

NON BLUEBOOK

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FACTS ABOUT FLYING SAUCERS (UNIDENTIFIED FLYING OBJECTS)

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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

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JET CHASE from Page 1

erover 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 at 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

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DECEMBER 1955 FAR EAST
ON DECEMBER, TWO USAF JET PILOTS WERE PRACTICING GROUND RADAR
POSITIONED INTERCEPTS ON EACH OTHER IN THE VICINITY OF
DURING ONE RUN, THE INTERCEPTING PILOT PICKED UP A STRANGE RADAR BLIP FROM
AN UNKNOWN OBJECT IN THE SKY, FROM THE BLIP-S SIZE, ONE-EIGHTH OF AN INCH
HIGH AND THREE EIGHTS OF AN INCH WIDE -- THE UFO WAS ESTIMATED AT LEAST AS
LARGE AS A B-29 FOUR-ENGINE BOMBER. RADAR SHOWED IT TO BE TWENTY MILES AWAY,
30 DEGREES TO THE PILOT'S LEFT.
PILOT CALLED THE GCI GROUND CONTROL INTERCEPT SITE RECEIVED
07
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.
BY THIS TIME, THE JET-S RADAR HAD LOCKED ONTO THE UFO AND WAS 14
AUTOMATICALLY GUIDING THE PLANE TOWARD THE OBJECT. SUDDENLY THE RADAR WAS 15
JAMMED BY A STRONG INTERFERENCE. USING ANTI-JAM PROCEDURE, THE PILOT 16
SWITCHED FREQUENCY. FOR TEN SECONDS THIS ELIMINATED THE MYSTERIOUS 17
INTERFERENCE PULSES, THEN THEY BEGAN AGAIN. BUT THE PULSATIONS WERE NOT 18
STRONG ENOUGH TO BREAK THE RADAR LOCK-ON AND JET HELD TO ITS COURSE. 19
THE JET CLOSED TO WITHIN FIVE NAUTICAL MILES OF THE OBJECT AND COULD NOT 20
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

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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 OFFICE" 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."

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ADD SAUCER WASHINGTON KXX 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.

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