

TOP SECRET

50X1

Procedure III

DATE: 5 December 1955

TYPE A/C : B-17

<u>COORDINATES</u>	<u>ALTITUDE (OO)</u>	<u>TIME (H)</u>	<u>CLOUD COVER</u>	<u>VISIBILITY</u>
HSINCHU	7	0015	CLR	15
20-30, 116-44	6	0226	CCST	5H
20-47, 112-48	5	0341	CLR	5H
21-45, 112-42	5	0402	CLR	5H
21-58, 112-50	25	0408	CLR	2H
22-27, 112-46	25	0417	CLR	2H
22-50, 112-55	12	0427	CLR	8H
22-58, 112-54	12	0428	CLR	8H
23-01, 112-59	12	0430	CLR	8H
23-04, 113-04	12	0431	CLR	8H
23-08, 113-10	12	0434	CLR	8H
23-12, 112-47	12	0442	CLR	5H
23-08, 112-25	30	0450	CLR	5H
23-08, 111-50	35	0503	CLR	5H
22-57, 111-45	40	0509	CLR	3H
22-26, 111-54	35	0520	CLR	3H
22-20, 111-52	30	0526	CLR	5H
21-42, 112-16	8	0540	CLR	5H
21-32, 112-36	5	0547	CLR	5H
20-45, 113-00	8	0604	CLR	5H
21-15, 116-36	10	0715	CCST	10
HSINCHU	-	0930	CLR	20

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OTHER DATA:

No lights were observed on islands at 21-45, 112-42. Towns at 22-15, 112-46 and 22-55, 112-55 as well as NAN-HAI and CANTON did not black out. An exception was a town at 23-04, 112-28 which blacked out shortly after the aircraft had passed. Some airfield lights turned off as the aircraft was abeam of NAN-HAI, then a white light which changed quickly to red appeared at the end of the runway, then the runway lights were turned on. One and a half minute after overflying 23-04, 113-04 one searchlight simultaneously probed the sky at a high angle well above the aircraft for two minutes.

Four minutes after passing NAN-HAI, the tail observer reported seeing one moving green light at 6 o'clock 20 degrees above the aircraft, and fifteen minutes after passing the coast out point another green light was observed at approximately 60 degrees elevation. Evasive action was taken in both instances.

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