

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

AUG 28 15 14 '56

FILE NO.

AIS3G

SUBJECT

Preliminary UFOB Submitted by 76th FIS

TO Commander

4602d AISS (ADC)

Ent. AFB

Colo Spgs, Colo

FROM Officer in Charge

Flight 3-G, 4602d AISS

Presque Isle AFB

Presque Isle, Maine

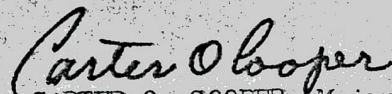
DATE 27 Aug 56

COMMENT NO. 1

CCOOPER/aas/450

ATTENTION: AISCC

1. Reference telephone conversation between Lt. Machyowsky and Major Vinik, CIC this flight, on 22 August 1956 concerning above subject.
2. ATIC Form 332 (Revised 25 Nov 1952), Electronics Data Sheet (Ground Radar) does not appear to be applicable to air-borne radar.
3. Lts Hobbs and Bower, the observers in this case, are on TDY at Moody AFB, Ga., for approximately one month. They will return to this station near the end of September. These officers had previously stated in an interview in this office, that they had sighted an unknown type probable jet aircraft (contrails) circling above them just prior to their unusual observation. They had locked onto this target as well. The unknown sighting showed as a bright return of a large aircraft or formation of aircraft but the only unusual thing about the entire incident was the fact that they could not see an object when their scope indicated at one time that the target should be about 4000 yds ahead and a little above their aircraft. They felt that they should have been able to see an aircraft at that distance.
4. Numerous tactical aircraft fly into this area on training missions from various sectors of the U.S. Usually there is no record kept locally of such flights. It is possible that the aircraft sighted both visually and by radar by this crew prior to the unusual sighting could have descended and flown past their aircraft. The visibility in an F-89 aircraft is limited and a silver fighter type aircraft is difficult to see on a bright sunny day, especially at certain angles.
5. If a suitable format covering air-borne radar observations exists, request this flight be furnished same.



CARTER O. COOPER, Major, USAF
Ass't OIC, Flt 3-G

(dictator's name)

COORDINATION

SHEET

AISCR

AISDC

AISAJ

AISAD

AISPR

AISDD

AISOP

AISCC

AISFC

AISTR

AISCM

AISOU

AISMS

AISUP

AISOP

Long Distance Telephone Call

Commander
H602d AISS

AISOP

22 Aug 56

1. Long Distance telephone conversation between Major Vinik, Flt 3-G, H602d AISS and Lt. Machyowsky of this headquarters.

2. Lt. Machyowsky stated that this headquarters desired a follow-up investigation of the UFOB reported in the Spragueville, Maine area at 07/1550Z Aug 56.

3. Lt. Machyowsky related pertinent facts in the case.

4. Lt. Machyowsky requested that Flt 3-G have the pilot and radar operator who tracked the UFOB complete an electronics data sheets (ATIC form 332) in addition to the normal interview.

5. Major Vinik requested that this headquarters send Flt 3-G several copies of ATIC Form 332.

6. Lt. Machyowsky stated this headquarters would comply this request as soon as possible.

7. Major Vinik stated that Flt 3-G would conduct the investigation as soon as possible.

Prep By:

JOSEPH MACHYOWSKY, 2/Lt., USAF
Asst Operational Control Officer

Rec Eval
(Circle
one)

NONRECORD

TEMP

PERM

AISAD Form #16
25 June 1955

CENTRAL FILE COPY

RGR UR NR 09

OPS

DO U READ ME PLS DO U READ ME

TRGR

EN001 ENA012 YDB001 TYB028 TTA004 TMA005 (SNA007)
 MM RJEDEN RJEDWP RJEPHQ RJEPNB
 ZEL RJEPSN
 SNJ048

19/02002
Jewell

MM RJEDEN RJEDWP RJEPHQ
 DE RJEPSN 5J
 M 131335Z

FM COMDR 76TH FINCEPTRON PIAFB ME
 TO RJEDEN/COMDR ADC ENT AFB COLO
 RJEPNB/COMDR EADF STEWART AFB NY
 RJEPSN/

4602D AISS UFOB REPT. 285

DATE-TIME GROUP

17/0550Z Aug 56
SPRAGUEVILLE, ME.

DR 32ND AIR DIV (FRL SYR AFS NY
 RJEDWP/COMDR AIR TECHNICAL INTELL CENTER WRIGHT-PATTERSON AFB OHIO
 RJEPHQ/DIR INTELL HQ USAF WASHINGTON 25 DC
 INFO ZEN/COMDR 23RD FTR GP (AD) ATTN: D/O PIAFB ME
 BT

/UNCLASSIFIED/ 76H11-2 PD UFOB PD THE FOLL IAW PAR 7 AFR 200-2 CLN

(1) UNKNOWN CMM EXCEPT (1) BRIGHT RETURN ON SCOPE PD

(2) (A) APPEARED ON RADAR OBSERVERS SCOPE AT TWELVE (12) MILES PD
 R/O STATES BLIP SILILAR TO FORMATION OF TWO (2) A/C OR ONE
 (1) LG A/C PD PLT LOCKED ON PD

(B) LEVEL CMM SIXTY- IVE (65) DEGREES PORT PD

(C) FORTY (40) TO FORTY-FIVE (45) DEGREES HIGH CMM SIXTY-FIVE (65)

(D) CROSSED IN FRONT OF A/C CLN A/C ON FORTY-FIVE (45) DEGREE
 ANGLE TO OBJECT (CONVERGING STERN QUARTER) PD

(E) WENT OFF SIDE OF SCOPE AT 4000 (FOUR THOUSAND) YARDS PD
 NEVER SIGHTED VISUALLY DESPITE PILOTS LOOKING FOR IT PD

(F) THREE (3) MINUTES PD

(3) (A) AIR-ELECTRONIC CLN APG-40 TYPE RADAR PD

(B) N/A

(C) F-89-D-75 CMM CALL SIGN BENEFICIAL 28 CMM A/C NUMBER 54259
 CMM TWENTY THOUSAND (20,000) FEET CMM ONE HUNDRED SIXTY
 (160) DEGREES CMM TWO HUNDRED THIRTY (230) KNOTS INDICATED
 CMM PIAFB PD

(4) (A) 7/1550Z AUG 56 PD

(B) DAY PD

(5) APROX TEN (10) MILES SOUTH SOUTH WEST (SSW) OF SPRAGUEVILLE RADIO
 ON INITIAL PICKUP

(6) (A) N/A

(B) (1) JAMES N BOWER CMA 2/LT CMM 76TH FINCEPTRON CMA PILOT
 CMA VERY GOOD CLN

(2) HARVILLE E HOBBS CMA 2/LT CMA 76TH FINCEPTRON CMA RADAR
 OBSERVER CMA VERY GOOD PD

(7) (A) CLEAR CMA VISABILITY UNLIMITED CMA SCATTEREDCUMULUS PD

(B) SURFACE CLN SSE AT TWO (2) CLN

- ✓(B) LEVEL CMM SIXTY-IVE (65) DEGREES PORT PD
- ✓(C) FORTY (40) TO FORTY-FIVE (45) DEGREES HIGH CMM SIXTY-FIVE (65)
- ✓(D) CROSSED IN FRONT OF A/C CLN A/C ON FORTY-FIVE (45) DEGREE ANGLE TO OBJECT (CONVERGING STERN QUARTER) PD
- ✓(E) WENT OFF SIDE OF SCOPE AT 4000 (FOUR THOUSAND) YARDS PD NEVER SIGHTED VISUALLY DESPITE PILOTS LOOKING FOR IT PD
- ✓(F) THREE (3) MINUTES PD
- (3) (A) AIR-ELECTRONIC CLN APG-40 TYPE RADAR PD
- (B) N/A
- (C) F-89-D-75 CMM CALL SIGN BENEFICIAL 28 CMM A/C NUMBER 54259 CMM TWENTY THOUSAND (20,000) FEET CMM ONE HUNDRED SIXTY (160) DEGREES CMM TWO HUNDRED THIRTY (230) KNOTS INDICATED CMM PIAFB PD
- (4) ✓(A) 7/1550Z AUG 56 PD
- (B) DAY PD
- (5) ✓APROX TEN (10) MILES SOUTH SOUTH WEST (SSW) OF SPRAGUEVILLE RADIO ON INITIAL PICKUP
- (6) (A) N/A
- (B) (1) JAMES N BOWER CMA 2/LT CMM 76TH FINCEPTRON CMA PILOT CMA VERY GOOD CLN
- (2) HARVILLE E HOBBS CMA 2/LT CMA 76TH FINCEPTRON CMA RADAR OBSERVER CMA VERY GOOD PD
- (7) (A) CLEAR CMA VISABILITY UNLIMITED CMA SCATTEREDCUMULUS PD
- (B) SURFACE CLN SSE AT TWO (2) CLN
- 6000 CLN 300 AT FIVE (5) CLN
- 10,000 CLN 360 AT TEN (10) CLN
- 16,000 CLN 330 AT FIVE (5) CLN
- 20,000 CLN 290 AT TEN (10) CLN
- 30,000 CLN 290 AT TWENTY-FIVE (25) CLN
- 50,000 CLN 270 AT FORTY (40) CLN
- 80,000 CLN UNK AT UNK PD
- (C) NONE PD
- (D) NINE (9) MILES PD
- (E) THREE-TENTHS (3/10THS) CIRRUS BASE AT 30,000 CLN ZERO-TENTHS (0 XQPTH) CUMULUS AT 3,500 PD
- (F) NEGATIVE PD
- (8) N/A PD
- (9) N/A PD
- (10) NONE PD
- (11) TWO (2) F-89D TO WEST AT 25,000 FEET AND 18,000 FEET RESPECTIVELY CLN ONE (1) SINGLE ENGINE JET ACFT AT 40,000 FEET AT OVER 600 KNOTS HEADED NORTH FROM SOUTH AND RETURNING SOUTH PD

() PILOT

REPORTS CONSTANT TWO HUNDRED THIRTY (230) KNOT OVERTAKE AND THAT DOT REMAINED ON CENTER OF HIS SCOPE FOR APPROX TWO (2) MINUTES THEN DRIFTED TO RIGHT PD RADAR OBSERVER INSISTS TARGET WAS MOVING AND ESTIMATES SPEED AS OVER FIVE HUNDRED (500) KNOTS TRUE PD THIS OBSERVATION ELIMINATES THE POSSIBILITY OF UFOB BEING A WEATHER BALLOON (A BALLOON WAS RELEASED AT CARIBOU WEATHER STA AT 1535Z) IF OBSERVATION IS CORRECT PD OBSERVATION BELIEVED VERY PROBABLY CORRECT BY PREPARING OFFICER PD CAUSE OF SIGHTING THEREFORE COMPLETELY UNKNOWN PD PREPARING OFFICER IS 1ST LT JOHN B NEWHALL II CMM INTELLIGENCE OFF CMM 76TH FINCEPTRON PD

BT

18/2144Z AUG RJEPSN

KE-1
69216