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COUNTRY U. S. A.		REPORT NO.	(LEAVE BLANK) 0540021
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT FLYOBRT			
AREA REPORTED ON Parker Dam Area		FROM (Agency) 3600 Flying Trng Wing (Intelligence Office)	
DATE OF REPORT 6 March 1953	DATE OF INFORMATION 3 March 1953	EVALUATION C-3	
PREPARED BY (Officer) 2/Lt. Louis Curry		SOURCE Captain Roderick D. Thompson	
REFERENCES (Control number, directive, previous report, etc., as applicable) AFL-200-5, FLYOBRT, Our Message Form			

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.)

Report submitted in compliance with AFL 200-5, Department of the Air Force, dated 29 April 1952.

Observation of unidentified flying object by Captain Roderick D. Thompson of this base.

Significance of this report is undetermined.

DECLASSIFIED
EO 12852, Sec 3(E) and 5(D) of (E)
USAF Memo 7/3/78
By W. L. L. NARS, Date 11/25/78

APPROVED:

Louis Curry
LOUIS CURRY
2/Lt. USAF
3600 Flying Trng Wing
Intelligence Officer

2 INCL.

- Incl 1 - Statement
Incl 2 - Sketch 1 and 2

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INCL 5 - Sketch 1 and 5
INCL 1 - Statement

5 INCL 1

Intelligence Officer
3600 Flying Line Wing
S/lt. USAF
POLIS CUBA

[Handwritten signature]

APPROVED:

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Significance of this report is undetermined.

Impression of this page.

Organization of unidentified flying object by Captain Bogelick D.

Force, dated 20 April 1952.

Report submitted in compliance with AFM 500-2, Department of the Air

SUMMARY: (Enter concise summary of report. Give significance in brief one-sentence paragraph. Give references at lower left. Begin text of report on AF Form 113-Part II.)

AFM-500-2, PROBABLE, Our Message Form

REFERENCES: (Cite sources of material, previous reports, etc., as appropriate.)

S/lt. POLIS CUBA

Captain Bogelick D. Thompson

PREPARED BY (Official)

6 March 1952

2 March 1952

SOURCE

C-2

DATE OF REPORT

Bogelick D. Thompson

DATE OF INFORMATION

3600 Flying Line Wing (Intelligence Office)

AREA REPORTED ON

PROBABLE

FROM (Agency)

SUBJECT

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

3600th Flying Trng Wing
Luke AFB, Glendale, Arizona

REPORT NO.

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Captain Roderick D. Thompson, instructor pilot, assigned to Luke Air Force Base, reported the sighting of an unidentified object which he and two fellow officers observed while on a training mission.

Investigation by this office produced the following information:

1. Object was never actually observed, but a high altitude condensation pattern was observed. When first sighted, contrail was approximately 300-500 feet in diameter. The pattern began with a smooth, knifelike leading edge, developing into a crescent shape, very thin in depth and with an irregular trailing edge. (ref sketch 1, Incl 2). As the source gave chase, the contrail made a slight dip to the northwest and began climbing at 20 degrees. During this maneuver, source and object were at right angles and he observed the pattern to appear as a sharp nosed, very thin object, about 300-500 feet long with an irregular, wispy trailing edge. (ref sketch 2, Incl 2). Immediately, a heavy condensation trail began to form and extended for approximately 1000 feet back, at which point it separated into a double trail which again was approximately 1000 feet long, ending abruptly. At this time object was travelling at an estimated 400 MPH true air speed. The most unusual feature was the contrail stayed with the unsighted object, and did not extend across the sky as in the case of conventional aircraft contrails.
2. Time of sighting was 1325M hours on 3 March 1953, for a period of 7 - 10 minutes.
3. Manner of Observation: Aerial observation at 25,000 - 30,000 feet from an F-84 type aircraft. Pilot was cruising at 25,000 feet altitude, true airspeed 500 MPH when object was first sighted. A few minutes later, 30,000 feet altitude and 560 MPH was attained and pilot chased object for an estimated 50 - 60 miles before breaking off chase. A full armament and fuel load was being carried, however, source stated he was closing with the object fairly well.
4. Observers position at time of sighting was approximately EJGE 4525 at 25,000 feet on the GEOREF grid, with contrail at ten o'clock high, approximately over EJFE 5520 at 35,000 to 45,000 feet altitude on a heading due west.
5. Sighting was made by Captain Roderick D. Thompson, 3600 Fighter Trng Gp (ftr) Luke Air Force Base, Glendale Arizona. Captain Thompson, an instructor pilot, was leading a flight of three F-84 type aircraft on a simulated combat strike to Nellis AFB. Lt. Jack R. Brasher, and Lt. Thomas W. Nale III, student pilots, were accompanying source and also observed subject contrail. However, these men did not give chase to the sighted object.
6. Weather at 9:30M hours clear, visibility 45 miles, temperature 48 degrees, dewpoint 26. Winds aloft: 30,000 feet - 300 degrees at 35 knots; 45,000 - 270 degrees at 50 knots.
7. No meteorological phenomenon reported.
8. Captain Thompson took approximately 30 feet of gun camera film during the observation.

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APPROVED 1 JUNE 1948

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9. None

10. No other military or commercial air traffic was in the vicinity at time of sighting.

Louis Curry

LOUIS CURRY

2/Lt. USAF

Intelligence Officer

3600th Flying Trng Wing

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S T A T E M E N T

5 March 1953

On 3 March 1953 while leading a flight of three F-84 aircraft on a simulated combat strike to Nellis AFB convoy #8, I observed a high altitude condensation pattern of an aircraft or object of peculiar and unfamiliar shape and size.

At the time of observation we were cruising at 25000 feet altitude at 500 MPH true airspeed and on a heading of 305° magnetic course. My position was approximately EJGE 4525 on the GEOREF grid, and the pattern first appeared at 10 o'clock high and was estimated to be approximately over EJFE 5520 at 35 to 45000 feet.

My first view was at about $\frac{3}{4}$ plan view and I estimated it to be about 300 feet in diameter, however, size and distance was difficult to determine since there were no known dimensions or references. I called the object to the attention of my flight but no one was able to identify it. The main peculiarity, other than size, was that the object making the pattern remained invisible, but the pattern began with a smooth knifelike leading edge and developed back into a $\frac{3}{4}$ perfect crescent shape, very thin in depth and with an irregular trailing edge. At this time there were no condensation trails of the familiar type often made by jet or conventional aircraft when flying at altitude, but rather appeared as if an entire wing surface of high sweep-back or circular design was producing a thin condensation from the leading edge back.

I turned toward the object and began a climbing chase at full power. The object made a slight dipping turn toward the northwest and began climbing at about 20 degrees of climb. At this time I was at about right angles and the pattern appeared as a sharp nosed and very thin object with an irregular, wispy trailing edge and about 300 - 500 feet long. Immediately thereafter a heavy condensation trail began to form behind it and extended for perhaps a thousand feet or so back, at which point it separated and a double trail extended for perhaps another thousand feet and then ended abruptly. The contrail stayed with the object and did not extend back across the sky as exhaust contrails generally do.

I attained 30,000 feet and about 560 MPH true airspeed and chased him for about 50 to 60 miles. I was carrying a full armament and fuel load, however, I was closing fairly well. I estimated his speed at about 400 MPH true. I fired about 30 feet of gun camera film and at this time was over the river just north of Parker Dam. I figured it would take quite a long chase to catch him and that it was probably some craft out of Muroc AFB, so I broke off the chase and continued to Nellis AFB.

The object was first observed at about 1325 hours and I chased him for about seven minutes before breaking off. I was unable to get into position for a picture of the plan view, but did get some excellent pictures of the side view.

Neither I nor any member of the flight was able to identify or to actually see the object itself. This statement is submitted only as an incident report of aerial phenomenon observed in flight.

Roderick D. Thompson
RODERICK D. THOMPSON
Captain USAF
Instructor Pilot

Incl #1

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)
3600th Flying Trng Wing
Luke AFB, Glendale, Arizona

REPORT NO.

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DRAWING OF ORIGINAL SKETCH

Incl 2 (Sketch 1)

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3600th Flying Trng Wing
Luke AFB, Glendale, Arizona

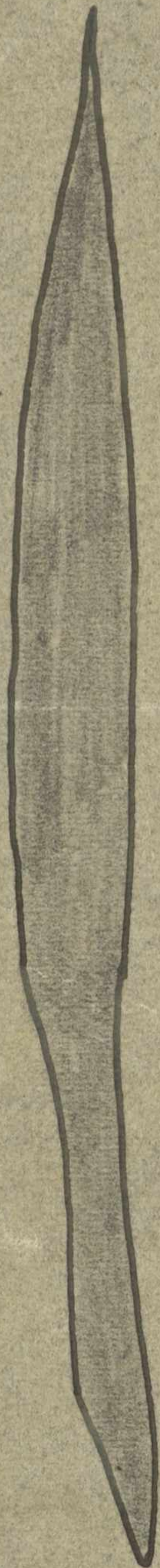
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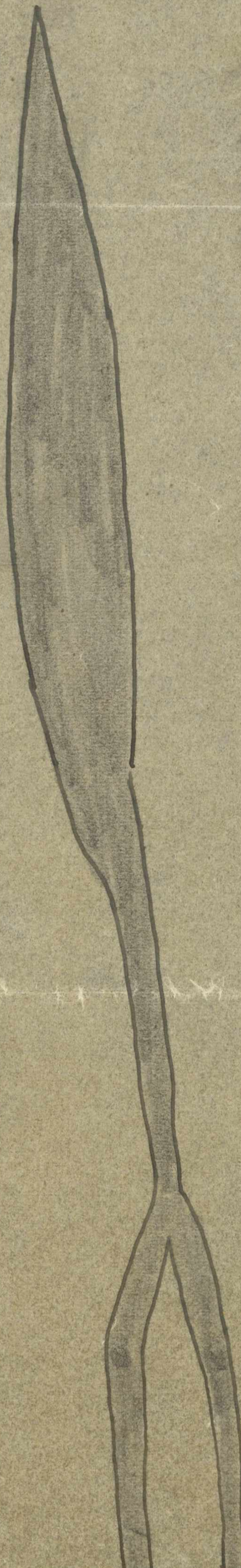
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DRAWING OF ORIGINAL SKETCH

Incl 2 (Sketch 2)

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