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1079475 (2)

AF FORM 112
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
Japan	IR-12-57	1079475

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
(U) Unidentified Flying Object Report

AREA REPORTED ON	FROM (Agency)
Japan	DI FEAF ATILO

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
20 February 1957	20 December 1956	B-2

PREPARED BY (Officer)	SOURCE
Captain Alan G. Pound, ATILO and Captain William J. Buchanan, ATILO	Debriefing

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFR 200-2

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

On 17 December 1956 two USAF F-86D pilots were practicing ground radar positioned intercepts on each other in the vicinity of UBE, JAPAN (33°59'N - 131°18'E). During one run, the intercepting pilot picked up a second radar target (other than the target F-86D) on his radar scope at 20 nautical mile range and later obtained a visual sighting of something best described as the upper half of a sphere. The object was painted on the F-86D radar scope for seven to eight minutes and was seen visually off and on for three to four minutes. The F-86D closed to within five nautical miles of the object and could not close further. The object's radar return disappeared by moving rapidly off the top of the scope. Estimated rate of departure was 1500 to 1800 knots. During the incident possible ECM interference was evident on the F-86D radar scope.

APPROVED:

George L Buchanan

HARRY J. KIELING May USAF
Colonel, USAF
Director of Collections

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AF FORM 112—PART II
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 4 PAGES
DI FEAF ATILO	IR-12-57	

1. On 17 December 1956, 1st Lt's R. N. Brumet and R. A. Sneary, both assigned to the 68th Fighter-Interceptor Squadron, Itazuke, Japan, were flying practice intercepts under Ground Control Intercept radar direction in the vicinity of UBE, JAPAN (33°39'N-131°18'E).

2. The F-86D aircraft involved were being tracked by IFF because they were not picked up by skin tracking. The practice intercepts were being made approximately fifty nautical miles from the GCI site which was controlling the flights.

3. At approximately 1520I (Local) Lt Brumet was making a beam attack on his wing man. Lt Brumet's heading was approximately 270 degrees. The wingman's F-86D was painted on the E-4 radar scope 20 degrees left at 12 miles range. When the wingman was picked up a second, larger blip was picked up 30 degrees left at 20 miles range. The second blip appeared similar to the return from an island, but was on the upper portion of the radar scope. Blip dimensions were estimated to be one-eight inch high by three-eights inch wide - similar in size to that expected from a B-29 at comparable range.

4. When Lt Brumet had closed to within 5 miles of the other F-86D, the unidentified blip was still indicating 20 mile range. Lt Brumet called the GCI site to ask if they had a target which would correspond to the unidentified blip. After receiving an answer to the negative, he asked for and received permission to determine the nature of the source of the radar return.

5. Immediately after deciding to attempt to identify the unknown blip source, the F-86D radar indicated a rate of closure of six to seven hundred knots. At eight miles range, Lt Brumet attempted to sight the object visually and did see something in the proper location. He described the object as comparable to the size and shape of an eraser from a common lead pencil if placed on the F-86D wind screen - sketch follows:

6. By the time that Lt Brumet picked up the object visually, the other F-86D piloted by Lt Sneary had maneuvered to an in-trail position four to five miles behind Lt Brumet's F-86D.

7. When Lt Brumet had closed to four to five miles from the unidentified object, either the F-86D had turned left or the object had moved to the right so that it was directly ahead of the F-86D. The AI radar had been in lock on mode. About this time Lt Brumet experienced interference pulses coming down the 'GIZZLE' band on his radar scope. The interference was not of sufficient intensity to cause the radar to break lock. Utilization of the AI radar anti-jam procedure would eliminate the interference for ten seconds after frequency change. Lt Sneary could pick up Lt Brumet's F-86D on AI radar but did not pick up the object. His radar did show a cluster of small bright pin point spots stationary and level at 12 miles range.

8. Lt Brumet had flown practice missions against ECM equipped B-36 and B-47 aircraft. The interference on this mission under discussion was similar to but less intense than that experienced during runs against USAF ECM.

9. When Lt Brumet was closest to the unidentified object, it appeared to make a shallow left turn. It had the appearance of being circular on the bottom. Even though the sun was in a position to reflect off a metalic object, there was no reflection. The color of the object was described as golden tan.

10. After the apparent slight turn the object's return on radar indicated it was moving up and away at from 1500 to 1800 knots. This speed was an estimate since it is considerably faster than the radar set can indicate negative rate of closure.

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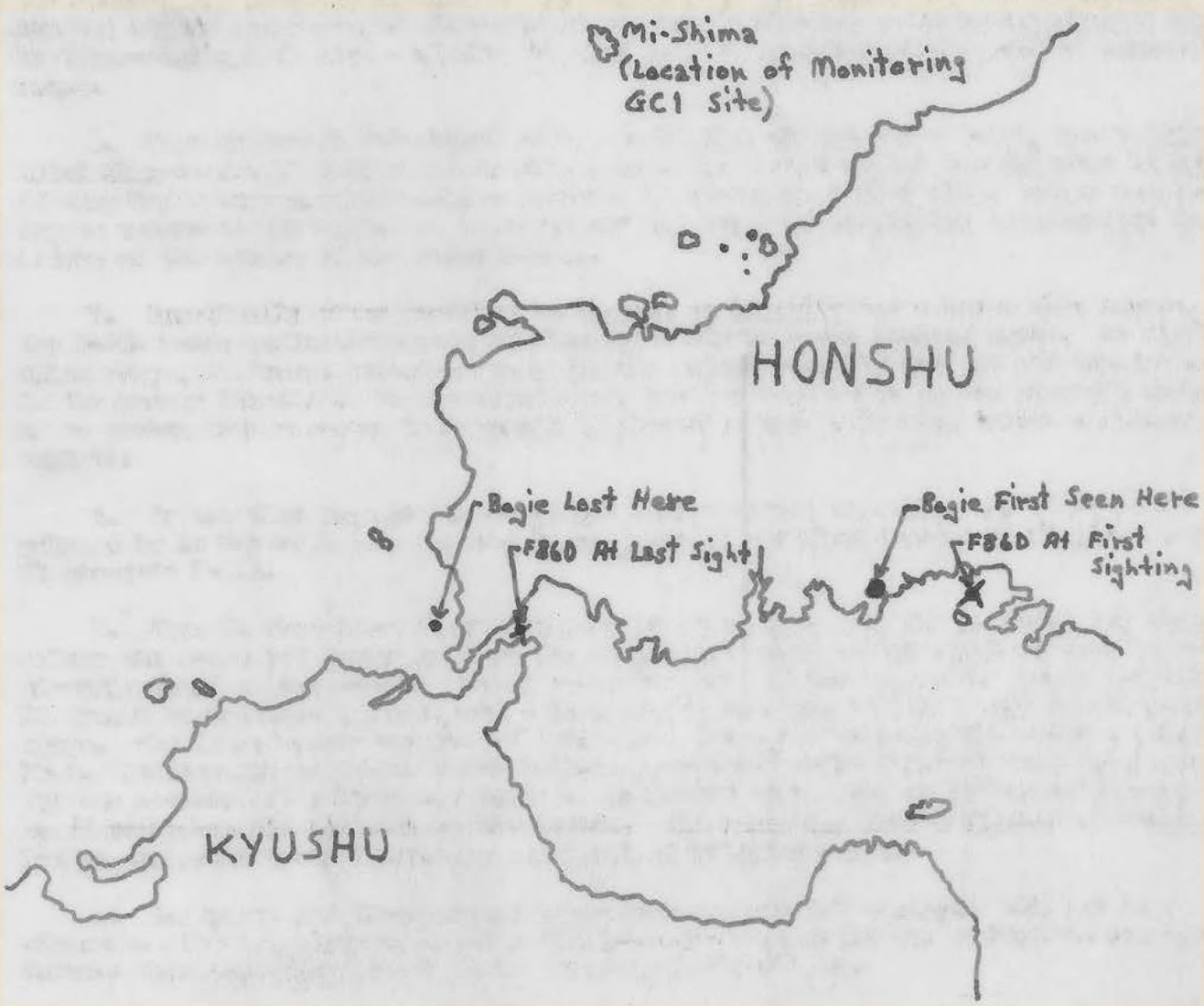
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11. Upon completion of this mission, the aircraft flown by Lt Brumet was flown by another pilot. All systems appeared to operate satisfactorily. The aircraft was checked by ground personnel after the next landing and all systems were satisfactory. A check of all ground radar sites was made and none reported unidentified tracks. There were no other tracks that could have been the unidentified object.

12. Following is a sketch of the location of the incident:



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COMMENTS OF THE PREPARING OFFICERS:

13. Operations, maintenance and intelligence personnel of the 68th Fighter-Interceptor Squadron, 8th Fighter-Bomber Wing and 41st Air Division were of great assistance in the UFOB investigation. Written statements from the above organizations verifying information in this report are on file in the DI FEAF ATIL Office.

14. The observing pilot, 1st Lt R. N. Brumet had 1275:45 flying hours as of the time of the incident. 687:15 hours had been logged in the F-86D. He appeared to be conscientious and reported the incident in a straight forward, slightly embarrassed manner, saying that he would doubt the possibility of such an occurrance if it hadn't actually happened to him.

15. The fact that no unidentified tracks were observed by ground radar should not be given much weight in evaluating this report. Both F-86D aircraft involved required IFF in order that the controlling GCI site could plot them.

William J. Buchanan
WILLIAM J. BUCHANAN
Captain, USAF
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Alan G. Pound
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COMMENTS OF THE APPROVING OFFICER:

This report was prepared in its entirety by members of the Air Technical Intelligence Liaison Office.

HJK

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