

PROJECT 10073 RECORD CARD

1. DATE <b>2 Sep 52</b>		2. LOCATION <b>TOKYO, JAPAN</b>		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input checked="" type="checkbox"/> Other <u>Malfunction</u> <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
3. DATE-TIME GROUP Local <b>02/2015 LST</b> GMT		4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar			
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE <b>AACS Unit</b>			
7. LENGTH OF OBSERVATION <b>15 min - 1 Hour</b>		8. NUMBER OF OBJECTS <b>1 - 3</b>	9. COURSE <b>-</b>		
10. BRIEF SUMMARY OF SIGHTING  Target observed on PPI scope of GCA unit traveling nine miles north of Tokyo International Airport at speed 40-60 mph. Number of targets varied from one to three, did not hold formation. Elip size was similar to return from C-124 A/C. Target could not be sighted visually, although it was plotted to be at an altitude of less than 3000'.			11. COMMENTS  1. Return could have been caused by migratory birds interfering with normal function of set.		

(CLASSIFICATION)

5

COUNTRY <b>JAPAN</b>		REPORT NO. <b>IR-40-52</b>	(LEAVE BLANK)
<b>AIR INTELLIGENCE INFORMATION REPORT</b>			
SUBJECT <b>FLYOB RPT</b>			
AREA REPORTED ON <b>JAPAN, Tokyo Area</b>		FROM (Agency) <b>ATIL Office, D/I FEAF</b>	
DATE OF REPORT <b>19 September 1952</b>	DATE OF INFORMATION <b>2 September 1952</b>	EVALUATION <b>B-2</b>	
PREPARED BY (Officer) <b>Charles J. Malven, Capta., USAF (ATLO)</b>		SOURCE <b>1503rd Air Transport Wing, APO 226</b>	
REFERENCES (Control number, directive, previous report, etc., as applicable) <b>AFL 200-5, dated 29 Apr 52</b>			

*Radon  
M. Chundin*

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.)

This report concerns unidentified flying objects picked up by the GCA Unit at Haneda AFB, Japan, and later contacted by GCI at Shirol AFB, Japan. Personnel making the observations evaluate the contacts as being most probably birds.

APPROVED:

*40* *George S. Banfill*  
**CHARLES Y. BANFILL**  
Brigadier General, USAF  
Deputy for Intelligence

7-3719-17

INCL.

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Alaskan Air Command, Cy #6	ATLO, FEAF, Cy #10	

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*[Handwritten signature and scribbles]*

## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
ATIL Office, D/I FEAF	IR-40-52	1	2	2

1. The following letter concerning radar contact with unidentified objects was received from the 1503rd Air Transport Wing (MATS), APO 226:

SOURCE: M/Sgt. Joseph H. Wehling AF 37344833 1956-1 AACS Detachment, NCOIC, GCA team, Tokyo International Airport (Haneda AB).

SUMMARY: At 20:15 LST, 2 September 1952 source observed an unidentified target on the PPI scope of the GCA unit. When first observed the target was 9 miles north of the field traveling at an estimated speed of 40 to 60 miles per hour on a heading of 90°, at an altitude of 3000 feet or less (PPI scope does not give elevations). During the next hour the number of targets observed varied between one and three. The original target remained on the scope for 15 minutes while others were visible for a full hour.

The targets did not maintain formation.

Targets moved in various directions but remained in the NE quadrant from the field (0° to 90°).

The range of the targets varied from 16 miles to 1/4 mile from the field.

There was no aircraft traffic reported in the local area at the time of the sighting.

Source was unable to locate the targets by visual means.

The targets produced a clearly visible echo on the PPI scope about the size of that caused by a C-124 aircraft.

The weather at the time of the sighting was: Estimated 10,000 broken clouds, visibility 7 miles, wind from NW at 6 mph, temperature 80°, dew point 73°.

Source stated that he was in telephone contact with the AC&W unit at Shiroy AB (35 49N 140 01E) at the time the targets were picked up and that the radar observers at that base also picked up the targets in the same area. It was the opinion of the source that the targets observed were birds. He could not however, account for the large echo produced by the objects.

(Reporting Officer's Comment) From a standpoint of pure speculation consideration might be given to the possibility that migratory birds which have arrived from an area where radioactive material or clouds are present would produce a radar echo greater than that normally expected.

This report was not forwarded by electrical means due to the low evaluation of the sightings and the delay in receipt of the report.

COMMENT BY PREPARING OFFICER:

1. Shiroy GCI is located approximately 22 miles Northeast of Haneda AFB. The objects in the Northeast quadrant from Haneda, would also be at close range to Shiroy, in the Southwest quadrant of that station.
2. The "S" band radar used for GCA Search and for GCI is not believed to be normally capable of picking up birds with sufficient return to be noticeable; however it should be noted that for this period of the year (Mid-August to October), the Japanese Ministry of Agriculture and Forestry states that there are large numbers of

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migratory birds in the Tokyo area. These birds, mostly SNIFE and PLOVER, grow to great size, and are often larger than eagles. They fly towards the South in groups of from 20 to 400. Their flights generally take place from sunset to midnight and their altitude varies from 1000 to 10000 feet. On long distance flights the altitude is usually 6000 to 10000 feet, while the altitude when circling in local areas is generally much lower. In addition, local owls and hawks often circle in the areas near the land at night.

3. This contact was in approximately the same position as the contact on 5 Aug 52, and reported on FEAF IR-35-52, dated 12 Aug 52.

*Charles J. Malven*  
CHARLES J. MALVEN  
Captain, USAF  
(ATLO)

USA - MATS

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IR-584-52

FLYCORPT

Tokyo International Airport, Japan

Hq, Pacific Division, MATS, Hickam AFB, T.H.

15 September 1952

9 September 1952

F-2

John E. Rhode, Major, USAF

Indicated in report

This is a FLYCORPT, received this headquarters, from 1501st Air Transport Group, Travis Air Force Base, California, on 12 September 1952. Date of information, 9 September 1952. No distribution by this headquarters other than to MATS agencies.

APPROVED: INGHAM G. MACK  
Lt Colonel, USAF  
Chief, Intelligence Division

~~SECRET~~

IR-584-52

Hq Pacific Division, MATS,  
Hickam AFB, T. H.

2

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SOURCE: Master Sergeant Joseph H. Wehling AF 37344833 1956-1 AACS Detachment,  
NCOIC, GCA Team, Tokyo International Airport (Haneda AB)

1. At 20:15 LST, 2 September 1952, source observed an unidentified target on the PPI scope of the GCA unit. When first observed the target was 9 miles north of the field traveling at an estimated speed of 40 to 60 miles per hour on a heading of 90°, at an altitude of 3000 feet or less (PPI scope does not give elevations). During the next hour the number of targets observed varied between one and three. The original target remained on the scope for 15 minutes while others were visible for a full hour.

a. The targets did not maintain formation.

b. Targets moved in various directions but remained in the NE quadrant from the field (0° to 90°).

c. The range of the targets varied from 16 miles to 1/4 mile from the field.

d. There was no aircraft traffic reported in the local area at the time of the sighting.

e. Source was unable to locate the targets by visual means.

f. The targets produced a clearly visible echo on the PPI scope about the size of that caused by a C-124 aircraft.

g. The weather at the time of the sighting was: Estimated 10,000 broken clouds, visibility 7 miles, wind from NW at 6 mph, temperature 80°, dew point 73°.

2. Source stated that he was in telephone contact with the AC&W unit at Shiroi AB (35 49N 140 01E) at the time the targets were picked up and that the radar observers at that base also picked up the targets in the same area. It was the opinion of the source that the targets observed were birds. He could not, however, account for the large echo produced by the objects.

COMMENT OF PREPARING OFFICER: From a standpoint of pure speculation, consideration might be given to the possibility that migratory birds which have arrived from an area where radioactive material or clouds are present would produce a radar echo greater than that normally expected.

This report was not forwarded by electrical means due to the low evaluation of the sightings and the delay in receipt of the report.

JOHN E. RHODE  
Major, USAF  
Intelligence Officer

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