United States

UNCLASSIFIED

United States

IR-3-5h

United States

Identification Flying Objects

Northwest United States

23 June 1954

ODIN E. Sorensen, CNO, USAF

AFR 200-2 and SECRET Wire 25TH/DTG 230730Z DE J.PEM 04:55/Priority/ to ATIC

See Summary

SUMMARY

FLYING OBJECT REPORT GROUND AND AIRBORNE RADAR SIGHTING OF UNIDENTIFIED BLIPS OR TARGETS

An unknown blip or target was picked up on THOTHY radar control scope in Gtfinder LE 145h, estimated 200 knot speed, estimated altitude 15 miles, originally at 0114Z and intermittently thereafter for a total of three (3) sightings by THOTHY within a ten (10) minute period after which time blip or target remained off. Upon first pickup, THOTHY relayed information to HERCULES (direction center) who took immediate action to vector two fighter interceptors, Pronto Blue 31 and 2, (who were on CAP, at 0100Z) off CAP to vicinity of blip or target. Pronto Blue 32 obtained an airborne radar pickup lower left portion scope, approximately twenty-eight (28) miles from blip or target which separated into two "clear distinct" blips at 0133Z; altitude 25,000 feet. Blue 32 attempted to close on 30 degrees port heading in attempt to center blip, descending from 25,000 feet to 6,000 feet and to maintain estimated six (6) miles with speed increasing from 40 to 90 knots. Blip then slaid off scope from 30 degrees port to 60 degrees port. Blue 31 obtained an airborne radar pickup at 30 degrees at approximately 0156Z at 20,000 feet altitude. Blue 31 held pickup for approximately twenty (20) seconds, or three scans of II radar after which time blips or targets slaid off scope from 30 degrees port to 60 degrees port.

Information for this report was received from Senior Controller, CFI Site, THOTHY; Senior Controller, Direction Center, HERCULES; Senior Controller, Division Combat Center, LANT GAMES; the two F-86 pilots; a 25th Air Division pilot who was flying locally in T-33 and who heard all ground-air transmissions between F-86 pilots and ground stations.

RELIABILITY

A. (Pronto Blue 32) 2nd Lt William H. Scroggins, 317th Fighter Interceptor Squadron, 112th Fighter Wing; approximately 150 hours of flight over half has been in fighter-interceptor work; approximately 270 hours in fighter aircraft; for approxmate total hours of 405.

B. (Pronto Blue 31) 2nd Lt William H. Scroggins, 317th Fighter Interceptor Squadron; approximately 29 hours in F-86 aircraft; 20 hours (approximately) in fighter aircraft; 24 hours other type aircraft; for a total of 50 hours. The F-86D pilots were interrogated daily by Major Frank F. Schmeiser, Director of Intelligence and C.C. Goddard, Assistant Director of Intelligence, within four (4) hours of incident.

Classification Under the authority of

by
Reliability (cont'd)

C. At the time of first mode return picked up by TR-30, question arose as to possibility of malfunction. The site Tech Representative was on hand and monitored scope. In his opinion, malfunction of radar was definitely ruled out.

D. All weather stations, as well as Seattle AMS; Navy; Coast Guard; 5 AFEC at Vancouver, B. C. Canada, were checked with negative results, ruling out possibility of weather balloons; boats or ships; or aircraft. One Navy P2V was found to be flying at time, but over one-hundred (100) miles from location of incident. A slight 3 degree inversion at 5,000 feet was present at 1900, but would possibly affect only a limited area.

E. The F-86D pilots were queried at great length in reference to the size and general appearance of blips presented on scopes. Both pilots appeared to have a very clear and firm concept of the difference between the observed blips as opposed to airborne blips and P-51, P-52 type blips previously encountered.

F. All statements were obtained individually either in person or by telephone, ruling out possibility of subconscious innocent collusion. Superficially, all statements appear to support one another and to coincide.

EVALUATION

The blips or targets observed are tentatively evaluated as true airborne targets, similar in presentation size and general configuration (on ground-based and airborne equipment) to B-36, B-52 type aircraft with an estimated pullout speed of Mach One or better.

APPROVED:

EUGENE L. RICHARDSON
Major
USAF
Director of Intelligence

8 Incls
1. Pilot (Statement) Statement w/1 Incl; Overlay
2. Pilot (Statement)
3. Pilot (Checklist for UOCD
4. Pilot (Checklist for UOCD
5. Sr Controller (FIV) Statement (Capt)
6. Sr Controller (AMS) Statement (Capt) w/2 Incls; Violation Report and Plot
7. Sr Controller (GSI) Statement (Lt)
8. T-33 Pilot Statement (Capt)

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