

REEF STATION, CALIFORNIA SCR CASE

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by fran ridge



Kingair B350

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The government uses the Beechcraft Kingair 350iER (Extended Range) edition for intelligence missions, aerial survey and surveillance, target acquisition and reconnaissance missions. The military has put the Beechcraft King Air 350 and earlier King Air models to use as transport planes and electronic warfare use. They refit the cabin with electronic sensors, radios, video cameras and jammers. Using the Kingair aircraft equipped with the latest Communications Electronics Attack with Surveillance and Reconnaissance (Ceasar), the ground troops get information regarding enemy devices and translations of enemy communications.

On September 17th at 14:25 Pacific, a report 183083 was filed with NUFORC by an air traffic controller (ATC) at an undisclosed airport. The sighting had occurred at 14:26 Pacific, just 19 minutes before. While working air traffic he had received a report from a pilot, of what turned out to be a Homeland Security Kingair progressing the Avenal Navaid (Avenal, CA) of a football sized black cylinder passing approximately 10ft. under their right wing. Within a minute the pilot's crew member was able to locate the object on their onboard radar at a bearing of 094 for their aircraft at a distance of roughly 60 miles. It had involved

three aviation experts. The pilot of TROY21, a Beechcraft Kingair B350 with onboard radar, reported a gray cylindrical object passing directly underneath the aircraft. The pilot estimated the object to be 10 feet under the aircraft when passing by. The pilot was on an IFR flight plan in direct communication with air traffic control. TROY21 was at an altitude of Flight Level 200 (20,000 feet) traveling northwest, and the object was traveling east at 3,000 mph. Total time 2 minutes. This type of aircraft usually carries surveillance equipment and sophisticated radar, and indeed had radar. The pilot of TROY21 reported the gray cylindrical object was observed for two minutes while over Reef Station, California, passed directly under the aircraft about 10' away at one point and then was tracked with the B350's radar at 3,000 mph traveling east.

Checking the MADAR site I punched in the coords for Reef Station and Avenal and the registration dots, tracer 500 and tracer 501 popped up on the MADAR display, both within 100-120 miles of the three MADAR sites. The two sites south of the encounter area are Santa Barbara site 57 and Santa Barbara 222.

Site 222 was offline at the time but 57 was operating and showed a significant magnetometer spike of 19.12 milligauss at 21:21:33 which is 14:21 local PDT. Allowing for a 1 minute error, that's 3-4 minutes prior to the encounter. Site 105 at Watsonville had no spikes. There were no "code blues" or full-scale MADAR alerts, since the MADAR sites were coming out of a "roll-back" and the shield (threshold) was set at 200. Never-the-less site 57 at Santa Barbara had a significant SCR (data under trigger) magnetometer spike during that minute. This suggests that something anomalistic had entered the airspace south of Reef Station somewhere near Santa Barbara which was 100 miles to the south. It is doubtful that a small probe would cause this, so the data suggests that a larger scout craft entered that regional airspace and produced enough E-M near Santa Barbara then launched a probe described as a football-sized cylinder that travelled north from near Santa Barbara, shadowed the B350 and crew for a minute before heading east at 3,000 mph.

A FOIA request was filed by one of the members of our MADAR Task Force on October 1st. At this point there are no witnesses available to contact. On a recent check with our investigator, Robert Powell, he advised that the archivist involved in the FOIA mentioned three primary targets were found on the radar data but the rest of the information and copies of the radar recording were being sent to our colleague Ben Hansen. It was my suspicion that the primary targets (no FAA data such as flight number, FL and speed) should have been north of Santa Barbara, making the detection distance more reasonable between Reef Station and Santa Barbara. Although we are still waiting on Hansen's report and the radar data already in his hands, the primary targets WERE indeed south of Reef Station.

ANALYSIS

This report details a complex series of events involving a potential unidentified aerial phenomenon (UAP) observed by a Homeland Security King Air B350 aircraft (call sign TROY21) and tracked via radar, as well as correlating data from the MADAR (Multiple Anomaly Detection and Automated Recording) network.

Key Points:

1. The Incident:

- **Date and Time:** September 17th at 14:26 Pacific Time.
- **Aircraft Involved:** A Homeland Security King Air B350 (TROY21) at Flight Level 200 (20,000 feet), traveling northwest.
- **Object Description:** A gray, cylindrical object, estimated the size of a football, passed 10 feet below the aircraft. The object was subsequently tracked on the aircraft's radar at 3,000 mph traveling east.

2. Radar and Visual Observations:

- The object's trajectory was observed via onboard radar approximately 60 miles from the aircraft's position after the close encounter.
- The sighting lasted for about two minutes.

3. MADAR Data:

- The MADAR network detected a magnetometer spike at Santa Barbara site 57 (14:21 PDT, 5 minutes before the encounter). This suggests potential electromagnetic activity in the area.
- Other MADAR sites (e.g., Watsonville) did not show significant activity, and no "code blue" or full-scale MADAR alerts were triggered.

4. Analysis:

- The spike in electromagnetic activity south of Reef Station, combined with the object's high speed and proximity to the aircraft, raises the possibility of a larger craft deploying the cylindrical object.
- The hypothesis suggests a scout craft may have entered the regional airspace near Santa Barbara and launched the observed object.

5. Ongoing Investigation:

- A FOIA request was filed to access radar data.
- Three unidentified radar targets were detected south of Reef Station, near Santa Barbara.
- The data is being reviewed by Ben Hansen and Robert Powell, who are part of the investigative team.

Considerations:

- The detailed accounts from the pilot and the sophisticated onboard radar systems lend credibility to the report.
- The correlation with MADAR magnetometer spikes strengthens the case for an

anomalous event.

- Further analysis of the radar data will be crucial in confirming the object's characteristics and trajectory.

This report represents a well-documented case that combines eyewitness testimony, radar tracking, and corroborating MADAR data, making it a compelling example of a UAP encounter. Further updates from Ben Hansen and Robert Powell's analysis will likely provide additional clarity.

PENDING RADAR DATA

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