

PROJECT 10073 RECORD CARD

<p>1. DATE</p> <p>15 May 1952</p>	<p>2. LOCATION</p> <p>North Korea</p>		<p>12. CONCLUSIONS</p> <p><input checked="" type="checkbox"/> Was Balloon</p> <p><input type="checkbox"/> Probably Balloon</p> <p><input type="checkbox"/> Possibly Balloon</p> <p><input type="checkbox"/> Was Aircraft</p> <p><input type="checkbox"/> Probably Aircraft</p> <p><input type="checkbox"/> Possibly Aircraft</p> <p><input type="checkbox"/> Was Astronomical</p> <p><input type="checkbox"/> Probably Astronomical</p> <p><input type="checkbox"/> Possibly Astronomical</p> <p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Insufficient Data for Evaluation</p> <p><input type="checkbox"/> Unknown</p>
<p>3. DATE-TIME GROUP</p> <p>Local _____</p> <p>GMT 15 / 1100 I</p>	<p>4. TYPE OF OBSERVATION</p> <p><input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar</p> <p><input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar</p>		
<p>5. PHOTOS</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p>6. SOURCE</p> <p>(51st Ftr-Inter Wg)</p> <p>Fighter-Pilot</p>		
<p>7. LENGTH OF OBSERVATION</p> <p>3-5 Sec</p>	<p>8. NUMBER OF OBJECTS</p> <p>1</p>	<p>9. COURSE</p>	
<p>10. BRIEF SUMMARY OF SIGHTING</p> <p>Shape: Oval</p> <p>Color: Silvery</p>		<p>11. COMMENTS</p> <p>Maneuvers: Normal flight, appeared to be rolling.</p> <p><i>Record</i></p>	

PROJECT 10073 RECORD CARD

<p>1. DATE</p> <p>16 ¹⁵ May 1952</p>	<p>2. LOCATION</p> <p><u>North Korea</u></p>		<p>12. CONCLUSIONS</p> <p><input type="checkbox"/> Was Balloon</p> <p><input type="checkbox"/> Probably Balloon</p> <p><input type="checkbox"/> Possibly Balloon</p>
<p>3. DATE-TIME GROUP</p> <p>Local _____</p> <p>GMT <u>15 / 1835 I</u></p>	<p>4. TYPE OF OBSERVATION</p> <p><input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar</p> <p><input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar</p>		<p><input type="checkbox"/> Was Aircraft</p> <p><input type="checkbox"/> Probably Aircraft</p> <p><input checked="" type="checkbox"/> Possibly Aircraft</p>
<p>5. PHOTOS</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p>6. SOURCE</p> <p>(18th Ftr-Bmr Gp)</p> <p>USAF Fighter Pilot</p>		<p><input type="checkbox"/> Was Astronomical</p> <p><input type="checkbox"/> Probably Astronomical</p> <p><input type="checkbox"/> Possibly Astronomical</p>
<p>7. LENGTH OF OBSERVATION</p> <p>15-20 Sec</p>	<p>8. NUMBER OF OBJECTS</p> <p>1</p>	<p>9. COURSE</p> <p>E then N</p>	<p><input type="checkbox"/> Other _____</p> <p><input type="checkbox"/> Insufficient Data for Evaluation</p> <p><input type="checkbox"/> Unknown</p>
<p>10. BRIEF SUMMARY OF SIGHTING</p>		<p>11. COMMENTS</p> <p>Maneuvers: Moved horizontally for 4 seconds, then went into steep climb.</p> <p><u>Brown</u></p>	

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COUNTRY Korea	REPORT NO. 52-81	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Sighting of unidentified Flying Object		
AREA REPORTED ON North Korea	FROM Agency) Det 1, 6004th AISS, APO 970	
DATE OF REPORT 28 May 1952	DATE OF INFORMATION 17 May 1952	EVALUATION B-3
PREPARED BY (Officer) Capt Vincent A. Goskey	SOURCE 18th Fighter Bomber Group	
REFERENCES (Control number, directive, previous report, etc., as applicable) FEAF Letter, AG 305.07, 5 March 1952		

Pass AIC

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

This report contains information on the sighting of an unidentified flying object.

APPROVED:

Jean H. Daugherty
JEAN H. DAUGHERTY
 Colonel, USAF
 Director of Intelligence

2 INCL.

1. Statement of Capt R. Dye
2. Sketch of direction of flight

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO.

Det 1, 6004th AISS, APO 970

52-81

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OF 2

PAGES

1. Time sighted: 1835I ZONAL TIME Length of time sighted: 15-20 seconds
Date of sighting: 15 May 1952
2. A brief description of the sighted object or objects:
Shape: Appeared spherical and at one time when it was climbing it looked like it was flat
Size: Estimated 50 feet in diameter
Color: Silvery Color
Number of objects: One
Trail or exhaust: None noted
Propulsion system: Not noted
Estimated speed: 1000 MPH
Aerodynamic features: None noted.
Any unusual maneuvers: Moved horizontal for approximately 4 seconds until 90° from pilot's wing, it went into steep climb and then continued on and went into a shallow descent until lost in the haze.
Formation if more than one: None
Any other pertinent or other unusual features: The object appeared to leave its own source of light and was very bright.
3. Manner of observation; Visual or electronic: Visual
From air or surface: Air
Course: 180° heading
Altitude: 9000 feet
Type of reporting aircraft: F-51 Ftr Bnr - Speed - 240 MPH
Any type of optical or electronic equipment used should be described: None
If radar, the type and whether it was functioning normally before and after the incident: None
Location of observer during the sighting: CT 8000
Latitude: Unknown
Longitude: Unknown
Location of object relative to observer, giving distance: 1 o'clock position approximately 1-1½ in front
Direction: Heading east and then north
Altitude: Approximately same as aircraft
Identifying information on observer and witnesses, estimate of reliability and experience and any factor bearing on the estimated reliability of the sighting:
[REDACTED], Pilot, 18th Ftr Bnr Gp. 2 combat missions completed present tour. Flew 76 combat missions in ETO WWII. Appears very reliable.
Weather and wind condition at time of sighting: Up to 7000-8000 feet, Hazy, above this it was very clear and is where the object was first seen until lost in haze.
If sighting was by electronic methods a statement whether any attempt to visually sight the object was made: None
Any activity or conditions meteorological or other wise which might account for the sighting: None
4. Remarks: None Pilot's statement inclosed

COMMENTS OF REPORTING OFFICER:

Capt [REDACTED] at time of observation called it in as a bogey to his flight but his transmission was weak and was not heard by the others in the flight. It wasn't until after they had landed and were discussing the object that either observer knew that the other one had seen it. The two observations were made separately without being called to their attention at the time seen.

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Vincent A. Goskey
VINCENT A. COSKEY
Captain, USAF
Investigating Officer

AIR INTELLIGENCE INFORMATION REPORT

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STATEMENT

15 May 1952

Returning from target area May 15, 1952 I was flying number four position. At approximately 1835 hour I first sighted this object. Our altitude was 9000 feet. First sighted object at about one o'clock position from our flight. By the time I called the object in as a bogie, it had moved to the three o'clock position and started a steep climb, which I assumed was the beginning of a loop, but at the vertical position in the loop, the object moved forward in its original course of travel (360°) and wavered momentarily and then descended and disappeared into the haze which reached an altitude of approximately 7000-8000 feet.

[REDACTED]
 [REDACTED]
 [REDACTED]
 Capt, USAF
 A0758780

Incl # 1

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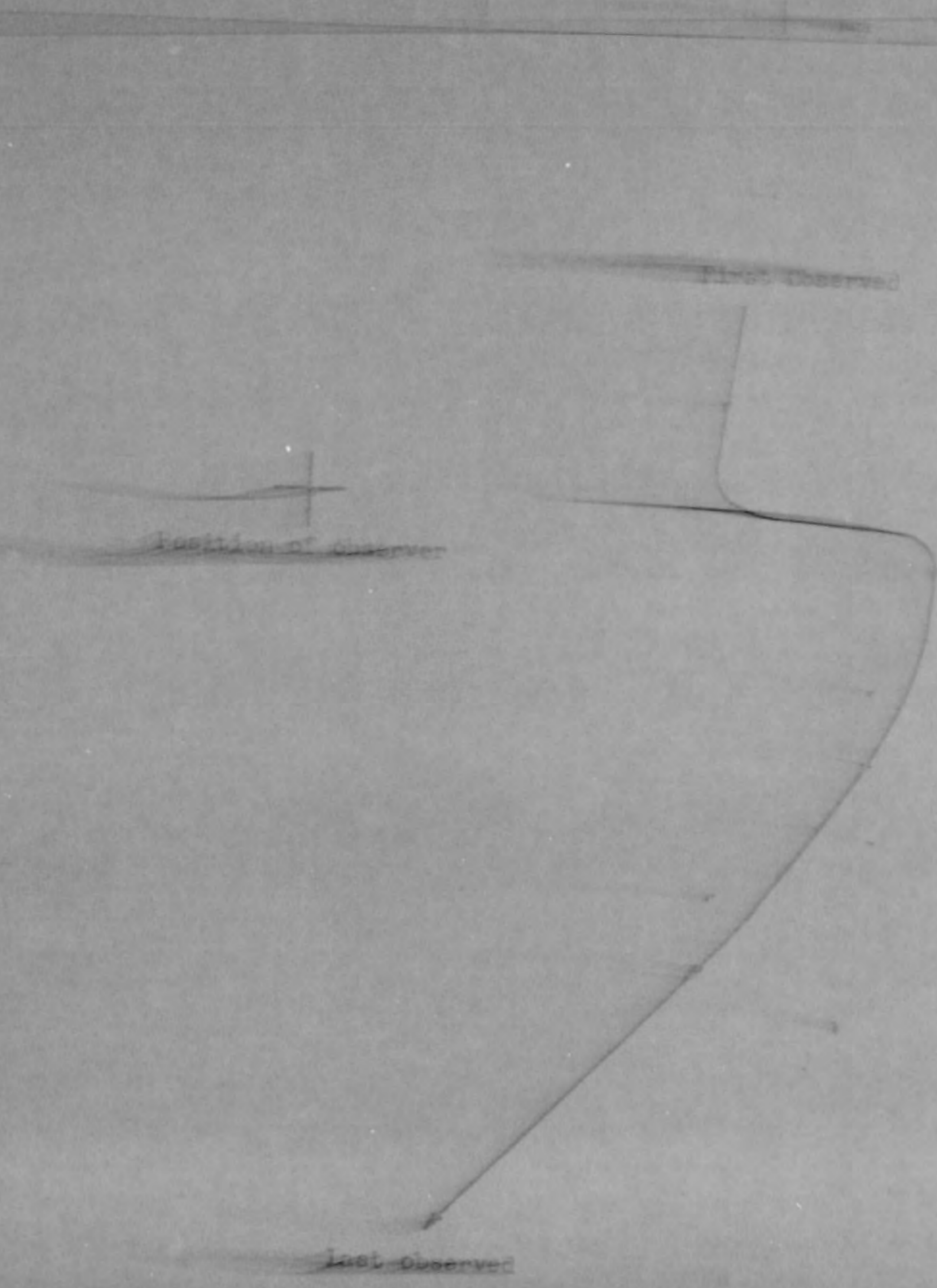
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REV. 1-7-54

AIR INTELLIGENCE INFORMATION REPORT



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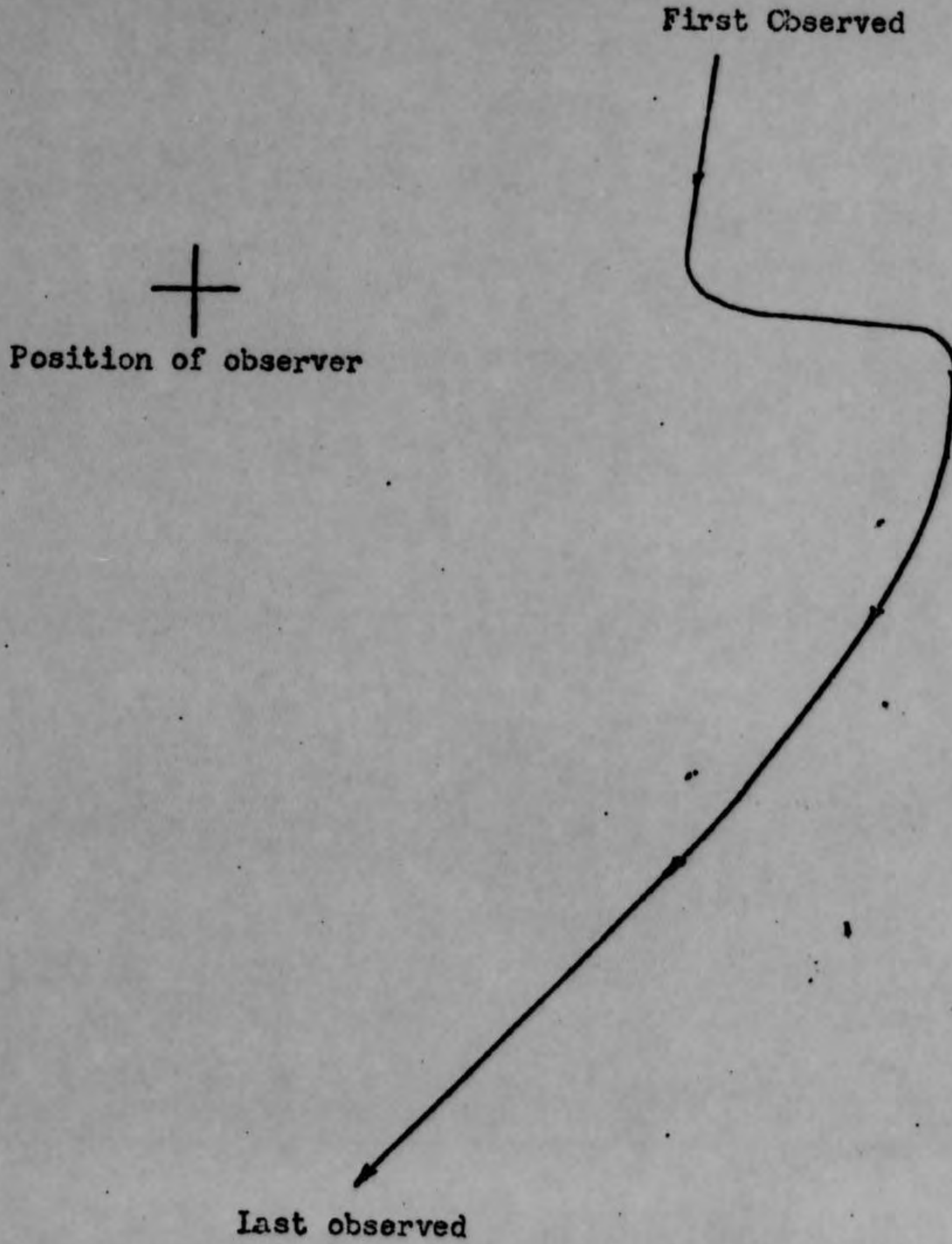
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) ATIL Office, D/I FEAF	REPORT NO. IR-23-52	PAGE 13	16 PAGES <i>Balloon</i>
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12. Extracted from FEAF "Intsum" #717, dtd 0320/Z, 13 June 1952:

Enemy balloons: Recently several reports have been received concerning the sighting of an unidentified object in the air having a primary color of white changing to red, then to green, and located in the area of DT 201398. These observations were made on 10 May and on 4, 6, and 7 June between the hours of 2102/I and 2400/I. In the majority of cases the object was described as being egg shaped or round, at an altitude estimated between 1000 ft and 10,000 feet, and in one case it was reported to have moved very rapidly horizontally for a distance. This movement was observed through a battery commander's scope and measured for 10 miles of travel, but the operator reported that he could not traverse fast enough to keep on target. This object was observed on 7 June for 1 hour and 5 minutes by a trained Air Technical Intelligence specialist and an ordnance Technical Intelligence specialist. As a result of these observations, a forward observer investigated the area at 091145/I June and saw a balloon being raised and lowered on a cable. D/I FEAF Comment: Most of the previous sightings of unidentified objects have occurred in the CT and DT grid areas. The high horizontal speed of the one sighting could be accounted for by a free balloon caught in a horizontal draft in the mountainous areas of that sector. The purpose of raising and lowering a balloon so near the front lines is not apparent, but could possibly be a method of communication.

(EVALUATION: B-3)

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37-2116-6

16 MAY 1952 KOREA

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AIR INTELLIGENCE INFORMATION REPORT

Balloon

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6. Extracted from Fifth Air Force "Perintrep", 19 May 1952:

Balloon sightings: At 160210-I, vicinity of CT 4035, an F-94 crew observed a balloon approximately 3 feet in diameter. Observation was made by means of a small light suspended from the balloon. The balloon was first observed at 13000 feet and the F-94 followed to 24000 feet. Estimated rate of climb of balloon was 2000 ft/min, as the F-94 had to use afterburner in the chase. The balloon was shot down over CT 4016. At 160353-I, vicinity CT 2828, an F-94 crew again observed a balloon, this time at 12000 feet. Again by means of a steady burning light suspended from the 3 to 6 feet diameter balloon. Friendly pursued the balloon using afterburner, shooting it down at CT 4010. The white light, described as "Very powerful," was still burning as the balloon fell. D/I Comment (5th AF) - Further investigation is being made by the 600th AISS.

a. Comment - This report of lighted balloons may be a basis of explanation for many of the sightings reported over this area of Korea.

(EVALUATION: B-2)

When the out of report.

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PROJECT 10073 RECORD CARD

1. DATE 26 May 1952	2. LOCATION North Korea	3. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input checked="" type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local 0320 I GMT 26103700	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input checked="" type="checkbox"/> Aerial Radar <input type="checkbox"/> Air-Intercept Radar	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE AF Pilot & observer	<input type="checkbox"/> Was Aircraft <input checked="" type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
7. LENGTH OF OBSERVATION 14 Sec	8. NUMBER OF OBJECTS 2	9. COURSE <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input checked="" type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING Alt <u>Ground Radar, Air Radar, Air Visual Combined Sightings</u> 1. North Korea - 26 May 1952 An F-94 flying a mission was told by ground radar that there was an unidentified object on its tail. The interceptor aircraft turned into the unknown and locked on with its radar at 7000 yds. and started to close. Both the pilot and the R.O. observed a brilliant white light straight ahead. The unidentified performed a steady climbing turn and accelerated at a tremendous speed drawing away from the F-94 which now had cut in its after-burner. The pilot was unable to close and the R.O. lost the object at 2600 yds. after 15 seconds of contact. The airborne radar was checked for malfunction before and after the mission and found to be in perfect condition. No exhaust patterns from the unknown were noticed. Pilot [REDACTED] Radar Operator - Lt [REDACTED] . Experience - 1 year. <u>Solution:</u> Possible malfunction of airborne radar set.		11. COMMENTS

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) ATIL Office, D/I WAF	REPORT NO. IR-23-52	PAGE 8 OF 16 PAGES
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7. Extracted from Fifth Air Force "Perintrep" for 27 May 1952:

At 260320/I over CT 3930 at 7500 feet altitude, radar controller vectored an F-94 into a tail chase on an unidentified aircraft. Contact was made at 7000 yards. After closing to 6000 yards, the unidentified picked up speed and travelled from 6000 to 26000 yards in 14 seconds. The F-94 crew said they had afterburner in operation and were accelerating from 250 knots. D/I 5th AF Comment - The 6004th AISS is investigating the incident, and if further info is obtained it will be forwarded.

a. Comment - If true as reported, the final velocity of the object would be approximately 3000 mph. Further questions, to be used in interrogating the F-94 crew, were sent to Fifth Air Force. The results are to be forwarded via a Form 112.

(EVALUATION: B-6)

4,000 ft/sec
80,000 ft
15 sec

Where the rest of the report?

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15 MAY

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5. Extracted from Fifth Air Force Mission Summary, 19 May 1952:

Unidentified objects: At 151100-I, 2 F-86 pilots observed a bright object traveling on a 90 degree heading at 10,000 feet at YD 3824. Length of observation was 10 seconds. Pilots observed intermittent flashes about 1 mile apart and estimated the speed of the object to be 1500 mph. Intelligence officer at the 51st Fighter-Interceptor Group considers creditability of witnesses to be excellent. D/I Comment: Personnel of Detachment 1, 6004th AISS interviewed pilots but no additional information could be obtained. Report being made in accordance with letter FEAF, AG 350.07, subject: Reporting Information on Unidentified Flying Objects, dated 5 March 1952.

a. Comment - The flashes of light with no definite reference points makes the estimation of speed seem questionable. There is no indication as to what might have caused the light. Physiological limitations would greatly lower the creditability of estimation of size, distance and speed. It is believed that there have been a number of sightings similar to this one which have not been officially reported, because of lack of any further information other than the reported flash of light and no definite indication of distance, speed and altitude.

(EVALUATION: B-6)

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COUNTRY Korea	REPORT NO. 52-85	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Sightings of unidentified flying objects		
AREA REPORTED ON North Korea (CT-Area)	FROM (Agency) Det 1, 6004th AISS, APO 970	
DATE OF REPORT 31 May 1952	DATE OF INFORMATION 29 May 1952	EVALUATION B-3
PREPARED BY (Officer) Capt Vincent A. Goskey	SQUADRON 319th Fighter-Interceptor Squadron	
REFERENCES (Control number, directive, previous report, etc., as applicable) Letter, FEAF, AG350.07, 5 March 1952		
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)		

This report contains information on the sightings of two (2) unidentified flying objects;

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APPROVED:

Jean H. Daugherty
JEAN H. DAUGHERTY
Colonel, USAF
Director of Intelligence

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- Statement of Pilot
- Statement of Radar Observer

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AIR INTELLIGENCE INFORMATION REPORT

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Weather and Wind Conditions at time of sighting: The weather was very good and air to ground visibility was approximately 10 miles. Air to air visibility unlimited. Only a visual contact was made. Unable to contact with radar. There did not appear to be any meteorological conditions or activities which might account for the sighting.

B. The following information concerns the second unidentified flying object encountered immediately after the preceding one mentioned by the same crew and aircraft on the same mission.

1. Date of sighting: 26 May 1952
Time sighted: 0320I
Length of sighting: About 14 seconds
Area of sighting: CT3930
Altitude: Approximately 7000 feet
Weather: Very Clear

2. After making seven passes on the unidentified light the i/o (Bromide) called and told the crew there was an unknown on their tail. They were given a vector whereupon they turned to the right and in a climb. On a North East heading the unidentified was picked up by the radar observer and lock-on was made at 7000 yards and approximately 7500 foot altitude. The aircraft started to close with the unidentified up to 6000 yards at which time the unidentified went into a shallow climb and started to pull away until the unknown was approximately 26,000 yards away and the lock-on was broken. The time taken to go from 6000 yards to 26,000 yards was 14 seconds. The interceptor aircraft put their afterburner on and were accelerating from 250 knots at the time the unknown was drawing away from them. No actual ascertainable visual observation was made. No exhaust pattern was noted by the pilot.

3. The Director of Intelligence, Far East Air Forces forwarded a list of specific questions to be asked of the crew for further information.

- a. Was the airborne radar set malfunctioning: The set was working very good. It is checked out before and after each mission. The type set is APG-33.

- b. Experience of crew: 1st Lt [REDACTED], Pilot, has 25 scrambles and missions in this theatre. 1st Lt [REDACTED] Radar Observer has 23 scrambles and missions in this theatre. He has worked with this type radar equipment for approximately one year. The crews normally work as a team and if possible go out together on all missions and scrambles.

- c. Did the operator take his eyes off the scope at any time? No. The operator states he watched the scope all the time until the lock-on was broken at 24,000 to 26,000 yards. The time from 6000 yards to approximately 24,000 to 26,000 yards increase in range took about 14 seconds. The time was measured by counting verbally. After a period of experience the operators became quite proficient in this system and are able to be off not more than two seconds either way in a period of a minute.

- d. Was pip centered or was it at edge of scope? The pip was centered and about 10 degrees high at all times until lock-on was broken.

- e. Did acceleration appear to be constant or did it appear to jump? Acceleration was constant and did not jump. The unidentified went into a shallow climb

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AIR INTELLIGENCE INFORMATION REPORT

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with the F-94 following up to and passing 10,000 foot altitude until lock-on was broken.

f. Size of Object: The radar set was on long range and therefore it was not possible to determine the size of the object. It is possible to get sighting in short range only up to 5000 yards when a comparative size can be obtained from the pip. The object was never closer than 6000 yards and at long range the pip usually remains the same in size except for a slight fading until the lock in broken.

COMMENTS OF REPORTING OFFICER:

From the information obtained it would appear that the two objects might have a relationship to each other, although no size or shape of either one could be obtained. The point of interest is that the bright light was above our present bomb line and the unidentified high speed object was to the rear of our front lines.

Vincent A. Goskey
VINCENT A. GOSKEY
Captain, USAF
Investigating Officer

D/I FEAF COMMENT:

1. The distance covered by the object is approximately 68,500 feet. Acceleration is 650 ft/sec/sec, (or approximately 20 "G" acceleration, (which is much more than the human body can stand for more than a fraction of a second). The final velocity is found to be 9450 ft/sec, or approximately 5580 knots (6420 mph).
2. The radar sets are checked before and after every mission, and in this case appeared to be working normally. Even if it were assumed that the operator's timing, or the AFG-33 calibration were off as much as 50%, the speed is still above any known type of missile.
3. No information has yet been received from the ground controller at Bromide as to the returns plotted or the length of time that object was held in contact by the ground radar.
4. The phenomenal acceleration reported leads to the belief that the AFG-33 was not operating correctly at the time of contact, despite checks before and after the mission.

Charles Y. Banfill
CHARLES Y. BANFILL
Brigadier General, USAF
Deputy for Intelligence

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AIR INTELLIGENCE INFORMATION REPORT

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STATEMENT

29 May 1952

On the morning of the 26th May, 1952, I certify as to the following action.

While on CAP-sortie from K-13 Bromide informed us of an unknown located at CT 4856 and told us to investigate. After descending to 2500 feet we saw, in the glare of the front line searchlights, a small plane beneath, but were unable to descend farther due to terrain to determine type. Bromide told us to drop it and take up a Southernly heading. When we turned to this heading, we saw a brilliant object above and in front of us and asked Bromide if we could investigate. With his permission we made our first pass from North to South within 600 feet, then a succession of passes from cardinal compass points ranging to within 50 feet, but, because of the brilliancy of the light, we could discern no outline. On our last pass my Radar Observer looked back and said he thought he saw an object on our tail. I did not give much credence to his observation until Bromide called and said he painted an object on my tail. I then requested Bromide to vector me for an interception on this new unknown. (At this time the brilliant object was still in sight.) When I received my first vector I was south of the brilliant object and started a starboard turn to the intercept vector for the new unidentified. On a Northeasterly heading my R/O gave me a lock-on, overtaking 50 knots, range 7000 yards, nearly dead ahead and slightly above. When I closed to 6000 yards, the object started to pull away and I threw the afterburner in (airspeed at this time was 250 knots). In a gradual climb and still with the object nearly centered on the scope, the range increased at a steady rate from 6000 yards to approximately 26000 yards in 12-15 seconds. At that range we broke lock. No evasive action was observed and no exhaust patterns such as might be expected.

[REDACTED]
1st Lt., [REDACTED]
Pilot

WITNESS

FIELDER C. SLINGLUFF III
Capt. AO 576305

A TRUE CERTIFIED COPY:

WALTER W. JUNOBLUTH
1st Lt. USAF

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[REDACTED]

ATTC 75243-1

Incl. #4

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AIR INTELLIGENCE INFORMATION REPORT

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STATEMENT

29 May 1952

We had dropped down to about 3,000 feet to investigate an unknown that GCI was painting, and after making a few circles over this unknown, Martin, my pilot, spotted this bright light. We got permission to investigate the light by GCI. I tried to pick the light up with my radar, but I could not. GCI said they were then painting the light. We made about seven (7) passes at the light; after the third pass I came out of the set to take a look. It appeared to be a bright blue light. I can not understand how GCI was painting this target and I could not pick it up. We were at about 7,000 feet and then after the last pass GCI said that someone was on our tail. I turned and thought I saw a plane, but could not be sure, as it was only for a second. [redacted] started a right turn, and to climb. I then picked up our target at about 7,000 yds and about 7,000 feet altitude and locked on. I believe that this was the target GCI was painting all the time, and that he was in our area while we were making passes at the light. We started to over take our target and he moved in from 7,000 yds to 6,000 yds. He was in the center of my scope, and about 5 or 10 degrees high. We were climbing all the time. He then went from 6,000 yds to about 24,000 yds in about 14 seconds and we broke lock. We did not pick him up the rest of our mission.

[redacted]
1st Lt. [redacted]
Radar Observer

WITNESS

[redacted]
[redacted] III

A TRUE CERTIFIED COPY:

[redacted]
WALTER W. JUNGBIUTH
1st Lt. USAF

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Incl [redacted]

[redacted]
[redacted]

75243-2

16 MAY 1952 KOREA

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16 MAY

AF FORM 112--PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

Bill Brown

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
ATILO, D/I FEAF	IR-23-52	7	16	

6. Extracted from Fifth Air Force "Perintrep", 19 May 1952:

Balloon sightings: At 160210-I, vicinity of CT 4035, an F-94 crew observed a balloon approximately 3 feet in diameter. Observation was made by means of a small light suspended from the balloon. The balloon was first observed at 13000 feet and the F-94 followed to 24000 feet. Estimated rate of climb of balloon was 2000 ft/min, as the F-94 had to use afterburner in the chase. The balloon was shot down over CT 4016. At 160353-I, vicinity CT 2828, an F-94 crew again observed a balloon, this time at 12000 feet. Again by means of a steady burning light suspended from the 3 to 6 feet diameter balloon. Friendly pursued the balloon using afterburner, shooting it down at CT 4010. The white light, described as "Very powerful," was still burning as the balloon fell. D/I Comment (5th AF) - Further investigation is being made by the 600th AISS.

*Korea
May 5-2*

a. Comment - This report of lighted balloons may be a basis of explanation for many of the sightings reported over this area of Korea.

(EVALUATION: B-2)

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AF FORM 112--PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

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8. Extracted from Fifth Air Force "Perintrep" for 27 May 1952:

At 260325/I over CT 5050 at 7000 feet altitude, an F-94 observed an unidentified aircraft with a very strong light which was visible from at least 5 miles. The F-94 crew stated that it was definitely not a balloon as several passes were made directly beneath at 50 ft range. No outline was visible because of the brilliant light.

a. Comment - There have been a number of balloon sightings over this area. Reports have also been received of enemy aircraft carrying searchlights over the Northwest target areas of Korea, though none have been reported in the CT area.

(EVALUATION: B-3)

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Information Only
Solution: Possible malfunction of
Airborne Radar Set.

Source: Military

26 May 52
North Korea

Ground Radar, Air Radar, Air Visual Combined Sightings

1. North Korea - 26 May 1952

An F-94 flying a mission was told by ground radar that there was an unidentified object on its tail. The interceptor aircraft turned into the unknown and locked on with its radar at 7000 yds. and started to close. Both the pilot and the R.O. observed a brilliant white light straight ahead. The unidentified performed a steady climbing

turn and accelerated at a tremendous speed drawing away from the F-94 which now had cut in its after-burner. The pilot was unable to close and the R.O. lost the object at 2600 yds. after 15 seconds of contact.

The airborne radar was checked for malfunction before and after the mission and found to be in perfect condition. No exhaust patterns from the unknown were noticed. Pilot - Lt [REDACTED], Radar Operator - Lt [REDACTED] Experience - 1 year.

Solution: Possible malfunction of airborne radar set.

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41

COUNTRY Korea	REPORT NO. 52-79	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Sighting of unidentified flying object		
AREA REPORTED ON North Korea	FROM (Agency) Det 1, 6004th AISS, APO 970	
DATE OF REPORT 23 May 1952	DATE OF INFORMATION 18 May 1952	EVALUATION E-3
PREPARED BY (Officer) Capt Vincent A. Coskey	SOURCE 51st Fighter-Interceptor Wing	
REFERENCES (Control number, directive, previous report, etc., as applicable) Letter FEAF AG 350.07 5 March 1952		

SUMMARY: (Enter concise summary of report. Give significance in first one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 119-Part II.)

This report contains information on the sighting
of an unidentified flying object;

APPROVED:

JEAN H. DAUGHERTY
Colonel, USAF
Director of Intelligence

2 INCL.

1. Statement of Lt McCarthy
2. Sketch of object

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AF FORM 112-PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency): Det 1, 6004th ALSS, APO 970	REPORT NO: 52-79	PAGE 2	OF 3	PAGES
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- Time Sighted: 1100I ZONAL TIME Length of time sighted: 3 - 5 seconds
Date of sighting: 15 May 1952
- A brief description of the sighted object or objects:
Shape: Oval in shape
Size: Appeared larger than a MIG, from same distance.
Color: Silvery in color in the sun
Number of objects: One
Trail or exhaust: Appeared as contrail puffs of white intermittent
Propulsion system: Unknown
Estimated speed: 1200 - 1500 MPH
Aerodynamic features: Not observed
Any unusual maneuvers: Appeared to be rolling.
Manner of approach: First seen at 9 o'clock position below observer, continued on to 3 o'clock position in a straight path.
And Disappearance: See Sketch.
Formation if more than one: None
Any other pertinent or other unusual features: None, except for the high rate of speed as noted above and the oval shape.
- Manner of observation; Visual or electronic: Visual
From Air or Surface: Air
Course: 280 degrees heading
Altitude: 30,000 feet
Type of reporting aircraft: F-86E speed 500 knots
Any type of optical or electronic equipment used should be described: None
If radar, the type and whether it was functioning normally before and after the incident: None
Location of observer during the sighting: Mission No. C/A 51-02, wingman in maple flight
Latitude: Unknown
Longitude: Unknown
Location of object to observer, giving distance: First seen approximately 20 miles, left of pilot.
Direction: 190 degrees heading
Altitude: 8000 - 10,000 feet
Identifying information on observer and witnesses, estimate of reliability and experience and any factor bearing on the estimated reliability of the sighting:
[REDACTED] - Fighter pilot - 51st Fighter-Interceptor Wing - 25th Fighter Intercept Sq - 27 combat missions.
Weather and wind condition at time of sighting: Medium hazy - visibility 10+12 miles
If sighting was by electronic methods a statement whether any attempt to visually sight the object was made: None
Any activity or conditions meteorological or other wise which might account for the sighting: None
- Remarks: None Statement of Lt McCarthy and sketch of object inclosed.

COMMENTS OF REPORTING OFFICER:

1. The unidentified object sighted by Lt McCarthy was also seen by [REDACTED], 51st Fighter-Interceptor Group Operations Officer, who was leading the flight of F-86s. He saw the object when it was called out to him by his wingman Lt McCarthy and his observation was very much the same as [REDACTED] had 56 combat missions completed at the time of the observation

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Det 1, 6004th AISS, APO 970	52-79	3	3	

2. The two pilots making this observation are considered very reliable in their reporting.

Vincent A. Goskey
VINCENT A. GOSKEY
Captain, USAF
Investigating Officer

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AIR INTELLIGENCE INFORMATION REPORT

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STATEMENT

15 May 1952

I was flying [redacted] wing on a fighter sweep of North Korea this date when I called him a bogie at 9 o'clock position, object flashed in the sun. I quickly called him to roll up in a right turn as object was going under us from the left to right, when I saw object again it was almost out of sight and seemed to be rolling with puffs of white (2 or 3) behind it.

/s/ [redacted]
/t/ [redacted]

Incl #1

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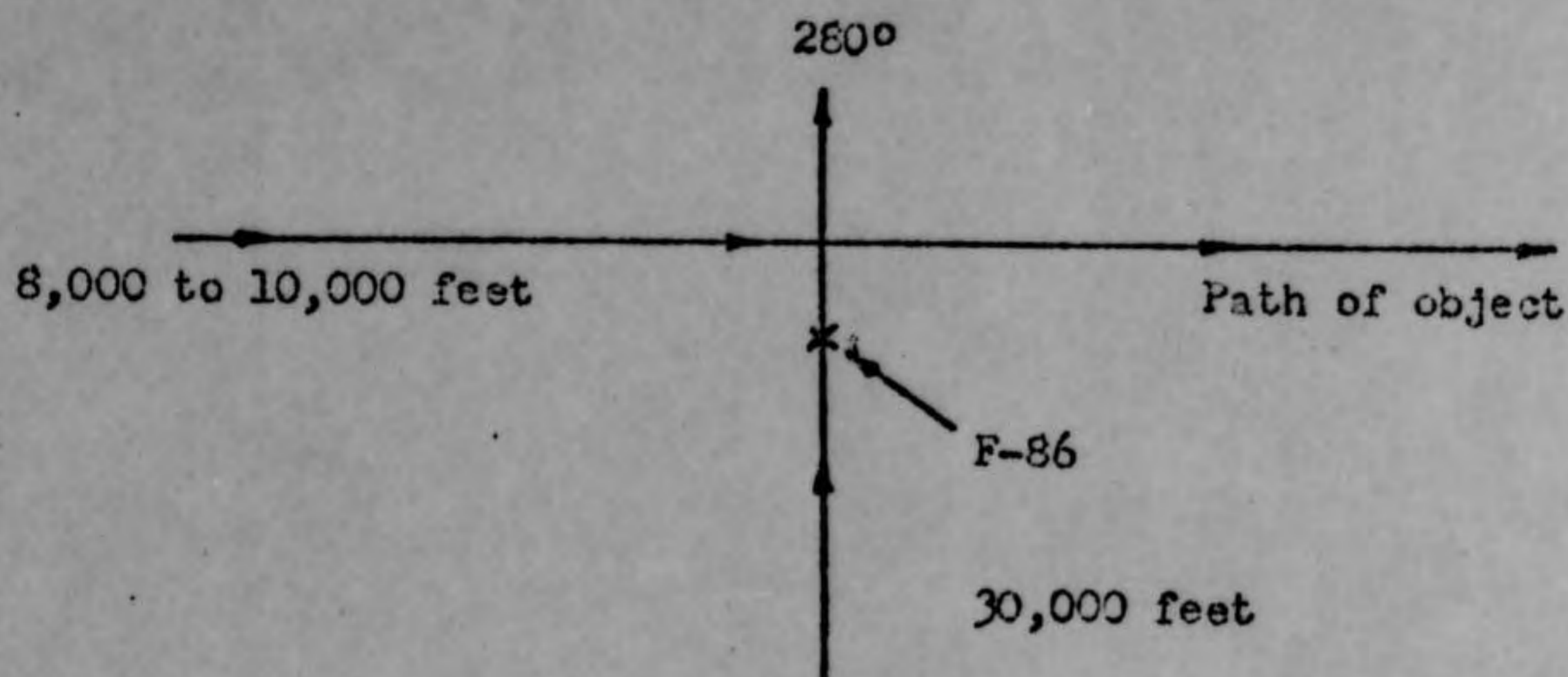
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AIR INTELLIGENCE INFORMATION REPORT

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PILOT'S SKETCH OF OBJECT

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AIR INTELLIGENCE INFORMATION REPORT

Balloon

FROM (Agency) ATILO, D/I FEAF	REPORT NO. IR-23-52	PAGE 7 OF 16 PAGES
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6. Extracted from Fifth Air Force "Perintrep", 19 May 1952:

*Korea
May 52*

Balloon sightings: At 160210-I, vicinity of CT 4035, an F-94 crew observed a balloon approximately 3 feet in diameter. Observation was made by means of a small light suspended from the balloon. The balloon was first observed at 13000 feet and the F-94 followed to 24000 feet. Estimated rate of climb of balloon was 2000 ft/min, as the F-94 had to use afterburner in the chase. The balloon was shot down over CT 4016. At 160353-I, vicinity CT 2828, an F-94 crew again observed a balloon, this time at 12000 feet. Again by means of a steady burning light suspended from the 3 to 6 feet diameter balloon. Friendly pursued the balloon using afterburner, shooting it down at CT 4010. The white light, described as "Very powerful," was still burning as the balloon fell. D/I Comment (5th AF) - Further investigation is being made by the 6004th AISS.

a. Comment - This report of lighted balloons may be a basis of explanation for many of the sightings reported over this area of Korea.

(EVALUATION: B-2)

When the out of report.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) ATIL Office, D/I FEAF	REPORT NO. IR-23-52	PAGE 13	<i>Balloon</i> 16 PAGES
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12. Extracted from FEAF "Intsum" #717, dtd 0320/Z, 13 June 1952:

Enemy balloons: Recently several reports have been received concerning the sighting of an unidentified object in the air having a primary color of white changing to red, then to green, and located in the area of DT 201398. These observations were made on 10 May and on 4, 6, and 7 June between the hours of 2102/I and 2400/I. In the majority of cases the object was described as being egg shaped or round, at an altitude estimated between 1000 ft and 10,000 feet, and in one case it was reported to have moved very rapidly horizontally for a distance. This movement was observed through a battery commander's scope and measured for 10 miles of travel, but the operator reported that he could not traverse fast enough to keep on target. This object was observed on 7 June for 1 hour and 5 minutes by a trained Air Technical Intelligence specialist and an ordnance Technical Intelligence specialist. As a result of these observations, a forward observer investigated the area at 091445/I June and saw a balloon being raised and lowered on a cable. D/I FEAF Comment: Most of the previous sightings of unidentified objects have occurred in the CT and DT grid areas. The high horizontal speed of the one sighting could be accounted for by a free balloon caught in a horizontal draft in the mountainous areas of that sector. The purpose of raising and lowering a balloon so near the front lines is not apparent, but could possibly be a method of communication.

(EVALUATION: B-3)

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