



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

IN REPLY REFER TO

Op-322P2/Jan  
Ser 00992P32

UNCLASSIFIED

29 JAN 1952

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

Subj: Unusual Radar Scope Presentation, report of

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

Encl: (1) HQ MAGG-2 secret ltr ser 00146 of 22 Feb 1952

1. Enclosure (1) is forwarded for information in accordance with reference (a).
2. If any conclusions are drawn from this report they would be of interest to this office.

*C. L. Gilbert*

C. L. GILBERT  
By direction.

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

UNCLASSIFIED

ATIC 732927-3112-113

T32-13514-A



EC

Track # 1 ———— Fado ---  
Track # 2 - - - - -

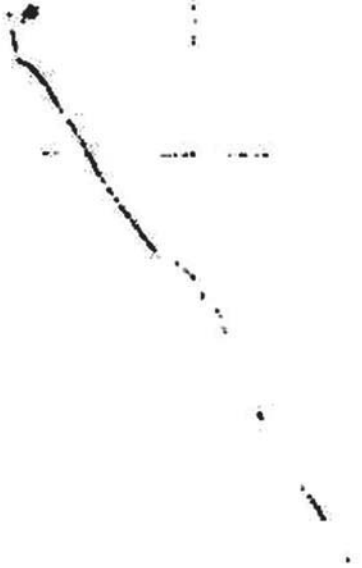
(Enclosure / to SACG-2 Ser/D/L/6)

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HEADQUARTERS, MARINE AIR CONTROL GROUP 2  
1st Marine Air Wing, FAF  
c/o Fleet Post Office, San Francisco

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From: Commanding Officer, Marine Air Control Group 2  
To: Commanding General, Far East Air Forces (Atttn: J1 Record)  
Via: (1) Commanding General, First Marine Air Wing  
(2) Commanding General, Fifth Air Force

Subj: Tactical Radar Scope Presentation, report of

Ref: (a) 41 350.07 (24 Aug 51) Int-Fac and Int-Ext by CG, 5th AF, 24 Aug 51  
(b) 3100-2 Secret Dispatch 170725Z

Encls: (1) Sketch of Tracks

1. In accordance with reference (a), the following report of tactical Radar Scope Presentations is submitted.

a. Observations of the two incidents reported herein were made by the Marine Ground Control Intercept Squadron 3, located on the Long Beach Peninsula, ten miles northwest of A-3. Each track was plotted on the plan position indicator of the AN/CP-5 radar, which was functioning normally. Altitude data was not obtained, and no attempt was made to determine the minimum and maximum angle of antenna tilt through which the contact could be observed. Sketches of the two tracks are submitted as enclosure (1).

2. The initial plot of track number one was observed at 1440, 15 February 1952.

a. As shown on enclosure (1), the track followed a course of 136 degrees, faded at EP 0570, reappeared at EP 7230 for two additional plots and disappeared at EP 0860. Since the antenna was rotating at a speed of 4 revolutions per minute, the time lapse between successive plots was 15 seconds. From this data, the calculated average speed of the target was 4320 nautical miles per hour.

b. The appearance of the target response was similar to that received from a single jet type aircraft.

FFLA/MAG-2  
S-3/RCO/gaw  
J15-7  
Ser: 00146  
22 Feb 1952

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c. Operational characteristics of the AN/CPS-5 Radar, at the time of the incident, were as follows:

- (1) Frequency - 1298 megacycles.
- (2) Pulse Repetition Frequency - 600 cycles.
- (3) Pulse width - 2 microseconds.
- (4) Range scale employed - 140 miles.
- (5) TTI inoperative. Ground return was ten to thirty miles irregular.

d. The object was not sighted visually. There were high scattered clouds, with visibility to ten miles. Seas were running high.

L. The initial plot of track number two was observed at 1550, 16 February 1952.

a. As shown on enclosure (1), the track followed a course of 170 degrees, faded momentarily at ER 3320 and proceeded on a course of 120 degrees until contact was lost at ER 6200. The antenna was rotating at a speed of four revolutions per minute and the calculated average speed of the target was 1380 nautical miles per hour.

b. The appearance of the target response was similar to that normally received from a flight of 6 or 8 jet type aircraft.

c. Operational characteristics of the AN/CPS-5 Radar were as listed in paragraph 3 c above.

d. Visibility was 10 to 12 miles, with high scattered clouds. A single contrail was observed in the general area in which the target was tracked.

M. A. SEVERSON

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