-SECRET-G? 30th AR DWSON (DEFENSE) MILON RIN ARRORF BELLEVILE MICH. HSTORICAL D APPIL, MAY AND JUNE ADMINISTRATION AND PERSONNEL MAINTENANCE OPERATIONS TRAINING FACILIFIES SPECAL SUBJECTS

lashup site and the failure of the TFS-18 to "paint" fighter aircraft are considered adequate reasons justifying the closing of the site and relying entirely on the permanent gear. Such action would eliminate two problems which have arisen as the result of operating two sites and the on-again-off-again closing date of the lashup gear during the past five months.

Navigational assistance was rendered on several occasions to both civil and military aircraft. Due to the limited capability of the TPS-IB, VHF/DF facilities were the medium most useful in rendering this assistance. Aid was also rendered Air Search and Rescue Service in searching for a downed aircraft in the Great Smoky Mountains.

On 21 June 52, an F-47 of the 105th FI Squadron, on a night training flight reported a light, apparently on a very fast and maneuverable aircraft, making passes at him and that the object was able to outmaneuver and outclimb his aircraft. The controller on duty notified the ADCC and permission to fire on the object was obtained. The F-47 was unable to gain a firing position and, to end the incident, the object climbed away and the light faded into the distance or was extinguished. Neither the fighter or unknown object were picked up by radar. The only possible explanation of the sighting is the fact that two theodolite weather balloons were released at McGhee-Tyson Airport shortly before the incident.

One major problem was encountered this quarter, involving the primary HF transmitter of the lashup site. A main component needed replacement and its replacement was emergency requisitioned. In the interval the lashup transmitter was placed in operation, so there was no operating time lost. Otherwise, all equipment performance was good, without any