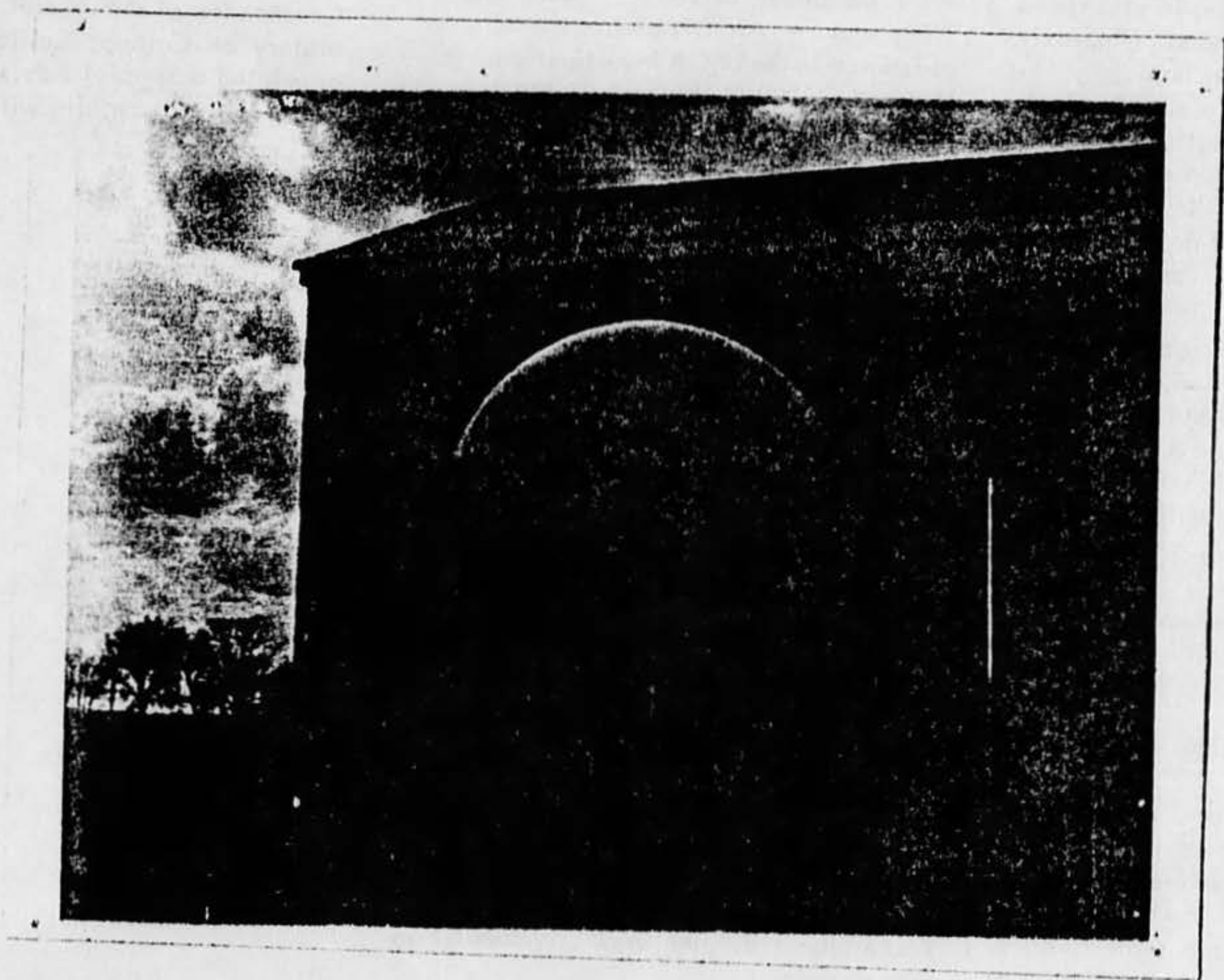


PROJECT 10073 RECORD CARD

| | | | |
|--|---|--|--|
| 1. DATE 17 December 1956 | 2. LOCATION Itazuke AB, Japan | | 12. CONCLUSIONS Visual: <input checked="" type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon |
| 3. DATE-TIME GROUP Local _____ GMT <u>17/0620Z</u> | 4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input checked="" type="checkbox"/> Air-Intercept Radar | | <input 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 Air | | <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical |
| 7. LENGTH OF OBSERVATION Visual 3-4 minutes Radar 7-8 minutes | 8. NUMBER OF OBJECTS one | 9. COURSE - - - | Radar: <input checked="" type="checkbox"/> Other: spurious returns <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown |
| 10. BRIEF SUMMARY OF SIGHTING UFO observed as blip on radar of lead plane not visuble on radar or visually by trailing plane 6 miles behind. Plane under GCA control & object could not be picked up by ground radar. Object ws observed visually was tan color, flat on bottom, round on top. | | 11. COMMENTS Radar sighting evaluated as spurious return or false target since obj could not be picked up on other radars in area. Visual obsvation evaluated as WX balloon. | |



*****09
 DECEMBER 1956 FAR EAST (KEYHOE-1960 P 104) 1 WITNESS 00
 ON DECEMBER, TWO USAF JET PILOTS WERE PRACTICING GROUND RADAR 01
 POSITIONED INTERCEPTS ON EACH OTHER IN THE VICINITY OF 02
 DURING ONE RUN, THE INTERCEPTING PILOT PICKED UP A STRANGE RADAR BLIP FROM 03
 AN UNKNOWN OBJECT IN THE SKY. FROM THE BLIP-S SIZE -- ONE-EIGHTH OF AN INCH 04
 HIGH AND THREE-EIGHTS OF AN INCH WIDE -- THE UFO WAS ESTIMATED AT LEAST AS 05
 LARGE AS A B-29 FOUR-ENGINE BOMBER. RADAR SHOWED IT TO BE TWENTY MILES AWAY, 06
 30 DEGREES TO THE PILOT-S LEFT. 07
 PILOT CALLED THE GCI (GROUND CONTROL INTERCEPT) SITE RECEIVED 08
 PERMISSION TO DETERMINE THE NATURE OF THE SOURCE OF THE RADAR RETURN. 09
 AS HE HEADED TOWARD THE UFO, THE JET-S INSTRUMENTS SHOWED HE WAS CLOSING AT 10
 A SPEED OF SIX TO SEVEN HUNDRED KNOTS. (APPROXIMATELY 720 TO 840 MPH.) AT 11
 EIGHT MILES, A ROUND OBJECT APPEARED EXACTLY WHERE RADAR SHOWED IT. LATER 12
 CALCULATIONS INDICATED IT WAS AT LEAST 200 FEET IN DIAMETER, PROBABLY NEARER 13
 350. 14
 BY THIS TIME, THE JET-S RADAR HAD LOCKED ONTO THE UFO AND WAS 15
 AUTOMATICALLY GUIDING THE PLANE TOWARD THE OBJECT. SUDDENLY THE RADAR WAS 16
 JAMMED BY A STRONG INTERFERENCE. USING ANTI-JAM PROCEDURE, THE PILOT 17
 SWITCHED FREQUENCY. FOR TEN SECONDS THIS ELIMINATED THE MYSTERIOUS 18
 INTERFERENCE PULSES, THEN THEY BEGAN AGAIN. BUT THE PULSATIONS WERE NOT 19
 STRONG ENOUGH TO BREAK THE RADAR LOCK-ON AND JET HELD TO ITS COURSE. 20
 THE JET CLOSED TO WITHIN FIVE NAUTICAL MILES OF THE OBJECT AND COULD NOT 21
 CLOSE FURTHER. WHEN THE PILOT WAS CLOSEST TO THE UNIDENTIFIED OBJECT, IT 22
 APPEARED TO MAKE A SHALLOW LEFT TURN. IT HAD THE APPEARANCE OF BEING CIRCULAR 23
 ON THE BOTTOM. 24
 AFTER THIS, THE UFO SPEEDED UP SO SWIFTLY THAT THE JET-S RADAR COULD NOT 25
 GET AN ACCURATE READING. 26
 THE OBJECT WAS MOVING UP AND AWAY FROM 1,500 TO 1,800 KNOTS. (1,800 TO 27
 2,160 MPH.) 28
 IMMEDIATELY AFTER THE PILOT REPORTED THE UFO AND LANDED, HIS JET WAS TESTED 29
 BY ANOTHER AIR FORCE PILOT. ALL EQUIPMENT, INCLUDING RADAR, OPERATED 30
 CORRECTLY. THE AIRCRAFT WAS THEN CHECKED BY GROUND PERSONNEL. AGAIN, ALL 31
 ITEMS WERE SATISFACTORY. 32
 *****33

Carroll Gregory 4E4
CY WA WA WA NX
WA15A

WASHINGTON, OCT. 3.--(UP)--NON-OFFICIAL FLYING SAUCER INVESTIGATORS REPORT THAT AN AIR FORCE JET CHASED A BIG AND SPEEDY "CIRCULAR FLYING OBJECT" IN THE FAR EAST LAST DECEMBER.

THEY SAID THE JET GOT WITHIN FIVE MILES OF THE OBJECT BEFORE IT FLEW OFF AT A SPEED BETWEEN 1,800 AND 2,160 MILES AN HOUR.

THE REPORT WAS MADE BY THE NATIONAL INVESTIGATING COMMITTEE OF AERIAL PHENOMENA, A PRIVATELY-FINANCED RESEARCH ORGANIZATION, IN ITS MONTHLY MAGAZINE, "UFO INVESTIGATOR."

THE AIR FORCE HAD NO IMMEDIATE COMMENT.

THE NICAP SAID A "FAR EAST AIR FORCE OFFICER" HAD ADVISED THAT AN UNIDENTIFIED JET PILOT PICKED UP THE "UFO" (UNIDENTIFIED FLYING OBJECT) AS A STANGE "BLIP" ON HIS RADAR SCREEN, AND STARTED PURSUIT AT MORE THAN 800 MILES AN HOUR.

"AT EIGHT MILES RANGE," IT QUOTED THE FAR EAST REPORT, "A LARGE ROUND OBJECT APPEARED DIRECTLY AHEAD."

"BY THIS TIME, THE JET'S RADAR WAS IN 'LOCK ON' POSITION, AUTOMATICALLY GUIDING THE JET TOWARD THE UFO. A MOMENT LATER, THE RADAR WAS JAMMED BY A STRONG INTERFERENCE. USING ANTI-JAM PROCEDURE, THE PILOT SWITCHED FREQUENCY. FOR 10 SECONDS THIS ELIMINATED THE MYSTERIOUS INTERFERENCE PULSES, THEN THEY CAME AGAIN ON THE NEW FREQUENCY BUT THEY WERE NOT STRONG ENOUGH TO BREAK THE RADAR LOCK-ON AND THE JET HELD ITS COURSE."

"THE JET CLOSED TO WITHIN FIVE NAUTICAL MILES OF THE OBJECT AND COULD NOT CLOSE FURTHER."

MORE SIO17A
(WA19A)

WA20A

ADD SAUCER WASHINGTON XXX CLOSE FURTHER."

THE NICAP SAID THE PILOT REPORTED THAT THE OBJECT WAS A "A GOLDEN TAN" IN COLOR AND "HAD THE APPEARANCE OF BEING CIRCULAR ON THE BOTTOM. IT QUOTED HIM AS SAYING IT MADE A SHALLOW LEFT TURN, THEN MOVED UP AND AWAY AT AN ESTIMATED SPEED OF BETWEEN 1,800 AND 2,160 MILES AN HOUR.

THE MAGAZINE SAID AIR FORCE ELECTRONICS EXPERTS CHECKED THE JET'S RADAR AFTER THE PLANE LANDED AND FOUND IT TO BE WORKING PERFECTLY.

SIO18A

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color as by
to*

Matti

A PARAPHRASE NOT REPRODUCED EXCEPT PRIOR TO CATEGORY B ENCRYPTION. PHYSICALLY REMOVE ALL INTERNAL REFERENCES BY DATE-TIME GROUP PRIOR TO DECLASSIFICATION

1 } 4E4
2 }

18 DEC 56 07 40

4X2a

Red

PP RJEDEN RJEDWP RJEPHQ RJEYPB
DE RJAPAD 11B

FM COMDR FEAF FUCHU AIR STA JAPAN
TO RJEDEN/COMDR AIR DEFENSE COMMAND ENT AFB COLO SPRINGS COLO
RJEDWP/COMDR ATIC WRIGHT-PATTERSON AFB OHIO
RJEPHQ/D/I HQ USAF WASHDC
INFO RJEYPB/COMDR AIR RESEARCH & DEVELOPMENT COMMAND BALTIMORE MD
BT

//FFIRQ-A 9685 THE FOLLOWING INITIAL UNIDENTIFIED FLYING OBJECT REPORT FROM THE COMDR 43RD AIR DIVISION, ITAZUKE AIR BASE JAPAN, IS FORWARDED IN ACCORDANCE WITH AFR 200-2: QUOTE. CONF/43 DOC-IC 5828M. "UEOB".
1. A. SPHERICAL, ROUND ON TOP, FLAT ON BOTTOM. RADAR OVAL.
B. VISUAL, 3/8" DIAMETER. RADAR BLIP: 1/4" BY 1/2".
C. VERY LIGHT TAN
D. ONE (1).
E. N/A
F. NEGATIVE.

Note
↓

UNCLASSIFIED

PAGE TWO RJAPAD 11B

- G. NEGATIVE.
- H. NEGATIVE.
- I. NEGATIVE.
- 2. A. APPEARED ON 3-4 RADAR SCOPE WITH APPARENT ECM ACTIVITY.
- B. RADAR: 10 O'CLOCK LEVEL, VISUAL: 2 O'CLOCK LEVEL.
- C. 12 O'CLOCK LEVEL.
- D. OBJECT PICKED UP AT 20 NAUTICAL MILES ON RADAR SCOPE. LOCKED ON AT 15 NAUTICAL MILES. STEADY OVERTAKE. 600 TO 700 KNOTS UP TILL CLOSED TO 5 NAUTICAL MILES AND CLULD NOT CLOSE FURTHER. VISUAL AT 8 (NAUTICAL MILES). OBJECT AND OBSERVING AIRCRAFT HEADING 270 DEGREES THROUGH ENTIRE CHASE.
- E. PILOT RETURNED ATTENTION TO SCOPE. RANGE GAGE AND BLIP STARTED MOVING VERY RAPIDLY TOWARDS TOP OF SCOPE. AT 12 MILES ALL RADAR INDICATIONS OF TARGET RETURN DISAPPEARED. OBJECT VANISHED VISUAL AT APPROXIMATELY 7 NAUTICAL MILES. PILOT ESTIMATED OBJECT SPEED, UPON RADAR DISAPPEARANCE, AT 1500 TO 1800 KNOTS.
- F. RADAR: 7-8 MINUTES, VISUAL: 3-4 MINUTES.
- 3. A. AIR-ELECTRONIC. AIR-VISUAL.
- B. NEGATIVE.
- C. F-86D, AIRCRAFT NUMBER 299, 25,000 FT, 330 DEGREES TO 270

all of possible balloons are generally tan in color. When observed from same level - often only top will show.

970

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

PAGE THREE RJAPAD 11B

AT 300-350 KNOTS IA. ITAZUKE AIR BASE.

B. DAY.

5. 3420N 13120E. AIRCRAFT POSITION - VE U L - 15H - INB.

6. A. NEGATIVE.

B. [REDACTED], AO 3034816, 1ST LT, 68TH FIGHTER INTERCEPTOR SQUADRON, ALERT PILOT, VERY RELIABLE.

7. A. BROKEN OVERCAST, CEILING 4,000 - 5,500 FEET, THIN SCATTERED STRATUS LAYER 15,000 FEET. VISIBILITY UNLIMITED.

B. DURING PERIOD 0620Z - 0640Z 17 DECEMBER 1956.

| | | |
|----------------|----------------------|---------------|
| SURFACE | 290 - 310 DEGREES | 14 - 22 KNOTS |
| 6,000 FEET | 260 DEGREES | 45 KNOTS |
| 10,000 FEET | 290 DEGREES | 50 KNOTS |
| 16,000 FEET | 280 DEGREES | 90 KNOTS |
| 20,000 FEET | 280 DEGREES | 90 KNOTS |
| 25,000 FEET | 270 DEGREES | 130 KNOTS |
| 30,000 FEET | 270 DEGREES | 150 KNOTS |
| 80,000 FEET | NEGATIVE INFORMATION | |
| C. 3,000 FEET. | NEGATIVE INFORMATION | |
| D. 10 MILES. | | |



UNCLASSIFIED

PAGE FOUR RJAPAD 11B

E. 10/10.

F. NEGATIVE.

8. NEGATIVE

9. ATTEMPTED INTERCEPTION.

10. WINGMAN [REDACTED], AO 3035707, 1ST LT, APPROXIMATELY 6 NAUTICAL MILES BEHIND OBSERVING AIRCRAFT. NO CONTACT OR SIGHTING RADAR OR VISUAL.

Note - Not observed visually or by radar

11. [REDACTED] AO 2203397, 1ST LT, 68TH FIGHTER INTERCEPTOR SQUADRON. INTELLIGENCE OFFICER. AIRCRAFT WAS UNDER GCI CONTROL (INTAKE) FOR THE ENTIRE PERIOD BUT UFOB WAS NOT OBSERVED ON GROUND RADAR. COPE, INTERFERENCE RESEMBLING ECM WAS EXPERIENCED BY BOTH THE OBSERVING PILOT AND WINGMAN. OBSERVING PILOT EXPERIENCED PULSES RUNNING DOWN THE GIZZLE BAND APPROXIMATELY 1-1/2 INCHES APART. EVERYTIME THE PILOT PUSHED THE ANTI-JAM BUTTON, ACTIVITY DISAPPEARED BUT RETURNED IN 10 SECONDS. INTERFERENCE WAS PICKED UP AT THE TIME THE OBJECT DISAPPEARED FROM THE SCOPE. WINGMAN EXPERIENCED MANY PINPOINTS ON THE SCOPE PRESENTATION DURING THE SAME PERIOD. ALTHOUGH THE SUN WAS IN A POSITION (10 O'CLOCK HIGH) TO REFLECT OFF THE AIRCRAFT, NO GLARE WAS EXPERIENCED BY THE OBSERVER. DUE TO THE RAPID SPEEDS INVOLVED AND VISUAL AND RADAR CONTACTS,

Note: Not observed by ground station

manuscript page



UNCLASSIFIED

PAGE FIVE RJAPAD 11B

OBJECT IS BELIEVED TO BE A MATERIAL OBJECT OF UNKNOWN ORIGIN AND TYPE. UNQUOTE. FEAF COMMENTS: (1) FIRST UFOB REPORT THIS THEATER WHERE BOTH VISUAL AND RADAR SIGHTING MADE SIMULTANEOUSLY. (2) SIGNIFICANT TO NOTE THAT THIS REPORT OF AN UNIDENTIFIED FLYING OBJECT WAS MADE ON THE SAME DATE THAT MOSCOW ISSUED A REPORT THAT B-57 AIRCRAFT HAD BEEN OBSERVED OVER VLADIVOSTOK AREA. (3) FEAF ATIL0 WILL INTERROGATE CREWS. TNC AND AF FORM 112 WILL FOLLOW.

attempt to correlate the report with [unclear] [unclear]

BT

DECLASSIFIED AT 3 YEAR [unclear]
DECLASSIFIED AFTER 12 [unclear]
DOD DIR 5200.10

UNCLASSIFIED

UNCLASSIFIED

FILE CLASS: _____
OFFICIAL FILE COPY

OFFICE OF RECORD

Document Nr. 1, dated 20 Dec. 1956 to AFOIN-4E1

AFOIN-4

5. Attempt by the reporting officer to correlate this sighting and the current Vladivostok incident is not considered valid.

AFOIN-4X2b

6. In view of the probability that Hqs USAF will undoubtedly follow up on this incident, your critical review is requested.

AFOIN-4X2c

1 1981

TT msg T56-29475-1

Henry H. Miley
HENRY H. MILEY
AFOIN-4E1

AFOIN-4X3

AFOIN-4X4

AFOIN-4A

AFOIN-4B

AFOIN-4C

AFOIN-4D

AFOIN-4E

JEL D.T. Prugny 21 Dec 54
H. H. Miley 21 Dec 52

AFOIN-4F

OTHERS

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

UNCLASSIFIED

| | |
|---------|--|
| PERM | |
| TEMP | |
| 90 DAYS | |
| INITIAL | |

UNCLASSIFIED

FILE CLASS: _____
OFFICIAL FILE COPY

OFFICE OF RECORD

Radar and Visual UFO Reported by FEAF

AFOIN-4Eh

20 Dec 56
4Eh/Capt G.T. Gregory/lte/
69216

1. In accordance with existing policies for the study and analysis of UFO reports, request that the attached official UFO report submitted by the Far East Air Forces be reviewed for a possible explanation from the electronic and related viewpoints.

2. While not intended to influence your particular phase of the evaluation, a preliminary analysis by this office, based on the information given, is outlined below for consideration:

a. Two aircraft. First aircraft reports both radar and visual sighting. Second aircraft (wing man) made no contact, visual or radar.

b. Object described as tan in color and round on top. It should be emphasized the general construction of all weather balloons (pibal, rawin, rabal, rawinsonde and radiosonde) are of rubberized latex and tan in color.

c. The general area of observation (34-00 N, 131-00 E) is between south-east Korea and slightly east of the Japanese island of Tsushima.

d. The general wind direction was from the west-northwest at the altitude of observation.

e. AF Weather units which launch both scheduled and unscheduled balloons are located at Pusan, Chinhae and Taegu in Korea. These units are located northwest of the UFO sighting. A weather unit was located almost directly under the location of the UFO sighting, Tsushima Island.

f. Experience from numerous balloon cases show that under certain conditions, only the top portion of a balloon may be visible, particularly when observed from the same level, as in this incident.

3. On the basis of the above, and other related information supplied by the 6th Weather Group, it is the opinion of this office, at this phase of the evaluation, that the pilot saw across a regularly launched or "runway" balloon. With regard to the latter, the origin could be Communist China.

4. Reference item 2E of attached report stating blip moved rapidly to top of scope upon close approach of the aircraft. Could this have been caused by a balloon that rose or appeared to rise suddenly when the aircraft drew very close? Reference item 11. Although aircraft was under CCI observation at all times, the UFO was not observed by the ground unit.

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| PERM | not |
| TEMP | |
| 90 DAYS | |
| INITIAL | |

[REDACTED]

UNCLASSIFIED

SUBJECT: Radar and Visual UFO Reported by FEAF

TO: AFOIN-4E4

FROM: AFOIN-4E1

DATE: Comment Nr 2
AFOIN-4E1a/V. D. BRYANT/jc
72131/Bldg 263-D/Rm 8

1. The following comments are made with reference to the radar portion of this UFO sighting:

a. The size of the "blip" on the scope is much larger than a normal return for a single target.

b. Assuming a large target (from the large "blip" observed), the wing man and the GCI station should also have had radar contact. This they did not have.

c. The speed the target left the scope eliminates returns from aircraft, including the B-57.

2. It is extremely difficult to discount sightings which involve both visual and radar sightings. In this case the existence of a physical target cannot be positively disproven, although the discrepancies in the radar portion of the sighting indicate that at least the radar sighting is a false target. If this is true, the sighting may be a case of associating an actual visual target with a false radar target.

3. Although this office is not in a position to comment on the subject, it would seem that unusual weather or transmission conditions which affect radar transmissions might also affect visual transmissions thereby providing freak visual observations.

1 Incl
n/c

GORDON C. HOFFMAN
Colonel, USAF
AFOIN-4E1

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

UNCLASSIFIED

[REDACTED]

U.F.O. Investigator

FACTS ABOUT FLYING SAUCERS (UNIDENTIFIED FLYING OBJECTS)

— Published by the National Investigations Committee on Aerial Phenomena —

Vol.1, No.2

Washington, D.C.

August-September, 1957

JET CHASE OF LARGE CIRCULAR OBJECT INVESTIGATED BY FAR EAST AIR FORCE

For eight months the Far East Air Force has been in possession of an Intelligence Report describing the jet chase of a strange round object larger than a B-29 bomber. According to this report, the UFO accelerated to a speed of about 2000 miles per hour when the jet tried to close in.

Intelligence Report Details Released to NICAP ✓

Full details of the chase were revealed to NICAP on August 29 in an unclassified section of the Intelligence Report. This is the first detailed report of a jet-UFO chase released anywhere in the Air Force since 1953. Whether release of this important case indicates a change in Air Force policy or is an isolated incident, is yet to be determined.

The Air Force report sent to NICAP from a Far East Air Force office bears the following heading:

AF FORM 112
FAR EAST

AIR INTELLIGENCE INFORMATION REPORT

(U) Unidentified Flying Object Report
FAR EAST
— February 1957

DI _____
— December 1956

B-2

Captain _____ and
Captain _____
AFR 200-2

Debriefing

"On — December 1956" the Air Force report begins, "two USAF jet pilots were practicing ground radar positioned intercepts on each other in the vicinity of _____."

During one run, the report says, the intercepting pilot picked up a strange radar blip from an unknown object in the sky. From the size of the blip—one-eighth inch high and three-eighths of an inch wide—the UFO was estimated as large as a B-29 four-engine bomber. Radar showed it to be 20 miles away and 30 degrees to the pilot's left.

"Pilot called the GCI site to ask if they had a target which would correspond to the unidentified blip. After receiving an _____ (Please turn to Column 1, Page 2)

Air Force Tells Congressman it Has Given NICAP "All UFO Information" Despite Written Refusal

Despite an official refusal on July 18 to release UFO cases to NICAP, the Air Force now publicly insists that it has given NICAP "all information in the hands of the United States Air Force."

This contradictory statement, sent on September 12 to Rep. Peter Frelinghuysen, Jr., (R., N. J.) was signed by Maj. Gen. Joe W. Kelly, USAF, Director of Legislative Liaison.

(See also special announcement on new Air Force claims, Page 3.)

On September 11 the same Air Force statement was sent to Vice Admiral John M. Hoskins, USN, Ret., now Director of Declassification Policy, Department of Defense. Admiral Hoskins had asked the Air Force for facts on NICAP and the release of UFO reports.

The identical statement sent to Admiral Hoskins and Rep. Frelinghuysen follows: "The National Investigations Committee on Aerial Phenomena is not a governmental

(Continued on Page 3)

Part I - Weather Balloons

1. In the analysis of Flyobrpts prior to 1 Jul 52 approximately 15% were classified as "possibly" or "probably" balloon. The basis for decision was generally little more than a form of guesswork; if the Flyobrpt did not do anything, and much leeway was allowed for observer's fallibility, that a balloon could not do in maneuvers, speed, etc., and if the description corresponded even roughly to that of a balloon, it was so classified. If there was no particular reason to believe a balloon was in the area, the report became a "possible". If the sighting occurred near a balloon launching site or on or about the launch time, it became a "probable". It was obvious that an effort to obtain factual data to support such conclusions was in order.

2. ATIAA-5 approached the problem of weather balloons first. Weather balloons are of the following types:

Note*

a. Radiosonde - Rubberized tan latex, 6' in diameter at launch, - up to 20' at altitude. Carries a transmitter and telemetering device for temperature pressure, dewpoint sequences, which transmitter under certain conditions would give radar returns. Also carries a white running light during night launches, battery operated, which should last for duration of flight. Normal ascent is to 70,000' - 100,000', at $\pm 1,000$ ft/min, at which altitude the balloon bursts and equipment recovery is effected by a red parachute.

b. Rawin - Same balloon as above, but it carries only a radar "triangle", and is a winds aloft observation.

c. Rawinsonde - Same, a combination of rawin and radiosonde.

d. Robal - Same type of balloon, tracked by theodolite for winds aloft observation.

e. Pibal - A rubberised tan latex balloon, 30" in diameter at release and 4 or 5' at altitude. Burst and climb comparable to radiosonde. A winds aloft observation, tracked by theodolite. Carries running light for night launches.

All types of balloons are launched at 0300Z, 0900Z, 1500Z and 2100Z daily. However, some stations launch one, two, three, or four times daily; others launch irregularly, some launch only one type, and others several or all. In addition, time of launch may vary approximately thirty minutes from the scheduled time, either way. All agencies which launch balloons are quick to admit that balloons can malfunction and that many are lost. In addition, wind currents at altitude can cause the balloons to assume odd shapes and strange maneuvers. The balloons under certain atmospheric conditions can appear to be almost any color, and may be visible even at extreme altitudes, particularly at sunrise and sunset, to an observer on the ground. (~~see sketch~~)

From ATIC Balloon Data File

* Color of object observed

JET CHASE from Page 1

answer in the negative, he asked for and received permission to determine the nature of the source of the radar return."

As he headed toward the UFO, the jet's radar showed he was closing in at a speed of six to seven hundred knots. (Approximately 720 to 840 miles per hour.)

At eight miles range a round object appeared in the sky, exactly where the radar showed it. To show up as more than a speck at that distance, the UFO had to be fairly large. The pilot described it as "the size of a lead pencil eraser if placed against the windscreen."

(NICAP comment: From figures supplied by North American Aviation, builders of the F-86-D Sabrejet, and the Civil Aeronautics Administration, the UFO appears to have been about 350 feet in diameter. See detailed explanation later in this account.)

By this time, the Air Force report continues, the jet's radar was in "lock on" position. That is, it had locked onto the UFO and was automatically guiding the jet toward it.

Jet's Radar is Jammed

As the plane came closer, its radar was suddenly jammed by a strong interference.

Using anti-jam procedure, the pilot switched frequency. For ten seconds, this eliminated the mysterious interference pulses, then they began again. But the pulsations were not strong enough to break the radar lock-on, and the jet held to its course.

"The jet closed to within five nautical miles of the object and could not close further," the Air Force report states.

"When the pilot was closest to the unidentified object, it appeared to make a shallow left turn. It had the appearance of being circular on the bottom."

The color of the object was described as a golden tan, with no reflection from the sun. After the UFO's slight turn, the pilot's radar indicated that the object was "moving up and away at from 1500 to 1800 knots." (Approximately 1800 to 2160 mph) The Air Force report adds that this was an estimate, since the UFO's rate of departure was faster than the jet's radar could indicate. The blip, it said, "disappeared by moving rapidly off the top of the scope."

The Air Force investigation indicates the seriousness with which the UFO sighting was regarded. Immediately after the pilot landed and made his report, the jet was tested by another AF pilot.

All equipment, including the radar, operated correctly. The aircraft then was thoroughly checked by ground personnel; again, all systems were satisfactory, according to the Intelligence report.

The final section of the report goes a long way toward dispelling the idea that the Air Force actually brushes off UFO sightings. Entitled, "Comments of the interrogation officers," this section follows:

"Operation, maintenance and Intelligence personnel of the — Squadron, — Wing and — Air Division were of great assistance in the UFOB investigation. (Ed: Under AFR 200-2 the term UFOB is used instead of UFO.)

"Written statements from the above organizations verifying information in this report are on file in the DI— Office.

"The observing pilot, Lt. —, had many flying hours as of the time of the incident. Over half had been logged in this type of jet. He appeared to be conscientious and reported the incident in a straight forward, slightly embarrassed manner, saying that he would doubt the possibility of such an occurrence if it hadn't actually happened to him.

"The fact that no unidentified tracks were observed by ground radar should not be given much weight in evaluating this report. Both the jet aircraft involved required IFF in order that the controlling GCI site could plot them." (Ed: IFF is the name of an identification code transmitter system developed in World War 2 called "Identification, Friend or Foe." The fact that IFF signals were required for GCI to plot the jets indicates that the Air Force planes did not show up normally on ground radar.)

Computed Size of UFO

NICAP Explanation: At the moment when the pilot made his relative estimate of the UFO's size, using the pencil eraser comparison, the object was directly ahead at the jet's altitude.

The size of the object would depend on the distance from the pilot's eyes to the windscreen, dead ahead. According to North American Aviation, makers of the F-86-D Sabrejet, this distance for the Sabrejet is 2.27 feet, and the average for most jets is not much over 2.50 feet.

The average pencil eraser is one-fourth of an inch in diameter. According to figures confirmed by the Civil Aeronautics Administration, if the pilot's eyes were 2.50 feet from the windscreen the object was 352 feet in diameter. At three feet the diameter would be 293 feet. Even allowing for an appreciable error in estimating the object's apparent size, it seems plain that the UFO must have been at least 200 feet in diameter, and probably much larger.

The significance of this Air Force report is obvious. It is clear that armed forces pilots are still encountering unexplained UFOs—solid, round shaped objects seemingly under intelligent control—though to date officials still say there is no evidence of the UFOs' existence. ●

NAVY MISSILE EXPERT,
UFO INVESTIGATOR
IS NEW NICAP ADVISER

Captain Robert B. McLaughlin, USN, Commander of the Naval Ordnance Laboratory at Corona, California, has been appointed a Special Adviser to NICAP.

Captain McLaughlin will be remembered