

Background: In [missing text], [missing text] was serving as a Weapon Systems Officer in [missing text]. At that time, the squadron was participating in COMPTUEX with the as part of the pre-deployment workup cycle. Towards the end of one of the night flights [missing text] was conducting during the at-sea period, he and the pilot detected an air contact via [missing text] coming from the east and heading towards the ship. Initially thinking it may be a simulated adversary aircraft as part of the COMPTUEX scenario, he took a [missing text] lock to investigate further. The contact was at approximately [missing text]. With a stable track file, the two aircrew determined that it was not “false hit” and they were able to gain a lock via the [missing text], which further indicated the vehicle had a [missing text]. It became clear via the [missing text] that there were [missing text] air vehicles flying [missing text] type formation. The pilot maneuvered the [missing text] to maintain [missing text] lock in an effort to gather [missing text] and try to make an ID. The air vehicle appeared to be shaped like a [missing text], resembling some type of [missing text]. Maintaining [missing text] on what appeared to be the [missing text] craft. LT and his pilot noted what appeared to be very [missing text] that it made. Because this event took place at night [missing text] being used and the closest point of intercept being approximately [missing text], [missing text] with the craft(s) was never made. Instead all of the aerial [missing text] and headed back towards the east, away from the [missing text]. Closest the air vehicles came to the [missing text] was approximately [missing text]. Once LT [missing text] and his pilot were back on board the [missing text], [missing text] was viewed [missing text] and [missing text]), but nothing more was ever discussed or analyzed about the event after it occurred.

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Green text from both versions

Blue text from version 2 only