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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, MAXWELL FIELD, ALABAMA

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 4 DEC 1975

24-109

SUBJECT: Unidentified Flying Objects

TO: Director of Special Investigations
Headquarters, U. S. Air Force
Washington 25, D. C.

1. On 5 December 1950 a team from USAF Technical Intelligence, Wright-Patterson AFB, Ohio, composed of Mr. [redacted] Analyst and Monitor, Mr. [redacted]s, Radar Technician and Captain [redacted] Geo-Physical Research Division, arrived at Oak Ridge, Tennessee to investigate the technical aspects of the recent sightings of unidentified flying objects over Oak Ridge and in particular the "jamming" of the radar scopes of the AF Radar Station on 29 and 30 November 1950. A meeting was held at the NEPA Division, Fairchild AC&E Corporation, Oak Ridge, Tennessee, during which the above named persons and the following persons participated:

Major [redacted] AF Plant Representative, NEPA Division
Major [redacted] Assistant AMC Field Engineering Officer, NEPA
Mr. [redacted] AF Provost Marshal Representative, NEPA
Di[redacted]
Special [redacted]te, Third Army CIC
Special Agent William B. Gray, Third Army CIC
Special Agent William M. Price, Knoxville OSI Detachment

Available for the discussions were the Third Army CIC Reports, OSI Reports and research data of the NEPA Division on the incidents.

2. The members of the Technical Intelligence team stated they were interested in the technical aspects of the situation and what might have caused the disturbances on the radar scopes. They proceeded to the AF Radar Station on the afternoon of 5 December 1950 where Major R. C. Care, USAF Defense Area Commander and Captain L. C. M. Clevenger, Radar Officer, Detachment #2, 662nd AC&W Squadron, briefed the team on what they had observed. The team examined the radar equipment and found no malfunctions in the equipment nor operational errors on the part of the radar crews.

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3. On 6 December 1950 the members of the team were asked for their official conclusions. At that time they stated they had come to "no official conclusions" but individual members of the team expressed their personal opinions that the cause of the incidents was "probably due to weather conditions" and mainly "temperature inversions".

4. The team, before departure, made some verbal recommendations. First, that scope cameras be made available at the Radar Station so that future incidents can be properly recorded and evaluated. Secondly, that weather conditions be more closely studied in connection with future incidents.

5. The above is furnished for your information.

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

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UNITED STATES AIR FORCE
FILE INFO
DEC 27 1950
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SPECIAL INVESTIGATIONS
File Retention
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COUNTER INTELLIGENCE



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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
8TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
MAXWELL AIR FORCE BASE, MAXWELL FIELD, ALABAMA

24-109 SPOT INTELLIGENCE REPORT 16 JAN 1951

SUBJECT: Unconventional Aircraft

TO: Director of Special Investigations
Headquarters, U. S. Air Force
Washington 25, D. C.

1. SYNOPSIS: Between 0820 and 0830 hours on 18 December 1950, seven (7) officials of the NEPA Division, Fairchild AC&E Corporation, Oak Ridge, Tennessee, while traveling in two (2) cars in the Oak Ridge Controlled Area, observed an unidentified flying object. At 0839 and 0845 hours, same date, the AF Radar Station at the Knoxville Airport, Knoxville, Tennessee, observed an unidentified flying object in the Oak Ridge Controlled Area.

2. DETAILS:

a. Visual Sighting - Reference is made to inclosure #1, statement of [redacted], Commander E[redacted]SN and Major [redacted] of the NEPA Division, and inclosure [redacted] letter from [redacted] Plant Protection Manager to W. G. F[redacted] Representative for Security (AMC) giving details of a visual obse[redacted] of the NEPA Division.

b. Radar Sighting - At 0839, 18 December 1950, a "small paint" appeared on the radar scopes of the 663rd AC&W Squadron, Knoxville Airport, Knoxville, Tennessee, near the southeast corner of the Oak Ridge Controlled Area on a magnetic bearing of 190 degrees, at a speed of sixty (60) miles per hour. Height could not be determined but was estimated at 2500 feet. The object remained on the scopes until 0845 at which time it disappeared. Fighter interception was attempted with negative results.

c. Weather Conditions - At 0730 the wind was from the Northeast at seven (7) miles per hour and the temperature was twenty (20) degrees F. according to the Atomic Energy Commission Meteorological Division, Oak Ridge, Tennessee. Visibility was excellent.

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3. ACTION: Will not take any further investigative action, but will maintain contact with NEPA officials and U. S. Air Force Radar Stations at McGhee Tyson Airport, Knoxville, Tennessee and will report any further occurrences.

PATRICK W. HAYES
Lt. Colonel, USAF
District Commander

cc: NEPA Division
Hq. AMC
Attn: MCIS

2 Incls.
1 - Statement of Col [redacted]
Comd [redacted]
Carss
2 - Ltr to Mr [redacted] dtd 28 Dec 50

COUNTER INTEL.

24-1054-20

JAN 19 1951

File Section

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