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AF/IGSPF
By AFSHRC
Date: 18 MAR 1980

RETURN TO:	K-DIV-30-111 Sept. - Dec. 1950 (Hq. Hqs. Sq.) v2
Director Research Studies Institute Air Force Research Branch Maxwell AFB, Alabama	

30th Air Division
"Current History"

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AF/IGSPF
By AFSHRC
Date:

18 MAR 1980

0464277

4-4216-56

OPERATIONS

During the month of October there were no Big Photo Missions. There were thirty-one Active Air Defense Scrambles and thirty-four Active Air Defense Sorties. The radar net was operational twelve hours a day, with an additional five hour period each Tuesday. This extra five hours, between 1500Z and 2000Z, was in accordance with EADF Operations Order 8-50. During this period the Tactical Air Command was assumed to be an aggressor force with assigned targets within the EADF area.

MULTIPLE WHITE TEST

A Multiple White Test was conducted on October 6. Seventy calls were completed in thirty seven minutes. Test completed with little or no difficulty.

FIGHTER DEPLOYMENT

The 61st Squadron previously based at Selfridge moved to Oscoda and the 63rd moved to Selfridge on 8 October. Little difficulty was experienced during the change. Required number of aircraft for active air defense were available at all times during the movement.

MULTIPLE WHITE TEST

A Multiple White Test was conducted on October 13. Seventy calls were completed in 33 minutes. Although this was the fastest time to date, several factors lowered the efficiency of the system. Eight operators called were not familiar with the procedures established by EADF SOP 102-1 dated June 1950. Some telephone connections, after having been established between the KPARW Centers and the ADCC, were broken before the call was completed. This required the operators to reestablish the connections.

INCIDENT REPORTED BY ATOMIC ENERGY COMMISSION GUARDS

On the 15th of October the Atomic Energy Commission reported to Station 47 the appearance of an unknown object at the main gate of the AEC. Two guards reported seeing the object and described it as being bullet shaped with a ribbon tale four to six feet long. It was reportedly hovering below fence level and when the guard came within fifty feet, it took off over the fence and disappeared over a hill. The object appeared to grow larger as it ascended, and made no noise. The incident was reported to EADF.

MULTIPLE WHITE TEST

On the 17th of October the third Multiple White Test of the month was conducted. Seventy calls were completed in forty-eight minutes.

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SECTION II
INTERCEPTION CAPABILITIES (ACTIVE AIR DEFENSE C-119)
PART I
BY STATION

STATION	16	17	18	20	31	34	47	53	61	66	67	73	304D
A. Total trks plotted	567	1803	8211	8512	6953	1117	302	2235	3110	468	4868	3213	38,589
B. Tracks identified	559 98.6%	1795 99.6%	8206 99.9%	8482 99.6%	6912 99.4%	1083 97%	299 99%	2235 100%	334 98.2%	462 98.8%	4868 100%	3213 100%	38,448 99.7%
C. Unknown tracks	8 1.4%	3 .4%	5 .1%	30 .4%	41 .6%	34 3%	3 1%	0	6 1.8%	6 1.2%	0	0	141 .3%
1. Attempted intercepts	0 0	7 87.5%	5 100%	19 68%	22 54%	10 29%	0	0	2 33.3%	0	0	0	55 46%
a. Successful	0 0	2 25.5%	4 80%	9 17.5%	15 58.2%	0	0	0	0	0	0	0	30 46%
b. Unsuccessful	0 0	5 74.5%	1 20%	10 52.5%	7 31.8%	10 100%	0	0	2 100%	0	0	0	35 54%
Due to:													
(1) Search perfmnce	0 0	3 60%	0	8 80%	3 43%	7 70%	0	0	1 50%	0	0	0	22 63%
(2) Wx or darkness	0 0	0 0	0 0	0 0	1 14%	0	0	0	0	0	0	0	1 2.85%
(3) Faulty comm	0 0	0 0	0 0	1 10%	0	0	0	0	0	0	0	0	1 2.85%
(4) Personnel error	0 0	0 0	0 0	0 0	0 0	1 10%	0	0	0	0	0	0	1 2.85%
(5) Ident by corr after scr	0 0	2 10%	1 10%	1 10%	3 43%	2 20%	0	0	1 50%	0	0	0	10 28.45%

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<u>ATTACK</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>20</u>	<u>21</u>	<u>24</u>	<u>47</u>	<u>23</u>	<u>61</u>	<u>62</u>	<u>67</u>	<u>72</u>	<u>30.0</u>
*2. Interceptions not attempted	38	3	2	23	33	42	6	0	10	16	0	0	173
Due to:													
a. Darkness	0	0	0	8	20	8	0	0	6	0	0	0	42
	0	0	0	34.7%	60.6%	19%	0	0	60%	0	0	0	24.2%
b. Weather	0	0	0	1	3	4	0	0	0	0	0	0	8
	0	0	0	4.4%	9.1%	9.5%	0	0	0	0	0	0	4.6%
c. No fighters available	38	0	0	0	0	0	0	0	0	13	0	0	51
	100%	0	0	0	0	0	0	0	0	81%	0	0	29.5%
d. Unsat location of ftrs	0	1	1	1	0	20	0	0	0	0	0	0	23
	0	33.3%	50%	4.4%	0	47.5%	0	0	0	0	0	0	13.3%
e. Target faded before scramble	0	1	0	2	1	3	3	0	0	0	0	0	10
	0	33.3%	0	8.9%	3%	7.2%	50%	0	0	0	0	0	5.7%
f. Faulty communications	0	1	0	0	0	0	0	0	0	0	0	0	1
	0	33.3%	0	0	0	0	0	0	0	0	0	0	.6%
g. Out of interceptor range	0	0	0	0	0	0	0	0	1	0	0	0	1
	0	0	0	0	0	0	0	0	10%	0	0	0	.6%
h. Ident by late flight plan	0	0	1	11	9	7	3	0	3	3	0	0	37
	0	0	50%	47.8%	27.3%	16.8%	50%	0	30%	19%	0	0	21.5%

*Figures include tracks later identified by late information.

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Director
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Attn: Archives Branch
Maxwell AFB, Alabama

RETURN TO:

12-1-1951

HISTORICAL DATA
OF
30th AIR DIVISION (DEFENSE)
EASTERN AIR DEFENSE FORCE
SEEFRIEDE AIR FORCE BASE
MICHIGAN
FOR
JANUARY - MARCH 1951

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Operations (Cont'd)

in the WARS program, and should provide much added interest and training.

Oak Ridge Violations

During the quarter there were nine known violations of the Oak Ridge Air Domestic Identification Zone.

Thirty-nine aircraft violated the Oak Ridge Air Space Reservation, among these, 20 were military aircraft, eight were civilian, and eleven were not identified.

The Oak Ridge Air Space Violations show a steady decrease over the past six months. This is attributed to the information concerning the prohibited zone being disseminated to a greater number of pilots, and the penalty action taken against both military and civilian pilots for violations.

Open Cables Covered

In addition to normal routine and preventive maintenance performed in the operations section of the 663rd, a project was completed to cover all open cables in the operations room with cable troughs. This resulted in both a neater appearance and increased safety for personnel working there.

Operations, 664th AC&W Sq.

Two additional VHF transmitters and two receivers (TC-639) were added to the VHF facilities of the Communications section of the 664th AC&W Squadron during January to March 51. Since there was insufficient space available for erection of poles and guys for these units, a modification was made to provide for four dipoles on the existing poles. A patching arrangement was made by using two control units (PS-27). This provides a means

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HISTORICAL DATA

OF

30TH AIR DIVISION (DEFENSE)

EASTERN AIR DEFENSE FORCE

SELFREDGE AIR FORCE BASE

MICHIGAN

FOR

JULY - SEPTEMBER 1951

RETURN TO:

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July - Sep. 1951

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Security Inspection Trips

During the month of July, Major Edwin C. Zoller and his Staff made Security Inspection trips to the following units on the dates indicated:

784th AC&W Squadron, Godman Air Force Base, Fort Knox, Kentucky, 15 July 1951.

783rd AC&W Squadron, Charleston, West Virginia, 26-28 July.

661st AC&W Squadron, Selfridge Air Force Base, Michigan, 30th July.

Detachment, 660th AC&W Squadron, Belleville, Michigan, 31 July.

These inspection trips were the first to be taken by the Air Provost Marshal to units in the field. In the near future all units will be visited and subsequent inspection trips then made to note the progress being made by individual units.

Flying Objects Seen

During July several reports of unusual flying objects were investigated. It was determined that one of the unidentified flying objects was probably a weather balloon. Another object was believed to have been a meteor, but was described in later newspaper reports as a bright light on a civilian aircraft. Another unidentified object was detected by a radar station. Investigation indicated the blip was very likely caused by interference from another radar.

Special Project

A special project, the preparation of graphic presentations of various phases of the air division activity is still in progress. Maps are being

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Oct. Dec. 1951

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HISTORICAL DATA

OF

30TH AIR DIVISION (DEFENSE)

EASTERN AIR DEFENSE FORCE

SELFRIDGE AIR FORCE BASE

MICHIGAN

FOR

OCTOBER - DECEMBER 1951

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Date:

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4-4932-5

hazardous crossing.

Airman In Critical Condition After Being Struck By Car

An airman from the 784th ACGW Squadron was struck by a car as he attempted to cross the highway near the intersection of Michigan Highways 15 and 18. The airman, who was hitchhiking back to his base after a three day pass, was struck by a car which had pulled off the highway to avoid hitting him. No charges were held against the civilian driver since the airman did not check for oncoming traffic. His condition as of 5 December 1951 was still very critical.

Two Airman Injured Seriously In Pennsylvania

Two airman were injured in an automobile accident near Sharon, Pennsylvania. They are now in the Sharon General Hospital but as soon as their condition permits they will be transferred to Wright-Patterson Air Force Base. One of the airmen is in critical condition with a fractured head, fractured upper and lower jaw, broken leg and state of shock, and is now receiving blood transfusions. If the injured lives, hospitalization will be for 6 months at least. The other airman's condition is fair. He received a fractured jaw, broken leg and mild shock. He will be hospitalized at least 6 months.

Intelligent Reporting Procedure

Preliminary work has been started on an SOP on "Intelligence Reporting Procedure". The purpose of this SOP is to

establish a uniform method in reporting unusual radar objects, unusual flying objects, sabotage, and simulated (or actual) hostile aircraft, which is to be followed by all subordinate units.

Unusual Flying Objects

One unusual flying object was reported to have been observed in the vicinity of Battle Creek, Michigan. Further investigation by this office revealed that the observer, a civilian pilot of fourteen years flying experience, encountered a disk like, highly polished flying object which closed head on with his aircraft at an extremely high rate of speed. Estimated altitude of the object was 3,000 feet, 1,000 feet below the observer's aircraft. Investigation of the unusual object revealed that the observer is a very stable individual. Check of available sources both civil and military indicated no known aircraft in the vicinity of the sighting at that time. Report of the incident was forwarded to AMC, ADC, and EADP.

During November several flying objects were observed. One was seen in the lower Michigan area between 24/2320Z and 24/2325Z by six observers at five different points. The object in all cases was observed at speeds as fast or faster than jet aircraft. It was described variously as round, football shaped, egg-shaped and bullet shaped. Its reported color was variously described as bright white, white, grayish white, and brilliant bluish white.

The second flying object was observed at 26/1020Z by a Capital Airlines pilot 35 miles due east of Milwaukee. It was described as a ball of fire, orange in color and had a blue exhaust like flame behind it. A second Capital Airlines pilot apparently observed the same object although he was approximately 75 miles south of the first observer. He did observe the blue colored exhaust flame but did not recall any orange colored object preceeding it. Reports of each incident were prepared and forwarded to AMC, ADC, and EADF, through Technical Intelligence Channels.

A civilian guard on duty at Oak Ridge, Tennessee reported sighting an airborne object on 7 December 1951, at 0815 EST. Traveling at a constant speed, equivalent to conventional aircraft, the object was described as square, approximately 20 feet wide, grey-white in color, with no markings. The observer, age 40, is described as honest and conscientious, and is held in high respect by his employer. Two F-47's were unsuccessful in an attempt at interception.

Another report of an unusual flying object came from a Mr. Charles Huston in Hamden, Ohio. Mr. Huston reported observing a large round light for nearly three hours early on the morning of 22 December 1951. Telephone conversation with Mr. Huston produced names of corroborating witnesses and additional details. A report was made to EADF.

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Date: 22 JAN 1976

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HISTORICAL DATA

of

30TH AIR DIVISION (DEFENSE)

EASTERN AIR DEFENSE FORCE

WILLOW RUN AIRPORT

MICHIGAN.

FOR

JANUARY-MARCH 1952

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SECTION IV

OPERATIONSDirector of Intelligence

Hqs ADC and EADF held Intelligence conferences during the quarter. These were attended by selected personnel from the entire EADF area. Captain Hall attended the critique of "Operation Greenhorn," held at EADF during the week 17 February, concerning the Air Defense Exercise conducted 30 January 1952. It was the consensus of opinion that intelligence information should be more detailed concerning Pilot Interrogation Reports and that the information should not be delayed by communication facilities. To assure 50th Air Division's compliance with the requirements of higher headquarters, an S.O.P. is presently being prepared and will be forwarded to all AC&W and Fighter Squadrons under our operational control. The second conference was attended by Captain Fenner at Ent Air Force Base, Colorado on the 26, 27 and 28 February 1952.²

No Flying Saucers Reported

There were no flying saucers reported to this headquarters during the quarter.

C. Excerpts from the meetings

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Air Division Defense

Historical Data

July - December 1952



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OPERATIONS (CONT)

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were thoroughly familiar with regulations and directives pertinent to this function.

This organization participated in eight-seven (87) Active Air Defense Missions of which seventy-one (71) were successful. Unsuccessful missions were attributed to fourteen (14) targets fading before intercept, and two (2) due to adverse weather conditions. Late flight plan information and aircraft with no flight plans were the contributing factors causing the non-correlation of the track within the prescribed time limits as established in current regulations.

During the reporting period this organization plotted eighty-four thousand eight hundred ninety-six (84,896) tracks, received eleven thousand five hundred eighty-five (11,585) flight plans, and correlated nine thousand eight hundred sixty-five (9,865) of the flight plans received. During the latter part of the reporting period, the number of tracks decreased due to inclement weather conditions which grounded most aircraft.

During the period from 13 July 1952 through 17 October 1952 there were thirty-five (35) reports of unusual objects of which the majority were reported during the latter part of July through August. Five (5) reports were received on 30 July 1952. The reports varied from fast flying objects to large circular objects which seemed to

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hover and then speed away. All reports stated the objects were of a brilliant color. Interceptor aircraft were directed to the vicinity of the reported objects on several occasions to investigate, but there were no contacts by radar nor pilot sight. Interceptor aircraft during any of these incidents.

The pilot-controller cross-training program with the 481st and 51st Fighter-Interceptor Squadrons was accomplished with success and mutual problems concerning operational policies were discussed. Pilots and Radar Observers have had the opportunity to observe actual intercepts and GCI-GCA landown being performed. Problems encountered by this organization and the Fighter-Interceptor Squadron during GCI-GCA landown and high altitude intercepts have been reduced to a minimum by this cross-training program.

"Control" missions were implemented to maintain and improve the efficiency of operations personnel. These missions were implemented during periods when plotting of tracks were at a minimum due to adverse weather conditions.

Procedures for maintaining maximum efficiency while controlling aircraft in ascending and descending during intercept tactics has been accomplished through extensive research by the 481st AGF Squadron. Altitude and distance charts have been developed through statistics derived

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