

Classification of

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Authorized by *CO 2143D AWW*
62M 15-6-49

HEADQUARTERS
2143D AIR WEATHER WING
APO 925

Flying, etc

16 JUN 1949

WGI 350

SUBJECT: Semi-Monthly Intelligence Summary

TO : Commanding General
Military Air Transport Service
Washington 25, D.C.

In accordance with provisions of letter, Headquarters, Air Weather Service, subject as above, file A-2, WEA 350.05, the following report is submitted for the period ending 15 June 1949.

1. a. During a test hop of an RB 29, a radar operator from the 514th Reconnaissance Squadron (VLR) Weather made the following observation and report:

with Guam in 2000 Base, Marianas Islands,

took off On Monday, the 2nd of May, 1949, ~~we took off in aircraft number 45-21824~~ for the purpose of test hopping the ship. Take off was made at approximately 1500K. The radar set was turned on at approximately 1515K and was tuned in. Guam and Rota ^{Island} were picked up by radar and after about ten (10) minutes of operation some type of interference was noticed on the scope. It came in in the same form as a regular range marker except that the pulses were approximately ten (10) miles apart. They only covered the area covered by Guam plus about five (5) degrees on either side of the island. The scope was on the one hundred (100) mile range.

As the range was reduced the interference grew larger on the scope. On an attached sheet ^{of paper} there is a sketch of the scope as it appeared with the interference drawn in. I ~~do not~~ ^{do not} believe that what was picked up on this flight was intentional jamming.

COMMENT

The operator who made the above observation is one of the 514th Reconnaissance Squadrons' most experienced radar operators and is very proficient in the operation of radar equipment. He checked the set after landing and could find no malfunctions.

2 b. On the 8th of June 1949, at a position of 12° 25'N and 140° 20'E, an RB 29 aircraft from the 514th Reconnaissance Squadron made the following sighting:

At 1109Z while flying a heading of 80 degrees, at 18500 ft on a routine Vulture Baker weather reconnaissance mission, a white billowing substance was sighted at an altitude of 30000 to 35000 ft. The sighting was made by two crew members, 1st Lt. Ernest Swanson, weather observer and M/Sgt Walter Rogers engineer. What appeared to be a traveling contrail was

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