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COUNTRY U.S.A.		REPORT NO. IR-3-53E	(LEAVE BLANK) 0531603
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT FLYOBREP			
AREA REPORTED ON Long Island, New York		FROM (Agency) 5th Ftr-Intcp Sq., McGuire AFB, Trenton, NJ	
DATE OF REPORT 9 January 1953	DATE OF INFORMATION 29 October 1952	EVALUATION A-3	
PREPARED BY (Officer) 2nd Lt James B. Donnelly		SOURCE 1st Lt David H. Goodnough., Pilot 2nd Lt Doyle C. Williams., R.O. 1st Lt William F. Hamilton., Pilot. 2nd Lt Norman Booth., R.O.	
REFERENCES (Control number, directive, previous report, etc., as applicable) (Local Training Flight) Radio Contact: 773 AC&W Sq. Montauk, New York			
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112-Part II.)			

The following Flying Object Report contains statements by:

DAVID H. GOODNOUGH., 1st Lt., USAF., A01909583., Pilot
 DOYLE C. WILLIAMS., 2nd Lt., USAF., A02223113., Radar Observer
 WILLIAM F. HAMILTON., 1st Lt., USAF., A01897295., Pilot
 NORMAN W. BOOTH., 2nd Lt., USAF., A02223480., Radar Observer

It is believed that this report is based on reliable and verifiable observations.

APPROVED:

William B. Holmes
 WILLIAM B. HOLMES
 Capt., USAF
 Wing Intelligence Officer

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 E.O. 12065, Sec. 3-402
 USAF memo 7/31/78
 By WGLewis NARS, Date 2/21/80

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 Map and overlay

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 a. Director of Intelligence, Headquarters USAF, Washington 25, D.C.
 b. Chief, Air Technical Intelligence Center, ATTN: ATIAA-2c, Wright-Patterson AFB, Ohio.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
5th Ftr-Intcp Sq, McGAFB, N.J.	IR-3-53E	2	3	

1. The following joint statement was made by Lieutenants William F. Hamilton and Norman W. Booth:

"At approximately 1010 Zebra on 29 October 1952 while on a local Training flight of two (2) F-94A at 28,000 feet over Hempstead, Long Island and on a heading of 270 degrees, I sighted a white light moving in the opposite direction at the same altitude and first thought it to be another F-94A because Pinkerton was working intercepts with F-94's in the area. I was number 2 in the flight and the flight leader advised that he was advancing to 100% power and started a hard port turn. At this time I immediately dropped back to trail position and the radar observer locked on to the lead plane. We continued the port turn and the object seemed to start turning inside of our turn and then started to climb. At this time the flight leader attempted to light afterburner with no success. We continued this hard port turn for approximately 20 minutes keeping the light in sight as it climbed until the light faded out of sight. I was in such a hard port turn that I had to use flaps to keep the plane from stalling".

2. The following statement was made by Lieutenant David H. Goodnough with the cooperation of Lieutenant Doyle C. Williams:

"Based on my experience in fighter tactics and maneuverability of fighter type aircraft it is my opinion that the object was controlled by something having visual contact with our aircraft. The power and acceleration abilities were beyond the capabilities of any known United States aircraft. However the performance was not outside the limits of human endurance. If the object had been any type of conventional aircraft I believe we would have easily overtaken it during the first 360 degrees turn. During the first turn I gained about 2000 feet while the object gained at least 5000 feet and was turning at our rate and I believe that if it had stayed with us it could easily have turned inside of us on the second turn. Our G forces on the first turn were 3 to 4. At 30,000 feet an F-94A without afterburner can climb at a maximum continuous rate of 1,500 feet per minute. In a tight turn at this altitude the rate of climb is zero. The capabilities of the object were at no time outside the realm of reason. In other words if a conventional aircraft had the power plant it could easily, with a human being directing it, have performed as this object did. The object went out of sight directly above us after about 20 minutes of observation. It did not remain in a tight turn during the visual contact. At one time it steered a course approximately towards Bridgeport, Conn. from the area of Suffolk County Air Force Base. It then turned around and came back almost above us. This object was definitely not a balloon or star and was moving in a horizontal plane heading of 090 degrees when we encountered it".

3. The object was sighted at 1010 Zebra, 29 October 1952, and was observed for at least 20 minutes. Visual sighting was by two (2) F-94A aircraft which were on a local training flight at 28,000 feet over Hempstead, Long Island. There was no radar contact by either the observing aircraft or by GCI because of malfunctioning radar sets even though the aircraft were heading straight toward the object when it was first sighted. The object disappeared southeast of Long Island. No determination of size or shape was possible because the observing aircraft could not close the distance between the object and them. Radio contact was maintained throughout the chase with GCI. (Pinkerton - 773d AC&W Unit). Lt. Goodnough, who was the first to sight the object, has 1200 hours total flying time including Korean combat service. The other observers are relatively new pilot and radar observers.

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FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
5th Ftr-Intcp Sq, McGAFB, N.J.	IR-3-53E	3	3	3

The weather was ceiling and visibility unlimited and the stars were out. "The position of Venus at 1010 Zebra was local hour angle 226 degrees 12 minutes - declination south 22 degrees 58 minutes." This information was taken from the Air Almanac.

James B. Donnelly

JAMES B. DONNELLY
2nd Lt., USAF
Intelligence Officer

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