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Part-five records after the initial sighting, the observer noted the object to be traveling left over Freehold, New Jersey. This can be explained by the fact that the 1-33 was turning out the relative motion toward the balloon to appear to be towards. As the 1-33 continued inland, the line of sight changed until the balloon was indistinguishable from the air and before either floated into the background and was lost. This "disappearance" of balloons in a course comparable with high altitude research balloons.

It is evident from the above that several observations had to be made in order to show that the object was one of the balloons released at Dover Naval Laboratory, but the fact there was a balloon in the near vicinity and the fact that the pilot and observer were not sure of their exact track plus a great deal of credence to the observations. However, since certain facts were false, it cannot be concluded that the object was definitely a balloon.

II. MAINTENANCE OF THE TRACKING SYSTEM

A. Discussion

All of the radar observations during this period were made in conjunction with the Fort Monmouth training center. In addition to this, the operators involved were making a maintenance course. The instructor was not certain of mechanical or electronic difficulty in the apparatus but the student files showed several. If the student became proficient in this class, he was allowed to operate the radar track as in normal operations. In further research, loss or lack of ability was noted. It should be determined what these subjects were maintenance students, not operators.

1. On 10 September 1954 an A-1F-1 radar set located a target within 1000 ft. range at 1000 ft. altitude (estimated) at approximately 1110 hours position of Fort Monmouth at distance of about 1000 ft. The target appeared to maneuverably follow the radar line down to its range only 1000 ft. at which time it climbed rapidly. The radar set was calibrated to full altitude without tracking while normally in fact covered to 1000 ft. altitude, but in this case was not able to be recorded. The target was lost in the system at a range of about 10,000 yards.

From observation, it was found that the operator, who had once expressed that he was unable to see a demonstration of a high speed aircraft of various officers. He expressed that he was unable to see a high speed aircraft because of his inability to use full-aided altitude tracking which will normally track an aircraft at speeds up to 400 mph. Since he could not track the target he expressed his speed to be about 700 mph. However, he also made the statement that he tracked the object off and on from 1100 to 1110, or three minutes. Using this time and the ground tracks, the speed is only about 400 mph.

No definite conclusions can be given due to the lack of accurate data but it is highly probable that due to the fact that the operator was giving a demonstration to a group of officers, and that he thought he should see a very unusual radar display, he was in an excited state, accounting for his inability to use full-aided altitude tracking. He admitted he was "highly frustrated" to not being able to keep up with the target under the slight tracking. The weather on 10 September was not favorable for unaided observation.

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