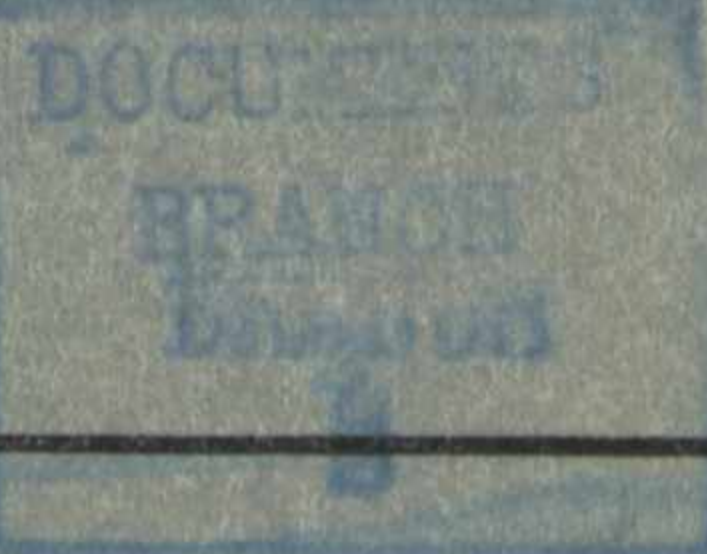




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(CLASSIFICATION)

COUNTRY United States		REPORT NO. IR-3-53	(LEAVE BLANK) AF 481596
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT Report of the Observation of an Unidentified Flying Object			
AREA REPORTED ON Austin, Texas		FROM (Agency) 12th Strategic Fighter Wing	
DATE OF REPORT 26 January 1953	DATE OF INFORMATION 23 January 1953	EVALUATION B-2	
PREPARED BY (Officer) 2/Lt. Eugene F. Redden		SOURCE T/Sgt Gerald V. Kelley AF 11194087	
REFERENCES (Control number, directive, previous report, etc., as applicable) AFL 200-5 FLYOBRPT 29 April 1952			

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

While on duty at the GCA station, Bergstrom AFB, Austin, Texas, T/Sgt Gerald V. Kelley reported an unidentified radar return on an AN/NPM-1 GCA set. Sgt Kelley was operating on both the 30 and 15 mile range setting. The size of the blip was 3/16 inches in width and 3/4 inches in length with fuzzy edges. This object was observed between 1540 and 1559 hours CST. The speed of the object varied from stationary to as fast or faster than jet aircraft. After it disappeared the area where it appeared was kept under surveillance for a period of about 5 minutes. No further returns were observed. No aircraft were in the vicinity, and no other observations of an object were reported.

The observer has not made a report of this incident to any other agency.

APPROVED:

Victor W. H. Rankin
VICTOR W. H. RANKIN
Captain, USAF
Intelligence Officer
12th Strategic Fighter Wing

Incl

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3 cys (2 incs)
(24)

DECLASSIFIED
E.O. 11652, Sec. 3(E) and 5(D) of (R)
USAF MEMO 7/31/78
By W. Lewis Date 7/13/78
AKC



2 INCLS.

1. Statement of Radar Technical Representative
2. Chart of Austin Area

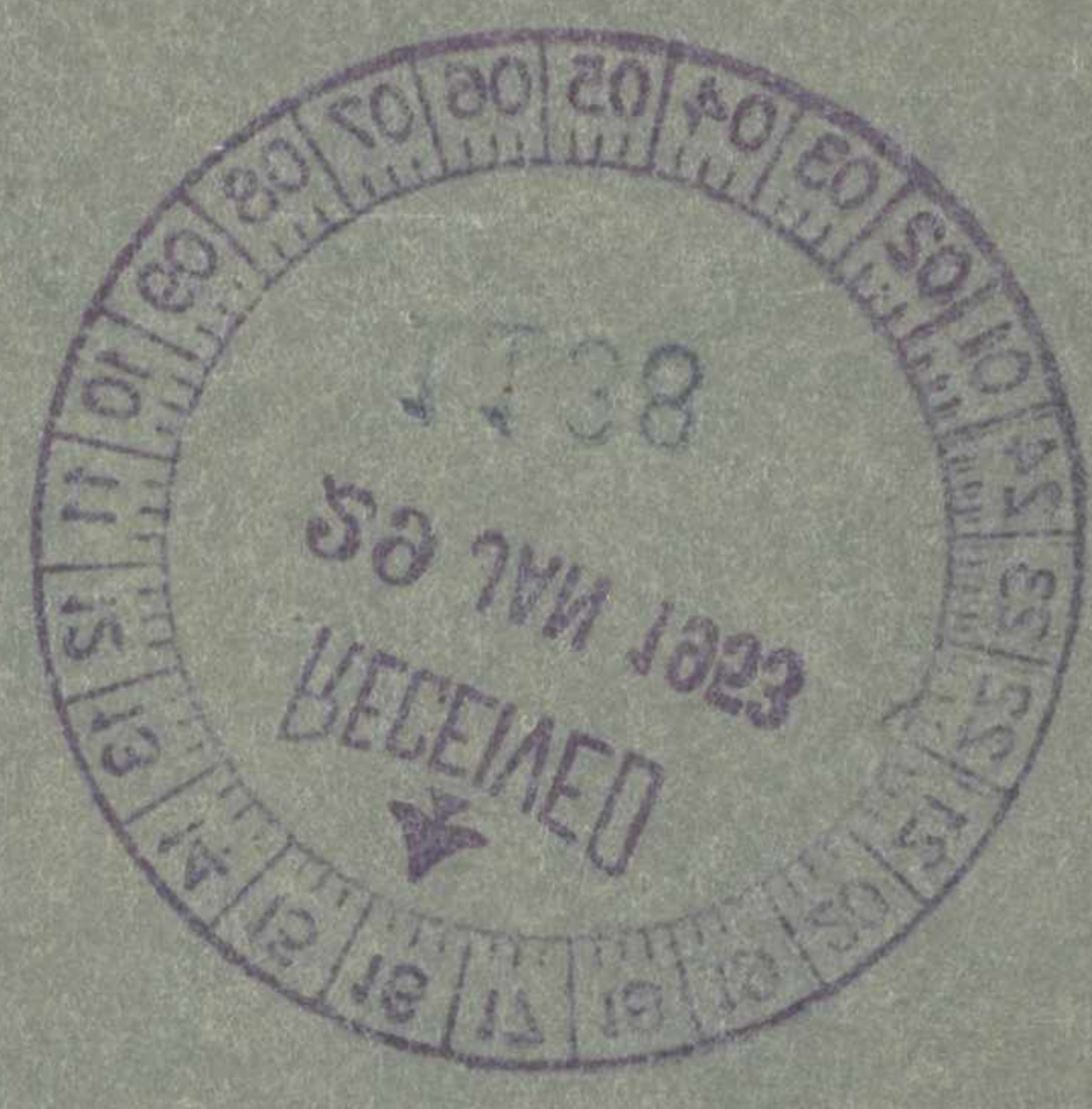
DISTRIBUTION BY ORIGINATOR

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SI AND SI-22 AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.
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DISTRIBUTION BY ORIGINATOR

- 5. Chart of Austin Area
- 1. Statement of Radar Technical Representative

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DATE 3/31/83 BY 1042/1000
DECLASSIFIED

15th Strategic Fighter Wing
Intelligence Officer
Capt. USAF
ALCLOS M. H. BARKIN

APPROVED:

The observer has not made a report of this incident to any other agency.

observations of an object were reported.
Further reports were observed. No aircraft were in the vicinity, and no other
where it appeared was kept under surveillance for a period of about 2 minutes. No
stationary to as fast or faster than jet aircraft. After it disappeared the area
observed between 1210 and 1220 hours CST. The speed of the object varied from
300 inches in width and 300 inches in length with fuzzy edges. This object was
was operating on both the 30 and 12 mile range setting. The size of the obj was
A. Kelley reported an unidentified radar return on an AN/MPN-1 GCA set. Sgt Kelley
while on duty at the GCA station, Bergstrom AFB, Austin, Texas, 12th GCA

SUMMARY: (Enter concise summary of report. Give significance in brief one-sentence paragraph. List locations of interest. Begin text of report on AF Form 113-Part II.)

REF 500-2 EXHIBIT 50 APRIL 1953		
REFERENCES (Cite of number, date, source, report, etc. as appropriate)		
5/14 Eugene F. Redden	12th GCA A. KELLEY AF 11101081	
PREPARED BY (Official)	SOURCE	
20 JANUARY 1953	53 JANUARY 1953	B-5
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
Austin, Texas	15th Strategic Fighter Wing	
AREA REPORTED ON	FROM (Agency)	
Report of the observation of an unidentified flying object		
SUBJECT		
AIR INTELLIGENCE INFORMATION REPORT		
United States	15-3-23	AF 11101081
COPYING	REPORT NO.	(TELETYPE MARK)

APPROVED 12 FEB 1953
AF FORM 113-1 PART I



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(CLASSIFICATION)

2

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

12th Strategic Fighter Wing

REPORT NO.

IR-3-53

2

PAGE

OF

3

PAGES

While performing the duties of an Aircraft Landing Control Technician; in specific the operation of the Plan Position Indicator portion of ground radar set AN/NPM-1 on the 23rd of January 1953 at Bergstrom Air Force Base, Austin, Texas. T/Sgt Gerald V. Kelley observed radar returns of an unusual nature under the following circumstances.

The first sighting was made at approximately 1540CST while utilizing the thirty mile range of the Plan Position Indicator in attempt to locate a flight of F-84 aircraft letting down to Bergstrom AFB and requesting the service of Ground Controlled Approach on arrival. T/Sgt Kelley observed a radar return of unusual proportions moving at a rapid rate of speed from an approximate bearing of 295 degrees in a southerly direction to an approximate bearing of 275 degrees at which time it ceased motion 21 miles from Bergstrom AFB for a short but undetermined length of time. It then moved in a westerly direction for approximately 2 statute miles and again remained stationary. His attention was then diverted by the normal flow of air traffic necessitating return to the 15 mile range for greater accuracy in control. In the interval he had contacted the Bergstrom control tower to advise of returns and request information on any large formation flights in the area, receiving an acknowledgment and a negative report. On completion of pertinent traffic control at approximately 1545CST he returned to the thirty mile range and observed two separate returns in stationary position, 285 degrees and 287 degrees, at 18 and 19 miles respectively for a short interval of time until necessary to return to the fifteen mile range. At this time he contacted Bergstrom control tower and requested that they scan the area with binoculars; a negative report of scan was received. At approximately 1550CST he again returned to the thirty mile range and observed a single stationary return 22 miles from Bergstrom AFB at bearing 310 degrees which remained stationary for the entire interval of observation until return to the fifteen mile range was once more necessary. After discharging traffic duties T/Sgt Kelley returned to the thirty mile range and observed a stationary return bearing 275 degrees approximately 17 miles from Bergstrom which remained stationary for a short time, then began a rapid movement on a course of 0 degrees to a bearing of 322 where it again ceased motion and remained stationary for approximately 30 seconds. It then faded and disappeared at approximately 1559CST. He kept constant surveillance from this time until approximately 1645CST with no further contact.

The return was similar to that which is produced by a large formation of aircraft, being of elliptical shape, approximately 3/4" in length and approximately 3/16" in width, being bright in the center and slightly diffused or ragged at the edges. The fast line constant circuit was in operation during all observations, all returns in question appeared to be of similar dimensions. When in motion the return appeared to be moving at a high rate of speed as the sweep trace was producing a definite advance in position at each revolution which in his experience would indicate ground speeds in excess of 350 mph. He was unable to determine the approximate speed, except that the return traversed a distance of approximately ten miles in a matter of seconds.

Constant surveillance was not maintained until approximately 1555CST since T/Sgt Kelley had not realized the importance of this information and had not been made aware of pertinent regulations. All times are approximate as they were taken at the beginning and end of observations to the nearest five minutes until 1555CST after which the accuracy is to the nearest minute. All bearings were from the AN/NPM-1 unit to the center of the unit and were accurate to the degree of mechanical accuracy of the equipment and his skill at their operation.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
12th Strategic Fighter Wing	IR-3-53	3	3	

COMMENTS OF THE PREPARING OFFICER

T/Sgt Gerald V. Kelley, AF 11194087, has been performing the duties of AFSC 27272 Aircraft Landing Control Technician in the Airways and Air Communications Service Detachment 1921-1, 1921st AACS Squadron since August 1951 and is stated to be fully qualified by his commanding Officer.

The preparing officer does not know the observer personally.

Eugene F. Redden

EUGENE F. REDDEN
2/Lt. USAF
Ass't Intelligence Officer

APPROVED:

Victor W. H. Rankin

VICTOR W. H. RANKIN
Captain, USAF
Intelligence Officer
12th Strategic Fighter Wing

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SECURITY INFORMATION

AIRWAYS AND AIR COMMUNICATIONS SERVICE
DETACHMENT 1921-1
1921ST AACS SQUADRON
Bergstrom AF Base, Austin, Texas

26 January 1953

SUBJECT: Sighting of Unidentified Targets

TO: Base Intelligence
Bergstrom AF Base
Austin, Texas

It is my opinion that the unidentified targets sighted by Technical Sergeant Kelley, Friday, 24 January 1953, was not due to malfunction of the radar set involved. However, I wish to make it clear that I was not present at the time of the sighting and did not observe the targets first-hand. My opinion is based purely on the testimony of Technical Sergeant Kelley and past experience with the particular radar set involved. No evidence of malfunction has been found or noted since the incident.

Charles G. Reagor
Charles G. Reagor
Technical Representative
Gilfillan Bros. Inc

AF 481596

Incl # 1

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SECURITY INFORMATION

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SECURITY INFORMATION

ALWAYS AND AIR COMMUNICATIONS SERVICE
DETACHMENT 1921-1
1921st AACS SQUADRON
Bergstrom AFB, Austin, Texas

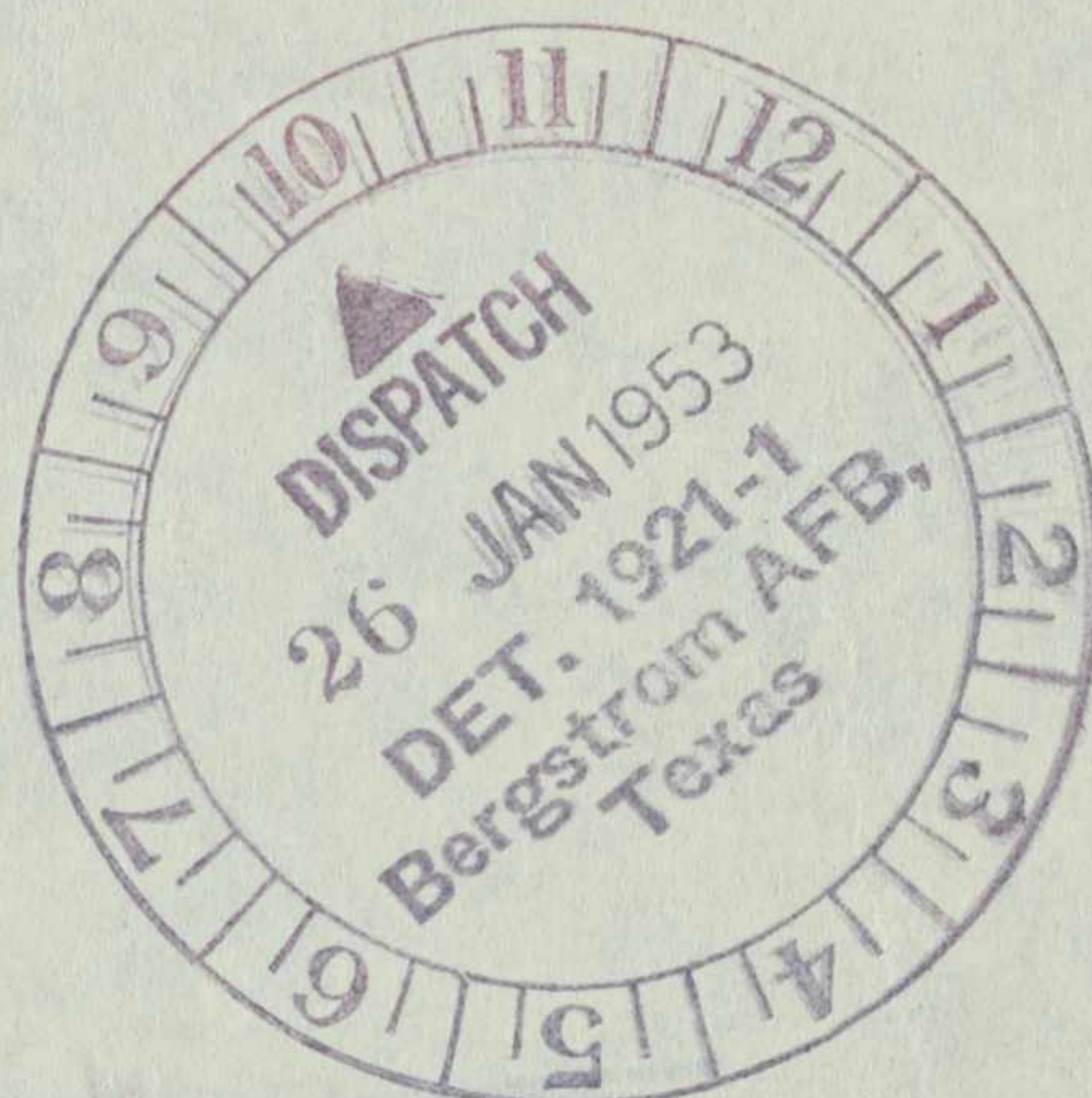
20 January 1953

SUBJECT: Sighting of Unidentified Targets

TO: Base Intelligence
Bergstrom AFB
Austin, Texas

It is my opinion that the unidentified targets sighted by Technical Sergeant Kelley, Friday, 20 January 1953, was not due to malfunction of the radar set involved. However, I wish to make it clear that I was not present at the time of the sighting and did not observe the targets first-hand. My opinion is based purely on the testimony of Technical Sergeant Kelley and past experience with the radar set involved. No evidence of malfunction has been found or noted since the incident.

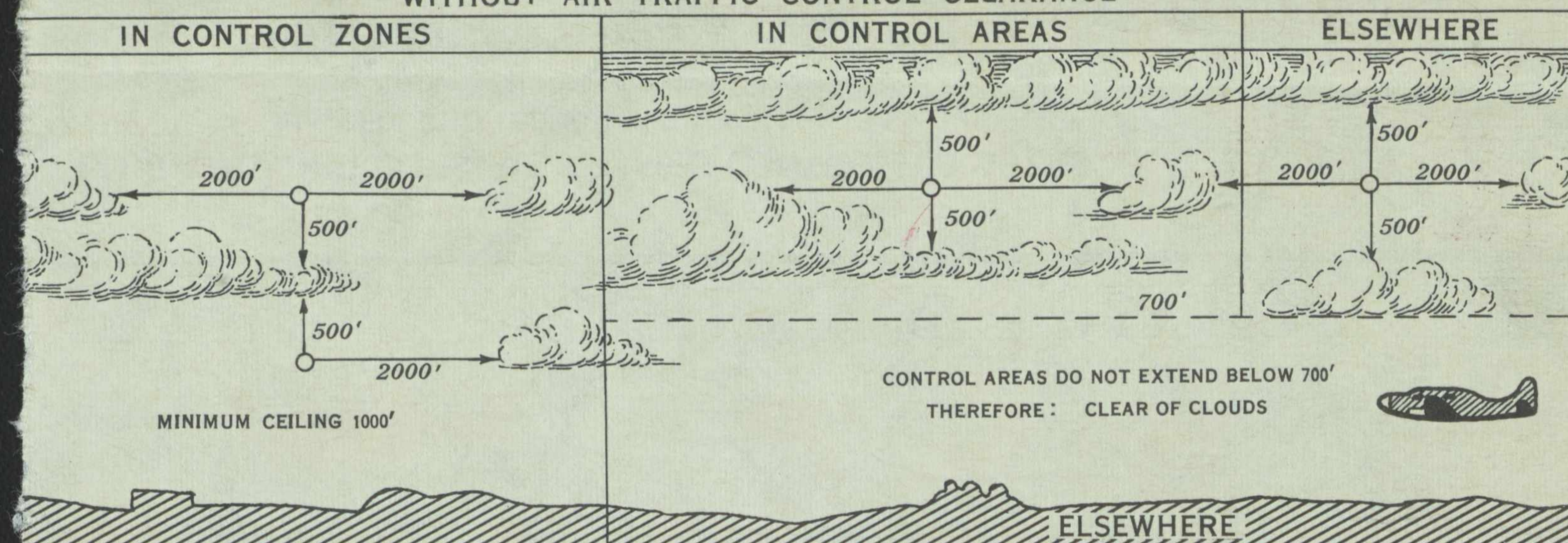
Charles C. Reagon
Charles C. Reagon
Technical Representative
Cliffman Bros. Inc.



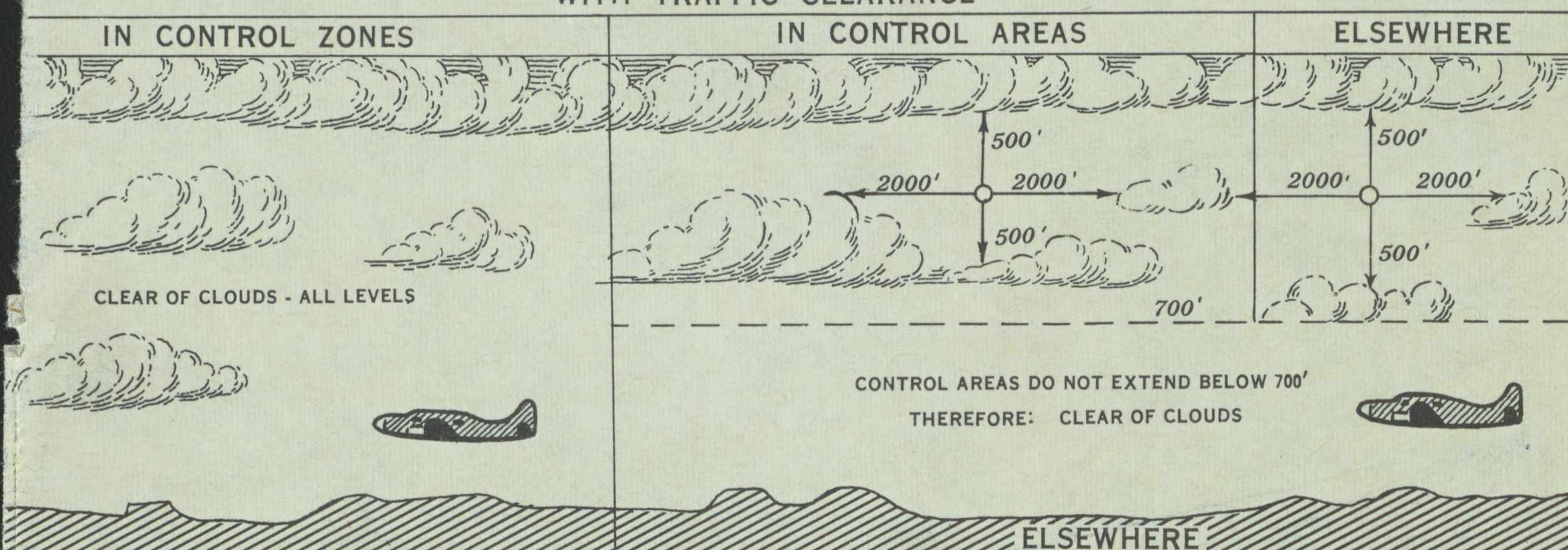
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SECURITY INFORMATION

VISUAL FLIGHT

MINIMUM CEILINGS AND DISTANCES FROM CLOUDS WITHOUT AIR TRAFFIC CONTROL CLEARANCE

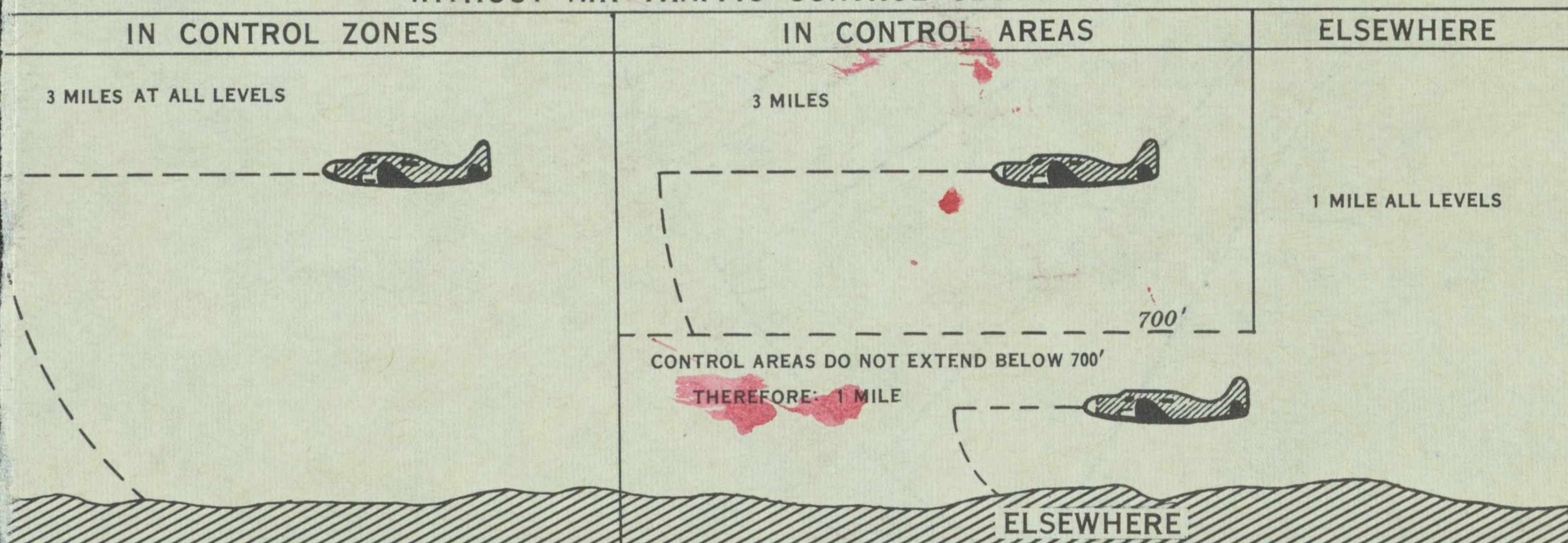


WITH TRAFFIC CLEARANCE

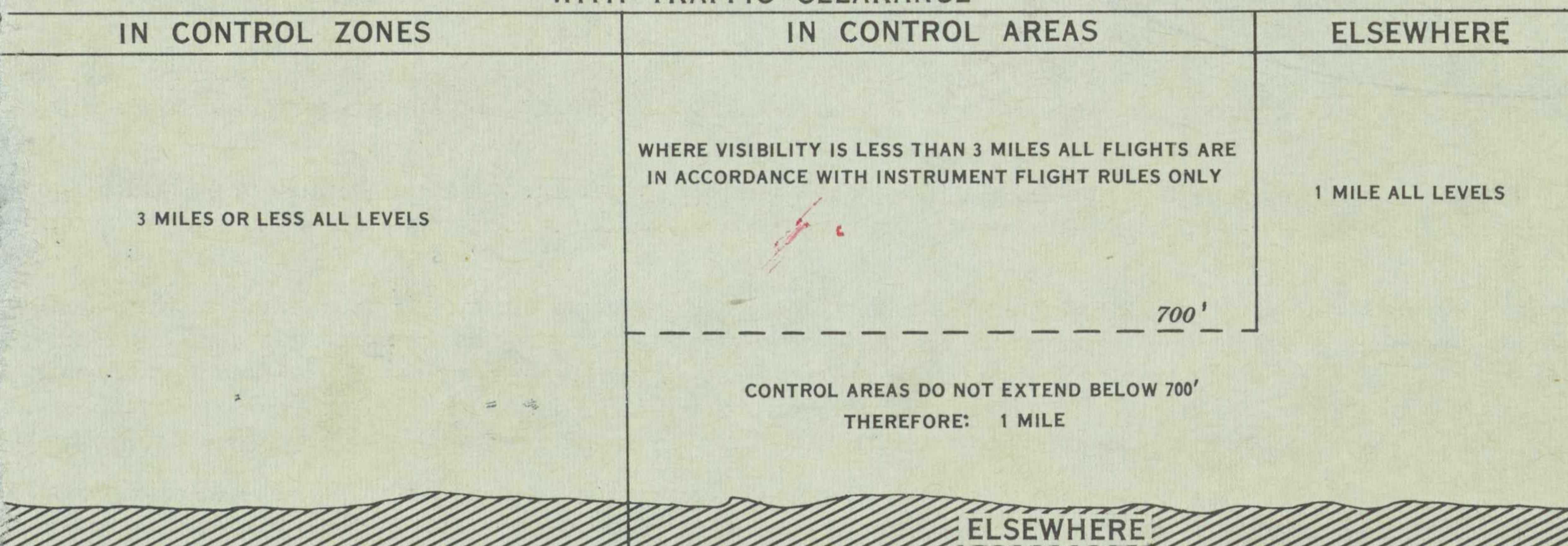


VISIBILITY MINIMUMS

WITHOUT AIR TRAFFIC CONTROL CLEARANCE



WITH TRAFFIC CLEARANCE



7-18-52

SEARCH AND RESCUE

Search and Rescue Service is a life saving service provided through the combined efforts of the CAA, Air Force, and Coast Guard who are assisted by other organizations such as the Civil Air Patrol, Sheriffs Air Patrol, State Police, and such other agencies as may be available. It provides search, survival aid, and rescue of personnel of missing or crashed aircraft.

All you need to remember to obtain this valuable protection is:

1. File a Flight Plan with a CAA Airway Communications Station in person or by telephone or radio.
2. File an Arrival Report.
3. If you land at a location other than intended destination, report the landing to the nearest CAA Communications Station.
4. If you land enroute and are delayed more than an hour, report this information to the nearest communications station.
5. Remember that if you fail to report within one hour after your E.T.A., a search will be started to locate you. If you fail to report within three hours after your E.T.A., the full facilities of the Search and Rescue Service will be activated.

Searches are expensive, they inconvenience other people, and on numerous occasions the lives of other pilots are sacrificed when searching for lost or overdue pilots. SO, FILE AN ARRIVAL REPORT!

GROUND TO AIR EMERGENCY CODE DISTRESS SIGNALS

REQUIRE DOCTOR, SERIOUS INJURIES — I	REQUIRE SIGNAL LAMP WITH BATTERY, AND RADIO — I	REQUIRE FUEL AND OIL — L
REQUIRE MEDICAL SUPPLIES — II	INDICATE DIRECTION TO PROCEED — K	ALL WELL — LL
UNABLE TO PROCEED — X	AM PROCEEDING IN THIS DIRECTION — ↑	NO — N
REQUIRE FOOD AND WATER — F	WILL ATTEMPT TAKE-OFF — >	YES — Y
REQUIRE FIREARMS AND AMMUNITION — V	AIRCRAFT SERIOUSLY DAMAGED — L7	NOT UNDERSTOOD — JL
REQUIRE MAP AND COMPASS — □	PROBABLY SAFE TO LAND HERE — Δ	REQUIRE MECHANIC — W
	IF IN DOUBT, USE INTERNATIONAL SYMBOL — SOS	

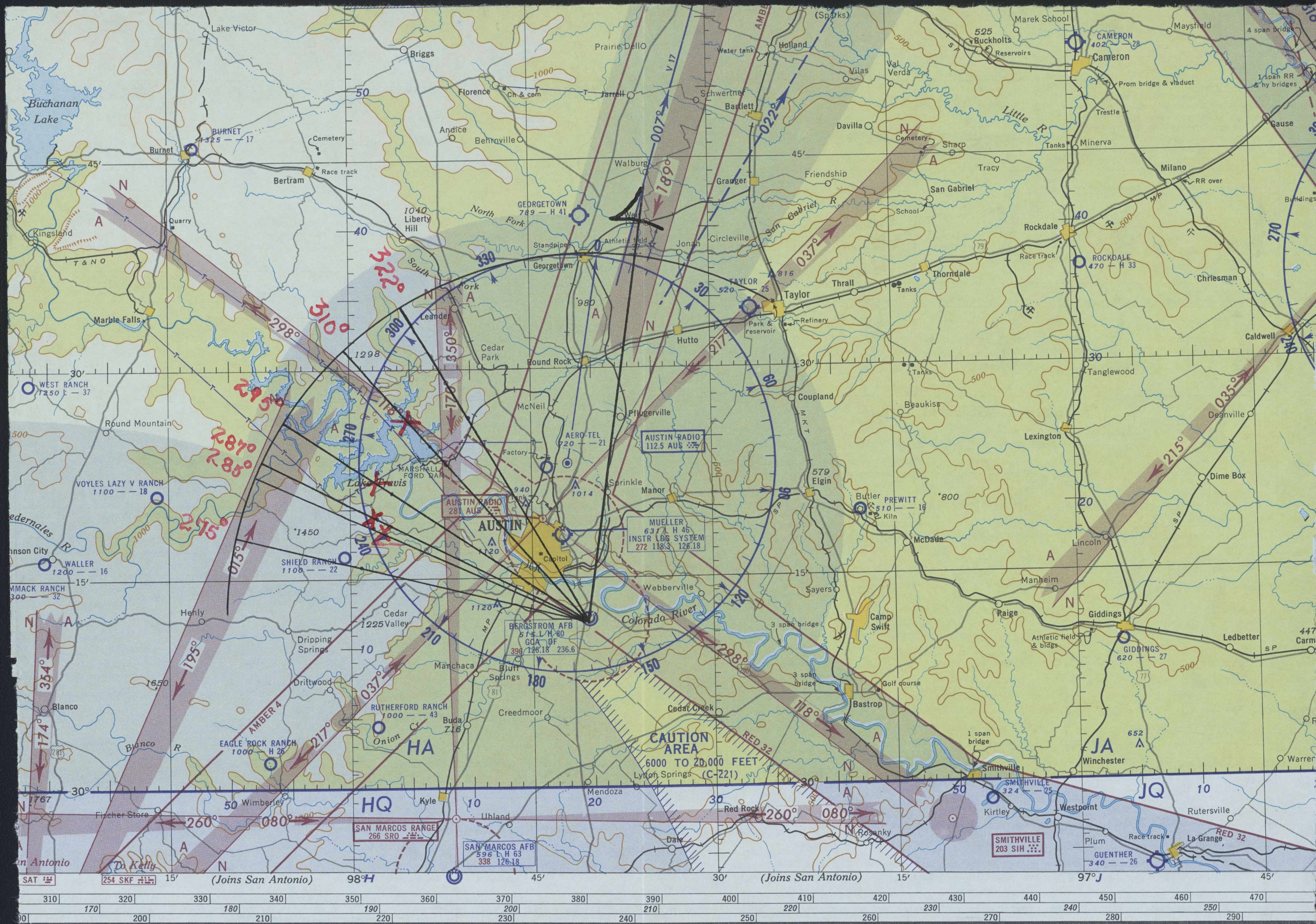
INSTRUCTIONS:

1. Lay out symbols by using strips of fabric or parachutes, pieces of wood, stones, or any available material.
2. Provide as much color contrast as possible between material used for symbols and background against which symbols are exposed.
3. Symbols should be at least 10 feet high or larger, if possible. Care should be taken to lay out symbols exactly as shown to avoid confusion with other symbols.
4. In addition to using symbols, every effort is to be made to attract attention by means of radio, flares, smoke, or other available means.
5. When ground is covered with snow, signals can be made by dragging, shoveling or tramping the snow. The depressed areas forming the symbols will appear to be black from the air.
6. Pilot should acknowledge message by rocking wings from side to side.

VISUAL EMERGENCY SIGNALS

NEED MEDICAL ASSISTANCE - URGENT USED ONLY WHEN LIFE IS AT STAKE 	ALL OK - DO NOT WAIT 	CAN PROCEED SHORTLY - WAIT IF PRACTICAL 	NEED MECHANICAL HELP OR PARTS - LONG DELAY 	DO NOT ATTEMPT TO LAND HERE
LIE PRONE	WAVE ONE ARM OVERHEAD	ONE ARM HORIZONTAL	BOTH ARMS HORIZONTAL	BOTH ARMS WAVED ACROSS FACE
LAND HERE 	USE DROP MESSAGE 	OUR RECEIVER IS OPERATING 	NEGATIVE (NO) 	AFFIRMATIVE (YES)
BOTH ARMS FORWARD HORIZONTALLY, SQUATTING AND POINTING IN DIRECTION OF LANDING - REPEAT	MAKE THROWING MOTION 	CUP HANDS OVER EARS 	WHITE CLOTH WAVED HORIZONTALLY	WHITE CLOTH WAVED VERTICALLY
PICK US UP - PLANE ABANDONED 	AFFIRMATIVE (YES) 	NEGATIVE (NO) 	HOW TO USE THEM IF YOU ARE FORCED DOWN AND ARE ABLE TO ATTRACT THE ATTENTION OF THE PILOT OF A RESCUE AIRPLANE, THE BODY SIGNALS ILLUSTRATED ON THIS PAGE CAN BE USED TO TRANSMIT MESSAGES TO HIM AS HE CIRCLES OVER YOUR LOCATION. STAND IN THE OPEN WHEN YOU MAKE THE SIGNALS. BE SURE THAT THE BACKGROUND, AS SEEN FROM THE AIR, IS NOT CONFUSING. GO THROUGH THE MOTIONS SLOWLY AND REPEAT EACH SIGNAL UNTIL YOU ARE POSITIVE THAT THE PILOT UNDERSTANDS YOU.	
BOTH ARMS VERTICAL	DIP NOSE OF PLANE SEVERAL TIMES 	FISHTAIL PLANE 		

6/6/50



BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS

For pilot information see reverse side

Victor airway designations are shown along the radials of the omni range stations. Limits of these airways which are not indicated on this chart are 5 miles on either side of the radials.

~~RESTRICTED~~
(CLASSIFICATION)

COUNTRY United States	REPORT NO. IR-3-53	(LEAVE BLANK) AF 481596
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AIR INTELLIGENCE INFORMATION REPORT

SUBJECT Report of the Observation of an Unidentified Flying Object

AREA REPORTED ON Austin, Texas	FROM (Agency) 12th Strategic Fighter Wing
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DATE OF REPORT 26 January 1953	DATE OF INFORMATION 23 January 1953	EVALUATION B-2
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PREPARED BY (Officer) 2/Lt. Eugene F. Redden	SOURCE [REDACTED]
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REFERENCES (Control number, directive, previous report, etc., as applicable) AFL 200-5 FLYOBRPT 29 April 1952
--

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

While on duty at the GCA station, Bergstrom AFB, Austin, Texas, [REDACTED] reported an unidentified radar return on an AN/NPM-1 GCA set. [REDACTED] was operating on both the 30 and 15 mile range setting. The size of the blip was 3/16 inches in width and 3/4 inches in length with fuzzy edges. This object was observed between 1540 and 1559 hours CST. The speed of the object varied from stationary to as fast or faster than jet aircraft. After it disappeared the area where it appeared was kept under surveillance for a period of about 5 minutes. No further returns were observed. No aircraft were in the vicinity, and no other observations of an object were reported.

The observer has not made a report of this incident to any other agency.

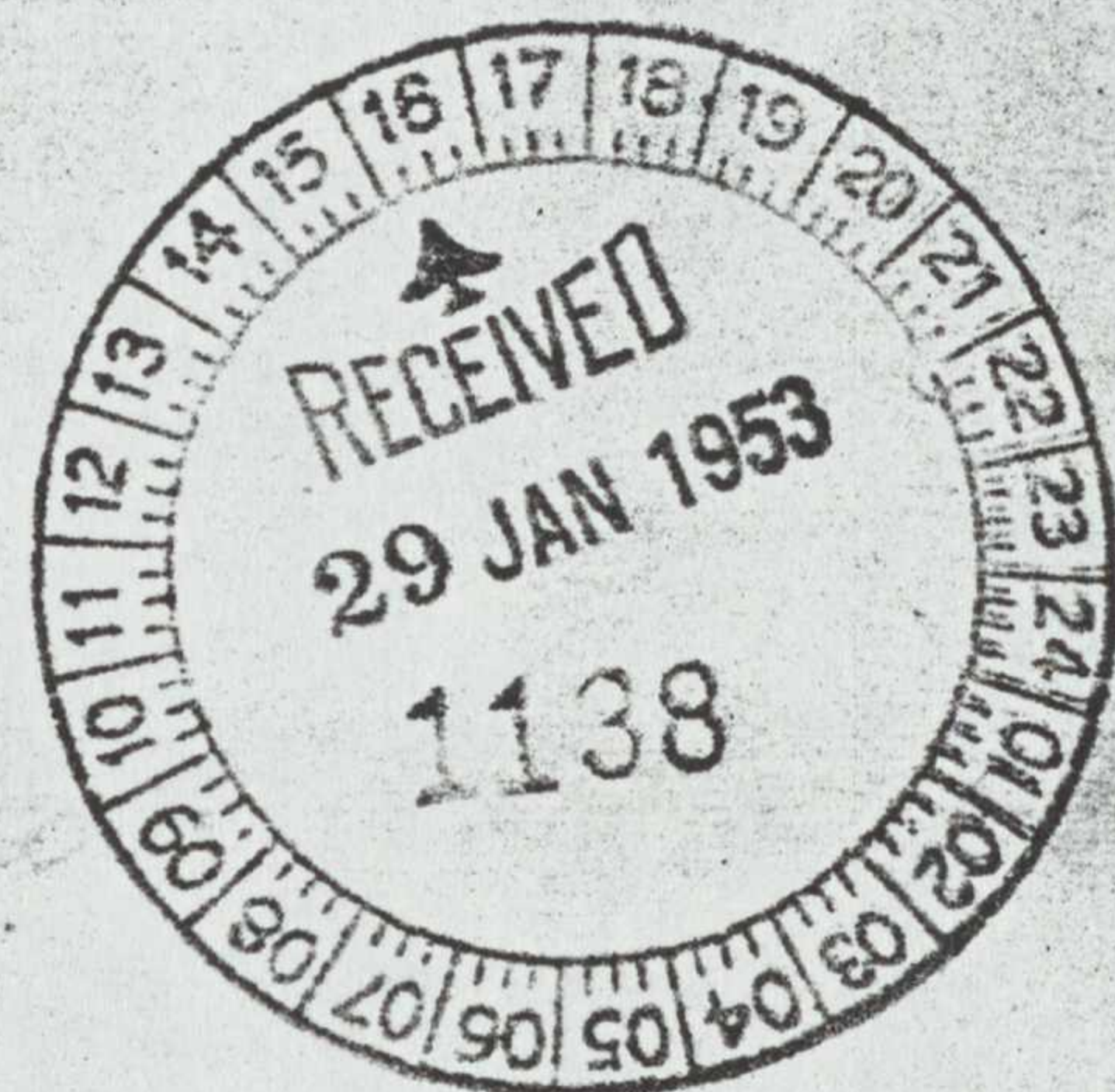
APPROVED:

Victor W. H. Rankin
VICTOR W. H. RANKIN
Captain, USAF
Intelligence Officer
12th Strategic Fighter Wing

Incl.

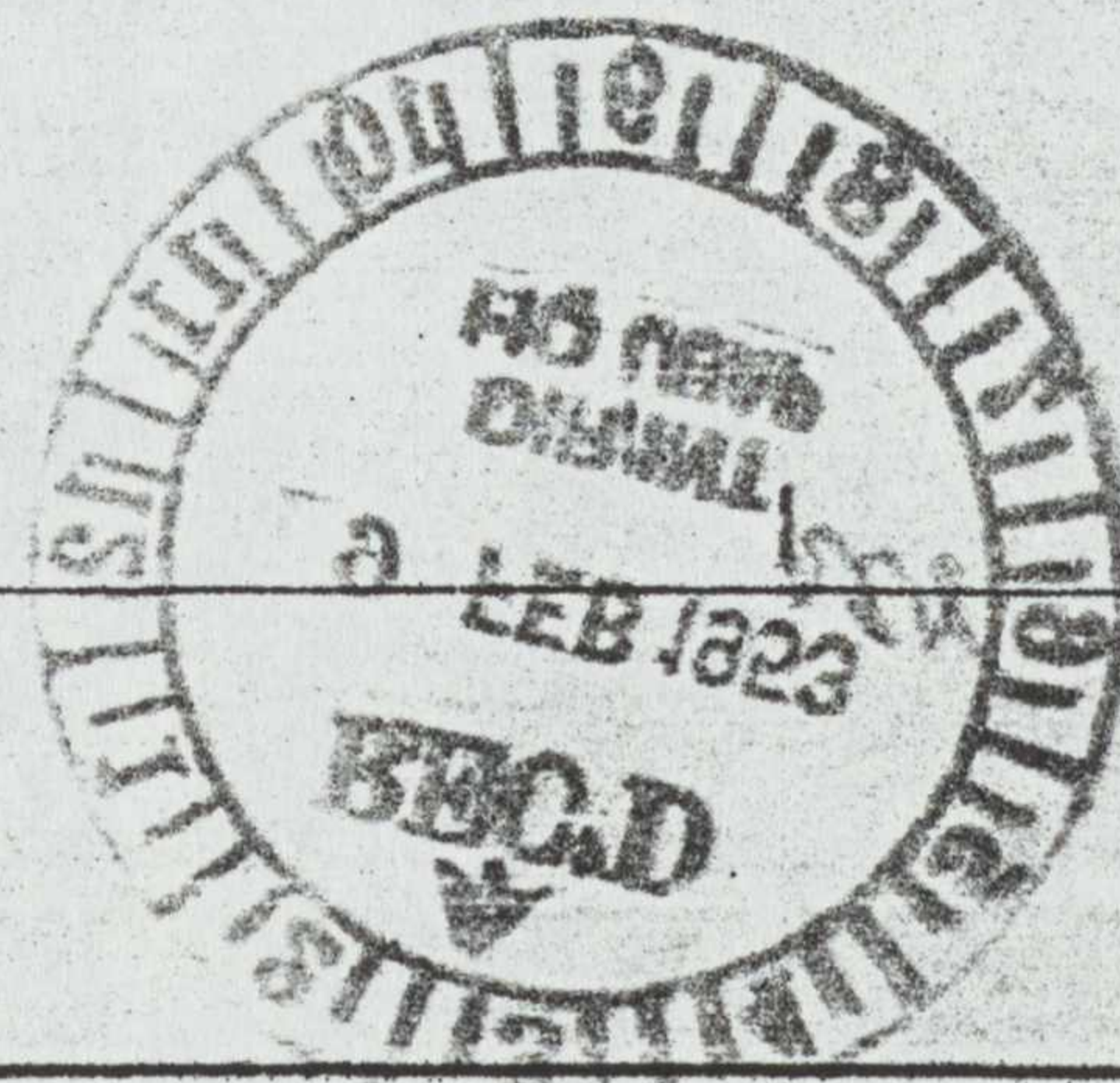
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3 cys (2 inclos)
(24)

DECLASSIFIED
E.O. 11652, Sec. 3(E) and 3(D) or (F)
USAF MEMO 7/31/39
By W. Lewis Date 7/13/39
AKG



- 2 INCLS.
1. Statement of Radar Technical Representative
 2. Chart of Austin Area

DISTRIBUTION BY ORIGINATOR



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(CLASSIFICATION)

~~RESTRICTED~~
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
12th Strategic Fighter Wing	IR-3-53	2	3	

While performing the duties of an Aircraft Landing Control Technician; in specific the operation of the Plan Position Indicator portion of ground radar set AN/NPM-1 on the 23rd of January 1953 at Bergstrom Air Force Base, Austin, Texas. [REDACTED] observed radar returns of an unusual nature under the following circumstances.

The first sighting was made at approximately 1540CST while utilizing the thirty mile range of the Plan Position Indicator in attempt to locate a flight of F-84 aircraft letting down to Bergstrom AFB and requesting the service of Ground Controlled Approach on arrival. [REDACTED] observed a radar return of unusual proportions moving at a rapid rate of speed from an approximate bearing of 295 degrees in a southerly direction to an approximate bearing of 275 degrees at which time it ceased motion 21 miles from Bergstrom AFB for a short but undetermined length of time. It then moved in a westerly direction for approximately 2 statute miles and again remained stationary. His attention was then diverted by the normal flow of air traffic necessitating return to the 15 mile range for greater accuracy in control. In the interval he had contacted the Bergstrom control tower to advise of returns and request information on any large formation flights in the area, receiving an acknowledgment and a negative report. On completion of pertinent traffic control at approximately 1545CST he returned to the thirty mile range and observed two separate returns in stationary position, 285 degrees and 287 degrees, at 18 and 19 miles respectively for a short interval of time until necessary to return to the fifteen mile range. At this time he contacted Bergstrom control tower and requested that they scan the area with binoculars; a negative report of scan was received. At approximately 1550CST he again returned to the thirty mile range and observed a single stationary return 22 miles from Bergstrom AFB at bearing 310 degrees which remained stationary for the entire interval of observation until return to the fifteen mile range was once more necessary. After discharging traffic duties [REDACTED] returned to the thirty mile range and observed a stationary return bearing 275 degrees approximately 17 miles from Bergstrom which remained stationary for a short time, then began a rapid movement on a course of 0 degrees to a bearing of 322 where it again ceased motion and remained stationary for approximately 30 seconds. It then faded and disappeared at approximately 1559CST. He kept constant surveillance from this time until approximately 1645CST with no further contact.

The return was similar to that which is produced by a large formation of aircraft, being of elliptical shape, approximately 3/4" in length and approximately 3/16" in width, being bright in the center and slightly diffused or ragged at the edges. The fast line constant circuit was in operation during all observations, all returns in question appeared to be of similar dimensions. When in motion the return appeared to be moving at a high rate of speed as the sweep trace was producing a definite advance in position at each revolution which in his experience would indicate ground speeds in excess of 350 mph. He was unable to determine the approximate speed, except that the return traversed a distance of approximately ten miles in a matter of seconds.

Constant surveillance was not maintained until approximately 1555CST since [REDACTED] had not realized the importance of this information and had not been made aware of pertinent regulations. All times are approximate as they were taken at the beginning and end of observations to the nearest five minutes until 1555CST after which the accuracy is to the nearest minute. All bearings were from the AN/NPM-1 unit to the center of the unit and were accurate to the degree of mechanical accuracy of the equipment and his skill at their operation.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
12th Strategic Fighter Wing	IR-3-53	3	3	3

COMMENTS OF THE PREPARING OFFICER

[REDACTED], AF 11194087, has been performing the duties of AFSC 27272 Aircraft Landing Control Technician in the Airways and Air Communications Service Detachment 1921-1, 1921st AACS Squadron since August 1951 and is stated to be fully qualified by his commanding Officer.

The preparing officer does not know the observer personally.

Eugene F. Redden

EUGENE F. REDDEN
2/Lt. USAF
Ass't Intelligence Officer

APPROVED:

Victor W. H. Rankin

VICTOR W. H. RANKIN
Captain, USAF
Intelligence Officer
12th Strategic Fighter Wing

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(CLASSIFICATION)

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SECURITY INFORMATION

AIRWAYS AND AIR COMMUNICATIONS SERVICE
DETACHMENT 1921-1
1921ST AACS SQUADRON
Bergstrom AF Base, Austin, Texas

26 January 1953

SUBJECT: Sighting of Unidentified Targets

TO: Base Intelligence
Bergstrom AF Base
Austin, Texas

It is my opinion that the unidentified targets sighted by [REDACTED] Friday, 24 January 1953, was not due to malfunction of the radar set involved. However, I wish to make it clear that I was not present at the time of the sighting and did not observe the targets first-hand. My opinion is based purely on the testimony of [REDACTED] and past experience with the particular radar set involved. No evidence of malfunction has been found or noted since the incident.

Charles G. Reagor

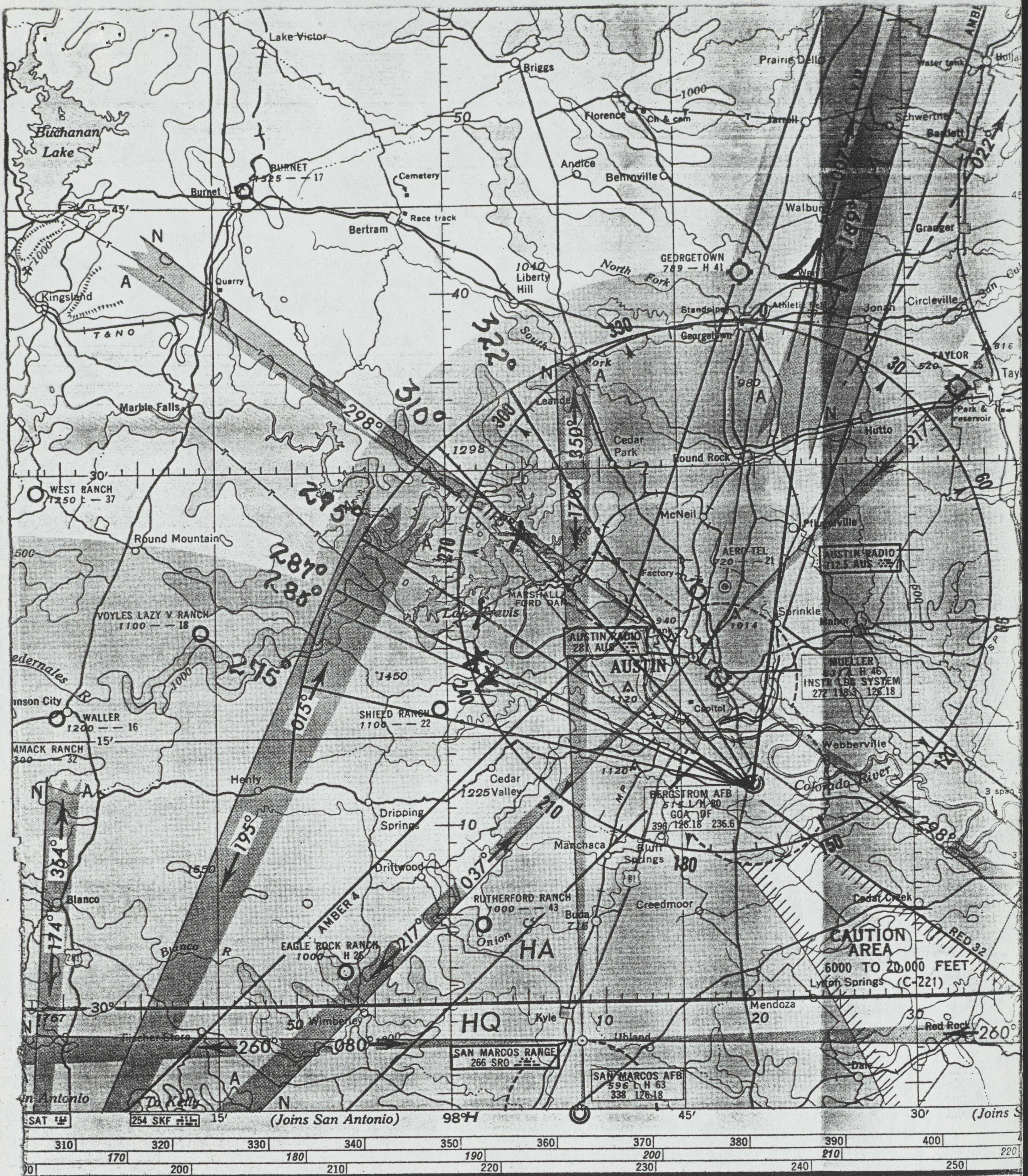
Charles G. Reagor
Technical Representative
Gilfillan Bros. Inc

AF-481596

Incl # 1

~~RESTRICTED~~
SECURITY INFORMATION





BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS

For pilot information see reverse side

Victor airway designations are shown along the radials of the omni range stations. Limits of these airways which are not indicated on this chart are 5 miles on either side of the radials.