

Technical Intelligence Briefs

that stands up to the terrific heat and stress. The British claim they have the answer in "Mironic 30", a combination of nickel and chromium alloys now being used in all British jet engines.

The General Electric Corp. at Schenectady is experimenting with coating combustion chambers and turbine buckets with high-temperature ceramic glazes. Results so far "show great promise." For combustion chambers burning kerosene, a high-melting glass or glaze can furnish good protection. Big problem is finding a suitable liner for engines using ethyl (lead containing) fuels.

Press

Unclassified

RADAR TRACKING

Army Radar stations in Japan have been tracking fast planes through the skies over Northern Japan on overcast days - they aren't U.S. planes. Presumption is that the Russians are using them to map the territory by radarscope.

Press

Unclassified

POSSIBLE SOVIET JET AIRCRAFT RADAR SIGHTINGS

Report of a radar sighting of a high speed (480 mph) unidentified target, on 28 August 1947 by Fukuoka M-E-7 radar station.

On 28 August 1947 at 1640 Item time Radar Station No. 1 sighted and plotted an unidentified aircraft moving at an estimated speed of 450-480 mph. Target orbited several times 30 to 35 miles out at a heading of 20-30 degrees from the station; then headed out on 23 degrees course, fading at 62 miles.

Weather at time of sighting was broken overcast, 1000-1500 foot ceiling.

Altitude was not determined nor were fighters alerted, due to short duration of plot. Aircraft was first picked up on low beam, indicating that it was at 1500 feet or below; then appeared distinctly on high beam on its outward track.

The above information is evaluated A-2, as the radar team operating at the time of the incident is considered to have a high

Air Intel Reports by ADC

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level of experience and skill.

FEAF COMMENT

Radio report was furnished assessing the observation as a possible Soviet jet aircraft.

Observation was made on an AN/CPS-1 set.

The basic reports do not specifically state altitude of the target, but from information furnished, it appears that the initial sighting was made at or below 1500 feet and that on its outward track the target was climbing presumably into the overcast which was at 1500 feet.

No confirming reports of this sighting have been received from any other source. A radar sighting of an unidentified high speed target was made by the GCA station at Chitose AAB on 1 July 1947.

If assessment of this sighting as a possible Soviet jet aircraft is correct, the location of the sighting would make North Korea its most logical base. The only report received which might indicate basing of Soviet high speed aircraft in North Korea is an F-3 report of a new type Soviet aircraft observed at Haeju airfield. In the case of the Chitose sighting, southern Sakhalin was considered to be the target's most logical base.

NO 91052

Not Evaluated.

Secret

Fukuoka M-E-W Radar Site No. 1 (33-41N, 130-18E) reported detection of an unidentified target at approximately 1230/L, 16 September 1947. The target was estimated to be travelling between 840 and 900 mph, altitude 10,000 to 20,000 ft. It was originally picked up at 96 miles 40 degrees from radar site; first plot made at 89 miles 40 degrees, and carried to 19 miles 45 degrees. Target plotted within 13 miles of Northwest Airlines flight No. 841. Four to six identified aircraft were in the scope coincidentally with the target and were plotted at normal speeds. Controller is reported of superior ability, and scope readers as good with average or better intelligence.

Assessment given the incident by the Air Defense Section of this headquarters is that "It is possible that the explanation of such targets lies in the field of radiation phenomena, with particular regard to dual reflection transmission paths."

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COMMENTS

Subsequent investigation by this Headquarters established the following additional information:

.....Interrogation of Northwest Airlines crew was negative.

.....Weather: Cloud bases 2,000 to 5,000 ft., scattered to broken (.4 to .6) during the morning becoming broken to overcast during the afternoon; visibility never less than 6 miles; winds aloft; 50 knots from 30 degrees in the morning, 25 to 30 knots from 330 degrees in the afternoon.

.....Target was tracked through entire course on low beam of AN/CPS-1.

KD 94297

B-2

Secret

NEW HEAVY BOMBING PLANE TESTED IN SIBERIA

A new-type heavy bombing plane was being tested at the Soviet airfield at Skitunza, Siberia. It is called the TB-12. The wing span is about forty-eight (48) meters, length of the body about forty-three (43) meters, and the height seven (7) to eight (8) meters. It is powered by four liquid-cooled engines; the propellers are four-bladed. Four cannon and six heavy machine-guns comprise the armament (including one cannon and two machine-guns in the tail). Maximum speed of the plane is three hundred (300) miles per hour.

COMMENTS

"SKITUNZA" is believed to be near CHITA, eastern SIBERIA.

KD 94692

C-3

Confidential

LONG DISTANCE ARMY PLANE CONSTRUCTED IN SIBERIA

The Soviet military aviation department at CHITA, eastern Siberia completed, toward the end of the summer of 1947, a long-distance plane for the Soviet Army designated ANT 61. A test flight was to take place in September at SKITUNZA field. The new plane has a wing span of one hundred forty-five (145) feet, length of the body is one hundred twenty (120) feet, height twenty-five (25) feet. It is powered by four liquid-cooled engines; the propellers are four-bladed. The main under-carriage has four wheels, and there is a nose

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