

# Immagini tracciati radar di UFO



## Object Of Fire Is Military Secret

Army Officials Scoff At Reports 200 Planes Were Seen; Tracer Bullets Cause Damage

LOS ANGELES, Feb. 25.—(AP)—Anti aircraft guns thundered over the metropolitan area early today for the first time in the war, but hours later what they were shooting at remained a military secret.

An unidentified object moving slowly down the coast from Santa Monica, was variously reported as a balloon and an airplane.

Some observers claimed to have seen two planes over Long Beach. The story's verities continued declined in a statement that unidentified aircraft had been reported, but Navy Secretary Knox, at a Washington press conference, said that his information indicated it was "a false alarm."

"There were no planes over Los Angeles last night, at least there are no reports," the secretary declared. "There have been reports and a very wide reconnaissance has been carried out."

Army intelligence, although uncommittal, scoffed at reports of civilian observers that as many as 200 planes were over the area.

There were no reports of bombing, but several instances of damaged property from anti aircraft shells.

Windows shattered. A garage door was ripped off in Los Angeles residential district and fragments shattered windows and fell into a bed where a few moments before Miss Blanche Pollock and her sister, Jose Duffin, had been sleeping.

A Santa Monica bomb squad was dispatched to remove an unexploded anti aircraft shell in a driveway there.

Walloping air raid sirens at 12:25 A. M. (PWT) awakened most of the metropolitan area's 2,000,000 citizens. A few minutes later they were treated to a gigantic fourth of July like display. Bright searchlights flashed along a ten mile front to the south, converging on a single spot high in the sky.

Minutes later the anti aircraft guns opened up, throwing a sheet of tracer bullets and exploding shells in the heavens.

Three Japanese, two men and a woman, were seized by police at the beach City of Venice on suspicion of scuttling with dashlights near the pier. They were removed to FBI headquarters, where Sheriff E. Hood, local chief, said "at the request of army authorities we have nothing to say."

A Long Beach police sergeant, E. Larson, 35, was killed in a traffic accident, while en route to an air raid post.

Henry B. Ayers, 43 year old state policeman, died at the wheel of an ammunition truck during the blackout. Physicians said a heart attack apparently was responsible.

Reports Prove False. Police can down several reports that planes had been shot down, but reported all were false alarms.

Aircraft factories continued operation behind blackened windows, while each week parts rattled from batteries stationed nearby.

A Japanese vegetable man, John Y. Harada, 23, was one of the three persons arrested on charges of aiding a costly blackout ordinance. Sheriff's Captain Ernest Hoover said Harada, driving to market with a load of cauliflower, refused to extinguish his truck's lights.

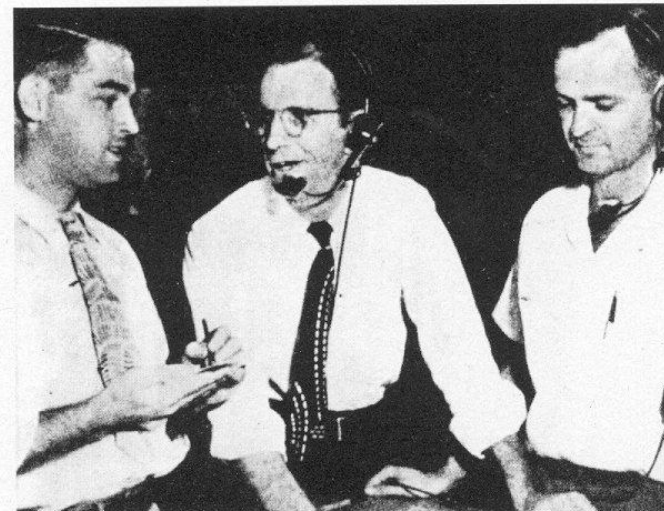
Others held on similar charges were Walter E. Van The Linden, Nevada dayman, accused of failing to darken his milling barn, and Vincent Carter, 37, accused twice failing to market with a truckload of grapes.

All Clear Sounded. It was heard distinctly before the all clear sounded at 7:19 A. M. Late newspaper and early workers, who had been kept down by air raid warnings, started moving.

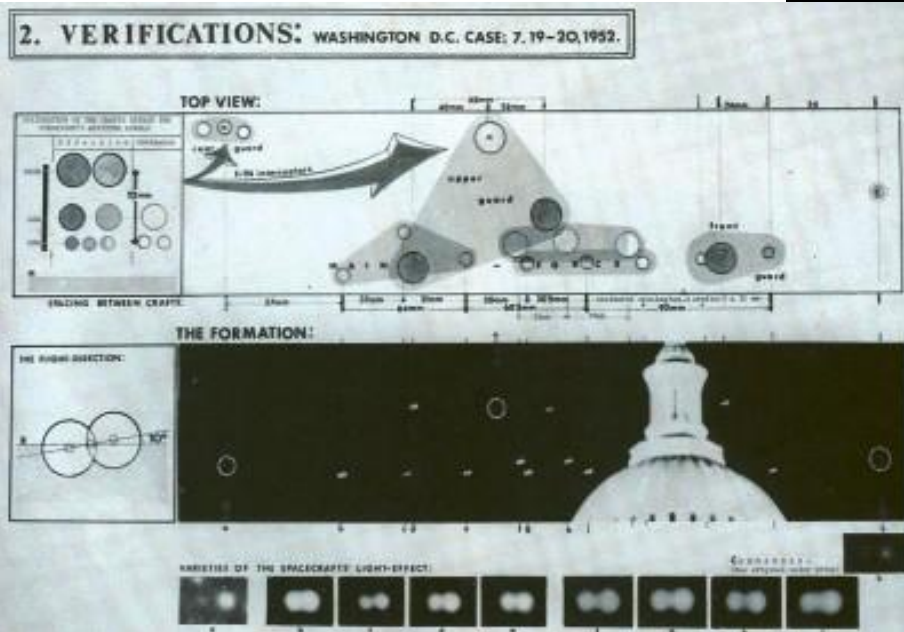
Some traffic was marked. Thousands of Angelenos were an hour or more late to their jobs. The blackout was the first covering the metropolitan area since the first week of the war.

There were isolated instances of failure to comply with blackout regulations. Some signs were left glowing inside stores. Traffic lights continued to flash in some areas.

Traffic continued to get off the air with the first alert, and lights not



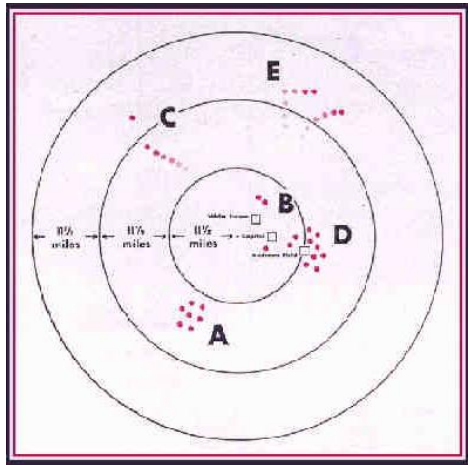
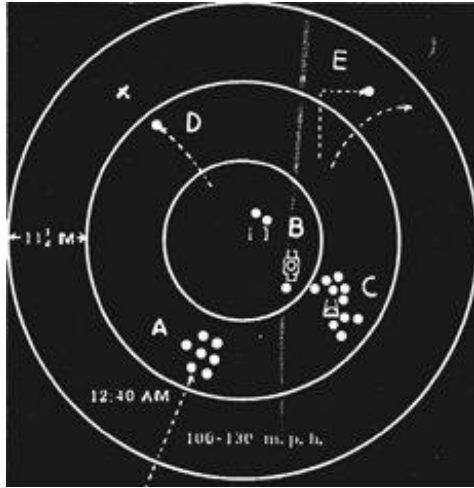
19. L'ingegner H. G. Barnes fra i radaristi Ritchey e Copeland, della stazione radar di Andrews da lui diretta. Durante i « caroselli su Washington », furono loro a segnalare il maggior numero di UFO.



20. i piloti della 142ª Squadriglia da Caccia che hanno più volte cercato, invano, di intercettare gli UFO su Washington tra il 20 luglio e il 6 agosto 1952.



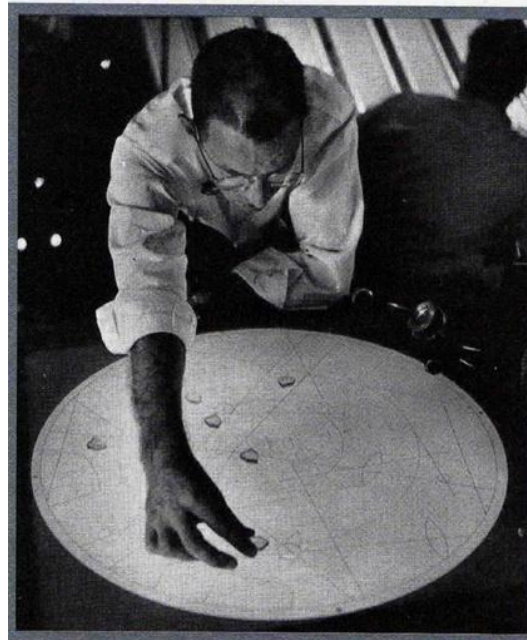
# Immagini storiche di UFO: i casi di avvistamento radar



Air traffic controller Harry G. Barnes tracked some of the UFOs that were reported over Washington, D.C., in 1952. The air force blamed the sightings on temperature inversions.



President Truman In 1952 Confirms UFOs Are Real



From a controller's original sketch, some saucer movements July 20 on Washington radar scope are diagrammed above.

At A, seven blips appeared suddenly. Two moved (B) near White House, one near Capitol. At C, one fled a northwest bound airliner (indicated by row of blips). Later (D) ten flocked at Andrews Field. E illustrates a saucer's right-angle turn compared with curving turn of ordinary aircraft

## STRANGE OBJECTS IN U.S. SKY

### OBSERVATION BY RADAR

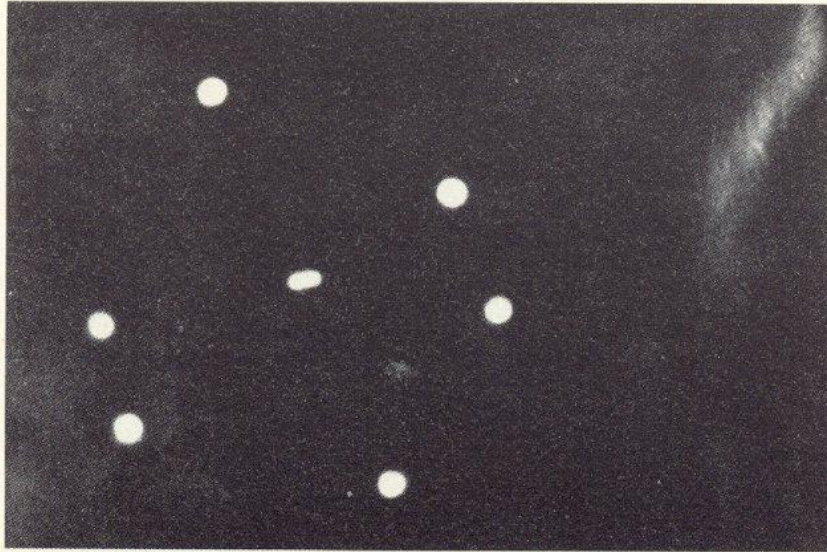
FROM OUR OWN CORRESPONDENT  
WASHINGTON, July 22

United States Air Force officials, who have been checking the many recent reports of "flying saucers" submitted to them from various parts of the country, are to-day investigating reports that seven to 10 unidentified aerial objects were noted on radar screens here early on Sunday morning. These objects appeared to be over Andrews Air Force base, in Maryland.

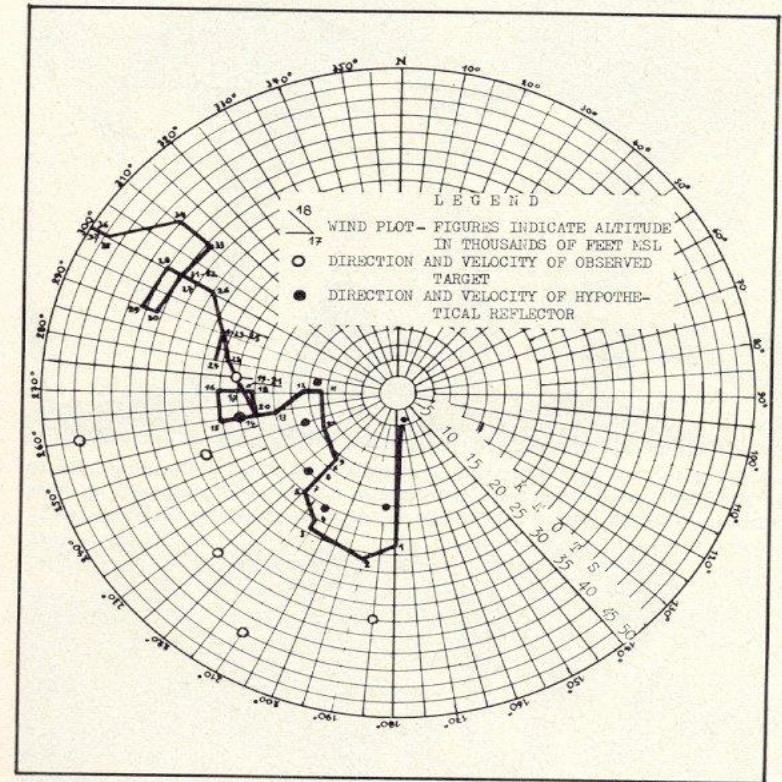
The Air Force announced last night that the objects had appeared on the radar screen in the air route (traffic control) centre at the National Airport, first on one section of the screen, and then, soon afterwards, on another section, which showed them moving in a different direction. Their speed was only 100 to 115 miles an hour, which is very slow for "flying saucers." One pilot watched the objects for about 12 minutes as he flew from Washington to Martinsburg, in West Virginia. Another pilot reported that a brilliant light had followed his aircraft from Herndon, in Virginia to within four miles of the National Airport



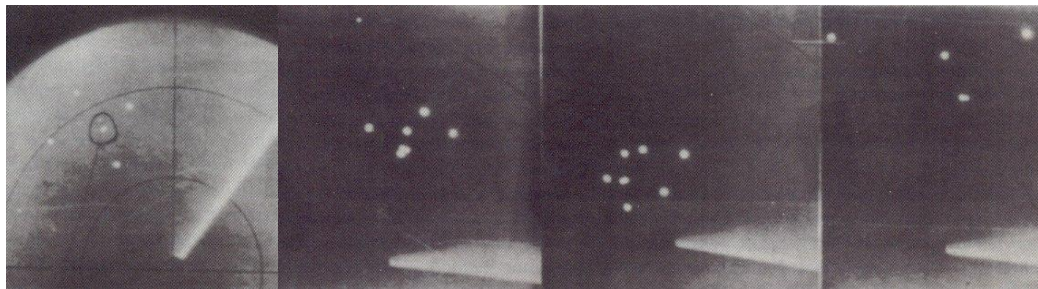
# Immagini storiche di UFO: i casi di avvistamento radar Washington 1952



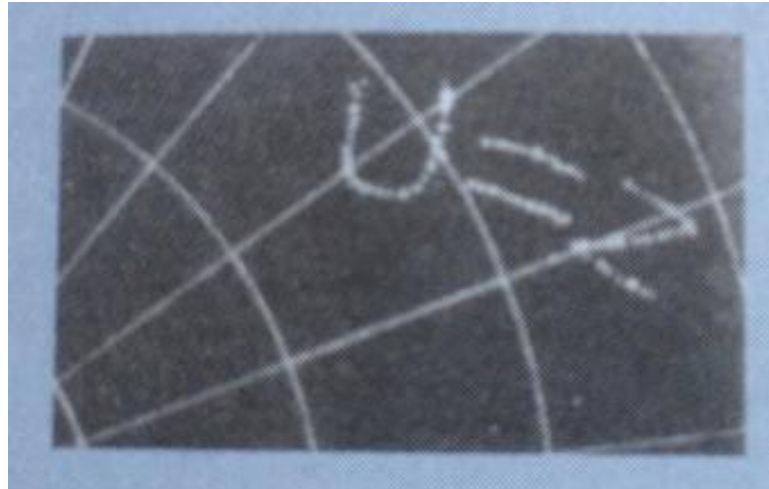
17. Questo documento fotografico, rimasto a lungo segreto, è l'unico sfuggito agli archivi riservati dell'USAF tra quelli scattati nel corso dei ripetuti avvistamenti effettuati nel cielo di Washington nella notte tra il 19 luglio e il 6 agosto 1952. Mostra sei UFO in formazione esagonale piuttosto serrata. Il tratto luminoso al centro è lo scarico di uno dei caccia a reazione inviati dalla Base Aerea di Newcastle per tentarne l'intercettazione.



18. Diagramma ufficiale della rotta e delle posizioni di sei UFO sullo schermo radar dell'Aeroporto Nazionale di Washington il 5 agosto 1952.



# Immagini storiche di UFO: i casi di avvistamento radar Londra 1954



Ricostruzione immagine ufo sui radar



La sede del War Office

I radar del War Office registrarono il 14 ottobre del 1954 durante la famosa ondata mondiale di UFO una formazione di Oggetti Volanti Non Identificati su Londra che dopo aver effettuato varie evoluzioni si dispone formando una U una = ed una Z

Alcuni ricercatori hanno fatto notare che la lettera U corrisponde alla sigla dell'Uranio la = a uguale e che la Zeta corrisponde alla ultima lettera dell'alfabeto

Quindi U=Z sarebbe stato un messaggio corrispondente al significato che la scelta nucleare U sarebbe uguale = alla nostra fine o estinzione Z



# Immagini storiche di UFO: i casi di avvistamento radar USA North Dakota 1968

## “The Extraordinary Minot B52 UFO Encounter”

**24 OCTOBER 1968 • MINOT AFB, NORTH DAKOTA**

**NARRATION**  
 // HOME INTRODUCTION BACKGROUND NARRATIVE INVESTIGATION

**DOCUMENTATION**  
 // RADAR ANALYSES DOCUMENTATION INTERVIEWS MAPS ARCHIVES

### A NARRATIVE OF UFO EVENTS AT MINOT AFB



Thomas Tullen

In the early morning hours on 24 October 1968, United States Air Force (USAF) maintenance and security personnel within the Minuteman Intercontinental Ballistic Missile (ICBM) complex surrounding Minot Air Force Base, North Dakota, observed one, and at times, two UFOs. The Minot Base Operations dispatcher established radio communications with personnel reporting in the field, Minot AFB, Radar Approach Control (RAPCON), and the crew of a returning B-52H aircraft.

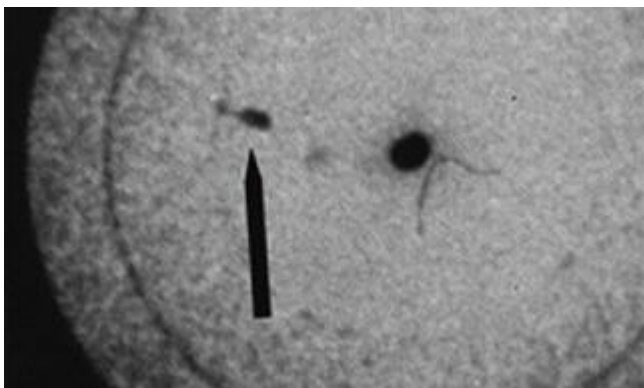
RAPCON alerted the pilots to the location of the UFO, which they observed on the B-52 radarscope maintaining a three-mile distance throughout a standard 180° turnaround. As the B-52 initiated the descent back to Minot AFB, the UFO appeared to close distance to one mile at a high-rate of speed, pacing the aircraft for about 20 miles before disappearing off the radarscope. During the close radar encounter, the B-52 UHF radios would not transmit, and radarscope film was recorded.

Following, RAPCON provided vectors for the B-52 to overfly a stationary UFO on or near the ground. The pilots observed an illuminated UFO ahead of the aircraft during the downwind leg of the traffic pattern, before turning onto the base leg over the large UFO while observing it at close range. After the B-52 landed, both outer and inner-zone intrusions alarms were activated at the remote missile Launch Facility Oscar-7. The duration of reported observations was over three hours.

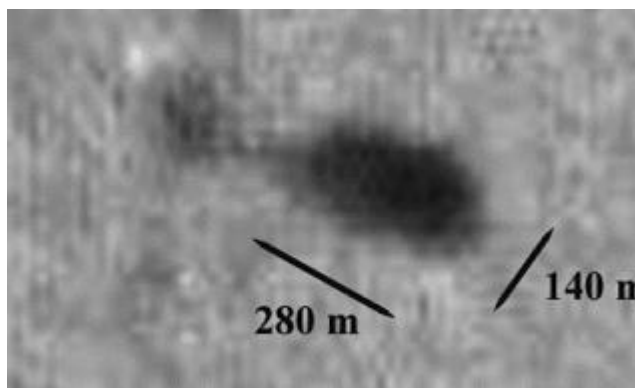
Strategic Air Command (SAC), Offutt AFB, Nebraska, initiated investigations. In the weeks following, staff at USAF Project Blue Book, Wright-Patterson AFB, Ohio, completed a final case report as required by Air Force Regulation 80-17.



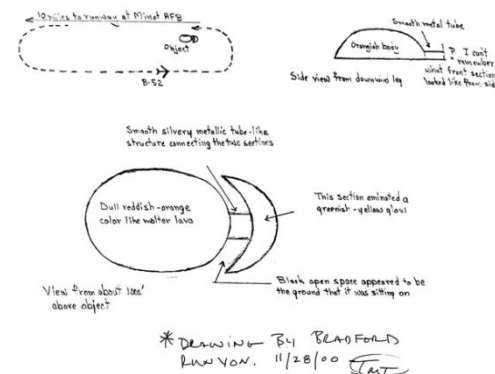
Reports about the 24 October 1968 Minot Air Force Base, North Dakota UFO incident  
This U.S. Air Force photo shows the B-52 radar screen on which a blip of the UFO appears



The radar echo of the UFO in radarscope photo 773 (negative image).



Enlargement of the UFO echo.  
(280 m = 920 feet; 140 m = 460 feet).



# Immagini storiche di UFO: i casi di avvistamento radar USA North Dakota 1968

## “The Extraordinary Minot B52 UFO Encounter”



Minot Air Force Station, ND, looking north. The radar systems consisted of a Westinghouse AN/FPS-26A Frequency Diverse height-finder and AN/FPS-27 FD search radar, designed to have a maximum range of 220 nautical miles and search to an altitude of 150,000 feet. Regarding the AN/FPS 27 FD system, and Minot AFS



Brig. Gen. Richard Stewart  
(USAF)



The Strategic Air Command's Command Post and global communications center located several stories below the headquarters building at Offutt AFB, Nebraska.

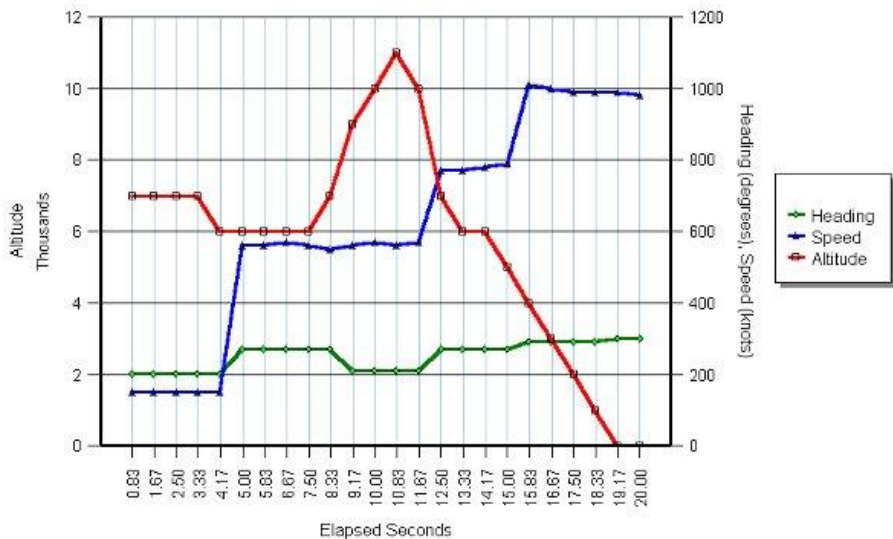
### Information Unavailable to Project Blue Book

The results of the SAC investigations were not available to Blue Book investigators, including the pilot and B-52 crewmember debriefings, radarscope film analysis, and the O-7 break-in investigation. Little if any information was available regarding the Radar Approach Control (RAPCON) systems, and Aerospace Defense Command's (ADC) long-range radar systems at Minot Air Force Station, located 16 miles south of Minot, ND.<sup>1</sup>

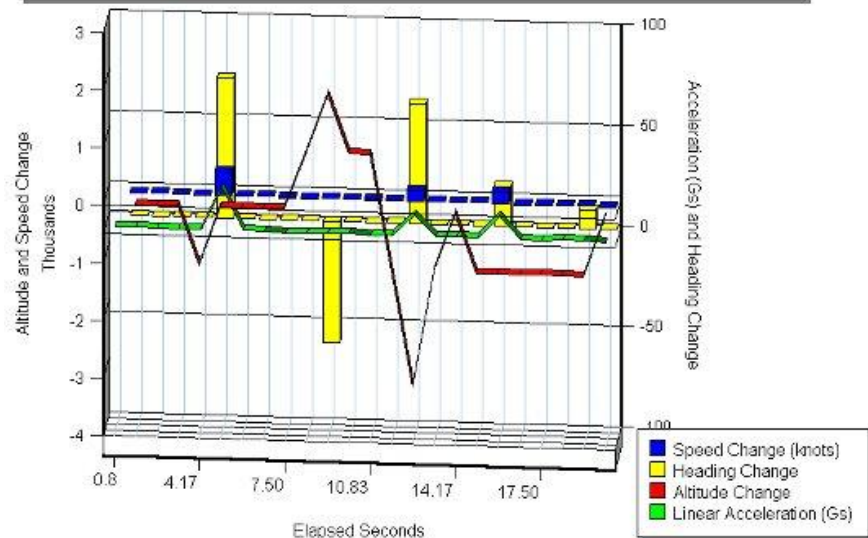
Furthermore, the communications transcript notes the weather radar detection and location of the UFO in relation to the B-52, though Col. Werlich seems to remain ignorant of this fact. During a conversation with Blue Book staff on 31 October, Werlich insists that the only radar detection of the UFO was by the B-52, stating that ADC “do not remember having any unidentified paints. The only one I have is the one on the plane. Later, after receiving supplemental information, which included the transcription, Blue Book staff attempted to contact Werlich twice to request information on the weather radar detection of the UFO, but ultimately received no response. The paucity of information in this respect seems intentional, especially since a target tracked by multiple radar systems would lend considerable weight to the argument for an airborne, radar-reflective object.

# Immagini storiche di UFO: i casi di avvistamento radar Belgio 1989 1990

Belgian Radar Data 3/30/90 - Performance



Belgian Radar Data 3/30/90 - Performance By Change





# Immagini storiche di UFO: i casi di avvistamento radar Belgio 1989 1990

**UFO's TRACKED by 3 Ground + 2 F16 Radars**

Dutch Maastricht Airport Radar  
Brouwer is now an NATO  
Air Force General Major!

**Col. Wilfried De Brouwer**  
Belgian Air Force Officer

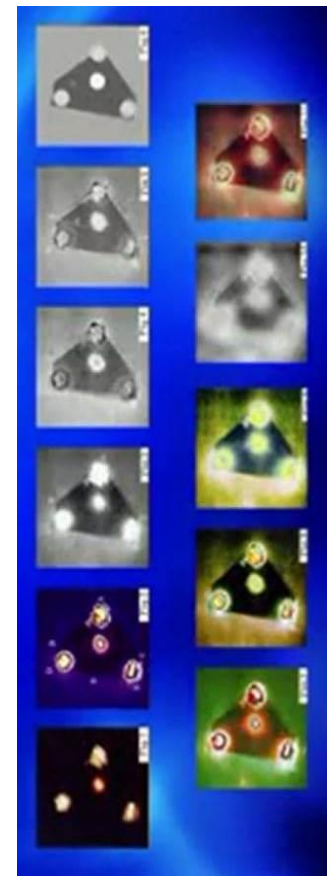
**UFO escaping F16 LOCK-  
ON TARGET SYSTEM:**

Discovery

**Wilfried De Brouwer**  
Général Major Aviateur

De jets hadden 5 seconden  
contact met de ufo's.  
Zelfs een stealthvliegtuig kan niet  
in één seconde accelereren.

Belgian Air Force Officer



**Vague d'OVNI  
sur la Belgique**

UN DOSSIER EXCEPTIONNEL

**SOBEPS**

**Vague d'OVNI  
sur la Belgique**

2  
UNE ÉNIGME NON RÉSOUE

**SOBEPS**

1990

**Wilfried De Brouwer**  
Général Major Aviateur

**UFO TV**