contact," is forwarded to Air Technical Intelligence Center for information and retention.

William A. Adams

1 Incl
FEAF ltr
dtd 12 Nov 51
w/1 incl

WILLIAM A. ADAMS,
Colonel, USAF
Deputy Chief, Evaluation Division
Directorate of Intelligence

When inclosure(s) No. 1 is (are) withdrawn or not attached, the classification of this correspondence will be cancelled or changed to UNCLASSIFIED in accordance with Par. 25b, AFR 205-1.

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DD FORM 1 FEB 50 96 REPLACES AAF FORM 96, 1 OCT 43, WHICH [redacted]

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HEADQUARTERS
FAR EAST AIR FORCES
APO 925

AC 80.07(12 NOV 1951)IIT-RD

12 NOV 1951

SUBJECT: Unidentified Air Contact

TO: Director of Intelligence
Headquarters, United States Air Force
Attn: Collections Division
Washington 25, D. C.

1. Reference United States Air Force radio, Cite: AFOIN 54577, dated 1 November 1951, requesting further information pertaining to an unidentified air contact made by a Navy patrol aircraft, the following information (Cite: TE-355) is submitted:

a. General Information:

East of Southern Tip of Korea

Patrol Plane Commander	Ensign George Gregory
Patrol Plane	PBM Mariner, BD-5
Mission	Weather, reconnaissance for TE 95.11
Date	18 October 1951
Debriefing Officer	LTJG D.H. DENN, A.I.O., VP-46

b. Initial conditions at time of contact:

(1) Meteorological data:

Cloud Formations - 4/10 from 1000 to 2500 feet
4/10 from 5000 to 8000 feet
Visibility - Good
Moon:
Phase - Full
Elevation - 74°
Azimuth - 230° True

(2) Time: 0333 ITZ

(3) Patrol Plane:

Position - 35°[illegible]N, 123°16'E
Heading - 194° True
Altitude - 5000 Feet

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ATIC 33212-1

FEAF AG No. 80159

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Ltr Hq FEAF APO 925, Subj: Unidentified Air Contact, to A/I Hq USAF.

(4) Contact:

Heading -	Approximately same as planes
Altitude -	4000 Feet
Bearing -	270° (approximate)
Distance -	12 miles (by radar)

c. Summary of Events:

A waist gunner, on lookout duty at an open waist hatch, sighted a light on the port side and notified the PPC. The PPC saw the light, and brought the contact to the attention of the crew, which verified its existence. The radarman confirmed the contact, reporting the distance as twelve miles. The light appeared to be a long conically shaped flame, suggesting the exhaust of a reaction type motor, such as a rocket or ram-jet. The size, shape, and color of the flame seemed to vary during the period of observation. Originally the flame appeared to be short, with a red-orange hue; later the flame became longer with the color changing to a white-orange hue, apparently after power was added. The PPC turned left toward the contact, attempting to silhouette the craft against the moon, in order to photograph it. Evidently, the craft turned away, maintaining the distance of twelve miles, so a photograph was not obtained. Consequently, Ensign [redacted] increased the power setting to rated power in order to close the range. Radar contact was lost, but visual contact was maintained until the estimated range became three or four miles. Meanwhile, the crew was able to observe the body of the craft visually, while in addition, Ensign [redacted] was able to observe the wing shape using binoculars. The hull was very large, estimated to be sixty feet long. The wings were swept back and down, with a dihedral at the tips, bending approximately at eighty-five percent (85%) of the wing length. No empennage was observed. The craft appeared to be flying at a high angle of attack, in the order of twenty-five degrees (25°), during the period it was observed from a good visual range. This flight attitude suggested a high speed plane staggering to keep airborne at a slow speed. The craft accelerated slowly, increasing the range to sixteen miles, as indicated by radar. It then accelerated rapidly to a range of twenty-two miles, when contact was lost. Visual contact was lost also, due to the clouds, approximately sixteen minutes after the initial contact. The computed air speed of the craft was five hundred and thirty (530) knots for the period just before contact was lost.

d. Patrol Plane Commander's Narrative:

At 0333I on the morning of 18 October 1951 at position 35-[redacted]N 125-16E, the port waist gunner of SD-5, (Navy Plane), sighted

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a long conical flame at twelve miles bearing 270 degrees relative. Radar confirmed the target. All hands double checked and confirmed. We were heading 134 degrees true. I made a turn to place the craft between the moon and me. The craft turned also to East and pulled ahead to twelve miles. Our altitude was 5,000 feet; the craft was at about 4,000 feet. I applied rated power and closed to about three to four miles. Visual contact was maintained, however radar contact was lost. During this close period all hands observed the hull shape and I could see the wing contour through the binoculars. The craft's flame changed in amplitude and color: being short with a red-orange hue, and long with a white-orange hue, when apparently power was added. The craft accelerated slowly to 16 miles where it again was confirmed by radar. It then accelerated with much rapidity to twenty-two miles where it was lost on radar. Visual contact was also lost due to clouds. Our true airspeed at this time was one hundred seventy. This, plus his computed speed relative to us gave him a true airspeed of five hundred thirty knots. The chase was then discontinued. We were at 8,000 and twenty-two minutes had elapsed since the primary contact.

The craft's flame was extremely bright at all times. I believe it was using alcohol or solid fuel, as a normal jet flame is fairly low with a much different appearance.

The hull was very large, I estimate sixty feet. The wings were swept back and down with a dihedral at the tips, ending approximately at eighty-five percent of the wing length. The tips appeared to suffice for a rudder as none was visible.

The moon was full and visibility was relatively good.

I tried to silhouette him against the moon to obtain a picture, but was unable to.

His flight attitude when within good visual range was extremely "cocked up" at an angle of about twenty-five degrees, indicating a very high speed machine staggering to keep airborne at slower speeds.

2. The information contained in paragraph 1, above was extracted from an amplifying report of the unidentified air contact prepared by the Naval Air Patrol Squadron concerned.

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Ltr Hq FEAF APO 925, Subj: Unidentified Air Contact, to D/I Hq USAF.

3. A sketch of the patrol plane commander's impression of the contact is attached as enclosure number one.

BY THE COMMANDING GENERAL:

Alfred Goldfarb

ALFRED GOLDFARB
WOJG
Asst Adj Gen. USAF

1 Incl:
Patrol Plane Commander's
Sketch of Air Contact.

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Commanding General
FEAF APO 925
Date Initials

AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
Japan	IR-27-52	

AIR INTELLIGENCE INFORMATION REPORT

10

SUBJECT: FLYOBRPT		
AREA REPORTED ON: Yellow Sea (Between Shantung Peninsula and Korea)	FROM (Agency): ATIL Office, D/I FEAF	
DATE OF REPORT: 28 June 1952	DATE OF INFORMATION: 18 October 1951	EVALUATION: B-2
PREPARED BY (Officer): Charles J. Malven, Captain, USAF (ATLO)	SOURCE: Patrol Sqdn 46, US Pacific Fleet	

REFERENCES (Control number, directive, previous report, etc., as applicable):

SUMMARY: (Enter concise summary of report. Give significance in final sentence or last paragraph. List inclosures at lower left. Begin text of report on AF Form 113, Page 2.)

1. This is an amplifying report of the visual and radar contact made over the Yellow Sea by a U.S. Navy Mariner, weather reconnaissance aircraft, 18 October 1951.

2. This material was collected and evaluated by Mr. Wallace R. Bush, Electronics Engineer, Classified Reconnaissance Branch, D/I FEAF.

APPROVED:

CHARLES Y. BANFILL
Brigadier General, USAF
Deputy for Intelligence

4 INCLS.

1 & 2 - Two radar plots of bogey
3 - One sketch of bogey
4 - One diagram of factors involved

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
ATIL Office, D/I FEAF	IR-27-52	1	3	

1. The following report was received from Patrol Squadron 46, through the Commander, Iwakuni Search and Patrol Group.

a. General Information:

Patrol Plane Commander	-	Ensign George Gregory
Patrol Plane	-	PBM Mariner, BD-5
Mission	-	Weather Reconnaissance for TE 95.11
Date	-	18 October 1951
Debriefing Officer	-	LTJG D.H. Dehn, AIO, VP-46

b. Initial conditions at time of contact:

(1) Meteorological Data:

Cloud formations	-	6/10 from 1000 to 2500 feet 4/10 from 5000 to 8000 feet
Visibility	-	Good
Moon:		
Phase	-	Full
Elevation	-	74°
Azimuth	-	230° True

(2) Time: 0333 ITEM

(3) Patrol Plane:

Heading	-	194° True
Position	-	35°48'N, 123°16'E
Altitude	-	5000 feet

(4) Contact:

Heading	-	App. same as Mariner
Altitude	-	4000 feet
Bearing	-	270° (approximate)
Distance	-	12 miles (by radar)

c. Summary of events:

A waist gunner, on lookout duty at an open waist hatch, sighted a light on the port side and notified the PPC. The PPC saw the light, and brought the contact to the attention of the crew, which verified its existence. The radarman confirmed the contact, reporting the distance as twelve miles. The light appeared to be a long conically shaped flame, suggesting the exhaust of a reaction type motor, such as a rocket or ram-jet. The size, shape, and color of the flame seemed to vary during the period of observation. Originally the flame appeared to be short, with a red-orange hue; later the flame became longer with the color changing to a white-orange hue, apparently after power was added. The PPC turned left toward the contact, attempting to silhouette the craft against the moon, in order to photograph it. Evidently, the craft turned away, maintaining the distance of twelve miles, so a photograph was not obtained. Consequently, Ensign GREGORY increased the power setting to rated power in order to close the range. Radar contact was lost, but visual contact was maintained until the estimated range became three or four miles. Meanwhile, the

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APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
ATIL Office, D/I FEAF	IR-27-52	

2. Later comments made by personnel who submitted the original report:

a. Maneuvering:

(1) The bogie apparently was flying an intercept course because: (a) It was flying at a very low rate of speed, approximately the same as the Mariner at the time of intercept, a much reduced speed for the type craft as evidenced by the very high angle of attack (Approx 25°). (b) The bogie's course was parallel to the Mariner. (c) The bogie approached the Mariner on the moon side thus having the extreme advantage of the moon light illuminating the Mariner. (d) A distance of 12 miles is a good safe distance for the bogie to operate under the light conditions to make visual detection difficult for the Mariner while being able to watch the Navy Plane's operations with a high possibility of not being detected. (3) The bogie apparently was observing the Mariner closely because they allowed the Mariner to close in no closer than approximately 3 1/2 miles before taking evasive action. The Mariner was unable to maneuver into a position so as to silhouette the bogie against the moon.

b. Radar Contact:

(2) Radar contact was made with the bogie at the time of sighting and held continuously until the range decreased to 3 to 4 miles. The radar contact was re-established as soon as the range of the bogie increased beyond the normal center of the scope clutter. The only reason available for the loss of the radar contact at 16 miles is that the bogie maneuvered up out of the beam pattern of the air to surface radar being employed by the Mariner.

c. Radar plots of the bogey are included as inclosures #1 and #2.

d. Sketch made by the patrol plane commander is attached as inclosure #3.

COMMENTS BY PREPARING OFFICER:

Visual limitations at this distance at night make accurate observation improbable. The best visual returns under the conditions shown would be from reflections in the moonlight. Under such conditions, shapes which have blending highlights can appear to blend. A MIG-15, for instance, might appear as a craft with no empennage (see sketch, inclosure #4). Reflections off the wingtips of aircraft often give a distinct impression of tip tanks, and would probably account for the odd wingtip conformation shown.

A jet aircraft flying at greatly reduced speed would, with certain fuel mixtures, form a visible exhaust flame.

The sighting was approximately 140 nautical miles from Tsingtao. It is believed that the "Bogey" was probably a normal jet-type aircraft, possibly a MIG-15.

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Charles J. Malven
CHARLES J. MALVEN
Captain USAF
ATLO

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
ATIL Office, D/I FEAF	IR-27-52	

crew was able to observe the body of the craft visually, while in addition, Ensign GREGORY was able to observe the wing shape using binoculars. The hull was very large, estimated to be sixty feet long. The wings were swept back and down, with a dihedral at the tips, bending approximately at eighty-five percent (85%) of the wing length. No empennage was observed. The craft appeared to be flying at a high angle of attack, in the order of twenty-five degrees (25°), during the period it was observed from a good visual range. This flight attitude suggested a high speed plane staggering to keep airborne at a slow speed. The craft accelerated slowly, increasing the range to sixteen miles, as indicated by radar. It then accelerated rapidly to a range of twenty-two miles, when contact was lost. Visual contact was lost also, due to the clouds, approximately sixteen minutes after the initial contact. The computed air speed of the craft was five hundred and thirty (530) knots for the period just before contact was lost.

d. Patrol Plane Commander's Narrative:

At 0333I on the morning of 18 October 1951 at position 35-48N 123-16E, the port waist gunner of BD-5, Pilot Gregory, sighted a long conical flame at twelve miles bearing 270 degrees relative. Radar confirmed the target. All hands double checked and confirmed. We were heading 19[illegible] degrees true. I made a turn to place the craft between the moon and me. The craft turned also to East and pulled ahead to twelve miles. Our altitude was 5,000 feet; the craft was at about 4,000 feet. I applied rated power and closed to about three to four miles. Visual contact was maintained, however radar contact was lost. During this close period all hands observed the hull shape and I could see the wing contour through the binoculars. The craft's flame changed in amplitude and color; being short with a red-orange hue, and long with a white-orange hue, when apparently power was added. The craft accelerated slowly to 16 miles where it again was confirmed by radar. It then accelerated with much rapidity to twenty-two miles where it was lost on radar. Visual contact was also lost due to clouds. Our true airspeed at this time was one hundred seventy. This, plus his computed speed relative to us, gave him a true airspeed of five hundred thirty knots. The chase was then discontinued. We were at 8,000 and twenty-two minutes had elapsed since the primary contact.

The craft's flame was extremely bright at all times. I believe it was using alcohol or solid fuel, as a normal jet flame is fairly low with a much different appearance.

The hull was very large, I estimate sixty feet. The wings were swept back and down with a dihedral at the tips, bending approximately at eighty-five percent of the wing length. The tips appeared to suffice for a rudder as none was visible.

The moon was full and visibility was relatively good.

I tried to silhouette him against the moon to obtain a picture, but was unable to.

His flight attitude when within good visual range was extremely "cocked up" at an angle of about twenty-five degrees, indicating a very high speed staggering to keep airborne at slower speeds.

GEORGE T. GREGORY,
ENS, U.S. Navy

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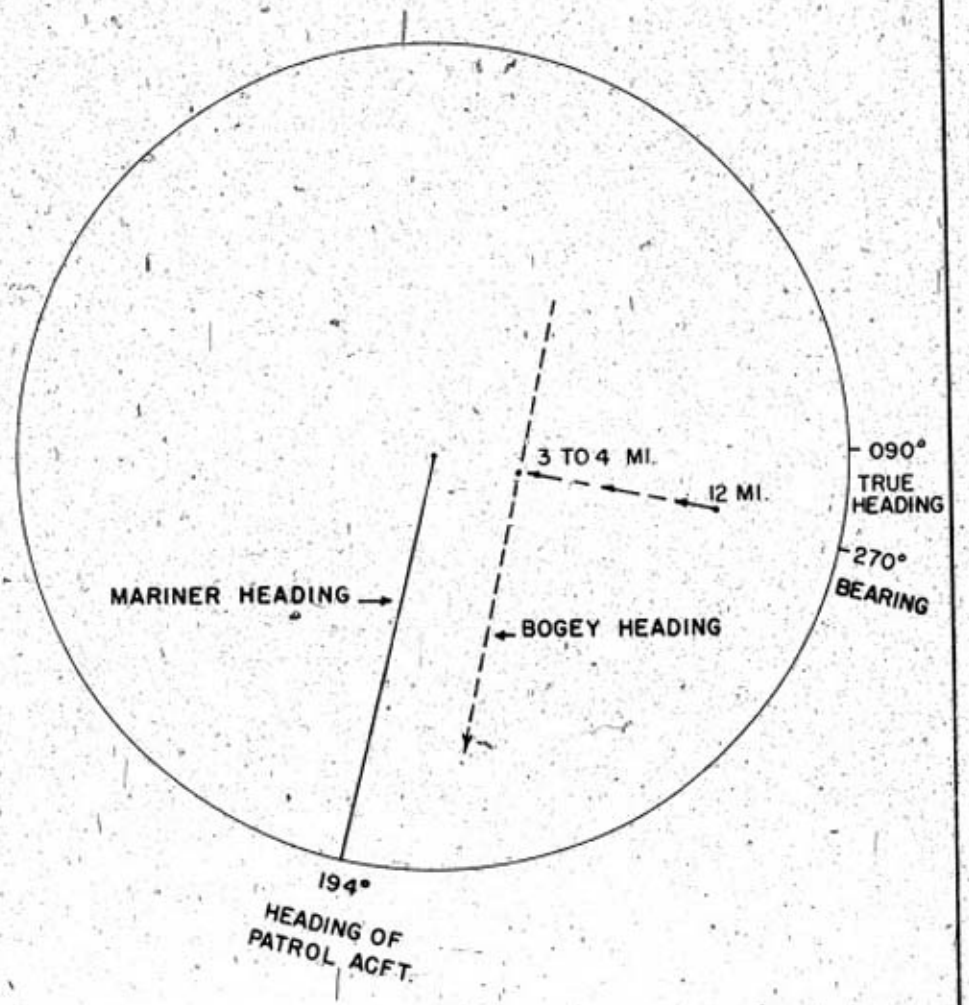
FIG. 1

RADAR PLOTTING OF BOGEY



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AIR INTELLIGENCE INFORMATION REPORT

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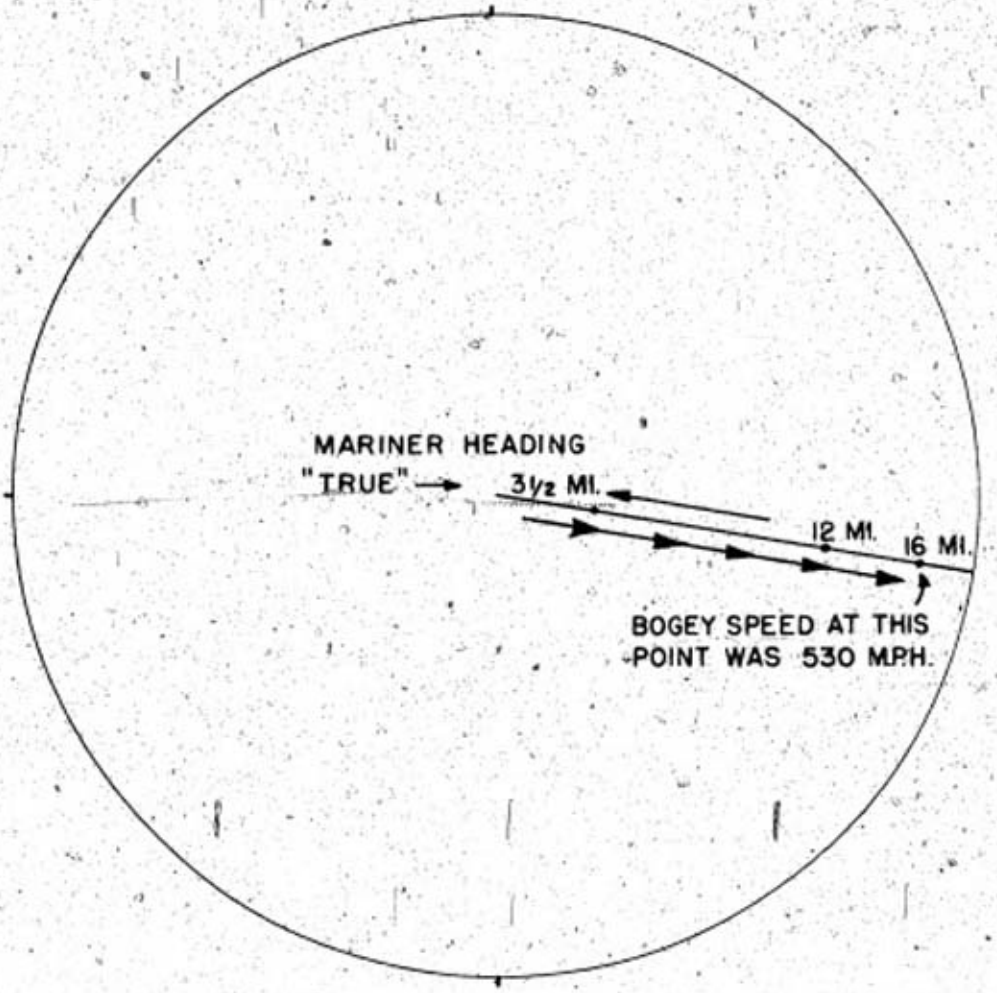
FIG. 2

RADAR PLOTTING OF BOGEY



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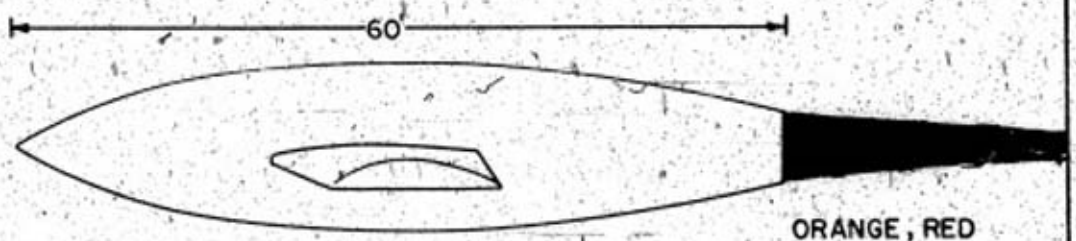
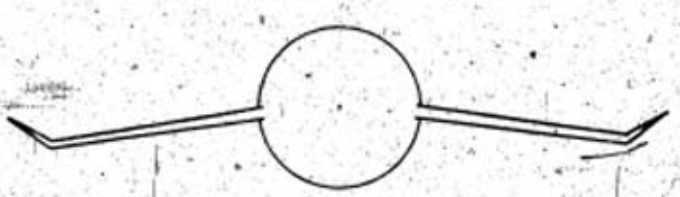
PATROL PLANE COMMANDER'S IMPRESSION OF CONTACT

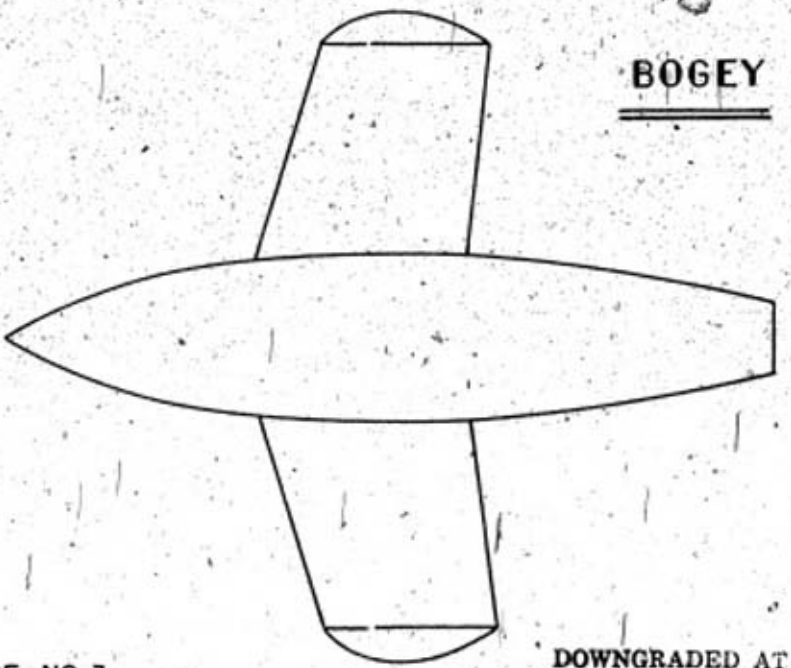


ORANGE, RED
WHITE FLAMES



CRAFT APPEARED SILVERISH
IN COLOR.

BOGEY



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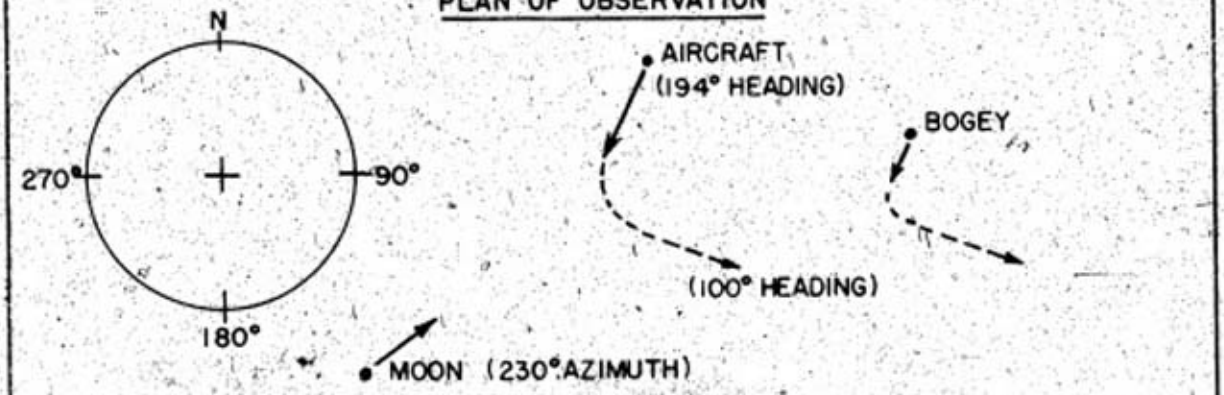
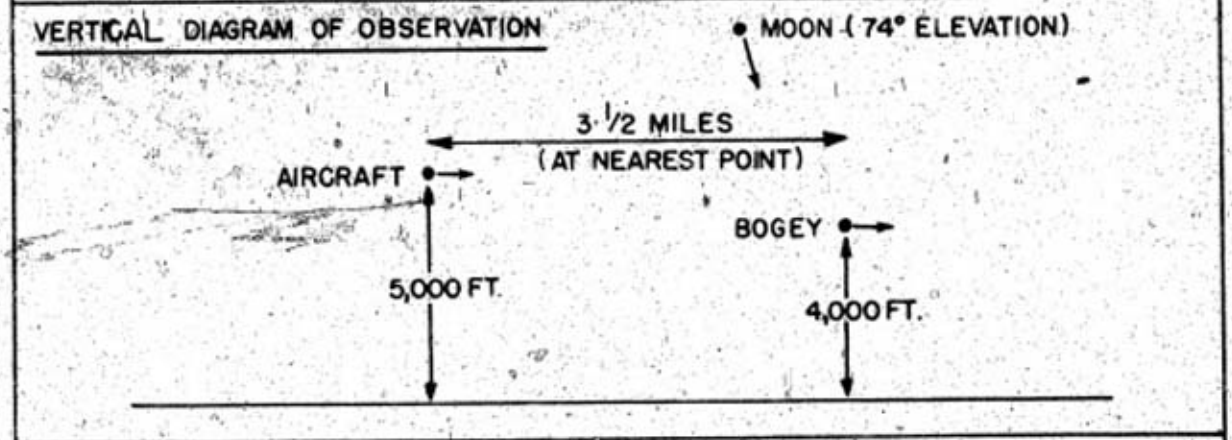
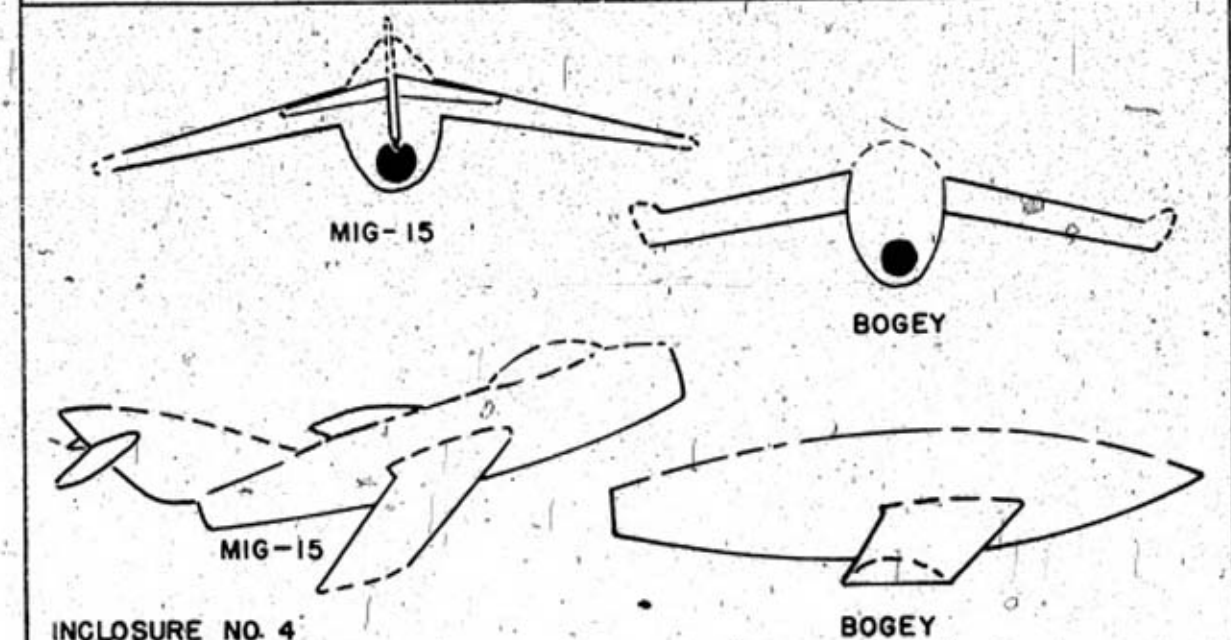
PLAN OF OBSERVATION



VERTICAL DIAGRAM OF OBSERVATION





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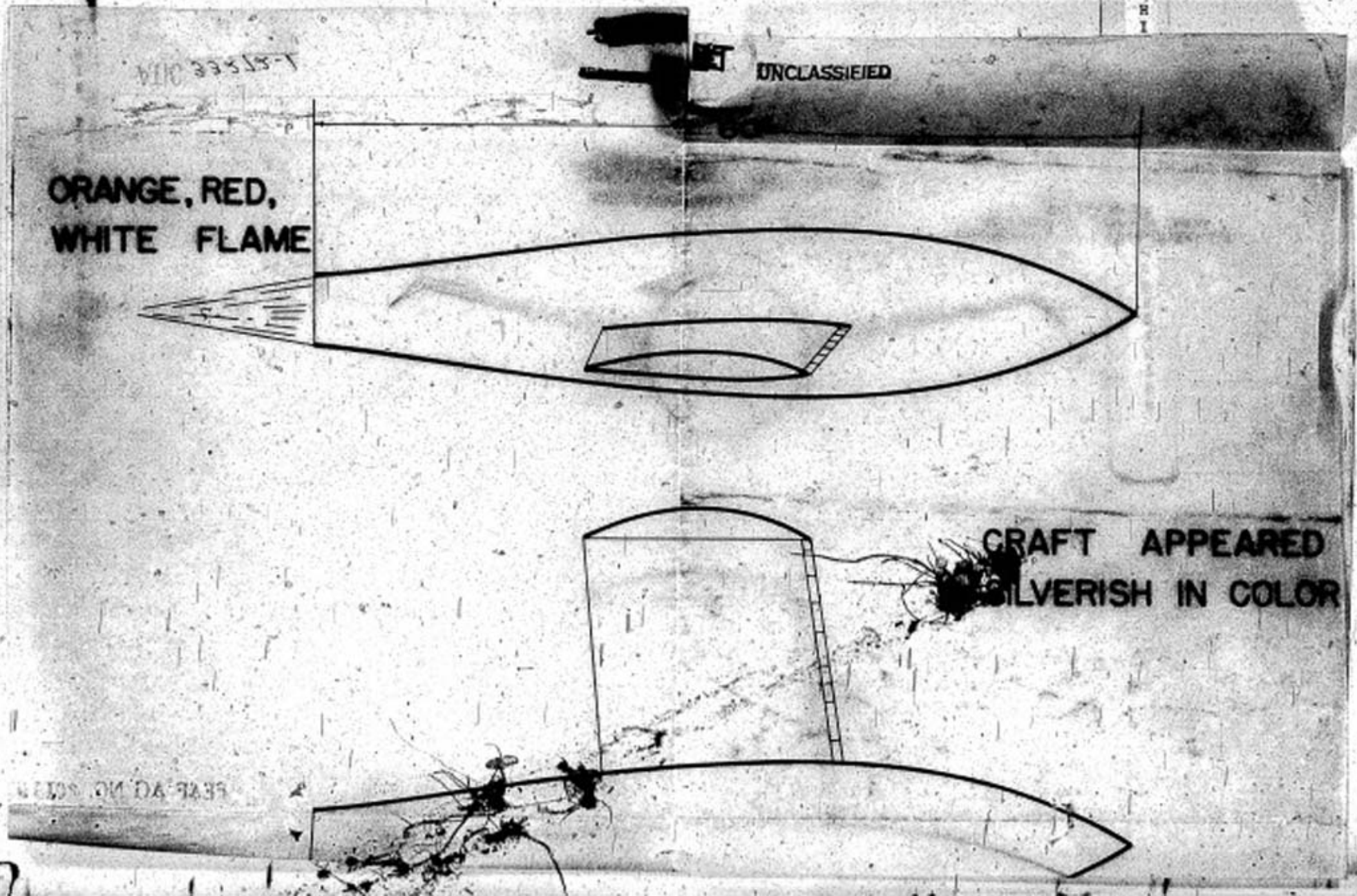
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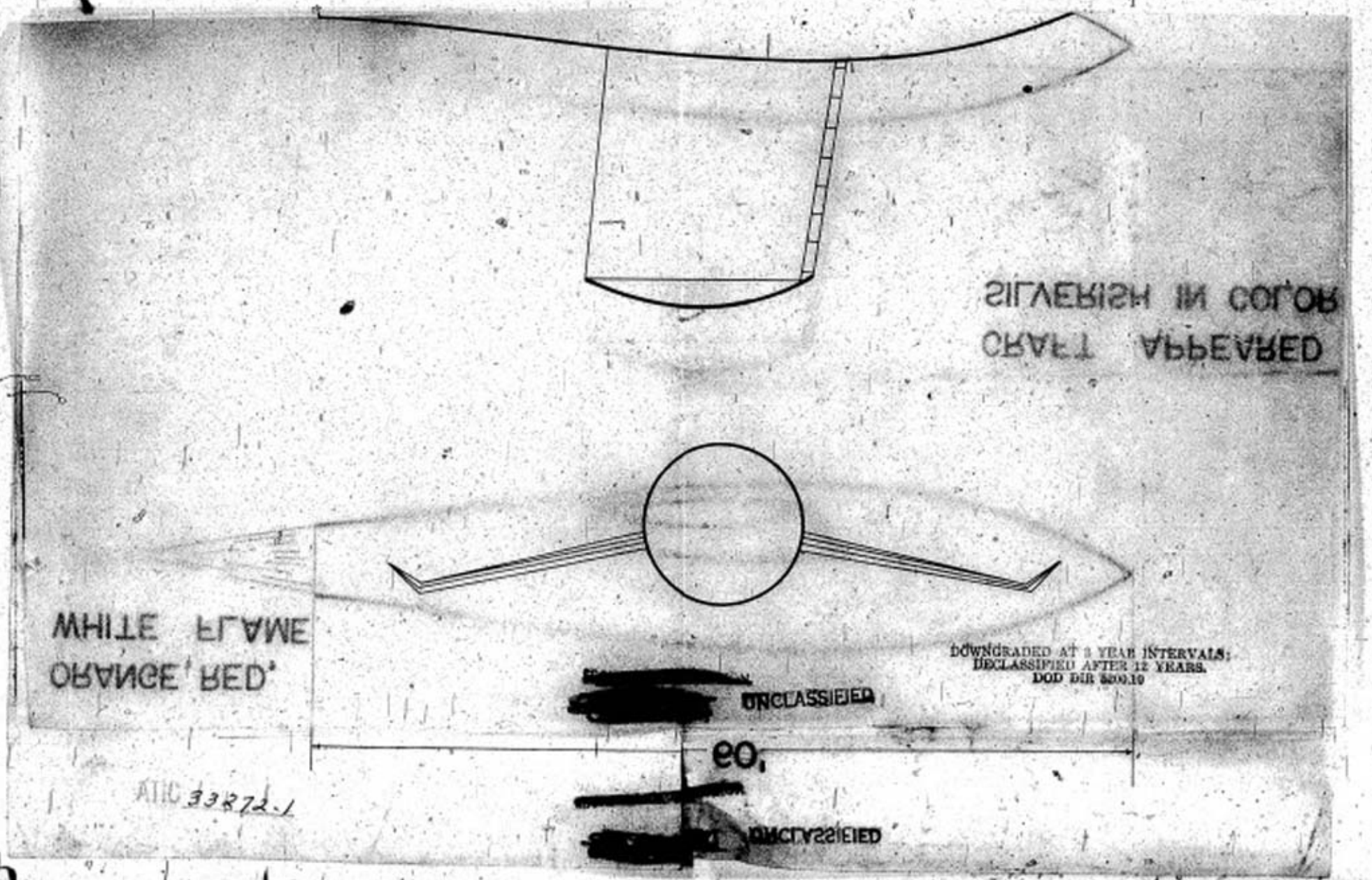
ORANGE, RED,
WHITE FLAME
CRAFT APPEARED
SILVERISH IN COLOR

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