Declassification Authority NND 923007

AF FORM 112—PART I
APPROVED 1 JUNE 1948

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COUNTRY	REPORT NO.	(LEAVE BLANK)
USA	3H-UFOB-2	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT		
UFOB		
AREA REPORTED ON	FROM (Agency)	
N/A	Flight 3-H, 4602d AISS	
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
8 Dec 54	7 Dec 54	B-2
PREPARED BY (Officer)	SOURCE	
CHESTER B. HANSON, Captain, USAF	See contents below	

REFERENCES (Control number, directive, previous report, etc., as applicable)
Hq 4602nd AISS TT MSG AISOP, 1721, dated 8 Dec 54, AFR 200-2. TT MSG 4709 DW 12-4036

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 113—Part II.)

I. CONTENTS:

PART ONE: Description of sighting by Marine Captain [redacted]

PART TWO: Description of sighting by Air Crewman [redacted]

PART THREE: Weather and Balloon data from EDENTON, NORTH CAROLINA

PART FOUR: Weather and Balloon data from NORFOLK, VIRGINIA

PART FIVE: Weather and Balloon data from LANGLEY AFB, VA.

PART SIX: Opinion of DR. [redacted] Princeton Observatory, Princeton, N. J.

PART SEVEN: Investigator's Summary

II. SUMMARY: One unidentified flying object was sighted near MARINE AUXILIARY AIRFIELD, EDENTON, NORTH CAROLINA, GEOREF GJPG2403, at 71945Z Dec., 1954. The information contained in this report was obtained from persons observing the object, and meteorological data, and information from Princeton Observatory.

III. INVESTIGATOR: Captain CHESTER B. HANSON, A0667289

Chester B. Hanson
CHESTER B. HANSON
Captain, USAF
Officer in Charge

APPROVED BY:

John M. White, Jr.
JOHN M. WHITE Jr.
Colonel USAF
Commander

8 INCLS. (See Individual Reports)

DISTRIBUTION BY ORIGINATOR:

COMDR, 4602D AISS w/incl
D/I USAF w/o INCL
COMDR ATIC w/o INCL
COMDR ADC (COC) w/o INCL
D/I 26th Air Div w/o INCL

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 10 PAGES
Flight 3-H, 4602D AISS	3H-UFOB-2, PART I	

I SOURCE: [redacted], Captain USMC

Age: 29

Length of Service: 8 years Flying Experience

Duties: Materiel Officer and Pilot

Education: Graduated from University of Alabama in [redacted]

Qualifications: Flying time, 2200 hours single engine time

Station: Marine Aircraft Group, Fourteen Auxiliary Landing Field, Edenton, North Carolina

II RELIABILITY: SOURCE was a tall, well-built, Marine Captain. He gave much thought to each of his answers and appeared to be recalling events as they happened to the best of his ability. In the opinion of the investigator he was [redacted]

III SOURCE'S DESCRIPTION OF OBJECT: (See inclosure #1 "Statement of SOURCE" and inclosure # 2, "Completed Form A". Information required by paragraph 7d of AFR 200-2 is contained in completed form A).

2 Incls:
1. Statement by SOURCE
2. Completed form A

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.		
Flight 3-F, 4602d AISS	2H-UFOB-2, FLT I	PAGE 3 OF 10 PAGES	

Incl. #1, FLT CNF, Rept. 2H-UFOB-2
Statement of Captain [redacted], USMC

S-T-A-T-E-M-E-N-T

On 7 December 1947, I took off from Identon, North Carolina for a two hour local flight. Take-off time was approximately 1430 Eastern Standard Time. I headed immediately for Navy Norfolk Radio, homing in on the station with the ADF gear, on a heading of about 015 magnetic. I climbed to 20,000 ft. and leveled off, indicated air speed of 290 knots, weather CAVU except for a lower deck of scattered clouds far out to sea and a trace of high thin cirus. Visibility was excellent due to the large amount of snow and rain the day before the flight. Approaching Norfolk I noticed a slight needle ADF swing to the left and corrected to a heading of 012, assuming I had a wind from the west. As I approached the station I noticed a needle depletion of about 5 because I knew I was about over the station. Looking down on my right I saw many units of the Atlantic Fleet manuvering in the Bay. I had just off-shore between Norfolk and Oceana and mentioned the fact that the Navy looked busy to my passenger. Then I next saw what I thought to be a parachute drifting slowly down, 045 to my heading and down. I was approaching the object rapidly and I called my passenger's attention to the "parachute", thinking to myself that possibly someone had bailed out at altitude without a Mayday transmission. I rolled my aircraft into a right bank of approximately 45 with the intention of circling the object. My passenger remarked that the object looked more like a large weather balloon than a parachute and I agreed, telling him that we would investigate. At this time I noticed that the object was accelerating rapidly and moving to the south. I realized that I was watching something new to my experience. I rolled into a steeper right bank and told my passenger to keep the object in sight. By this time the rate of speed and acceleration was astounding and the object was growing smaller as it moved away. At this time I judged the object to be at 15,000 ft. and moving rapidly to the south in a slight climb with a slight curvature of course to the west. Before I could complete 90 of turn both my passenger and I lost sight of the object. I circled the area without regaining contact with the object. My passenger and I discussed all possibilities that we could think of. I decided to report the matter to Naval Air Station, Norfolk, which I did. I tried to durlicate the circumstances of the sighting and we decided that the total time involved was 20-23 seconds and I judged the speed of the object to be 2700 to 3000 mph. To me the object had definite form and depth and I had no feeling of illusion except that I had never seen anything move that fast. The best description I can give is to relate that I was positive I had sighted a descending parachute when I first saw the object. Upon closer observation I decided that the object was at a greater distance than I first thought and I lost sight of the dark object suspended below. I then believed the object to be at 15,000 ft. and considerably larger than I first thought. At all times it appeared circular and the color never changed from the relatively dull white. The object did not seem to be flat. My impression was of some depth, although I never had a good view of the side of the object.

[redacted]
Captain, USMC

S-T-A-T-E-M-E-N-T

TRUE COPY: Chester B. Hanson
CHESTER B. HANSON
Captain, USAF

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AF FORM 112—PART II
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.				
Flight 3-H, 4602d AISS	3H-UFOB-2, PART II	PAGE 4	OF 10	PAGES	

I SOURCE: [redacted], Cpl, USMC

Age: 22

Length of Service: 3 years

Duties: Air crewman, and Flight line mechanic

Education: High school and 1½ years of college (college unknown)

Qualifications: 300 flight hours as crewmember, 11 months training on Aviation Mechanic

Station: Marine Aircraft Group, Fourteen Auxiliary Landing Field, Edenton, North Carolina

II RELIABILITY: Cpl. [redacted] was talkative, ebullient, cheerful man. From the conversation of Marine officers on the Base, this investigator understood that SOURCE is inclined to [redacted], Investigator considers SOURCE [redacted] in view of his flying experience and the serious manner with which he answered the questions directed to him.

III SOURCE'S DISCRIPTION OF OBJECT: (See Inclosure # 1 "Statement of SOURCE" and Inclosure # 2, "Completed Form A". Information required by paragraph 7d of AFR 200-2 is contained in completed Form A).

2 Incls:
1. Statement of SOURCE
2. Completed Form A

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.				
Flight 3-H, 4602d AISS	3H-UFOB-2, PART II	PAGE 5	OF	10	PAGES

Incl. #1, PART TWO, Rept. 3H-UFOB-2
Statement of Cpl [redacted], USMC

S-T-A-T-F-M-F-N-T

While on a routine simulated instrument hop in a TV-2 (136851) my position was to ride and observe the area for other aircraft. While we where approaching Radio NCO with a slight variation to a direct heading (012) I was looking out of the canopy to the left, watching some ship movement in the Norfolk Harbor. I had just finished a complete 190° scan of our position and was looking down to watch the harbor and lower altitudes. Captian [redacted] called my attention to an object that he thought was a drifting parachute and upon my changing direction of view I imediatly saw an object which was of a flat white color and to my first decesion was not a parachute. But a radio type weather ballon, due to the shape, however our conclusion was that it was a parachute and that it was drifting, and perhaps a pilot who had no time to give a "Mayday". So we turned to the right to make an orbit on it and as we approched a 45° bank (as if our movement had been detected) the object picked up speed an in an arching course flew out of sight in a slight riseing flight until its size beminished until it could no longer be seen. Our plane had not completed a full 50 turn when the object dissapeard, all consideration was taken as to it being a glare or reflection and this has been ruled out of my mind as it was a very sharp outline and the only glare or reflection from it seemed to come from the object susrended below it. This same susrension was what at first lead us to believe it was a parachute.

/s/ [redacted]
Cpl., USMC

S-T-A-T-F-M-F-N-T

TRUE COPY:

CHESTER B. [illegible]SON
Captain, USAF

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.		
Flight 3H, 4602d AISS	3H-UFOB-3, PART III	PAGE 6 OF 10 PAGES	

I WEATHER DATA FROM EDENTON, NORTH CAROLINA, GF OREF GJPG 2403

a. Time of Observation: 72130Z Dec 54

b. No cloud coverage

c. Visibility: 10 miles

d. Winds: WNW 9 knots, no gusts

e. Station pressure: 30.225

f. Surface temperature: 35.10

g. Wet Bulb: 31.0

h. Relative humidity: 63%

II BALLOON DATA:

a. One 15 gram balloon was released at 71500Z Dec; however it is believe that due to prevailing winds, balloon would not have remained in vicinity.

b. No further information on balloons obtained.

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.				
Flight 3-H, 4602d AISS	3H-UFOB-2, PART IV	PAGE 7	OF 10	PAGES

I WEATHER DATA FROM NORFOLK NAVAL AIR STATION, VIRGINIA, GEOREF GJ PG 4357

a. Time of Observation: 71930Z Dec 54

b. Cloud coverage: Clear

c. Visibility: 10 miles

d. Thunderstorms: none

e. Winds aloft:

5,000 ft.	360°	30 Knots
10,000 "	270°	30 "
15,000 "	260°	50 "
20,000 "	260°	50 "

f. Temperature lapse rate:

Surface to 2000	2°	cent. per 1000'
2000-15,000	1°	" "
15000-20,000	3°	" "

g. Moisture lapse rate: 0

II BALLOON DATA FROM NORFOLK NAVAL AIR STATION

a. At 71500Z Dec 54 a RAWINSONDE weather balloon was released at Norfolk Naval Air Station. However it is believed that prevailing winds would have taken balloon from that vicinity.

b. Similarly a balloon from Greensboro, North Carolina at the same time. It is believed that winds could have drifted the balloon into the area of the sighting of the object.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.				
Flight 3-H, 4602d AISS	3H-UFOB-2, PART V	PAGE	8	OF	10 PAGES

I WEATHER OBSERVATION FROM LANGLEY AFB, VIRGAINIA, GEOREF GJPH3905

a. Time of Observation: 71930Z Dec 54

b. Cloud coverage: Clear

c. Visibility: 15 miles

d. Thunderstorms: None

e. Winds aloft:

5,000 ft.	360°	30 Knots
10,000 "	270°	30 "
15,000 "	260°	50 "
20,000 "	260°	50 "

f. Temperature lapse rate:

Surface: - 2,000	2°	cent. per 1,000 ft.
2,000 - 15,000	1°	" " " "
15,000 - 20,000	3°	" " " "

g. Moisture lapse rate: 0

II BALLOON DATA FROM LANGLEY AFB: No balloons were released at that station.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Flight 3-H, 4602d AISS	3H-UFOB-2, PART VI	PAGE 9 OF 10 PAGES

Incl. #1, PART SIX, Rept. 3H-UFOB-2
Opinion of Dr. [redacted] Princeton Observatory, Princeton University, Princeton, New Jersey, as related to Lt. Tebo.

S-T-A-T-E-M-E-N-T

If, as the captain said, the object was about the size of a dime held at arms length, and it was approximately 2 miles distance from the aircraft, the object must have been in the neighborhood of 50 feet in diameter. Now, an object that distance away from an aircraft would never have been in sight for 20 to 22 seconds if it were going 2,700 miles per hour. The object would not be going faster than 750 miles per hour, if it were 1500 feet below the aircraft, and if the object were lower, it would be going faster, but it would have to be all the way on the ground for the pilot to have observed it for 22 seconds at the speed of 2,700 miles per hour.

Now, according to the angles given by the pilot, and his heading, the sun must have been close to his rear, and as he turned toward the object, the sun would tend to shine less on the part of the object that was seen. This would have a tendency to make the object diminish in size. Also, the object must have been rising, as stated by the angle it was from the horizon at first, (20 - 30°), and then to 5°.

Now, as the Capt. Robinson went more into his bank, the object received less and less sun on the side he was looking at, and as the object gave the illusion of getting smaller, it could very easily give the illusion of moving away rapidly.

Another item is the psychological conditioning of first thinking the object is a parachute, and should be moving down. When it is realized that the object is not moving down, after a quick conditioning that it is, a different type movement (such as up, or lateral) would seem extreme to the observer.

We must also take into consideration two other items: No object was reported by other aircraft in the area, or the fleet below. Also, the distance traveled away from the object while theplane was going into its bank to the right.

All of these things combined could add up to the object being a balloon having different types of light thrown on it while the aircraft was turning, a momentarily wrongly conditioned observer, and faulty estimates on distances and speeds. With the balloon this close to the ground, it could be rising very rapidly, although not necessarily at a constant speed.

Jack Tebo
JACK TEBO
2/Lt., USAF
Ass't. OIC, Flt. 3-H
4602d AISS

S-T-A-T-E-M-E-N-T

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FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.			
Flight 3-H, 4602d AISS	3H-UFOB-2, PART VII	PAGE 10	OF 10	PAGES

INVESTIGATOR'S SUMMARY

1. Flight 2-B, 4602d AISS, Knoxville, Tennessee, reported no unusual observations at the time of the sighting by GOC Posts and Filter Centers.

2. Since units in the area send up aircraft for two hour tactical flights without clearing with the Flight Service Center, Olmstead AFB, Pennsylvania, no record could be discovered of aircraft in the vicinity at the time of the sighting. However, because of the many flights beginning at Langley AFB, Virginia, Norfolk Naval Air Station, Virginia and Edenton, North Carolina, it is highly probable that aircraft were in the vicinity at this time.

3. The fact that both observers for a time thought the object was a weather balloon and further that it was possible that weather balloons were in the area indicates a possible answer to the sighting. This theory is bolstered by opinion of Dr. [redacted], PART VI, of this report.

CHESTER B. HANSON
Captain, USAF
Officer in Charge

COMMENTS of Approving Officer:
Evaluation of the combined statements of the two observers, plus the professional opinion of Dr. [redacted] tend to support the theory that the sighting was a balloon.

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Incl. #2, PART ONE, Rpt. 3-H, UFOB-2 Unclassified

Completed Form A, Capt. [redacted]

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

7 (Day) December (Month) 1954 (Year)

2. Time of day: 1445 (Hour) _____ (Minutes)

(Circle One): A.M. or (P.M.)

3. Time zone:

(Circle One): (a. Eastern) b. Central c. Mountain d. Pacific e. Other _____

(Circle One): a. Daylight Saving b. Standard

4. Where were you when you saw the object?

Flying - Five miles S of Navy Norfolk Radio on a heading of 012 (Nearest Postal Address) Norfolk (City or Town) Virginia (State or Country)

Additional remarks: 3

5. Estimate how long you saw the object. _____ (Hours) _____ (Minutes) 22 (Seconds)

5.1 *Circle one* of the following to indicate how certain you are of your answer to Question 5.

(a. Certain within seconds) c. Not very sure
b. Fairly certain d. Just a guess

6. What was the condition of the sky?

(Circle One): (a. Bright daylight) d. Just a trace of daylight
b. Dull daylight e. No trace of daylight
c. Bright twilight f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?

(Circle One): a. In front of you d. To your left
(b. In back of you) e. Overhead
c. To your right f. Don't remember

ATIC FORM NO. 164 (13 OCT 54)

Unclassified

Declassification Authority NND 923007

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS (*Circle One*):

a. None
b. A few
c. Many
d. Don't remember

8.2 MOON (*Circle One*):

a. Bright moonlight
b. Dull moonlight
c. No moonlight — pitch dark
d. Don't remember

9. Was the object brighter than the background of the ~~sky?~~ ground?

(*Circle One*): a. Yes b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

(*Circle One*) a. A mile or more away (a distant car)?
b. Several blocks away?
c. A block away?
d. Several yards away?
e. Other _____

11. Did the object: (*Circle One for each question*) DRIFTING STOWLY DOWN

a. Appear to stand still at any time?	Yes	No	Don't Know
b. Suddenly speed up and rush away at any time?	Yes	No	Don't Know
c. Break up into parts or explode?	Yes	No	Don't Know
d. Give off smoke?	Yes	No	Don't Know
e. Change brightness?	Yes	No	Don't Know
f. Change shape?	Yes	No	Don't Know
g. Flicker, throb, or pulsate?	Yes	No	Don't Know

12. Did the object move behind something at anytime, particularly a cloud?

(*Circle One*): Yes No Don't Know. IF you answered YES, then tell what it moved behind: _____

13. Did the object move in front of something at anytime, particularly a cloud?

(*Circle One*): Yes No Don't Know. IF you answered YES, than tell what it moved in front of: Seen at all times, except the last few moments again the background of the water and ground.

14. Did the object appear: (*Circle One*): a. Solid? b. Transparent? c. Don't Know.

15. Did you observe the object through any of the following?

a. Eyeglasses	Yes	No	e. Binoculars	Yes	No
b. Sun glasses	Yes	No	f. Telescope	Yes	No
c. Windshield	Yes	No	g. Theodolite	Yes	No
d. Window glass	Yes	No	h. Other Canopy of Aircraft		

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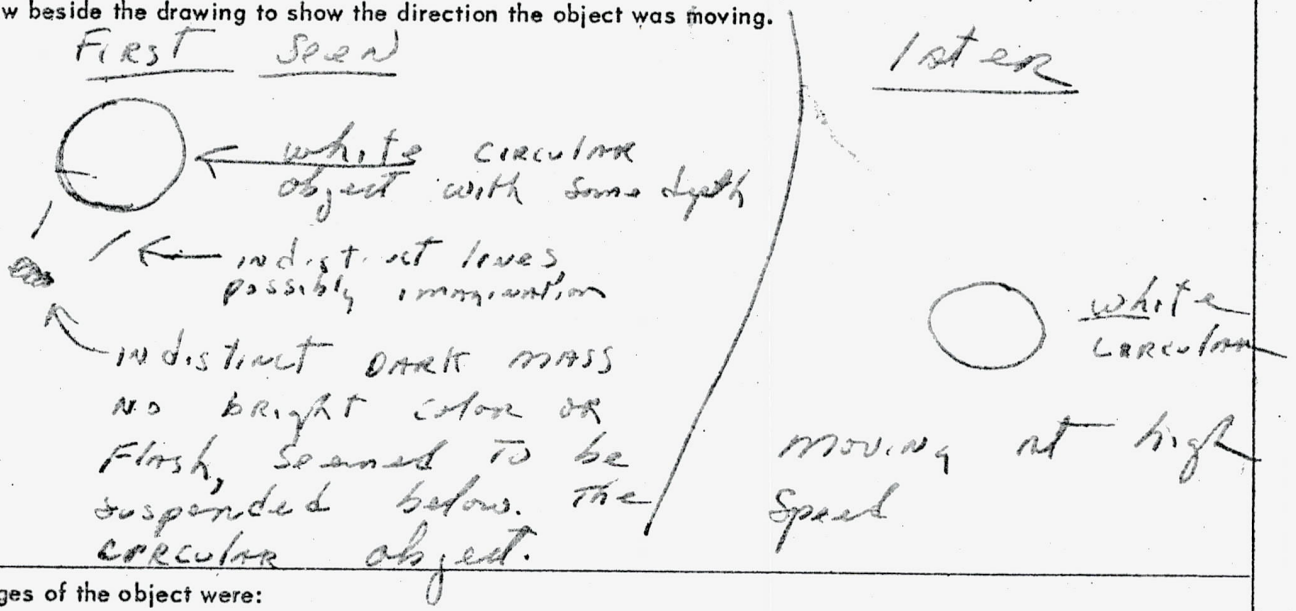
16. Tell in a few words the following things about the object.

a. Sound None noted

b. Color Even white color, Relatively Flat (Like reflecting surface)

17. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



18. The edges of the object were:

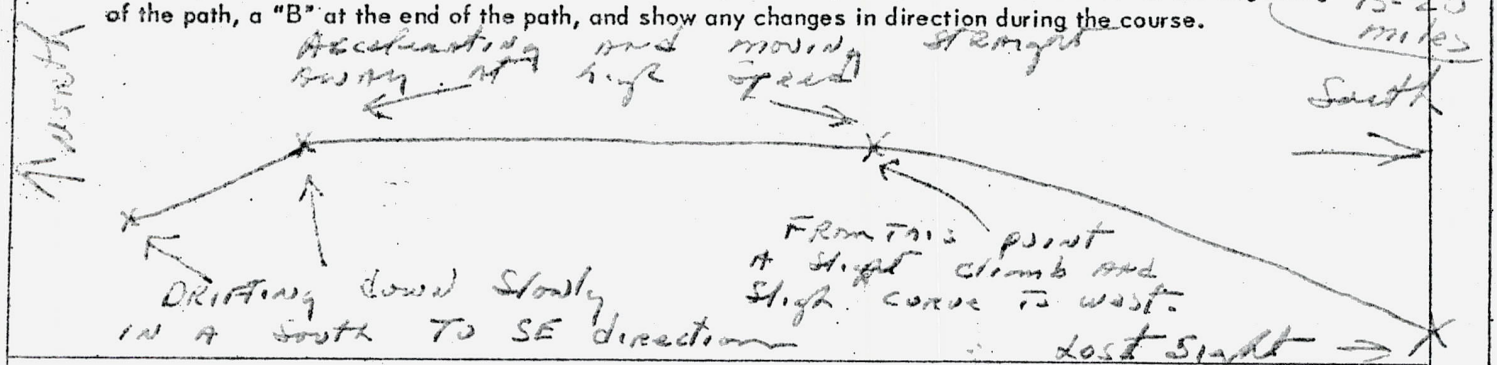
(Circle One): a. Fuzzy or blurred
b. Like a bright star
c. Sharply outlined
d. Don't remember
e. Other _____

19. IF there was MORE THAN ONE object, then how many were there? only one object
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

Declassification Authority NND 923007

Total distance concerned estimated at 15-20 miles

20. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension. _____ feet. First thought to be a parachute, then thought to be larger and at a greater distance

22. How large did the object or objects appear as compared with one of the following objects *held in the hand* and at about arm's length?

(Circle One):

a. Head of a pin
b. Pea
c. Dime
d. Nickel
e. Quarter
f. Half dollar
g. Silver dollar
h. Baseball
i. Grapefruit
j. Basketball
k. Other _____

22.1 (*Circle One* of the following to indicate how certain you are of your answer to Question 22.

a. Certain
b. Fairly certain
c. Not very sure
d. Uncertain

Impossible to say definitely considering ranges of distance possible.

23. How did the object or objects disappear from view? Accelerated to a very high speed and and ~~gradually moved~~ rapidly disappeared from view in the distance on a heading of 200° approximately.

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

When first sighted the object was thought to be a parachute (opened). The possibility that it was a weather balloon was considered negatively. ~~the~~ upon closer inspection the object seemed to be further away, possibly 5000' below the aircraft, and considering distance, the deduction that it was larger than a parachute or weather balloon followed automatically.

Declassification Authority NND 923007

25. Where were you located when you saw the object? *(Circle One)*:

a. Inside a building
b. In a car
c. Outdoors
d. In an airplane
e. At sea
f. Other _____

26. Were you *(Circle One)*

a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

27. What were you doing at the time you saw the object, and how did you happen to notice it?

I was approaching Navy Norfolk Radio, homing in on the station with ADF, level 20,000, IAS 290 Kts, on a heading of 012°, watching the ship movement in the bay below and ahead.

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

28.1 What direction were you moving? *(Circle One)*

a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

28.2 How fast were you moving? 290 Kts IAS. miles per hour.

28.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes No

29. What direction were you looking when you first saw the object? *(Circle One)*

a. North
b. Northeast down
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

30. What direction were you looking when you last saw the object? *(Circle One)*

a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

31.1 When it first appeared:

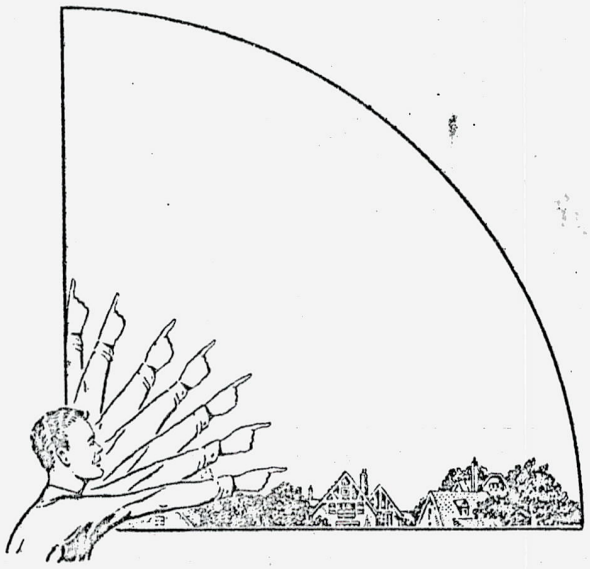
a. From true North 057° degrees.
b. From ~~horizon~~ 20,000 ft 20-30 degrees. down.

31.2 When it disappeared:

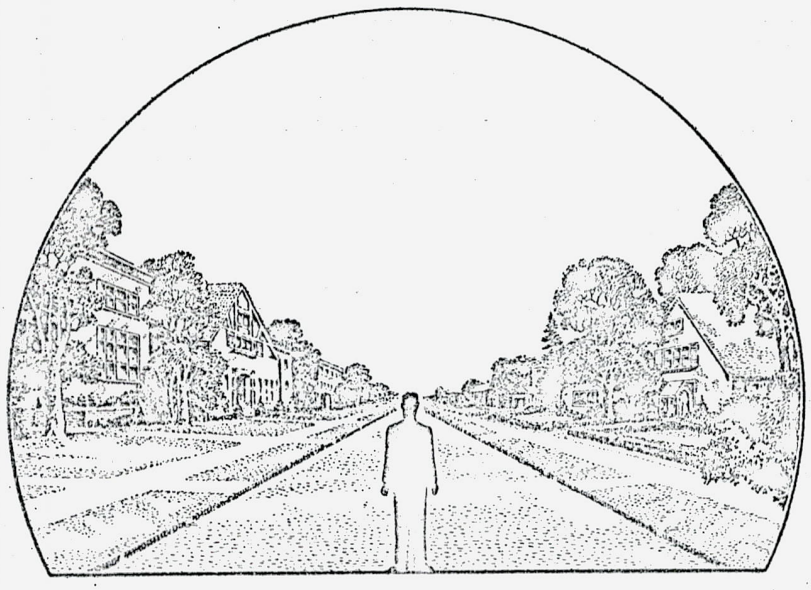
a. From true North 200° degrees.
b. From horizon ~~0~~ 5 degrees. down

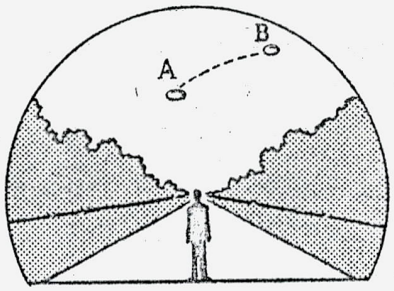
Declassification Authority NND 923007

32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the *same* curved line to show how high the object was above the horizon (skyline) when you *last* saw it.



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.





Declassification Authority NND 923007

34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS *(Circle One)*

a. Clear sky
b. Hazy
c. Scattered clouds (far out at Sea)
d. Thick or heavy clouds
e. Don't remember

34.2 WIND *(Circle One)*

a. No wind
b. Slight breeze
c. Strong wind
d. Don't remember

34.3 WEATHER *(Circle One)*

a. Dry (Cloudy)
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

34.4 TEMPERATURE *(Circle One)*

a. Cold
b. Cool
c. Warm
d. Hot
e. Don't remember

35. When did you report to some official that you had seen the object?

2 (Day) December (Month) 1954 (Year) at 1505 Central

36. Was anyone else with you at the time you saw the object?

(Circle One) (Yes) No

36.1 IF you answered YES, did they see the object too?

(Circle One) (Yes) No

36.2 Please list their names and addresses:

Cpl. [redacted] USMC
MCAF Edenton, N.C.

37. Was this the first time that you had seen an object or objects like this?

(Circle One) (Yes) No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it? no opinion. To my own satisfaction I determined that it was not a parachute or weather balloon. I considered atmospheric phenomena and reflection possibility. I do think the object was solid and had some powered means of propulsion. The object was very clearly outlined and followed a definite track or line of motion.

Declassification Authority NND 923007

39. Do you think you can estimate the speed of the object?

(Circle One) (Yes) No

IF you answered YES, then what speed would you estimate? 2700 m.p.h.

40. Do you think you can estimate how far away from you the object was?

(Circle One) (Yes) No

IF you answered YES, then how far away would you say it was? 5,000 feet. below my AIRCRAFT

41. Please give the following information about yourself:

NAME [redacted] (Last Name) [redacted] (First Name) [redacted] (Middle Name)

ADDRESS [redacted] (Street) MALF (City) Elkton, W. C. (Zone) (State)

TELEPHONE NUMBER [redacted]

What is your present job? Material OFFICER, Captain USMC [redacted]

Age 29 Sex Male

Please indicate any special educational training that you have had.

a. Grade school ✓

b. High school ✓

c. College ✓ Wyo Mg. 1950

d. Post graduate

e. e. Technical school Naval Flight

(Type) Training

f. Other special training Eight years Flying experience, 2200 hours, Single engine Trac.

42. Date you completed this questionnaire: 8 (Day) December (Month) 1954 (Year)

Declassification Authority NND 923007

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME [redacted] (Please Print)
Captain USMC

SIGNATURE [redacted]

DATE 8 December 1954

(Do Not Write in This Space)

CODE:

On 7 December, 954 I took off from ~~MCAF~~ Eceton, N.C., for a ~~two~~ hour local flight. Takeoff time was approximately 14.30 Eastern Nand I headed immediately for NAVY Norfolk Radio, ~~[illegible]~~ ~~NIOW~~, homing in on the station with the ADF gear, on a heading of about 015° magnetic. I climbed to 20,000 ft and leveled off, I.A.S. of 290 kts. weather CAVU except for a lower deck of scattered clouds far out to sea and a trace of high thin cirrus. Visibility was excellent due to the large amount of snow and rain the day before the flight.

Approaching NIOW I noticed a slight needle, ADF, swing to the left and corrected to a heading

Declassification Authority NND 923007

012, assuming I had a wind from the west. As I approached the station I noticed a needle deflection of about 5° to the left but did not correct my heading because I knew I was almost over the station. Looking down on my right I saw many units of the Atlantic fleet maneuvering in the Bay area just offshore between Norfolk and Oceana and mentioned the fact that the Navy looked busy to my passenger. Then I next saw what I thought to be a parachute drifting slowly down, 045° to my heading and down. I was approaching the object rapidly and I called my passengers attention to the "parachute", thinking to myself that possibly someone had bailed out at altitude without a Mayday transmission. I rolled my aircraft into a right bank of approximately 45° with the intention of circling the object. My passenger remarked that the object looked more like a large weather balloon than a parachute and I agreed, telling him that we would investigate.

At this time I noticed that the ~~[illegible]~~ [illegible] was accelerating rapidly and moving

Declassification Authority NND 923007

to the south. I realized that I was
watching something new to my experience.
I ~~[illegible]~~ rolled into a steeper right bank
and told my passenger to keep the object
in sight. ~~[illegible]~~ By this time the rate
of speed and acceleration was astounding
and the object was growing smaller as
it moved away. At this time I judged
the object to be at 15,000 ft and moving
rapidly to the south in a slight climb
with a slight curvature of course to
the west. Before I could complete 90°
of turn both my passenger and I lost
sight of the object.
I circled the area without retaining
contact with the object. My passenger
and I discussed all possibilities that we
could think of. I decided to report
the matter to NAS Norfolk, which I did.
I tried to duplicate the circumstances
of the sighting and we decided that
the total time involved was 20-23
seconds and I judged the speed of
the object to be 2700 to 3000 mph.
To me the object had definite form
and depth and I had no feeling of
[illegible] except that I had never been
[illegible] that fast.

Declassification Authority NND 923007

5.

> The best description I can give is to relate that I was positive I had sighted a descending parachute when first sighted the object.

Upon closer observation I decided that the object was at a greater distance than I first thought and I lost sight of the dark object suspended below. I then believed the object to be at 15,000' and considerable larger than I first thought. At all times it appeared circular and the color never changed from the relatively dull white. The object did not seem to be flat. My impression was of some depth, although I never had a good view of the side of the object. [redacted]

Capt [illegible]

Declassification Authority NND 923007

Encl # 2, Rpt. 3H-UFOB-2, PART II, Unclassified

Completed Form A, Cpl. [redacted]

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will *not* be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

7 (Day) 12 (Month) 54 (Year)

2. Time of day: 2 (Hour) [redacted] (Minutes)

(Circle One): A.M. or (P.M.)

3. Time zone:

(Circle One): a. (Eastern) b. Central c. Mountain d. Pacific e. Other _____

(Circle One): a. Daylight Saving (b.) Standard

4. Where were you when you saw the object?

_____ (Nearest Postal Address) NORFOLK (City or Town) VA. (State or Country)

Additional remarks: AS PASSENGER in MARINE 136851/TV-2 JET.

5. Estimate how long you saw the object. 0 (Hours) 0 (Minutes) 20-22 (Seconds)

5.1 *Circle one* of the following to indicate how certain you are of your answer to Question 5.

(a.) Certain (b.) Fairly certain c. Not very sure d. Just a guess

6. What was the condition of the sky?

(Circle One): (a.) Bright daylight b. Dull daylight c. Bright twilight d. Just a trace of daylight e. No trace of daylight f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object?

(Circle One): a. In front of you (b) In back of you c. To your right d. To your left e. Overhead f. Don't remember

ATIC FORM NO. 164 (13 OCT 54)

Unclassified

Declassification Authority NND 923007

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

a. None
b. A few
c. Many
d. Don't remember

8.2 MOON *(Circle One)*:

a. Bright moonlight
b. Dull moonlight
c. No moonlight — pitch dark
d. Don't remember

9. Was the object brighter than the background of the sky?

(Circle One): (a.) Yes b. No c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

(Circle One) a. A mile or more away (a distant car)?
b. Several blocks away?
c. A block away?
d. Several yards away?
e. Other NOT LIKE A LIGHT, BUT BRIGHTER THE SURROUNDING SKY

11. Did the object:

(Circle One for each question)

a. Appear to stand still at any time?	Yes	(No)	Don't Know
b. Suddenly speed up and rush away at any time?	(Yes)	No	Don't Know
c. Break up into parts or explode?	Yes	(No)	Don't Know
d. Give off smoke?	Yes	(No)	Don't Know
e. Change brightness?	Yes	(No)	Don't Know
f. Change shape?	Yes	(No)	Don't Know
g. Flicker, throb, or pulsate?	Yes	(No)	Don't Know

12. Did the object move behind something at anytime, particularly a cloud?

(Circle One): Yes (No) Don't Know. IF you answered YES, then tell what it moved behind: _____

13. Did the object move in front of something at anytime, particularly a cloud?

(Circle One): Yes (No) Don't Know. IF you answered YES, than tell what it moved in front of: _____

14. Did the object appear: *(Circle One)*: (a.) Solid? b. Transparent? c. Don't Know.

15. Did you observe the object through any of the following?

a. Eyeglasses	Yes	(No)	e. Binoculars	Yes	(No)
b. Sun glasses	Yes	(No)	f. Telescope	Yes	(No)
c. Windshield	(Yes)	No	g. Theodolite	Yes	(No)
d. Window glass	Yes	(No)	h. Other _____		

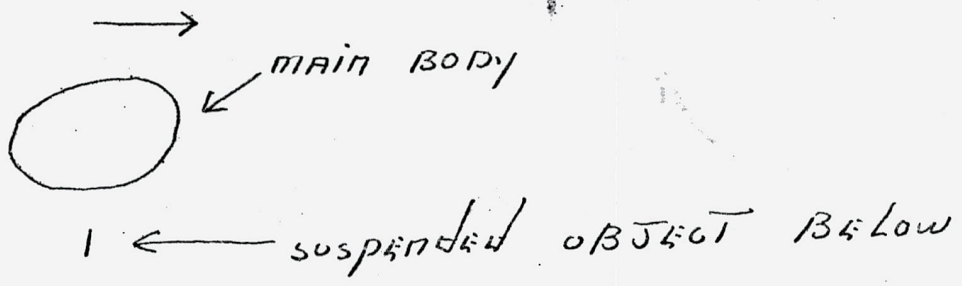
Declassification Authority NND 923007

16. Tell in a few words the following things about the object.

a. Sound None could be Heard Through Canapy

b. Color Dull white no reflection on main body Some glare or reflection from suspension underneath

17. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.



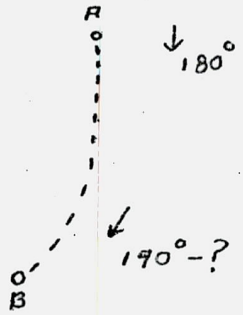
18. The edges of the object were:

(Circle One): a. Fuzzy or blurred
b. Like a bright star
(c.) Sharply outlined
d. Don't remember
e. Other _____

19. IF there was MORE THAN ONE object, then how many were there? _____.
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.

Declassification Authority NND 923007

20. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension.
4075 feet.

22. How large did the object or objects appear as compared with one of the following objects *held in the hand* and at about arm's length?

(Circle One):

a. Head of a pin
b. Pea
c. Dime
d. Nickel
e. Quarter
f. Half dollar
(g.) Silver dollar
h. Baseball
i. Grapefruit
j. Basketball
k. Other _____

22.1 *(Circle One* of the following to indicate how certain you are of your answer to Question 22.

a. Certain
b. Fairly certain
(c.) Not very sure
d. Uncertain

23. How did the object or objects disappear from view? THE OBJECT DISSAPEARD AT A TREMENDIOS SPEED BY DIMENSIONS IN SIZE.

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

THE OBJECT WOULD HAVE TO BE OF A LIGHT STRONG METAL. WITH A JET TYPE FRAME OF STRONG BUT LIGHT MATERIAL. IT COULD BE MADE IN A CIRCULAR SHAPE HAVING AN AIR FOIL FORMED BY THE ENTIRE SHAPE.

40 OR 45 FT. IN DIAMETER AND PERHAPS 6 TO 10 FEET THICK. NORMAL COCKPIT OF CONVENTIONAL AIRCRAFT TRANSPORT TYPE COULD BE USED

A PARACHUTE SPOTTED 5,000 FT BELOW A 10 TO 15° TO THE RIGHT WOULD APPEAR THE SAME

Declassification Authority NND 923007

25. Where were you located when you saw the object? *(Circle One)*:

a. Inside a building
b. In a car
c. Outdoors
(d) In an airplane
e. At sea
f. Other _____

26. Were you *(Circle One)*

a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other OVER ENTRANCE TO HARBOR

27. What were you doing at the time you saw the object, and how did you happen to notice it?

I WAS WATCHING SHIP MOVEMENT TO THE LEFT AND MY ATTENTION WAS CALLED TO AN OBJECT ON THE RIGHT WHICH I SAW IMPERFECTLY OPON TURNING MY HEAD.

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

28.1 What direction were you moving? *(Circle One)*

(a) North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

28.2 How fast were you moving? 290 miles per hour.

28.3 Did you stop at any time while you were looking at the object?

(Circle One) Yes (No)

29. What direction were you looking when you first saw the object? *(Circle One)*

(a) North
b. Northeast
c. East
d. Southeast
~~e. South~~
f. Southwest
g. West
h. Northwest

30. What direction were you looking when you last saw the object? *(Circle One)*

a. North
b. Northeast
c. East
d. Southeast
(e) South
f. Southwest
g. West
h. Northwest

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

31.1 When it first appeared:

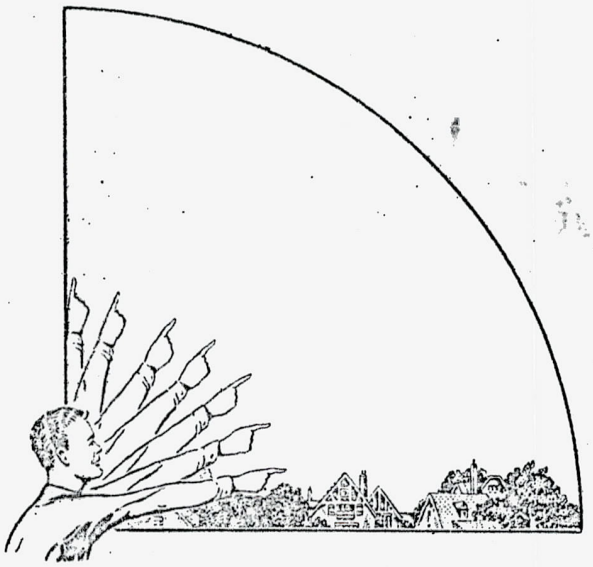
a. From true North 10 TO 15 degrees.
b. From horizon 30 ± 10 degrees.

31.2 When it disappeared: 190°

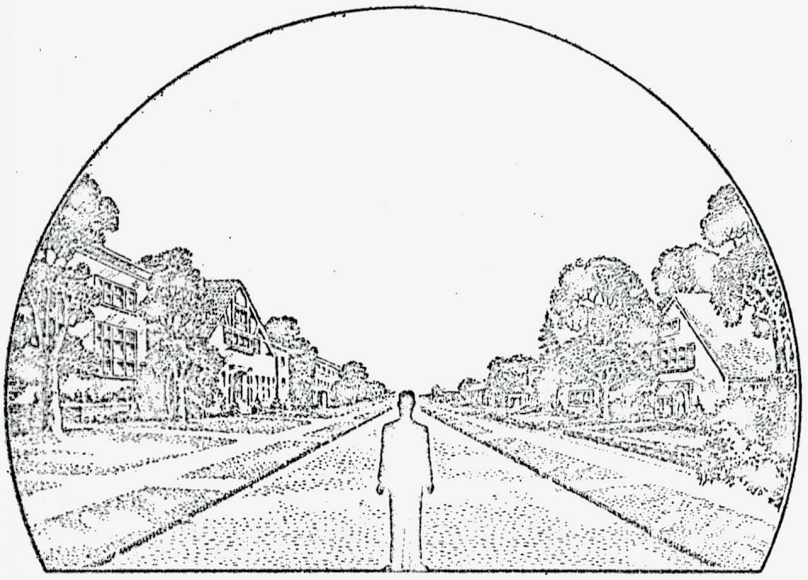
a. From true North ~~30 ± 10~~ degrees.
b. From horizon 5° degrees.

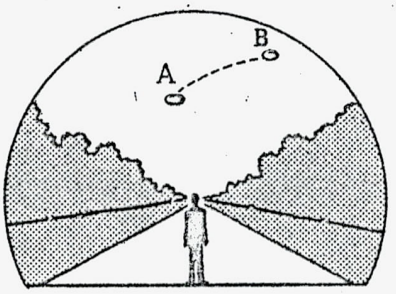
Declassification Authority NND 923007

32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the *same* curved line to show how high the object was above the horizon (skyline) when you *last* saw it.



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.





Declassification Authority NND 923007

34. What were the weather conditions at the time you saw the object?

34.1 CLOUDS *(Circle One)*

(a) Clear sky
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

34.2 WIND *(Circle One)*

a. No wind
b. Slight breeze
c. Strong wind
(d.) Don't remember

34.3 WEATHER *(Circle One)*

(a) Dry
b. Fog, mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

34.4 TEMPERATURE *(Circle One)*

(a.) Cold
b. Cool
c. Warm
d. Hot
e. Don't remember

35. When did you report to some official that you had seen the object?

7 (Day) 12 (Month) 54 (Year)

36. Was anyone else with you at the time you saw the object?

(Circle One) (Yes) No

36.1 IF you answered YES, did they see the object too?

(Circle One) (Yes) No

36.2 Please list their names and addresses:

CAPT. [redacted]
USMC
[redacted]
Edenton, N.C.

37. Was this the first time that you had seen an object or objects like this?

(Circle One) (Yes) No

37.1 IF you answered NO, then when, where, and under what circumstances did you see other ones?

38. In your opinion what do you think the object was and what might have caused it?

IT WAS SOME KIND OF AN AIRSHIP WITH A MEANS OF PROPULSION. THAT COULD TRAVEL AT GREAT SPEEDS

Declassification Authority NND 923007

39. Do you think you can estimate the *speed* of the object?

(Circle One) Yes (No)

IF you answered YES, then what speed would you estimate? _____ m.p.h.

40. Do you think you can estimate how far away from you the object was?

(Circle One) (Yes) No

IF you answered YES, then how far away would you say it was? 7,000 feet.

41. Please give the following information about yourself:

NAME [redacted] (Last Name) [redacted] (First Name) [redacted] (Middle Name)

ADDRESS [redacted] (Street) EDENTON (City) _____ (Zone) N.C. (State)

TELEPHONE NUMBER [redacted]

What is your present job? AIR CREWMEN & FLIGHT LINE MECHANIC

Age 22 Sex MALE

Please indicate any special educational training that you have had.

a. Grade school 8 yrs.
b. High school 4 yrs.
c. College 1½ yrs
d. Post graduate _____
e. e. Technical school 11 months
(Type) AVIATION MECHANIC
f. Other special training _____

42. Date you completed this questionnaire: 8 (Day) 12 (Month) 64 (Year)

Declassification Authority NND 923007

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

(SUMMARY DATA)

In order that your information may be filed and coded as accurately as possible, please use the following space to write out a short description of the event that you observed. You may repeat information that you have already given in the questionnaire, and add any further comments, statements, or sketches that you believe are important. Try to present the details of the observation in the order in which they occurred. Additional pages of the same size paper may be attached if they are needed.

NAME [redacted] (Please Print)

SIGNATURE [redacted]

DATE 12-8-54

(Do Not Write in This Space)

CODE:

WHILE ON A ROUTINE SIMULATED INSTRUMENT HOP IN A TV-2 (136851) MY POSTION WAS TO RIDE AND OBSERVE THE AREA FOR OTHER AIRCRAFT, WHILE WE WHERE APPROACHING RADIO NGO WITH A SLIGHT VARIATION TO A DIRECT HEADING (012°) I WAS LOOKING OUT OF THE CANAPY TO THE LEFT, WATCHING SOME SHIP MOVEMENT IN THE NORFOLK HARBOR. I HAD JUST FINISHED A COMPLETE 190° SCAN OF OUR POSTION AND WAS LOOKING DOWN TO WHICH THE HARBOR AND LOWER ALTITUDES

CAPTAIN [redacted] CALLED MY ATTENTION TO AN OBJECT THAT HE THOUGHT WAS A DRIFTING PARACHUTE AND APON MY CHANGING DIRECTION OF VIEW I IMEDIATLY SAW AN OBJECT WHICH WAS OF A FLAT WHITE COLOR AND TO MY

Declassification Authority NND 923007

FIRST DECESION WAS NOT A PARACHUTE BUT A RADIO TYPE WEATHER BALLON, DUE TO THE SHAPE, HOWEVER OUR CONCLUSION WAS THAT IT WAS A PARACHUTE AND THAT IT WAS DRIFTING, AND PERHAPS A PILOT WHO HAD NO TIME TO GIVE A "MAYDAY". SO WE TURNED TO THE RIGHT TO MAKE AN ORBIT ON IT AND AS WE APPROACHED A 45° BANK (AS IF OUR MOVEMENT HAD BEEN DETECTED) THE [redacted] OBJECT PICKED UP SPEED AND IN AN ARCHING COURSE FLEW OUT OF SIGHT IN A SLIGHT RISING FLIGHT UNTIL ITS SIZE DEMINISHED UNTIL IT COULD NO LONGER BE SEEN,

OUR PLANE HAD NOT COMPLETED A FULL 60° TURN WHEN THE OBJECT DISSAPEARD, ALL CONSIDERATION WAS TAKEN AS TO IT BEING A GLARE OR REFLECTION AND THIS HAS BEEN RULED OUT OF MY MIND AS IT WAS A VERY SHARP OUTLINE AND THE ONLY GLARE OR REFLECTION FROM IT SEEMED TO COME FROM THE OBJECT SUSPENDED BELOW IT.

THIS SAME SUSPENSION WAS WHAT AT FIRST LEAD US TO BELIEVE IT WAS A [redacted] PARACHUTE.

[redacted], CPL. USMC
3 YEARS IN SERVICE
APPROXIMETLY 300 FLIGHT HOURS AS CREWMEMBER
[redacted] EDENTON, N.C.

Declassification Authority NND 923007

ovr

File
gac

14/1640Z

TP 005P
ENA145
TYC200
TMA067
BT13
BEK A355
BEKZ 77
MM BEKAC BEPW JEPNB BEGDG BEGC JEPNY JEPSN JEDEN 888

DE BEKZC 44
M 132133Z
FM ADMINO CINCLANTFLT
TO BEKAC/NAS NORVA
INFO BEPW/CNO
JEPNB/EADF
BEGDG/COMEASTARE
BEGC/COMEASTSEAFRON
JEPNY/TWO SIX AIRDIV
JEPSN/THREE TWO AIRDIV
BEPW/SECDEF
JEDEN/ADC ENT AFB
NAVY GRNC

YOUR 072108Z X WEA BALLOON RELEASED AT FLT WEA CENTRAL NORVA 071935Z X 072005Z ALT OF BALLOON EST 13850 FT X CONSIDER BALLON AND UFOB POSSIBLY SAME

CFN 072108Z 071935Z 072005Z 13850
13/2220Z DEC BEKZC

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-8 $3 3TP
COM IN PLS

THIS IS AISS GA PLS

DO U WANT THIS ONE AS NR 9 OR NR Ø1
SEND IT AS NR ØØ9 PLSKZ

RETURN FOR CENTRAL FILES

O	SECT	INIT	ACT TO	COPY TO
	AISCR			
	AISDC			
	AISAJ			✓
	AISAD			✓
	AISPR			
	AISDO			
✓	AISOP	MB		
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	DCTS			
	FILES			
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OPS

3TP ØØ9P
ENA218
TYD210
JEPM Ø73
RR JEDEN
DE JEPME 6Ø
R Ø918ØØZ
FM COMDR 47Ø9TH ADI MCGUIRE AFB TRENTON NJ
TO COMDR 46Ø2D AISS ENT AFB COLO SPRINGS COLO
/UNCLASSIFIED/ 47Ø9ADW 9190 AIS3H PD REF UR TT MSG AISOP 1721 CMM DTD 8 DEC 54 CMM ATTN CLN MAJ DEBRULER PD INVESTIGATION COMPL PD NO WRITTEN ORDERS WILL BE NEC SINCE TRIP WAS COMPL WITHIN 7 HRS PD DUE O FACT HQ MSG 1720 AND 1721 WERE SEN ROUTINE INSTEAD PRIORITY ACFT WAS STND 1 HR ~~5~~ KØØ TAKE-OFF PD CAPT HANSON TALKED TO BOTH MARINE OBSRS WHO COMP FORMS A PD ~~WEA DATA~~ WAS OBTAINED FROM DEDNTON, OZRFOLK AND LANGLEY AFB PD (FORM 112 FOL) PD END
Ø9/2Ø35Z DEC JEPME

Ø9/2345

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AISOP

Comdr, 4602d AISS

Long Distance Telephone Call
Maj DeBruler, AISDC, and Lt Tebo, Flt 3-H

Major DeBruler
Deputy Comdr, 4602d

7 Dec 54
1730 hrs
Commercial AISS #1

MEMORANDUM FOR RECORD:

1. Long distance telephone conversation between Major DeBruler and Lt Tebo, Asst OIC, Flight 3-H.

2. Major DeBruler called Lt Tebo to have him get further information on Norfolk, Va UFOB reported on Emergency teletype by marine pilot.

Major DeBruler cited Text of TT msg (attached) to Lt Tebo and asked him to call the Edenton Marine Base and try to get a preliminary report, as a basis for determination of further action.

2. Lt Tebo called back, saying that the Marine pilot and his passenger were both convinced they had seen some object.

Major DeBruler instructed Captain Hanson, OIC Flt 3-H, to proceed to Norfolk, Virginia, for follow-up investigation. He also instructed 3-H to simultaneously follow-up the Madison, Virginia, report by Mr. Holliday.

Major DeBruler instructed the CQ to call in a TT operator to get TT VOC and data on the Madison report to Capt Hanson on the wires, so that he could proceed in the morning.

HENSON R DeBRULER, Major, USAF
Deputy Commander

Declassification Authority NND 923007

3TP P003
ENB063
TYC090
JEPNY 25
JEPME 08
PP JEDEN ZOY
PP JEDEN
DE JEPME 01
P 080230Z
FM COMDR 4709TH DW MCGUIRE AFB NJ
TO COMDR 4602D AISS ENT AFB COLO
(UNCLASSIFIED) 4709TH DW 12-4036 AIS 3H PD REF PHONE CONVERSATION WITH SQDN AT 080100Z DEC 54 PD UFOB REPT PD REF USAF REG 200-2 CMM PARA 7D PD 1 PD A PD OBLONG OR SPHERICAL PD B PD ABOUT SIZE OF BLN OR PRCHT PD C PD DULL WHITE PD D PD ONE PD E PD NEGATIVE PD F PD SOMETHING HANGING UNDERNEATH PD G PD NEGATIVE PD H PD COULD NOT HEAR PD 2 PD A PD SIMPLE OBSR PD B PD 035 DEG RELATIVE TO OBSR PD C PD NEGATIVE PD D PD APPROX STRAIGHT PD E PD PICKED UP SPD CMM WITHIN 20 SEC CMM OUT OF EYE VIEW PD F PD APPROX 2 MIN PD 3 PD A PD AIR VISUAL PD B PD NEGATIVE PD C PD CONVERTED T-33 CMM NO 136851 CMM 20,000 FT CM 012 DEG CMM 290 KT CMM

PAGE TWO JEPME 01

EDINTO MAS PD 4 PD A PD 071442Z DEC 54 PD B PD DAY 5 PD 36 DEG 50 MIN N 76 DEG 13 MIN W PD 6 PD A PD NEGATIVE B PD MIL PD [redacted] CMM CAPT CMM USMC H AND MS NR 14 CMM EDENTON AS CMM NC PD HIGHLY RELIABLE PD 7 PD A PD VERY CLEAR AND BRIGHT PD B PD 14000FT CMM WINDS AT 70 KT CMM 16000 FT CMM WINDS AT 81 KT CMM 20000 FT CMM WINDS AT 83 KT PD C PD NEGATIVE PD D PD TABOO PD E PD NONE PD F PD NONE PD 8 PD SEVERAL NAV AND MAR STA IN AREA PD 9 PD PLT BELIEVED OBJECT TO BE BLN OR PRCHT AT FIRST PD ATTEMPT WAS MADE FOR BETTER IDENT WHEN OBJECT SPD UP PD INTCP ATTEMPT FAILED PD 10 PD NONE SIGHTED AT THAT ALT PD SEVERAL OTHERS IN AREA PD 11 PD ASST OIC CMM FLT 3H CMM 4602D AISS PD POSSIBLY BLN CAUGHT IN SWIFT WIND MOV PD 12 PD NONE PD END
08/0401Z DEC JEPME

Declassification Authority NND 923007

3TP P003
ENB063
TYC090
JEPNY 25
JEPME 08
PP JEDEN ZOY
PP JEDEN
DE JEPME 01
P 080230Z
FM COMDR 4709TH DW MCGUIRE AFB NJ
TO COMDR 4602D AISS ENT AFB COLO
(UNCLASSIFIED) 4709TH DW 12-4036 AIS 3H PD REF PHONE CONVERSATION WITH SQDN AT 080100Z DEC 54 PD UFOB REPT PD REF USAF REG 200-2 CMM PARA 7D PD 1 PD A PD OBLONG OR SPHERICAL PD B PD ABOUT SIZE OF BLN OR PRCHT PD C PD DULL WHITE PD D PD ONE PD E PD NEGATIVE PD F PD SOMETHING HANGING UNDERNEATH PD G PD NEGATIVE PD H PD COULD NOT HEAR PD 2 PD A PD SIMPLE OBSR PD B PD 035 DEG RELATIVE TO OBSR PD C PD NEGATIVE PD D PD APPROX STRAIGHT PD E PD PICKED UP SPD CMM WITHIN 20 SEC CMM OUT OF EYE VIEW PD F PD APPROX 2 MIN PD 3 PD A PD AIR VISUAL PD B PD NEGATIVE PD C PD CONVERTED T-33 CMM NO 136851 CMM 20,000 FT CM 012 DEG CMM 290 KT CMM

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08/0401Z DEC JEPME

Declassification Authority NND 923007

DE ØØ2P
PR Ø8/Ø3ØØZ DEC 54
FM COMDR 46Ø2D AISS ENT AFB COLO
TO OIC FLT 3-H 46Ø2D AISS MCGUIRE AFB NJ
/PRIORITY-UNCLASSIFIED/ AISOP 1721 PD FOLG MSG QUOTED FOR UR INFO QUOTE
EMERGENCY JEDEN BEPW BEKAE BEKC 444 CMM $DE BEKAC 55 CMM Y Ø721ØSZ
CMM FM AS NORVA CMM TO EEEENZEEEE JEDEN/CG ADC ENT AFB COLORADO CMM
BEPW/SECDEF WASH DC EEEEEEE CMM INFO BEPW/CNO CMM BEKAE/ALF EDENTON CMM
BEKC/COMFIVE CMM GRNC CMM RECEIVED FROM MARINE ACFT BUNO 16851 X 36-5ØN
76-13W ONE UNIDENTIFIED OBJECT HEADED SSW 15ØØØ FT AT EXTREMELY HIGH
SPEED X SILVER SPHERICAL SHAPE X VISIBILITY UNLIMITED X VERIFIED BY
PASSENGER Ø7/2ØØ5Z X PILOT STATIONED ALF EDENTON WILL FILE AMPLIFYING
REPORT ON LANDING EDENTON CMM AFN 16851 36-5ØN 76-13W 15ØØØ Ø7/2ØØ5Z
CMM Ø7/211ØZ QUOTE EEEEEEE PD DIRECT FOLLOW-UP FIELD INVESTIGAITION
INCIDENT REPT IN ABOVE MSG PD RE TP MAJOR DEBRULER CMM CAPT CHESTER B
HANSON AO667289 CMM DEGREE OF CLEARENCE TOP SECRET CMM WILL CONDUCT
INVESTIGATION PD MODE OF TVL AUTH MIL AIR CMM MIL VEH PD END
Ø8/Ø435Z DEC 54

Declassification Authority NND 923007

ROUTING

DE ØØ2P
RR Ø8/Ø3ØØZ Dec 54

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

COMDR 4602D AISS ENT AFB COLO

DATE-TIME GROUP	SECURITY CLASSIFICATION
8703ØØZ	UNCLASSIFIED
PRECEDENCE FOR: ACTION: PRIORITY	INFORMATION: REG MAIL
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION: UNCLASSIFIED

TO:
OIC FLT 3H MCGUIRE AFB N J

INFO:
DET 3 (REG MAIL)

(UNCLASSIFIED) AISOP 1721 PD FOIG MSG QUOTED FOR ~~YOUR~~ INFO QUOTE EMERGENCY JEDEN BEPW BEKAE BEKC 444 CMM $DE BEKAC $$ CMM Y 072108Z CMM FM AS NORVA CMM TO JEDEN/CG ADC ENT AFB COLORADO CMM BEPW/SECDEF WASHDC CMM INFO BEPW/CNO CMM BEKAE/ALF EDENTON CMM BEKC/COMFIVE CMM GRNC CMM RECEIVED FROM MARINE ACFT BUNO 16851 X 36-50N 76-13W ONE UNIDENTIFIED OBJECT HEADED SSW 15000 FT AT EXTREMELY HIGH SPEED X SILVER SPHERICAL SHAPE X VISIBILITY UNLIMITED X VERIFIED BY PASSENGER 072005Z X PILOT STATIONED ALF EDENTON WILL FILE AMPLIFYING REPORT ON LANDING EDENTON CMM AFM 16851 36-50N 76-13W 15000 072005Z CMM 07/2110Z QUOTE PD DIRECT FOLLOW-UP FIELD INVESTIGATION INCIDENT REPT IN ABOVE MSG PD RE TP MAJOR DE BRULER CMM CAPT CHESTER B HANSON AO 667 289 CMM DEGREE OF CLEARENCE TOP SECRET CMM WILL CONDUCT INVESTIGATION PD MODE OF ~~TRAVEL~~ TVL AUTHORIZED MIL AIR CMM MIL VEH PD END

Ø8/Ø435 Z

SECURITY CLASSIFICATION	PAGE 1 OF 1 PAGES
UNCLASSIFIED	

DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
HENSON R DE BRULER, MAJOR, USAF	HENSON R. DE BRULER, MAJOR, USAF
SYMBOL: AISOP	TELEPHONE: 4497
	OFFICIAL TITLE: DEPUTY COMMANDER

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

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3TP Ø16P
ENB164
TY6845
BT389
BEK C314 RETURN FOR CENTRAL FILES
BEKA 261
EMERGENCY JEDEN BEPW BEKAE BEKC 444
$DE BEKAC 55
Y Ø721ØZ
FM AS NORVA
TO JEDEN/CG ADC ENT AFB COLORADO
BEPW/SECDEF WASHDC
INFO BEPW/CNO
BEKAE/ALF EDENTON
BEKC/COMFIVE
GRNC

RECEIVED FROM MARINE ACFT BUNO 16851 X 36-5ØN 76-13W ONE UNIDENTIFIED OBJECT HEADED SSW 15ØØØ FT AT EXTREMELY HIGH SPEED X SILVER SPHERICAL SHAPE X VISIBILITY UNLIMITED X VERIFIED BY PASSENGER Ø72ØØ5Z X PILOT STATIONED ALF EDENTON WILL FILE AMPLIFYING REPORT ON LANDING EDENTON

CFN 16851 36-5ØN 76-13W 15ØØØ Ø72ØØ5Z
Ø7/211ØZ

RGR UR Ø16

ops Edenton
07/2247

Norfolk, Va

TO	SECT	INIT	ACT. TO	COPY TO
	AISCR			
	AISDC			
	AISAJ			
	AISAD			
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Declassification Authority NND 923007

3TP ØØ6P
ECA Ø53
UECNR SUPV UEC
ZUI UECNR 3Ø ZDK ECAØ48

EUB12Ø
RR UECNR
EBB98
RR UEP ZVA U
BEK B215
BEKA 123
RR JEPHQ JEDWP UECNR JEPNB UEPDA BEPW BEPQ BEKZF BEKAC BEKHC 1Ø1Ø1Ø

DE BEKAE Ø2
R Ø8Ø315Z
FM OIC ALF EDENTON
TO JEPHQ/DIR INTEL HQ USAF WASHDC
JEDWP/AIR TECH INTELCEN WRIGHT-PATTERSON AFB /ATTEN AT-1AA-2C/
UECNR/COMMUNDER ADC ENT AFB COLORADO SPRINGS
JEPNB/COMMUNDER EASTER AIR DEFENSE FORCE STEWART AFB
INFO UEPDA/SECDEF WASHDC
BEPW/CNO
BEPQ/CMC
BEKZF/CG AICFMFLANT
BEKAC/COM FIVE NAVDIST
BEKHC/CG SECOND MARAIRWING
BEKHC/CO MCAS CHERRY POINT
BEKAC/CO NUS NORVA
GRNC

FLYOBRPT X PILOT AMPLIFYING REPORT OF UNIDENTIFIED FLYING OBJECT INCLUDING INFORMATION CONTAINED IN NAS NORVA Ø721Ø8Z NOTAL X REF COMFIVS 3820PNT1 OF 26 AUG 54 AND COM EASTERN SEA FRONTIER 3820PNT2 OF 16 JUL 54 X PART ONE X WHITECIRCULAR SEMI-SPHERICAL SHAPE SHARPLY OUTLINED WITH DARK OBJECT SUSPENDED X AT FIRST APPEARED TO BE OPENED PARACHUTE OR WEATHER BALLOON DRIFTING SLOW SPSED 18Ø DEGREES X WHEN CLOSER OBSERVATION WAS ATTEMPTED OBJECT ACCELERATED TO T
EMENDOUS SPEED ENTERING SLOW RATE CLIMB AND SLIGHT COURSE CHANGE TO THE RIGHT GRADUALLY DIMINISHING IN SIZE AND FINALLY DISAPPEARING ON COURSE ABOUT 2ØØ DEGREES WITHIN TWENTY SECONDS X NO OTHER IDENTIFYING INFORMATION X PART I

TWO X OBSERVED AT Ø71445R X PART THREE X VISUAL OBSERVATION X OBSERVER AIRCRAFT MARINE TV-2 BUNO 136851 X 29Ø KNOTS INDICATED AT 2ØØØØ FEET X PART FOUR X OBSERVER AT INITIAL SIGHTING 36-5ØN 76-13W ABOUT FIVE MILES SOUTH NAVY NORFOLK RADIO HEADING WPQW DEGREES X WHEN FIRST SIGHTED OBJECT WAS Ø45 DEGREES RELATIVE TO OBSERVER AT 15ØØØ FEET ABOUT TWO MILES ESTIMATED X PART FIVE X OBSERVER PILOT CAPTAIN [redacted] USMC NAVAL AVIATOR EIGHT YEARS WITH ABOUT 22ØØ HOURS FLIGHT TIME CONSIDERED TO BE HIGHLY RELIABLE X WITNESS PASSENGER CORPORAL [redacted] USMC AIRCRAFT MECHANII AND CREW MEMBER FOR THREE YEARS WITH ABOUT 3ØØ HOURS FLIGHT TIME EXPERIENCE X WITNESS CONFIRMS OBSERVERS REPORT X PART SIX X WEATHER CAVU WITH ESTIMATED WINDS 14ØØØ FEET 28Ø DEGREES AT 7Ø KNOTS 16ØØØ FEET 28Ø AT 81 AND 2ØØØØ FEET 26Ø AT 83 X PART SEVEN X PILOT FIRST INVESTIGATED WITH THE ASSUMPTION OBJECT WAS A PARACHUTE OR A LARGE WEATHER BALLOON BUT DUE TO IMMEDIATE ACCELERATION OF OBJECT ANDON FURTHER OBSERVATION HE AND THE WITNESS POSITIVELY DISCOUNTED THESE POSSIBILITIES AND REALIZED THAT OBJECT WAS CONSIDERABLY LARGER THAN PARACHUTE OR BALLOON X THE SUN WAS EXTREMELY BRIGHT AND PILOT CLAIMS HE CONSIDERED REFLECTION FACTOR X PART EIGHT X NO PHYSICAL EVIDENCE SUCH AS FRAGMENTS OR PHOTOGRAPHS OFF THE OBJECT EXIST X PART NINE X ON INITIAL SIGHTING PILOT ATTEMPTED IDENTIFICATION AND THEN

Declassification Authority NND 923007

BEPW/CNO
BEPQ/CMC
BEKZF/CG AICFMFLANT
BEKAC/COM FIVE NAVDIST
BEKHC/CG SECOND MARAIRWING
BEKHC/CO MCAS CHERRY POINT
BEKAC/CO NUS NORVA
GRNC

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PAGE TWO BEKAE Ø2

TWO X OBSERVED AT Ø71445R X PART THREE X VISUAL OBSERVATION X OBSERVER AIRCRAFT MARINE TV-2 BUNO 136851 X 29Ø KNOTS INDICATED AT 2ØØØØ FEET X PART FOUR X OBSERVER AT INITIAL SIGHTING 36-5ØN 76-13W ABOUT FIVE MILES SOUTH NAVY NORFOLK RADIO HEADING WPQW DEGREES X WHEN FIRST SIGHTED OBJECT WAS Ø45 DEGREES RELATIVE TO OBSERVER AT 15ØØØ FEET ABOUT TWO MILES ESTIMATED X PART FIVE X OBSERVER PILOT CAPTAIN [redacted] USMC NAVAL AVIATOR EIGHT YEARS WITH ABOUT 22ØØ HOURS FLIGHT TIME CONSIDERED TO BE HIGHLY RELIABLE X WITNESS PASSENGER CORPORAL [redacted] USMC AIRCRAFT MECHANII AND CREW MEMBER FOR THREE YEARS WITH ABOUT 3ØØ HOURS FLIGHT TIME EXPERIENCE X WITNESS CONFIRMS OBSERVERS REPORT X PART SIX X WEATHER CAVU WITH ESTIMATED WINDS 14ØØØ FEET 28Ø DEGREES AT 7Ø KNOTS 16ØØØ FEET 28Ø AT 81 AND 2ØØØØ FEET 26Ø AT 83 X PART SEVEN X PILOT FIRST INVESTIGATED WITH THE ASSUMPTION OBJECT WAS A PARACHUTE OR A LARGE WEATHER BALLOON BUT DUE TO IMMEDIATE ACCELERATION OF OBJECT ANDON FURTHER OBSERVATION HE AND THE WITNESS POSITIVELY DISCOUNTED THESE POSSIBILITIES AND REALIZED THAT OBJECT WAS CONSIDERABLY LARGER THAN PARACHUTE OR BALLOON X THE SUN WAS EXTREMELY BRIGHT AND PILOT CLAIMS HE CONSIDERED REFLECTION FACTOR X PART EIGHT X NO PHYSICAL EVIDENCE SUCH AS FRAGMENTS OR PHOTOGRAPHS OFF THE OBJECT EXIST X PART NINE X ON INITIAL SIGHTING PILOT ATTEMPTED IDENTIFICATION AND THEN

PAGE THREE BEKAE Ø3EE Ø2

INTERCELTION BY MAKING HARD RIGHT TURN IN THE DIRECTION OF OBJECT BUT DUE TO EXTREMELY HIGH ACCELERATION OF OBJECT FURHHER IDENTIFICATION IMPOSSIBLE X PART TEN X NO OTHER AIR TRAFFIC OBSERVED BY PILOT OR WITNESS AT ALTITUDES INVOLVED

CFN Ø721Ø8Z 3820PNT1 26 54 3820PNT2 16 54 18Ø 2ØØ Ø71445R TV-2 136851 29Ø 2ØØØØ 36-5ØN 76-13W Ø12 Ø45 15ØØØ 22ØØ 3ØØ 14ØØØ 28Ø 7Ø 16ØØØ 23Ø 81 2ØØØØ 26Ø 83

Ø3/Ø315Z DEC BEKAE

Declassification Authority NND 923007

3TP ØØ6P
ECA Ø53
UECNR SUPV UEC
ZUI UECNR 3Ø ZDK ECAØ48

EUB12Ø
RR UECNR
EBB98
RR UEP ZVA U
BEK B215
BEKA 123
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DE BEKAE Ø2
R Ø8Ø315Z
FM OIC ALF EDENTON
TO JEPHQ/DIR INTEL HQ USAF WASHDC
JEDWP/AIR TECH INTELCEN WRIGHT-PATTERSON AFB /ATTEN AT-1AA-2C/
UECNR/COMMUNDER ADC ENT AFB COLORADO SPRINGS
JEPNB/COMMUNDER EASTER AIR DEFENSE FORCE STEWART AFB
INFO UEPDA/SECDEF WASHDC
BEPW/CNO
BEPQ/CMC
BEKZF/CG AICFMFLANT
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BEKHC/CG SECOND MARAIRWING
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BEKAC/CO NUS NORVA
GRNC

FLYOBRPT X PILOT AMPLIFYING REPORT OF UNIDENTIFIED FLYING OBJECT INCLUDING INFORMATION CONTAINED IN NAS NORVA Ø721Ø8Z NOTAL X REF COMFIVS 3820PNT1 OF 26 AUG 54 AND COM EASTERN SEA FRONTIER 3820PNT2 OF 16 JUL 54 X PART ONE X WHITECIRCULAR SEMI-SPHERICAL SHAPE SHARPLY OUTLINED WITH DARK OBJECT SUSPENDED X AT FIRST APPEARED TO BE OPENED PARACHUTE OR WEATHER BALLOON DRIFTING SLOW SPSED 18Ø DEGREES X WHEN CLOSER OBSERVATION WAS ATTEMPTED OBJECT ACCELERATED TO T
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TWO X OBSERVED AT Ø71445R X PART THREE X VISUAL OBSERVATION X OBSERVER AIRCRAFT MARINE TV-2 BUNO 136851 X 29Ø KNOTS INDICATED AT 2ØØØ0 FEET X PART FOUR X OBSERVER AT INITIAL SIGHTING 36-5ØN 76-13W ABOUT FIVE MILES SOUTH NAVY NORFOLK RADIO HEADING WPQW DEGREES X WHEN FIRST SIGHTED OBJECT WAS Ø45 DEGREES RELATIVE TO OBSERVER AT 15ØØØ FEET ABOUT TWO MILES ESTIMATED X PART FIVE X OBSERVER PILOT [redacted] USMC NAVAL AVIATOR EIGHT YEARS WITH ABOUT 22ØØ HOURS FLIGHT TIME CONSIDERED TO BE HIGHLY RELIABLE X WITNESS PASSENGER CORPORAL [redacted] USMC AIRCRAFT MECHANII AND CREW MEMBER FOR THREE YEARS WITH ABOUT 3ØØ HOURS FLIGHT TIME EXPERIENCE X WITNESS CONFIRMS OBSERVERS REPORT X PART SIX X WEATHER CAVU WITH ESTIMATED WINDS 14ØØØ FEET 23Ø DEGREES AT 7Ø KNOTS 16ØØØ FEET 23Ø AT 81 AND 2ØØØØ FEET 26Ø AT 83 X PART SEVEN X PILOT FIRST INVESTIGATED WITH THE ASSUMPTION OBJECT WAS A PARACHUTE OR A LARGE WEATHER BALLOON BUT DUE TO IMMEDIATE ACCELERATION OF OBJECT ANDON FURTHER OBSERVATION HE AND THE WITNESS POSITIVELY DISCOUNTED THESE POSSIBILITIES AND REALIZED THAT OBJECT WAS CONSIDERABLY LARGER THAN PARACHUTE OR BALLOON X THE SUN WAS EXTREMELY BRIGHT AND PILOT CLAIMS HE CONSIDERED REFLECTION FACTOR X PART EIGHT X NO PHYSICAL EVIDENCE SUCH AS FRAGMENTS OR PHOTOGRAPHS OFF THE OBJECT EXIST X PART NINE X ON INITIAL SIGHTING PILOT ATTEMPTED IDENTIFICATION AND THEN

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JEPNB/COMMUNDER EASTER AIR DEFENSE FORCE STEWART AFB
INFO UEPDA/SECDEF WASHDC
BEPW/CNO
BEPQ/CMC
BEKZF/CG AICFMFLANT
BEKAC/COM FIVE NAVDIST
BEKHC/CG SECOND MARAIRWING
BEKHC/CO MCAS CHERRY POINT
BEKAC/CO NUS NORVA
GRNC

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EMENDOUS SPEED
ENTERING SLOW RATE CLIMB AND SLIGHT COURSE CHANGE TO THE RIGHT GRADUALLY DIMINISHING IN SIZE AND FINALLY DISAPPEARING ON COURSE ABOUT 200 FEGREES WITHIN TWENTY SECONDS X NO OTHER IDENTIFYING INFORMATION X PART I

PAGE TWO BEKAE Ø2

TWO X OBSERVED AT Ø71445R X PART THREE X VISUAL OBSERVATION X OBSERVER AIRCRAFT MARINE TV-2 BUNO 136851 X 290 KNOTS INDICATED AT 20000 FEET X PART FOUR X OBSERVER AT INITIAL SIGHTING 36-50N 76-13W ABOUT FIVE MILES SOUTH NAVY NORFOLK RADIO HEADING WPQW DEGREES X WHEN FIRST SIGHTED OBJECT WAS Ø45 DEGREES RELATIVE TO OBSERVER AT 15000 FEET ABOUT TWO MILES ESTIMATED X PART FIVE X OBSERVER PILOT CAPTAIN [redacted] USMC NAVAL AVIATOR EIGHT YEARS WITH ABOUT 2200 HOURS FLIGHT TIME CONSIDERED TO BE HIGHLY RELIABLE X WITNESS PASSENGER CORPORAL [redacted] USMC AIRCRAFT MECHANII AND CREW MEMBER FOR THREE YEARS WITH ABOUT 300 HOURS FLIGHT TIME EXPERIENCE X WITNESS CONFIRMS OBSERVERS REPORT X PART SIX X WEATHER CAVU WITH ESTIMATED WINDS 14000 FEET 280 DEGREES AT 70 KNOTS 16000 FEET 280 AT 81 AND 20000 FEET 260 AT 83 X PART SEVEN X PILOT FIRST INVESTIGATED WITH THE ASSUMPTION OBJECT WAS A PARACHUTE OR A LARGE WEATHER BALLOON BUT DUE TO IMMEDIATE ACCELERATION OF OBJECT ANDON FURTHER OBSERVATION HE AND THE WITNESS POSITIVELY DISCOUNTED THESE POSSIBILITIES AND REALIZED THAT OBJECT WAS CONSIDERABLY LARGER THAN PARACHUTE OR BALLOON X THE SUN WAS EXTREMELY BRIGHT AND PILOT CLAIMS HE CONSIDERED REFLECTION FACTOR X PART EIGHT X NO PHYSICAL EVIDENCE SUCH AS FRAGMENTS OR PHOTOGRAPHS OFF THE OBJECT EXIST X PART NINE X ON INITIAL SIGHTING PILOT ATTEMPTED IDENTIFICATION AND THEN

PAGE THREE BEKAE Ø3EE Ø2

INTERCELTION BY MAKING HARD RIGHT TURN IN THE DIRECTION OF OBJECT BUT DUE TO EXTREMELY HIGH ACCELERATION OF OBJECT FURHHER IDENTIFICATION IMPOSSIBLE X PART TEN X NO OTHER AIR TRAFFIC OBSERVED BY PILOT OR WITNESS AT ALTITUDES INVOLVED

CFN Ø721Ø8Z 3820PNT1 26 54 3820PNT2 16 54 180 200 Ø71445R TV-2 136851 290 20000 36-50N 76-13W Ø12 Ø45 15000 2200 300 14000 280 70 16000 280 81 20000 260 83
Ø8/Ø315Z DEC BEKAE

IS THAT ALLRGR