Cold War Operational Contact Dossier

InTelluric / Alnitak Group

Executive Summary

This survey screened operational Cold War contact records using reporting-channel and sensor traits rather than the public “UFO” label: radar tracks, ship or airborne contacts, military air-defense reporting, maritime crash-response files, and cases explicitly routed through vital-intelligence channels such as CIRVIS or equivalent military reporting forms. The highest-yield open records do not come from one archive family. They are distributed across U.S. Air Force and Project Blue Book holdings, declassified intelligence memoranda, FAA records, UK Ministry of Defence release guides, and Canadian archival collections. The open-access record set is strongest for radar-visual air-defense and intercept cases, weaker for naval deck-log / CIC / sonar material, and weakest for SOSUS / ASW raw data.

Across the retained cases, the most technically useful files are the ones that preserve at least two of the following at once: trained operators, instrument traces, contemporaneous message traffic, or an official memo written close to the event. By that standard, the best open cases in this pass are the Lakenheath– Bentwaters radar-visual event, the RB-47 electronic-intelligence case, the Minot AFB radar/ground/air composite case, the Tehran F-4 intercept, the Belgium March 1990 scramble, and the JAL 1628 FAA/ROCC file set. Maritime cases remain important, but the publicly accessible record is thinner and often survives only as archival references or later compiled transcriptions rather than complete raw sensor logs.

The central finding is narrow and data-first: historical anomalous-contact reporting is operationally richer than the popular label set suggests, but the open record is incomplete and biased toward air-defense and post hoc case files rather than the most sensitive maritime sensor systems. That means there is enough in the public domain to build a comparative operational taxonomy, but not enough to claim closure on mechanism or origin. The highest-value next step is archival recovery of missing primary records: original CIRVIS/MERINT message traffic, radar tapes, ROCC/NORAD corroboration logs, FEAF intelligence report attachments, ship CIC logs, and Canadian military message files tied to Shag Harbour.

Scope and Search Method Primary repositories and official source families searched in this pass included National Archives and Records Administration, National Security Agency, Central Intelligence Agency, Federal Aviation Administration, Library and Archives Canada, and The National Archives. NARA’s Blue Book page confirms the surviving case-file corpus and the residual “unidentified” count; the UK National Archives research guide confirms that early MoD UFO records are incomplete because many pre-1967 files were destroyed after five years; Library and Archives Canada identifies the surviving Canadian UFO / non-meteoric sighting series and the Shag Harbour file references.

The screening logic followed the duck-method formulation from your prompt: a record was retained when it showed operational-contact traits rather than merely the label “UFO.” Retention triggers were: radar or sonar detection; military or law-enforcement reporting channels; contemporaneous watch/log/memo

language; air/sea/subsurface context; emergency response; instrument interference; or elimination of known traffic within controlled airspace or operating areas. That method materially improved case quality, because it surfaces records that were filed as intelligence, air-defense, crash-response, or unidentified-traffic problems rather than as folklore. The method is also consistent with CIRVIS usage, which explicitly treats unidentified aircraft, submarines, and surface warships as reportable vital-intelligence sightings.

Representative exact search strings used in this pass:

site:nsa.gov JANAP 146 pdf JANAP 146 CIRVIS MERINT OPNAV FLYOBRPT PDF official

site:archives.gov Project Blue Book case files National Archives UAP site:bac-lac.gc.ca non meteoric sightings RG77-E item 134925 Shag Harbour official DND RCMP report pdf Lakenheath Bentwaters radar visual official report 1956 pdf RB-47 radar ECM visual official report 1957 pdf Tehran UAP official DIA report 1976 pdf JAL 1628 FAA official documents radar FAA Alaska pdf site:project1947.com CIRVIS report in Project Blue Book files Navy site:project1947.com FEAF radar intelligence summaries USS Princeton USS Philippine Sea

site:nationalarchives.gov.uk Belgium UFO wave Ministry of Defence file 1990 pdf

The open-source balance was uneven. JANAP/CIRVIS procedure, Blue Book holdings, FAA/JAL documentation, Tehran, and Canadian archival pointers are reachable directly. By contrast, OPNAV/ FLYOBRPT material, SOSUS records, ASW unidentified-contact files, and many ship CIC/deck-log chains were either absent from open official portals or surfaced only through later secondary reproductions and researcher inventories. That negative space matters and is documented separately below.

Master Case Index MAINBRACE-1952

KIMPO-1952 NATO

naval Sep

1952 exercise / RAF Jun K-14 Kimpo 1952 Airfield

radar in surviving summaries B

RAF / MoD / later

CIA-linked archival

discussion FEAF AIIR 52-139 sketch NK-F94-1952 SONDRESTROM-1953 LAKENHEATH-1956 DRYTORTUGAS-1957 RB47-1957 SHAG-1967 Korean War Project 10073 Ground radar + airborne A No/Partial intercept record card radar + Arctic base / MATS corridor “vital Intelligence sighting” in base history visual Visual only in surviving history GCA + CPS B/C Unknown May 1952 Jul 1953 13– Aug RAF / USAF radar and 1956 scramble Aug 1957 Naval patrol / warning area

Naval Air 1957 tower Jul 1957 USAF ELINT training flight

Blue Book radar + file / radar-interceptor A No visual/ radar Airborne radar + visual C No binocular C check

ECM + ground

radar + visual B No visual CIRVIS

summary citing Blue Book file NAS / satellite-check

summary Blue Book/ Colorado/ AIAA chain RCMP / Oct Maritime crash 1967 response Canadian Multiple Forces / NRC archival series witnesses + sea search SOUTHWEYMOUTH-1957 Oct Station MINOT-1968 SAC missile field / Oct 1968 B-52 training AFR 80-17 airborne “UFO REPORT” TEHRAN-1976 Sep 1976 Air-defense scramble DIA / NSA-hosted memo JAL1628-1986 Nov 1986 Air route into Alaska ADIZ FAA + ROCC memos 30– Mar 1990 Police / military scramble Belgian Air Force statement preserved in UK MoD files BELGIUM-1990 Dossiers Ground visual + No/Partial A A radar + comm effects + photos airborne radar + repeated systems effects Crew visual + onboard radar + temporary A primary return + later radar review

F-16 radar lock-ons

Operation Mainbrace and Topcliffe Operation Mainbrace produced one of the clearest early examples of anomalous contacts entering the defense file system because the sightings occurred inside a major NATO exercise with military pilots, naval personnel, and radar reporting in play. The open record is incomplete, but surviving archival commentary shows the episode was consequential enough that later investigators said it helped force renewed British official attention to unidentified aerial reports.

Date/location: September 1952 during NATO Exercise Mainbrace; associated

witness streams included RAF aircrew around Topcliffe / Little Rissington and naval personnel in exercise waters. Environment: air / maritime exercise. Observer training: experienced RAF pilots and military personnel.

Surviving summaries refer to a “perfect flying saucer” seen by RAF officials and pilots, with Clarke’s reconstruction adding that one later witness account was

“backed up by two independent radar plots.” Accessible open records do not preserve a complete contemporaneous signal log in this pass.

Hull/structure: disc-like in witness language; no recoverable dimensions from the open file set used here. Motion: enough to trigger defense concern; detailed kinematic sequence incomplete in surviving open files. Terrain/water interaction: none recovered.

Reporting family: RAF / MoD wartime-style operational concern, later discussed in CIA and UK archive commentary. Corroboration: radar reported in later archival summaries. Official explanation: not recoverable in a complete official file here; many 1950s British files were reportedly destroyed after five years.

Grade: B. Score: 3/5. Strong operational context and multiple witnesses; weakened by loss of core files. Constraint-only note: useful mainly as a policy-trigger and source-family indicator, less useful as a geometry case.

communications, and any CIA/USAF liaison traffic mentioning Topcliffe/Mainbrace. Request surviving RAF ORBs, GCI station logs, exercise after-action Priority is archival reconstruction, not reinterpretation.

Kimpo Airfield visual case The Kimpo file is not a top-tier sensor case, but it is a useful FEAF operational specimen because the witness was military, the report was formalized as an Air Intelligence Information Report, and the narrative preserves specific motion language rather than just “light in the sky.”

Case: AIIR Report No. 52-139. Date/location: 6 June 1952, K-14 Kimpo Airfield, South Korea. Environment: air / airfield. Observer: Flight Sgt. Kenneth Dudley

Smith, 77th RAAF Squadron. Primary ref: FEAF AIIR preserved via Project 1947 transcription of the official report.

Subject line: “Sighting of an Unidentified Disk Shaped Flying Object.” Witness

statement describes a “silver metal disk shaped like a coin,” spinning, tumbling end

over end, pausing, then climbing “straight up” before changing heading. Estimated size: 50–60 ft based on comparison to F-86s.

Geometry: round / coin-like disk. Material clue: silver metallic appearance.

Lighting / sound / heat / odor: none recorded. Motion sequence: approached from north, alternated spin and tumble, paused, shot upward, paused again, shifted course east, later moved back and forth below the sun. Interaction: no trace, no instrument corroboration.

Sensors: visual only; sketches included. Reporting channel: FEAF / 6004th AISS AIIR. Official explanation: none recovered from the accessible report text. Adequacy: partial at best because no instrument data exist in the surviving open extract.

Grade: A/B. Score: 2/5. Good descriptive language, weak corroboration. Constraint-only note: operationally useful for maneuver description only; not a strong engineering case because distance and scale are unconstrained.

holdings; check whether FEAF AG 350-7 handling generated a parallel headquarters Recover the original AIIR scan and any attached sketches from NARA / Maxwell summary. North Korea F-94 combined radar-visual intercept This is a much stronger Korean War case than Kimpo because the surviving record card explicitly preserves a combined ground-radar / airborne-radar / pilot observation chain and records a failed closure despite afterburner.

Observers: F-94 crew plus ground radar. Primary source: Project 10073 record Date/location: 26 May 1952, North Korea. Environment: air combat zone. card scan.

The record card states ground radar told the F-94 it had an unidentified object on its tail; the crew looked with airborne radar, then both pilot and radar operator saw a brilliant white light ahead. The record says the unidentified target performed a “steady climbing turn” and accelerated away while the F-94 used afterburner and still could not close.

Geometry: bright white light; no resolved hull. Motion: tailing position → acquisition ahead → climbing turn → rapid acceleration away. Sound / heat / odor: none reported. Interaction: air-defense pursuit sequence only.

Sensors: ground radar + airborne radar + visual. Reporting family: Project 10073 / Blue Book-era military report. Official explanation: not recovered in the accessible card. Adequacy: no/partial. The surviving official summary preserves the intercept geometry but not a persuasive identification.

Grade: A. Score: 4/5. Strong because it is a genuine combined-sensor intercept case. Constraint-only note: no structural information, but useful for pursuit kinematics and closure failure. Recover the parent incident report, radar station logs, and any FEAF / 6004th AISS supporting memo. This is a high-value archive target. Sondrestrom vital-intelligence sighting This case is thin as observation, but valuable as terminology. It explicitly shows the phrase “vital Intelligence sighting” in a base historical record, which was one of the search discriminators in your prompt.

Date/location: first retained event 19 July 1953, near Sondrestrom Air Base / Goose

Bay route. Environment: Arctic air corridor. Observers: MATS C-54 pilot. Primary source: 6621st Air Base Squadron history page reproducing official base history language.

“A number of vital Intelligence sighting[s] were reported” around Sondrestrom. The first was by a MATS C-54 pilot who sighted an unidentified aircraft at 64°35’N,

54°30’W at 4,000 ft; the “type of aircraft and the number of engines was unknown.” Flight-plan checks were negative, and “no final evaluation” had been received.

Geometry/material/lighting: unresolved aircraft-like target only. Motion: insufficiently preserved. Interaction: none.

Sensors: visual only in surviving summary. Channel: explicit vital-intelligence

reporting. Official explanation: none; evaluation absent in surviving base history excerpt.

Grade: B/C. Score: 1/5. Not technically rich, but important for demonstrating that

the operational search terms retrieve genuine military reporting.

Pull the full unit history and associated message traffic for the July 1953 sighting; locate any parallel Goose Bay or Northeast Air Command communications. Lakenheath–Bentwaters radar-visual event This is one of

the strongest open Cold War operational cases because the surviving Blue Book file preserves detailed radar operator narration and the scramble sequence with maneuvering behavior difficult to reconcile with a simple astronomical or conventional-aircraft explanation in the surviving record.

Date/location: 13–14 August 1956, Bentwaters and Lakenheath, Suffolk, England.

Environment: air-defense / radar / interceptor scramble. Observers: USAF radar operators, GCA personnel, RAF interceptor crew. Primary source: Blue Book case file scan. Radar operators described a target moving in straight-line jumps “from a standing

or stationary point” at about 600 mph, with stops between moves lasting minutes.

Distances of individual jumps varied from 8 to 20 miles; there was “no build-up in speed at all.”

Geometry / structure: no resolved visual hull in the most technical portion of the record. Lighting: some visual corroboration by interceptor and ground observers, but primary value is kinematic. Motion sequence: stationary radar track → straight-line displacement at constant speed → stop → multiple repeats → interceptor scramble and apparent interaction. Environmental interaction: none. Sensors: multiple radar stations + interceptor + visual witnesses. Channel: Blue Book/air-defense reporting. Official explanation: accessible file text does not yield a persuasive one in this pass. Later archive discussion treats it as unresolved. Adequacy: no.

Grade: A. Score: 5/5. High-confidence operational case with instructor-grade value for kinematic comparison. Constraint-only note: strongest feature is mode-switch behavior between stationary hold and constant-speed displacement.

extant; this case deserves full event reconstruction against known aircraft routes Recover original radar plots, transcript-quality scope logs, and scramble comms if and radar performance envelopes. Dry Tortugas naval radar-visual contact Although this survives here through a secondary catalog entry, it points directly to a CIRVIS report in Blue Book files and is one of the better naval-air contact summaries in the public domain.

Date/location: 27 August 1957 near Dry Tortugas, Florida. Environment: marine warning area / naval aviation. Observers: pilot R. B. Brown, pilot T. N. Fortenberry, radar operator Parrella. Primary ref: secondary summary citing CIRVIS report in Blue Book files.

One bright light, red to reddish-yellow, was observed visually for about two minutes and was also picked up on airborne APG-51A radar at 20 miles; the range then increased in jumps to 30 miles. Estimated speed was about 950 knots at 24,000 ft, and the radar blip was said to be larger than a B-47 at comparable range. All known traffic in Warning Area 14 had been eliminated.

Geometry: bright light only. Lighting: pulsating red / reddish-yellow. Motion: visual steady tracking plus radar jump behavior. Interaction: no wake / no physical trace; pure air intercept geometry. Sensors: visual + airborne radar. Channel: CIRVIS per cited summary. Official explanation: none in the accessible summary. Adequacy: no.

Grade: C. Score: 4/5. Strong operational content, weakened because the underlying

official scan was not directly retrievable in this pass.

Recover the CIRVIS teletype and Blue Book file number directly. This is a prime NARA retrieval target. South Weymouth Naval Air Station tower sighting This is a lower-information, but still useful, operational tower report because it includes binocular inspection and an explicit negative check against an immediately available conventional explanation, Sputnik I.

Environment: naval air station / tower. Observer: tower operator. Primary ref: Date/location: 9 October 1957, South Weymouth Naval Air Station, Massachusetts. secondary summary linked to later documentation.

A “constant, conical, greenish-blue object” with “phosphorescent glow” was seen

through binoculars for about 1.5 minutes, with no navigation lights, speed greater

than a jet by witness estimate, and three late “gyrations” before disappearance. It was checked as a possible Sputnik I sighting and rejected.

Geometry: conical. Lighting: greenish-blue phosphorescent glow. Motion: NE to SSW track with three deviations near disappearance. Sound / heat / traces: none recorded.

Sensors: visual only; binocular check. Channel: NAS / satellite-check handling.

Official explanation: “not Sputnik,” otherwise unresolved in accessible material.

Grade: C. Score: 1/5. Useful as a shape-and-color entry, weak as a hard

engineering case.

Retrieve the original NAS log entry and any message traffic to the satellite tracking program.

RB-47 electronic-intelligence case The RB-47 incident remains one of the most technically important open cases because it is not just radar-visual. It includes electronic intelligence signatures, ground radar support, and a long-duration track over hundreds of miles, with later formal study concluding the phenomenon remained unidentified.

Date/location: 17 July 1957, Gulf Coast / Mississippi–Louisiana–Texas–Oklahoma route. Environment: USAF ELINT training flight. Observers: RB-47 six-man crew including ECM operators; ground radar units. Primary refs: Condon Case 5 + later reconstructions from official file recoveries.

The Colorado study says the crew reported “a large ball of light” that was displayed for sustained periods on airborne monitoring receivers and on ground radar units. Later recovered-file summaries preserved an S-band signal and noted that a Blue Book query elicited the response that no known S-band airborne equipment matched the characteristics.

Geometry: bright luminous target, no resolved hull. Lighting: large ball of light visually. Motion: prolonged pacing / relocation over large distance. EM signature: strongest value here; RF/ECM behavior is central. Interaction: no physical trace, but sustained sensor coupling.

Sensors: ECM + ground radar + visual. Channel: USAF/Blue Book; later formal

treatment in the Colorado study. Official explanation: accessible Colorado

treatment says the phenomenon “remains unidentified.” Adequacy: no.

Grade: B. Score: 5/5. One of the best open cases for sensor-fusion analysis. Constraint-only note: top priority for re-analysis of signal behavior, timing alignment, and ground/air correlation.

radar station documentation; build a synchronized event timeline from all three Obtain the recovered original case record set, timing charts, and any surviving sensor channels. Shag Harbour maritime crash-response case Shag Harbour is the best open Canadian maritime response case, not because it contains exquisite sensor data, but because it generated real emergency action by the RCMP and Canadian military under an initial aircraft-crash hypothesis, and the archival trail is solid even when the most public-facing descriptions are sparse.

Date/location: 4 October 1967, Shag Harbour, Nova Scotia. Environment: coastal / open water. Observers: multiple civilian witnesses, RCMP, Canadian Forces

response chain. Primary archival refs: LAC Shag Harbour research list; RG77 Vol. 310, Reel T-1744, File UAR/N/126-137, Part 13; broader NRC/HIA series RG77-E item 134925.

In the current Canadian archival summary, witnesses reported “a row of lights” descending and entering the water; emergency responders treated it as a crash, but no wreckage was recovered. Geometry: unresolved. Lighting: row of lights. Motion: descent → contact with water → emergency search. Environmental interaction: water entry / crash-response posture; strongest feature of the case. Hull / sound / crew / hatch: unknown in surviving open summary. Sensors: witness reports and marine response; this pass did not recover the raw military signal logs.

Channel: RCMP / Canadian Forces / NRC non-meteoric series. Official explanation: crash assumption failed because no wreckage was found.

Grade: A/B. Score: 4/5. Strong archival trail, weaker open technical detail. Constraint-only note: high value for transmedium/water-entry classification, but only if the military search records can be recovered.

Canadian military message traffic, and Coast Guard participation records. This is a Order the RG77 volume or copies from LAC; obtain RCMP occurrence reports, top archival-yield target. Minot AFB composite case Minot is one of the strongest open SAC-era cases because the official teletype preserves not just witness impressions, but disagreements, cross-checks, partial conventional correlation, and a residual set of explicitly unexplained elements.

Date/location: 24 October 1968, Minot AFB missile field / surrounding North

Dakota. Environment: missile sites + local B-52 training airspace. Observers: electronic maintenance men, security teams, B-52 crew, tower / RAPCON personnel. Primary source: AFR 80-17 teletype, “SUBJ: UFO REPORT.” Ground observers described an object “just about round” and, in one overhead view, “similar in general outline to a sting ray fish.” The report noted “the ability to hover

and to change direction and speed abruptly.” The airborne section records that a

bright radar echo closed to about one mile and that B-52 UHF transmission was interrupted “in mid-sentence.” Radar-scope photos “clearly show the radar echo.”

Geometry: round / oblong; stingray-like in one ground description; radar return at times rectangular. Lighting: bright red-orange; faint white halo / orange spot in one aerial description. Sound: low muffled jet-engine sound twice. Motion: meandering azimuth/elevation path; apparent hover; rapid direction changes. Interaction: UHF transmission interruption; simultaneous air/ground sightings; no wake/exhaust observed; Oscar-7 alarms later triggered with no tracks found.

Sensors: ground visual + airborne radar + ground control radar + scope photos + communications anomaly. Channel: AFR 80-17 “UFO REPORT.” Official explanation: the preparing officer correlated many visual lights with B-52 activity, haze, and landing lights, but stated four occurrences “cannot be correlated or explained at this level”: source of radar echo, UHF loss, source of bright visual airborne object, and Oscar-7 alarms. Adequacy: partial. Grade: A. Score: 5/5. Strong because the official report itself separates correlated

from uncorrelated elements. Constraint-only note: top-tier for comparing hover/

abrupt-direction-change reports against instrument and communications anomalies.

and site-security alarm maintenance records. This is among the best re-analysis Obtain original radar-scope photographs, RAPCON tapes, SAC command-post logs, targets in the open corpus. Tehran F-4 intercept The Tehran memorandum is one of the strongest international air-defense cases in the open record because it preserves a scramble sequence, airborne radar lock, repeated onboard systems effects, apparent object separation/rejoin, and a separate descent-to-ground event.

Date/location: 19 September 1976, over and around Tehran / Mehrabad.

Environment: urban air-defense scramble. Observers: civil callers, tower personnel, two F-4 crews. Primary source: U.S. government / DIA memo hosted by NSA. The first F-4 lost instrumentation and communications at about 25 NM and recovered them after breaking off. The second crew acquired radar lock at 27 NM; return size was comparable to a 707 tanker. The main object displayed rectangularly arranged

flashing lights—blue, green, red, orange. A secondary object separated, headed

directly toward the F-4, and when the pilot attempted to fire an AIM-9 his weapons-control panel and communications failed. The smaller object later made a "perfect rejoin." Another object then descended rapidly and appeared to come gently to earth, illuminating a 2–3 km area.

Geometry: primary object unresolved due brilliance; lighting arranged in rectangular pattern; later "cylinder shaped object" near final approach with lights on ends and flasher in middle. Motion: stand-off at roughly fixed 25 NM; separation / approach / trail / inside-turn / rejoin; separate descent toward ground. Interaction: repeated communications/instrument effects near specific bearing; civil airliner also experienced communications failure in same vicinity. Possible beeper signal and radiation check noted in follow-up.

Sensors: visual + airborne radar + tower witness + systems-effects reports. Channel: defense/intelligence reporting. Official explanation: none persuasive in the released

memo. Adequacy: no/partial.

Grade: A. Score: 5/5. High-value because the released memo itself preserves sequence detail. Constraint-only note: excellent for sequencing state transitions and interference windows; weak only on resolved hull structure. Seek Iranian military after-action records, Mehrabad tower logs, maintenance checks

for F-4 avionics, and any U.S. embassy / DIA follow-on cables referenced by "more information will be forwarded." JAL 1628 FAA / ROCC file set JAL 1628 is a model example of why operational-analysis cases should not be thrown out simply because the final institutional summary downplayed them. The file set preserves both the crew's detailed account and the FAA center's later statement that archived radar did not confirm close traffic, creating a tractable evidentiary contradiction rather than a one-note story.

Date/location: 17 November 1986, in the Alaska ADIZ / Fairbanks–Talkeetna sector. Environment: civil cargo flight under ATC control with military coordination. Observers: Captain Kenju Terauchi, FO Takanori Tamefuji, FE Yoshie Tsukuda; FAA personnel; Elmendorf ROCC. Primary source: FAA memos and chronology.

Captain Terauchi said the unidentified air traffic was 7–8 NM ahead for about 12 minutes, visible visually and on the onboard Bendix color radar, with yellow/amber/ green lights and no red lights. He judged it comparable in size to a B-747 or larger. During the sighting the lights changed from horizontal to vertical arrangement and maintained relative position during a 360-degree turn. The later FAA chronology states that JL1628 reported traffic at 1 mile and then 8 miles, while ROCC briefly reported a primary radar return 8 miles off the aircraft at 0226 before losing it a minute later. FAA later concluded Anchorage radar data did not confirm close traffic.

Geometry: apparent larger-than-747 object inferred by crew; two distinct sets of lights appearing connected. Lighting: yellow, amber, green; rotating beacon; later white/yellow strobes per ATC chronology. Motion: pacing ahead → port-side station-keeping → maintenance of relative position during 360-degree turn → disappearance north of Talkeetna. Interaction: VHF static reported.

Sensors: crew visual + onboard radar + brief ROCC primary return + FAA radar review.

Channel: FAA unidentified traffic / military coordination. Official explanation: FAA memo said recorded Anchorage radar data did not confirm the traffic, but that does

not erase the temporary ROCC primary return or the onboard-radar claim.

Grade: A. Score: 4/5. Excellent contradiction case for source-weighting methods. Constraint-only note: especially valuable for comparing live operational sensing against later data review. Recover ZAN radar source files, ROCC logs, and all voice tapes listed in the FAA memo; re-evaluate time synchronization across the chronology. Belgium March 1990 scramble The Belgian March 1990 events are operationally important not because the open UK file set proves what the targets were, but because it records that the Belgian Air Force itself reported F-16 radar "lock-ons" and that the phenomenon remained unexplained in the statement preserved with the UK MoD files.

Date/location: 30–31 March 1990, Belgium. Environment: national air-defense scramble following police and civilian reports. Observers: police officers, Belgian Air Force F-16 crews, Belgian Air Staff. Primary archival

family: UK MoD files referencing official Belgian Air Force communications.

UK National Archives release notes state that the Belgian Air Force scrambled F-16s

and that General Wilfried de Brouwer's account confirmed the pilots obtained

"lock-ons" but could not explain the phenomenon. Separate UK archive summaries describe the objects reported by police and others as brightly lit and triangular.

Geometry: triangular in witness family summaries. Lighting: bright / structured luminous presentation. Motion: scramble/intercept context; detailed kinematics are not fully reproduced in the UK summary lines used here. Interaction: radar lock-on behavior is the key retained feature. Sensors: visual + interceptor radar lock-ons. Channel: Belgian Air Force statement relayed to UK MoD. Official explanation: still "unexplained" in the archive summary, while the UK MoD concluded there was no UK defense threat. Adequacy: partial.

Grade: A/B. Score: 4/5. Strong official-source family, but this pass did not retrieve

the full Belgian technical report.

Obtain the original Belgian Air Force radar analysis and intercept logs rather than the UK summary. This is a top foreign-archive request. Source-Family Findings The reporting-procedure search paid off. CIRVIS is not just a cultural acronym; it is part of a real reporting family for vital-intelligence sightings, and modern Canadian aeronautical material still preserves the basic definition including unidentified aircraft, submarines, and surface warships as reportable examples. That matters because it validates the search logic: a Cold War anomalous-contact record is often filed as air-defense or intelligence traffic, not as "UFO." The strongest open source-family cluster outside the famous headline cases is the Far East Air Force / Korean War material. Project 1947's archival reconstruction of FEAF reporting states that Captain Charles J. Malven authored FEAF IR-29-52 on "Radar and visual contacts with unidentified high-speed objects" involving the US Navy carriers USS Philippine Sea and USS Princeton, and the surviving index of incidents includes destroyer, patrol-squadron, and air-control radar contacts off Korea and Japan. That does not mean every case is equally strong; it means the operational family exists and is historically real. The naval / ship-log side is the opposite story. Researcher inventories indicate that ship logs often yield very little and that CIC logs, operational reports, and message traffic are usually the more promising records, which aligns with this pass: the open web strongly surfaced air-defense and message-summary cases, but not a large accessible corpus of raw Navy deck-log anomalous-contact files. Canadian archives are unusually good on provenance, even when the public-facing summaries are thin on technical detail. Library and Archives Canada provides stable series-level references, a specific Shag Harbour file pointer in RG77 Volume 310 / T-1744 / UAR-N-126-137, and a large NRC/HIA non-meteoric sighting series transferred from DND. That makes Canada one of the best next-step jurisdictions for document recovery.

Cross-Case Operational Pattern Extraction Only after the dossiers are compiled does a limited pattern set become defensible. Operational classes A provisional, observation-only taxonomy emerges from the retained cases: Class Cases Core observable traits Notes Radar-visual Lakenheath; NK intercept targets F-94; Dry Tortugas; Tehran; Belgium stand-off range behavior, rapid repositioning, lock / relock, failed closure, or repeated fixed separation Highest-value class for kinematic comparison. Multi-sensor electronic contact targets RB-47; Minot; JAL 1628 RF / ECM response, radar echo, comms interruption, primary-return contradictions Best class for signal and timing reconstruction. Maritime / water-entry response objects Low-structure visual operational reports Shag Harbour; some FEAF / Navy radar families descent-to-water or marine emergency response, poor wreckage recovery, naval operating context Best class for transmedium classification, weakest public raw-sensor access. Kimpo; South Weymouth; Sondrestrom good witness training, weak sensor support, useful Valuable as supplements, descriptive but low-constrained geometry not anchor cases.

Recurring kinematic traits Several behaviors recur with enough frequency to justify retention as analytic categories:

Mode-locked stand-off behavior: Tehran's 25 NM stand-off, JAL's maintained relative position, and Lakenheath's stationary-to-displacement pattern all show targets that are not merely traversing the sky on a single path but apparently holding relational geometry against an interceptor or tracked aircraft.

Abrupt state changes: Lakenheath's stationary points followed by immediate constant-speed displacement, the F-94 Korean intercept's rapid acceleration after acquisition, and Minot's abrupt direction/speed changes are the clearest examples.

Temporary sensor or comm anomalies tied to geometry: Tehran and Minot are the strongest. In both, equipment effects occur during specific parts of the encounter rather than as broad mission-wide malfunction. JAL also preserves a weaker version via VHF static and a brief ROCC primary return that later vanished from archived confirmation.

Water / surface contact without expected recovery: Shag Harbour is the clearest open case.

Recurring material, thermal, and sound signatures Open operational-contact cases are, unsurprisingly, much poorer on structure than close-encounter files. Most retain only luminous presentation, relative size, or radar cross-section proxies. Still, a few recurring descriptive features appear:

Bright structured lights with unresolved hulls: Tehran, JAL, and the Belgian wave preserve lighting architecture more clearly than body details.

Large apparent radar targets without resolved aircraft identity: Tehran's 707-scale return, Dry Tortugas' larger-than-B-47 echo, Minot's sharp anomalous return, and RB-47's persistent ECM/radar behavior.

Sparse acoustic evidence: Minot's low muffled jet-like sound is the only strong sound descriptor in the retained high-value cases; most others are silent or sound-agnostic in the surviving record. Sensor corroboration patterns The largest signal in the data is not "mystery craft" in the abstract. It is sensor asymmetry:

Some cases have multiple independent agreeing channels: Lakenheath, RB-47, Minot, Tehran.

Some cases preserve live operational corroboration but later archival downgrading: JAL 1628 is the clearest example.

Some cases preserve response without definitive sensor recovery: Shag Harbour.

Cases ranked for engineering-use value Rank tier Cases Why they matter most Highest priority Lakenheath; RB-47; Minot; Tehran High priority JAL 1628; Belgium; Shag Harbour best combination of trained operators, multiple channels, preserved timing, and explicit residual anomalies. strong operational context plus unresolved contradiction, interceptor lock-on, or water-entry response. Medium priority Dry Tortugas; NK F-94; good indicators of broader families; less complete Mainbrace surviving source base. Kimpo; South Supplementary Weymouth; Sondrestrom useful descriptors or terminology, but not anchor cases. timeline title Cold War operational-contact timeline 1951 : FEAF naval radar family off Korea and Japan : USS Princeton / USS Philippine Sea source-family reports 1952 : Operation Mainbrace military sightings : Kimpo disk report : F-94 radar-visual intercept over Korea 1953 : Sondrestrom vital-intelligence sighting 1956 : Lakenheath-Bentwaters stationary-to-displacement radar-visual event 1957 : RB-47 ECM/radar/visual track : Dry Tortugas CIRVIS radar-visual : South Weymouth NAS tower sighting 1967 : Shag Harbour descent-to-water emergency response 1968 : Minot AFB AFR 80-17 composite radar/ground/air case 1976 : Tehran F-4 scramble with systems effects and separation/rejoin sequence

1986 : JAL 1628 FAA/ROCC contradictory sensor case 1990 : Belgium F-16 scramble and radar lock-ons Negative-Space Audit and Recovery Priorities The negative-space result is as important as the positive case body. Open-search yield was poor for the following categories despite repeated targeted queries: OPNAV 3820 / OPNAVINST originals, FLYOBRPT originals, raw MERINT message traffic, SOSUS unidentified-contact records, ASW "non-submarine contact" logs, Royal Navy CIC logs, Swedish submarine-intrusion raw acoustic files, and Soviet-bloc undersea anomaly records. In practice, open access today is heavily biased toward Air Force, FAA, declassified intelligence, and later archival commentary rather than preserved naval sensor workflows. Project 1947's archival proposal aligns with that result, noting that ship logs often produce weak results and that CIC or operational reports are usually the better record family. Searched archives and source families that returned usable material

Blue Book / NARA case-file family and archive guides.

NSA-hosted declassified Tehran memorandum and JANAP-related material.

FAA/JAL 1628 official memoranda and chronology.

UK National Archives UFO release guides and Belgian/Rendlesham references.

LAC / NRC / HIA series and Shag Harbour record references.

FEAF / Korea operational-report reconstructions via researcher archival work. Documents or data types referenced but not recovered in this pass

Original CIRVIS teletype for Dry Tortugas.

Original South Weymouth station log and satellite-check message.

Full FEAF IR-29-52 attachments and page set.

Raw Lakenheath radar plots and scramble comms.

RB-47 original station records and synchronized timing sheets.

Shag Harbour RCMP and Canadian military operational search records.

Minot radar-scope photos and RAPCON tapes.

Belgian full technical radar report from the Belgian Air Force.

JAL 1628 underlying ZAN/ROCC raw data set rather than summary memo.

Any open-access SOSUS / submarine-contact dataset that could be responsibly retained. Prioritized archival and FOIA targets by expected yield Highest yield 1. NARA / Blue Book / USAF records 2. Dry Tortugas CIRVIS file. 3. Lakenheath original plot data and associated correspondence. 4. Minot radar-scope photographs and RAPCON tapes. 5. FEAF AIIR parent documents for Korean radar cases. 6. Library and Archives Canada / DND / RCMP 7. Shag Harbour RCMP occurrence reports. 8. Canadian Forces / Maritime Command search logs. 9. Full RG77 Volume 310 file packet and related HIA index cards. 10. FAA / military aviation support records 11. JAL 1628 source radar files, voice tapes, and ROCC logs. 12. Foreign defense archives 13. Belgian Air Force raw radar/intercept analysis from 30–31 March 1990. 14. Iranian military follow-up to the Tehran intercept. Medium yield

UK archival recovery around Mainbrace and RAF radar site documentation.

Goose Bay / Northeast Air Command records for the Sondrestrom vital-intelligence sighting.

Likely classified / low open-access probability

SOSUS contact chains.

ASW “non-submarine contact” analytic files.

Naval CIC operational summaries from sensitive patrol areas.

Soviet-bloc undersea anomaly records. Open Questions and Limitations This report is constrained by the public record that was directly recoverable in this pass. Some of the best-known cases survive only as summaries, excerpts, or later archive guides rather than fully intact primary packets. That especially affects Mainbrace, FEAF naval radar clusters, Dry Tortugas, South Weymouth, and most maritime/undersea source families. The retained dossier pack therefore supports a firm but bounded conclusion: there are enough operational Cold War records in the open domain to justify systematic technical comparison, and the best of them are not low-information folklore reports. But the maritime and undersea half of the target

space remains under-recovered relative to the air-defense half. The next stage is not reinterpretive writing. It is records acquisition.
https://www.archives.gov/research/military/air-force/ufos
https://www.archives.gov/research/military/air-force/ufos
https://upload.wikimedia.org/wikipedia/commons/d/d5/Project_Blue_Book_report_-_1956-08-7069309-Bentwaters-Lakenheath-England.pdf
https://upload.wikimedia.org/wikipedia/commons/d/d5/Project_Blue_Book_report_-_1956-08-7069309-Bentwaters-Lakenheath-England.pdf
https://www.navcanada.ca/en/enreng19-march-2026.pdf
https://www.navcanada.ca/en/enreng19-march-2026.pdf
https://www.project1947.com/47cats/usnavydraft2.htm
https://www.project1947.com/47cats/usnavydraft2.htm

https://www.project1947.com/feaf/air_kimpo_06061952.htm
https://www.project1947.com/feaf/air_kimpo_06061952.htm

https://www.nsa.gov/portals/75/documents/news-features/declassified-documents/ufo/us_gov_iran_case.pdf

https://www.nsa.gov/portals/75/documents/news-features/declassified-documents/ufo/us_gov_iran_case.pdf

https://recherche-research.bac-lac.gc.ca/eng/public/list/43130
https://recherche-research.bac-lac.gc.ca/eng/public/list/43130

https://drdavidclarke.co.uk/secret-files/operation-mainbrace-ufos/
https://drdavidclarke.co.uk/secret-files/operation-mainbrace-ufos/

https://upload.wikimedia.org/wikipedia/commons/0/03/Project_Blue_Boc_1952-05-9613524-NorthKorea.pdf
https://upload.wikimedia.org/wikipedia/commons/0/03/Project_Blue_Boc_1952-05-9613524-NorthKorea.pdf

https://www.project1947.com/fig/6621_1953.htm
https://www.project1947.com/fig/6621_1953.htm

https://files.ncas.org/condon/text/case05.htm
https://files.ncas.org/condon/text/case05.htm

https://minotb52ufo.com/pdf/Basic_Reporting_Data.pdf
https://minotb52ufo.com/pdf/Basic_Reporting_Data.pdf

https://documents.theblackvault.com/documents/ufos/jal1628/733667-001-005.pdf
https://documents.theblackvault.com/documents/ufos/jal1628/733667-001-005.pdf

https://cdn.nationalarchives.gov.uk/documents/aug-2009-highlights-guide.pdf https://cdn.nationalarchives.gov.uk/documents/aug-2009-highlights-guide.pdf

https://ised-isde.canada.ca/site/science/sites/default/files/documents/rapport-sky-canada.pdf https://ised-isde.canada.ca/site/science/sites/default/files/documents/rapport-sky-canada.pdf

https://www.project1947.com/feaf/feafintros.htm
https://www.project1947.com/feaf/feafintros.htm

https://www.project1947.com/shg/cfi/sfcfiproposal.htm
https://www.project1947.com/shg/cfi/sfcfiproposal.htm

https://documents.theblackvault.com/documents/ufos/jal1628/733667-001-012.pdf
https://documents.theblackvault.com/documents/ufos/jal1628/733667-001-012.pdf

https://cdn.nationalarchives.gov.uk/documents/ufo-transcript-aug-09.pdf
https://cdn.nationalarchives.gov.uk/documents/ufo-transcript-aug-09.pdf