

PAGE TWO

OF THREE HUNDRED FIFTY TO THREE HUNDRED MILS AT A RANGE OF APPROXI-
MATELY THIRTY THOUSAND YARDS, APPROXIMATE/ALTITUDE THIRTYONE THOUSAND
FEET. THE SET TRACK AUTOMATICALLY IS AZIMUTH AND ELEVATION AND WAS
AIDED RANGE TRACKING AND CAPABLE OF TRACKING TARGETS UP TO A SPEED
OF SEVEN HUNDRED MPH. IN THIS CASE, HOWEVER, BOTH SETS FOUND IT IM-
POSSIBLE TO TRACK THE TARGET IN RANGE DUE TO ITS SPEED AND THE OPER-
ATORS HAD TO RESORT TO MANUAL RANGE TRACKING IN ORDER TO HOLD THE
TARGET. THE TARGET WAS TRACKED IN THIS MANNER TO THE MAXIMUM TRACK-
ING RANGE OF THIRTYTWO THOUSAND YARDS. THE OPERATOR SAID THE TARGET
TO BE MOVING AT A SPEED SEVERAL HUNDRED MPH HIGHER THAN THE MAXIMUM
AIDED TRACKING ABILITY OF THE RADAR SETS. THIS TARGET PROVIDED AN EX-
TREMELY STRONG RETURN ECHO AT TIMES EVEN THOUGH IT WAS THE MAXIMUM
RANGE, HOWEVER, ECHO SIGNAL OCCASIONALLY FELL OFF TO A LEVEL BELOW
NORMAL RETURN. THESE CHANGES COINCIDED WITH MANEUVERS OF THE TARGET.
ON SEPTEMBER ELEVEN, FIFTYONE AT ABOUT ONE THIRTY P.M. THE TARGET WAS
PICKED UP ON AN SCR FIVE EIGHT FOUR RADAR SET THAT DISPLAYED UNUSUAL
MANEUVERABILITY. TARGET WAS APPROXIMATELY OVER NAVESINK, NJ., AS IN-
DICATED BY HIS TEN THOUSAND RANGE, SIX THOUSAND FEET ALTITUDE AND DUE
NORTH AZIMUTH. THE TARGET REMAINED PRACTICALLY STATIONARY ON THE
SCHOPE AND APPEARED TO BE HOVERING. THE OPERATOR LOOKED OUT OF THE
VAN PAREND THE VEHICLE HOUSING THE RADAR SET~~PA~~ PAREND IN AN ATTEMPT
TO SEE THE TARGET, SINCE IT WAS AT SUCH A SHORT RANGE, HOWEVER, OVER-
CAST CONDITIONS PREVENTED SUCH OBSERVATION. RETURNING TO THEIR OPER-
ATING POSITION THE TARGET WAS OBSERVED TO BE CHANGING IN ELEVATION
AT AN EXTREMELY RAPID RATE, BUT CHANGE IN RANGE WAS SO SLOW THE OPER-
END OF PAGE TWO