# PROJECT 10073 RECORD CARD

| | | |
|---|---|---|
| 1. DATE<br>20 Mar 52 | 2. LOCATION<br>Centreville, Queen Annes County, Maryland | 12. CONCLUSIONS<br>☐ Was Balloon<br>☐ Probably Balloon<br>☐ Possibly Balloon |
| 3. DATE-TIME GROUP<br>Local 2242<br>GMT 0312 | 4. TYPE OF OBSERVATION<br>☒ Ground Visual ☐ Ground Radar<br>☐ Air Visual ☐ Air-Intercept Radar | ☐ Was Aircraft<br>☐ Probably Aircraft<br>☐ Possibly Aircraft |
| 5. PHOTOS<br>☐ Yes<br>☒ No | 6. SOURCE<br>Civilian (Business Man) | ☐ Was Astronomical<br>☐ Probably Astronomical<br>☐ Possibly Astronomical |
| 7. LENGTH OF OBSERVATION<br>Approx 30 seconds | 8. NUMBER OF OBJECTS<br>1 | 9. COURSE<br>S | ☐ Other (Balloon, Aircraft, Astronomical)<br>☐ Insufficient Data for Evaluation<br>☒ Unknown<br>UNDETERMINED |

10. BRIEF SUMMARY OF SIGHTING

Orange-yellow color. Saucer shaped light. Horizontal plane, two vertical jumps.

11. COMMENTS

Source was in Army IW I and II has flown a lot.

ATIC FORM 329 (REV 26 SEP 52)

PROJECT 10373 RECORD CARD

1. DATE
23 Mar 52

2. LOCATION
Yakima, Washington (CADN)

3. DATE-TIME GROUP
Local 1305
G.M.T. 0205

4. TYPE OF OBSERVATION
☐ Ground-Visual ☐ Ground-Radar
☒ Air-Visual ☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
☒ No

6. SOURCE
Ground radar. F-94 pilot

7. LENGTH OF OBSERVATION
45 seconds

8. NUMBER OF OBJECTS
1

9. COURSE (VSUN)
Varied

10. BRIEF SUMMARY OF SIGHTING

Filmy color. Flash shape.
Balloon launch was as 2100 and 0300. Only balloon in area could be possible Sury. Sun would be low at this time and could possibly cause flash of light.

11. COMMENTS

Ground radar pick-up at 1305 PST. F-94 scrambled at 1333. Twice F-94 saw flash and unsuccessfully tried for radar plot showed object drifting with wind.

No ground radar pick-up after 1613 PST.

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other UNIDENTIFIED
☐ Insufficient Data for Evaluation
☐ Unknown

ATIC FORM 329 (REV 26 SEP 52)

[redacted] UNCLASSIFIED

By Auth: CG WADF
Initials Date
2 MAY 1952

HEADQUARTERS WESTERN AIR DEFENSE FORCE
HAMILTON AIR FORCE BASE
HAMILTON, CALIFORNIA

In Reply Refer To: WDOID 350.9
X319.1

2 MAY 1952

SUBJECT: Sighting of Unidentified Object

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: M.C.I.S.

1. Attached is Intelligence Report Number IR-4704-52, subject as above.

2. Subject report was delayed because of rerouting at subordinate units.

3. When Incl is withdrawn, the classification of [redacted] this correspondence will be changed to [redacted] in accordance with paragraph 25a, AFR 205-1.

FOR THE COMMANDING GENERAL:

Ralf T. Wilson

RALF T WILSON
Captain, USAF
Asst Adj Gen

1 Incl:
AF Form 112 No. IR-4704-52 (Dup)

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

T52-10467-4

47-12-7

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

UNCLASSIFIED

| COUNTRY | REPORT NO. | (LEAVE BLANK) |
|---|---|---|
| USA | IR-4704--52 | |

12

# AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Sighting of Unidentified Object

| AREA REPORTED ON | FROM (Agency) |
|---|---|
| Yakima, Washington | Hq, 4704th Def Wg, McChord AFB |

| DATE OF REPORT | DATE OF INFORMATION | EVALUATION |
|---|---|---|
| 21 Apr 52 | 23 Mar 52 | B-6 |

| PREPARED BY (Officer) | SOURCE |
|---|---|
| THOMAS B HENNESSY, Captain, USAF | WILFRED N. JOYAL, Captain, USAF |

REFERENCES (Control number, directive, previous report, etc., as applicable)
AF Form 112, 4704 Def Wg, 24 Mar 52

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.)

1. SOURCE was scrambled at 0233Z, 23 March 1952, on Tracks H-70 and H-75 as PRONTO RED ONE, Air Defense Command Alert Aircraft. SOURCE twice observed an unidentified flash of light resembling a large ball of fire which would build up and then fade out. The total period of brilliance each time was about 45 seconds. SOURCE'S position at that time was just South of Yakima, WASHINGTON.

2. The airplane was turned each time toward the object in an attempt to have the Radar Observer pick it up. The first sighting was at 22,500 feet on a heading of 30 degrees; the second at 25,000 feet on a heading of 180 degrees. Each time the object appeared about 10 degrees above a level line of sight. The Radar Observer was under the hood, did not observe visually and could not get the object on his scope.

3. DOODAD'S log indicated the track picked up at 0205Z and a fade at 0213Z as shown on the attached sketch. ADCC was notified at 0215Z and the fighter scrambled at 0233Z to grid position PB5055. Altitude of the target was given as approximately 35,000 feet.

Thomas B Hennessy
THOMAS B. HENNESSY
Captain, USAF
Wing Intelligence Officer

1 incl
Map Overlay (6 copies)
4 cy w/d to WNDF

DISTRIBUTION BY ORIGINATOR
4 cys - WADF
1 cy - 4704 Intell
1 cy - 317 F/I Sq Intell

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

Encl 1

UNCLASSIFIED

[redacted] (CLASSIFICATION)

T52-10467

3-130

16—88569-1 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1950 O—918331

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

UNCLASSIFIED

# AIR INTELLIGENCE INFORMATION REPORT

| FROM (Agency) | REPORT NO. | PAGE 1 OF 2 PAGES |
|---|---|---|
| 4704th Defense Wing | IR-4704-1-52 | |

1. Information required by ADCL 200-1, 11 Apr 51:

a. Unidentified object resembling a large ball of fire which would build up and then fade away; indefinite shape; indefinite size; red color; single object; no trail or exhaust; novisible forward speed; would appear brilliantly for a period of approximately forty-five (45) seconds and then fade out.

b. Pilot estimated sightings at 0256Z and 0316Z but did not make a record of the time and is not certain of times given. Duration of observation was approximately 45 seconds in each case.

c. Observed visually from F-94 aircraft, speed 360 TAS, at 22,500 feet and again at 25,000 feet.

d. SOURCE gave position as twenty (20) miles south of Yakima, Washington. See attached overlay for fighter track. SOURCE was on heading of 30 degrees at 22,500 feet on first sighting and on heading of 180 degrees at 25,000 on second sighting. Both times object appeared about 10 degrees above level line of sight.

e. SOURCE is considered usually reliable.

f. Weather at point of sighting: 20,000 scattered, 25,000 scattered, 30 miles visibility.

Winds Aloft: 28,000-30,000' - 315° - 80 knots
18,000' - 315° - 80-100 knots (jet stream)
10,000' - 315° - 40 knots

g. No activity, meteorological or otherwise, which might account for the sightings was reported.

h. No physical evidence of the sightings was obtained.

i. The intercepting aircraft was turned each time toward the object to pick up the magnetic heading and enable the Radar Observer to pick it up. The Radar Observer under the hood did not observe the object visually and failed to pick it up on his scope.

j. No local aircraft could have accounted for this sighting.

2. An overlay of the interceptor track, with times, is attached as Inclosure 1. This overlay includes the positions of the target as obtained by ground radar and shows the direction of the prevailing wind at medium and high altitude.

3. COMMENT OF Preparing Officer: For the short period during which the target was tracked, its speed and direction coincided with that of the prevailing wind. The pilot states that he observed the object on a heading of 180 degrees while "20 miles south of Yakima". The only time the intercepting aircraft was south of Yakima was at 0300Z, at which time an object travelling with the wind would have been at a position having a magnetic bearing of 180 degrees from the F-94, taking the 20 degrees magnetic variation into consideration. No weather balloon was released from McChord AFB which could have been at that time, at that position, but all installations releasing weather balloons in this area

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NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

UNCLASSIFIED [redacted] (CLASSIFICATION)

T-52-10761

16—66570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

AF FORM 112—PART II
APPROVED 1 JUNE 1948

SECRET
(CLASSIFICATION)

UNCLASSIFIED

# AIR INTELLIGENCE INFORMATION REPORT

| FROM (Agency) | REPORT NO. | PAGE 2 OF 2 PAGES |
|---|---|---|
| 4704th Defense Wing | IR-4704-1-52 | |

cannot be effectively contacted by this headquarters. It appears that the unidentified object was drifting with the wind, however, rather than being propelled.

1 Incl
Sketch

Thomas B. Hennessy
THOMAS B. HENNESSY
Captain, USAF
Wing Intelligence Officer

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(CLASSIFICATION)

T02-10767 2-130

16—55870-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

20-5759

AF FORM 112—PART II
APPROVED 1 JUNE 1948

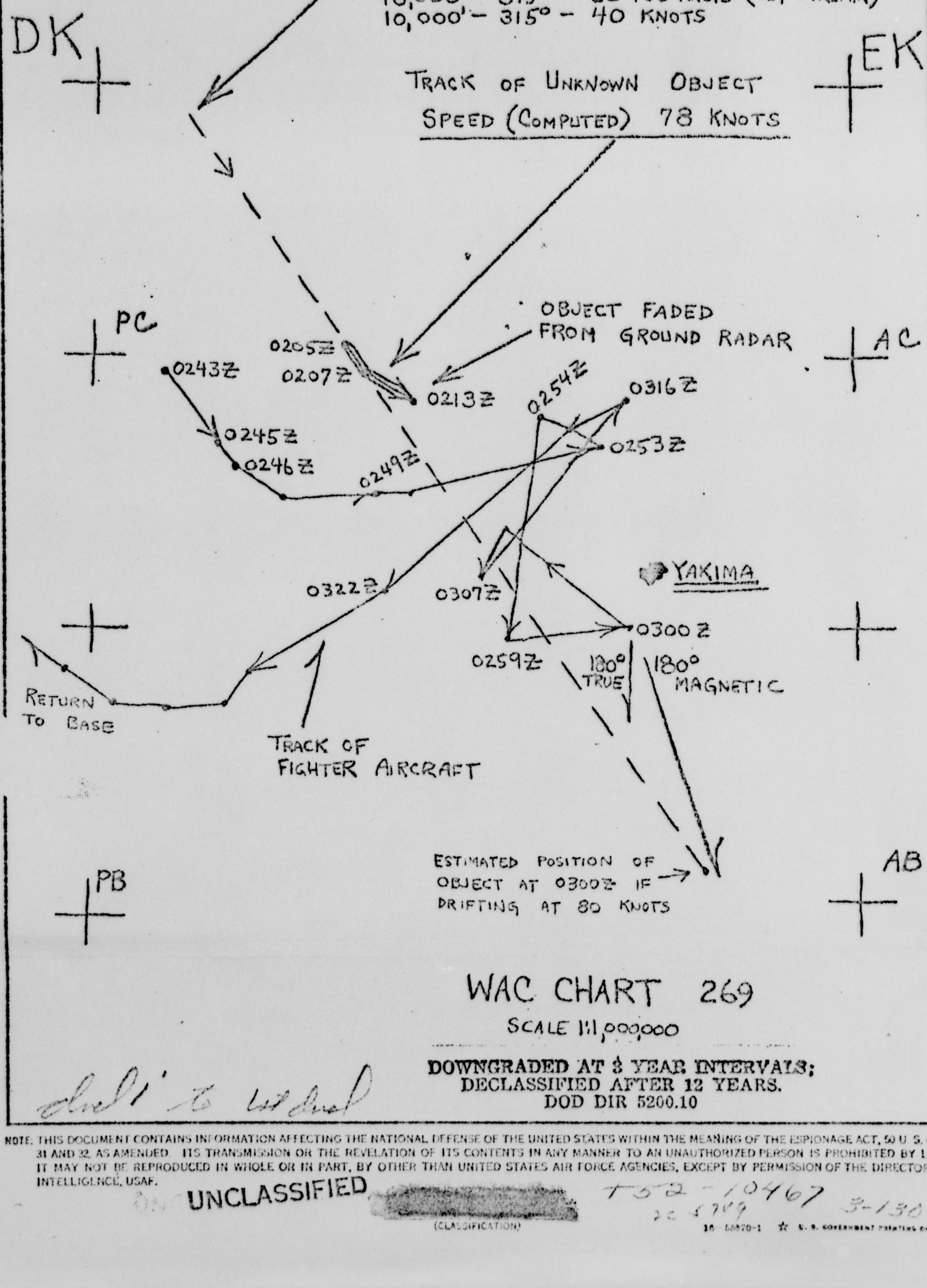
( [redacted] -( UNCLASSIFIED

# AIR INTELLIGENCE INFORMATION REPORT

| FROM (Agency) | REPORT NO. | PAGE OF PAGES |
|---|---|---|

## REPORTED WINDS ALOFT - 0300Z

28-30,000' - 315° - 80 KNOTS
18,000' - 315° - 80-100 KNOTS (JET STREAM)
10,000' - 315° - 40 KNOTS




WAC CHART 269
SCALE 1:1,000,000

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Shelton Wood

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UNCLASSIFIED [redacted]
(CLASSIFICATION)

T52-10467
2c 5749
5-150

16—68570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

EXTRACT FROM STATUS REPORT # 7

**DATE:** 28 Mar 52

**TIME (Local):** 0205Z

**LOCATION:** Yakima, Wash.

**LENGTH OF TIME OBSERVED:** Unknown

**SOUND:** Unknown

**SPEED:** 78 knots

**ALTITUDE:** 22,500 and 25,000'

**HEADING:** 30° and 180°

**SOURCE:** Pilot and Ground Radar Operator

**ACTION OR COMMENTS:** No conclusion.

**DESCRIPTION OF INCIDENT:** Ground radar sighting and F-94 visual sighting of flash of light. [redacted]

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DOD DIR 5200.10

# PROJECT 10073 RECORD CARD

1. DATE
25 Mar 52

2. LOCATION Sandia, [illegible]

3. DATE-TIME GROUP
Local 0005
GMT

4. TYPE OF OBSERVATION
☐ Ground-Visual ☒ Ground-Radar
☐ Air-Visual ☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
☒ No

6. SOURCE

7. LENGTH OF OBSERVATION

8. NUMBER OF OBJECTS

9. COURSE

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Was Aircraft
☐ Probably Aircraft
☒ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other
☐ Insufficient Data for Evaluation
☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

11. COMMENTS

ATIC FORM 329 (REV 26 SEP 52)

UNCLASSIFIED [redacted]

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING CLASSIFIED MESSAGE

[redacted]

PARAPHRASE NOT REQUIRED. NOTIFY CRYPTOCENTER BEFORE DECLASSIFYING /CRYPTO PRECAUTION APPLIES/

OPERATIONAL IMMEDIATE

FROM: ALASKA AIR COMD ELMENDORF AFB ALASKA

TO : CSAF WASH DC

INFO: CG ADC ENT AFB COLO
NAVAL OPERATING BASE KODIAK ALASKA

NR : AAOID 34294 27 Mar 52

Radar Det A, 4 Gambell St Lawrence Is tracked possible unidentified acft AL Sector G Grid fol: Radar contact with 2 acft made. First acft plotted at HE 3010 at 270605Z, HE 4010 at 0610Z. First and second acft both on fol plots and times: HD 3050 at 0614Z; HE 2010 at 0618Z; HE 4010 at 0620Z; HE 3010 at 0627Z. Faded at 0627Z.

AAC Comment: Possible unidentified acft. Was no factor. Add info pndg further inves.

ACTION: OOP (Advance copy Nr 2 sent to OOP-CP)

INFO : OIN

CAF IN: 90013 (28 Mar 52)

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DOD DIR 5200.10

AB/EJ

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AFHO FORM 0-309b
19 JAN 51
PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

[redacted]

COPY NO. 18

☆ 16—63736-1 U. S. GOVERNMENT PRINTING OFFICE : 1951—O-927446

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EXTRACT FROM STATUS REPORT #6

DATE: 26 Mar 52

TIME (Local): 0605Z

LOCATION: Alaska

LENGTH OF TIME OBSERVED: 22 Min.

SOUND: Unknown

SPEED: Unknown

ALTITUDE: Unknown

HEADING: Unknown

SOURCE: Radar Observers

ACTION OR COMMENTS: Very probably unidentified conventional a/c.

DESCRIPTION OF INCIDENT: Unidentified radar returns of two a/c.

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DECLASSIFIED AFTER 12 YEARS.
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# PROJECT 10073 RECORD CARD

1. DATE
26 Mar 52

2. LOCATION
31.10N 103.30W

3. DATE-TIME GROUP
Local 2030 MST
GMT 27/0330Z

4. TYPE OF OBSERVATION
☐ Ground Visual ☐ Ground-Radar
☐ Air-Visual ☐ Air-Intercept Radar
AERIAL CAMERA

5. PHOTOS
Yes Scope
No Photos

6. SOURCE
Radar observer

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Was Aircraft
☒ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other
☐ Insufficient Data for Evaluation
☐ Unknown

7. LENGTH OF OBSERVATION
5 minutes

8. NUMBER OF OBJECTS
1

9. COURSE

10. BRIEF SUMMARY OF SIGHTING
Believed by radar observer to be false image of lead a/c.

11. COMMENTS
Unidentified blip on radar at 130 a heading to blip of lead a/c. No known objects in area which could have caused blip except for radar operator's conclusion.

ATIC FORM 329 (REV 26 SEP 52)

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EXTRACT FROM STATUS REPORT # 5

U MARCA

DATE: ~~27~~ (Feb) 52

TIME (Local): 2230

LOCATION: Between Ft. Stockton and Pecos, Texas

LENGTH OF TIME OBSERVED: Unknown

SOUND: Unknown

SPEED: 3 X B-29

ALTITUDE: Lower than 15,500'

HEADING: Unknown

SOURCE: B-29 Radar Operator

ACTION OR COMMENTS: Conclusions pending. Radar scope photos have been requested.

DESCRIPTION OF INCIDENT: Radar operator of B-29 flying at 15,500' picked up unidentified object on the radar scope. Rate of closure was three times that of B-29. (~~Classified~~)

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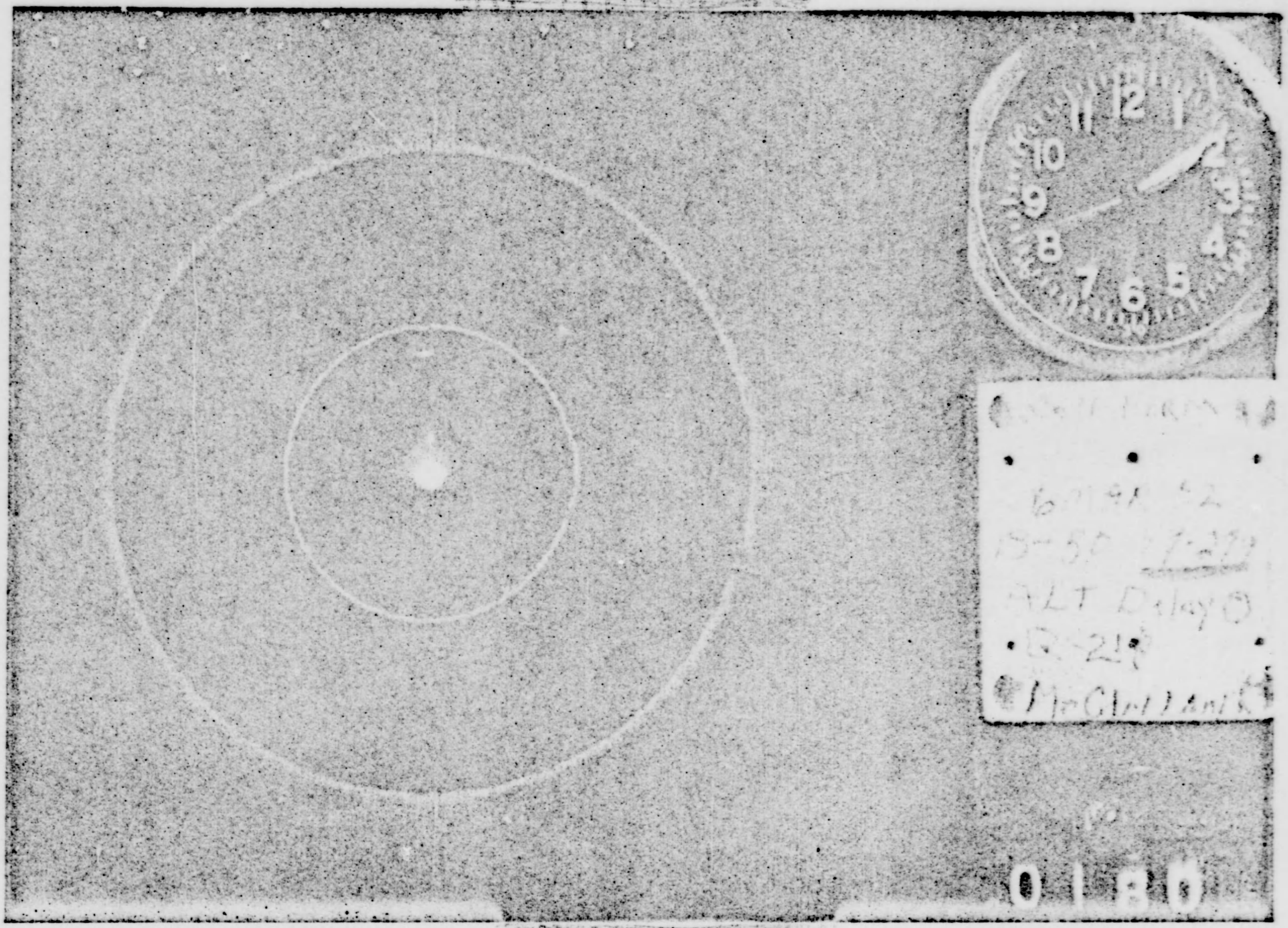
Case includes 1, 5½" x 7½"
photograph



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AIR 13
AFH DEAIR

V
AFH DE AIR
RR JEDWP
DE JEPHQ 1320

ACTION

FM HQ USAF WASHDC
TO JEDEN/CCADC ENT AFB COLO SPRINGS COLO
JEDWP/CHIEF ATIC WRIGHT PATTERSON AFB DAYTON
[redacted] SECURITY INFORMATION 56143 FROM AFOIN-C
THE FOLLOWING CABLE FROM CG SAC OFFUTT AFB NEBR IS QUOTED FOR YOUR INFORMATION:
"THE FOLG OBSERVATION RPTD BY B-52 NBR 9299 539TH BOMB SQ WALKER AFB, N MEXICO FOR YOUR INFO.
1. CREW POSITION OF OBSR: RADAR OBSR.
2. TIME OF OBSERVATION: 27/3332Z.
3. POSITION OF OBSRG ACFT: BETWEEN FT STOCKTON AND PECOS, TEXASTEJGUSK I
5. POSITION OF WHAT WAS OBSRD: WITHIN 1 MILE OF ACFT POSITION.

SECURITY INFORMATION

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

PAGE TWO JEPHQ 1320

6. ALT OF WHAT WAS OBSRD: UNK.
7. REMARKS: RADAR OBSR SAW STRANGE OBJECT ON RADAR SCOPE WITHIN 1 MILE OF RPT ACFT. WHILE ON TRUE HEADING OF 295 DEG, ACFT TOOK SCOPE PHOTOS OF THIS SIGHTING. RADAR OBSR ESTIMATES SPEED OF CLOSURE TO THE 3 TIMES SPEED OF B-52."

UNCLASSIFIED

752-6553-1

ROUTING

# JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CO, ATIC

TO: CG STRATEGIC AIR COMMAND
OFFUTT AFB OMAHA NEBRASKA

RADIOTE

INFO:

| DATE-TIME GROUP | SECURITY CLASSIFICATION |
|---|---|
| 311500Z Mar 52 | CONFIDENTIAL |
| PRECEDENCE FOR: Routine | ACTION / INFORMATION |
| ☐ BOOK MESSAGE | ☐ ORIGINAL MESSAGE |
| ☐ MULTIPLE ADDRESS | CRYPTOPRECAUTION ☐ YES ☒ NO |
| REFERS TO MESSAGE: | |
| IDENTIFICATION: DOCOR 20498 | CLASSIFICATION: Confidential |

UNCLASSIFIED

FROM: AFOIN-ATIAA

Reference is made to your message DOCOR 20498 dated 27 March 1952 regarding unidentified radar return from B-50 number 9299 of 509th Bomb Group. Please forward radar scope photos and details of weather conditions on date and time of sighting to the Air Technical Intelligence Center.

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DECLASSIFIED AFTER 12 YEARS.
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SECURITY INFORMATION

T52-6546

SECURITY CLASSIFICATION: CONFIDENTIAL

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required): Lt E. J. Bupp elt/vs

SYMBOL: ATIAA-2c

TELEPHONE: 54261

RELEASING OFFICER'S SIGNATURE

OFFICIAL TITLE: ROBERT E. KENNEDY, Major, USAF
Air Adjutant General

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

16—55933-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

[redacted] UNCLASSIFIED [redacted]

**HEADQUARTERS STRATEGIC AIR COMMAND**
**OFFUTT AIR FORCE BASE**
**OMAHA, NEBRASKA**

DINC 333 8 APR 1952

SUBJECT: Supplementary Information to Teletype DOCOR 20498.

TO : Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio

1. Reference is made to your teletype, IC-416, dated 011500Z April 1952, from AFOIN-ATIAA, regarding unidentified radar return from B-50 Number 9299 of the 509th Bomb Group.

2. Supplemental information to teletype, this headquarters, DOCOR 20498, 27 March 1952, is forwarded as inclosure.

3. The weather in the area, at the time of the sightings, was reported as scattered to clear.

FOR THE COMMANDING GENERAL:

Edward E. Weir

EDWARD E. WEIR
MAJOR, USAF
Asst Adj Gen

1 Incl
cy of ltr fr 509th
BW w/2 incls

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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[redacted]

[redacted] UNCLASSIFIED

HEADQUARTERS 509TH BOMBARDMENT WING, MEDIUM
Office of the Wing Intelligence Officer
Walker Air Force Base
Roswell, New Mexico

9DOI 333.5 29 March 1952

SUBJECT: AAF Forms 112, Report No 509-79-1 and 509-79-2.

THRU: Director of Intelligence
Eighth Air Force
Fort Worth, Texas

TO: Director of Intelligence, DCS/O
Headquarters
United States Air Force
ATTN: AFOIN-C/CC
Washington 25, D.C.

1. In accordance with letter AFOIN-C/CC-2, Subject: "Reporting of Information on Unidentified Flying Objects", Headquarters, United States Air Force, dated 19 December 1951, and Eighth Air Force "JCP" dated 1 March 1951, as revised, the following are submitted for your information:

a. AAF Form 112, Report No. 509-79-1, forwarded in five (5) copies and listed as Inclosure No. 1.

b. AAF Form 112, Report No. 509-79-2, forwarded in five (5) copies and listed as Inclosure No. 2.

2. AAF Form 112, Report No. 509-79-1 raises a doubt that a B-3, Flash Report, shoulb have been submitted by the 509th Bombardment Wing, Medium, on 27 March 1952. The Radar Observer of the reporting B-50 type aircraft has reversed his first estimate of the "speed of closure" of the Unidentified Flying Object from three (3) times the speed of a B-50 type Bomb Carrier aircraft to that of a conventional fighter. The original report was submitted, based on interrogation of the B-50 crew by a Wing Intelligence Officer, himself a rated Observer, and was believed conclusive enough to substantiate a Flash report.

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

CHESTER H. LONG
Major, USAF
Wing Intelligence Officer

2 Incls
1. AAF Form 112, 509-79-1 (5 cys)
2. AAF Form 112, 509-79-2 (5 cys)

[redacted] UNCLASSIFIED

AF FORM 112—PART I.
APPROVED 1 JUNE 1948

UNCLASSIFIED

(6)

| COUNTRY | REPORT NO. | (LEAVE BLANK) |
|---|---|---|
| United States | 509-79-1 | AD 430205 |

# AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Appearance of unexplained blip on radar scope

| AREA REPORTED ON | FROM (Agency) |
|---|---|
| United States | 509th Bombardment Wing (M) |

| DATE OF REPORT | DATE OF INFORMATION | EVALUATION |
|---|---|---|
| 28 March 1952 | 26 March 1952 | B-2 |

| PREPARED BY (Officer) | SOURCE |
|---|---|
| Captain William F. Byess<br>Asst. Intel. Officer | Captain James F. McClelland<br>VO of Acft 4-9299 |

REFERENCES (Control number, directive, previous report, etc., as applicable)
B-3 Report submitted to Hq., SAF during conduct of Mission 105-52

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.)

1. While participating in a mission of the 509th Bombardment Wing (M), the Radar Observer of a B-50D aircraft was using his radar set for station-keeping, maintaining a specified position relative to the lead aircraft by observation of the lead aircraft on the radar scope. A blip appeared on the scope in a position reciprocal to that of the lead aircraft and remained visible for approximately five minutes.

2. Inasmuch as no aircraft or other object was in a position to produce such a return on the scope, it is the belief of the Radar Observer that the blip was an electronic phenomenon reflecting 180° out of phase the image of the lead aircraft.

2 < 3

CHESTER H. LONG
Major, USAF
Intelligence Officer
509th Bomb Wing (M)

| ROUTING STAMP | | |
|---|---|---|
| AE NO. | C 0321 | |
| Section | Order of Routing | Date Routed |
| Soviet | JUN 4 1952 | |
| Allied | | 2 |
| Executive | | |
| | | |

FLYING SAUCERS

#3 ; this rpt passed to AFOIN-5 Hq USAF on 10 Oct 54

1 INCL: set of 3 radar scope photos (quint)

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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FRONT - 2011

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16—55569-1 U. S. GOVERNMENT PRINTING OFFICE

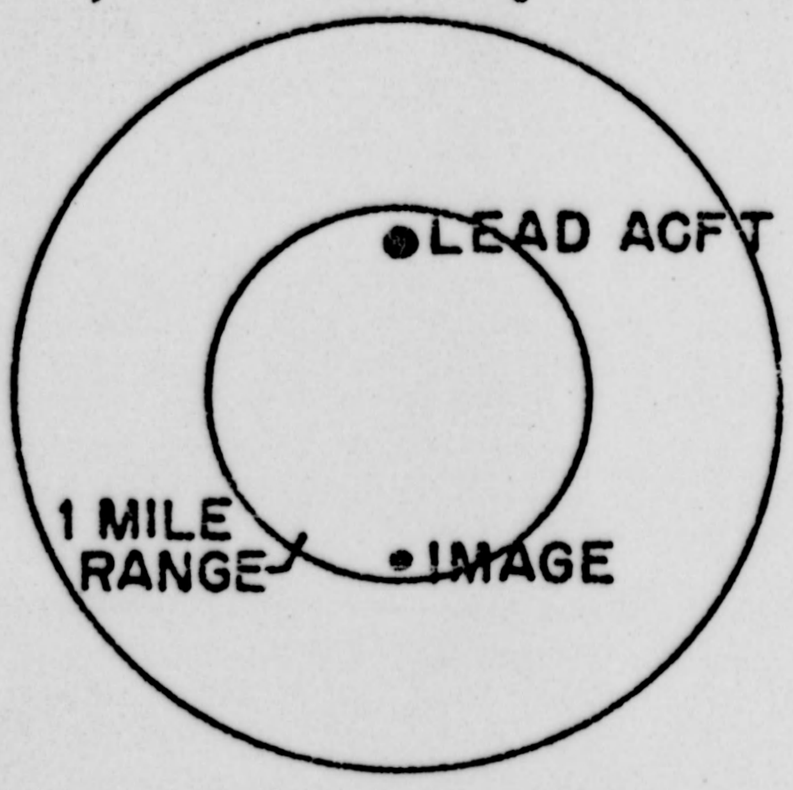
UNCLASSIFIED

# AIR INTELLIGENCE INFORMATION REPORT

| (Unit Designation) | REPORT NO. | |
|---|---|---|
| 509th Bombardment Wing (M) | 509-79-1 | PAGE 2 OF 2 PAGES |

3. On the night of 26 March 1952, B-50D aircraft 4-9299, piloted by Captain John F. Muding, AO-2085454, was participating in a Wing mission as directed by Eighth Air Force Operations Order 105-52. The Radar Observer was Captain James F. McClelland, AO-2092819. This aircraft was assigned the task of station-keeping by radar and was maintaining its position relative to the lead aircraft through the use of the radar scope. At the time of the occurence covered by this report, aircraft 9299 was abreast of the lead aircraft and one mile to its left, as indicated by the return of the lead aircraft on the radar scope of the observing aircraft.

4. At approximately 2030 MST, while flying at 15,500 feet on a heading of 291° in the area of 31° 10'N - 103° 30'W, there appeared an additional blip on the scope in a position equidistant from the blip of the lead aircraft and 180° out of phase, as indicated by the following diagram:




5. This second blip remained on the scope for approximately five minutes and then disappeared. No aircraft was visible in a position which would have produced a return at that spot on the scope, and it is the belief of the Radar Observer that an idiosyncrasy of the radar set produced a reflected image of the lead aircraft.

6. The statement included in the B-3 Report submitted to Eighth Air Force during the conduct of Mission 101-52 to the effect that the "Radar Observer estimated the speed of closure to be three times the speed of a B-50" should not be interpreted as pertaining to this sighting, as the blip in this case remained motionless on the scope, as did the blip of the lead aircraft which it was presumably reflecting.

7. Copies of three consecutive exposures of the radar scope which include the unexplained blip are included in quintuplicate with this report.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

WILLIAM F. BYESS
Captain, USAF
Asst. Intel. Off.
509th Bombardment Wing (M)

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[redacted]
(CLASSIFICATION)

16—55370-1 U. S. GOVERNMENT PRINTING OFFICE

# PROJECT 10073 RECORD CARD

1. DATE
26 Mar 52

2. LOCATION
Arizona
32.30N 109.41W

3. DATE-TIME GROUP
Local 26 Mar 52 2213 MST
GMT 27/0513Z

4. TYPE OF OBSERVATION
☐ Ground-Visual ☐ Ground-Radar
☒ Air-Visual ☒ Air-Intercept Radar

5. PHOTOS
☐ Yes
☒ No

6. SOURCE
AF B-50 crew

7. LENGTH OF OBSERVATION

8. NUMBER OF OBJECTS
1

9. COURSE

10. BRIEF SUMMARY OF SIGHTING

B-50, flying in formation at night, sighted electronically and visually, an unidentified a/c. Running lights were plainly visible.

11. COMMENTS

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☒ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other
☐ Insufficient Data for Evaluation
☐ Unknown

ATIC FORM 329 (REV 26 SEP 52)

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted]

UNCLASSIFIED

| COUNTRY | REPORT NO. | (LEAVE BLANK) |
|---|---|---|
| United States | 509-79-2 | 436209 |

# AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Observation of unidentified aircraft

| AREA REPORTED ON | FROM (Agency) |
|---|---|
| United States | 509th Bombardment Wing (M) |

| DATE OF REPORT | DATE OF INFORMATION | EVALUATION |
|---|---|---|
| 28 March 1952 | 26 March 1952 | B-2. |

| PREPARED BY (Officer) | SOURCE |
|---|---|
| Captain William F. Byess<br>Asst. Intel. Officer | Crew of B-50D acft 4-9299 |

REFERENCES (Control number, directive, previous report, etc., as applicable)
B-3 Report submitted to Hq., SAF during conduct of Mission 105-52

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.)

1. On the night of 26 March 1952 an unidentified aircraft approached a formation of B-50D aircraft of the 509th Bombardment Wing (M).

CHESTER H. LONG
Major, USAF
Intelligence Officer
509th Bombardment Wing (M)

This report passed to AE-5 for Hq. USAF 10 Oct 54

| ROUTING STAMP | | |
|---|---|---|
| AE NO. | 42502 | |
| Section | Order of Routing | Date Routed |
| Soviet | 2 | MAY 1 1952 |
| Allied | | APR 25 1952 |
| Executive | | |
| | | |

INCLS.

FLYING SAUCERS
Front Desk

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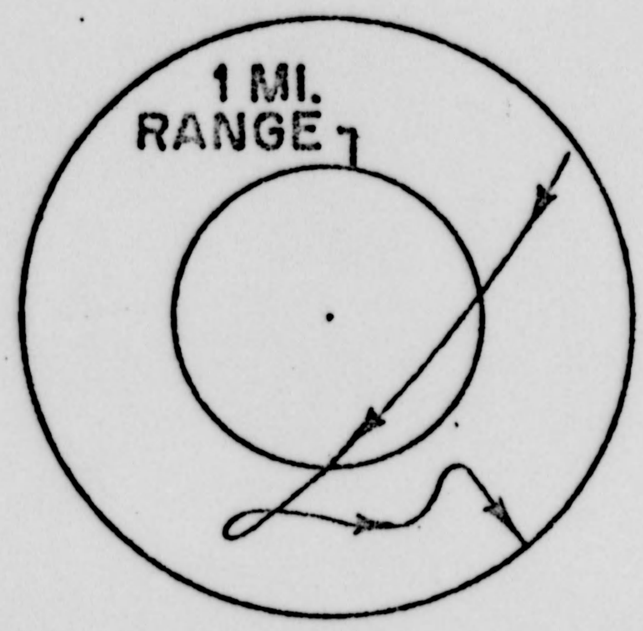
10—66509-1 U. S. GOVERNMENT PRINTING OFFICE

# AIR INTELLIGENCE INFORMATION REPORT

| FROM (Agency) | REPORT NO. | PAGE 2 OF 3 PAGES |
|---|---|---|
| 509th Bombardment Wing (M) | 509-79-2 | |

2. On the night of 26 March 1952, B-50D aircraft 4-9299, piloted by [redacted] was participating in a Wing mission as directed by Eighth Air Force Operations Order 105-52. This aircraft was assigned the task of station-keeping by radar and was maintaining its position relative to the lead aircraft through the use of the radar scope. At the time of the occurence covered by this report, the observing aircraft was approximately one mile to the left of and between one-quarter and one-half mile behind the lead aircraft, as indicated by the return of the lead aircraft on the radar scope of the observing aircraft.

3. While flying at 27,000 feet on a heading of 263° in the area of 32° 35'N - 109° 41'W, with a True Airspeed of 276 knots, the Radar Observer, Captain James F. McClelland, AO-2092819, had his set on the two-mile range, which included the return of the lead aircraft on the radar scope. At 2213 MST he saw an additional blip appear on the scope at 2 o'clock from his own aircraft and move rapidly in a direction toward 7 o'clock. He called the Right Scanner, [redacted], on interphone and asked if he was able to see the approaching aircraft, and the [redacted] replied in the affirmative. The Radar Observer states that the blip of the Unidentified aircraft remained on the scope a maximum of five minutes, flying the track shown in the following diagram:




4. The Radar Observer states that at no time did the unidentified aircraft make a firing pass at the bomber nor approach within half a mile of the observing aircraft. He is of the opinion that, judging from the nature of its tactics, the unidentified aircraft approached the bomber formation for identification. While it is difficult to assess the speed of an approaching aircraft when viewed on the radar scope, he does not believe it to have been in excess of that of a conventional fighter.

5. The Right Scanner states that he became aware of the approaching aircraft shortly before the Radar Observer called it to his attention. His aircraft was flying the position in the four-ship cell formation indicated in the following diagram:

X Lead acft  X #2 acft

X Observing acft. :

- - - 1 mi - - -1 mi

:

X #4 acft

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When first observed, the unidentified aircraft was between the lead and #2 aircraft. It approached the observing aircraft and proceeded to a relative position of 7 o'clock, where it was lost from the Right Scanner's view. He

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saw it again as it returned to a 4 o'clock position, where it remained briefly before it peeled off and disappeared toward 4 o'clock.

6. The Right Scanner states that because of the darkness of the night, he was unable to see a silhouette of the unidentified aircraft, but its running lights (red on left wing tip and green on right wing tip) were plainly visible. He was unable to see a jet exhaust but does not believe that the possibility of a jet aircraft should be eliminated as he had only side and forward views of it.

7. The Right Scanner further states that the aircraft remained in the vicinity of the bomber between ten and fifteen minutes and was from 300 to 400 feet above the bomber.

8. Members of the crews of both the lead aircraft and the aircraft flying the #4 position confirm the presence of the unidentified aircraft, both through visual sighting and its producing a return on the radar scope.

William F. Byrne

WILLIAM F. BYRNE
Captain, USAF
Asst. Intel. Off.
509 Bomb Wing (M)

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DOD DIR 5200.10



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(CLASSIFICATION)

16—65570-1 U. S. GOVERNMENT PRINTING OFFICE

# PROJECT 100?? RECORD CARD

| | |
|---|---|
| 1. DATE<br>[illegible] 52 | 2. LOCATION<br>[illegible] |
| 3. DATE-TIME GROUP<br>Local<br>GMT 30/0301Z | 4. TYPE OF OBSERVATION<br>☐ Ground-Visual ☐ Ground-Radar<br>☐ Air-Visual ☐ Air-Intercept Radar |
| 5. PHOTOS<br>☐ Yes<br>☐ No | 6. SOURCE<br>[illegible] |
| 7. LENGTH OF OBSERVATION | 8. NUMBER OF OBJECTS / 9. COURSE |

12. CONCLUSIONS

- ☐ Was Balloon
- ☐ Probably Balloon
- ☐ Possibly Balloon
- ☐ Was Aircraft
- ☐ Probably Aircraft
- ☐ Possibly Aircraft
- ☐ Was Astronomical
- ☐ Probably Astronomical
- ☐ Possibly Astronomical
- ☒ Other [illegible]
- ☐ Insufficient Data for Evaluation
- ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

11. COMMENTS

AFIC FORM 329 (REV 26 SEP 52)

ITEM 5 AMC /UNCL/
TO LT RUPPELT
FR ROTHSTEIN ATIAA-2C

ET 120
9 May 52

LETTER TO PROJECT BLUE BOOK FROM [redacted]S
AMOSS FROM GIBSON ISLAND, MD. DATED 24
APRIL 52.

INFORMATION

DEAR GENERAL
RE FLYING SAUCER
WITNESS: [redacted]
[redacted]E
BALTIMORE 30
SCENE RITCHIE HIGHWAY, OPPOSITE HARNESS RACING
TRACK NEAR GLEN BURNIE
DATE SATURDAY, 19 APRIL 52 APPROX 10:20 PM

WITNESS WITH COMPANION WAS DRIVING AN ENGLISH FORD TOWARD
BALTIMORE. HE HEARD A ROARING SOUND OVERHEAD
"LIKE A HUGE VACUUM CLEANER GONE WILD"
LOOKING OUT, HE SAW OVERHEAD, A GREAT DISH
"HIGH", SHAPED LIKE A LARGE PANCAKE." SUDDENLY
IT TURNED ON EDGE AND WITH GREAT SPEED
PLUMMETTED DOWN UNTIL IT REACHED ABOUT 200
FT ABOVE THE CAR. THE DISH, SEEN FROM
ITS ENDS, HAD A LARGE BUBBLE WITH AN
APERTURE LIKE A PORTHOLE. WITNESS WAS TOO
FRIGHTENED TO OBSERVE ANY FACES. THE EDGES
WERE PALE GREEN LUMINESCENCE AND A
LUMINOUS AFTER TRAIL PULSATED. THE OBJECT
HOVERED FOR ABOUT TWO MINUTES OVER THE AUTOMOBILE
WHICH IN THE MEANTIME HAD BECOME IMMOBILIZED.
SUDDENLY THE DISK TOOK OFF IN A RAPID
FLIGHT "TOWARD GIBSON ISLAND OR ANNAPOLIS.
OPPOSITE, A YELLOW AUTOMOBILE, PROCEEDING TOWARD ANAPOLIS
APPARENTLY WAS SIMILARLY IMMOBILIZED. WITNESS
SHOUTED AT OCCUPANTS, A YOUNG MAN AND WOMAN WHO CLOSED
THEIR WINDOWS AND APPEARED TO LOCK THE DOORS, BUT
A MINUTE OR SO LATER, STARTED THEIR ENGINE AND TOOK OFF.
WITNESS WAS INTERVIEWED BY LOU CORBIN,
A RADIO STATION (WFBR) ANNOUNCER. CORBIN IS
A RESERVE CIC OFFICER AND UP TO DATE IS KEEPING
THE STORY. CORBIN FIRST PHONED A TECHNICAL
FRIEND AT GLENN L MARTINS AND RECEIVED
AN IMPRESSION THAT HE TOOK THE STORY SERIOUSLY,
BUT DID NOT GIVE ANY LOGICAL EXPLANATION.
CORBIN INTENDS TO GO OVER THE CAR'S
ENGINE WITH A GIGER COUNTER BECAUSE THE CAR
NOW
GIVES OFF A ROUGH RATTLE AND A GARAGE
MECHANIC SAID THE METAL PARTS APPEAR TO BE
MAGNETIZED.

RECOMMENDATIONS

IT IS RECOMMENDED [redacted]
QUESTIONED WITH CORBIN PRESENT BECAUSE
[redacted], THOROUGHLY FRIGHTENED, APPEARS NOT TO WANT
TO DISCUSS THE INCIDENT WITH ANYONE EXCEPT
CORBIN. CORBIN CAN BE TRUSTED TO KEEP ANY
INVESTIGATION SECRET. [redacted]
SIZE ABOUT LIKE A DC-3
WITNESSES: [redacted]
YACHT CLUB ROAD
RIVIERA BEACH, MD
WITNESSES CLAIM TO HAVE SEEN A GREAT AIRBORNE
DISK ABOUT 50 FT IN DIAMETER BETWEEN 10
& 11 PM SATURDAY APRIL 19 "OVER THE STONY
CREEK BRIDGE". DISK HAD LUMINECENT EDGES
AN GAVE OFF AN UNSTEADY LUMINOUS EXHAUST. DISK
WAS SEEN ABOUT 200 FT IN AIR AND TOOK OFF
WITH SPEED EXCEEDING JET PLANE TOWARD ANNAPOLIS.
COMMENT: I WILL TRY TO FIND THESE WITNESSES &
QUESTION. REPORTED TO BE ANGRY BECAUSE NEIGHBORS LAUGH AT STORY.
INCIDENTAL REPORTS
ON GIBSON ISLAND, [redacted]
(??SPELLING) AND WIFE [redacted] IS GIBSON
ISLAND SECRETARY) SOMEWHERE ABOUT 10
OR 11 PM ON SATURDAY 19 APRIL, HEARD WHAT
THEY THOUGHT MUST HAVE BEEN A NEW TYPE JET
PLANE OVER THE HOUSE "MAKING AN INFERNAL
RACKET" UNLIKE ANY NOISE HE HAD HEARD BEFORE.
HOUSE SHOOK STRICKCIRUT RUSHED OUT OF DOORS; SAW NOTHING.
MRS [redacted] AND [redacted]
[redacted], SR, ON SATURDAY NIGHT
(ON GIBSON ISLAND) HEARD AN "AERIAL NOISE"
AND THEIR HOSSE "SHOOK WILDLY".
THOUGHT I WAS ON GIBSON ISLAND AT TIMES MENTIONED, NEITHER
MAY WIFE NOR I RECALL ANY UNUSUAL NOISE.
HAD WE THEN HEARD IT AND FELT VIBRATIONS
WE PROBABLY WOULD HAVE DISMISSED IT AS
NOISES AND SHOCKS WE HAVE BEEN ATRRIBUTIVE
TO ABERDEEN. GLEN BURNICE POLICE SAY
THEY HAVE HAD MANY SIMILAR INCIDENTS REPORTED, BUT
LAUGH THEM OFF. A NEWS - POST TELEPHONE
REPORTER REFUSED TO BE INTERESTED IN [redacted]
STORY; SAID HE HEARD "DOZEN SIMILAR
REPORTS ON SATURDAY EVENING AND DISMISSED THEM ALL AS
HALLUCINATIONS.
WITH REGARDS
YOURS
[redacted]

END ITEM 4 AMC /UNCL/

C
O
P
Y

Gibson Island, Md.

24 April 1952

Dear General:

Re: Flying Saucers

Witness: [redacted]
[redacted]et
Baltimore, Maryland

Scene: Ritchie Highway, Opposite Harness Racing Park near Elen Barnie

Date: Saturday, 19 April 1952, Approx. 1030 p.m. (Corrected to 29 March 1952)

Witness, with companion was driving an English Ford toward Baltimore. He heard a roaring sound overhead like "a huge vacuum cleaner gone wild". Looking out he saw overhead a great disk "high" shaped like a huge pancake. Suddenly it turned on edge and with great speed it plummeted down till it reached about 200 ft. over the car. The disk, seen from its ends, had a large bubble with an aperature like a porthole. Witness was too frightened to observe any faces. The edges were "pale green luminescense and a luminous aftertrail pulsated". The object hovered about two minutes over the automobile which in the meantime had become immobilized. Suddenly the disk took off in a rapid flight "toward Gibson Island or Annapolis". Opposite a yellow automobile proceeding toward Annapolis was similarly immobilized. Witness shouted at occupants, a young man and woman who closed their windows and appeared to lock their doors, but a minute or so later started their engine and took off. Witness was interviewed by Lou Corbin, a radio station (WFBR)announcer. Corbin is a reserve CIC Officer and up to date is keeping the story. Corbin first phoned a technical friend at Glen L. Martin's and received an impression that he took the story seriously but did not give any logical explanation. Corbin intends to go over the car engine with a Geiger counter because the car now gives off a "rough rattle and a garage mechanic said that the metal appears to be magnetized.

Recommendations

It is recommended that [redacted] be questioned with Corbin present because [redacted] thoroughly frightened, appears not to want to discuss the incident with anyone but Corbin. Corbin can be trusted to keep any investigation a secret.

[redacted]. Size about like a DC-3.

Witness

[redacted] and [redacted]
Riviera Beach, Md.

Witnesses claim to have seen a great airborne disk about 50 ft. in diameter between 10 and 11 p.m. Saturday, April 19, "over Stony Creek Bridge". Disk had luminescent edges and gave off an unsteady luminous green exhaust. Disk was seen about 200 ft. in the air and took off "with the speed exceeding that of a jet plane toward Annapolis".

Comment

I will try to find these witnesses and question. Reported to be angry because neighbors laughed at story.

Incidential Reports

On Gibson Island, [redacted] (?? spelling) and wife, [redacted] ?? is Gibson Island secretary) somewhere about 10 or 11 p.m. on Saturday, 19 April, heard what they thought to be a new type of jet plane over their house "making an infernal racket" unlike any noise that they had heard before. House shook. [redacted] ? rushed outdoors and saw ------ (word is garbled).

Mrs. [redacted] and Judge and Mrs. [redacted], on Saturday night (on Gibson Island) heard "an aerial noise and their house shook wildly".

Though I was on Gibson Island at the times mentioned, neither my wife or I recall any unusual noise. Had we heard it or felt any vibrations we would have dismissed it as noises and shocks that we have been attributing to Aberdeen.

[redacted], police say, have had many similar incidents reported, but laugh them off. A news post telephone operator refused to be interested in Stewart's story, said he had heard a "dozen similar" incidents on Saturday evening and dismissed them all as halucinations.

With Regards

Yours

[redacted]



COPY

11 May 1952

Subject: Memo for Record of Baltimore Sighting

1. This investigation was requested by Col Cook for Gen Ackerman and is to be given top priority. A report will be requested on Tuesday, 13 May 195[illegible], by D/I.

2. At about 1530 hrs. on Friday, 9 May 52, Lt Col Ray Taylor called Lt Col Free of OSI Headquarters in Washington. (Ordway 9600 or Code 192, Ext. 140, Bldg T-8) The call was made from the Pentagon. Col Taylor gave Col Free details of the request over the telephone. At 1700 hrs Lt Ruppelt delivered a copy of the info to Col Free. At that time Lt Ruppelt requested to accompany an investigator to interrogate the source but was unable to do so due to OSI policy. It was understood that Col Free called Lt Col Collins at 4th District OSI at Bolling AFB and that they would in turn get in touch with their Baltimore detachment. Lt Ruppelt was also advised that the source could not be located and was possibly gone for the weekend. In view of this, Lt Ruppelt changed his plans to go to Baltimore on Friday night and returned to the hotel in Washington to await further developments.

3. At about 0930 on the 10th, Saturday, Lt Ruppelt again called Col Free. At this time he was told that OSI would try to locate the source on Saturday, possibly in the morning. Since an independent attempt by Lt Ruppelt to locate the source, and duplicate the OSI investigation was not practical. Lt Ruppelt decided to return to W-P AFB on Saturday, p.m. In addition, he was scheduled for Duty Officer and his orders had expired. He returned and made reservations on a 1314 TWA flight to Baltimore for Monday, the 12th.

4. At 1000 hrs. on Sunday, 11 May 52, Lt Ruppelt contacted S/A Springer, Duty agent for 5th DO OSI at W-P AFB in an attempt to find out whether or not there were any results from Saturdays attempt to locate the source. It was decided that since it was Sunday the best thing would be to wait until Monday morning and call 4th DO in Bolling and get the latest developments before leaving for Baltimore.

5. S/A Springer will be contacted at 0800 Monday morning. Orders have been cut and will be processed first thing Monday morning. If the OSI report contains anything that indicates further investigation is desired (i.e., not a hoax). Lt Ruppelt will contact the Source and have a report by Monday night, or early Tuesday morning at the latest.

1. Get exact location from a city map.

2. Who said engine one wiring was magnetized? How did they determine this?

3. How did [redacted] find out about the sighting? When?

4. How long was engine immobilized?

5. Who checked off with Geiger counter? What were other two instruments?

6. How do[redacted]e and [redacted]son fit in?

7. Get [redacted]'s name and story.

8 See: [redacted]
Baltimore, Md.
[redacted] Corbin
WFBR
[redacted] (new)

[redacted]

SECURITY INFORMATION

SECURITY SIFICATION (If any)
UNCLASSIFIED

# DISPOSITION FORM

FILE NO.

SUBJECT (Restricted Security Info) Unidentified Aerial Object Sighted General Area Ritchie Hway, S. Baltimore, Md. 10:45 PM, 29 Mar 52 b[redacted]e.

TO ATIC
ATTN: ATIAA-2C

FROM HQ USAF
AFOIN-1

DATE 19 MAY 1952

COMMENT NO. 1

Attached hereto copy of OSI Special Investigation, File No. 24-411, dated May 12, 1952, concerning sighting of unidentified aerial object, Maryland, 29 March 1952.

1 Incl
R & R # 1 fr
CI Div to
AFOIN-1 dtd
13 May 52 w/1
incl

Eugene L. Cook

EUGENE C. COOK
Colonel, USAF
Chief, Policy & Management Group
Deputy Director for Collection
and Dissemination
Directorate of Intelligence

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DOD DIR 5200.10

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[redacted]

DA AGO FORM 1 OCT 47 897 Replaces WD AGO Form 897, 1 May 46, which may be used. 16—16—54801-1 U. S. GOVERNMENT PRINTING OFFICE

b-24 1951

AF HQ-33 (20 May 44)

[redacted]

HEADQUARTERS UNITED STATES AIR FORCE

# ROUTING AND RECORD SHEET

UNCLASSIFIED

| TALLY NO. | |
|---|---|
| FILE NO. | 24-185 |

SUBJECT: (Restricted Security Info) Unidentified Aerial Object Sighted General Area Ritchie Hway, S. Baltimore, Md, 10:45 PM, 29 Mar 52 by [redacted] Ave, Balty, Md

TO: Collection Division, ATTENTION: Colonel Cook
Directorate of Intelligence DCS/O

DATE

COMMENT NO. 1
Lt Col Free/fjm/AFCSI-6
Code 192/X-140

FROM: Counter Intelligence Division
Directorate of Special Investigations, IG

1. Reference is made to telephone conversation of 9 May 1952 between Colonel Cook of your Directorate, and Lt. Colonel Free of this office, in regard to the above subject.

2. Pursuant to your request there are attached herewith two (2) copies of a report by Special Agent Boyce Royal dated 12 May 1952 reflecting the results of the OSI inquiry in this matter.

1 Incl
Rpt SA Royal 12 May 52 (in dup)

GILBERT R. LEVY
Chief, Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

LEROY H. BARNARD
Lt. Colonel, U. S. Air Force
Chief, Sabotage & Espionage Branch
Counter Intelligence Division
Directorate of Special Investigations
The Inspector General

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DOD DIR 5200.10

When Incl. No. 1 is (are) withdrawn or not attached, the classification of this correspondence will be Conf. Sec. Info. changed to Conf. Sec. Info. in accordance with AFR 205-1.

UNCLASSIFIED

[redacted] PAGE

U. S. GOVERNMENT PRINTING OFFICE : 1951—O-972582 16—542-8-1

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

# REPORT OF INVESTIGATION

FILE NO. 24-111

DATE MAY 12 1952

REPORT MADE BY BOYCE ROYAL, S/A

REPORT MADE AT DO #4, Bolling AFB

PERIOD 10, 11, 12 May 1952

OFFICE OF ORIGIN Hq. OSI

STATUS RUC

TITLE

UNKNOWN SUBJECT:
Sighting of Unidentified Aerial Object, Ritchie Highway, SO. Baltimore, Maryland, 29 March 1952

CHARACTER

SPECIAL INQUIRY

Unauthorized disclosure of information contained in this report is prohibited and will be considered a violation of AFR 205-1 and AFR 205-6, paragraph 11.

REFERENCE

Telephone message CI Division Hq. OSI, 9 May 1952

SYNOPSIS

Investigation requested by Hq. OSI predicated on information received from Air Technical Intelligence Center, Wright Patterson AFB that [redacted]RT and (FNU) TYLER had observed unconventional type aircraft on 29 March 1952 in the vicinity of Baltimore, Maryland. Information relayed to Air Technical Intelligence Center, Wright Patterson AFB by [redacted]S who received it from LOU CORBIN, a news commentator, employed by station WFBR, Baltimore, Md. CORBIN interviewed, furnished information that [redacted], Baltimore, Md., had been interviewed by him on 24 and 27 April 1952 and had reported sighting a disc-like aircraft at approximately 2045 hours, 29 March 1952 on Ritchie Highway near the intersection of US Route 301; that automobile engine stopped and paint cracked as aircraft hovered 200 feet above car. [redacted]R interviewed and related substantially the same story which he had given CORBIN previously. [redacted], Engineer, Westinghouse Electric Corporation, Baltimore, Md, interviewed, advised he had made complete examination of [redacted]'s vehicle at request of CORBIN; including examination with geiger counter and determined no unusual defects. [redacted] interviewed, stated had no direct knowledge of incident and had merely relayed information furnished him by CORBIN; advised that several residents, Gibson Island, Maryland had heard unusual noises but none had observed any such aircraft. [redacted]nterviewed and confirmed statement given by [redacted]R however, upon reinterview, admitted that he had not been with ST[redacted] at the time of the alleged sighting, and had not seen any such aircraft; advised that [redacted] had asked him to tell that story and that he had done so. Interviews conducted along Ritchie Highway in vicinity of location where aircraft

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DONALD B. WHITE
Colonel, USAF
*District Commander.*

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SYNOPSIS (Cont'd)

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was allegedly sighted indicated no knowledge of any such craft. Anne Arundel County Police Department had no record of reports of described aircraft. [redacted] in reinterview reaffirmed sighting and tha[redacted] had been with him at the time and had seen the aircraft. File checks re [redacted]T at local police agencies negative. FBI, Baltimore Field Office records reflect [redacted]T fired from employment at Baltimore, Maryland, for placing a decal bearing Communist insignia on a truck belonging to the firm by whom he was employed. FBI check re [redacted] CORBIN, [redacted] negative.

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DETAILS:

1. This investigation was initiated upon a request from Headquarters OSI on 9 May 1952 from Lt. Col. LUCIUS L. FREE, predicated upon information received from Lt. Col. RAY W. TAYLOR, Air Technical Intelligence Center, Wright-Patterson Air Force Base, to the effect that Col. TAYLOR had received information regarding an unidentified aircraft which was reported to have been seen at 2245 hours, 29 March 1952, on Ritchie Highway, south of Baltimore, Maryland. Air Technical Intelligence Center advised that the information had been received from [redacted], a civilian.

2. This is a joint investigation of Special Agents CLIFFORD P. JONES, OLIVER R. WEATHERHOLT, and the writer.

AT WASHINGTON, D. C.

3. On 10 May 1952 Lt. Col. LUCIUS L. FREE, Headquarters OSI, was interviewed and furnished the writer with a copy of a TWX received from the Air Intelligence Center, Wright-Patterson AFB. Information contained in the TWX is summarized as follows:

The TWX represents a copy of a letter to the Commanding General, Project Blue Book, from [redacted]S, Gibson Island, Maryland, dated 24 April 1952. The letter stated that one [redacted]T, residing at 22[redacted], Baltimore 30, Maryland, had observed an unconventional type aircraft on 29 March 1952. Present with him at the time of this observation was one [redacted]R, believed to be a seventeen year old (17) high school student. The aircraft was allegedly observed while [redacted]T and [redacted] were driving north on Ritchie Highway, approaching Baltimore, Maryland. It was described as shaped like a large pancake and was alleged to have hovered over the automobile, killing the engine. The letter also advised that [redacted]T had been interviewed by a LOU CORBIN, a radio announcer of WFBR, Baltimore radio station. CORBIN was described as a reserve CIC officer. The letter also stated that a [redacted]ON and son, [redacted], alleged to reside on [redacted]ad, Riviera Beach, Maryland, had also seen such an aircraft. [redacted] and wife, and a Mrs. [redacted] and [redacted]e and Mrs. [redacted] were all said to have heard an aerial noise on 19 April 1952 at approximately 2300 hours. The Glenn Burnie Police were said to have had many similar incidents reported but laughed them off.

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AT BALTIMORE, MARYLAND

4. On 10 May 1952 Mr. HUBERT KEITH, U. S. Weather Bureau, International Friendship Airport, Baltimore, Maryland, advised that the weather map for 2226 hours, 29 March 1952, indicated clear sky, NNW winds - eight (8) miles per hour; at 2256 hours, 29 March 1952, partly



[redacted]

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cloudy, NNW winds - twelve (12) miles per hour; winds aloft at one thousand (1000) feet, NNW - sixteen (16) miles per hour.

5. On 10 May 1952 Mr. LOUIS E. CORBIN was interviewed at radio station WFBR in Baltimore, Maryland, and stated in substance as follows:

Mr. CORBIN advised that he had received information in the latter part of April to the effect that a [redacted], residing at [redacted] Baltimore, Maryland, had, while accompanied by Mr. [redacted], observed a strange appearing aircraft on 29 March 1952. Mr. CORBIN indicated that the source of his information had been a newspaper reporter for one of the local newspapers, whose name he did not divulge. CORBIN related that he had for some time been interested in the "flying saucer situation", and that it had been his intention to write a documentary program for broadcast concerning that subject. He said further that inasmuch as the above incident was the first one to be brought to his attention within that area, he determined to investigate it.

On 24 April 1952 CORBIN interviewed Mr. [redacted] and ascertained that he was employed as a clerk by the Baltimore & Ohio Railroad. He further ascertained that the date of observation was 29 March 1952; place, Ritchie Highway near the harness track; time, 10:45 PM; weather, clear; moon and stars out; approximate length of observation, two (2) minutes; estimated altitude, two hundred (200) feet. CORBIN obtained the details of the incident and set them down in a chronological order. A photostatic reproduction of the information obtained in that interview is being forwarded as an inclosure to this report. CORBIN also interviewed Mr. [redacted] relative to the above incident and made a similar writing, a photostatic reproduction of which is being forwarded as an inclosure to this report.

CORBIN advised the writer that he was acquainted with the editor of a civilian intelligence bulletin, Mr. [redacted], to whom he communicated the above information. Mr. CORBIN further advised that he would not release any of the information publicly and did not intend to do so until such time as the authorities completed investigation of the incident. CORBIN related that when he had called the Anne Arundel County Police they had informed him that they had had numerous reports of that nature but had passed them off as harmless. CORBIN stated that he had had a friend of his, [redacted], conduct a scientific examination of [redacted] automobile for the purpose of determining any unusual characteristics which might have been present. CORBIN advised that he was not a reserve CIC officer; however, he related that he had been an intelligence officer with the staff of General GEORGE S. PATTON in Europe and that he presently holds an inactive reserve commission as lieutenant colonel, [redacted].

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Mr. CORBIN, during the course of the interview, made no mention of [redacted] and when specifically questioned with regards to the two above individuals, he said that he did not recall either.

6. On 10 May 1952 the records of the FBI Field Office, Baltimore, Maryland, were reviewed and reflected that [redacted], Baltimore, Maryland, was questioned [redacted] July 1948. Records also reflect that [redacted] was a member of the U. S. Naval Reserve and the investigation was discontinued as no violation. These records also reflect that [redacted] was fired from the Baltimore Supply Company, Baltimore, Maryland, for placing a decal of the hammer and sickle and red star on the door of a Baltimore Supply Company truck. This act was committed on 30 July 1948. The FBI Field Office records reflect no records of [redacted] and no derogatory information on LOUIS E. CORBIN, No information concerning reports of unconvential aircraft sighted during the past two (2) years were on record at the FBI Field Office.

7. Mr. [redacted] was interviewed at his residence, 224 Warren Avenue, Baltimore, Maryland, on 10 May 1952, and with reference to the incident in instant case, he related in substance as follows:

[redacted], accompanied by his friend, [redacted], were returning to Baltimore from Glenn Burnie, Maryland, via the Ritchie Highway, on 29 March 1952. They were in a 1949 Anglia Vampire, an English car, and were proceeding in a northerly direction, having just left a Howard Johnson Restaurant adjacent to the intersection of Ritchie Highway and U. S. Highway #301. While approximately opposite a harness track five hundred (500) yards north of the above named intersection, [redacted] related, he observed a strange looking aircraft appearing on the horizon ahead of his automobile. [redacted] described the aircraft as being a flat disk with a cupola or dome in the center of one side. He described the dome as having what appeared to be a small porthole on one side and the shadowy outline of what appeared to be a "hatch, similar to those found on a ship". He stated that this craft approached his vehicle from a northeasterly direction and hovered above his automobile.

He further described the object as being of a luminous silver color and emitting bright lights around the edges similar to neon tubing of high brilliance. He stated that at the time the incident occurred he had in the rear seat of his vehicle a Thompson sub-machine gun with which weapon he left the automobile and walked around the car several times debating as to whether or not he should fire upon the aircraft. He advised that his companion, [redacted] remained in the automobile and had pleaded with him not to discharge the weapon for fear of retaliation from the aircraft. Mr. [redacted] declined to comment as to the origin, present whereabouts, or owner of the above named [redacted]

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[redacted]

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[redacted] stated that when the aircraft came to rest above his automobile, it appeared to be "at least fifty feet (50) in diameter, and wavered slightly." While in sight the aircraft gave off a sound similar to that of a vacuum cleaner. [redacted] averred that the aircraft maintained its position above the automobile for approximately three (3) minutes and then turned on its edge, thereby presenting its flat surface to his vision, and appeared to roll across the sky at a terrific rate of speed, greater than that of a jet plane. [redacted] estimated the horizon to the southwest of his vision, towards which the object was traveling, as approximately three and one-half (3½) miles from his position, and that the object as it disappeared across the horizon was approximately the dimension of a five (5) inch disk held at arm's length. He advised that when the object first appeared, it appeared to be at an angle to the horizon of fifty (50) degrees, and as he was proceeding north it appeared on the northeast horizon on the crest of a hill. He also advised that during the period the object was in his vision he noticed no sign of activity within it and discerned no odor from it.

[redacted] advised that during the time of the above observation of the aircraft there was only one other automobile in the immediate vicinity. He described this to be a 1948 Pontiac convertible, yellow, with 1952 Maryland license plates, the first three (3) digits of which were six-zero-zero (600). He related that the car was apparently occupied by a man and a woman and that the man had dismounted his automobile and was looking at the aircraft, but that upon being hailed by S[redacted], had returned to his automobile and driven off rapidly. It was Mr. S[redacted]'s opinion that he did so upon seeing the aforementioned Thompson sub-machine gun. Mr. [redacted] informed the writer that he was not addicted to or a casual indulger of any form of alcoholic beverages and was not under such influence at the time of the sighting. He further advised that he wore glasses only for purposes of reading and that the only obstruction to his observation of the above described aircraft was the windshield of his automobile when first sighted; however, when he emerged from the automobile he was able to observe the aircraft without any trouble.

[redacted] contended that the above incident had a singular effect upon his automobile in that it killed the motor and apparently magnetized its wiring. He also stated that the above incident had resulted in the paint on his car cracking.

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AGENT'S NOTE: An inspection of [redacted]s automobile revealed that it had been recently painted.

It was ascertained from [redacted] that his hobbies were the collection and handling of weapons, American History, and that his avocation was politics. He stated that he had been active in the political candidacy of a senatorial contestant of the State of Maryland and was currently leader of the political club supporting the above mentioned candidate in his ward. He advised that on the night of the

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above incident he had been engaged in distributing campaign literature with reference to the above campaigning in Glenn Burnie, Maryland, and was returning to Baltimore when he observed the aircraft. During the course of the above interview [redacted] appeared calm and answered all questions without hesitation and when subjected to requestioning, did not change his statements in any particular.

AT BALTIMORE, MARYLAND

8. Mr. L[redacted]e, Baltimore, Maryland, was interviewed on 10 May 1952, and stated that he has known [redacted] all his life and has found no fault with him. [redacted] advised that [redacted] comes from a good family and he would recommend him for a position of trust. [redacted] stated that he does not believe [redacted] has ever been in trouble with the police.

9. Miss [redacted]e, Baltimore, Maryland, was interviewed on 10 May 1952 and stated tha[redacted]l", [redacted]ts. Outside of [redacted] believes that [redacted] is honest, makes a good impression, does not drink, a good worker, and loyal to the government. She would recommend [redacted] for a position of trust, [redacted]

10. Mrs. [redacted]e, Baltimore, Maryland, was interviewed on 10 May 1952 and stated that [redacted]nd [redacted]. Other than that, Mrs. [redacted] would recommend [redacted] for a position of trust. She considers him honest, loyal, and a good boy.

11. Mr. [redacted], Engineering Department, Radioactive Detection Division, Westinghouse Electric Corporation, Baltimore, Maryland, was interviewed at the Maryland Yacht Club on 10 May 1952, and advised that during the latter part of April 1952 he examined the automobile described in the above paragraph with a geiger counter and could detect no radioactive reaction. He also stated that he examined the engine and all working parts of the automobile and was unable to detect any unusual defects or characteristics. He stated that the automobile had been repainted and that he was inclined to disbelieve the incident as it was related to him.

AT FERNDALE, MARYLAND

12. On 10 May 1952 Officer J. L. GAVIN, Anne Arundel County Police Department, Ritchie Highway Sub-Station, advised that the only report relative to instant investigation that he was aware of as being received by the department was purported to have been an observation during the latter part of March by the bridge keeper, Curtis Bay Bridge, Curtis Bay, Maryland. Officer GAVIN volunteered that the proximity of that area to the Aberdeen Proving Grounds resulted in frequent noises of explosions



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and that the police department had many calls of inquiry but that they all, with the above exception, were reports of noise and not of the sighting of any such aircraft. Officer CAVIN stated that in his opinion it was highly unlikely that an automobile could stop for a period of three (3) minutes on a Saturday night, as during the time of the alleged incident, without several other vehicles passing by. He gave as his reasons that Ritchie Highway was an arterial highway for several outlying districts of Baltimore as well as being a portion of the north-south route from Baltimore to the Potomac Bridge, and that traffic was usually frequent at all times, and especially so during that part of the evening on weekends.

AT GIBSON ISLAND, MARYLAND

13. [redacted], Colonel, USA, Retired, residing at [redacted], Gibson Island, Maryland, was interviewed on 11 May 1952 with reference to his knowledge of above alleged sighting of an unconventional aircraft. He stated in substance that his knowledge was third-hand and therefore he was not in a position to give detailed information. He advised that he was informed of the above incident by CORBIN who, in addition to the information set forth above, had told him that a [redacted]nd his son, [redacted], purported to reside on Yacht Club Road, Riviera Beach, Maryland, also had information with reference to instant incident.

[redacted]tated that the residents of Gibson Island frequently heard noises in the night, reported like that produced by a large formation of conventional aircraft. Col. [redacted] described this noise as of a magnitude and intensity similar to a major bombing group of at least one hundred (100) planes. He advised that Mr. and Mrs. [redacted] (whom he previously reported as [redacted]), and Judge and Mrs. [redacted], Sr., and Mrs. [redacted] had all reported loud noises of the above type on the night of Saturday, 19 April 1952, and that he had included this information in his letter to General ACKERMAN only as miscellaneous data. He related that the noises occurred nightly but were particularly intense on Thursday nights.

Col. [redacted] informed the writer that he had attempted to locate [redacted] and [redacted] but had been unable to contact them. He stated that there was no street designated Yacht Club Road at Riviera Beach, Maryland, and that the nearest approximation of that name was Club Road. He further stated that there was only one residence on Club Road and that residence was presently occupied by a Mr. [redacted] whom he was unable to contact.

14. Attempts by the writer to interview individuals named in the preceding paragraph met with negative results.



[redacted]

AT GLENN BURNIE, MARYLAND

15. Mr. [redacted] Proprietor [redacted] located at [redacted] interviewed on 11 May 1952, and advised that to the best of his recollection he had been on duty in the station on the night the above incident was said to have occurred, and that to his knowledge no such incident took place. [redacted] related that had the aircraft traveled in the direction as alleged, he would surely have observed it; or if he had not been on duty that night, he would surely have been informed of the incident by the man who had been on duty at the time. [redacted] informed the writer that it was highly unlikely in his opinion that any three (3) minute period could elapse without the passage of several automobiles at the time the above incident was alleged to have occurred.

16. Mr. [redacted] Jr., employee of [redacted] located at [redacted], was interviewed on 11 May 1952 and advised that he had no knowledge of the above incident.

AT CURTIS BAY, MARYLAND

17. Mr. [redacted]NS, Drawbridge Operator, Curtis Bay Bridge, was interviewed on 11 May 1952 and advised that he [redacted] 1600 hours to 2400 hours shift. [redacted] stated he was on duty the evening of the 29th of March 1952 and that he had not observed, nor ever observed, any unconventional aircraft. [redacted] further advised that he did not make a report to the Anne Arundale Police Department of such an incident.

AT BALTIMORE, MARYLAND

18. On 11 May 1952 Mr. [redacted] aged sixteen (16), [redacted]et, Baltimore, Maryland, was interviewed at 1030 hours and repeated the same story as he related to CORBIN. One variance in the story was that the car engine did not stop until after [redacted] and TYLER had gotten out.

19. [redacted], Jr., father of [redacted] was interviewed on 11 May 1952 and stated that [redacted] is a peculiar person, and he has known him for several years. [redacted] thinks [redacted] made it up to get his name in the papers. [redacted] also stated that Ritchie Highway is very crowded and more than one person would have seen it. Mr. [redacted] thinks that if his son had seen it he would have discussed it with him or some other member of the family, but he did not do so.



[redacted]

20. On 11 May 1952 [redacted], uncle of [redacted], [redacted] Maryland, was interviewed and stated that he does not believe his nephew's story. He stated that [redacted] can [redacted]. He believes it is a hoax and thinks his nephew was talked into telling the story.

21. At approximately 1215 hours, 11 May 1952, [redacted] was reinterviewed in the presence of his father and mother, at which time [redacted] stated that [redacted] had seen the "saucer" prior to the time of meeting him and that all the information which he had given was information that [redacted] told him. [redacted] advised that he did not see a thing and had reported the description of the aircraft as [redacted] had told him. He stated that [redacted] had told the sighting of the aircraft to him as they returned from Glenn Burnie, Maryland, to Baltimore, and asked him ([redacted]) to affirm the report because he feared that no one would believe his story. [redacted] advised that he called the newspapers, the Sun and the Post, to find out if anyone else had reported the incident, and was informed that several reports had been received. [redacted] further stated that at first he believed the story [redacted] had told him; however, he now believes that [redacted] made it all up. [redacted] averred that he had been in Glenn Burnie visiting friends and was waiting at a bus stop to return to Baltimore on the night of 29 March 1952, when he met [redacted] who had been in Glenn Burnie posting campaign posters; that [redacted] had offerred to give him a ride back to Baltimore and he had accepted; that it was on the trip back to Baltimore that [redacted] had related to him the sighting of the strange aircraft earlier in the evening.

[redacted] stated that they left Glenn Burnie at approximately 2230 hours and had driven to Baltimore without incident; that they had made no stops along the road; that he did not see any sub-machine gun in the automobile as reported by [redacted].

22. [redacted] was reinterviewed at approximately 1315 hours, 11 May 1952, and stated that [redacted] was with him and had witnessed the incident. [redacted] denied emphatically any falsehood in the story and stated that the whole thing was the absolute truth.

23. On 12 May 1952 Special Agent OLIVER R. WEATHERHOLT interviewed Mr. [redacted] at the Griebel Motor Company, Light and Henrietta streets, Baltimore, Maryland. Mr. [redacted] stated that work was performed on [redacted]'s car on 8 May; that the work performed was adjustment of brakes, installation of clutch, adjust generator, repairing or taping the wires leading from the generator, change oil, and lubrication. He stated that the car needed only routine repairs and there was no indication of any unusual repairs.

Mr. ISENHOCK advised that [redacted] Review of the

records at the garage reflected that the car had been serviced on 23 April, 8 December, 18 December 1951; and 31 January, 20 March, and 8 May 1952. The records reflected that the car had been brought in for routine check-ups and repairs. There was no indication in the records that the car had been repainted. Mr. [redacted] stated that the car was still the same green color; however, he could not state as to whether it had been recently repainted. He did state he knew the car had not been repainted at his garage.

24. On 12 May 1952 records checks at the Baltimore City Police Department, Baltimore County Police, and Maryland State Police reflected no records [redacted].

INCLOSURES

FOR HEADQUARTERS OSI

1. Photostatic reproduction of information obtained from [redacted] by CORBIN (with sketch).

2. Photostatic reproduction of information obtained from [redacted] by CORBIN.

C L O S E D

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