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About the Project Blue Book Archive

The Project Blue Book Archive contains tens of thousands of documents generated by United States Air Force investigations from the early AMC period through to the end of Project Blue Book. In addition to individual UFO reports the Archive includes administrative files that provide insight into Project Blue Book operations. These administrative files include correspondence, formal reports, status reports, AFOSI investigative reports, and various public statements and briefing materials.

The primary source of Archive documents are microfilm rolls made available to the public by the National Archives (NARA) including a set of uncensored rolls first discovered at NARA in 1998. In addition, several rolls of microfilm created during the operation of Project Sign are also included in the Archive.

About Project Blue Book

Project Blue Book was the code name of the U.S. Air Force's UFO investigation. Strictly speaking, this name applies only to the time period beginning in March 1952 and ending with the close of investigations in January 1970. Less formally, the name is used to connote the Air Force's entire period of investigations, which began inside the Air Materiel Command at Wright-Patterson AFB without a specific code name on June 30, 1947. The first named investigation was Project Sign, which was formally initiated on January 26, 1948. This name was changed to Project Grudge on February 12, 1949, and again to Project Blue Book on March 25, 1952. Though it may appear to be a continuous operation, these UFO investigations were subject to shifts in the Air Force priorities and by internal Air Force politics.

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STATUS REPORT

PROJECT BLUE BOOK - REPORT NO. 10

FORMERLY PROJECT GRUDGE

PROJECT NO. 10073

27 FEBRUARY 1953

AIR TECHNICAL INTELLIGENCE CENTER

WRIGHT-PATTERSON AIR FORCE BASE
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**Commanding General
Air Technical Intelligence Center
Wright-Patterson Air Force Base, Ohio**

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AUTH: CG, ATIC
BY: H.C. JOHNSTON *H.C.J.*
Lt Col, USAF
DATE 21 Apr 53

This report is the tenth of a series of monthly status reports of Project Blue Book covering the months of December 1952, January 1953, and February 1953.

Any additional information may be obtained on any incident by directing requests to Commanding General, Air Technical Intelligence Center, ATTN: ATIAE-5, Wright-Patterson Air Force Base, Ohio.

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STATUS OF PROJECT BLUE BOOK

I. OVERALL STATUS

There has been a noticeable decrease in the number of unidentified aerial object reports submitted to this Project in the period covered by this Status Report (December 1952, January and February 1953) when compared with the number submitted in the period covered by Status Report No. 9 (June, July, August, September, October and November 1952). Presently from two to three reports are received daily as compared to eight reports received daily during the period covered by the previous report.

Because of a marked decrease in newspaper publicity, fewer reports have been received from civilians with the result that military sightings now account for at least 60 percent of all unidentified object reports. In spite of the dropping of the subject by the national press, it is significant to note that a steady influx of three reports daily come in to Project Blue Book from persons who sincerely believe they saw an unusual phenomenon in the sky and this is one of the main reasons why the Air Force is still continuing and taking an interest in the Project.

Three incidents which occurred in January serve to illustrate the direct effect of publicity on the number and quality of FLYOBRPTS received by the Project. During the period 21 January to 27 January, a sighting from Northern Japan near Russian-held territory, a television program involving "flying saucers", and a sighting of an unidentified aerial object by a jet pilot on the West Coast all received considerable newspaper publicity which resulted in a noticeable increase in reports at the Air Technical Intelligence Center. This is illustrated by the graph in Section X of this Status Report.

Prior to the incidents mentioned above, the quality of flying object reports continued to improve in quality and completeness even to the extent that base intelligence personnel were analyzing reports at the locale of sighting, something which Project Blue Book encourages. There was a noticeable increase in the percentage of radar sightings made during this time. However, many reports submitted as a result of the flurry of late January sightings were so incomplete that many of them had to be categorized as "insufficient data". The probable reason for this is that the base intelligence officer responsible for preparing an unidentified aerial object report has lost interest in the subject due to the heavy load of low grade reports which he had to submit last summer.

During December, January, and February, Project Blue Book personnel spent a good portion of their time briefing such interested agencies as the Air Defense Command, the 4602nd Air Intelligence Service Squadron, and the Sandia Corporation with the dual purpose of (1) general education about Project Blue Book, and (2) bettering the quality of flying object reports themselves in addition to improving channels for obtaining supporting information necessary for analysis of a FLYOBRPT.

All reports received were screened and evaluated as soon as possible after being received. A percentage breakdown as to the evaluations is given below, along with a further breakdown of sources:

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100 Total Reports for December 1952, January 1953, and February 1953

Unknowns	17.00%
Insufficient Data	26.00%
Aircraft	13.00%
Balloons	17.00%
Astronomical	20.00%
Other	7.00%
	<hr/>
	100.00%

15% of the total involved radar detection.

Sources:

Military	62%
Civilian	38%

II. SIGHTINGS OVER NORTHERN JAPAN

In the last month there has been a definite increase in the number of reports received from FEAF by ATIC. They have been accompanied by some publicity in the national press. Included in the reports have been a certain number of observations from Northern Japan near Russian-held territory and for this reason they have been given a good deal of attention by Project Blue Book.

The two most publicized sightings occurred on 30 December 1952 and 9 February 1953; the first was seen by a Colonel in an F-84 over Hokkaido Island, the second by a pilot and a radar observer in an F-94 aircraft also over Northern Japan. Reports of both sightings have been received and checked by ATIC. The F-84 sighting was analyzed as a probable star since it seemed to remain on the same azimuth (270°) and elevation throughout the period of sighting. The F-94 report involves a radar contact by the radar observer with a simultaneous visual sighting of the object and cannot be explained at the present time.

Since July 1952, 16 reports of unidentified flying objects being sighted over Japan have been received from FEAF. Undoubtedly, there were numerous other observations reported to FEAF intelligence personnel which were evaluated and eliminated as known phenomena on the spot. Seventy-five percent of these sightings have been explained to the satisfaction of Project Blue Book. Of the total number of sightings from Japan, 18.75 percent involved some type of radar equipment.

III. CORRELATION OF RADIATION COUNTS

In the summer of 1952 it was reported to Project Blue Book that in the past several years there have been some instances where there existed a supposed correlation between the visual sighting of unidentified object and a rapid rise in radiation count on radiation detecting devices in areas close to the Mt. Palomar Observatory, California, and later at Los Alamos, New Mexico. In early fall of 1952 Project Blue Book began to make inquiries about these occurrences. It was found that in October 1949 such an incident had occurred at the Mt. Palomar

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Observatory and that the Navy had investigated. It was also learned that several times during 1950, 1951, and 1952 that same occurrence had taken place at the Los Alamos Scientific Laboratory in Los Alamos, New Mexico.

A trip was made to Los Alamos and the personnel who had made a study of the possible correlation were contacted. They very graciously made their files available to ATIC personnel and a thorough check of their radiation recorder records was made. Dates of all the sudden flurries of radiation were checked against Project Blue Book files of sightings; they were checked with the local newspapers in the Albuquerque area in an attempt to pick up any sightings that ATIC did not have on file; and they were checked against pick-ups of unknown targets on radar in the Albuquerque area. In no instance could any direct correlation be found. It is possible that something was observed and not reported or at least no record of the sighting was kept. However, there is no way to check back on this.

To further inquire into the matter, the Navy report of October 1949 was obtained. It stated that on two occasions at Mt. Palomar at the same time the radiation detection devices picked up some unknown flurry of radiation personnel from the observatory observed something in the air. In one instance the object appeared similar to a bird and in another instance very similar to a formation of aircraft. The Navy made a very detailed check into the equipment and went so far as to fly aircraft over the area to determine whether or not radar or other electronic equipment in the aircraft could have caused the sudden burst of radiation. These tests were made with negative results. It was finally determined that there was a very good possibility that the sighting and the detection of radiation was merely a coincidence, that the objects were possibly birds or aircraft, and that the sudden burst of radiation was due to a malfunction of equipment or interference that is not completely understood at the present time.

The results of the investigation were reviewed by several highly qualified scientists and it was their opinion that there was nothing highly significant in the supposed correlation.

IV. CONTRACTOR STATUS

Project Blue Book has a contract with a civilian research organization which serves the project with an IBM analysis of unidentified aerial object reports and technical analysis of any specific problem submitted. As was pointed out in the last status report (Status Report No. 9) coding and evaluation by the contractor of 1952 sighting reports is continuing and all reports for this year should be completely processed and ready for the IBM system by 15 March 1953. All sightings from 1947 to 1951 were submitted to a preliminary IBM analysis on 26 January 1953. This work is continuing and results of the analysis will be forwarded informally to Project Blue Book as soon as they are available.

A two-day evaluation conference between a Blue Book team and a contractor team was held on 22 and 23 January 1953 in which 145 1952 cases were given final evaluation in preparation for submission to the IBM analysis.

A rock sample was sent to Project Blue Book by a retired Lt Commander in the Navy in connection with a sighting he had made on 12 September 1952. The ex-officer, who was also a Naval flier, was convinced that the rock, which has an unusual shape, was directly associated with the flying object he observed. Blue Book asked for a contractor analysis and after close study the contractor

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confirmed the opinion of Blue Book that the rock merely represented a piece of common slag from an open hearth furnace.

V. BRIEFINGS GIVEN

A. Sandia Corporation, Albuquerque, New Mexico

On 6 January 1953 at 1330 hours MST, Project Blue Book personnel presented a briefing to 200 scientists and engineers of the Sandia Corporation. The briefing consisted of a short history of the project, details of present operations and recent sightings. Including the question and answer period, the briefing lasted 2 1/2 hours. The briefing was requested by the Sandia Corporation as a matter of general interest to its scientific personnel.

B. 34th Air Defense Command Division, Albuquerque, New Mexico

On 6 January 1953, the Project Blue Book briefing team met with Headquarters personnel and intelligence personnel of the 34th Air Defense Command Division, Kirtland AFB, for the purpose of briefing these personnel on Project Blue Book and also to meet scientific personnel of the Los Alamos Scientific Laboratory. In addition to outlining a general picture of the function of Blue Book, the specific items of (1) an instrumented area for recording unidentified flying objects was discussed with the 34th, and (2) radiation correlation with unknown sightings was discussed with the Los Alamos scientists.

C. A.D.C. Officer's Call, Ent AFB, Colorado Springs, Colorado

An Air Defense Command Officer's Call was briefed on 24 January 1953. The briefing consisted of a presentation of Project Blue Book's background and was slanted toward gaining the assistance of Air Defense Command organizations in the analysis of a FLYOBRPT.

D. Officer's Intelligence Class, Lowry AFB, Denver, Colorado

On 13 February 1953 a briefing was given to a representative officer's class of the Air Intelligence School at Lowry. Many officers graduating from this basic school will undoubtedly submit a FLYOBRPT to ATIC and such a briefing was considered highly desirable in an attempt to raise the standard of reporting.

E. Air Intelligence School Instructor's Briefing, Lowry AFB, Denver, Colorado

Since it is not feasible to brief the many classes of Air Intelligence Officers at Lowry on the requirements of Blue Book, the best compromise plan was to brief the instructor personnel of the school so that they may pass the information along to their classes. This briefing was given on 16 February 1953.

F. The 4602nd Air Intelligence Service Squadron, Peterson AFB, Colorado Springs, Colorado. On 13 February 1953, AISS was briefed and the feasibility of Project Blue Book's utilizing their field units was discussed. This organization has the responsibility, in the case of combat, of supporting the intelligence mission of the Air Defense Command by overt collection, limited field

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analysis and rapid reporting of air combat intelligence within the area of ADC's responsibility. Due to the combat-ready nature of the 4602nd's mission, it is concerned mainly at the present time with training its personnel. For this reason ATIC hopes that the organization will be able to assist Project Blue Book in the rapid reporting and evaluation of unidentified aerial object reports.

Headquarters of the 4602nd is at Peterson Field, Colorado Springs, Colorado, and has three detachments at San Francisco, Kansas City, and Newburg, New York, which in turn have control of 14 flights spread through the Z.I. The flights are the field agencies which would do the actual collection of enemy equipment and personnel in the event that enemy aircraft fell in the United States. Project Blue Book has initiated preliminary plans with AISS to utilize personnel in these flights to investigate and analyze reports of unidentified aerial objects and it is hoped that final coordination on the plan and its implementation will come about in the near future. This would give Project Blue Book rapid first-hand information from trained intelligence officers.

VII. VIDEON CAMERA STATUS

Since the period of the last status report, tests have been made on the camera and it has been found that the diffraction grid has disintegrated on a majority of them. The grids are slowly losing their light separating ability due to what is apparently some type of chemical decomposition. The Project's scientific contractor is attempting to analyze the difficulty and will advise ATIC of its findings.

Coordination has been received from the Air Defense Command and the Airways and Air Communications Services (AACS) to place the grid cameras in control towers and selected radar sites. This cannot be realized, of course, until the cameras are made operational.

VIII. CONTRACT ASTRONOMER

Blue Book has a working agreement with its contract astronomer whereby he reviews all sightings for possible meteor or astronomical explanations on a weekly basis.

IX. REVIEW OF 1952 SIGHTINGS

For the years 1947 to 1952 Project Blue Book has received through military channels and analyzed over 2,500 reports. In addition, the project has received hundreds of letters from civilians. In general, the data contained in these letters are too nebulous to evaluate. Since 1 January 1952, Blue Book has analyzed over 1,000 reports received through military channels and these have been broken down into the following categories by percentages of the total reports:

Balloons		18.51%
Known	-	1.57
Probable	-	4.99
Possible	-	11.95

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Aircraft		11.76%
Known	- 0.98	
Probable	- 3.04	
Possible	- 7.74	
Astronomical		14.20%
Known	- 2.55	
Probable	- 4.01	
Possible	- 2.64	
Other		4.20%
Hoaxes		1.67%
Radar (where explanation is not obvious)		6.84%
Insufficient Data to Evaluate		22.72%
Unknown		20.10%

As to the breakdown of types of sources making the report, the following figures represent percentages received from arbitrarily categorized groups:

Civilians (General - no special qualifications that would establish them as better than average observers)	47.08%
USAF Pilots and Aircrew Members (while flying)	11.02%
Airline Pilots (while flying)	2.00%
Civilian Pilots (non-airline while flying)	4.14%
Tower Operators (civilian and military)	0.86%
Balloon Observers	1.00%
Civilian Scientists, Engineers, etc.	3.29%
Military Personnel (general)	18.03%
Radar Returns	12.58%

Thus far the relatively limited statistical approach to unidentified objects has proceeded along only the most general trends. For example, the month of July 1952 was high with 440 sightings. Another general trend exists in the geographical location of sightings since they concentrate around Washington, D. C.; San Antonio, Texas; Albuquerque, New Mexico; and San Francisco, California. Another interesting development shown by the statistical survey is that a comparatively high percentage of sightings occur during the twilight hours. The simplest explanation is that many people are out-of-doors at that time and the rays of the setting sun penetrating the upper atmosphere will reflect brightly from any reflective surface. The IBM analysis by the contractor should afford any significant trends involving shapes, sizes, estimations of velocity and altitude, course headings or characteristic maneuvers of unidentified flying objects.

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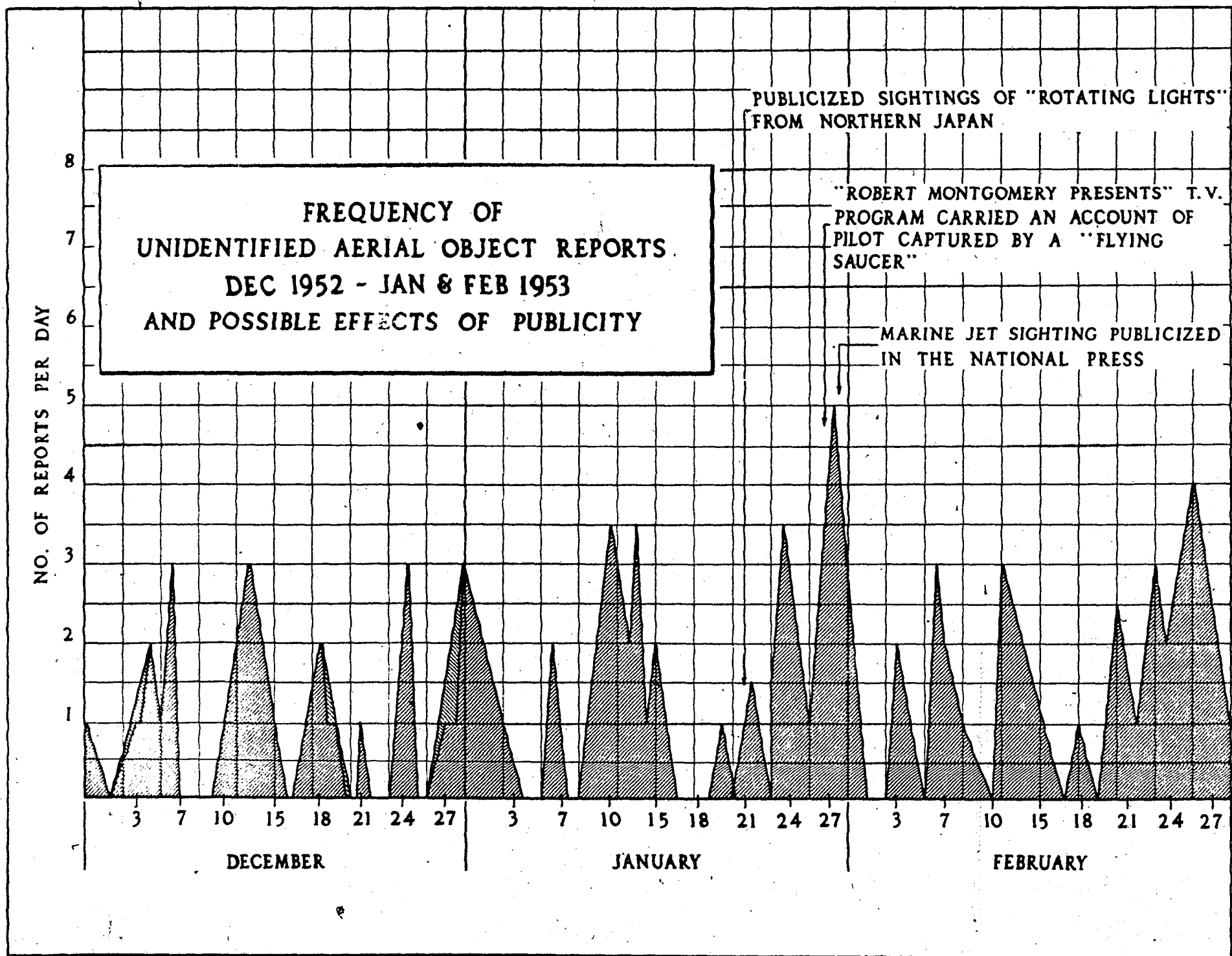
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X. FREQUENCY OF FLYOBRPTS

Frequency of FLYOBRPTS for the period of December 1952 to February 1953 and correlation with nationally publicized incidents follow.

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XI. SYNOPSIS OF FLYOBRPTS

An individual account of the majority of unidentified aerial object reports submitted to Project Blue Book during the months of December 1952, January and February 1953, follows.

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Mitchel Air Force Base, New York

1 December 1952

I. Description of Incident

Between 0430 and 0500 EST a number of observers from varying locations around the New York City area noticed a single, round object with colors ranging between white, white-orange and amber. All observations placed the unknown in the NW approximately 15° above the horizon on a 300° azimuth heading with a slow drift to the south finally sinking out of sight. All observations were unaided visual sightings or with binoculars. Although radar was tried, there was no electronic return from the object.

Observers were experienced CAA rated Airways Operations Specialists and Control Tower Operators. Observations of the reported object were as follows:

<u>Location</u>	<u>Azimuth</u>	<u>Elevation</u>	<u>Times</u>
a. Teeterboro Tower	275°	0°	0447
b. Westchester Tower	280°	15°	0445
	280°	0°	0456
c. Newark Tower	315°	2°	0458
	270°	0°	0509
d. La Guardia Tower	290°	4°	0430
	310°	2°	0455
e. Idlewild Tower	270°	15°	0445
	225°	0°	0500
f. Mitchel AFB Tower	285°	6°	0441
	305°	0°	0459

An Eastern Airlines Flight inbound to La Guardia was queried as to a strange light appearing in the west. The pilot sighted the object after several minutes of scanning and reported "a cluster of lights" close to the western horizon.

The weather at the time of observation was CAVU and extremely clear for the New York City vicinity with the winds NNW at 16 knots average.

II. Discussion of Incident

Intelligence personnel at Mitchel AFB determined that the planet Jupiter, on 1 December, has an approximate azimuth of 300°, a -2 magnitude (extremely bright), and disappears below the horizon at approximately the same time the object was last observed. Undoubtedly, the unknown object is thus explained. The white to amber color range can be explained by the presence of light refracting through atmospheric dust. This report is one of the most complete in ATIC files and the resourcefulness and common sense of the Mitchel Intelligence officers is to be commended. Complete personal statements and azimuth and elevation headings were obtained from 6 points of independent observation. If the object had not turned out to be Jupiter, triangulation from these data would have been possible.

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The sighting is very similar to one at Presque Isle AFB, Maine, on 10 Oct 52, which also was determined to be Jupiter.

III. Conclusion

The planet Jupiter.

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Colorado Springs, Colorado

4 December 1952

I. Description of Incident

An Air Force sergeant and a civilian sighted a round aluminum colored object flying east to west. It appeared to be changing shape as it proceeded out of sight to the west. The approximate time of sighting was 1100-1200 MST, for 1 minute of duration. The two men state that the object was going slightly faster than a conventional jet aircraft, but did have a perceptible aluminum hue. No sound was heard as a large machine was operating at close range. While the object was overhead, several right angle turns were made without apparent slowing of speed.

II. Discussion of Incident

Aircraft in the area included B-29's and B-50's as well as a Camp Carson observation plane. The B-29's and B-50's are ruled out as a possibility since they were on a south heading 7 minutes after the sighting took place.

The observation plane, however, was in the area at the exact time of observation and on a westerly heading. The changing shape, which happened only once, could have been the bright mid-day sun reflecting from this aircraft. The weather conditions were CAVU.

III. Conclusions

Possibly aircraft.

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Congaree Air Force Base, South Carolina

4 December 1952

I. Description of Incident:

One unidentified object was sighted by radar at Congaree AFB at 0342 EST by an AN/MDS-5 radar set. The sighting was strictly electronic, not visual. The object was sighted 100 miles NE of the radar site, traveling at an estimated speed of 6,000 mph with contact lasting 5 minutes. The weather at the time consisted of low stratus clouds, no precipitation, and winds NE at 5 mph.

All observers were airmen graduates of radar operator's school with between two to five years experience and considered excellent and reliable sources.

II. Discussion of Incident:

Several past radar sightings of this type have been received by ATIC and evaluated as probable interference from another radar station. This incident may fall into this category eventually in that the excessive speeds of 6,000 mph plus the object's tendency to the radar beam's sweep indicate that interference may have been present. However, not enough information has yet been gathered on local weather, temperature and moisture v.s. altitude, so this incident will be carried as unknown until such information arrives.

III. Conclusion:

Unknown

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Lackland Air Force Base, Texas

5 December 1952

I. Description of Incident

While orbiting over Lackland AFB a T-28 type aircraft sighted an unusual blue light of about half the intensity of the normal glow emitted by a T-33 position light. The time of sighting was approximately 2048 CST under clear weather conditions with the wind at 6,000 feet from 15 degrees at 25 knots. The object's maneuvers consisted of a counter-clockwise orbit over the air base, an apparent pass on the T-28 and finally an irregular rapid ascent and disappearance to the south. The pilot of the observing aircraft attempted an interception but overshot. The object was not sighted after 2056 CST.

II. Discussion of Incident

Student flying in jet type aircraft was in progress at the time of sighting. The observing pilot saw these aircraft and could not have confused them with the unidentified object. A scheduled balloon launch from Lackland AFB was set for approximately 2100 CST, very close to the time of sighting. In addition, the orbiting climb of the object as well as its general southerly heading (which ties in with the winds aloft) indicate that the unknown was probably a balloon. Project Blue Book has had many reports in the past of known balloons apparently intercepting investigating aircraft.

III. Conclusion

Probably a balloon.

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Bitburg, Germany

6 December 1953

I. Description of Incident

The co-pilot of a London-to-Frankfurt commercial flight sighted a fast moving object for a 4 to 5 second period. The unknown phenomenon crossed his flight path in front of him at a 90° angle and abruptly disappeared in a downward direction. Time of sighting was 1800. The object was bright at its core with a faint tail.

II. Discussion of Incident

This is a rather incomplete report. A check was made with the Frankfurt flight service center which revealed that no aircraft were in the vicinity. These factors enter into the evaluation of this report: 1) The object arched downward and had a tail. 2) It was seen for 4 to 5 seconds. These points are characteristic of a meteor.

III. Conclusion

Probably a meteor.

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Angoon, Alaska

6 December 1952

I. Description of Incident

An Air National Guard pilot sighted an object consisting of two shiny globes connected by a solid rod proceeding in a southerly direction. Time of sighting was 1915Z and lasted 3 minutes. The object assumed a flattened shape at times, but the observing pilot was unable to distinguish any lights, vapor trails or exhaust smoke although he chased the object until it apparently accelerated and disappeared in the sun. The pilot estimated size comparable to a Grumman Goose aircraft. Weather at the time of sighting was clear.

II. Discussion of Incident

This report is very sketchy and vague and there is not sufficient information to come up with a conclusion. The description of the object is quite similar to reports of known upper air research balloons and the fact that it appeared to gain altitude would lend credence to this explanation. However, among other items, no wind direction is known thereby eliminating a tie-up between the object's path and upper air wind currents.

III. Conclusion

Insufficient data to evaluate.

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Madison, Wisconsin

9 December 1952

I. Description of Incident

Four bright lights in diamond formation were sighted at 1745 by a captain and a lieutenant flying in a T-33 aircraft located south of Madison, Wisconsin. The pilots followed until they overtook the objects and continued following them until low on fuel at which point they returned to their base. At no time was a silhouette visible, even against the lights of Milwaukee. Visibility was almost unlimited with a broken cloud deck at 25,000 feet. The observing aircraft was at an altitude of 8,000 feet.

II. Discussion of Incident

Local radar was contacted to determine if they picked up the unidentified objects with negative results. The objects were traveling at a very high speed, excessive for weather balloons. The only possible explanation would center around aircraft in the area. To fit the speed of the object the aircraft would probably have to be in the jet category. There is no record of local or transient aircraft in the area. Furthermore, local radar was carrying the T-33 on its scope but had no return from the unidentified object. If the unknown was an aircraft it would have been evident on the scope.

III. Conclusion

Unknown

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Odessa, Washington

10 December 1952

I. Description of Incident

Two pilots in an F-94 made visual and radar contact with a large, round white object larger than any known type of aircraft. A dim reddish-white light came from the object as it hovered, reversed direction almost instantaneously and then disappeared. The object appeared to be level with the intercepting F-94 at 26,000 to 27,000 feet. Airborne radar and visual contact were simultaneous and lasted for 15 minutes. F-94 attempted to contact local GCA but without success. Weather was clear above 3,000 feet. Time of sighting was 1915 PST.

II. Discussion of Incident

Two additional F-94 were in the general area but at lower altitudes and thus are eliminated as possible cause for the sighting. The description of "large, round and white and extremely large" is significant: Upper air research balloons are tear-shaped and made of translucent polyethylene and at cruising altitude expand to as much as 90 feet in length. The equipment hanging below the balloon is capable of making a return to airborne radar. Although ATIC has received no record of upper air research balloon tracks for this date the description of the object allows a preliminary evaluation of "possible balloon".

III. Conclusion

Possible balloon.

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Pope Air Force Base, South Carolina

10 December 1952

I. Description of Incident

From 1420 to 2215 Z a ground radar station picked up an unidentified object on its scope. It appeared as a stationary object with a slight circular motion which did not cancel out when the moving target indicator was employed. The sighting showed that its altitude was 8,000 feet at 8 1/2 miles from the station. Weather conditions were fair with alto cumulous clouds, no temperature inversions present in the area. Eight transient aircraft flew through the area during the radar observation and an F-51 was directed to investigate. The pilot saw nothing unusual. The radar operators involved have had several years experience.

II. Discussion of Incident

Photographs were taken of the PPI scope but have not been received by ATIC. There is a possibility that local cloud formations may have caused a spurious radar return. Other than this there appears to be no plausible explanation for the incident.

III. Conclusion

Possibly weather phenomena.

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Los Alamos, New Mexico

12 December 1952

I. Description of Incident.

At approximately 1915 MST an Atomic Energy Commission security employee sighted an unusual phenomenon consisting of an object which appeared to him as a white tennis ball leaving a trail of sparks. The object was in sight approximately 3 seconds, disappearing suddenly.

II. Discussion of Incident

The description above closely resembles many others submitted to ATIC which have been evaluated as astronomical phenomena. The short time in sight and the "sparks" are significant.

III. Conclusion

Probably meteor.

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McGuire Air Force Base, New Jersey

12 December 1952

I. Description of Incident

Two observations were made of an unidentified light at 0025 and 0030 EST by two airmen of this base. At first, the object appeared directly overhead, where it remained for 1 minute then reappeared 5 minutes later for 40 to 50 seconds. Observation was visual without the aid of binoculars or electronic equipment. The position of the object at the time of the second sighting seemed lower, heading to the east. The light appeared noticeably larger.

II. Discussion of Incident

The night was cold and clear with high winds. It is probable that an aircraft in the McGuire traffic pattern could have caused the sighting.

III. Conclusion

Probable aircraft.

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London, England

12 December 1952

I. Description of Incident

An observer in London observed a watermelon-shaped object of white light estimated to be as high as 1,000 feet then disappearing behind some buildings. Object was slow moving and was sighted at 0300 for 3 minutes.

II. Discussion of Incident

This report is very brief. Nothing is known about the reliability of the observer, local air traffic, beacons on water towers, etc. Therefore, no real evaluation can be attempted although the description sounds like the landing light on an incoming plane.

III. Conclusion

Insufficient information.

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Southern Japan

14 December 1952

I. Description of Incident

From 0355Z to 0410Z an object was observed from an AFB in Southern Japan. Object appeared very similar to an evening star, was first yellow in color, but then intermittently turned orange. It was located low on the horizon at a 200° azimuth from the point of observation and appeared to be sinking slowly to the south. However, when it finally disappeared below the horizon, it again assumed the 200° bearing.

Weather in the locality was excellent. Radar attempted to pick the object up, but with no success.

II. Discussion of Incident

Several factors in this sighting are significant. Primarily, the object was described by the observers themselves as "starlike". Secondly, the initial observation as well as the final observation placed the unknown at a 200° azimuth. This indicates that the object probably was a star setting in a straight downward line in the SW. The changing color is a well-known phenomena caused by seeing at great distances.

III. Conclusion

Probably astronomical.

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Hurstville, South Carolina

15 December 1952

I. Description of Incident

At 0915 EST an RF-80 over this location visually sighted a circular silver object about the size of a half-dollar. Object was seen for a period of 10 to 15 seconds and apparently was oscillating, losing and gaining altitude alternately. The pilot was on a 270° heading at 15,000 ft. and saw the unknown at a relative bearing of 330° at approximately 30,000 ft. The weather was clear with CAVU conditions.

II. Discussion of Incident

Since this sighting occurred 10 minutes before a similar one at Greensboro, North Carolina, the possibility of the two pilots actually seeing the same object has been looked into. The following conclusions have been drawn: The objects could not have been a single weather balloon launched at Hurstville, South Carolina, because the prevailing winds for the general area were from 360° at 75 knots, or blowing directly against a free floating object and carrying it south of the original observation point, nor north. Secondly, the objects could not have been a single jet aircraft traveling from Hurstville north to Greensboro. The distance is 115 miles between sightings and the sightings were 10 minutes apart thereby necessitating a ground speed of 690 mph. With a general wind from the north blowing at 75 knots at 25,000 ft. it seems unlikely that a jet could hit this speed. Furthermore the description of the unknown as "round and silver" from experienced fighter pilots indicates that the objects probably were not jets. Although there was much local air traffic in both sightings, aircraft has been eliminated as a possibility for the above reason.

Both sightings occurred within an hour of a scheduled rawinsonde weather balloon release at Greensboro, North Carolina, and an unscheduled release around the Hurstville area. Taking the descriptions given of both objects, which are, incidentally, very characteristic of balloon observations received by ATIC, the conclusion reached is that the object seen at Hurstville was possibly a balloon. At Greensboro probably a balloon.

III. Conclusion

Possibly a balloon.

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Greensboro, North Carolina

15 December 1952

I. Description of Incident

An RF-80 in flight over Greensboro sighted a spherical object with a bright silver color at about 0925 EST on 15 December 1952. It moved from a 12 o'clock high position to 6 o'clock high when the pilot lost contact with the unknown. Pilot was on a north heading at 25,000 feet traveling at 300 mph.

II. Discussion of Incident

Two aircraft from Shaw AFB were in the area at the time of sighting as was a balloon released from the weather station at Greensboro. The pilot probably could have recognized the aircraft but a silver, round, weather balloon might not be so easily recognized due to its small size. It appears that the latter explains the cause for this sighting.

III. Conclusion

Probably a balloon.

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Goose AFB, Labrador

15 December 1952

I. Description of Incident

Visual contact was made by two aircraft, a T-33 and an F-94, of an unidentified aerial object after being vectored to the target by GCA. The object had no definite shape, was bright red and white and was seen from 2315Z to 2340Z. Airborne visual contact was established as soon as the F-94 entered the intercept area. No engine or jet exhaust was visible. The F-94 chased the object at an indicated airspeed of 375 knots but could not overtake it.

Weather was clear with visibility of 30 miles, winds at 14,000 ft. (altitude of the observing aircraft) was from 270° at 25 knots. The F-94 was on a heading of 270° while on its intercept run.

II. Discussion of Incident

Two C-54's from Goose AFB were in the area at the approximate time of sighting. One of these aircraft was observed by the F-94, the other was not. However, the unidentified object could not be the unobserved C-54 due to the speed factor. The F-94, at 375 knots, could have overtaken a C-54. There may have been a balloon launch at 2100Z from Goose Air Weather Service but here again there is a conflict because the object was sighted at 2315Z, two hours after launch. An astronomical explanation does not ring true since it is improbable that stars and meteors can be recorded by ground radar or airborne radar. Therefore, a plausible explanation for this sighting seems to be impossible.

III. Conclusion

Unknown.

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Newcastle, Indiana

17 December 1952

I. Description of Incident

From 2120 to 2122 CST a visual sighting was made from the ground by members of the Ground Observer's Corps on duty at Newcastle. They sighted a round and flat object of orange color disappearing normally into the distance from east to west.

II. Discussion of Incident

This report is too incomplete for even preliminary interpretation.

III. Conclusion

Insufficient information.

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Narsarssuah AFB, Greenland

18 December 1952

I. Description of Incident

An unidentified aerial object was sighted to the northwest of this air base by an Air Force Staff Sergeant and a civilian. The unknown object appeared to climb vertically and then level off. It gave off a black smoke at the beginning of its ascent.

II. Discussion of Incident

There was an L-20, a C-54, an A-16, and an SB-17 in the area. The air base making the report later notified ATIC that the object had been definitely established as the SB-17.

III. Conclusion

Was aircraft.

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Anderson AFB, Guam

19 December 1952

I. Description of Incident

From 2050 to 2055 hours an unidentified aerial object was sighted from three separate points of observation -- (1) ground crew personnel at Anderson AFB, Guam, (2) a Naval Officer 14 miles south of Anderson AFB, and (3) from an incoming B-17 115 miles from Guam on a westerly heading. The object or objects in all cases were reported to be on a heading of 270°, appeared cylindrical in shape, of silvery color with a bright flame trailing from the rear. The speed was considered to be in considerable excess of that of a conventional jet and in each case the sighting did not exceed 45 seconds.

II. Discussion of Incident

The object was seen at 0850 a.m. at which time it would be too bright to see a meteor or star. It appears that all observers saw the same object since descriptions, directions given to the unknown, and time of sighting all coincide. The B-17 pilots sighted the object 115 miles west of Guam, five minutes after the other sightings and yet the object was reported to have been going west of Anderson AFB five minutes earlier. This seeming discrepancy here might be explained by the fact that the time estimate by the B-17 pilots was off. The object appears to be going too slow to be a meteor and all local aircraft have been accounted for. There was a scheduled balloon launch at Guam at 2100Z close to the sighting time but the description of the object does not coincide with usual balloon descriptions.

III. Conclusion

Unknown

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San Antonio, Texas

21 December 1952

I. Description of Incident

One round, unidentified object of undetermined size, that emitted an intense green light was observed and reported by a civilian man while driving in his car in San Antonio. Time of sighting was 1815 hrs., CST, for a few seconds only. Object looked like a "Roman Candle" and faded just before disappearing.

II. Discussion of Incident

This can be written off with quite a bit of assurance as simply a common meteor. It has all the characteristics, including a short time in sight and fad out just before disappearing.

III. Conclusion

Probably meteor.

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Camp Carson, Colorado

24 December 1952

I. Description of Incident

Observers at Camp Carson sighted a silvery unidentified flying object at 0617 MST. It appeared circular in shape about the size of a baseball, changing later to a "tear-shaped" configuration and hovered in view for two to three minutes after which it disappeared at a high rate of speed. Observers were three airmen assigned to this base and all stated that the unknown object was located south of their observation point. The object emitted an intermittent white light while in view.

II. Discussion of Incident

Although the sighting took place two hours after a scheduled pi-ball balloon release at Pueblo, Colorado, this report has been evaluated as possibly balloon due to the description. Its tear-drop shape indicates that it may be a large pear-shaped upper air research balloon with a pilot light. ATIC has not yet had the opportunity to check the object against known upper air research balloon tracks but tentatively evaluates the sighting as shown below.

III. Conclusion

Possibly balloon.

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Canadian, Texas

27 December 1952

I. Description of Incident

Several civilian eye-witnesses observed an unidentified aerial object between 2200 and 2300 hours CST, for two to three minutes. It was described as round, bluish-white light of high intensity and disappeared by going out of sight to the southwest. The object passed low overhead then appeared to climb upward at the end of the sighting.

II. Discussion of Incident

Local air traffic has not been identified in this sighting. Pending this, the object appears to be a jet aircraft's exhaust seen at a low altitude, perhaps with its afterburner cut in. The night of sighting was extremely clear facilitating observation of any object crossing the sky. No jet noise was heard, however, the observers were in a moving car. The jet may have been based at Amarillo, a nearby air base.

III. Conclusion

Possibly aircraft.

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Albuquerque, New Mexico

28 December 1952

I. Description of Incident

At 2309 CST a military pilot sighted an elongated cigar-like object about the size of a medium bomber with an exhaust about eight times the length of the object itself. It traveled from east to west over Albuquerque, New Mexico. All sightings were visual for a period of 10 to 20 seconds. There were broken high clouds at 30,000 feet with 40 miles visibility.

II. Discussion of Incident

All air traffic in the area was identified by Kirtland AFB. The object may have been a meteor since the time of sighting was brief. In addition the object had a tail, common to some meteors. However, not enough concrete information is available to afford a possible solution. ATIC is in the process of checking past sightings against known meteor tracks and an answer might be found here.

III. Conclusion

Insufficient information.

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Los Alamos, New Mexico

30 December 1952

I. Description of Incident

An object traveling in a slight curve and accompanied by a high pitched crackling noise which trailed the object by four seconds was observed by an employee of AEC Security Section. The time of sighting was 2002 MST in clear weather conditions of 40 miles visibility. The observers credibility is considered excellent.

II. Discussion of Incident

This report can be categorized as a low meteor, some of which emit the sound described above. Length of observation was extremely brief at two seconds.

III. Conclusion

Probably meteor.

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Oldtown, Maine

1 January 1953

I. Description of Incident

An airman sighted an unidentified flying object at 0815 Z. The object was round and small and appeared to be whirling at its top. It moved NNE, changing color in sequences of red, blue and white. From time to time, it maneuvered erratically.

II. Discussion of Incident

The report is lacking in background data. From the description, the object could possibly be a balloon.

III. Conclusion

Insufficient data to evaluate.

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Craig, Montana

3 January 1953

I. Description of Incident

At 0400 Z three sources observed an aerial object 25 to 40 feet long and 18 to 25 feet thick with the appearance of two soup bowls put together. There were several lighted windows with what appeared to be a porthole on the side. The object moved slowly at first, then began a rapid climb. The manner of disappearance was unspecified. The object first appeared at 200 to 300 yards distance from the observers at an altitude of 10 to 15 feet.

II. Discussion of Incident

An investigation of the sources revealed that they are mature, reliable and, at least in one case, relatively experienced persons.

III. Conclusion

Unknown

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Eau Gallie, Florida

4 January 1953

I. Description of Incident

At 2345 Z a civilian employee of Patrick AFB observed an unidentified aerial object for three seconds. Source compared the object to a flying wing and said that it was at an altitude of less than five hundred feet, flying at about 500 mph in a SSW direction. Source saw at least 4 blue lights on the lower surface of the object. The weather was cold and clear with little or no wind. No other person observed the object.

II. Discussion of Incident

The source appears to be an unusually reliable and experienced observer.

III. Conclusion

Unknown

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Adak, Alaska

4 January 1953

I. Description of Incident

At 0910 Z a bluish spherical light with a tapering tail was observed moving soundlessly at a tremendous speed and at a great distance, parallel to the horizon, for 3 seconds.

II. Discussion of Incident

The report indicates that the object was probably a meteor. The description given closely approximates a meteor's performance.

III. Conclusion

Probably astronomical phenomenon.

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Warner-Robbins AFB, Georgia

7 January 1953

I. Description of Incident

At 0200 Z two civilian sources observed an orange glowing object traveling west at a slow rate of speed north of Warner-Robbins AFB. The object was visible for 6 to 7 minutes.

II. Discussion of Incident

There were no weather balloons released in the area, nor was there any reported aircraft traffic, but it is felt that an aircraft did cause the sighting because of the description.

III. Conclusion

Possibly aircraft.

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Larsen Air Force Base, Washington

8 January 1953

I. Description of Incident

At 1515 Z over sixty varied military and civilian sources observed one green, disc-shaped object. The observations continued for fifteen minutes during which time the object moved in a southwesterly direction while bobbing vertically and going sideways. There was no sound. An F-94 aircraft was scrambled but a thirty minute search of the area produced negative intercept results.

II. Discussion of Incident

A check of adjacent radar sites revealed no unusual returns or activity in the area. The winds were generally from 240° below an overcast at 12,000'. Thus the object would appear to move against the wind since it must have been below the clouds. There was no air traffic reported in the area.

III. Conclusion

Unknown

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San Antonio, Texas

9 January 1953

I. Description of Incident

At 2315 Z a civilian female source observed a small, round luminous, aluminum appearing flying object. It traveled at a high speed and disappeared after making a gradual climbing turn.

II. Discussion of Incident

The experience level of the source appears low.

III. Conclusion

Probably jet aircraft.

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Sonoma, California

10 January 1953

I. Description of Incident

At 2345 Z two civilian sources observed one small flying object moving at a great rate of speed and performing violent maneuvers. The object's sound was similar to that of a jet aircraft. The object made three 360° right turns in nine seconds then performed abrupt 90° turns first to the right, then to the left. The object then stopped, accelerated to its former speed, rose vertically and disappeared.

II. Discussion of Incident

The only known aerial object capable of appearing to go through the described maneuvers would be a balloon; however, the time factors and velocity estimates do not support this conclusion.

III. Conclusion

Unknown

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San Antonio, Texas

12 January 1953

I. Description of Incident

At 1555 Z two investigators for the Kelley AFB Air Police Office observed two soundless elliptical objects in the SE sky, over Kelley AFB. The objects were estimated to be traveling in a SE direction.

II. Discussion of Incident

One of the sources stated that the objects could have been balloons or inflated gas bags. There were two scheduled launches of large type weather balloons from the San Antonio area at 1500 Z.

III. Conclusion

Probably balloons.

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Marysville, Tennessee

15 January 1953

I. Description of Incident

At 0145 ~~z~~ a civilian source observed a balloon shaped object slowly descending towards the west for 30-40 minutes.

II. Discussion of Incident

During this period, there were many flights of upper air research balloons crossing this area.

III. Conclusion

Possibly a balloon.

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Fremont, Texas

18 January 1953

I. Description of Incident

At 2400 Z a civilian source observed a large object slowly drifting to the southwest for several minutes at an estimated altitude of 600 feet.

II. Discussion of Incident

This report is very brief.

III. Conclusion

Insufficient data for evaluation.

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Hiram, Georgia

21 January 1953

I. Description of Incident

At an unspecified time a civilian in Hiram, Georgia, observed a round object with a bright yellow tail travel soundlessly from south to north until it disappeared behind a cloud.

II. Discussion of Incident

Since the time of sighting is not specified it is impossible to check local aircraft traffic or balloon releases.

III. Conclusion

Insufficient data for evaluation.

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Eau Gallie, Florida

21 January 1953

I. Description of Incident

At 1300 Z an unidentified source sighted three oval shaped, white objects six feet in diameter traveling in an unspecified direction at an estimated altitude of thirty feet.

II. Discussion of Incident

The report is exceedingly brief.

III. Conclusion

Insufficient data for analysis.

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Harmon Air Force Base, Newfoundland

22 January 1953

I. Description of Incident

An unidentified flying object described as red, white and blue and oval-shaped, was observed visually from the weather station, control tower, base operations office, and a nearby AC&W site at Harmon AFB, Newfoundland, at 0040 Z. An attempt to contact the object by radar met with negative results.

II. Discussion of Incident

Local investigation precluded the possibility of the object being a balloon.

III. Conclusion

Insufficient data for analysis.

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Patrick Air Force Base, Florida

22 January 1953

I. Description of Incident

At 2400 Z four airmen at Patrick AFB, Florida, visually observed for three minutes a fiery red-orange ball traveling soundlessly from north to south at high speed.

II. Discussion of Incident

The report is very brief. Therefore, ATIC has taken action to investigate the incident further.

III. Conclusion

Insufficient data for evaluation.

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Continental Divide, New Mexico

26 January 1953

I. Description of Incident

On 26 January 1953 at 2115 MST Air Force personnel stationed at an AC&W station in this area observed an aerial phenomenon simultaneously by electronic and visual means. To the naked eye the object appeared as a very bright reddish-white object estimated to be 10 miles west of the radar site. The object passed behind a hill and then reappeared apparently heading in a northerly direction at a slow speed. The airman making this visual observation reported it to personnel manning the radar equipment. They stated that they had an unidentified blip on the radar scope, appearing west of the station approximately 9 miles away. The scope showed the object to be on a 270° azimuth at an altitude of 10-15,000' moving away from the site at 12-15 mph. It was eventually lost on radar at the 18 mile range. The object was under visual and radar observation intermittently for 45 minutes. The elevation of the station is 7,500' above sea level.

Weather at the time was characterized by a high thin overcast and low scattered clouds. Winds aloft were from 270° at 30 knots at 10-30,000'. An atmospheric inversion layer existed at 18,000' with the top at 21,000'.

II. Discussion of Incident

This is the most complete report ever received by ATIC on the sighting of an unidentified object. The intelligence officer of the 34th Air Division, ADC, is to be complimented on his initiative and complete covering of all the angles bearing on the observation. Moreover, the combination visual-electronic sighting is the best type of sighting to work with because it affords the most information.

The intelligence officer preparing the report checked on weather balloon releases in the area of observation as a possible answer to the sighting. It was found that a 9' radiosonde balloon released from Winslow, Arizona, would offer the only possibility. The unknown object was observed to move from east to west, against the prevailing winds aloft which rules out the balloon theory. Also the sighting time of 0415 Z is 1 hour and 15 minutes after the Winslow release and by that time it is probable that the radiosonde had burst at altitude long before.

The fact that the object was detected on radar and seen visually for so long a period of time eliminates the possibility of an astronomical solution, such as a star or fireball, and especially if both radar and eye were seeing the same object, it is unlikely that these objects would cause radar returns. Since the object was tracked at 12 to 15 mph, aircraft are also eliminated as a possibility.

ATIC electronics specialists advanced the theory that the slow speed and large visual radar size of the target make it appear that weather effects may be the cause of the electronic pick-up. However, the inversion layer at 18,000' appears to be too high to effect the radar which was tracking the object at 10 to 15,000'. The weather-effect explanation cannot, of course, account for the simultaneous visual sighting. There is a possibility which ATIC is now checking

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that the radar personnel may have been looking at the planet Venus, very low and bright on the western horizon at this time of year, and that the radar possibly encountered the aforementioned weather interference at the same time. This would require a high degree of coincidence, however, and the radar and visual sightings seem to coincide too exactly to give much weight to the theory that both were observing different objects.

Two other items added to the completeness of the report. ATIC supplied the reporting intelligence officer with a USAF Technical Information Sheet, or a visual questionnaire, and an Electronics Data Sheet covering the radar pick-up. Further analysis of this sighting awaits adiabatic weather charts for the date and area of sighting and until this information is received, this report is carried in Project Blue Book's files as an unknown.

III. Conclusion

Unknown

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Sampson Air Force Base, New York

26 January 1953

I. Description of Incident

At 2320 Z an airman at Sampson AFB, New York, visually observed one large luminous rectangular shaped unidentified flying object. In one minute the object traveled through an arc of 70 or 80 degrees, while emitting a humming sound.

II. Discussion of Incident

The object above described appeared for only one minute, consequently analysis is very difficult. However, ATIC requested information concerning local aircraft and was told that a commercial flight was in the area around the sighting time.

III. Conclusion

Possibly aircraft.

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Finland, Minnesota

February 1953

I. Description of Incident

At 0629 CST an unknown object appeared on a radar scope on a heading of 155° at the 140° mile range. The object appeared on the scope as being twice the size of an ordinary aircraft.

II. Discussion of Incident

The radar station involved sent ATIC an Electronics Data Sheet covering the sighting and from this, electronics specialists determined that interference from another radar station caused the presence of the unknown "blip". No visual observation was made at any time.

III. Conclusion

Interference.

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Saratoga Springs, New York

1 February 1953

I. Description of Incident

One large round, golden object was observed to be hovering down on the horizon at 2245 EST.

II. Discussion of Incident

No direction of object was given and furthermore the observers level of experience appeared to be low.

III. Conclusion

Insufficient data for evaluation.

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Terre Haute, Indiana

1 February 1953

I. Description of Incident

A military aircraft on a 270° heading 10 miles west of Terre Haute sighted a close group of moving lights changing color from red to blue, to green to yellow. The pilot estimated their altitude to range between 30,000 ft. to 15,000 ft. flying in a manner similar to conventional aircraft. Searchlights from the St. Louis area seemed to be following the unidentified lights. The time of sighting was about 2130 EST.

II. Discussion of Incident

ATIC made a check on local aircraft and found that there were many commercial and military flights in and out of St. Louis at the approximate time of sighting. It is possible that searchlights from St. Louis picked up one of these aircraft. The observing aircraft was 100 miles away from St. Louis which probably accounts for the changing color of lights.

III. Conclusion

Possibly aircraft.

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Pepperrell AFB, Newfoundland

3 February 1953

I. Description of Incident

From 2100 to 2125 local time a low unidentified object resembling the landing light on an aircraft was observed by two airmen of this base until the object disappeared below the horizon. The observation was strictly a visual one with no optical aids and no radar contact.

II. Discussion of Incident

This is a very brief report with no information given on the experience level of the observers. From past experience, however, such sightings have been attributed to bright stars sinking below the horizon.

III. Conclusion

Possibly a star.

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Yuma City, Arizona

4 February 1953

I. Description of Incident

At 1350 MST a meteorological aid for the U.S. Weather Bureau was searching for a lost weather balloon with the aid of a theodolite when he sighted a solid white, oblong object at a direction of 157.2° and elevation of 53.3° . The size of the object consisted of one minute of arc.

The object appeared to be ascending straight up, then levelled off and at this point was joined by a second object of exactly the same description. The second object left the field of the theodolite twice but returned each time to join the original. They both disappeared simultaneously at an angle of 204.1° at an elevation of 29.1° . At 204.1° the sky was covered by cirrus clouds at approximately 25,000 ft.

The objects remained in vision for five minutes. The observer stated that the objects rose more rapidly than any balloon he has ever seen and furthermore moved against the prevailing westerly winds. There appeared to be no glimmer or reflection from the sun from the objects.

II. Discussion of Incident

From the observers obvious experience in tracking balloons, it is concluded that these objects could not have been balloons especially since they were seen to move against the wind. There were aircraft in the area but the observer states he was aware of them and could not have confused them with the unknown objects. Because of the maneuvers and the time of day, astronomical activity must be ruled out. ATIC has not been able to find an answer to this sighting.

III. Conclusion

Unknown.

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Guam (Truk Island)

6 February 1953

I. Description of Incident

At 1110 local time an Air Force officer in charge of the Weather Bureau Station on Truk sighted an unidentified bullet-shaped shiny object traveling an estimated 150 mph at an approximate altitude of 400 to 500 ft. three to four miles away. The object appeared to be "slightly larger than a C-47 aircraft" with no noticeable wings or tail section and gave a shiny appearance as if of highly polished metal.

II. Discussion of Incident

A check with Guam flight service indicates that a C-47 was in the area at the time of sighting. The day was clear with a bright sun capable of distorting the normal features of a C-47.

III. Conclusion

Probably aircraft.

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Rosalia, Washington

6 February 1953

I. Description of Incident

A B-36 aircraft was in flight in the vicinity of Spokane, Washington, when one round white omnidirectional light was sighted at 0913Z time. The light was at an altitude of approximately 7,000 ft. on a southeast course circling and rising as it proceeded. It was visually observed for a period of three to five minutes. The B-36 made 180° descending turn toward the light which was estimated to be moving at a speed of 150 to 200 knots. The aircraft was inbound to Spokane 15 miles out and located over Rosalia, Washington.

II. Discussion of Incident

ATIC determined that a scheduled piball balloon released at 0900Z from the U.S. Weather Bureau Station at Fairchild AFB was in the immediate area of sighting. The sighting was from Rosalia which is 12.5 nautical miles S.E. of Fairchild AFB and to place a balloon in the area of the sighting winds would have to be out of the N.E. Winds aloft at 7,000 to 10,000 ft. were from 270° to 280° at 50 knots per hour. Therefore, by computation, it would take approximately 15 minutes for the balloon to be carried to Rosalia by the existing winds. Since the unidentified object was sighted 13 minutes after the balloon launch time, and the description (climbing, orbiting, balloons carry white running lights) closely parallels the maneuvers of a balloon, ATIC concludes that the object probably was the piball weather balloon. All local air fields were checked by McChord AFB and no aircraft were in the area at the time of observation other than the B-36.

III. Conclusion

Probably balloon.

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Okinawa

7 February 1953

I. Description of Incident

At 2122 local time radar tracked an unidentified object for 15 minutes and alerted a local interceptor squadron. An F-94 scrambled at 2123 hours, climbed to 15,000 ft., picked up nothing on airborne radar but at 2145 did make visual contact with a bright orange colored object which seemed to change to red and green at a special interval. Object was seen by the pilot and the R.O. for approximately 15 minutes after which it disappeared behind a cloud at an azimuth of 290° , low on the horizon.

II. Discussion of Incident

The weather consisted of scattered stratus clouds. No information is available on atmospheric phenomena such as temperature inversions or moisture-laden clouds which could have given a spurious radar return. It was determined at the base making the report that the F-94 had sighted the planet Venus which is extremely bright at this time of year and which also is located at a 275° azimuth from Okinawa 10° above the horizon. It is probable that merely by chance ground radar received a spurious plot on its scope and accordingly vectored the F-94 to a position where Venus was very apparent. No strict correlation between the electronics sighting and visual contact can be made.

III. Conclusion

Probably Venus.

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Barter Island, Alaska

8 February 1953

I. Description of Incident

Two pilots from this station made a ground-visual observation of an unidentified aerial object coming in over their base in a falling leaf pattern from the west. Time of the observation was 0450 local. It hovered, consisted of brilliant orange white lights seen for a period of eight minutes after which the object climbed eastward and disappeared. Throughout it gave off a noise similar to a helicopter's and was estimated by the viewers to be the approximate size of a C-47 aircraft.

II. Discussion of Incident

This report is on the brief side and gives no information on air traffic at the time of sighting. It is possible, however, that the above-average sources may have observed a helicopter, and became confused. Any evaluation will have to be based on additional information on helicopter traffic which ATIC has requested.

III. Conclusion

Insufficient data.

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Dobbins Air Force Base, Georgia

8 February 1953

I. Description of Incident

Military personnel observed a red-yellow-white stationary object from this base as well as Knoxville, Tennessee, at 2145 EST which was observed for 15 minutes before slowly disappearing below the horizon. It appeared in the west and was brighter than red obstruction lights on the control tower at Dobbins.

II. Discussion of Incident

No triangulation from the two observing points was made which would have been extremely helpful and should be attempted in sightings such as this. The description and manner of disappearance strongly suggests astronomical sightings at Presque Isle AFB and Mitchel AFB in October and December of 1952.

III. Conclusion

Probably astronomical (bright evening star).

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Tunis, Libya

11 February 1953

I. Description of Incident

An unidentified object was observed by the crew of a C-119 aircraft while enroute to Tripoli from Tunis. The object appeared very bright with a halo of diffused light surrounding it and was observed off the right wing of the aircraft flying at 7,000' on a 170° heading making I.A.S. of 170 knots. Length of observation varied from 5 to 55 minutes by assorted members of the crew some of whom stated that it appeared to ascend and then descend slowly.

II. Discussion of Incident

Four out of six of the crew stated that, in their opinion, the object was not a star, whereas the remaining observers would not commit themselves on a conclusion. Since the sighting seemed to be astronomical in nature, Project Blue Book submitted it to its contract astronomer, standard operating procedure in such cases. It was determined that Venus was probably responsible for the observation in that it appears at an approximate 200° azimuth in Libya on this date, and under fair weather conditions would appear very bright. The fact that it remained almost stationary and was observed for a long period of time would support this conclusion.

III. Conclusion

Probably Venus.

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Lake Charles AFB

12 February 1953

I. Description of Incident

A bluish-white object with a tail was observed by six Air Force personnel in a combined air-visual and ground-visual sighting. Time of sighting was for a very short period, a matter of seconds. The air crew involved estimated that the streaking object was on a level with them and 20 miles distant. The object was compared to "a flaming rag thrown in the air". There was no sound whatsoever.

II. Discussion of Incident

Weather conditions at the time of sighting (0600 CST) were CAVU and facilitated easy spotting of meteors. This sighting was undoubtedly caused by the passage of a meteor or "fireball" through the earth's atmosphere which had unusual coloring.

III. Conclusion

Probably astronomical.

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Ramier, Alabama

16 February 1953

I. Description of Incident

Two civilian men at this location sighted an unidentified object at 1630 EST while watching the flight of a B-47 aircraft cross their field of vision. A metallic looking object appearing round at one instant and flat the next was seen at an altitude of about two-thirds that of the B-47 which ATIC learned was at 35,000 ft. Its maneuvers consisted of climbing, diving, and sharp angle turns to the left and right in and around a few scattered clouds and it appeared to be faster than the B-47. Total time of sighting was for 20 minutes.

II. Discussion of Incident

Although the Maxwell Radio Range Station reported no known aircraft other than the B-47 in the area ATIC feels that, on the basis of the description submitted by the two relatively inexperienced observers, they probably sighted a fighter type aircraft, possibly an F-86, maneuvering in the air space below the B-47. To support this conclusion is the fact that the clouds mentioned in the original report around which the object was sighted, were determined to be at 20,000 ft. At this altitude a fighter aircraft would be hard to distinguish. The observers did state, however, that the object appeared to have swept-back wings.

III. Conclusion

Possibly aircraft.

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Port Austin, Michigan

17 February 1953

I. Description of Incident

At 2204 EST an unidentified aerial object was sighted visually by members of an AC&W Squadron at Port Austin. The object was eight to ten miles northwest of their station at an estimated 100' above the horizon. It appeared to be larger and brighter than a star and other than changing color, there were no unusual features visible. The object was moving south at a low rate of speed and eventually faded out completely after becoming much less bright in intensity. This object was viewed visually from 2204 EST for five minutes until 2209 EST.

At 2208 EST, the observers tracked the object on a search radar set. Position of the object on the radar set was 300° moving in a 180° course at 55 knots. The object was observed at 2208 EST for 17 minutes until 2225 EST. No height finding equipment was available at point of observation, but the observers estimated the altitude at 1000' from the radar returns. Weather conditions at time of sighting were: visibility and ceiling - unlimited, with moderate winds from the west.

II. Discussion of Incident

The possibility of the reported object being a balloon was checked by the reporting officer. The nearest balloon launch station is at Waukegan, Michigan, which is 140 miles from Port Austin. A piball type balloon was released from Waukegan at 0300Z. It is not likely that this balloon caused the sighting because the object in question was sighted at 0304Z.

Both the visual and electronic sightings were made by the same personnel, consisting of two officers and three airmen. All of these men have three or more years experience in radar. A radar scope camera was installed, but was not in operation at the time of sighting.

No known meteorological disturbances or activity existed at the time of sighting, or at any time that day.

After checking with surrounding bases and flight plan sources, it was found that there were no known aircraft in the general area.

The planet Venus is very low on the northwest horizon at this time of year and is easily seen. This fact might explain the visual sighting, but Venus will not show on a radar scope.

Further analysis of this sighting awaits adiabatic weather charts for the date and area of sighting. Until this information is received, this report is carried as unknown.

III. Conclusions

Unknown

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Fortville, Indiana

23 February 1953

I. Description of Incident

At 2116Z time a civilian woman located 16 miles northeast of Indianapolis sighted an unknown flying object appearing as a circular shaped, white object traveling at a high altitude in a northeasterly direction and reported this occurrence to the 782nd AC&W Squadron, the nearest Air Force installation. Clear weather prevailed.

II. Discussion of Incident

Project Blue Book ascertained that a pibal weather balloon was scheduled for release at 2100Z by the Indianapolis U.S. Department of Agriculture Weather Station and probably caused the submission of this report. The object was seen approximately 15 minutes after the balloon's release from Indianapolis and was carried in a northeasterly direction by the winds aloft which, for that time of day were from 240° to 260°. This would place the free-floating 30" rubber balloon almost over Fortville, the location of sighting.

III. Conclusion

Was balloon.

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Dayton, Ohio

24 February 1953

I. Description of Incident

A civilian woman contacted ATIC concerning a yellowish-white object which she had observed at 0430 EST for two successive days for periods ranging from 3 to 30 minutes. The object was described as oblong shaped and very low on the horizon with the manner of disappearance in both sightings being caused by its sinking below the horizon. The object was seen at a due west position each time.

II. Discussion of Incident

The source, although of average intelligence, is not an experienced observer and it is quite certain that she witnessed the setting of an astronomical body such as Venus.

III. Conclusion

Probably astronomical.

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Great Falls, Montana

25 February 1953

I. Description of Incident

A civilian man from this location sighted an unidentified aerial object on three separate occasions - 25 Feb 53 at 0025Z, 5 Mar 53 at 2115Z, and 6 Mar 53 at 1932Z.

II. Discussion of Incident

Very little information has been gathered on this sighting, even a basic description of the object's appearance has not been submitted to Project Blue Book. Furthermore, nothing is known of the observer's experience level, corroborative witnesses, etc. In the light of the scant information received, the report has to be carried as insufficient data for evaluation until an AF Form 112 arrives.

III. Conclusion

Insufficient data.

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Pepperrell Air Force Base, Newfoundland

26 February 1953

I. Description of Incident

An Air Force major and enlisted personnel from this base observed a green object with a trail of sparks traveling downward at a high rate of speed and disappearing behind mountains to the east. The size of the object was compared to that of the moon. Time of sighting was 1910 local time and the existing weather conditions were generally good.

II. Discussion of Incident

Project Blue Book's contract astronomer is of the opinion that the object seen was an exceptionally bright meteor. The size of the object has probably been overestimated. Two factors substantiate the meteor conclusion in this case: 1) the fact that it followed a downward course and 2) that it gave off sparks, two characteristics of a common meteor. No length of observation was given but it probably was a matter of seconds.

III. Conclusion

Probably a meteor.

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Klamath Falls, Oregon

26 February 1953

I. Description of Incident

At 2159 PST a round red stationary object was sighted by a CAA operator for 10 minutes time. The object seemed to fade in and fade out intermittently and eventually faded out completely. The observer estimated the unknown to be at a 270° azimuth from his position and at an altitude of 10,000'. Weather at the time of sighting consisted of scattered clouds at 2,000' with 10 miles visibility.

II. Discussion of Incident

Project Blue Book and its contract astronomer evaluate this report as definitely caused by the astronomical body Venus. Many similar reports have been received by ATIC during February of an object in the western sky appearing to change color and fading intermittently, and almost all such reports have been found to be Venus.

It is interesting to note in this and other similar observations that experienced CAA and Air Force personnel have been understandably confused by this bright planet, comparatively isolated, low on the horizon and sometimes seen through a high haze layer causing a rapid change in color. Red is the color given most often.

III. Conclusion

Was Venus.

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Dover Air Force Base, Delaware

26 February 1953

I. Description of Incident

At 2130 EST a dull red colored light was observed low on the western horizon by several military personnel. The light was slowly moving from west to northwest alternating color from yellow, green, red, and back to white. After being observed for approximately five minutes, object disappeared below the horizon.

II. Discussion of Incident

Observers were, in the opinion of the preparing officer, reliable. At the time of sighting, weather was clear, visibility eight miles. F-94's in area on other missions noticed nothing unusual. Due to the fact that the light was seen moving from west to northwest low on the horizon and then to disappear over the horizon and that the planet Venus can be seen in that direction very plainly during this part of the year, it is quite certain that the light observed was Venus. ATIC's contract astronomer was consulted and he concluded that the object observed was definitely Venus.

III. Conclusion

Astronomical - Venus.

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Dover Air Force Base, Delaware

28 February 1953

I. Description of Incident

At 2121 EST four AF personnel observed a single light of alternating colors with red predominant. The light was due west of Dover Air Force Base and about 20° above the horizon pursuing a very gradual course from west to northwest. No sound, smoke or vapor was observed. It appeared to fade away or disappear over the horizon. There was no air traffic in the area.

II. Discussion of Incident

As in the case of the Dover sighting of 26 Feb 53, it was the opinion of ATIAE-5 that Venus caused this sighting. ATIC's contract astronomer was contacted and definitely concluded that it was Venus.

III. Conclusion

Was Venus.

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Richmond, Virginia

28 February 1953

I. Description of Incident

At 1800 EST an Air Force colonel while traveling at 60 mph in his auto near Richmond observed a flash of metal with a long narrow rectangular contrail traveling from south to north. The object crossed the path of the auto from left to right traveling at less than jet speed. The object was observed approximately 15 minutes.

II. Discussion of Incident

Observer visited a friend of his about 1 hour later. The friend initiated the conversation by stating that he had seen a bright contrail in the sky about 1800 at a considerable distance. At 1800 EST on this date the sun was setting. The sun, reflecting from contrail, made it easily visible.

III. Conclusion

Probably contrail of jet aircraft.

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