

PROJECT 10073 RECORD CARD

1. DATE 21 - 22 Feb 51	2. LOCATION Sakhalin, Japan		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local <u>Night</u> GMT _____	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input checked="" type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE Military		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION N/A	8. NUMBER OF OBJECTS 1 or 2 each track	9. COURSE Varied	<input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING 10 Tracks of unidentified A/C picked up on Ground Radar. Speeds varied from 150-500 mph.		11. COMMENTS Identified as USSR Tracks by ADC.	

UNCLASSIFIED AIR INTELLIGENCE INFORMATION REPORT

D/I, Hq, 314th Air Division

REPORT NO.
OI-ERAC-11-51

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USSR EVALUATED AIRCRAFT RADAR TRACKS

28 February 1951 Cont'd:

Track #5	0335/I	46/35N - 142/37E	1 acft - speed 220 mph
	0337/I	46/32N - 142/43E	
	0339/I	46/34N - 142/36E	
	0341/I	46/34N - 142/39E	
	0343/I	46/31N - 142/40E	
Track #6	0814/I	47/14N - 142/37E	2 acft - speed 240 mph
	0815/I	47/07N - 142/31E	
Track #7	0818/I	47/24N - 142/23E	2 acft - speed 240 mph
	0822/I	47/32N - 142/16E	
	0826/I	47/37N - 142/19E	
Track #8	0824/I	46/45N - 141/59E	2 acft - speed 150 mph
	0830/I	46/32N - 142/32E	
	0834/I	46/33N - 142/35E	
	0840/I	46/37N - 142/22E	
	0844/I	46/20N - 142/09E	
	0847/I	46/11N - 142/00E	
	0848/I	46/10N - 142/07E	
Track #9	0827/I	46/54N - 142/51E	2 acft - speed 120 mph
	0832/I	46/49N - 143/00E	
	0836/I	46/46N - 143/13E	
Track #10	0839/I	46/58N - 142/00E	2 acft - speed 270 mph
	0843/I	47/00N - 141/59E	
	0851/I	46/50N - 142/10E	
Track #11	0852/I	46/04N - 142/27E	2 acft - speed 210 mph
	0854/I	46/03N - 142/17E	
	0856/I	46/01N - 142/10E	
Track #12	0904/I	46/33N - 142/21E	2 acft - speed 160 mph
	0906/I	46/33N - 142/14E	
Track #13	0914/I	46/50N - 142/10E	2 acft - speed 150 mph
	0919/I	46/52N - 142/21E	
	0922/I	46/50N - 142/38E	
	0927/I	46/44N - 142/33E	
Track #14	0940/I	46/27N - 142/50E	1 acft - speed 200 mph
	0943/I	46/23N - 142/40E	
	0946/I	46/30N - 142/39E	
	0949/I	46/28N - 142/38E	
	0952/I	46/29N - 142/30E	
	0955/I	46/38N - 142/21E	
	0958/I	46/44N - 142/22E	
Track #15	1015/I	46/34N - 142/18E	1 acft - speed 250 mph
	1017/I	46/30N - 142/23E	
	1018/I	46/35N - 142/20E	

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D/I, Hq, 314th Air Division

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USSR EVALUATED AIRCRAFT RADAR TRACKS23 February 1951 Cont'd:

Track #16	1018/I	46/32N - 141/46E	1 acft - speed 250 mph
	1021/I	46/31N - 141/57E	
	1025/I	46/26N - 141/49E	
	1028/I	46/35N - 141/51E	
	1031/I	46/45N - 141/56E	
Track #17	1033/I	46/43N - 143/16E	2 acft - speed 200 mph
	1036/I	46/42N - 143/30E	
	1040/I	46/40N - 143/43E	
Track #18	1039/I	46/20N - 142/52E	2 acft - speed 250 mph
	1043/I	46/15N - 143/00E	
	1046/I	46/10N - 143/10E	
	1049/I	46/00N - 143/27E	
Track #19	1044/I	46/50N - 141/53E	2 acft - speed 250 mph
	1047/I	46/41N - 142/00E	
	1053/I	46/32N - 142/18E	
	1056/I	46/30N - 142/13E	
Track #20	1053/I	46/40N - 142/45E	2 acft - speed 250 mph
	1055/I	46/32N - 143/02E	
	1059/I	46/35N - 143/05E	
	1102/I	46/32N - 143/07E	
	1105/I	46/28N - 143/20E	
	1114/I	46/46N - 142/47E	
	1118/I	46/37N - 142/47E	
	1123/I	46/38N - 142/39E	
	1127/I	46/35N - 142/54E	
	1131/I	46/38N - 142/45E	
	1134/I	46/43N - 142/47E	
Track #21	1154/I	46/20N - 142/50E	1 acft - speed 135 mph
	1158/I	46/27N - 142/45E	
	1201/I	46/34N - 142/41E	
	1203/I	46/34N - 142/32E	
	1208/I	46/40N - 142/20E	
	1210/I	46/40N - 142/32E	
	1215/I	46/41N - 142/21E	
	1218/I	46/43N - 142/20E	
	1221/I	46/40N - 142/24E	
	1224/I	46/39N - 142/20E	
	1226/I	46/33N - 142/22E	
	1228/I	46/41N - 142/26E	
	1231/I	46/40N - 142/17E	
	1234/I	46/36N - 142/27E	
	1237/I	46/40N - 142/20E	
Track #22	1314/I	46/35N - 142/05E	2 acft - speed 150 mph
	1317/I	46/40N - 142/14E	
	1319/I	46/40N - 142/08E	

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AIR INTELLIGENCE INFORMATION REPORT

FROM (12/20/51) D/I, Hq, 314th Air Division	REPORT NO. OI-ERAC-11-51	PAGE 5 OF 5 PAGES
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USSR EVALUATED AIRCRAFT RADAR TRACKS

28 February 1951 Cont'd:

Track #23	1326/I	46/09N	- 142/09E	1 acft - speed 150 mph
	1328/I	46/11N	- 142/07E	
	1331/I	46/15N	- 142/08E	
Track #24	1333/I	46/32N	- 142/16E	1 acft - speed 150 mph
	1337/I	46/36N	- 142/22E	
Track #25	1342/I	46/09N	- 143/18E	1 acft - speed 350 mph
	1344/I	46/21N	- 143/08E	
	1348/I	46/26N	- 143/03E	
	1351/I	46/31N	- 142/51E	
	1355/I	46/25N	- 142/38E	
	1359/I	46/18N	- 142/24E	
	1404/I	46/19N	- 142/16E	
	1409/I	46/30N	- 142/16E	
Track #26	1446/I	46/36N	- 142/24E	2 acft - speed 150 mph
	1448/I	46/32N	- 142/28E	WEATHER: Generally good flying conditions.

S. L. MILLER
Major, USAF
Deputy for Intelligence

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"Flying Saucer"

OSI-5D

NCIAXA-1a

13 APR 1951 (Cont'd) ³

a "C" is used following the "N" to stand for commercial or passenger carrying aircraft, an "X" for experimental and an "L" for limited service.

3. Although this office has very little facts to base a conclusion, it is believed that the picture in question is that of an airplane model clipped from some magazine.

4. No future action is contemplated by this office.

1 Incl:
n/c

BROWN W. FELLING
Colonel, USAF
Chief, Technical Analysis Division
Intelligence Department

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DOB DIR 5200.10

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SUBJECT: "Flying Saucer"

TO: MCIM

MCEPXSL

12 Mar 51

1

1. Inclosed for your information and such action as may be deemed appropriate is original letter dated 27 Feb 51 from USAF Plant Representative, Allison Division, GMC, Indianapolis, Indiana. Information contained in inclosure was previously given to Lt Col Brunow this office, who advised the contractor to forward the information.

/s/ Walter A. Hardie
WALTER A. HARDIE DDH:pv
Colonel, USAF 50239
Air Provost Marshal B 262
Inspector General's Office P 20

TO: MCIA

FROM: MCEPXSL

DATE: 13 Mar 51

CONTROL NO. 2

1. Forwarded for your information.
2. Recommend consideration be given to the transmittal of the report to (SI) in order that an evaluation may be made concerning further investigation.

1 Incl
n/c

M. C. EDENFIELD Little/ey
Lt Colonel, USAF 51125
Chief, Security Policy Division Bldg 2638
Intelligence Department Post B51

OSI-5D

MCIAKA-1a

13 APR 1951

3

Mr Rodgers/eps
65376/PD11/3263D

1. Forwarded for action deemed necessary.
2. This office has attempted to evaluate the attached photograph with no significant results. The intake and the exhaust ducts are such that the power plant of the airplane in the photograph would have to be a nonconventional type. This is also true of the overall configuration of the object shown.
3. It was noted that the word "experimental" together with the identification symbol "NS-97" is indicated on the both sides of the top surfaces of the object. The symbol is similar to that used by the CAA. In CAA procedure, the "N" would signify the country as USA and the second letter for the type of service the airplane was licensed for. Insofar as is known, CAA does not use an "S" symbol. In some cases,

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33

OFFICE OF THE USAF PLANT REPRESENTATIVE
AIR MATERIEL COMMAND
Allison Division, GMC
Indianapolis 6, Indiana

MCPRHA:RR:ar
27 February 1951

SUBJECT: "Flying Saucer" Information

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio

ATTN: MCEP, Sam Bruno, Major, USAF

1. Reference is made to conversation between the undersigned and Major Bruno regarding the above subject. A memorandum from Mr. Blackwell of the Allison Division to this office and the picture enclosed herewith are forwarded for your information and/or necessary action.

2. Request this office be advised of any additional information needed or in the event Allison personnel or personnel of this office can be of further assistance.

Incls - a/s

/s/ J. D. Frye
J. D. FRYE
Lt Colonel, USAF
AF Plant Representative

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-2-

Our records indicate that employ [REDACTED] is living at [REDACTED] Indianapolis, Indiana. Other data -

Social Security Number -- [REDACTED]
Place of birth -- Seymour, Indiana
Date of birth -- October 12, 1922
Navy veteran -- Date enlisted, August 11, 1941
Date discharged, August 11, 1947
Married -- no children.

[REDACTED] is living at [REDACTED], Indianapolis, Indiana. Other data -

Social Security Number -- [REDACTED]
Place of birth -- Greensburgh, Pennsylvania
Date of birth -- November 26, 1915
Navy veteran -- Date inducted, June 1943
Date discharged, October 28, 1945.

The following employes of the Allison Division have seen the picture and know of this report:

[REDACTED], General Manager
[REDACTED], Personnel Director
[REDACTED], Chief of Installation Engineering
[REDACTED], Chief, Plant Protection
[REDACTED], Plant Protection Investigator
[REDACTED], Secretary to Personnel Director
[REDACTED]

Unknown employes at Plant 10 who saw the picture there.
All of these people, with the exception of the unknown employes at Plant 10, are cleared for top secret material.

I am turning the picture over to you with this memo.

/s/ R. R. Blackwell
R. R. Blackwell
Chief, Plant Protection

RRB:lc

cc: K. H. Hoffman

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ALLISON
Inter-Office Memo
Date February 24, 1951

SUBJECT "Flying Saucer" Picture

TO Lt Col J. B. Frye

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On February 10, 1951, a report was received from a confidential informant that he had often discussed Communism and aeronautics with another employe, ██████████. Two or three weeks prior to this time ██████████ had told our informant that he had some pictures at home which were not of a type normally found in magazines. Hobson stated that he had received these pictures from a brother or brother-in-law who worked in Washington, D. C.

Our informant's suspicion was aroused when ██████████ gave him the enclosed picture and told him if anyone asked him how he got it to say that he had found it, and yet at the same time, ██████████ began to send other employes to our informant to see the picture instead of showing it to them himself. After turning the picture over to us, our informant told ██████████ that he had misplaced it, and this seemed to cause ██████████ no end of worry.

An investigator was sent to Seymour, Indiana, to investigate the background of ██████████ and it was found that ██████████ has a brother and a sister. The brother is a teen-ager in school, and the sister, ██████████, married a ██████████, whom we found out is also working at our Plant 10, T962057. This relationship between ██████████ and ██████████ was not known at Plant 10.

On February 19 our investigator reported that ██████████ has a brother, who was an officer in a German occupation zone, another brother who is working in Civil Service, and a sister. This was verified through a J. ██████████ of Seymour, who reported he saw letters from these brothers to ██████████.

On February 20, ██████████ told our informant that he had a magazine at home that advised that the Army would make a startling statement about June 1, 1951 and indicated that this announcement would be about flying saucers.

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DOD DIR 5200.10

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AIR INTELLIGENCE INFORMATION REPORT

98

SUBJECT

USSR Air Activity

AREA REPORTED ON

Southern SAKHALIN

FROM (Agency)

D/I, Hq 314th Air Division

DATE OF REPORT

26 February 1951

DATE OF INFORMATION

21 - 22 Feb 51

EVALUATION

B-2

PREPARED BY (Officer)

Major S. L. Miller

SOURCE

WAKKANAI Radar Site (45/35N - 141/39E)

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

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 112-Part 11.)

1. Report lists radar tracks of unidentified aircraft which have been tentatively evaluated as USSR aircraft by the Air Defense Controller.
2. During this period five tracks comprising a total of eight aircraft were detected with apparent speeds exceeding 350 mph.
3. All tracks faded on last plot.
4. When available, observed weather conditions, pertinent to the area, are included. These reports are from weather stations on HOKKAIDO and from Russian controlled stations on SAKHALIN and the KURILES.
5. It is interesting to note that for the period 17 March 1949 through 20 February 1951, only twelve (12) tracks were observed during the hours of darkness, whereas for the period 21 - 22 February 1951, ten (10) tracks were observed during hours of darkness.

APPROVED, EVALUATED BY PREPARING OFFICER:

Charles Y. Banfill
 CHARLES Y. BANFILL
 Brigadier General, USAF
 Deputy for Intelligence

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10975

1 INCL

USSR Evaluated Aircraft Radar Tracks

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 S/R. D/I, FEAF - 3; File - 1

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AIR INTELLIGENCE INFORMATION REPORT

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D/I, Hq, 314th Air Division	REPORT NO. OI-ERAG-10-51	PAGE 1 OF 3 PAGES
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21 February 1951:

Track #1 1249/I 47/04N - 141/49E 1 acft - speed 200 mph
 1251/I 47/00N - 141/55E
 1253/I 46/55N - 142/00E
 1255/I 46/00N - 142/07E
 1257/I 47/02N - 142/14E
 1259/I 47/05N - 142/20E

Track #2 1309/I 46/50N - 143/04E 2 acft - speed 475 mph
 1311/I 46/54N - 142/42E
 1314/I 46/57N - 142/20E
 1318/I 46/52N - 142/33E
 1319/I 46/56N - 142/24E
 1321/I 46/45N - 141/40E
 1324/I 46/49N - 142/46E

Track #3 1318/I 46/21N - 143/11E 1 acft - speed 250 mph
 1320/I 46/16N - 143/20E
 1322/I 46/18N - 143/25E
 1327/I 46/23N - 143/40E
 1328/I 46/27N - 143/56E
 1330/I 46/31N - 144/05E

Track #4 1338/I 46/20N - 143/12E 1 acft - speed 375 mph
 1340/I 46/12N - 143/10E
 1342/I 46/08N - 143/13E
 1344/I 45/59N - 143/20E
 1346/I 45/54N - 143/23E
 1348/I 45/50N - 143/28E
 1350/I 45/47N - 143/35E
 1352/I 45/58N - 143/37E
 1354/I 46/05N - 143/30E
 1356/I 46/16N - 143/27E
 1358/I 46/12N - 143/23E

Track #5 1402/I 46/43N - 142/23E 1 acft - speed 250 mph
 1405/I 46/38N - 142/19E
 1407/I 46/47N - 142/28E

Track #6 1726/I 46/52N - 142/30E 1 acft - speed 300 mph
 1728/I 46/45N - 142/46E
 1730/I 46/46N - 142/51E
 1734/I 46/46N - 142/39E
 1738/I 46/43N - 142/52E
 1741/I 46/42N - 142/35E
 1744/I 46/40N - 142/29E
 1747/I 46/41N - 142/40E
 1750/I 46/38N - 142/30E

Track #7 1816/I 46/56N - 142/10E 2 acft - speed 500 mph
 1818/I 47/00N - 142/23E
 1820/I 47/05N - 142/20E
 1822/I 47/08N - 141/59E

Track #8 1919/I 46/36N - 142/25E 1 acft - speed 300 mph
 1921/I 46/40N - 142/34E

AIR INTELLIGENCE INFORMATION REPORT

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FROM: (Optional)	REPORT NO.	PAGE	OF	PAGES
D/I, Hq, 314th Air Division	OI-ERAC-10-51	2	3	

21 February 1951:

- Track #8
Cont'd - 1923/I 46/39N - 142/41E
- Track #9 1943/I 46/54N - 142/08E 2 acft - speed 200 mph
1945/I 46/58N - 142/10E
1947/I 46/56N - 142/00E
1949/I 46/54N - 142/01E
- Track #10 2009/I 46/51N - 141/47E 1 acft - speed 350 mph
2012/I 46/57N - 142/09E
2014/I 47/00N - 142/15E
2016/I 47/05N - 142/25E
- Track #11 2131/I 46/53N - 141/57E 2 acft - speed 600 mph
2133/I 46/56N - 142/21E
- Track #12 2334/I 46/32N - 142/18E 1 acft - speed 150 mph
2336/I 46/30N - 142/14E
2338/I 46/33N - 142/25E
2340/I 46/35N - 142/29E
2342/I 46/34N - 142/19E
2343/I 46/32N - 142/21E
2346/I 46/32N - 142/19E
2348/I 46/31N - 142/26N WEATHER: Good flying conditions.

22 February 1951:

- Track #1 0001/I 46/31N - 142/10E 1 acft - speed 150 mph
0003/I 46/27N - 142/16E
0005/I 46/32N - 142/12E
0007/I 46/31N - 142/17E
0009/I 46/31N - 142/03E
0011/I 46/31N - 141/54E
0013/I 46/31N - 141/49E
- Track #2 0049/I 46/20N - 142/16E 1 acft - speed 150 mph
0051/I 46/27N - 142/15E
0053/I 46/30N - 142/10E
0055/I 46/25N - 142/15E
- Track #3 0121/I 46/32N - 142/21E 1 acft - speed 150 mph
0123/I 46/34N - 142/19E
0125/I 46/36N - 142/20E
0127/I 46/28N - 142/15E
0129/I 46/25N - 142/20E WEATHER: Good flying conditions.

S. L. MILLER
Major, USAF
Deputy for Intelligence

COMMENT: Records available to this office indicate that during the period 17 Mar 49 through 20 February 1951, only 12 tracks of night-flying aircraft, evaluated as Soviet, were observed and reported by the WAKKANAI Radar Site. The seven (7) tracks observed

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AIR INTELLIGENCE INFORMATION REPORT

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on 21 February 1951, and three on 22 February 1951 were all observed during the hours of darkness. This office does not have sufficient data available to properly analyze or evaluate this latest trend in night flying. This apparent increase in night flying suggests several possibilities, two of which are indicated below:

a. That the Soviets are attempting to achieve greater proficiency in night flying and are stepping up their training program.

b. That the Soviets are attempting to maintain the degree of night flying proficiency already achieved.

285-3215

PROJECT 10073 RECORD CARD

1. DATE 26 - 28 Feb 1951	2. LOCATION Sakhalin, Japan		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local _____ GMT Varied	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input checked="" type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE Military		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION Varied	8. NUMBER OF OBJECTS Multiple	9. COURSE Varied	<input checked="" type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING Rept of USSR a/c tracks (33). Speeds from 120 to 360 mph.		11. COMMENTS Evaluated as USSR Tracks by ADC.	

COUNTRY JAPAN	REPORT NO OI-ERAC-11-51	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT USSR Air Activity	<i>W/ Apr 51 RC</i> 31	
AREA REPORTED ON Southern SAKHALIN	FROM (Agency) D/I, Hq 314th Air Division	
DATE OF REPORT 1 March 1951	DATE OF OBSERVATION 26 - 28 February 1951	EVALUATION B-2
PREPARED BY (Signature) Major S. L. Miller	WAKKANAI Radar Site (45/35N -141/39E)	
REFERENCES (Central number, director, previous report, etc., as applicable)		

SUMMARY: (Enter concise summary of report. Give significance in final one sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 118 - Part II.)

1. Report lists Radar tracks of unidentified aircraft which have been tentatively evaluated as USSR aircraft by the Air Defense Controller.
2. The last track detected in this area occurred on 22 February 1951.
3. All tracks faded on last plot.
4. When available, observed weather conditions, pertinent to the area, are included. These reports are from weather stations on HOKKAIDO and from Russian controlled stations on SAKHALIN and the KURILES.

APPROVED, EVALUATED BY PREPARING OFFICER:

Mydell

Boyer, J. Novak
1st Lt. USAF
CHARLES Y. BINFILL
Brigadier General, USAF
Deputy for Intelligence

10975

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10**

1
INCL 5
USSR Evaluated Aircraft Radar Tracks

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7-3712-34

AIR INTELLIGENCE INFORMATION REPORT

D/I, Hq, 314th Air Division

REPORT NO
OI-ERAC-11-51

PAGE 1 OF 5 PAGES

USSE EVALUATED AIRCRAFT RADAR TRACKS

26 February 1951:

Track #1	1405/I	45/48N - 143/11E	1 acft - speed 180 mph
	1407/I	45/52N - 143/05E	
	1409/I	45/58N - 143/02E	
	1413/I	46/05N - 143/04E	
	1417/I	46/15N - 142/55E	
Track #2	1457/I	46/11N - 141/40E	1 acft - speed 120 mph
	1459/I	46/20N - 141/39E	
	1501/I	46/18N - 141/43E	
Track #3	1729/I	46/53N - 142/35E	1 acft - speed 300 mph
	1732/I	46/50N - 142/37E	
	1734/I	46/55N - 142/27E	
	1736/I	47/00N - 142/20E	
	1739/I	46/59N - 142/25E	
	1740/I	46/52N - 142/33E	
	1742/I	46/47N - 142/22E	
	1744/I	46/43N - 142/22E	
	1746/I	46/47N - 142/14E	
	1743/I	46/52N - 142/23E	
	1750/I	46/56N - 142/30E	WEATHER: Good flying conditions.

27 February 1951:

Track #1	1020/I	47/45N - 140/34E	2 acft - speed 360 mph
	1022/I	47/39N - 140/48E	
	1024/I	47/32N - 140/46E	
	1027/I	47/26N - 140/59E	
	1030/I	47/16N - 140/59E	
	1032/I	47/05N - 141/00E	
	1035/I	47/02N - 141/02E	
	1037/I	46/51N - 141/05E	
	1039/I	46/48N - 141/05E	
	1041/I	46/33N - 141/18E	
	1043/I	46/43N - 141/05E	
	1045/I	46/32N - 141/27E	
	1047/I	46/28N - 141/33E	
	1049/I	46/22N - 141/41E	
	1051/I	46/22N - 141/52E	
	1053/I	46/30N - 142/00E	
	1055/I	46/33N - 142/02E	
	1057/I	46/41N - 141/04E	
	1059/I	46/46N - 142/00E	
	1101/I	46/50N - 142/00E	
	1103/I	46/54N - 141/55E	
	1107/I	47/04N - 142/00E	
	1109/I	47/09N - 142/01E	
Track #2	1240/I	46/45N - 142/41E	1 acft - speed 190 mph
	1242/I	46/47N - 142/35E	
	1245/I	46/50N - 142/36E	

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USSR EVALUATED AIRCRAFT RADAR TRACKS

27 February 1951 Cont'd:

Track #3 1344/I 47/20N - 142/20E 1 acft - speed 330 mph
 1346/I 47/20N - 142/35E
 1349/I 47/24N - 142/45E
 1352/I 47/18N - 142/34E

Track #4 1655/I 46/35N - 142/39E 2 acft - speed 200 mph
 1657/I 46/32N - 142/37E
 1659/I 46/38N - 142/28E
 1702/I 46/41N - 142/34E
 1704/I 46/46N - 142/39E
 1708/I 46/42N - 142/40E
 1711/I 46/35N - 142/45E

WEATHER: Generally good flying conditions.

28 February 1951:

Track #1 0030/I 46/32N - 142/46E 1 acft - speed 130 mph
 0035/I 46/36N - 142/47E
 0039/I 46/37N - 142/45E
 0041/I 46/41N - 142/37E
 0043/I 46/37N - 142/44E
 0046/I 46/36N - 142/36E

Track #2 0055/I 46/32N - 142/36E 2 acft - speed 150 mph
 0057/I 46/34N - 142/44E
 0059/I 46/34N - 142/36E
 0102/I 46/36N - 142/33E
 0105/I 46/38N - 142/37E
 0107/I 46/34N - 142/32E
 0110/I 46/37N - 142/39E
 0113/I 46/35N - 142/36E
 0116/I 46/34N - 142/31E
 0119/I 46/30N - 142/40E
 0121/I 46/34N - 142/46E

Track #3 0140/I 46/31N - 142/53E 1 acft-speed 240 mph
 0142/I 46/32N - 142/42E
 0145/I 46/35N - 142/30E
 0147/I 46/33N - 142/42E
 0150/I 46/36N - 142/32E
 0153/I 46/34N - 142/41E
 0156/I 46/36N - 142/46E
 0158/I 46/42N - 142/37E

Track #4 0315/I 46/35N - 142/40E 1 acft - speed 220 mph
 0317/I 46/35N - 142/51E
 0319/I 46/34N - 142/41E
 0321/I 46/41N - 142/40E
 0323/I 46/37N - 142/40E
 0325/I 46/42N - 142/26E
 0327/I 46/37N - 142/40E
 0329/I 46/43N - 142/45E