

UNCLASSIFIED
COMMANDER NAVAL FORCES, FAR EAST
TOKYO, JAPAN

3012

SECURITY INFORMATION

PRIORITY
CNO

FROM: PHILIPPINE DOWNGRADED AT 8 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

TO : COMNAVFE

INFO: COM7THFLT/CTF 77/

CORRECTED COPY
CORRECTIONS UNDERLINED

REFER COMNAVFE INST 03521.3 X POSITION 37 44 NORTH 130 30
EAST X COURSE 180 X SPEED 13 X TIME 021935 ITEM X RADAR PHENOMENA

APPROACHED FROM 000 TRUE DISTANCE 25 X CLOSED TO 20 COMMENCING WIDE
TURN TO EAST THEN OPENING ON HEADING 355 X MEASURED SPEED 10 MILES

PER MINUTE FIRST MINUTE 15 MILES PER MINUTE SECOND MINUTE 30 MILES
PER MINUTE THIRD MINUTE X OPENED AS 2 CONTACTS 5 TO 12 MILES APART

X SPS 6B AND 8X FUNCTIONING NORMALLY X OBJECT PICKED UP BY SPS6B
ONLY X THREE EXHAUST FLAMES SIGHTED VISUALLY AND REPORTED INDEPEN-

DENTLY TO THE BRIDGE BY THREE SIGNAL BRIDGE OBSERVERS AS AIRCRAFT
EXHAUSTS BEARING 000 TO 000 TRUE DURING TIME CONTACT REVERSED

COURSE X WEATHER VIS 10 MI WITH 5 TENTHS OVC X VISUAL SIGHTING
POSITION ANGLE 3 DURING TIME CONTACT WAS HELD ON SCOPE AT 17 MILES

X ESTIMATED ALTITUDE 52,000 FEET X CONTACTS OPENED ON COURSE 355
FADING AT 110 MILES

READDRESSED:

FM: COMNAVFE ADMIN 040028Z
INFO: CINCFE/ FEAF/ CNO

TOR : 03/1226Z

DTG: 030645Z FEB 52

BVC/OL : 03/1415Z

OB: 1020

ACTION : 25

INFO : 00 01 02 03 11 20

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(A)

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CONSULT CRYPTO CENTER BEFORE DECLASSIFYING

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3V12

COMMANDER NAVAL FORCES, FAR EAST
TOKYO, JAPAN

INCOMING

[REDACTED]

[REDACTED]

SECURITY INFORMATION

DEFERRED

FROM: CNO

DOWNGRADED AT 3 YEAR INTERVALS;
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DOD DIR 5200.10

TO : USS PHILIPPINE SEA

INFO: COMNAVFE/COM7THFLT/CTF 77

YOUR 030645Z ADDITIONAL INFO REQUESTED X WAS EFFORT MADE TO PUT SX ON TARGET X WHAT IS RADAR OPERATORS EVALUATION OF TYPE OF TARGET ON SCOPE X WAS RADAR CONTACT MAINTAINED THROUGH ENTIRE ARC OF VISUAL OBSERVATION FROM 000 TO 060 X CAN VISUAL OBSERVATIONS BE RECONCILED WITH STATED VISIBILITY AND RADAR RANGE X RADAR PHENOMENON NOT ENTIRELY NEW EXCEPT FOR CONCURRENT VISUAL SIGHTING

REF : PHIL SEA 030645Z: REFER COMNAVFE INST 003521.3 X POSITION 37 44 NORTH 130 30 EAST X COURSE 180 X SPEED 13 X TIME . ETC.

TOR : 07/0224Z

DTG: 062122Z FEB 52

BWC/AFT: 07/0831Z

CB : 2429

ACTION : 25

INFO : 00 01 02 03 11 20 DCB

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T 52-115-16

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COMMANDER NAVAL FORCES, FAR EAST
TOKYO, JAPAN

INCOMING

SECURITY INFORMATION : DEFERRED

FROM : PHILIPPINE SEA CV 47
TO : CNO/COM7THFLT/CTF 77/COMNAVFE

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DOD DIR 5200.10

YOUR 062122Z X ATTEMPT TO PUT SX ON TARGET WITH NEGATIVE RESULTS X RADAR OPERATORS EVALUATION, NORMAL TARGET DURING CONTACT APPROACH AND REVERSAL OF COURSE X AS CONTACT OPENED EVALUATION

DOUBTFUL X RADAR CONTACT MAINTAINED ON SCOPE THROUGH ENTIRE ARC OF VISUAL OBSERVATION FROM 000 TO 060 X IN VIEW OF EXISTING VISIBILITY AND INDICATED RANGE OF CONTACT ON SCOPE ACCURACY OF COINCIDENT

VISUAL SIGHTING WAS DEPENDENT ON EITHER SIZE OR BRILLIANCE OF OBJECT

REF : CNO, 062122Z: YOUR 030745Z ADDITIONAL INFO REQUESTED X WAS EFFORT MADE TO PUT SX ON TARGET X ..ETC...

TOR : 08/1833Z [REDACTED]
JP/RAG : 09/0610Z
ACTION : 25
INFO : 00 01 02 03 11 20 DC8

DTG: 080015Z FEB 52

CB: 3186

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22050-FEC P&PC-1/52-1MM

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U. S. S. PHILIPPINE SEA (CV-47)

Care Fleet Post Office
San Francisco, California

Refer to
File No.
CV-47/J15
20/DHS/br

Serial: 002

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██████████
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DOD DIR 5200.10

11 FEB 1952

From: Commanding Officer, USS PHILIPPINE SEA (CV-47) ✓
To: Commander Naval Forces, Far East

Subj: Tracking of Radar Phenomena; information regarding

Ref: (a) ComNavFE Instruction 003521.3 of 8 August 1951
(b) USS PHILIPPINE SEA dispatch 030645Z of 3 February 1952

Encl: (1) Sketch of radar track

1. In compliance with reference (a) the following information pertaining to the tracking and visual sighting of radar phenomena, previously reported in reference (b) is herewith submitted.

2. Information required by paragraph 2a of reference (a) is contained in reference (b) and is quoted herewith:

REFER COMNAVFE INST 003521.3 X POSITION 3744N 13030E X COURSE 180 X SPEED 13 X TIME 021935I X RADAR PHENOMENA APPROACHED FROM 000 TRUE DISTANCE 25 X CLOSED TO 20 COMMENCING WIDE TURN TO EAST THEN OPENING ON HEADING 355 X MEASURED SPEED 10 MILES PER MINUTE FIRST MINUTE 15 MILES PER MINUTE SECOND MINUTE 30 MILES PER MINUTE THIRD MINUTE X OPENED AS 2 CONTACTS 5 TO 12 MILES APART X SPS6B AND SX FUNCTIONING NORMALLY X OBJECT PICKED UP BY SPS6B ONLY X THREE EXHAUST FLAMES SIGHTED VISUALLY AND REPORTED INDEPENDENTLY TO THE BRIDGE BY 3 SIGNAL BRIDGE OBSERVERS AS AIRCRAFT EXHAUSTS BEARING 000 TO 060 TRUE DURING TIME CONTACT REVERSED COURSE X WEATHER VIS 10 MI WITH 5 TENTHS OVC X VISUAL SIGHTING POSITION ANGLE 3 DURING TIME CONTACT WAS HELD ON SCOPE AT 17 MILES X ESTIMATED ALTITUDE 51000 FEET X CONTACTS OPENED ON COURSE 355 FADING AT 110 MILES

3. Information as required by paragraph 2b of reference (a) is as follows:

a. A sketch of the radar track is included in this report as enclosure (1).

b. At the time of first sighting of the object on the radar scope, the presentation was of normal size and brilliance for an average air contact at that range. At approximately fifty (50) miles range, and at about the time that the contact split, the presentation decreased in size and brilliance. No other air contacts were held at this time. The eastern

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21 MAY 1952

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Ser 002

11 FEB 1952

coast of Korea was clearly visible on the scope at a range of approximately sixty five (65) miles, as was the island of ULLUNG DO, at a range of twenty (20) miles. The only other contact was the escorting DD, bearing 180° T at 2000 yards.

c. The frequency of the SPS6B radar was 1310 megacycles with a pulse repetition rate of 130 pulses per second. The pulse width was 5 microseconds and the antenna rotation rate was 5 RPM. Range scales used were 80 and 200 miles. Sea return was negligible. Radar was checked and was apparently functioning normally.

d. The SPS6B radar does not have a tiltable antenna.

e. The weather at time of tracking contact was reported to be; visibility ten (10) miles and an overcast of five tenths coverage at three (3) thousand feet. An unsolicited report of visual sighting of three exhaust flames was made by the signal bridge to Conn, at the same time, and, on the same bearing as the contact. The visual contact's track coincided with the radar track as shown in enclosure (1).

4. An evaluation of the phenomena described above has not been determined by this command. Ordinarily such a contact would have undoubtedly been evaluated as radar interference, however, the simultaneous visual sighting, as described above, creates doubt as to the plausibility of such an assumption.


ALLEN SMITH, JR.

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E.O. 12958 (D/R) 5200.10

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File: CNFE/A8-3
Serial: 00712

COMMANDER U.S. NAVAL FORCES, FAR EAST
NAVY No. 1165
F.P.O., SAN FRANCISCO, CALIF.

25/GMR/si

8.APR.1952

~~SECRET~~

From: Commander Naval Forces, Far East
To: Chief of Naval Operations
Subj: Tracking of Radar Phenomena; report on

Encl: (1) Copy of CO USS PHILIPPINE SEA (CV-47) ltr ser 002 of 11 Feb 1952, with track

1. Enclosure (1) is forwarded for information and evaluation. This is probably the first instance of a visual and radar contact on a high speed aerial target being made simultaneously in the Far East.
2. Transmission by United States registered mail or registered guard mil is authorized in accordance with Article 1515, U. S. Navy Regulations, 1948, and Article 0705, U. S. Navy Security Manual for Classified Matter, 1951.

M. R. Stone
M. R. STONE
By direction

Copy to:
CINCPACFLT (with encl (1))
COMSEVENTHFLT (with encl (1))
PHILIPPINE SEA (CV-47)

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DOD DIR 5200.10

Encl (1)

21 MAY 1952
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00117121

T52-11576



24C7 Vis Radar

3V12

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO
Op-322F2(D3B)/im
Ser 00940P32

31 MAY 1952

3 FEB 52

SECURITY INFORMATION

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Phillipine Sea

From: Director of Naval Intelligence
To: Commanding General, Air Material Command
Attention: ATIC

Subj: Report of unconventional aircraft sighting; forwarding of

Ref: (a) DNI Conf. ltr Ser 016236P32 dtd 19 Oct 1950 and enclosure thereto (AFOIN Memo to CNO(DNI) of 18 Sept 1950)

Encl: (1) CNFE Secret ltr Ser 00712 dtd 8 April 1952 w/encl

1. The enclosure to reference (a) indicated a continuing interest in the subject of unconventional aircraft and invited any cooperation that might be extended. Enclosure (1) is forwarded accordingly.

2. It will be seen that, when considered separately, the two phenomena witnessed in the enclosure have been reported previously on numerous occasions. With the information at hand, this office could only enumerate the usual possibilities, and there is not enough specific information to make an evaluation which would be specific enough to be of value. When the observations are considered together, the picture is not necessarily clearer, and the only conclusion left is that the phenomena were probably merely a coincidence. If the addressee deems that enclosure (1) warrants any further evaluation, the results of such an evaluation would be of interest to this office.

C. L. Gilbert

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DOD DIR 5200.10

Copy to:
DI/USAF
CinCPACFLT
CNFE
COMSEVENTHFLT
PHILIPPINE SEA (CV 47)

*1 Radar operator
3 Bridge
Signalman*

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