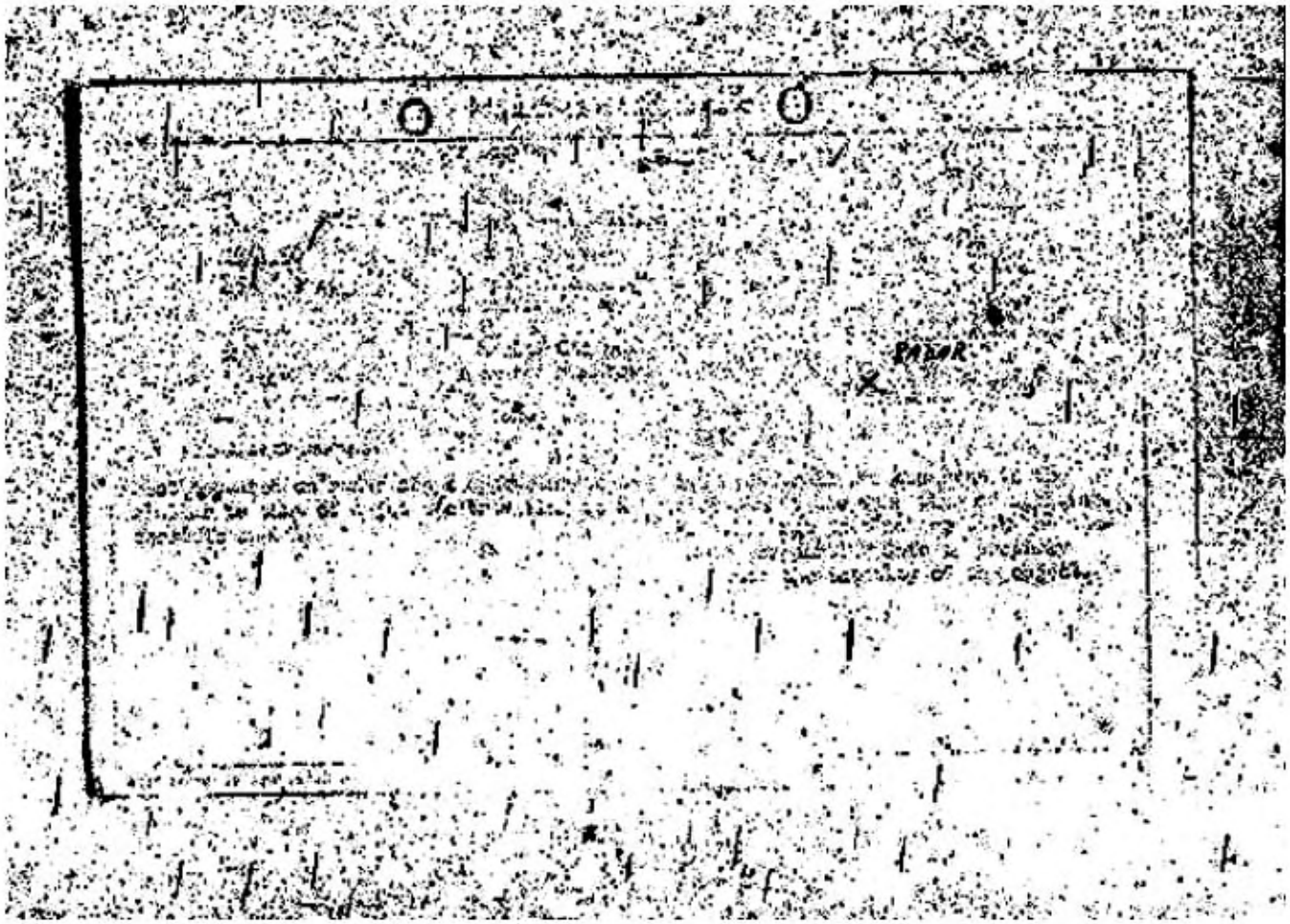

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DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO
Op-322F2/im
Ser 00992P32

[redacted]

UNCLASSIFIED

23 JUL 1952

From: Director of Naval Intelligence
To: Commanding General, Air Material Command
Attention: ATIC

Subj: Unusual Radar Scope Presentation, report of

Ref: (a) DNI Conf. ltr Ser 016236P32 dtd 19 Oct 1950 and enclosure thereto (APOIN Memo to CNO(DNI) of 18 Sept 1950)

Encl: (1) HQ MACG-2 secret ltr ser 00146 of 22 Feb 1952

1. Enclosure (1) is forwarded for information in accordance with reference (a).

2. If any conclusions are drawn from this report they would be of interest to this office.

C. L. Gilbert

C. L. GILBERT
By direction.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10.

ATIC > 3.2.9 27-3112-43

UNCLASSIFIED

[redacted]

T52-135 14-A

FH14/1 (-
F-3/.Cl/hal
J15-7
Ser: 0012

1st Bomb Wing, FEAF
c/o Fleet Post Office, San Francisco

2 [illegible] 1952

From: [illegible] Officer, to the Air Control Group
To: Commanding General, Far East Air Forces (thru: /1 nonsignificance)
Dist: (1) Commanding General, First Air Force
(2) Commanding General, Fifth Air Force

Subj: [illegible] Report of

Ref: (a) [illegible] 350.07 (24 Mar 51) Intelligence Publication [illegible]
4th 28 Aug 51)
(b) FEAF-2 Secret Dispatch 170729Z

Encl: (1) Sketch of tracks

1. In accordance with reference (a), the following record of unusual aerial observations is submitted.

2. Observations of the two inbound tracks given were made by [illegible] ground control station [illegible] located on the [illegible] Peninsula, two miles northeast of F-3. Each track was plotted on the plan position indicator from [illegible] to [illegible] and normally. Altitude data was not obtained, and no attempt was made to determine the minimum and maximum ranges of detection through which the contact could be observed. Sketches of the tracks are submitted as enclosure (1).

3. The initial plot of track number one was observed at [illegible], 1 May 1952.

4. As shown on enclosure (1), track number one was first plotted at [illegible] 0220, at a range of [illegible] 250 from the radar site and increased at [illegible] 6660. Since the antenna was initiating at a rate of 4 revolutions per minute, the time lapse between each five plots may be computed. From this data, the calculated average speed of the target was 4.20 nautical miles per hour.

5. The appearance of the target response was similar to that received from a single jet type aircraft.

FF14/[illegible]CC-2
C-3/[illegible]CC/raw
J15-7
Ser: 00146
22 Feb 1952

c. Operational characteristics of the AN/CPS-5 Radar, at the time of the incident, were as follows:

(1) Frequency - 1298 megacycles.
(2) Pulse Repetition Frequency - 600 cycles.
(3) Pulse Width - 2 microseconds.
(4) Range scale employed - 140 miles.
(5) Type operative. Ground return was ten to thirty miles irregular.

d. The object was not sighted visually. There were high scattered clouds, with visibility to ten miles. Seas were running high.

4. The initial plot of track number two was observed at 1550, 16 February 1952.

a. As shown on enclosure (1), the track followed a course of 170 degrees, faded momentarily at ER 3320 and proceeded on a course of 120 degrees until contact was lost at ER 6200. The antenna was rotating at a speed of four revolutions per minute and the calculated average speed of the target was 1380 nautical miles per hour.

b. The appearance of the target response was similar to that normally received from a flight of 6 or 8 jet type aircraft.

c. Operational characteristics of the AN/CPS-5 Radar were as listed in paragraph 3 c above.

d. Visibility was 10 to 12 miles, with high scattered clouds. A single contrail was observed in the general area in which the target was tracked.

M. A. SEVERSON

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Contains 1, 18" x 11" chart photograph.

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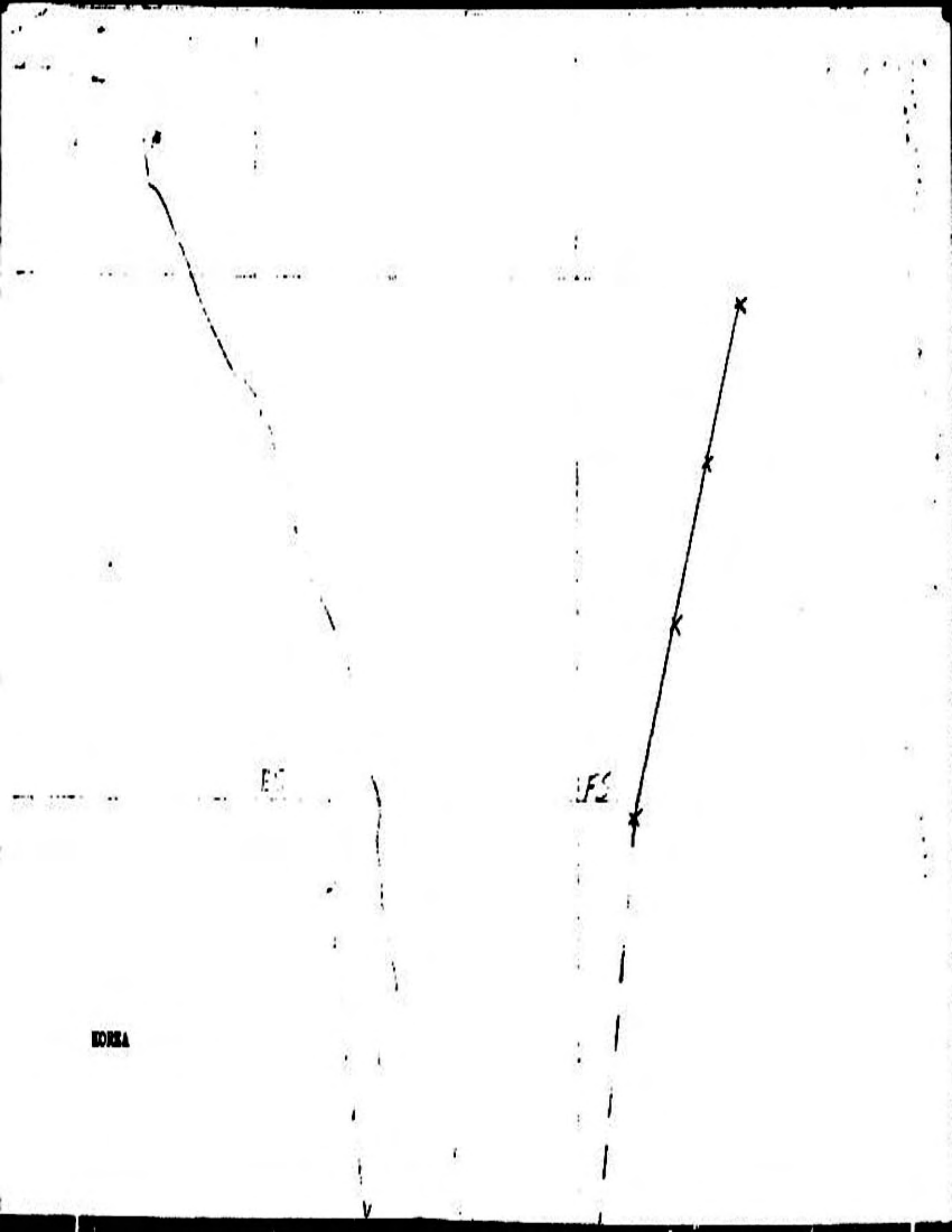
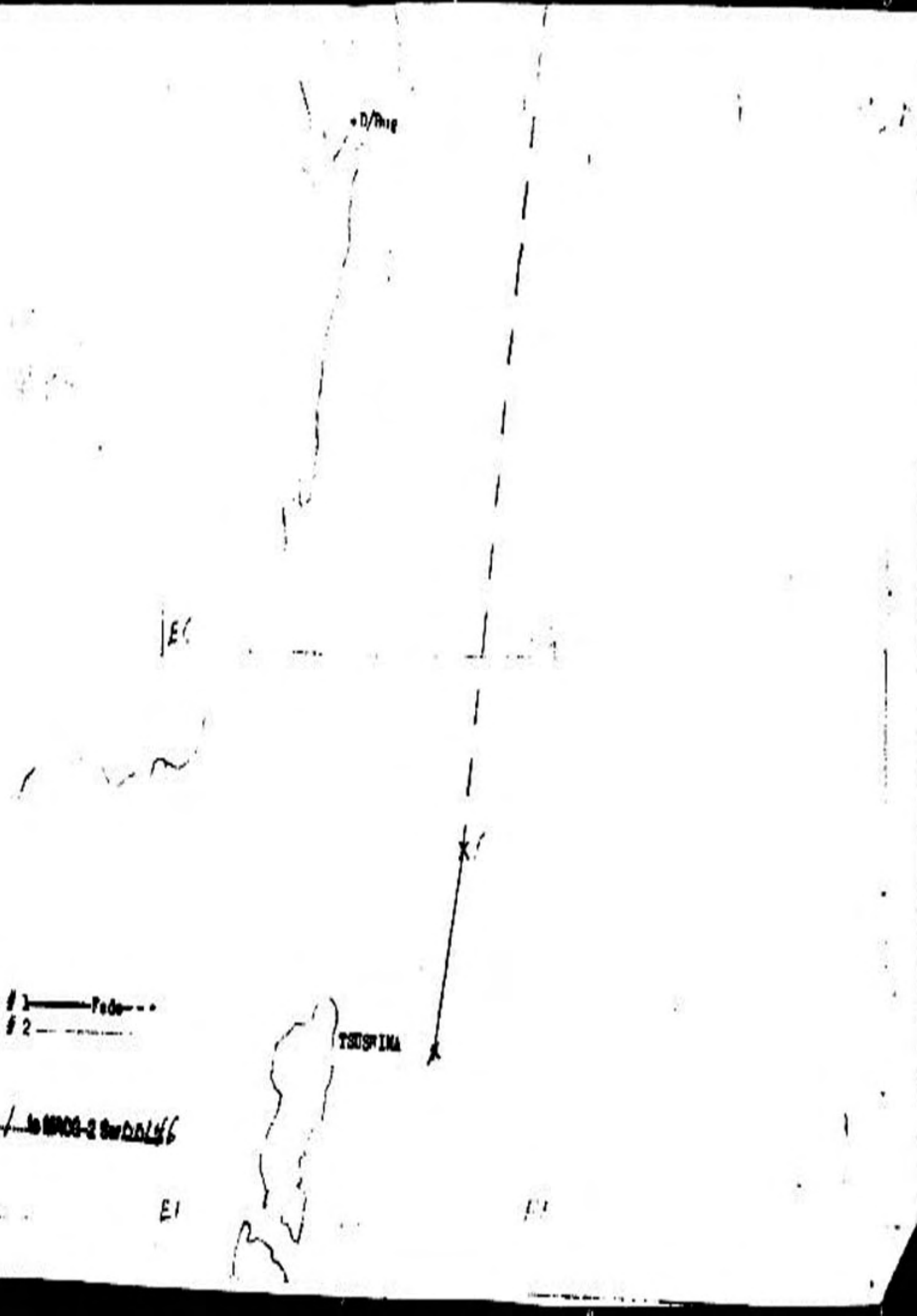

KOREA


D/Thig
E
Track # 1 ——— Pede - -
Track # 2 — — — —
TSUSHIMA
(Enclosure /__ to 6900-2 Ser 00L/6
E1