

PROJECT 10073 RECORD CARD

2. LOCATION Elgin, Illinois		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	
3. DATE-TIME GROUP Local 00 00 GMT	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☒ No	6. SOURCE (2) civilians		
7. LENGTH OF OBSERVATION	8. NUMBER OF OBJECTS 1	9. COURSE W	
10. BRIEF SUMMARY OF SIGHTING Red and yellow. Street light shape.		11. COMMENTS Inexperienced observers.	

RESTRICTED

CLASSIFICATION: ~~RESTRICTED~~
HQ: 755TH ACGW SQUADRON
BY AUTH: 30TH AD (DEF)
DATE: 10 SEPTEMBER 1952
INITIALS:

COUNTRY U.S.A.	REPORT NO.	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Report of Unusual Flying Objects		
AREA REPORTED ON Northwest Illinois	FROM (Agency) 755th ACGW Squadron, Williams Bay, Wisc.	
DATE OF REPORT 10 September 1952	DATE OF INFORMATION 2 September 1952	EVALUATION F-3
PREPARED BY (Officer) Capt. Frank J. Radzuikinas	SOURCE Individuals as listed below	
REFERENCES (Control number, directive, previous report, etc., as applicable) ADC Letter 200-1, April 1951		

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.)

At 1909 CST, on the 2nd of September 1952, [redacted] Elgin, Illinois, [redacted] Street, Elgin, Illinois, [redacted] reported an unknown flying object at location [redacted]. The color was red and yellow, like a neon sign. The object traveled fast when the object was bright in color and slow when it was dull. The object traveled at a low altitude and in a westerly direction. The object appeared to look like a street light when it was moving slowly.

The sighting was made visually. Radar at the 755th ACGW Squadron, Williams Bay, Wisconsin was unable to pick up the object.

The weather at 1909 CST, on the 2nd of September, was 5,000 feet ceiling, scattered clouds estimated at 80,000 feet. The temperature was 60 degrees, the dew point 44 degrees, and the visibility was fifteen (15) miles. The wind was from the west-northwest at fourteen (14) knots.

FOR THE INTELLIGENCE OFFICER:

Frank J. Radzuikinas
Captain USAF - fa -
FRANK J. RADZUIKINAS
CAPT. USAF
INTELLIGENCE OFFICER

1909
6
2509
0109

INCL.

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RESTRICTED

(CLASSIFICATION)

PROJECT 10073 RECORD CARD

1. LOCATION		12. CONCLUSIONS	
Marietta, Georgia		☐ Was Balloon ☐ Probably Balloon ☒ Possibly Balloon	
4. TYPE OF OBSERVATION		☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft	
☒ Ground Visual ☐ Ground Radar ☐ Air Visual ☐ Air-Intercept Radar		☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical	
6. SOURCE		☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown	
"Old Navy Man"			
7. LENGTH OF OBSERVATION	8. NUMBER OF OBJECTS	9. COURSE	
2 minutes	1		
10. BRIEF SUMMARY OF SIGHTING		11. COMMENTS	
Pale white color. Egg shaped. Rose upward in spirals.			

ACTION

SEP 3 07 41 1952

RECEIVED

*V. Atia
c. Atia
3.C. files*

WPG037LYDC071

CEC074

YMB074

JEDKF 048

RR JEDEN JEDWP JEPHQ 333

DE JEDKF 01A

R 03/0405Z ZNJ

FM CG 35TH ADIV DEF DOBBINS AFB GA

TO /JEPHQ/DIR OF INT HQ USAF WASH 25 DC

/JEDWP/AIR TECH INTEL CENT WRIGHT-PATTERSON AFB OHIO

/JEDEN/CG ENT AFB COLO SPRINGS COLO

ATTN: ATIAA-2C PD FLYOBRPT: MR. [REDACTED]

JR, OF MARIETTA, GA., [REDACTED] REPORTED HE SAW AN UNIDENTIFIED
OBJECT FROM 2245-2207 EST. IT WAS: EGG-SHAPED, ABOUT TWICE AS LARGE
AS THE MOON, PALE WHITISH COLOR, NO SOUND, NOT EXCEPTIONAL SPEED,
ROSE UPWARD IN SPIRALS AND DISAPPEARED, VISUAL SIGHTING OBSERVED FROM
MARIETTANGA. OBSERVER CLAIMED TO BE "OLD NAVY MAN"

1100' SCATTERED, WTPPJOVERCAST, 15 MILES VISIBILITY, TEMP 70, DEW
POINT 66, WEST WIND AT 12 KNOTS. ALTIMETER 29.99

WINDS ALOFT: 5000' WIP DEGREES X21K

10,000' WUP DEGREES/43K

7-3719-17

15,000 WUP DEGREES/40K

20,000 WUP DEGREES/34K

25,000 WUP DEGREES/43K

REMARKS: NO WEATHER BALLOON RELEASED HERE TONIGHT.

NO A/C TAKE-OFFS NEAR TIME OF SIGHTING PD END

03/0425Z SEPT 3YW

Cy 1

83 3 01 4 235

PROJECT 10073 WORKSHEET

I. GENERAL

1. DATE <i>2 Sep 52</i>	2. LOCATION <i>Marionetta, La.</i>	3. TIME Local: <i>2205 EST</i> Zebra: <i>30305</i>
4. WAS OBJECT OBSERVED FROM THE GROUND? ☒ Yes ☐ No		
☒ Naked Eye ☐ Binoculars ☐ Telescope ☐ Theodolite		
5. WAS OBJECT OBSERVED BY GROUND RADAR? ☐ Yes ☒ No		
☐ By One Set ☐ By Two Sets ☐ By Three Sets		
6. WAS OBJECT OBSERVED FROM THE AIR? ☐ Yes ☒ No		
☐ A/C Observed Object ☐ Interception Attempted ☐ No Intercept Attempted		
7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT? ☐ Yes ☒ No		
☐ A/C Scrambled ☐ Visual Contact Made ☐ A/I Contact Made ☐ No Contact Made		
8. DID OBJECT CHANGE DIRECTION AT ANY TIME? ☐ Yes ☐ No		
☐ Normal ☐ Violent		
9. IF OBJECT WAS A "LIGHT", WAS IT: ☐ Blinking ☐ Steady		
10. LENGTH OF TIME IN SIGHT: ☐ 1-15 Seconds ☒ 1-5 Minutes ☐ Over 10 Minutes		
11. REPORTING AGENCY (Unit Number and Mailing Address) <i>35th AD Div., Dobbins AFB, La.</i>		

II. ASTRONOMICAL DATA

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED? <i>None</i>		
13. DID OBJECT APPEAR TO ARCH DOWNWARD? ☐ Yes ☐ No		
14. DID OBJECT HAVE A TAIL? ☐ Yes ☐ No		
15. DID OBJECT APPEAR TO DISINTEGRATE? ☐ Yes ☐ No		
16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data From Air Almanac) ☒ Night ☐ Day ☐ Sunrise ☐ Sunset		

III. AIRCRAFT DATA

17. WERE AIRCRAFT NOTED IN AREA? ☐ Yes ☒ No		
☐ One Aircraft ☐ More Than One Aircraft		
18. WAS ANY SOUND HEARD? ☐ Yes ☒ No		
19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE? ☐ Yes ☒ No		
20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION? ☐ Yes ☐ No		

IV. BALLOON DATA

21. WERE BALLOONS RELEASED IN AREA? ☐ Yes ☒ No *Supposed to be*

22. TIME SINCE SCHEDULED BALLOON RELEASE: *5* Minutes

23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:

	Location	Type	Launching Agency	Lighted?		Describe Lighting
				Yes	No	
a.	<i>Dobbins AFB</i>	<i>R.</i>	<i>AWS</i>	☒	☐	
b.				☐	☐	
c.				☐	☐	
d.				☐	☐	

(attach overlay)

V. EVALUATION

21. EVALUATION OF SOURCE:

- ☐ Excellent
- ☐ Good
- ☒ Fair
- ☐ Poor
- ☐ Unreliable
- ☐ Extremely Doubtful
- ☐ Hoax

22. DETAILS OF REPORT:

- ☒ Good
- ☐ Fair
- ☐ Poor
- ☐ Insufficient to Evaluate

23. FINAL EVALUATION:

- ☐ Was Balloon
- ☐ Probably Balloon
- ☒ Possibly Balloon
- ☐ Was Aircraft
- ☐ Probably Aircraft
- ☐ Possibly Aircraft

- ☐ Was Astronomical
- ☐ Probably Astronomical
- ☐ Possibly Astronomical
- ☐ Other: _____
- ☐ Insufficient Data For Evaluation
- ☐ Unknown

24. COMMENTS:

*Dobbins AFB (AWS) is scheduled for Rain release at 0300Z.
Report, however, says none were released*

PROJECT 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION <i>2 Sep 52</i>		2. TIME OF OBSERVATION <i>0300Z</i>		3. STATION OBSERVING <i>Dibbern AFB</i>	
4. WINDS ALOFT:					
ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0			25,000		
1,000			30,000		
2,000			35,000		
3,000			40,000		
4,000			45,000		
5,000			50,000		
6,000			55,000		
7,000			60,000		
8,000			65,000		
9,000			70,000		
10,000			75,000		
12,000			80,000		
14,000			85,000		
16,000			90,000		
18,000			95,000		
20,000			100,000		
5. WAS AN INVERSION LAYER NOTED? (If yes, at what altitude? _____)			☐ Yes ☐ No		
6. WERE ANY THUNDERSTORMS NOTED IN AREA? (If yes, at what quadrant? _____)			☐ Yes ☐ No		
7. CLOUD COVER:				8. VISIBILITY WAS	
_____ tenths at _____ feet.		_____ tenths at _____ feet.		_____ MILES.	
_____ tenths at _____ feet.		_____ tenths at _____ feet.			
9. COMMENTS:					

6-24-52	LOCATION	KOREA	FINLAND	CONTINUED
06/0819	TYPE OF OBSERVATION	XXXX Ground-Vision	☐ Ground-Radar	☐ Not Known
		☐ Ground-Radar	☐ Air-Intercept Radar	☐ Possibly Astronomical
	SOURCE	School teacher		☐ Was Astronomical
	NUMBER OF OBJECTS	2		☐ Probably Astronomical
	DURATION	30 sec		☐ Possibly Astronomical
	REMARKS	Teacher with 7-9 year old pupils observed two objects, "round, more flattened than spherical, gleaming like silver, moving west at regular rate of speed, one behind the other". 1. Significant only if one considers these objects could be of Soviet origin.		

TT 225
16 Oct 52

ACTION

K. V. L. G. Saff
6-17

7-3719-17

END OF CSAF ITEM NER 3

PROJECT 10075 RECORD CARD

1. LOCATION Opelousas, La.		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	
3. DATE-TIME GROUP Local 2045 GMT	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Air-Visual ☐ Ground-Radar ☐ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☒ No	6. SOURCE airman		
7. LENGTH OF OBSERVATION 10 seconds	8. NUMBER OF OBJECTS 1	9. COURSE NW	
10. BRIEF SUMMARY OF SIGHTING red glow w/yellow tint. Oval shaped. 4000 MPH. Straight line.		11. COMMENTS From Drive-in movie. Beam light from nose of object.	

3683 32

TENTATIVE
OBSERVERS QUESTIONNAIRE

SECTION A

1. When did you see the object:

1.1 Date: 7 Sep. 52
Day Month Year

1.2 Time of Day: 2030 aprox. A.M. or P.M. (Circle One)
Hrs. Min.

1.3 Time Zone: (Circle One):

- a. Eastern
☒ b. Central
c. Mountain

- d. Pacific
e. Other _____

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

1.4 Circle one of the following to indicate how certain you are of your answer to the above question 1.2:

- a. Certain
☒ b. Fairly certain

- c. Not very sure
d. Just a guess

2. Where were you when you saw the object:

Yam Drive Inn Theater Opelousas La. St. Landry
Postal Address City or Town State Country
Parish

Additional Remarks: _____

3. Where were you located when you saw the object:

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

3.1 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 _____

7-3719-17

4. How did you happen to notice the object? Commercials were on
and being parked was looking out of car
window at start when object appeared

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

10TH Sep. 52
 Day Month Year

SECTION B

6. What were you doing at the time you saw the object? Car was
parked and I was looking out of car window

6.1 What had you been doing for the 30 minutes before you saw the object?
 Try to list the activity or activities and the approximate amount
 of time spent on each.

I had been at the drive in for over
an hour before spotting object

7. Were you moving at any time while you saw the object? (Circle One):

Yes

or

No

IF you answered YES, then complete the following questions:

7.1 What direction were you moving?

(Circle One):

a. North

e. South

b. Northeast

f. Southwest

c. East

g. West

d. Southeast

h. Northwest

7.2 How fast were you moving? _____ miles per hour.

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

(Circle One): Yes or No

8. What direction were you looking when you first saw the object?

(Circle One):

a. North

e. South

b. Northeast

f. Southwest

c. East

g. West

d. Southeast

h. Northwest

8.1 What direction were you looking when the object disappeared?

- (Circle One):
- | | |
|--------------|---|
| a. North | e. South |
| b. Northeast | f. Southwest |
| c. East | g. West |
| d. Southeast | ☒ h. Northwest |

8.2 Circle one of the following to indicate how certain you are of your answer to the above question and preceding question (8 and 8.1).

- | | |
|---|------------------|
| ☒ a. Certain | c. Not very sure |
| b. Fairly certain | d. Just a guess |

9. Were you wearing eye glasses when you saw the object? (Circle One):

Yes or ☒ No

10. How was the object seen?

- (Circle One):
- | | |
|-------------------------|--|
| a. Through window glass | e. Through theodolite |
| b. Through windshield | f. Through sunglasses |
| c. Through binoculars | ☒ g. Through open space |
| d. Through telescope | h. Other _____ |

11. What do you remember about the weather conditions at the time you saw the object?

11.1 CLOUDS (Circle One)

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

11.3 WEATHER (Circle One)

- a. Dry
- b. Fog, Mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

11.2 WIND (Circle One)

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

11.4 TEMPERATURE (Circle One)

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

SECTION C

12. Estimate how long you saw the object?

_____ Hours _____ Minutes 10 Seconds

12.1 Circle one of the following to indicate how certain you are of your answer to Question 12:

- | | |
|-----------------------|------------------|
| a. Certain | c. Not very sure |
| <u>b.</u> Fairly sure | d. Just a guess |

13. Did the object look: (Circle One) Solid or Transparent

14. Did the object at any time:

(Circle One for each question)

- | | | | |
|--------------------------------------|------------|-----------|-------------------|
| 14.1 Change direction? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.2 Change speed? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.3 Change size? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.4 Change color? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.5 Break up into parts or explode? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.6 Give off smoke? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.7 Change brightness? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.8 Flicker, throb, or pulsate? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |
| 14.9 Remain motionless? | <u>Yes</u> | <u>No</u> | <u>Don't know</u> |

15. Did the object give off a light? (Circle One): Yes No Don't know

15.1 IF you answered YES, what was the color of the light? Redish orange

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

16.1 Sound No sound

16.2 Color Because of darkness just saw lights in faint outline

17. 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 they were traveling.

18. Did the object at any time:

18.1 Move behind something? (Circle One) Yes No Don't know

IF you answered YES, then tell what it moved behind.

18.2 Move in front of something? (Circle One) Yes ☒ No Don't know

IF you answered YES, then tell what it moved in front of.

18.3 Blend with the background? (Circle One) ☒ Yes No Don't know

19. Which of the following objects is about the same actual size as the object you saw? (Circle One):

- | | |
|---|-------------------|
| ☒ a. Pea | f. Automobile |
| b. Baseball | g. Small airplane |
| c. Basketball | h. Large airplane |
| d. Bicycle wheel | i. Dirigible |
| e. Office desk | j. Other _____ |

19.1 Circle one of the following to indicate how certain you are of your answer to Question 19.

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

20. Try to tell the following things about the object:

- 20.1 How high above the earth was it? 15000 feet.
- 20.2 How far was it from you? 4 feet or 4 miles.
- 20.3 How fast was it going? 3500-4000 miles per hour.
- 20.4 Circle one of the following to indicate how certain you are of your answer to the above questions:

- | | |
|-------------------|---|
| a. Certain | ☒ c. Not very sure |
| b. Fairly certain | d. Just a guess |

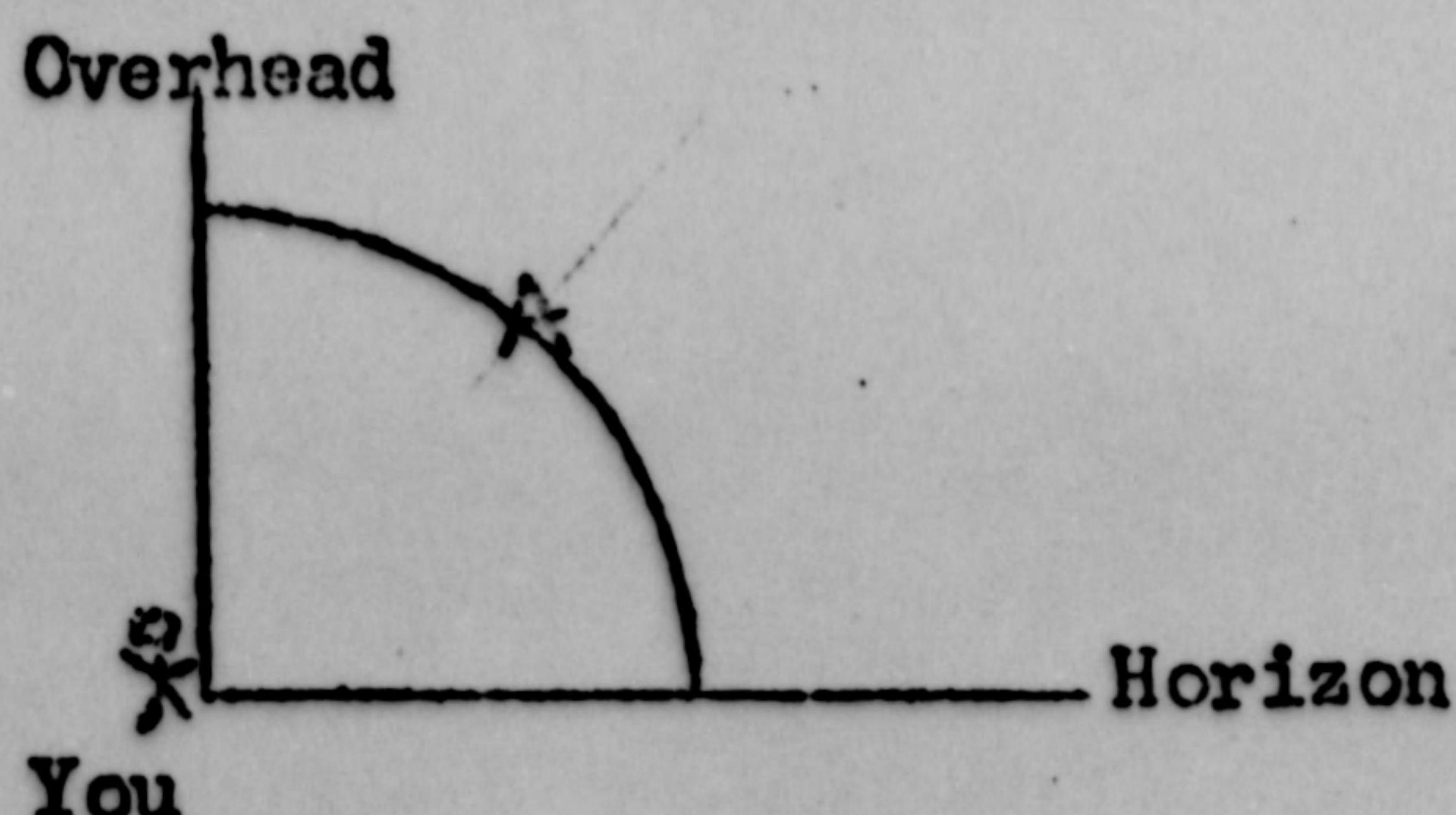
21. How did the object disappear from view?

- (Circle One): ☒ a. Suddenly
 c. Other _____ |

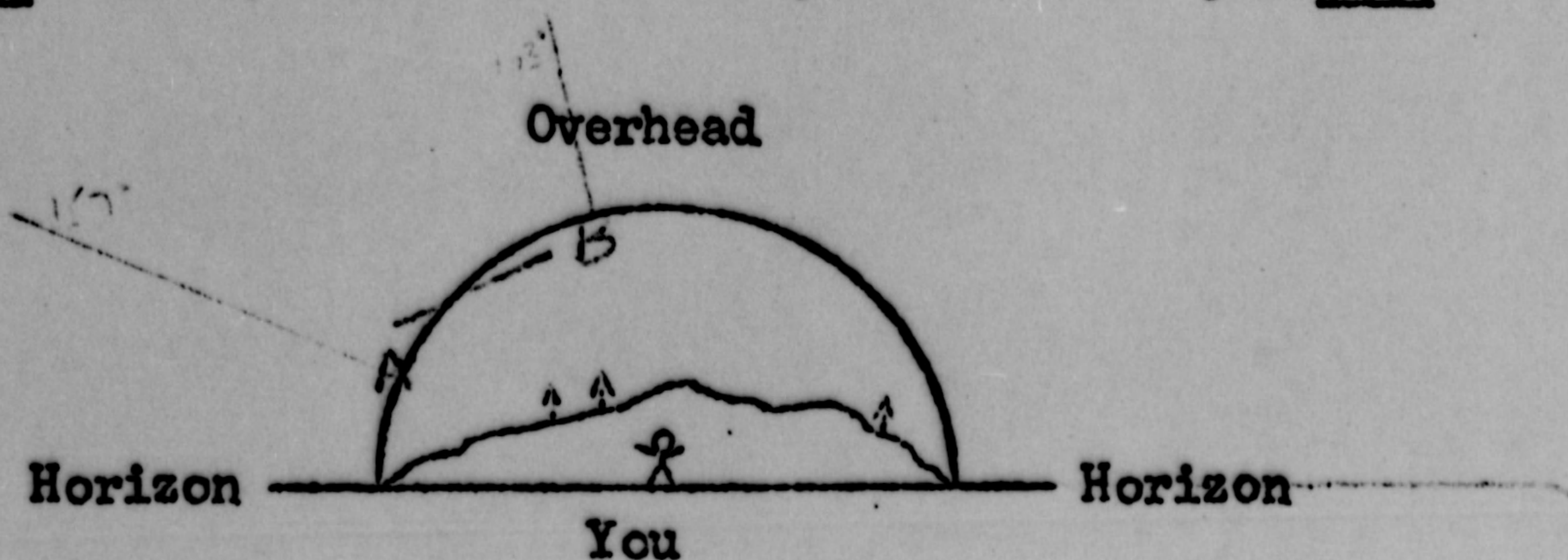
b. Gradually
 d. Don't remember |

SECTION D

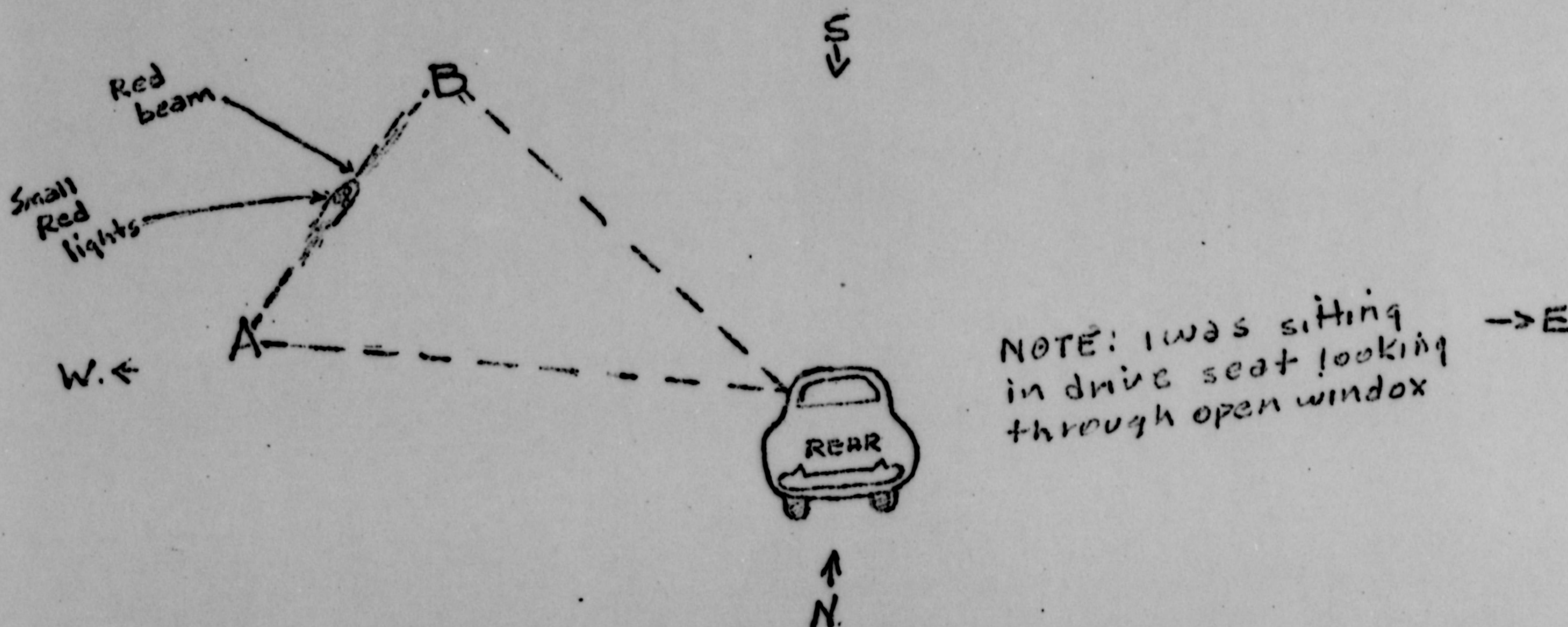
22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you first saw it. Place a "B" to show where it was when you last saw it.



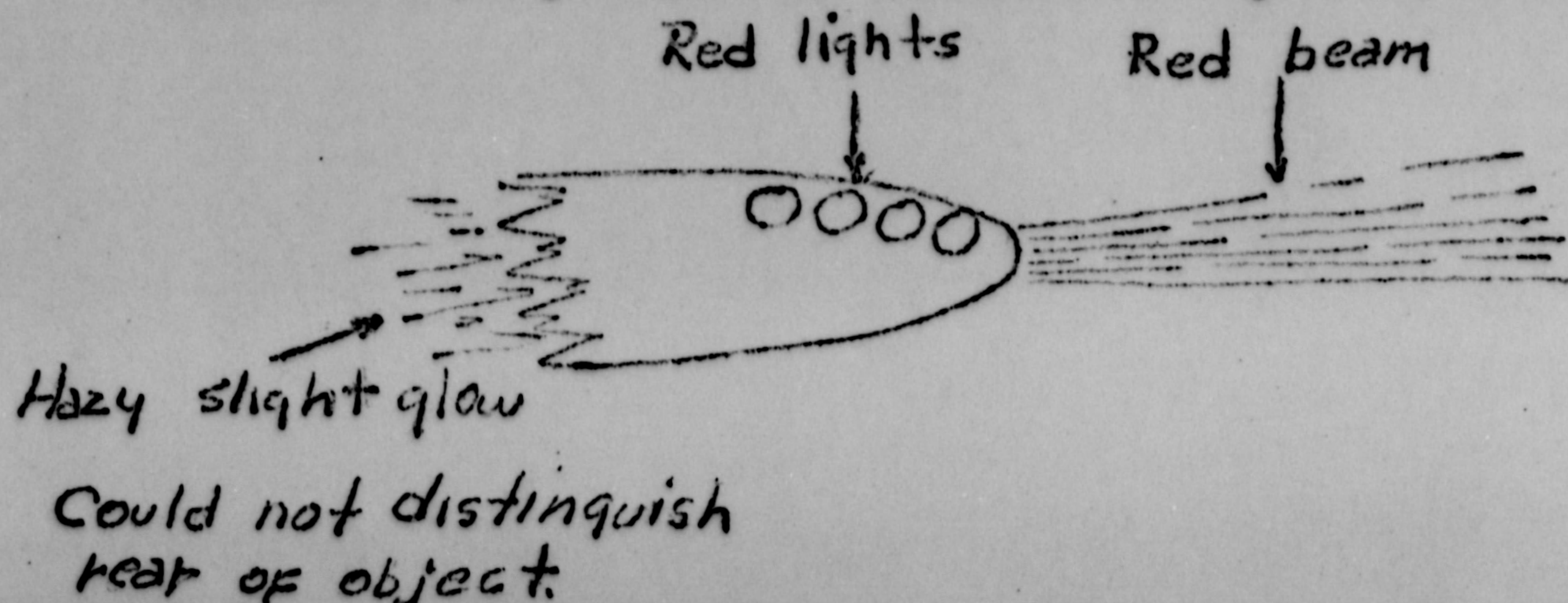
23. In the following sketch place an "A" at the position the object was when you first saw it, and a "B" at its position when you last saw it.



24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.



25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw and place an arrow beside the drawing to show the direction the object was moving.



SECTION E

26. Was this the first time that you have seen an object like this?

(Circle One): Yes or No

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones? _____

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

*it was Flying type cone shape object
noiseless and with terrific speed. I have seen
many types Airplanes at night but none with
the speed and appearance of object.*

28. Give the following information about yourself:

NAME

Last Name

First Name

Middle Name

ADDRESS

Street

Lake Charles ?
City

Zone

Louisiana
State

TELEPHONE NUMBER

What is your present job?

Payroll Clerk For 806 ABG + 806 A Div.

Age 23

Sex Male

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

(Circle One): Yes or No

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

(Circle One): Yes or No

29.2 Please list their names and addresses:

Mrs. [redacted] (wife)

*Mr + Mrs [redacted]
City Tin Shop
Opelousas La.*

30. Please add here any further comments which you believe are important.
Use additional sheets of the same size paper, if necessary.

The object gave appearance of shooting star
except.

- (A) object was on straight course
- (B) To small tail glow
- (C) Red lights in upper nose of object
- (D) Red beam extending from tip of
nose forward
- (E) A slightly slower speed

If I may be of any further help
please let me know.

A/IC [REDACTED]

ACTION

SEP 11 01 55

1952

1. Atiaa
2. Atia
3. C. files

RA 21

WPG011T

YMA0021

;67004

VDC224K

JESKH 58

PP JEPHQ JEDWP JEDEN JEDMH 444

DE JESKH 59

P 132155Z ZNJ

FM CO ADIV 806 LAKE CHARLES AFB LA

TO JEPHQ/DIR OF INTEL HQ USAF WASHDC

JEDWP/ATIC WRIGHT PATTERSON AFB OHIO

JEDEN/CG ENT AFB COLORADO SPRINGS COLT

JEDMH/CG SAC OFFUTT AFB NEBR

Q/ [REDACTED] 44DI WYETRM FOR ATIAA-2C FLYOB RPT PD ICW AFL 200-5

DTD 29 APR 52 CMA UNIDENTIFIED FLY OBJ REPTD SIGHTED BY AMN LISTED

BELOW PD DESCRIPTION AS REQ BY PAR COCA TF CITED LTR FOL PD SHAPE OF OBJ

CLN OVAL SHAPED OBJ THAT APPEARED TO HAVE LILHTS IN THE FRONT WITH A

BEAM LIGHT PD LIGHTS WERE RED WITH A LONG BEAM PROTRUDING BEFORE THE

OBJ PD SIZE CLN NONE APPARENT DUE TO TERRIFIC SPEED AND DIS PD COLOR CLN

NONE APPARENT DUE TO EARKNESS PD FORMATION IF MORE THAN ONE CLN ONLY

ONE OBJ SIGHTED PD AERODYNAMIC FEATURES CLN NONE APPARENT PD TRAIL OR

EXHAUST CLN RED GLOW WITH YELLOW TINT CLOSE TO OBJ PD PRPLN SYS CLN

NONE APPARENT PD SOUND CLN NONE APPARENT SPEED CLN VERY SAST SEMICL

PAGE TWO JESKH 55

APRX 4000 MPH PD MANEUVERS CLN STRAIGHT PATH PD MANNER OF DISSAPPEARANCE
CLN STRAIGHT PATH TILL OUT OF SIGHT PD TIME OF SIGHTING CLN 2045 7
SEP 52 PD LGTH OF TIME OBSR CL APRX 10 SEC PD MANNER OF OBSR CLN
VISUAL PD OBSR FROM AUTO WINDOW PD LOC OF OBSR DURING SIGHTING CLN
DRIVEIN THEATER ON HWY 90 THREE MILES W OF OPELOUSAS LA PD COORDINATES
CLN ²⁹WEP DEGREES 35 N 92 DEGREES 10 W PD OBJ TVL OVER OBSR ON STRAIGHT
PATH CMA NW FROM SE CHA 15,000 FT ALT CHA APRX 10 MILES AWAY PD IDENT-
IFYING INFO OF OBSR CLN A/1C R E BUDD JR AF25502757 HQ 806TH ABG
LAKE CHARLES AFB LA PD EST OF RELIABILITY AND EXPERIENCE CLN D-4 PD
WEA AND WINDS ALOFT COND AT TIME AND PLACE OF SIGHTING CLN CLOUDS
AT LOW ALT IMA 15 MPH WIND PD ANY ACTY OR COND CMA WHICH METEOROLOGICAL
OR OTHERWISE CMA WHICH MIGHT ACCT FOR SIGHTING CLN NONE APPARENT PD
EXISTENCE OF ANY PHYSICAL EVIDENCE SUCH AS FRAGMENTS CHA PHOTOS AND THE
LIKE CMA OF THE SIGHTING CMA NONE PD INTCP OR IDENTIFICATION ACTION
TAKEN CL O E I OF ANY AIR TRAFFIC IN GEN AREA AT TIME OF
SIGHTING CLN NONE PD WRITTEN REPT IAW AFL 200-5 BEING SUBM THITE PD
10/2220Z SEPT JESKH

Ag 1

PROJECT 10073 RECORD CARD

2. LOCATION

Quantanoo. Bay, Cuba

4. TYPE OF OBSERVATION

☐ Ground-Visual

☐ Ground-Radar

☒ Air-Visual

☐ Air-Intercept Radar

6. SOURCE

Navy pilot

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

70 minutes

8. NUMBER OF OBJECTS

1

9. COURSE

10. BRIEF SUMMARY OF SIGHTING

Orange color. Round.
An orange light with a greenish tail was
observed climbing over Quantanoo City, Cuba.

11. COMMENTS

Pilot was extremely interested in
object and the next night at the same
time, he went up in a C-47 and
observed the launching of a weather
balloon. He concluded that the
unidentified object of the night of 2
Sept. Was a balloon.

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23
DISTRICT INTELLIGENCE OFFICE
HEADQUARTERS
TENTH NAVAL DISTRICT
SAN JUAN, PUERTO RICO

ND10:32:WMB:lbg
Serial: 717

OCT 14 1952

RESTRICTED
SECURITY INFORMATION

From: District Intelligence Officer, TENTH Naval District
To: Director of Naval Intelligence

Subj: Sighting of Unknown Object

Encl: (1) Copy of statement of [REDACTED], ACC(AP)
regarding unknown object
(2) Copy of statement of [REDACTED], ACC(AP)
tracking of weather balloon

1. In view of widespread interest in reported sightings of "flying saucers" enclosures (1) and (2) are forwarded herewith for information.

Michael B. O'Connor
MICHAEL B. O'CONNOR

RESTRICTED
SECURITY INFORMATION

7-3719-17

**STATEMENT OF WILLIAM NORRIS STRAUGHAN, 262 63 59, ACCA(T)(AP), USN,
CONCERNING SIGHTING OF AN UNKNOWN OBJECT ON THE NIGHT OF 24 SEPTEMBER 1952**

After completing night-heckle runs in TBM#18 at approximately 1945Q, I commenced a slow climb over the base to complete two hours night flying. Navy 0614 gave an estimate over the Base at 2019Q, which I relayed to the tower. I was on the lookout for his approach when I was an orange light appear from the east. I was at 4000' climbing and the light appeared to be at approximately 10-15000'. As it approached the Guantanamo City area from the east, it started a left turn. Realizing it was not Navy 0614 or the tailpipe of a jet, I started to intercept it. At the first part of the chase, the closest I got to the light was approximately 8-10 miles. At this time it appeared to be as large as an SNB and had a greenish tail that looked to be 5 to 6 times as long as the light's diameter. This tail was seen several times in the next ten minutes in periods of from 5 to 30 seconds each. As I reached 10000' it appeared to be at 15000' still in a port turn. It took approximately 40° of bank to keep the nose of my relatively slow type plane on the light. At this time I estimated the light to be in a 10 to 15 mile orbit.

At twelve thousand feet I stopped climbing, but the light was still climbing at a faster rate than I was. I then reversed my turn from port to starboard and the light appeared to reverse also. As I was not gaining distance, I held a course south trying to estimate a perpendicular beneath the light as it appeared to be moving north over Guantanamo City. As I turned north, the light appeared to move west over Leeward and then due south of the base. I tried the same thing to the east and as I turned back to intercept it, the light appeared to climb rapidly, at approximately a 60° angle from approximately 25000' to approximately 35000', and then start a rapid decent. The light was then at its greatest distance of about 20 miles away.

Prior to this, and while the light was still at approximately 15000', I deliberately placed it between the moon and myself three times to try and identify a solid body. TURNBOW, G.W., AE3, and MORRIS, E. A., ALAN, were in the plane with me and observed all maneuvers of the light and had a good view of the light passing the moon, however, neither of us saw a solid body. Considering the light was possibly from an aerologists wind balloon, we did not see a shadow of the balloon against the moon. During the decent, the light appeared to slow down at approximately 10000' at which time I made three runs on the light. Two of them were 90° collision course runs and the light appeared to travel at a tremendous speed across my bow, accelerating rapidly at the 2 o'clock position and slowing at the 9 o'clock position.

One run was so close that the bright light blanked out all view of the lights on McCalla Field. At this time the light started another rapid rate of decent and seemed to cross over Caimanera in a left turn and head straight toward the base, then turn left again and pass over the dredge located north east of McCalla. It then leveled out over the mangroves, hovered over the water for approximately 3 seconds in a cove east of Hospital Cay, and then faded quickly out. In the last descent, I was in a dive and as the light

seemed like a white balloon?
followed 10000'
P. L. Ramsey

[REDACTED]
[REDACTED]

faded out I was at approximately 1500' and continued on down to 100' orbiting over the spot where the light disappeared. No disturbances could be seen by TURNBOW, MORRIS or myself, with the moonlight on the water. The light disappeared at approximately 2010Q and a police boat was dispatched at 2015Q to search the area. In the meantime, a harbor patrol boat had gone through the area being orbited by the plane and upon being questioned later, had seen nothing unusual. At 2115 the search was discontinued.

Of these facts stated, some could possibly be explained as an optical illusion. Others seem too strange for an explanation.

/s/ WILLIAM N. STRAUCHN
W. N. STRAUCHN, ACC(AP), USN

CERTIFIED TO BE A TRUE COPY

P. L. Ramirez

P. L. RAMIREZ

LCDR, USN

Intelligence Officer

[REDACTED]
[REDACTED]

STATEMENT OF ACC(AP) W. N. STRAUGHAN, USN, COMPARING TRACKING OF A
WEATHER BALLOON TO SIGHTING OF UNKNOWN OBJECT ON THE NIGHT OF
24 SEPTEMBER 1952

On the night of 25 September 1952, I took off at 1943Q in an F7F-2D to observe the aerologists wind balloon to compare it with the light as seen on the 24th of September. The balloon was released prior to my take-off but I intercepted it at 2000' and made various type runs on it from all angles and at different speeds. Many of the illusions seen on the previous night could be duplicated by maneuvering the plane appropriately. I tracked the balloon through 12000' and made runs on it from as far away as ten miles. I could always intercept and pass it at any predetermined position as against the fact that I could not get close to the other light, which at the time appeared to be moving away from me at each attempted approach. This could be explained by the fact that the light was above me and was actually out climbing the TSM, or as it was several thousand feet above when I first sighted it, my rate of climb was not great enough to make up the difference in altitude. The rate of ascent of the light on the night of the 24th was the most weird and also the hardest to explain. When the light of the 24th was at an estimated 25000', it was seen by my two passengers and myself at the same instant to start a climb at an angle of approximately 60° and at a terrific rate of ascent. At this time the light which had been a large bright glow was now a very small red point which would have blended with the stars, if it had not appeared to be moving. It then started a rapid descent in a line from the Yateras River to a point between Caimanera and Guantanamo City. I was over the base by this time, and headed north-east to intercept the light in its descent. The light appeared to level out rapidly and I missed it the first run and started a tight port turn. As I headed for a point that would give me a 90° collision course with the light it appeared to accelerate and crossed my bow at an incredible speed. I immediately went into a tighter turn and the next intercept was the same except that I was almost on the light as it flashed from starboard to port. At this close range nothing but the light could be seen and it was a brilliant white, approximately 15' in diameter. After each run, the light appeared to go out 1/4 to 1/2 mile and slowing in speed, continue a port turn. As I pulled out of the third run the light appeared to start another rapid descent straight for Caimanera. This time I went into a steep dive to follow and the light appeared to shallow its dive and head toward the control tower. My altitude was 6-8000', descending at a speed of better than 200 knots. The light was below me and going at more than twice my speed. As it approached the north shore of the bay, at approximately 2000' descending, the light seemed to veer port, pass over the army dredge, steady out on an easterly heading, level out over the mangroves, slow down rapidly over the cove on the north-east side of north Toro Cay, hover over the water momentarily and then fade from sight. I was then at approximately 1500' - 2000' and 1/2 mile behind. The last 3/4 turn of the light appeared to cover a distance of four miles over the ground.

P. L. Ramsey

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Considering the light was from the three penlights on a balloon, the following is my explanation of the erratic descent of the night of the 24th. I have talked with various members of the aerology department concerning the possibility of a balloon descending fairly rapidly and then slowing in its descent. Balloons have been known to develop leaks at high altitude and descend to an intermediate altitude where the loss of gas and heavier atmosphere would cause it to hover. Also, about six months ago, I witnessed a wind balloon being released from this base and develop a leak at approximately five-hundred feet. This caused the balloon to start spinning and cover a horizontal distance of about one mile and then drop into the water.

At the time we saw the light appear to climb rapidly from the estimated 25000' to 35000', I was over Leeward Point. This climb could be attributed to a vertical air current, or, to passing through a layer of variable density air, or both. At this time the balloon could have developed a large hole and descended very rapidly to the point where I made the first attempted intercept at approximately 11000'. The time of descent from the highest altitude to 11000' was approximately 1 1/2 minutes, while I was completing a 90° turn over Leeward Point and proceeding 2 1/2 to 3 miles north-east. It doesn't seem very likely that a balloon would perform so erratically, but considering it did slow its descent due to atmospheric pressure and loss of gas, causing the balloon to shrink and close the hole, the other illusions could be the results of tight turns at high speed with resultant vertigo to myself and passengers. 1904

The last fast descent could be due to the fact that I may have cut the balloon with my prop on the third run causing the light to fall free. My last 3/4 turn was diving to port in a position north-east of the light which could have produced the illusion of the light arcing over Caimanera and the bay, and settling in the water. The lights crossing from starboard to port could have been the result of my plane being in a vertical turn and the light descending straight down instead of going horizontally. At the time of intercept I thought my wings to be almost level and light traveling in a flat circle, but due to the aforementioned vertigo, a pilot cannot rely on his senses to established altitude.

The greenish tail can only be attributed to a clear night and a bright moon. The second night of observations on a known light did not produce a tail, as the dew-point was high and the night hazy, causing the lighted balloon of the 25th to be smaller and of an orange glow instead of a bright white.

Considering all the facts and the observation of a known light of the night of the 25th, it is my opinion that the light on the night of the 24th was a balloon, with its accompanying light, which had been released from the Naval Air Station, Guantanamo Bay, Cuba.

It is hoped that these observations may be of some help to the investigation of other strange lights or objects.

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P. L. Ramsey

/s/ WILLIAM N. STRAUGHAN
W. N. STRAUGHAN

FINAL GALLEY PROOF

24 SEP

Galley 22--THE WORLD OF FLYING SAUCERS

The pilot concluded: "Considering all the facts and an observation of known light on the night of the twenty-fifth, it is my opinion that the light on the night of the twenty-fourth was a balloon, with its accompanying light, which had been released from the Naval Air Station." [2]

The Guantánamo "Dogfight"

An American Navy pilot, practicing night flying over the Guantánamo City base in Cuba, on the night of September 24, 1952, engaged in a "dogfight" with a balloon that exhibited all the characteristics associated with this type of flying saucer. It seemed to take evasive action, deliberately elude the pilot, make head-on passes, and respond to every move of the plane with a countermove.

The pilot was at 4000 feet and slowly climbing when he spotted an orange light approaching the city from the east at 10,000 to 15,000 feet. Realizing that the object was not a Navy plane, he tried to intercept it, but the light had started a left turn and he could get no closer than eight to ten miles. The object appeared to be as large as a Navy bomber and had a greenish tail five or six times the diameter of the light, visible only intermittently. When he reached 10,000 feet, the light was still circling left and climbing in a ten- to fifteen-mile orbit. To keep the nose of the relatively slow TBM on the light required about 40 degrees of bank. At 12,000 feet the light was still climbing faster than the plane; the pilot then stopped climbing and reversed from a left to a right turn. The light seemed also to reverse direction.

All attempts at interception seemed to be met by purposeful evasive action, and the object seemed to be guided by intelligence. When the pilot followed the light to the north, it shifted to west, then south, at about 25,000 feet. Suddenly it began to climb at an angle of approximately 60 degrees and at a terrific rate. Although it had been a large bright glow, it now appeared as a very small red point which would have blended with the stars had it not been moving. It then started a rapid descent. By this time the pilot was over the base and headed northeast to intercept the light as it descended. He described the ensuing "dogfight":

"The light appeared to level out rapidly, and I missed it on the first run and started a tight port turn. As I headed for a point that would give me a 90 degree collision course with the light, it appeared to accelerate and crossed my bow at an incredible speed. I immediately went into a tighter turn and the next intercept was the same except that I was almost on the light, as it flashed from starboard to port. At this close range nothing but the light could be seen, and it was a brilliant white, approximately fifteen feet in diameter. After each run, the light appeared to go out one-quarter to one-half mile, and slowing in speed, continuing in a port turn. As I pulled out of the third run the light appeared to start another rapid descent towards Caimanera. This time I went into a steep dive to follow, when the light appeared to shallow its dive and head towards the control tower. My altitude was 6000 to 8000 feet, descending at a speed of better than 200 knots. The light was below me and going at more than twice my speed. As I approached the north shore of the Bay, at approximately 2000 feet descending, the light seemed to veer to port, pass over the army dredge, steady out on an easterly heading, level out over the mangroves, slow down rapidly over the cove . . . hover over the water momentarily, then fade from sight." After the plane landed, harbor police searched the area but found nothing.

When the pilot was informed that he had been fighting a lighted weather balloon, released that night from the Naval Air Station at Guantánamo Bay, he may very naturally have felt incredulous. Instead of arguing, however, he helped carry out an experiment. On the following night the station released another lighted balloon.

at about the same time.
After comparing the experience with that of the night before, he concluded that he had indeed fought a balloon.

"Many of the illusions seen on the previous night could be duplicated by maneuvering the plane appropriately. I tracked the balloon to 12,000 feet and made runs on it from as far away as ten miles. I could always intercept and pass it at any predetermined position, as against the fact that I could not get close to the other light, which at the time appeared to be moving away at each attempt at approach."

There were other differences, too. The rate of ascent was faster on the first night, and the second balloon did not exhibit a tail. Discussion with members of the Aerology Department brought out the explanation of these differences. The first night had been clear, with a bright moon that transformed the accompanying light into a flickering tail. On the second night the dew point was higher and the atmosphere was hazy so that no tail was visible, the balloon looked smaller, and showed an orange glow instead of a bright white.

The rapid climb of the first balloon could be attributed to a vertical air current, or to an air layer of variable density, or both. A balloon often develops leaks at high altitudes and then descends to an intermediate altitude where the loss of gas and the denser atmosphere cause it to hover. One wind balloon, released earlier from the same base, had developed a leak, ~~had~~ spinning, covered a horizontal distance of about a mile, and then dropped into the water. Similarly, the first balloon probably developed a large hole and fell very rapidly for a while until the loss of gas and the increase in atmospheric pressure caused it to shrink and close the hole, slowing its descent.

Some of his impressions, he decided, were the result of making tight turns at high speed: "The last fast descent could be due to the fact that I may have cut the balloon with my prop on the third run, causing the light to fall free. My last three-quarter turn was diving to port in a position northeast of the light, which could have produced the illusion of the light arcing across Caimanera and the Bay and settling into the water. The light's crossing from starboard to port could have been the result of my plane being in a vertical turn and the light descending straight down instead of going horizontally. At the time of intercept I thought my wings to be almost level, the light traveling in a flat circle, but due to the afore-mentioned vertigo, a pilot cannot rely on his senses to establish attitude."