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2. On 10 September 1951, 1115 hours, the CGR 584, serial number 433, tracked a target which moved about slowly in azimuth north of Fort Sumner at a range of about 7,000 yards at an extremely small elevation angle of 1,500 mils, (altitude approximately 9,500 ft.). This was proven to be a weather balloon. It was tracked at the request of the Commanding Officer of the Student Attachment to determine the altitude in order to establish whether a goal concerning what the altitude of a balloon which was plotted might be.

3. On 11 September 1951, 1250 hours, the CGR 584's, serial number 217 and 715, closed on the same target northwest of Fort Sumner at an elevation angle of 750 to 800 mils at a range of approximately 20,000 yards (approximate altitude 21,000 feet). The two teams independently in azimuth and elevation and with slight range tracking are capable of tracking targets up to a speed of 700 mph. In this case, however, both crews found it impossible to track the target in range due to the speed and the operators had to resort to manual range tracking in order to hold the target. The target was tracked in this manner to the maximum tracking range of 20,000 yards. The operators judged the target to be moving at a speed several hundred miles per hour faster than the maximum aided tracking ability of the radar sets. This target exhibited an extremely strong return echo at times even though it was at maximum range. However, the echo signal occasionally fell off to a level below normal return. These changes coincided with changes of the target.

This sighting proved to be a weather balloon. As it was determined in unknown but it is believed that it was a balloon of the type known as "Type 1" (October 1951, USAF Doc 1, which states "Type 1" was later modified as weather balloons. "Target track up vertical. Later exploded and descended to ground."

4. On 11 September 1951, at about 1330, a target was closed on by an CGR-584 radar set, serial number 111, that displayed an small maneuverability. The target was approximately over (azimuth) New York, as indicated by its 10,000 yard range, 6,000 feet altitude and due north azimuth. The target remained practically stationary on the scope and appeared to be hovering. The operators looked out of the van in an attempt to see the target since it was at such a short range, however, overcast conditions prevented such observation. Return to their operating positions the target was observed to be changing its elevation at an extremely rapid rate. The change in range was so small the operators believed the target was being risen nearly vertically. The target moved its range in elevation at an elevation angle of approximately 1,500 mils at which time it proceeded to move at an extremely rapid rate in range in a southerly direction once again the speed of the target exceeded the aided tracking ability of the CGR-584 so that manual tracking became necessary. The range tracked the target to the maximum range of 20,000 yards at which time the target was at an elevation angle of 700 mils. The operators did not attempt to track the speed in order of the aided tracking rate of 700 mph.

It is highly probable that this is an example of unusual maneuverability as the weather on 11 September was favorable for this type of observation. The operators stated that they were sure of this observation, however, it is highly probable that due to the previous sighting of what they thought were normal types of aircraft, they were in the correct psycho-logical condition to see more such objects.

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