

PROJECT 10073 RECORD CARD

1. DATE 2 August 1954		2. LOCATION Korea		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft Shower ☒ Was Astronomical/Meteor/ ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT <u>N/A</u>		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION N/A		8. NUMBER OF OBJECTS 1		9. COURSE N/A	
10. BRIEF SUMMARY OF SIGHTING See Case File				11. COMMENTS Meteor Shower	

29 JUL 54

RC-301-2-56

-22-

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Japan

IR-129-54

HFL 333

AIR INTELLIGENCE INFORMATION REPORT

Unusual Sightings & Possible Firing Passes Observed By USAF Bomber Crew

Far East

FROM (Agency)

DI FEAF, ATLO

DATE OF REPORT

24 Aug 54

DATE OF INFORMATION

July-August 54

EVALUATION

B-2

PREPARED BY (Officer)

Captains, Alan G. Pound & Douglas J. Davis

SOURCE

USAF Bomber Crew

REFERENCES (Cite number, directive, previous report, etc., as applicable)

IR-27-54, IR-127-54, DI FEAF, ATLO

SUMMARY: (Under concise summary of report. Give significance in final one sentence paragraph. List in closures at bottom left. Assign key words on TLE Form 112-Part II.)

This report forwards information obtained from the interrogation of a USAF Bomber Crew. It is felt that the unusual sightings are of Air Force interest since they may indicate a technological advance by Communist Forces in the field of night and all weather operations.

APPROVED:

GEORGE D. HASTINGS
Colonel, USAF
Director of Requirements
Deputy for Intelligence, FEAF

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AF FORM 112—PART II
APPROVED 1 JUNE 1949

AIR INTELLIGENCE INFORMATION REPORT

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1. The following crew interrogation was made by Captains Davis & Round, FEAR ATLO on 4 August 1954. The interrogation covers two separate reconnaissance flights made by the same crew, with the exception of the photo navigators, on the nights of 29 July and 2 Aug 1954.

2. The crew, flying an IR-29 aircraft, is assigned to the 91st Strategic Reconnaissance Squadron, stationed at Yokota Air Base, Japan. The crew is well experienced, has flown similar missions in this area, and are all considered reliable observers. The Squadron Commander accompanied the crew on the 29 July mission and verifies the sightings observed as well as the integrity of the crew.

3. Both missions reported herein were briefed and flown over established reconnaissance routes in the Far East during the hours of darkness. Inasmuch as the number of sightings is relatively great, no attempt to pinpoint individual sightings or give the exact time of these observations.

4. Significant sightings of the individual crew members concerning the mission of 29 July are as follows:

a. Aircraft Commander

Witnessed a "blue haze" approximately 1 foot in diameter and 20 feet long passing over the aircraft for a period of 2 to 3 seconds. The "haze" appeared to travel in excess of what would be considered a jet aircraft speed. This sighting had been called to his attention by the Squadron Commander who was flying in the pilot's position.

b. Radar Observer

(1) Had two objects on his scope at fourteen miles range and 2 to 3 miles between objects. Aircraft heading was 036° and objects came into his scope at a relative bearing of 345°, departing at 200°. The speed of the objects was very high, being jet aircraft speed or higher. This radar sighting was confirmed visually by the Central Fire Control Gunner who saw a bluish white streak in approximately the same position at the same time.

(2) The radar set being used was the APQ-13 with the antenna tilt up to maintain surveillance up to 5° above flight level. The equipment was set at 50 miles range with 10 mile delay. The VO had never picked up jet aircraft on his scope before, but had experienced passes by propeller driven fighters during practice intercepts in the States. The sightings were of much higher speed than the previous propeller driven aircraft returns, but of the same general appearance.

c. Photographic Navigator

Saw a reddish-orange streak pass over the aircraft from 12 to 6 o'clock at an extremely high rate of speed. Saw 3 or 4 similar sightings passing over the aircraft and travelling from 3 to 9 o'clock. He was definitely impressed by the speed of each sighting, and felt that each was considerably higher than jet speed.

d. Flight Engineer

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Although the Flight Engineer made many unidentified sightings confirming other crew sightings during this mission, he reported only one which he recalled as leaving a lasting impression with him. He reported an orange or reddish-orange streak travelling from 4 o'clock high to 3 o'clock low, very close to the aircraft. The light appeared to suddenly turn on and then off, and lasted from 2 to 3 seconds.

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He described the light as much longer and a different color from the flame he has observed from an F-94 afterburner. He saw no launching blast or flash at burnout.

c. Tail Gunner

The tail gunner saw the same light described by the Flight Engineer and feels that it also was the most significant sighting during the mission. In addition to the above sighting, he reports a similar light streak travelling from 5 o'clock high to 7 o'clock high of 2 to 3 second duration; and another light "similar to a jet exhaust" travelling from 11 o'clock high to 4 o'clock high. This last sighting he determined to be definitely an aircraft.

f. Central Fire Control Gunner

Witnessed many sightings from all o'clock positions. He appeared embarrassed to report more than a few thinking that his veracity would be doubted. He reported that the majority of sightings were an orange-white glow approximately 4 inches long at arm's length. All were above the aircraft and had a 3 to 5 second duration. Each began with a "sparkling" and then turned off with no flash apparent. He was certain that each light turned off before descending below the altitude of his aircraft, and did not disappear into the undercast. He also reported a bluish light travelling at high speed from 9 to 3 o'clock above the aircraft.

g. During the flight, the aircraft was in the clear at an altitude of 12,500 feet, over an undercast with tops estimated at 3,000 feet. There was no moon, excellent visibility and numerous stars visible in the clear weather above the aircraft. During the initial phases of the flight, several shooting stars were observed, and were definitely ruled out as having any relationship to the sightings reported above.

h. The aircraft was flying "blacked-out", had Mark X transponder in "normal" position, and the navigational radar APQ-13 turned on throughout the flight.

i. Two GCI stations, located on and adjacent to the island of Hokkaido were contacted over VHF during the period of the sightings, and verified having the B-29 on the scope, but did not observe any unidentified plots near the friendly aircraft. At one time during the reported incident, the aircraft was flying within 60 miles of a friendly GCI site.

5. The next mission which this report will cover was flown on 2 August 1954. This mission was flown in weather until severe icing necessitated climbing to an altitude which placed them immediately on top of the undercast, but flying through occasional tops. Visibility was excellent above the clouds with many stars visible but no moonlight, however the visibility dropped to several hundred feet when flying in the occasional tops. The aircraft was blacked out when not over friendly territory and during the incidents.

a. As the flight proceeded northwestward from the South Korean coast, several messages were received from "Satan" GCI site located on Paengnyong-do informing the B-29 that hostile aircraft were orbiting at 100 miles range evidently waiting for them. GCI informed the aircraft at intervals of the progress of the fighters, however no indication was received by the aircraft that hostile fighters were closer than about twenty-five miles. On three occasions during these contacts with "Satan", a third voice in good English having a high pitched voice was heard calling the aircraft by number and stating "we are standing by to copy". This voice was different from "Satan" and the transmissions were ignored since they were not related to other conversations. All communications were conducted on 110.1 MHz.

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b. After the aircraft had progressed to a point approximately thirty miles from Communist territory in the vicinity of Port Arthur, "Satan" gave them a vector of 140° to withdraw from the area. After changing course to 140° the tail gunner observed a jet exhaust and what appeared to be a red navigation light at 5 o'clock high. The light appeared to travel from 5 o'clock high to 6 o'clock level. The Aircraft Commander was called and he elected to make an evasive turn to the left which placed the aircraft in the tops of clouds for 2 to 3 seconds. Upon leaving the clouds, the tail gunner no longer saw the lights, but did see what he considered tracer "four times larger than 50 cal." came from 5 o'clock to a position to the right and slightly below him.

c. A few minutes later the nose navigator and pilot observed two red or reddish-orange streaks go from three to 9 o'clock slightly high in front of the aircraft nose at about twenty second intervals. Both crew members were of the impression that these were some large tracers, possibly cannons, fired at them.

d. Later, while passing through the tops of clouds, the Central Fire Control Gunner saw and heard a jet aircraft pass very close from 6 to 12 o'clock. The flame appeared the same as that of an F-94 afterburner.

e. On the return flight across South Korea the Aircraft Commander asked an F-94, which was in the area, to make some passes at the friendly to familiarize the crew with identifying aircraft with and without afterburner.

f. On 12 August 1954 the F-94 crew, which made these passes on the B-29, was interrogated on another project. The crews statements concerning the passes on the B-29 are added here since they were made under nearly identical circumstances as the hostile passes. The crew stated that even though the B-29 now had its navigation lights turned on, the F-94 was using GCI vectors and its AI gear was operating, difficulty was experienced in making close passes. The B-29 was still intermittently in the tops of the overcast at 16,500 ft. and there was practically no light.

g. IFF was on "normal" until fifty miles out over the International waters and then switched to "standby". It was on standby position during the incidents mentioned.

COMMENTS of the Preparing Officer:

6. The crew flying both of these missions appears reliable and sincere in their reporting. There was no tendency to amplify their story or to make other than pertinent comments. All members were familiar with shooting stars and had seen friendly jet aircraft with and without afterburners under similar weather conditions as existed during the above two flights.

7. In both instances, the friendly aircraft was visible on GCI scopes, yet no unidentified tracks appeared in close proximity friendly although at one time two "bogies" were picked up by the aircraft radar on 29 July.

8. The unusual nature and adverse conditons under which most of these sightings were made, plus the fact that it is impossible to preserve these actual sightings on a permanent type recording device (i.e. recorder, film, etc.) makes it extremely difficult to reach any logical conclusion or conclusions from these observations.

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9. The observation made by the Central Fire Control Gunner as recorded in paragraph 5.d. is considered to be very significant since the pass by the unidentified aircraft was very close and was made under very adverse conditions.

DOUGLAS J. TAVIS
Captain, USAF
Air Technical Liaison Officer

Alan G. Pound
ALAN G. POUND
Captain, USAF
Air Technical Liaison Officer

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