

UNCLASSIFIED



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United States

IR-3-54

AF 624937

Unidentified Flying Objects

Northwest United States

D/I 25th Air Division (Defense)

23 June 1954

22 June 1954

ODIN E. SCRENSSEN, CWO, USAF

See Summary

AFR 200-2 and SECRET WIRE 25TH/DTC 230730Z DE JWPDM 046B/Priority/ to ATIC

SUMMARY

FLYING OBJECT REPORT GROUND AND AIRBORNE RADAR SIGHTINGS OF UNKNOWN BLIPS OR TARGETS

An unknown blip or target was picked up on TIMOTHY radar control scope in Georef LE 1604, estimated 200 knot speed, estimated altitude 15 angles, originally at 0314Z and intermittently thereafter for a total of three (3) sightings by TIMOTHY within a ten (10) minute period after which time blip or target remained off. Upon first pickup, TIMOTHY relayed information to MERCURY (Direction Center) who took immediate action to vector two fighter interceptors, Pronto Blue #1 and #2, (who were on CAP, at 0400Z) off CAP to vicinity of blip or target. Pronto Blue #2 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 0436Z; altitude 25,000 feet. Blue #2 attempted to close on 30 degree port heading in attempt to center blip, descending from 25,000 feet to 6,000 feet and to within estimated six (6) miles with speed increasing from .65 to .9 Mach. Blip then slid off scope from 30 degree port to 60 degree port. Blue #1 obtained an airborne radar pickup at 30 degrees at approximately 0436Z at 20,000 feet altitude. Blue #1 held pickup for approximately twenty (20) seconds, or three sweeps of AI radar after which time blips or targets slid off scope from 30 degrees port to 60 degrees port.

Information for this report was received from Senior Controller, GCI Site, TIMOTHY; Senior Controller, Direction Center, MERCURY; Senior Controller, Division Combat Center, EAST CHARGE; the two F-86D pilots; a 25th Air Division pilot who was flying locally in F-33 and who heard all ground-air transmissions between F-86D pilots and ground stations.

RELIABILITY

A. (Pronto Blue #2) 2nd Lt [redacted], 317th Fighter Interceptor Squadron, 112th pilot; approximately 145 hours, of which over half has been in fighter-interceptor work; approximately 270 hours in fighter aircraft; for approximate total hours of 433.

B. (Pronto Blue #1) 2nd Lt [redacted], 317th Fighter Interceptor Squadron; approximately 29 hours in F-86D aircraft; 60 hours (approximately) in fighter aircraft; 231 hours other type aircraft; for a total of 360 hours. The F-86D pilots were interrogated singly by Major Eugene L. Schneider, Director of Intelligence and U.S. Odin E. Scrensen, Asst Director of Intelligence, within four (4) hours of incident.

X P 1-5

Completed

Classification [redacted] changed to [redacted] effective on 5 Apr 78 under the authority of [redacted] by AFIS/INS Lt 52 Apr 78

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Reliability (cont'd)

C. At the time of first mode return picked up by TIMOTHY, 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 AMIS; Navy; Coast Guard; 5 ADEC 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 seaborne blips and B-36, B-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. Zechmeister
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Major USAF
Director of Intelligence

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8 Incls

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