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KNOXVILLE DETACHMENT
8th District OSI (IG)
PO Box 401
Knoxville, Tennessee

14 October 1950

SUBJECT: Unidentified Flying Objects over Oak Ridge, Tennessee

TO: District Commander
8th District OSI (IG)
Maxwell AFB, Ala.

This letter is to confirm spot report given your headquarters on 13 October 1950.

Beginning at 2325, EST 12 October 1950 a total of eleven (11) objects and possibly more appeared on the radar screen of the CPS-1 Air Force Radar Station at McGhee-Tyson Airport, Knoxville, Tennessee. The objects began appearing on the north edge of the Oak Ridge controlled area and proceeded south for about twenty (20) to thirty five (35) miles at the rate of 100 to 125 mile per hour, at an altitude of 1000 to 5000 feet, on a course of 170 to 230 degrees and with densities varying from that of light liaison aircraft up to that of a C-47 type aircraft. [REDACTED] 67c
[REDACTED] controller at the radar station, "scrambled" an F-82 fighter at 2330 and the fighter was airborne at 2339. [REDACTED] vectored the plane on two (2) specific targets on stern approaches at distances of one (1) and eight (8) miles respectively. On each occasion the fighter appeared to intercept the target on the ground radar screen; however, on each occasion the crew of the fighter observed no target either visually or on their airborne radar screen. The aircraft returned to the airport at 0014.

After the sighting of the unidentified targets the Oak Ridge Security Patrol was alerted and attempts at ground observations were made; however, nothing could be seen or heard from the ground. At 0100 more objects, having the same readings as previously, appeared on the screen. On this occasion no attempt at fighter interception was made. Ground observation results in the Oak Ridge area were negative.

During the above sightings Eastern Air Defense Force Headquarters was notified and checked for possible flights in the area. Checks were also made with flight service at Atlanta and Maxwell AFB. All checks proved negative.

On the afternoon of 13 October 1950 the undersigned accompanied officials of the Security Division Atomic Energy Division and the Knoxville CIC office to the radar station where a conference was held with officers of the radar station and a team of radar experts from Eastern Air Defense Headquarters. Numerous explanation such as flocks of migratory birds, clouds, a flight of light planes from the nearby Oliver Springs Airport, etc. were ruled out. One explanation advanced that it might have been due to

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atmospheric conditions. Further attempts to explain the sightings were postponed until a complete report was prepared by the radar station and until the EADF team had checked the various Air Force Commands and the other services.

In an evaluation of the above sightings the following conditions should be considered:

- b7c a. [REDACTED], the controller, is considered to be a competent and well qualified radar officer.
- b. The CPS-1 radar set undergoes daily maintenance. Such maintenance was performed on 12 October at 1600. Checks were made on the equipment during and after the sightings and found to be in good operating condition.
- c. The crew of the fighter plane is considered to be one of the four (4) best in the 52nd Fighter Group.
- d. Weather conditions during the incident were excellent. The sky was cloudless, the air was practically calm and visibility was excellent. [REDACTED], pilot of the F-82, reported that he had made visual sightings earlier in the same evening at a distance of ten (10) to fifteen (15) miles.

A more complete report will be rendered as soon as the findings of the EADF are learned and when the radar station report is completed.

WILLIAM M. PRICE
S/A OSI
Detachment Commander

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