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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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SECURITY
INFORMATION

STATUS REPORT

PROJECT BLUE BOOK - REPORT NO. 12

FORMERLY PROJECT GRUDGE

PROJECT NO. 10073

30 SEPTEMBER 1953

AIR TECHNICAL INTELLIGENCE CENTER

WRIGHT-PATTERSON AIR FORCE BASE

OHIO

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Commander, Air Technical Intelligence Center
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	<u>CONCLUSION</u>	<u>NO.</u>	<u>PERCENTAGE</u>
June:- Sources Mil 62.5 Civ 37.5	Astronomical	7	25.9
	Balloon	4	15.1
	Aircraft	3	11.1
	Insufficient Data	5	18.4
	Other	5	18.4
	Unsolved	3	11.1
	Total	27	100.0
July:- Sources Mil 50 Civ 50	Astronomical	9	24.4
	Balloon	13	35.1
	Aircraft	5	13.5
	Insufficient Data	4	10.8
	Other	3	8.1
	Unsolved	3	8.1
	Total	37	100.0
August:- Sources Mil 46.1 Civ 53.9	Astronomical	5	18.5
	Balloon	6	22.3
	Aircraft	4	14.8
	Insufficient Data	7	25.9
	Other	2	7.4
	Unsolved	3	11.1
	Total	27	100.0

II. CANADIAN "FLYING SAUCER"

Project Blue Book has received several reports from the Air Attache in Ottawa, Ontario, Canada, substantiating the fact that experiments on a "flying saucer" are actually being conducted at A. V. Roe, Limited, Toronto, Canada.

Mr. Jack Frost, the designer-engineer, has been working on this particular project for the past three years at A. V. Roe, Toronto, Canada. During this period he has made several attempts to gain the interest of various agencies in his project, but without apparent success; he visited the United Kingdom and was unable to arouse any interest in his project. Approximately two or three years ago, he also visited Wright-Patterson AF Base, Ohio (supposedly on other business), and outlined his ideas to as yet anonymous personnel. Recently, and presumably as a result of Viscount Montgomery's briefing on this project, Mr. Frost was again sent to the British Isles by A. V. Roe, Limited, supposedly to wind tunnel test his model, but in fact to present his ideas and design to prominent British authorities.

Mr. Frost is presumed to be in the United Kingdom at the present time. A recent letter received by the Defense Board of Canada from their liaison officer in the United Kingdom indicated that Mr. Frost received a cordial reception from British scientific personnel and has convinced several of his major critics that his ideas are sound. It has also been reported from another source that the United Kingdom (firm or individual

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unknown) has been working on a similar design, but that Mr. Frost is much further along and the United Kingdom is considering his proposal with a view toward adopting his proposals at the expense of their own.

The Defense Research Board of Canada and the Royal Canadian Air Force have been aware of Mr. Frost's work for sometime. Several months ago they took an interest in the project and a proposal was made to the Minister of Defense recommending that a developmental contract be let to A.V. Roe, Limited, to develop this concept. The Minister, at Cabinet hearings, recommended approval which was rejected because of the fact that the CF-100 program had been such an expensive venture that it was not practical to consider contracting for any new design at the time.

It was stated that the Defense Research Board and the RCAF have been unable to push this project regardless of the personal enthusiasm of the members of both organizations.

In the light of Mr. Frost's reception in England, it can be anticipated that the entire project will be reconsidered at the highest government levels.

It must be remembered that this project at the present time is entirely supported by A. V. Roe, Limited, and that the company has patented certain design features. It must also be remembered that Mr. Frost was the project engineer of the CF-100, an all-weather interceptor. A key member of the Defense Research Board has indicated that he believes the project will receive favorable reconsideration. If approval is obtained and a definite Department of Defense project is established, the U.S. Air Attache in Ottawa has been assured that USAF authorities will be given every opportunity to cooperate in the furtherance of this development. Until this approval is granted, the Department of Defense has no official position in relation to the entire project.

It has been determined that Mr. Frost has not actually flown a small model. He has arranged a model on a test stand and has used compressed air as a motive power rather than a combustion engine. Mr. Frost claimed that he had flown the model from Malten Airfield and it is actually a "flying saucer" type.

On two known occasions, Mr. Frost briefed RCAF and United Kingdom officers on his project. On 13 May 1953 RCAF officers went down to the A. V. Roe aircraft factory for the purpose of viewing a "flying saucer" demonstration by Mr. Jack Frost. Mr. Frost was delighted by their interest and went into great detail in explaining his pet project. Following this interview, the officers returned to Ottawa with glowing account of Mr. Frost's remarkable "flying saucer". On the other occasion, a United Kingdom Army officer visited the factory and received a comprehensive briefing by Mr. Frost. The officer was reportedly enthusiastically impressed and appeared to understand fully the air-flow concepts involved. He claimed that it was the greatest thing he had ever seen.

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Mr. Frost is reportedly a very serious, unpretentious man who wants only to build his "saucer". If the British or the Canadians refuse to back him, it is believed that he would go somewhere else. He has read many stories of "flying saucers" and they all seem to fit in with his own concepts, such as the housing, extreme speeds, etc. He claims it is basically simple and is amazed that it hasn't been produced before. For this reason he claims emphatically that he is not the first to build a "saucer"; he feels confident that the Russians have a similar model and have been operating it from submarines. He has checked with medical authorities who have confirmed his positioning of the pilot as in a seated position, legs slightly apart, upper-trunk of body leaning forward for vertical vision, up and down.

Mr. Frost is extremely confident that his radical design will work and will attain fantastic speeds. His first prototype he claims will be 24 feet across, travel at speeds up to 3000 MPH, be capable of being operated from a submarine or other small space, be housed in an ordinary garage, and have tremendous payload capacity. He claims that it will have a range of 1000 miles at extreme speeds and be able to hover over one spot and then dart off again in any desired direction. Frost claims that he can produce four "saucers" for the price of one F-86.

Project Blue Book is continuing an active interest in this matter and making every effort to obtain the latest true facts on the "saucer". More pertinent information is expected from the U.S. Air Attache in London, England.

III. AIR FORCE REGULATION 200-2

Air Force Regulation 200-2 dated 26 August 1953 supersedes Air Force Letter 200-5 dated 29 April 1952. This regulation requires more complete information which will simplify the evaluation of unidentified flying object (UFOB) reports. Instead of a TWX being followed by a written report within 72 hours, as was prescribed in AFL 200-5, AFR 200-2 requires that only a detailed TWX be forwarded to ATIC except when requested. By setting up more appropriate methods, it is believed that this new directive will aid Project Blue Book in the analysis of unidentified flying object reports.

IV. CONTRACTOR STATUS

A representative from the civilian research organization, Project Stork, which is preparing the IBM study on reports of unidentified flying objects from 1947 to 1952 visited Project Blue Book on 20 August 1953 for the purpose of explaining the status of the study. These reports do not include the many letters that were received directly from the public, but they do include all sightings reported through military channels and questionnaires filled out by observers and forwarded directly to the Air Technical Intelligence Center. The representative stated that the statistics on all these sightings would be completed not later

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than 1 September 1953. It was agreed that all unsolved reports should be reviewed by Project Stork before the final study is completed. The final study is expected not later than 15 October 1953. It is believed that this study will be extremely significant in future evaluations and operations of Project Blue Book.

Project Stork is also securing new diffraction gratings for the Videon camera which is currently out in the field. The suitable gratings are expected the latter part of October 1953.

V. VIDEON CAMERA STATUS

The distribution of 73 Videon cameras without suitable diffraction gratings was completed 1 June 1953. This distribution was made to selected AACS towers and ADC radar sites throughout the United States. Although the cameras could not be used in obtaining a light spectrum, it was agreed that cameras be sent for the purposes of familiarization and physical evidence of unidentified flying objects. A few of the camera sites have utilized the cameras in photographing unidentified objects, but in each case the image was too small to properly analyze. Project Blue Book has encouraged all the above mentioned sites to utilize this camera under varied light conditions so that personnel operating the cameras will have a sufficient knowledge of its operations to properly photograph an unidentified flying object under any light condition.

When the suitable gratings are received, the cameras will be recalled, the gratings mounted and redistributed to the sites. This operation is expected to take place in November 1953.

VI. FLYOB RPT MANUAL

The Flyobrpt Manual is intended for use by intelligence officers, operations officers, or anyone who may at some future date be required to submit a report of an unidentified flying object. This manual serves as a guide to reporting officers on the investigations, reporting procedures, and operations of Project Blue Book.

Although the quality of reports has continued to improve during the past year, in many cases the data that is forwarded has been too nebulous to be of much value for analysis. It is realized that in many cases only a limited amount of specific data can be obtained from the source. One of the most important goals of this project is that every possible effort be made to collect supporting information on an observation.

It is believed that this manual will aid in pointing out what information is wanted and make the collection of information as easy and fast as possible. The entire manual has been slanted toward obtaining the greatest amount of data without increasing the workload of the reporting officer.

This manual is being forwarded to Air Force installation commanders throughout the Zone of Interior.

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VII. SYNOPSIS OF REPORTS

An individual summary of twelve characteristic unidentified flying object reports for June, July, and August follows.

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30 June 1953

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Ramore, Ontario, Canada

Description

At approximately 2345 EDST on 30 June 1953 an unidentified flying object was observed for a period of twenty minutes in the northern sky moving to the southeast by at least 10 personnel of the 912th AC&W Squadron, Ramore, Ontario, Canada. The first person to observe this object was an airman who came out of the maintenance room to inspect the power unit which caused a minor breakdown of the search radar set. He called two other airmen to witness the object. One of the two thought the object was the moon. The airman who originally observed the object got hysterical and called the Charge of Quarters at the Domestic Area three miles to the southwest. At least seven witnesses at the Domestic Area saw the object and two of them reported that the moon was visible at the time and that the object was distinct and separate from the moon. The object was described as orange colored and oval shaped. It was described as moving from the north to southeast and then fading back to the north. No great speed was attributed to the object by any of the witnesses who said they saw movement. It was reported that the object had no visible means of propulsion and that there was no similarity to any known flying object.

Discussion

The sighting was made a few minutes after the scheduled time for the moon rise. The shape of the moon that night was similar to the description of the object, however, any explanation as that of the moon is in conflict with the reported observation of the two witnesses seeing both the moon and the object at the same time. There was a heavy broken overcast at the time of the sighting. There is a probability that the object was the moon reflecting off the clouds.

Conclusion

Possibly astronomical.

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New London, Connecticut

24 June 1953

Description

On 24 June 1953 one unidentified flying object was sighted by two Eastern Airlines' flights and one American Airlines' flight approximately 10-20 miles south-southeast of New London, Connecticut. This object appeared to burst into flames as it broke into two pieces, soon afterwards extinguishing itself and dropping into the ocean.

Discussion

This incident was solved very easily. Supplementary information received by Project Blue Book on 26 June 1953 stated "Objects sighted by pilots at approximately 2130E 24 June 1953. Two jet aircraft out of Quonset Point NAS had a mid-air collision at 2130E 24 June 1953. Aircraft fell in flames 15 miles west of Quonset Point." After interrogation of pilots, it was concluded that the flights did observe the above collision.

Conclusion

Was aircraft.

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16 June 1953

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San Antonio, Texas

Description

Several airmen in the control tower at Kelly AF Base observed an unidentified flying object at 1945 CST 16 June 1953 for approximately 5 minutes. This object was elliptical shaped and appeared to be equal to the size of a $4\frac{1}{4}$ by $9\frac{1}{2}$ inch envelope held at arm's length. No aerodynamic features, trail, exhaust, or propulsion system were noted. Object disappeared quickly in much the same manner as would a light being extinguished. Observers stated that object was quite similar to a cloud or smoke through which a light was shining.

Discussion

A check with airfields in the vicinity determined that there were no aircraft in the area at the time of sighting. The local AC&W squadron was contacted with no results. The observer's statement -- "Due to the physical makeup of the object, this sighting could be explained as the reflection of the sun on a high cirrus cloud."

Conclusion

Other - Probably light reflection on cloud.

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10 June 1953

Detroit, Michigan

Description

At 2310 EST on 10 June 1953 an AFROTC cadet at Wayne University observed one large bright object that was white or light yellow in color, round in shape and larger than a star. This object moved from a high westerly position in a falling arc toward the north and then leveled off and proceeded at a high rate of speed to the north in a straight line. This object made these maneuvers in a period of 60 seconds and disappeared over the northern horizon. The object, though bright, cast no beam nor left any trail or exhaust. No sound was noticed.

Discussion

Movements of this object and length of observation eliminate the possibility that it was of astronomical origin. Checks with airports in the vicinity revealed that there was one aircraft in the area. This was a DC-4 enroute to Chicago on a heading of 270 deg and was probably not in the area. A check was made with the weather bureau to determine whether or not they had a balloon in the area. A balloon was released at 0300Z, but it could not have caused the sighting since it burst before 0410Z (time of sighting).

Conclusion

Unsolved

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9 June 1953

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Tillamook, Oregon

Description

One unidentified object was reported by two USAF officers stationed with the Moby Dick balloon launching detachment, Tillamook, Oregon. This object was seen at 1010 PST 9 June 1953. The object was viewed through a theodolite and appeared half-moon in shape and white in color. It appeared to hover and no manner of propulsion was observed. No manner of disappearance was reported.

Discussion

During such a long period of observation, any conventional object known to be on this earth would, under existing conditions, have moved more than this particular object did. The winds at 30,000 feet were from 120 deg at 25 knots. Project Blue Book's astronomer was contacted and they stated that this sighting was undoubtedly the planet Venus which, under ideal conditions, can be seen during the daylight hours.

Conclusion

Was astronomical (Venus).

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2 June 1953

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Newton, Mississippi

Description

On the night of 2 June 1953 at approximately 2251 hours a Convair T-29 type aircraft No. 1931 was on a round-robin flight from Ellington AF Base to Tuscaloosa, Alabama. The aircraft was on a course approximately 58 degrees magnetic moving in a northeast direction at an altitude of 9000 feet. The aircraft was $7\frac{1}{2}$ miles south-southeast of Newton, Mississippi, when a whitish-green light attracted the pilot's attention. The light had the appearance of an aircraft navigational light and was estimated to be from 5 to 7 miles from the aircraft. The object was visible an estimated 12 to 15 seconds. The pilot thought the light was an aircraft's navigational light and that it seemed to be on a parallel course with the aircraft. The light seemed to brighten and the pilot, thinking it was an aircraft turning into him, started to change course to avoid collision. At the time the object appeared to climb, as at the beginning of a chandell, and at the sametime the light was intensifying in a greenish-white color and leaving a trail of fire and sparks similar to a 4th-of-July rocket in flight. After approximately 2 seconds of this climb, the object disintegrated into a ball of fire.

Discussion

The ATIC contract astronomer states that the object observed was a meteor. The fact that the object appeared to climb was probably caused by the motion of the aircraft as it turned to avoid collision.

Conclusion

Was astronomical (meteor).

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26 July 1953

Nellis AF Base, Nevada

Description

~~Two civilians who work in the Aero Maintenance Section at Nellis~~
AF Base were on a picnic at Deer Creek Springs, Nevada, when they saw an unidentified flying object that was estimated to be 100 feet in diameter and at an altitude of 70,000 feet. The object was silvery metallic in color and reflected the rays of the sun brilliantly at times. The object was observed for a period of one hour with both ten power and seven power binoculars.

Discussion

Reporting officer stated in his report that there were no weather balloons or aircraft in the area at the time of the sighting. A check was made with the upper air research balloon tracks received from Lowry AF Base revealing that there was very probably a balloon over that area at the time of this sighting.

Conclusion

Probably balloon (upper air research).

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24 July 1953

Key West, Florida

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Description

Between the hours of 2200 and 2330 EST, a student at the Fleet Sonar School, United States Naval Base, Key West, Florida, observed an unidentified flying object in the sky over the town of Key West. The object appeared to be approximately the size of a pin point or a star, very bright white in color, proceeded rapidly from low on the western skyline to a point directly forward and overhead. The object then blinked out momentarily before descending below the eastern skyline. No aerodynamic features, trail, exhaust, propulsion system, or sound were noted. Speed was reported as unknown, since the observer did not know the object's true size or its distance from him. The observer stated that the object appeared to move in regular smooth circles.

Discussion

Inquiry was made as to the observer's general reputation and character. His supervisor in Sonar Operations stated that he had no knowledge of the observer except during duty hours. The supervisor gave him a character rating of "very good", "above reproach", and described him as a quiet, conscientious, good student - not outstanding but above average. The interviewer stated that the observer appeared to be stable, well-adjusted, and very consistent with his answers after considerable questioning.

The weather at the time of the observation was reported as a broken overcast. Clouds were reported to be solid to the west where the object disappeared. A check with CAA office of U.S. Weather Bureau at Boca Chica Key revealed a ceiling of 22,300 feet.

There were several aircraft in the area and one of them was equipped with a searchlight. There is a probability that the observer saw the searchlight scanning the area.

Conclusion

Other - Probably searchlight on aircraft.

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7 July 1953

Atlanta, Georgia

Description

On the night of 7 July 1953, three observers from Atlanta were driving on Highway 78 near Mapleton, Georgia, when they encountered a "flying saucer" in the middle of the road. There were three small animals near this red colored "saucer". As the observers bore down on this object, two of the animals entered the "saucer" and escaped. As the "saucer" rose and disappeared at a 45 degree angle, it turned a light blue in color. Observers' car struck the third animal and knocked him unconscious. After getting out of the car and finding this animal which was approximately 21 inches in length, had long ears, no hair, and no tail, observers stayed at the scene and several other automobiles stopped. The animal died in about 30 minutes and was taken to one of the Atlanta newspapers. A reporter for the newspaper called the FBI, who in turn called the OSI to investigate the incident.

Discussion

This animal was first examined by a local veterinarian who stated that he had never seen such an animal before. Later the animal was taken to Emory University where an Emory authority identified it as a member of the monkey family and not an "animal from space". A member of the State Crime Laboratory and another member of the Emory University staff identified the animal as a monkey which had been shaved and from which the tail had been removed. Observers confirmed that the whole story was a hoax resulting from a \$10.00 bet with a friend that he (observer) could not get his picture in the paper. Observer was fined \$40.00 for obstructing the highway and was released at that time.

Conclusion

Other - Hoax.

Note: This is one of many similar reports received by Project Blue Book.

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3 July 1953

Reno, Nevada

Description

At 11:45 A.M. MST 3 June 1953 two civilians were sitting on a lawn at East 9th and Lake Streets, Reno, Nevada. One observer was looking up through some tree branches when she saw a pin-point of light at a very high altitude. She called her husband's attention to the object and he watched this object for 8 minutes, thinking it was a weather balloon. He thought that it was not likely to be a star, because the day was bright (hot) and cloudless. However, it neither moved nor changed its apparent size. The observer left his wife to watch the object while he reported it to the authorities. First he reported it to a policeman who referred him to the Police Station. They were not interested and told him to report it to the sheriff's office. The sheriff's office stated that this sighting was out of their jurisdiction and for him to call the FBI. The FBI took his name and address. The observer told the FBI that he couldn't locate the object unless he had this particular tree as a reference point. He then returned to the point of observation where his wife still had the object in view. After 20 minutes, being somewhat surprised that no one had appeared to verify the sighting and considering the possibility that a mistake had been made as to the reported location of the sighting, he again telephoned the FBI. He was told that the matter had been referred to Stead AF Base. The observer becoming aware that it was going to be difficult to get any official verification while the object was still in view obtained the name of the USAF colonel to which the report had been made. After some difficulty, the observer reached this colonel by telephone. This colonel referred the incident to another colonel who in turn referred him to a third colonel. From the last colonel that he talked to, he got the impression that someone would come to verify the sighting and returned to the scene where the object was still visible. While not appearing to move, it had shifted position slightly because it was necessary for him to move occasionally to prevent its being obscured by the tree branches. After waiting 30 minutes, the observer again called the Air Force colonel to ask him if he couldn't send someone to verify the sighting. The colonel requested that the observer stand by the telephone and he would call him back. This the colonel did 15 minutes later, requesting that the observer obtain a disinterested person to verify the sighting. Observer returned to site of observation and the object was still visible. He stopped a car and requested the driver to observe the object. The driver of the car was a professor at the University of Nevada and a very good observer. Observer again called the Air Force colonel and reported the verification. The colonel then stated that he would send 2 enlisted men to the observers' motel for a debriefing. Two sergeants visited the observers at their motel expressing appreciation for the observers' efforts and stating that the Air Force was very interested in such reports. Observer pointed out to the sergeants that the Air Force had been aware of the sighting for over an hour during which time the object could be seen but hadn't been interested enough to look at it.

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3 July 1953 - Reno, Nevada (contd)

Discussion

This sighting is one of the best in Project Blue Book's files as far as civilian observers are concerned. These civilians were very diligent in their efforts to report the sighting and it is unfortunate that the officials in that area were not aware of the procedure for reporting unidentified flying objects. The description of this object, and the length of time observed rules out any conventional objects in our atmosphere. Project Blue Book's contract astronomers were contacted. They stated that this sighting was undoubtedly caused by the planet Venus.

Conclusion

Was astronomical (Venus).

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17 August 1953

Peoria, Illinois

Description

Two civilian observers at different locations in Peoria saw an unidentified flying object at 1445 CST 17 August 1953. The object appeared the size of a baseball with a very brilliant white color. No trail or exhaust was observed and the object seemed to be suspended in the air and then slowly moved away. The speed of the object was unknown. The object was observed south of Peoria and moved off south-southeast. At the time of this sighting, personnel of the 791st AC&W Squadron, Hanna City, Illinois, observed a half-moon shaped object in the same vicinity. Total time of observation was 30 minutes.

Discussion

The AC&W Squadron at Hanna City did not pick up any unusual tracks on radar in the area mentioned. Checks with local weather station for possible release determined that there were no weather balloons in the area. Checks made with airfields in the vicinity precluded that there were no aircraft in the area. Check with upper air balloon tracks reveal that there was an upper air research balloon over Peoria at the time of sighting.

Conclusion

Was balloon.

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5 August 1953

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Rapid City, South Dakota

Description

Since this sighting was a combined air-visual, ground-visual, air-radar, and ground-radar report, it was decided that Project Blue Book would send an investigator to the scene. The controller on duty at the time of the incident was interviewed. His account of the incident was almost identical to that given in the initial TWX. He was on duty at 2005 MST when a GOC post observer called in an unidentified flying object sighted northeast of her post at Blackhawk, South Dakota. (Note: Sunset 1920 MST - Twilight 33 minutes.) She reported through the Rapid City Filter Center. She reported that the object was stationary, then moved south toward Rapid City. When the controller got the report that the object or light was headed toward Rapid City, he sent 3 airmen from the radar site to look for it visually. They reported a light moving from generally north to south at a high rate of speed. At this time the controller observed 2 blips going south on the scope. He could not get a distinct track because of ground clutter in the area. In a few minutes the GOC post in Blackhawk called in that the light was back in nearly its original position. An airborne F-84 was vectored into the area and after a search made visual contact. The F-84 was vectored into the blip that was remaining stationary at about 15 miles northeast of Blackhawk. The controller said that he believed the F-84 pilot saw the target that was on the scope. Shortly after the visual sighting by the pilot, the target started to move on a heading of about 320 degrees magnetic. Four good blips were obtained. Photos of this track were taken but the camera malfunctioned and the photos were no good. The last blip occurred at 70 miles and at that point the aircraft was returned to the base. The GOC observer reported seeing the aircraft and the object, and both were moving. The object seemed to be out-distancing the F-84. As soon as the F-84 landed, another F-84 took off for CAP. Just about that time, the Blackhawk GOC post called the third time stating that the object was back again. Nothing was on the scope (there was possibly a target in the ground clutter), so the F-84 was vectored in on the visual report. The pilot soon got a visual and started an intercept. About that time, the controller picked up both an unknown target and the F-84. Both were on a heading of about 360 degrees magnetic. The blip seemed to stay about 5-10 miles ahead of the F-84. The chase continued until the aircraft was about 80 miles out, then the intercept was broken off. The target continued off the scope. At this time the Bismarck Filter Center was alerted to look for unidentified flying objects. When the pilot got back over the base, he saw another light. This was not picked up on the scope, but the controller did get a return on the height finder equipment in the general direction of the light, it was 8000 feet. At 0023 MST, Bismarck began to call in reports.

The pilot who was on the first CAP was interviewed next. He stated that he had been making passes at a B-36 north of Rapid City when GCI called and said they had a target west of Rapid City. He searched for

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about 20 minutes west and south of Rapid City but saw nothing. He returned to base and was about to land when he observed a light northwest of the base. He started out on a heading of 350 degrees magnetic, the object was high (30 deg - 45 deg) at 11 o'clock from him. He checked the possibility of a reflection and determined that this was not the cause. He continued his course keeping the object at 11:30 clock for a better view. After about 30 seconds, it disappeared then reappeared for another 30 seconds at the end of which it abruptly faded and was not seen again. The object was silver in color and varied in intensity. It appeared to "pull away" because it got smaller. The comment as to size was that it was "brighter than the brightest star I've ever seen".

The pilot who flew the second CAP was interviewed next. He stated that he took off and started to climb when GCI told him that GOC had a light. He was north of Ellsworth AFB on a heading of 360 degrees magnetic when he saw a light 30-40 degrees to his right and level. He thought it was a star or planet but as he looked away it appeared to "jump" 15-20 degrees in elevation. (Note: Due to the speed of the aircraft and the fact that the pilot was intent on identifying the object, he was not exactly sure of his positions. All positions are subject to some error.) The light seemed to be paralleling his course. The first thing the pilot did was to check for reflections in the cockpit (i.e., canopy, gunsight head, etc.). He was sure the light was no reflection in the aircraft. The light, which the pilot estimated to be considerably brighter than a star, changed intensity and changed in color from white to green. When the object was first sighted, the aircraft was at 15,000 feet. The pilot started to climb and the light appeared to climb faster. This was because the angle of elevation increased. He climbed to 26,000 feet. All this time both the radar blip of both the object and the aircraft were being carried and the pilot was talking to the controller on UHF. As the pilot turned into the light on his initial sighting, he turned on his radar gunsight. As he swung onto the target, the warning light came on. No range was obtained since the sight starts to measure at about 4,000 yards. All this might indicate was that something was beyond 4,000 yards. The light remained on until the chase was broken off. After the chase, on the way home, the light blinked on and off several times indicating a possible malfunction. The sight was not checked by maintenance on return and had not been checked since.

The F-84 chased the light for about five minutes, or to about 80 miles north of the base. The light appeared to make slow changes in color and intensity. The pilot stated that the light definitely moved in relation to the stars. After the intercept was broken off, the aircraft returned toward base.

About 20 miles out of base he got a visual on a similar light that changed from red to white. He was on a heading of 180 degrees magnetic at 12-14,000 feet and the light was 10 degrees low to the right. He thought it was a car going around curves in the hills but changed his mind when the red and white lights were of equal intensity. This target was in the ground clutter of the radar but something at 8000 feet was picked up on the height finder radar. The light slowly went out then

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came back in. It seemed to be west moving since the aircraft was kept on a constant heading and the angle of azimuth and elevation increased. The light was first observed for 30 seconds, it faded, reappeared, then faded again after 30 seconds.

As the pilot came around the west side of the air base and up the east side, he saw another light and turned into it to take gun camera photos. (The photos were no good).

Discussion

A visit was made to the Weather Bureau station at the Rapid City Municipal Airport to check weather and balloon launches (Note: The air base launches no balloons). The observer on duty looked up the balloon track for the balloon launched at 2000 MST on 5 August 1953 and it went south from the Municipal Airport. This puts it out of the area of the sighting. Data on inversions was not available as it had been forwarded to Asheville, North Carolina. (Note: The balloon tracks and weather for 2000 MST on 5 August has been requested from Asheville.)

No attempt was made to contact the GOC observers at Blackhawk. They had been interrogated by base personnel and were "all excited". It was believed that an investigator talking to them would only further excite them needlessly. All the sightings at Bismarck are doubtful. The AC&W Station called the Bismarck Filter Center and told them to "look for flying saucers", a perfect set up to see every star move around.

The upper air research balloon tracks at Lowry were checked. Two balloons were lost and could have been in the area at the time of the sighting.

A few comments on the sources can be made:

Controller left the impression that he was trying to prove the existence of an unidentified flying object. It is very unfortunate that no scope photos were available to collaborate his story. He saw targets on the scope, there is no doubt about it, but whether they acted exactly as he stated is unknown.

The two airmen that went outside to observe the object that was being carried on radar and reported by the GOC were not sure of what they saw, at least this is the impression they left. They were told to go out and look for a light so they saw one. Their description fits that of a meteor. They only saw a "streak" in the sky. They did not see it return north, only go south.

The first pilot only got a glimpse of a light so he could not add much.

The second pilot gave the impression of being "on the ball". He obviously was trying to convince himself the light was a star, but was

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having difficulty. He took a realistic approach and had done some logical reasoning. He was worried about the fact that the light moved relative to the stars.

By eliminating doubt ~~in~~ sightings, the only thing that can be reasonably assured is that a GOC post observed a light. This could be a balloon or star. Radar picked up something in the general area of the GOC post and vectored an aircraft toward it. The pilot saw a light and chased it. He got a radar lock on it, but this could have been a malfunction. The star Capella is possibly visible low on the horizon to the north and the pilot could have seen this. Pending further study, this incident is carried as Unsolved.

Conclusion

Unsolved.

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SIGHTINGS FOR JUNE 1953

<u>DATE</u>	<u>LOCATION</u>	<u>EVALUATION</u>
30	Bamore, Ontario, Canada	Probably Astronomical
30	Mather AF Base, California	Insufficient Data
24	Washington, D. C.	Insufficient Data
24	Annapolis, Maryland	Balloon
24	Iwo Jima	Unsolved
24	New London, Connecticut	Aircraft
24	Cincinnati, Ohio	Probably Astronomical - Meteor
24	Simiutak, Greenland	Unsolved
23	Del Rio, Texas	Possibly Astronomical - Meteor
22	Goose AF Base, Labrador	Insufficient Data
21	Pepperrell AFB, Newfoundland	Possibly Astronomical
21	Okinawa	Probably Aircraft
20	Shawnee, Kansas	Insufficient Data
18	Key West, Florida	Other - Searchlight on aircraft
17	Iwo Jima	Other - Possibly weather effects on radar
16	San Antonio, Texas	Other - Light reflections on clouds
12	Covington, Georgia	Possibly Balloon
10	Goose AF Base, Labrador	Other - Weather Phenomena
10	Detroit, Michigan	Possibly Aircraft
9	North Korea	Probably Balloon
9	Tillamook, Oregon	Astronomical - Venus
8	Bethesda, Maryland	Possibly Balloon
7	Norwood, Ohio	Insufficient Data
4	Gainesville, Texas	Unsolved

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Sightings for the month of June 1953 continued.

<u>DATE</u>	<u>LOCATION</u>	<u>EVALUATION</u>
2	San Antonio, Texas	Other - Possibly light reflection
2	Lake Charles, Louisiana	Probably Astronomical - Meteor
2	Newton, Mississippi	Probably Astronomical - Meteor

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SIGHTINGS FOR JULY 1953

<u>DATE</u>	<u>LOCATION</u>	<u>EVALUATION</u>
31	Creola, Alabama	Probably Astronomical - Meteor
29	Springfield, Ohio	Probably Balloon
26	Dayton, Ohio	Balloon
26	Nellis AF Base, Nevada	Probably Balloon - UAR
26	Tinker AF Base, Oklahoma	Weather Balloon
25	Washington, D. C.	Probably Astronomical
25	Dayton, Ohio	Insufficient Data
25	Perrin AF Base, Texas	Possibly Balloon
25	Central House, Alaska	Balloon
24	Key West, Florida	Other - Probably searchlight on aircraft
22	Atlantic City, New Jersey	Insufficient Data
20	Offutt AF Base, Nebraska	Unsolved
19	La Grande, Oregon	Balloon - UAR
18	Key West, Florida	Insufficient Data
18	Sheridan, Wyoming	Probably Astronomical - Meteor
18	Brooklyn, New York	Probably Aircraft
14	Fairborn, Ohio	Probably Balloon
14	Opportunity, Montana	Insufficient Data
13	Shaw AF Base, South Carolina	Possibly Astronomical - Meteor
12	Adrian, Michigan	Possibly Balloon
11	Godman AF Base, Kentucky	Astronomical
10	Forrest City, Arkansas	Possibly Balloon
9	Ft. Worth, Texas	Possibly Aircraft
9	Sheppard AF Base, Texas	Possibly Aircraft
8	Colville, Washington	Probably Astronomical

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Sightings for the month of July 1953 continued

<u>DATE</u>	<u>LOCATION</u>	<u>EVALUATION</u>
8	Tinker AF Base, Oklahoma	Probably Balloon
7	Atlanta, Georgia	Other - Hoax
6	Stillwater, Oklahoma	Other - Searchlight reflections
4	Tinker AF Base, Oklahoma	Balloon
3	Middletown, New York	Possibly Aircraft
3	Tipp City, Ohio	Unsolved
3	Reno, Nevada	Astronomical - Venus
3	Fremont, Wisconsin	Possibly Aircraft
2	Tinker AF Base, Oklahoma	Unsolved
2	Shaw AF Base, South Carolina	Probably Astronomical
1	La Grande, Oregon	Possibly Balloon
1	Ramore, Ontario, Canada	Probably Astronomical

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SIGHTINGS FOR AUGUST 1953

<u>DATE</u>	<u>LOCATION</u>	<u>EVALUATION</u>
28	Turner AF Base, Georgia	Possibly Balloon
28	Jamestown, North Dakota	Insufficient Data
28	San Rafael, California	Probably Astronomical
27	Falls Church, Virginia	Insufficient Data
27	Greenville, Mississippi	Insufficient Data
26	Bermuda	Insufficient Data
23	Port Moresby, New Guinea	Insufficient Data
22	San Antonio, Texas	Possibly Aircraft
20	California Area	Insufficient Data
17	Creola, Alabama	Probably Astronomical - Meteor
17	South Central France	Possibly Balloon
17	Wethersfield, England	Probably Balloon
17	Peoria, Illinois	Possibly Astronomical
16	Ramore, Ontario, Canada	Unsolved
15	Madison, Wisconsin	Possibly Balloon
12	Ventura, California	Probably Aircraft
12	Leesburg, Virginia	Probably Aircraft
11	Barksdale AF Base, Louisiana	Probably Astronomical - Meteor
10	Wilmington, North Carolina	Other - Unreliable Source
9	Moscow, Idaho	Other - Probably light reflections on clouds
7	Martha's Vineyard, Mass.	Possibly Astronomical
5	San Antonio, Texas	Possibly Balloon
5	Rapid City, South Dakota	Unsolved
4	Onida, South Dakota	Insufficient Data
4	West Point, Nebraska	Possibly Aircraft

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Sightings for the month of August 1953 continued

<u>DATE</u>	<u>LOCATION</u>	<u>EVALUATION</u>
3	Dayton, Ohio	Unsolved
1	Key West, Florida	Possibly Balloon

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