

PROJECT 10073 RECORD CARD

1. DATE 26 Aug 52		2. LOCATION LATHROP WELLS NEV		12. CONCLUSIONS	
3. DATE-TIME GROUP Local 26/0010 PST GMT 26/0810 Z		4. TYPE OF OBSERVATION XXX Ground-Visual - [] Air-Visual		☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft	
5. PHOTOS [] Yes XXX No		6. SOURCE Capt. USAF (rated observer)		☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical	
7. LENGTH OF OBSERVATION		8. NUMBER OF OBJECTS 1		☐ Other ☐ Insufficient Data for Evaluation XXXX Unknown	
9. NAME OF OBSERVER		11. COMMENTS			
Spherical object, first appearing as small oval mass of lights, approached observer at over 1000 mph. Object halted momentarily executed 90-120 degree turn, began gentle climb with sudden acceleration, then extinguished leaving blue-white contrail. Contrail extinguished immediately, no noise from object at any time.					

COUNTRY United States	REPORT NO. TAC IR-44-52	(LEAVE BLANK) AF 512009
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYCRPT		
AREA REPORTED ON SW Nevada, US	FROM (Agency) Intelligence, 131st FBW, George AFB, Calif	
DATE OF REPORT 29 August 1952	DATE OF INFORMATION 26 August 1952	EVALUATION B-2 (U)
PREPARED BY (Officer) Captain Paul Pobyczek	SOURCE Captai [REDACTED] USAF, [REDACTED]	
REFERENCES (Control number, directive, previous report, etc., as applicable) Not Applicable		

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 11.)

An unidentified flying object was observed from the ground in the vicinity of Lathrop Wells, Nevada, during the night from 25 to 26 August 1952. Location of sighting falls within 130 mile radius of previous similar sightings, one of which reported by this office on 12 May 1952.

Salient characteristics were: tremendous rate of speed, brilliant illumination, spherical in shape, estimated altitude between 3,000 and 8,000 feet, abrupt halting followed by sharp turn, great acceleration, steep climb, extinguishing of light and momentary appearance of V-shaped contrail. Duration three to five seconds.

Paul Pobyczek
PAUL ROBERT POBYCEK
Captain, USAF
Intel Officer
131st FBW

W/3 [unclear] (ABC)
ATISDIB
8 Oct 52

- 3 INCL. 1. Rpt as per AFL 200-5, par 7d.
2. Statement, Captain [REDACTED] Source.
3. Sketch of location and description of sighting.

DISTRIBUTION BY ORIGINATOR

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AIR INTELLIGENCE INFORMATION REPORT

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1. One (1) spherical object, first appearing as small oval mass of lights, approaching at rate of speed estimated in excess of 1,000 miles per hour and increasing in relative size to approximately 100 ft. in diameter. Bright illumination increased with decrease in distance. No sound, trail or exhaust upon approach. Altitude estimated between 3,000 & 8,000 ft. Halted momentarily at closest point of observation, then executed abrupt turn of more than 90° (but less than 120°) began gentle climb and started sudden acceleration immediately following which illumination completely extinguished, steep climb began and only vapor trail remained to indicate direction of flight and rate of climb. Contrail was divided as in V-shape, apex indicating direction and climb. Upper half of trail had bluish tinge with crystal light objects at lower edge. Lower part of contrail was a white light. Center of V was a dark cone. Contrail extinguished immediately following. No sound from object at any time during sighting.

2. Time of sighting: 0010 PST, 26 August 1952. Duration of observation: 3-5 seconds.

3. Manner of observation: visual from ground. Observer wearing amber night driving glasses, reducing glare and affording definite profile edge.

4. Location: 36°39' N, 116°26' W. Approx 2 miles NW of Hathrop Wells, Nevada. Object approached from SE, when momentarily halted appeared to be 1 to 3 miles distant, then disappeared toward NE (See sketch page three).

5. Source: Has 12 years rated USAF Observer time. Definitely excludes any possibility of optical illusion. Source rated as reliable.

6. Weather in area at time of sighting: Clear with 15 miles visibility

3,000	180	7 knots
4,000	170	10
6,000	190	10
8,000	200	15
10,000	190	20
12,000	180	20
14,000	180	17
16,000	190	20
20,000	230	22
25,000	240	15
30,000	220	20
40,000	220	25
45,000	220	25

7. Activities or conditions which might account for sightings: None

8. No physical evidence or photographs.

9. No interception or identifying action taken.

10. No known Air Traffic in general area at time of sighting.

L.A. Silvermail
Major, USAF

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 131st Ftr Bmr Wing George AFB, California	REPORT NO. TAC IR-44-52	PAGE 2 OF 3 PAGES
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"At 0010 PST, 26 August 1952, I observed a strange object which came into vision of the windshield of my car. At this time my position was a few miles northwest of Rathrop Wells, Nevada. This object first appeared as a small oval light traveling at an extremely high rate of speed. Its course of travel appeared to be from the vicinity of Baker Airport which was south, southeast of me, at that time approximately 60 to 70 miles. This object, as it approached me, grew larger in proportion but maintained its spherical appearance. The illumination was greater as it approached. There was no apparent noise of this object. My car window was completely lowered due to the warm night. I also had on a pair of ground amber night-driving glasses. This object appeared through the glasses as it approached to have a definite edge. It approached approximately to the center of the windshield, then made a definite sharp turn in a north-easterly direction. As it went away from me the light disappeared completely and a small divided V-type contrail appeared with the point of the V indicating a climb in attitude. The upper half of the contrail had a bluish tinge to it and crystal-like objects. The lower half of the contrail was a white light in appearance. It was a definite V-type contrail with a black center, two rays of light that came to a point. The acceleration away from me in that small period of time appeared to be greatly increased. Again at a closer distance than when it was first observed there was no apparent sound. Note: The side window and the wing on the left-hand front door of my car was completely open at that time. The rate of travel of my car was approximately 40 to 50 miles per hour. My wife and I both picked up this object in the windshield at the same time and we commented to each other about it. When the object disappeared the time was checked and it was 0010 PST by our watches. The length of time this was observed could not have been over 3 to 5 seconds. Of course, the matter of observation was visual. The exact latitude and longitude at that time was 36°39' N, 116°26' W. The distance away would be difficult to judge, but at the turning point it appeared to be within a one to three mile distance. As the object was very bright and very distinct in size at that point, I would estimate the altitude to be somewhere between 3,000 and 8,000 ft, and that it did maintain a constant altitude across the front of the windshield.

I have had twelve (12) years of flying, rated bombardier-navigator, combat missions in Germany and Korea.

There was no fragmentary or photographic evidence of the sighting.

The incident was reported to the Wing Intelligence Section, 131st Fighter Bomber Wing, George Air Force Base, California, on 22 August 1952, upon arrival at that station."

Capt, USAF

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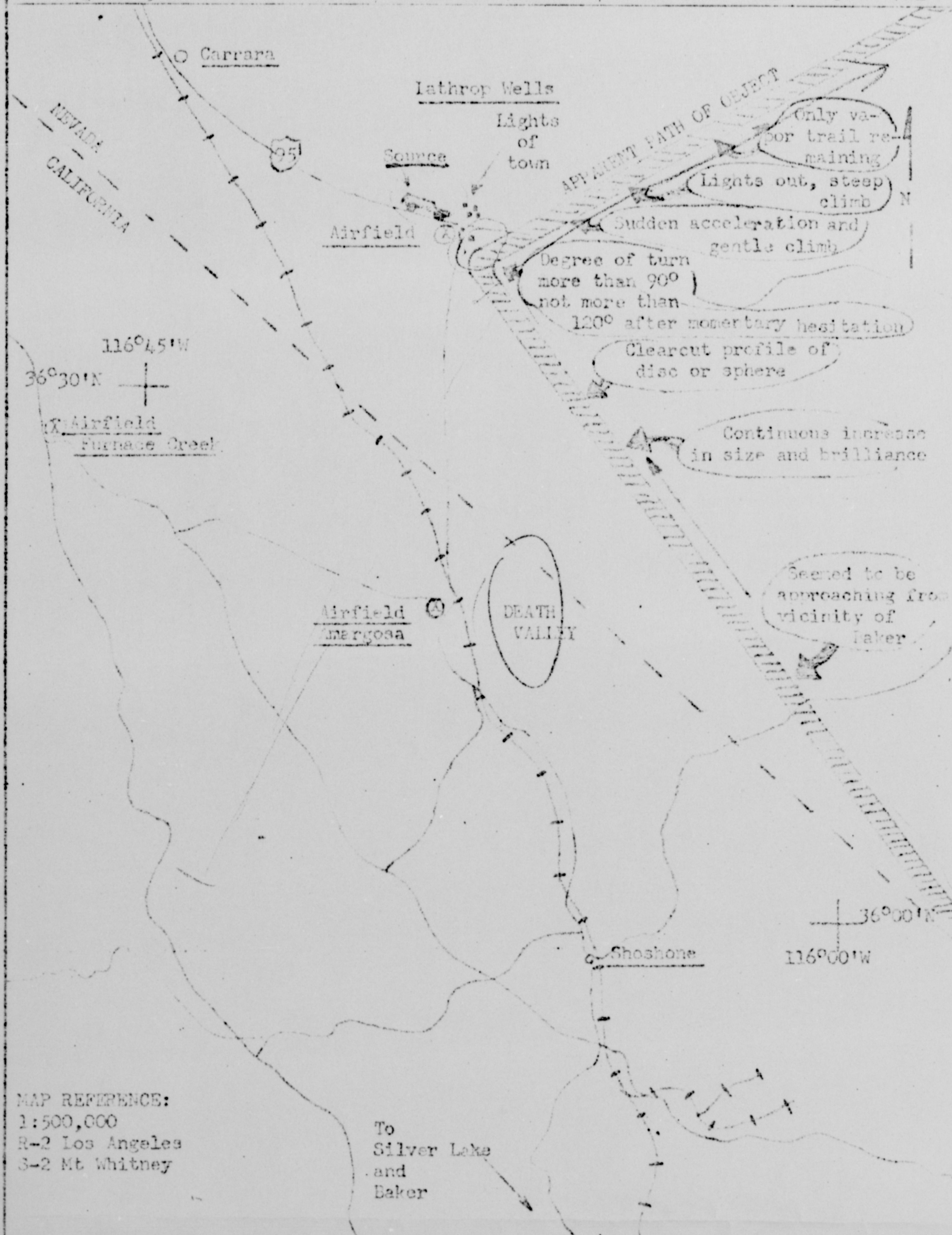
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