

PROJECT 10073 RECORD CARD

1. DATE 6 Dec 1952		LOCATION New Jersey McGuire AFB, N. J.		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical STAR	
3. DATE-TIME GROUP Local 1800 ESDT GMT 06/2200Z		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE MIL			
7. LENGTH OF OBSERVATION 45 Min ±		8. NUMBER OF OBJECTS 1		9. COURSE STA	
10. BRIEF SUMMARY OF SIGHTING Round light of varying intensity. The color varied from white, red and amber. No maneuvers, no sound or exhaust. Neg results on A/I radar attempt.				11. COMMENTS PLANET DIR TABLE LISTS MARS AT 310 13° elev 2300Z AND VENUS AT 290 10° elev 2350Z MORE LIKELY <u>VENUS</u>	

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COUNTRY UNITED STATES	REPORT NO. IR-2-53E	(LEAVE BLANK)
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AIR INTELLIGENCE INFORMATION REPORT

SUBJECT FLYCHPT		
AREA REPORTED ON Southern part of the State of New Jersey	FROM (Agency) 2nd & 5th Ftr-Intep Sq's McGuire AFB, N.J.	
DATE OF REPORT 9 January 1953	DATE OF INFORMATION 8 December 1952	EVALUATION A-2
PREPARED BY (Officer) 1/Lt Antony Pogrebneak, Intel Officer	SOURCE As indicated in summary	
REFERENCES (Control number, directive, previous report, etc., as applicable) VHF contact by Utomo, Robert P., 1/Lt. Pilot, to CCI (Pursermacher) at 1819 EST.		

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. This is a combined report by the 2nd and 5th Fighter-Interceptor Squadrons, of McGuire Air Force Base, Trenton, New Jersey, pertaining to the sighting of an unidentified object on Saturday, 6 December 1952, at 1800 to 2005 EST over 40 degrees zero minutes North, and 74 degrees 30 minutes West.

2. The information contained in this report was received through statements made by:

- ROBERT P. UTOMO, 1/Lt, A01909847, (Pilot) 2nd FIS, McGuire AFB, N.J.
- HOWARD R. FERRY, 2/Lt, A0942075, (Rad Obs) 2nd FIS, McGuire AFB, N.J.
- EDWARD D. SMITH, 2/Lt, A02223430, (Pilot) 3rd FIS, McGuire AFB, N.J.
- CHARLES W. HAZER, 2/Lt, A02224739, (Rad Obs) 2nd FIS, McGuire AFB, N.J.
- GEORGE L. SKULSTAD, 2/Lt, A02223603, (Pilot) 5th FIS, McGuire AFB, N.J.
- WILLIAM P. MANAHAN, Pvt USA, RA12424712, 60th Inf Reg, 9th Div, Ft. Dix, N.J.

APPROVED:

William B. Holmes
WILLIAM B. HOLMES
Captain, USAF
Wing Intelligence Officer

1 INCL.

Overlay as indicated in report. Refer to World Aeronautical Chart #357.
(Chesapeake Bay)

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DOD DIR 5200.10

DISTRIBUTION BY ORIGINATOR

Through Channels To:

- Director of Intelligence, Headquarters, USAF, Washington 25, D.C.
- Chief, Air Technical Intelligence Center, AFTH: AFIA A-2C, Wright-Patterson AFB, Ohio.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 2nd Fighter-Interceptor Squadron McGuire AFB, Trenton, NJ	REPORT NO. IR-2-53E	PAGE 2 OF 5 PAGES
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1. Robert F. Otendo, 1st Lt, AO 1 909 847, of the 2nd Ftr-Intep Sq, McGuire AFB, Trenton, New Jersey. On 6 December 1952 while on a training flight in a F-94 at approximately 1800 hours. The pilot observed what appeared to be an object or light (round) of varying intensity. The colors of the light varied in intensity from white, red and amber. During these changes the light seemed to expand with flaring edges (★). No pattern in these conditions were noted. The distance was difficult to determine, but if the light were that of an aircraft using normal navigation lights the initial observation would have been estimated as approximately ten miles. No physical form was determined at any time during the chase. There were no maneuvers, no sound or exhaust observed at any time.

All observing was done visually and when radar contact was attempted they received a negative result.

The pilot was at approximately 10,000 feet and 10 miles east of McGuire AFB at Trenton, N.J. Taking after the light at a heading of 240 degrees for approximately 50 miles and climbing to 22,000 feet he noted that at initial sighting, 75 degrees 50 minutes West and 40 degrees zero minutes North, at 10,000 feet, the object or light appeared to be level with him and that after the climb the object appeared to be higher than he upon reaching 22,000 feet. At one time the pilot thought that he was overtaking object or light at about 100 knots but is not sure of it.

The weather during the run was a few scattered clouds at 8,000 feet and visibility unrestricted.

There were no activities meteorological or otherwise that could have accounted for the sighting and there was no physical evidence to substantiate same.

An attempt was made to overtake this object or light, but results were negative even though pilot was flying the F-94 on Mach for a time. No other traffic was observed during this period of chase and the pilot returned to the base after notifying the Controller (Purple Snatcher).

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 2nd Fighter-Interceptor
Squadron McGuire AFB, Trenton, NJ

REPORT NO.
IR-2453E

PAGE 3 OF 5 PAGES

The pilot is a flight leader in his Squadron and has 1247 hours time in the air. He is level headed and is not given to dramatization.

Howard R. Perry, 2nd Lt, AD 942 076, 2nd Ftr-Intep Sq, McGuire AFB, Trenton, N.J., the Radar Observer on this flight substantiates all the facts above and has nothing to add to it. Other witnesses were Jumping Jack 24 of the 5th Ftr-Intep Sq, at McGuire AFB, Trenton, N.J. and 2nd Lt Edward E. Smith and 2nd Lt Charles W. Easter, of the 2nd Ftr-Intep Sq, McGuire AFB, Trenton, N.J. See Flight Path #1, on inclosure #1.

2. Edward E. Smith, 2nd Lt, AD 2 283 430, of the 2nd Ftr-Intep Sq, McGuire AFB, Trenton, N.J. On 6 December 1952 at 1830 EST, while on a climb out from McGuire AFB at about 5,000 feet noticed this object or light to the south of the field. He leveled with it about 20,000 feet and climbed to 26,000 feet at which time the object or light seemed to be below his altitude. The colors of the light varied from white, amber and red. At one time or another each color was predominant. The light varied in intensity and during the brightness seemed to swell with flaring edges (☆) then returning to round when light decreased. At no time was a pattern noted in changes or variation during the 45 minute observation. It was noted that if the lights were that of an aircraft using normal navigation lights the observation would have been approximately 10 miles.

There was no observation as to the physical form of the object as well as no exhaust or sound heard. It did appear as though the object or light was changing altitude occasionally. All the sighting was done visually and all attempts to pick it up on radar proved negative. The above was noted during the flight on Active Air Defense Mission out to sea and upon returning to base the object was still seen to be in the same location (74 degrees 30 minutes West and 40 degrees zero minutes North) and at the same altitude.

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(CLASSIFICATION)
AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 2nd Ftr-Interceptor Squadron, McGuire AFB, Trenton, NJ	REPORT NO. IR-2-53E	PAGE 4 OF 5 PAGES
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The visibility was unrestricted with a few scattered clouds. No unusual activity or meteorological conditions existed that could account for the sighting and there is no material evidence in existence of the sighting.

The aircraft being on a primary Active Air Defense Mission was unable to take any interception action on the sighting, but did notify the controller (Purple Watcher) of the sighting.

The Pilot is level headed and is not the type to be easily excited. His judgment is average and reliable. He has 463 hours in the air.

Charles W. Easter, 2nd Lt, AO 2 224 730, the Radar Observer on this flight substantiates the pilots facts with these exceptions: He wouldn't commit himself on the altitude or distance of the object or light.

Other witnesses wereumping Jack 24 of the 5th Ftr-Inter Sq, at McGuire AFB, Trenton, N.J. and Robert P. Stando, 1st Lt, AO 1 903 987, with his Radar Observer, Howard L. Perry, 2nd Lt, AO 942 073, of the 2nd Ftr-Inter Sq, McGuire AFB, N.J. (See Flight Path #2, on Inclosure #1).

3. Report by 2nd Lt George L. Schulstad, AO 2 222 603, Pilot, and 2nd Lt George R. Pruitt, AO 2 224 756, Radar Observer, 5th Ftr-Inter Sq, McGuire AFB, Trenton, N.J.

F-94 aircraft was vectored toward an unidentified flying object by F-94 aircraft and GCI (Silverstone) at approximately 1945 EST and remained in chase until 2005 hours. The coordinates of the first sighting were 74 degrees 30 minutes West and 40 degrees Zero Minutes North. All sightings were visual, made between 10,000 and 20,000 feet. The object was moving on a dead ahead and level course of 260 degrees; the pursuing aircraft flew at .55 Mach during the entire stern chase. No contact was made on AFB-33 Radar. Visibility was 40 to 60 miles air to ground and weather was CAVU. The object appeared to be changing in color from amber to white to red and appeared to fade once before the chase was abandoned due to lack of fuel. BONA 34, SILVERSTONE 23 and two sky high aircraft were in the vicinity of the sighting. (See Flight Path #3, on Inclosure #1).

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 2nd Fighter-Interceptor
Squadron, McGuire AFB, Trenton NJ

REPORT NO.

IR-2-53E

PAGE

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OF

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4. Statement by William P. Manahan, Pvt, USA, RA 124 24 712, stationed at Fort Dix, New Jersey, 60th Infantry Regiment, 9th Division; At approximately 1750-1830 EST.

On 6 December 1952 Private Manahan sighted a bright object or light approximately 15 degrees above horizon in a southwest direction from Mount Holly, New Jersey. With the aid of a landmark, the observer was able to discern that the object flew in a straight course except for one westerly deflection of 3 to 5 degrees. The object seemed to be revolving from right to left with what appeared to be the tail light intensity, increasing and diminishing, to the observer. The color of the light varied from white to yellow intermitently with no set pattern observed. The size of the object never seemed to change during the hour of observation but the change in intensity seemed to swell the light from 1/8th inch circle (original size)(O), to a 3/8th inch flared star shaped with an indistinguishable number of flaring edges (☆). Weather at the time of the sighting was clear and visibility was unlimited. (See point #4 on Inclosure #1). Distance and altitude not committed.

Anthony Pogrebeniak

ANTHONY POGREBENIAK

1/Lt, USAF

Intelligence Officer

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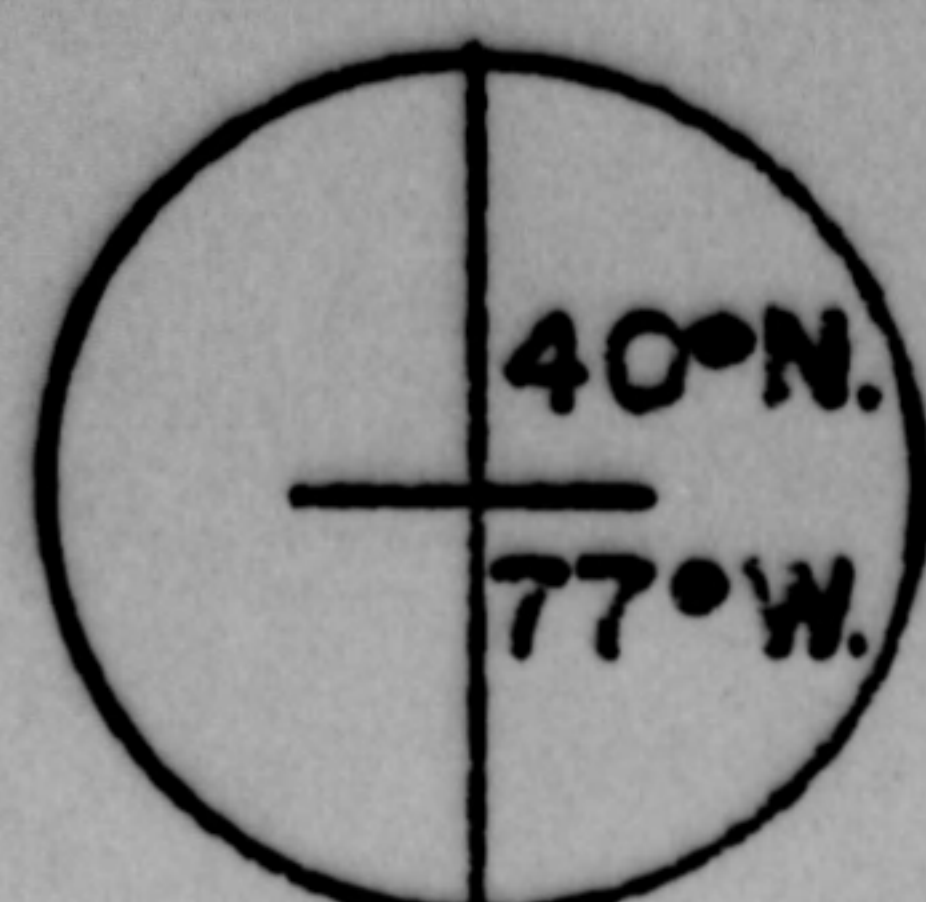
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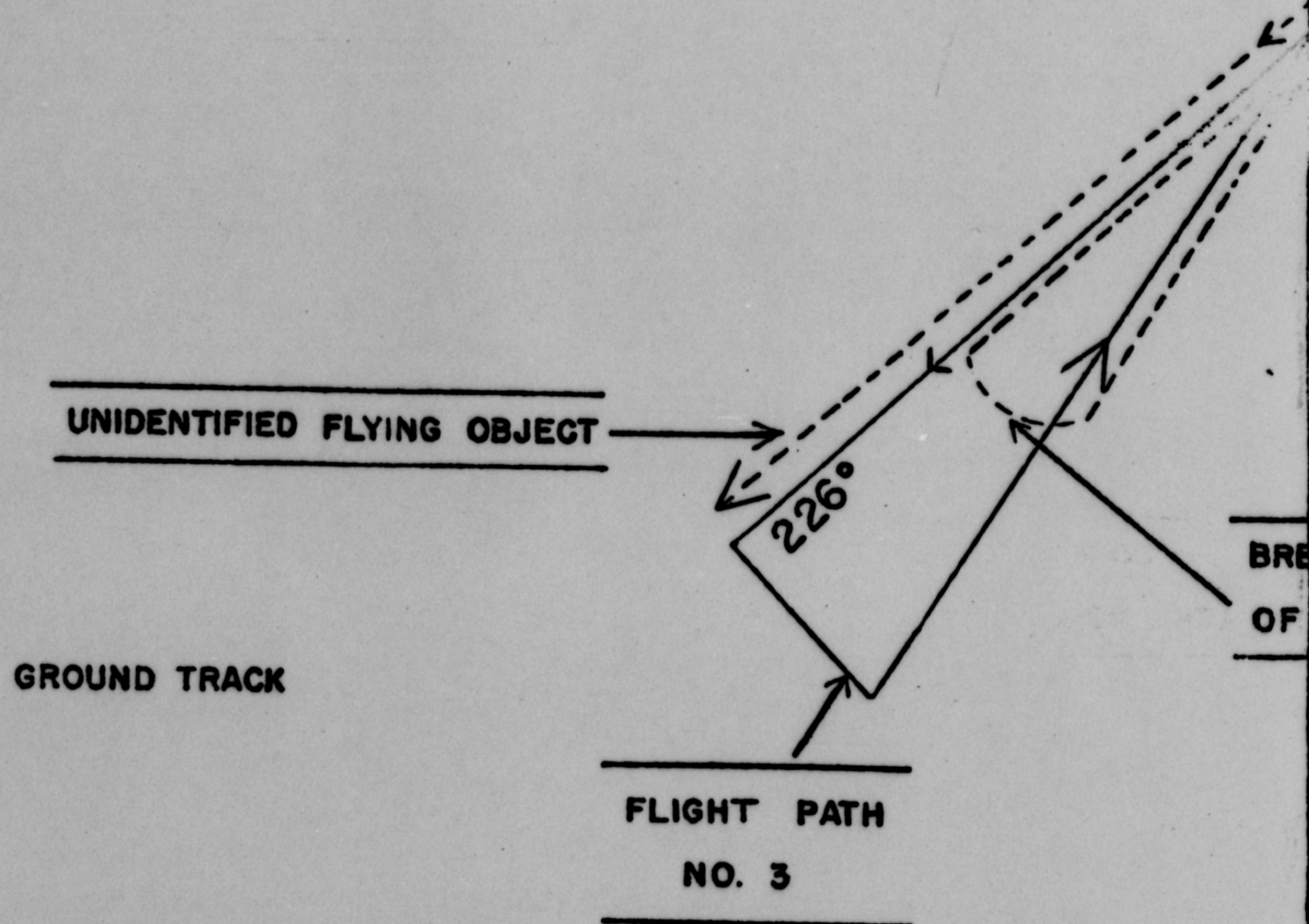
GOVERNMENT PRINTING OFFICE

INCLOSURE 1 OF 1
FLIGHT PATH "1-2-3 &
POINT OF OBSERVATION " 4

REPORT
FLYOB
2nd & 5th FT
Mc GUIRE AIR
TRENTON



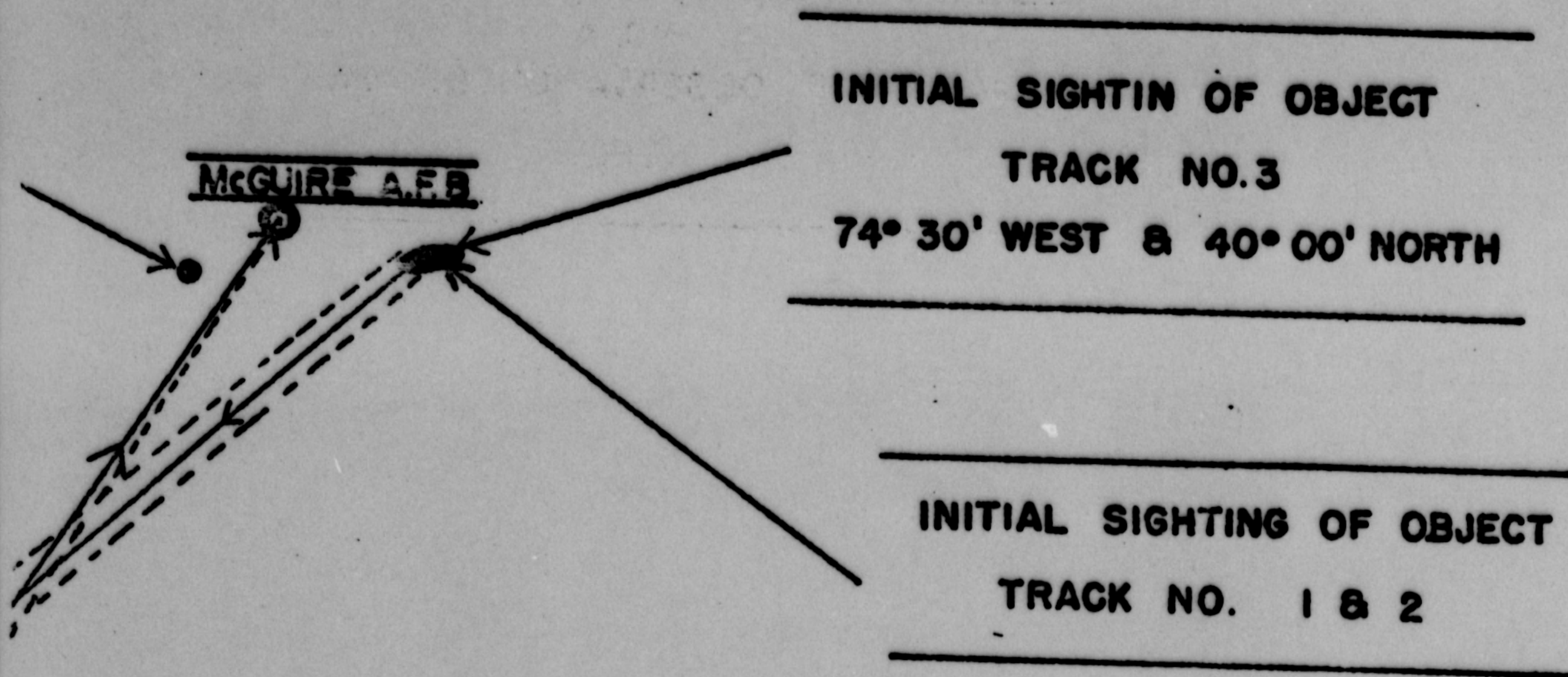
NO. 4
POINT OF OBSERVATION OF PAR. 4
IN REPORT



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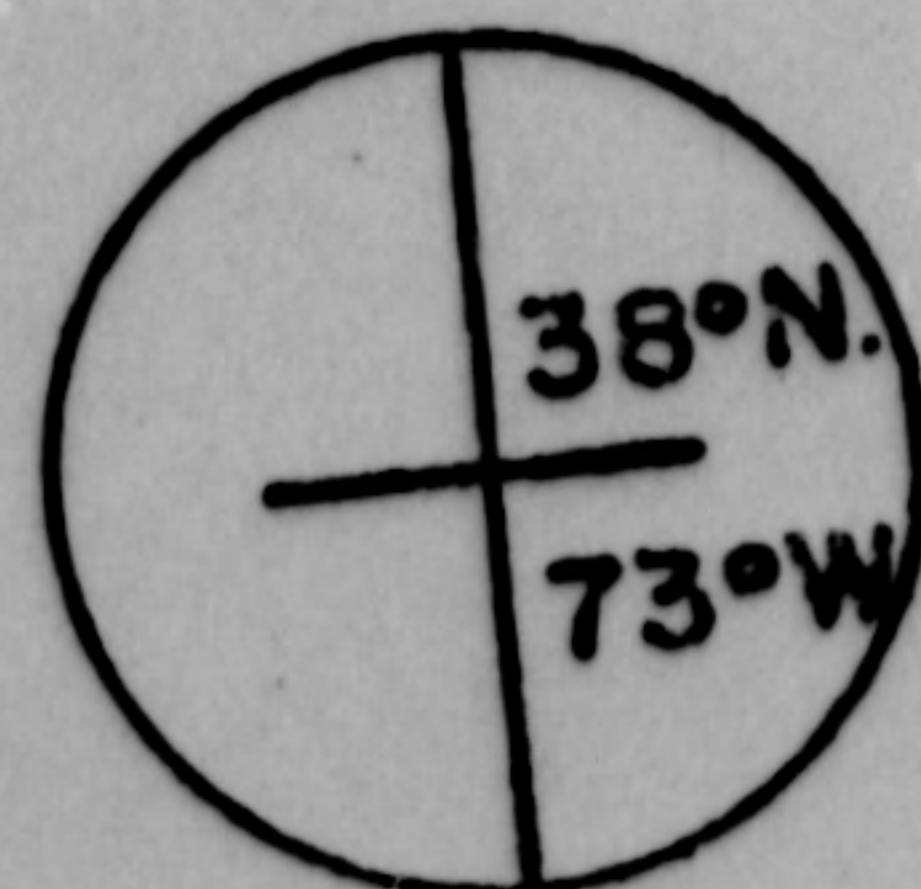
JNC

RT # 1.
RPT UNCLASSIFIED
'R. INTER. SQ
FORCE BASE
N. J.



AX OFF POINT
TRACK NO.1

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HEADQUARTERS
FOREIGN TECHNOLOGY DIVISION
AIR FORCE SYSTEMS COMMAND
UNITED STATES AIR FORCE
WRIGHT-PATTERSON AIR FORCE BASE, OHIO



REPLY TO
ATTN OF: TD-Ela/Mr. Bryant/clh/74201

SUBJECT: Evaluation of Case 15, 6 Dec 52

4 Oct 62

TO: TD-E (Lt. Col. Friend)

1. It is not possible to definitely state the cause of the blips on the scope.
2. However, three possible causes for the phenomena reported are discussed below:
 - a. Beacon returns, triggered by another radar,
 - b. Returns from variations in the atmosphere,
 - c. Ducting.
3. Although the report says the blips did not have the relative positions which a beacon return would give, the sketch submitted does appear to have the configuration which might be expected of a beacon. If a beacon was being triggered by a radar other than the one about which this report was made, it could easily provide returns which would jump around on the scope as described. If the plane's transmitter power was very low, it is possible that it would not be strong enough to trigger the beacon. This could explain the fact that the coastline was not seen on the radar, although the gas flames from the oil refineries were seen. I would expect the radar normally to see further than the eye.
4. If the transmitted power was normal, blips could have been caused by variations in the atmosphere. These frequently cause blips which move across the scope with speeds varying from very slow to thousands of miles per hour.
5. If ducting were present - and over water, this condition is not unusual - the targets could have been reflections from objects many times the radar's normal range distant from the set. These targets may act rationally at times, and at times not, and may be from stationary objects on the ground.

6. I don't believe the blue-white light came from the same source as the blips. As Major Sheffield's report says, "Visual sightings are indecisive and of little confirmatory value." I agree. Perhaps in the excitement of following the unusual targets on the scope, personnel read something unusual into an incident which they normally would have recognized, or have dismissed as of no consequence.



VINCENT D. BRYANT
Defensive Electronics Branch
TD-E1a

CASE # 15

6 December 1952

Off Coast of Louisiana

Prob False Target

18

On the return leg from Florida to Galveston, Texas, training mission, natural gas burnings from oil refineries on the Louisiana coast were noted. To check student navigator's celestial, I requested the student radar to turn on the scope, which had been off from 30 miles W of Tampa, and see if he could pick up the coast there on the 100 mile range. After the set was on for a sufficient time to warm up, I was given permission to turn up the brilliance on the aux. scope, and both student radar and I checked for coastline returns and found none. At this time the set had not been calibrated. My attention then was attracted from the scope for a period of time. At 0525 CST Radar called for my attention to the scope and I first noted small bright blips returns, approximately 4, with no specific grouping such a radar beacon transmits, Azimuth Stabilization was on. As the sweep rotated one revolution, the blips moved SE across the scope; more than one range marker. Radar stated at that time he had 50-mile range on; indicating a movement of 12-14 miles. With each successive revolution, the blips continued SE to a point 15-20 miles from the ship at a bearing of 70 deg and then out of the scope. At 150 deg Radar gave the Instructor Flight Engineer the time and distance which was computed as over 5000 mph. These groupings of blips occurred for about 5 minutes and speeds were recomputed. During this period, student Navigator and Instructor Radio viewed the aux. scope and confirmed my observations. At this time I called for Radar to calibrate his set to eliminate any possibility of malfunction. He did this speedily and when he scanned the scope once more the blips reappeared moving SE across the scope. I called off two separate blips track and position in relation to the a/c by the clock system over interphone of the ship and as they passed at 3 o'clock, the Instructor Engineer visibly saw a blue-bright white flame go from front

The Instructor Engineer
4

CASE #15 (contd)

to rear under our wing. Contact was broken off at 0535 after a group of the blips merged into a $\frac{1}{2}$ inch curved arc about 30 miles from our a/c at 320 deg and proceeded across the scope and off it at a computed speed of over 9000 mph. At all times during the contact the a/c was level and stable, the weather was clear, not a cloud in the sky and visibility was excellent. There was a full moon giving excellent water reflection. The a/c was flying long range cruise at the time. Radar checked the blips at all scan tilt angles full up and down and didn't lose the blips until the scanning antenna was pointed down. One ~~gms~~ group of blips after the scope was calibrated were noted, after moving from 330 deg to 150 deg across the scope, to arc about and swing in behind us at approximately 30 miles and maintain speed and distance for approximately 10 seconds and then disappear.

ATTC Comment:

All possibilities were checked for known aerial phenomena with negative results.

Conclusion:

~~Conclusion:~~

JEDST/ATIC WRIGHT PATTERSON AFB DAYTON OHIO

JEDEN/CG ENT. AFB COLORADO SPRINGS COLO

JEDST/CG HQ ATRC SCOTT AFB ILL

[REDACTED] GIO539E/ATTN: ATIAA-2C/ ATTN: D/I DCS/O/FLYORRPT

IS REPT ON SIGHTING OF UNIDENTIFIED AERIAL OBJ IAW AFL 230-5. ITEM ONE: DESCRIPTION: VISUAL: BLUISH WHITE FLASHES OF LIGHT SEEN AT TIME AND IN DIRECTION INDICATED BY RADAR SIGHTING, UNDETERMINED TRACK, SHAPE, OR SOLIDITY: RADAR: SEEN ON SCOPE 25 TIMES IN PERIOD OF TEN MIN, ESTIMATED TO BE ABOUT 25 MILES FROM A/C, AT 18,000 FT, MOVING IN APPROX 120 DEGREE HEADING AT 5240-9970 MPH IN A STRAIGHT LINE.

ITEM TWO: OBJ OBSRVD AT 2325 HRS CST, 6 DEC 52: LGTH OF OBSRVN: VISUAL: SPLIT SECOND FLASHED: RADAR: 25 SIGHTINGS IN TEN MIN. ITEM THREE: OBJ OBSRVD FROM A/C. ITEM FOUR: OBSRVD FROM 20 DEGREES 10 MIN NORTH, 92 DEGREES 4 MIN WEST OVER GULF OF MEXICO: HEADING OF A/C 315 DEGREES

→ 120°

PAGE 2 JWFDL 336

NORTHWEST. ITEM FIVE: IDENTIFYING INFO OF OBSVRS: SIGNED BY SIX MEMBERS OF CREW, 2 VISUAL, 5 BY RADAR: 1ST LT NORMAN KARAS, VO: 1ST LT WM MAUMANN, JR, INST NAV: M/SGT E. R. PERCELL, APT: S/SGT WM J. DEROUSE, GUNNER: 2ND LT ROBERT J ECKERT, NV: S/SGT H. D. SHOEGREN, RO., ALMOST ALL HAVE LONG TERMS OF SERVICE AND MUCH EXPERIENCE AND FLYING TIME. ITEM SIX: NO WIND, CLEAR, DRY, CAVU. ITEM SEVEN: NO KNOWN MET OR OTHER CONDITIONS WOULD ACCOUNT FOR RPT. ITEM EIGHT: NO FRAGMENTS OR PHOTOS EXIST. ITEM NINE: NO INTCP OR IDENTIFICATION ACTION TAKEN BY THIS HQS. ITEM TEN: LOCATION OF TRAF IN AREA UNDETERMINED.

1559Z DEC JWFDL

*Altitude of A/C ? 10
What type A/C
Request HAF 11-2*

Good report!

*Traffic in area
intercept attempted?*

cyf

WPG135E

YDB171

WYC129

WDA226

NR 5

JWFBL B119

PP JEPHQ JEDUP JEDEN JEDST 444

DE JWFBL 036

102155Z ZNJ

FM CG RANDOLPH AFB TEX

TO JEPHQ/DIR OF INTEL HQ USAF

10 DEC 1952 22 46 Z

1952 DEC 10

INFOR

1. Attn
2. Attn
3. C. C. C.

NR

1. Atia
2. Atia
3. C. C. C.

10 DEC 1952 22 46 Z

RTV

INFOR

1952 DEC 10 18:4

NR

WPG105E

YDB171

WYC139

WDA226

NR 5

JWFDL 0319

PP JEPHQ JEDWF JEDEN JEDST 444

DE JWFDL 036

P 132155Z ZNJ

FM 66 RANDOLPH AFB TEX

TO JEPHQ/DIR OF INTEL HQ USAF

INFO JEDST/CG HQ ATRC S. IT AFB ILL

~~REDACTED~~ GI05392. ATTN ATIAA-2C INFO ATTN D/I DCS/O.

FLYCBRPT IS REPT ON SIGHTING OF UNIDENTIFIED AERIAL OBJ IAW AFL
200-5. ITEM ONE DESCRIPTION VISUAL BLUISH WHITE FLASHES OF LIGHT
SEEN AT TIME AND IN DIRECTION INDICATED BY RADAR SIGHTING
UNDETERMINED TRACK SHAPE OR SOLIDITY RADAR SEEN ON SCOPE 25 TIMES
IN PERIOD OF TEN MIN ESTIMATED TO BE ABOUT 25 MILES FROM A/C AT
18000 FT MOVING IN APPROX 120 DEGREE HEADING AT 5240-9900 MPH
IN A STRAIGHT LINE. ITEM TWO OBJ OBSRVD AT 2325 HRS CST 6 DEC 52
LGTH OF OBSRVN VISUAL SPLIT SECOND FLASHES RADAR 25 SIGHTINGS
IN TEN MIN. ITEM THREE OBJ OBSRVD FROM A/C. ITEM FOUR OBSRVD FROM

PAGE TWO JWFDL 036

28 DEGREES 10 MIN NORTH 92 DEGREES 4 MIN WEST OVER GULF OF MEXICO
HEADING OF A/C 315 DEGREES NORTHWEST. ITEM FIVE IDENTIFYING INFO OF
OBSVRS SIGHTED BY SIX MEMBERS OF CREW 2 VISUAL 5 BY RADAR 1ST LT
NORMAN KARAS VO 1ST LT WM NAUMANN JR INST NAV M/SGT B.R.

PERCELL APT S/SGT WM J DEROUSE GUNNER 2ND LT ROBERT J ECKERT
NAV S/SGT H.D. SHOGREN RO. ALMOST ALL HAVE LONG TERMS OF SERVICE
AND MUCH EXPERIENCE AND FLYING TIME. ITEM SIX NO WIND CLEAR DRY
CAVU. ITEM SEVEN NO KNOWN MET OR OTHER CONDS WOULD ACCOUNT FOR RPT.
ITEM EIGHT NO FRAGMENTS OR PHOTOS EXIST. ITEM NINE NO INTCP OR
IDENTIFICATION ACTION TAKEN BY THIS HQS. ITEM TEN LOCATION OF TRAF
IN AREA UNDETERMINED.

12/2159Z DEC JWFDL

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

DATE-TIME GROUP

161305Z DEC 52

SECURITY CLASSIFICATION

UNCLASSIFIED

PRECEDENCE
FOR:

ACTION

INFORMATION

ROUTINE

☐ BOOK MESSAGE☐ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☒ NO

REFERS TO MESSAGE:

IDENTIFICATION

010539Z

CLASSIFICATION

INFO:

FROM: AFOTM-ATIAA-12-6-B

Reference your Flycatcher dated 6 Dec 52 describing a sighting of unknown aerial object over the Gulf of Mexico. Request you forward a AF Form 112 on the incident, including the information contained in the following questions: 1) Were the visually observed flashes synchronized with the radar returns? In this connection, include a sketch of the radar returns themselves. 2) What was the azimuth of the object from the observing aircraft? Was the object seen below or above the aircraft? 3) What was the altitude of the aircraft at the time of sighting? 4) What type of aircraft was involved? From what base and was intercept action taken? 5) Were there other aircraft in the area at the time of sighting? 6) Restate the exact location of the observing aircraft. Complete information regarding the above questions will help Project Blue Book's analysis of reported sighting and your cooperation would be appreciated. In reply cite Project Blue Book.

SECURITY CLASSIFICATION
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F143

PB199

WYDE97

JWFDL A141

RR JEDWP

DE JWFDL 033

R 192015Z

FM CG RANDOLPH AFB TEX

TO CG ARIC WRIGHT PATTERSON AFB OHIO

GIC 886M. URMSG AFOIN-ATIAA-12-6-E. PROJ BLUE BOOK, AF FORM 112 WAS
FORWARDED IN DUP CYS IN COMPLIANCE W/PAR 7E(2), AFL 200-5. THIS FORM
WAS FORWARDED THROUGH CHANNELS 10 DEC 52. ALL QUESTIONS ASKED IN YOUR
MESSAGE WERE ANSWERED IN THIS RPT.

19/2014Z DEC JWFDL

*ref Flyabopt dated 6 Dec 52
sighting over Gulf of Mexico*

Am *ST 12* *NR* *1. Atia*
2. Atian
3. C. fks

19 DEC 1952 22 00 Z

ATIAA-12-6-E

INFOR. INFOR.

19 PH 5:05

A

12

ay!

(CLASSIFICATION)

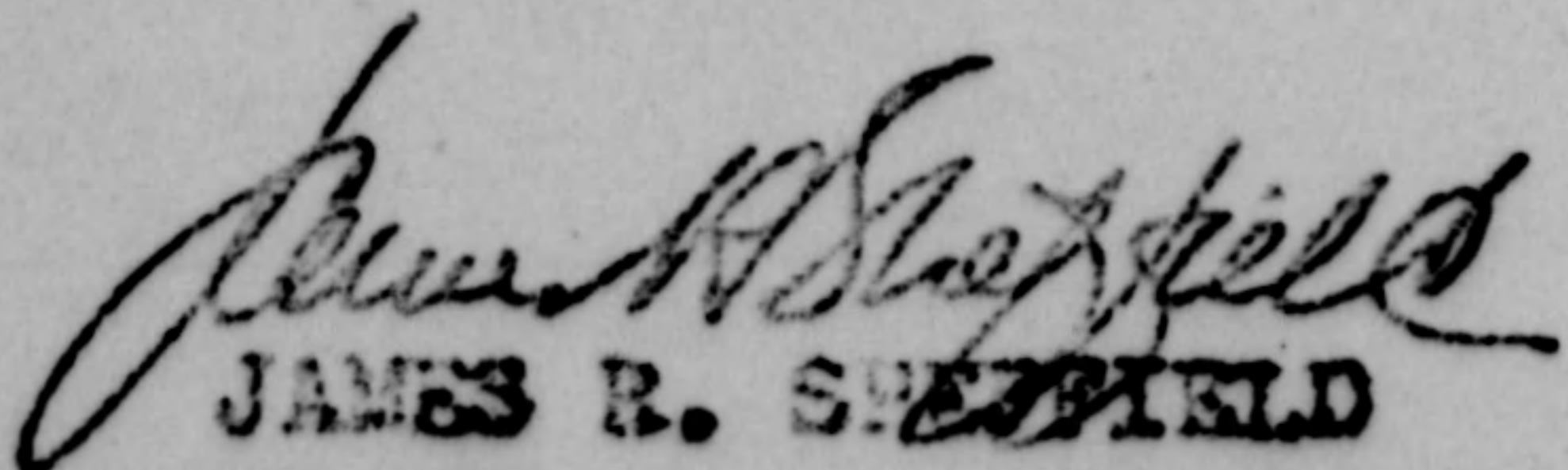
AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 3510 FLY TNG WG (MB) RAFB, TEX	REPORT NO. ATRC IR-P6-52	PAGE 1 OF 1 PAGES
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1. Report did not reach Intelligence agencies until 9 December 1952. At this time Lt. R. Reed of Group Intelligence interrogated the crew members who made the sightings.
2. Interrogation revealed the objects to be arc shaped and about $\frac{1}{2}$ inch in length on radar scope and visually as blue-white flashes of light with no discernable shape.
3. No aerodynamic features were noted in the visual sightings. Visual sightings were of split-second duration and only the light was observed. During these visual sightings the light appeared to be of a steady brilliance without any flaring upon disappearance. Speed of object was computed by flight engineer at 5240 MPH on basis of information obtained by V.O. Object was at approx. an altitude of 18,000 feet on a heading of 120°. No changes in heading, speed or altitude were noted. Visual sighting was made from right waist blister. Radar sightings were made over a period of 10 minutes. A total of 251.0 were sighted during this time. Sightings were made on both the main and aux. scope by V.O, Navigator and Instructor Navigator. Object appeared to move 5 miles with each sweep rotation of scope. Each rotation is of 2½ seconds duration.
4. Sighting was at 2325 CST, 6 December 1952.
5. Observation made by radar on both main and aux. scopes and visually from right waist blister of B-29 cruising at 204 K at approximate altitude of 20,000 ft. A/c was at coordinates 23°10'N - 92°04' W on a true heading 315°.
6. A/c personnel who reported sightings have several hundred hours flying time at their various positions. All are positive in their sightings and rule out any possible radar malfunction as cause of sightings.
7. Weather was CAVU. No wind. Temperature 10° C. It is not known whether there was any activity or condition, meteorological or otherwise, which would account for the sighting.
8. There is no physical evidence of sighting.
9. No attempt was made to retrace A/c track or otherwise intercept object.
10. No other aircraft were observed in area at time of sighting.

COMMENTS OF PREPARING OFFICER:

11. Radar sightings were definite and of such duration as to preclude any error on part of operator. Sources are certain that sightings not due to radar malfunction. Visual sightings are indecisive and of little confirmatory value.


JAMES R. SHEFFIELD
MAJOR USAF
ACTG. Wing Operations Officer

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COUNTRY USA	REPORT NO. ATRC IR-P6-52	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYOBRT		
AREA REPORTED ON Gulf of Mexico	FROM (Agency) 3510th Fly Tng Wg (MB), RAFB, Texas	
DATE OF REPORT 15 December 1952	DATE OF INFORMATION 6 December 1952	EVALUATION E-3
PREPARED BY (Officer) Lt. R. A. Reed, Ass't Gp Int Officer	SOURCE Crew Members of B-29	
REFERENCES (Control number, direction, previous report, etc., as applicable) Teletype, this headquarters, # GIO 539 E FLYOBRT and RFL 200-5		

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. In reference to teletype, this headquarters, 62325 December 1952, number GIO 539 E FLYOBRT and APL 200-5, dated 29 April 1952, a report is submitted on the sighting of unidentified aerial object/or objects.

2. Total of 25 radar sightings made on unidentified object/or objects by a B-29 cruising at 204K on heading of 315 degrees at altitude approximately 20,000; coordinate at time of sightings 28 degrees 10 minutes North - 92 degrees 4 minutes West. Confirmed by two visual sightings. Object appeared as an arc or series of arc on radar scope. Visually they appeared as blue-white flashes of light.

3. This is the first reported sighting of unidentified objects in this area by personnel from this Station.

APPROVED:

James R. Sheffield
JAMES R. SHEFFIELD
Major, USAF
Acting Wing Operations Officer

- 3 INCL.
1. MAP
 2. SKETCH
 3. CERTIFICATES

DISTRIBUTION BY ORIGINATOR

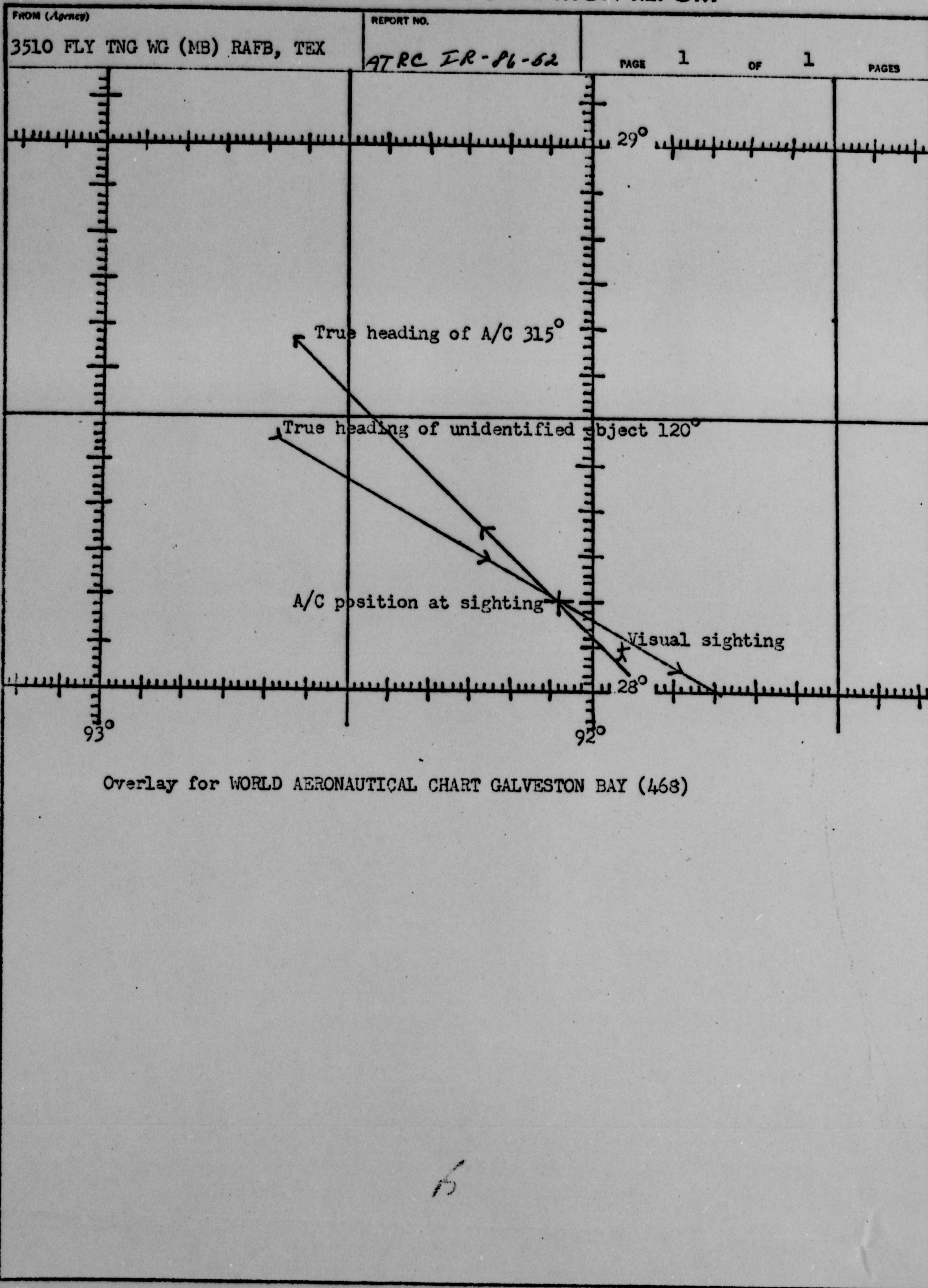
Info cy furnished direct to Chief, Air Technical Intelligence Center, ATTN:
ATIAA-2c, Wright-Patterson AFB, Ohio.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

RAFB, TEXAS

REPORT NO.

ATRC IR-PL-52

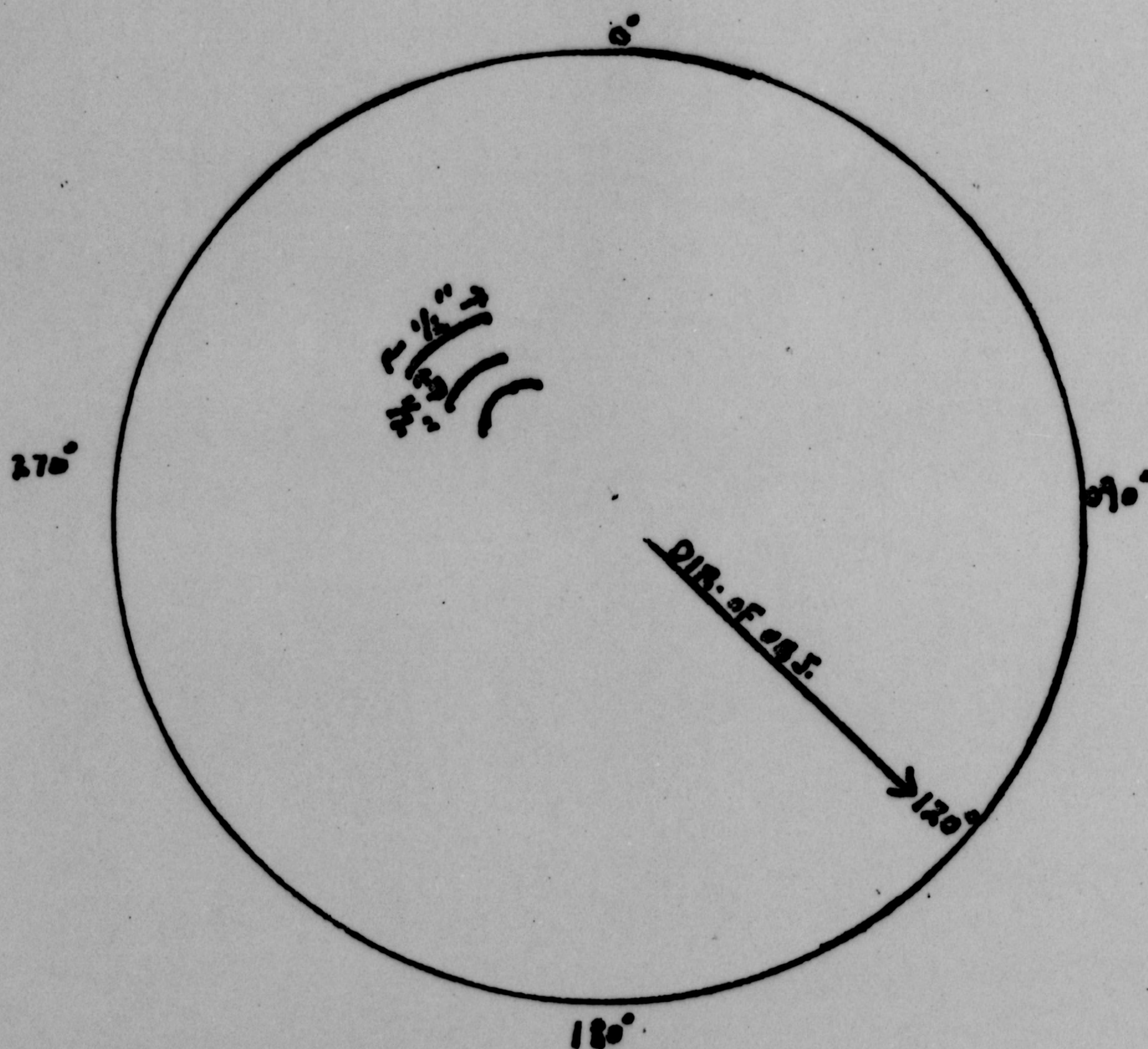
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APPEARANCE OF OBJECTS ON RADAR SCOPE
SCOPE RANGE - 50 NM.

ON 1ST SWEEP $\frac{2}{3}$ DIST FROM SCOPE CENTER
ON 2ND SWEEP $\frac{1}{3}$ DIST FROM SCOPE CENTER
1 SWEEP ROTATION = $2\frac{1}{4}$ SEC.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 3510 FLY TNG WG (MB) RAFB, TX.	REPORT NO. ATRC IR-P6-52	PAGE 1	OF 1	PAGES
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C E R T I F I C A T E

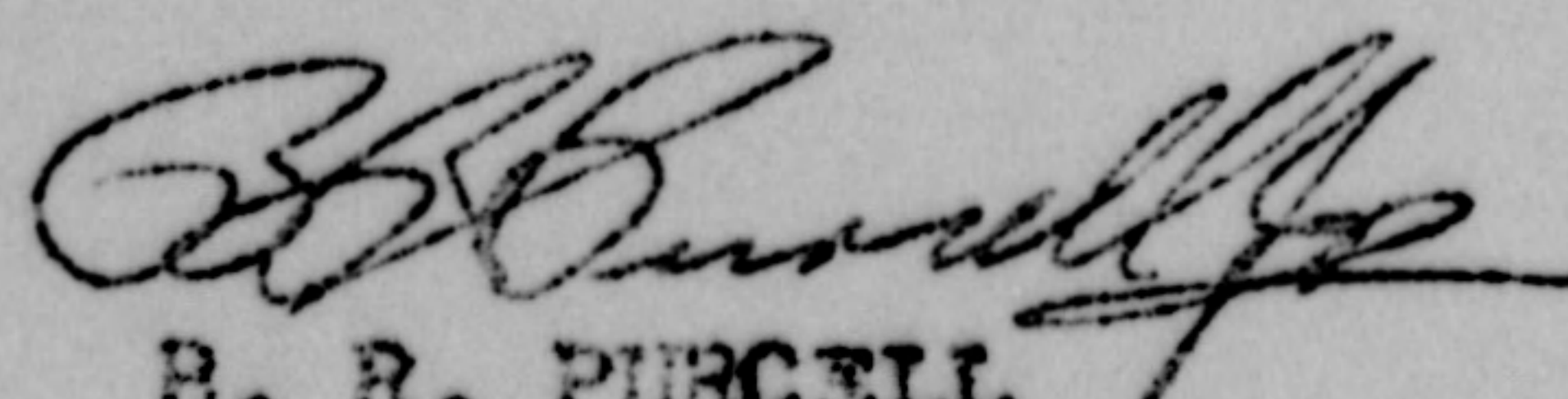
I, M/Sgt Purcell, B. R. AF 18010847, do certify that:

At approximately 11:25 G.C.T. an announcement was made over the interphone, to the effect that unusual objects were appearing on the radar scope.

At the time of this announcement I was relieving the student aircraft performance technician at that position.

The radar operator clocked the objects (about four or five were clocked) and called the times to me; and I computed the air speed of the objects to average 5240 statute miles per hour.

Twice during the period—11:25 G.C.T. and 11:37 G.C.T., the radar operator reported the objects to be passing at "Three o'clock". Upon looking out the window, I saw a blue-white streak travel front to rear and disappear under the wing.


B. R. PURCELL
M/SOT USAF
AF 18010847

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AIR INTELLIGENCE INFORMATION REPORT

FROM ~~(S)~~ 3510 FLY TNO WO (MB) RAFB, TEX

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PAGES

CERTIFICATE

I, 2/Lt Eckert, Robert J. AO 2225420, do certify that:

The instructor Navigator was looking at the radar scope at the time the unidentified objects appeared. I looked over his shoulder 3 or 4 times to look at them and I saw about 1 or 2 of the objects on the scope each time. The objects moved about 5 miles every time the sweep went around. The sweep makes a complete revolution every 2½ seconds. One object came directly towards the center of the scope and then disappeared.

Robert J. Eckert

ROBERT J. ECKERT
2/LT USAF
AO2225420

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AIR INTELLIGENCE INFORMATION REPORT

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C E R T I F I C A T E

I, S/Sgt DeRause, William J. AF 37625734

do certify that:

After the radar operator reported sighting objects on the set, he reported the object at approximately 4:00. I immediately looked in that position and saw two flashes of approximately 3 seconds, which did not alter course whatsoever. The flash was of a blue-white nature and did not change brilliance as flash when it disappeared. The moon was very bright and the sky was clear, however, no object forward of the flash was visible.

William J. DeRause
WILLIAM J. DE RAUSE
S/SOT USAF
AF 37625734

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

3510 Fly Tng Wg (MB)REFB, Tex

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C E R T I F I C A T E

I, S/3gt Shogren, Harry D. AF 39215213, do certify that:

My observations came about as a result of the instructor Navigator. He evidenced some surprise at certain unidentifiable objects that were moving at extreme speeds across the radar scope in his position. I looked over his shoulder and he indicated about five objects that he considered to be something other than hosts.

At this time I observed one small, almost round, object approaching the center of the scope from an angle estimated at about 10 o'clock. After another sweep of the scope, it appeared much closer to the center of the scope and approaching at 9 o'clock. I thought this rapid motion, on this observation, was probably the result of an unusual aircraft movement. This, however, was not so as I observed we were maintaining a normal altitude and our altitude was constant. Furthermore, there was no turbulence at any time during this period.

My second observation about ten minutes later was of three objects about $\frac{1}{2}$ inch long and arced. They were moving in an clockwise direction and were about halfway between center and edge of the scope. Flight conditions stable.

Harry D. Shogren
HARRY D. SHOOREN
S/3GT USAF
AF 39215213

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 3510 Flying Training Wing (MB)	REPORT NO. ATRC LR-PL-52	PAGE 1 OF 1 PAGES
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C E R T I F I C A T E

I, 1/Lt. Karas, Norman AO 1365804, do certify that:

On 6 December 1952, while flying over the Gulf of Mexico towards Galveston, Texas, the flight engineer finished transferring fuel and I then turned on my radar set.

I noticed an unidentified object approaching our aircraft at a terrific rate of speed. I timed it as best as I could with my stopwatch over a known distance and the instructor flight engineer computed the speed as 5240 MPH. I alerted the entire crew to look for the object visually and some flashes of light were noticed. The closest the objects came were approximately 20 miles. I saw about twenty objects in all, sometimes as much as two and three on the scope at one time. I re-calibrated the set and there was no change.

The object was small and possibly round, with the exception of one very large return shaped as follows:



moved as arrow indicates.

I also noticed a large return come up to within 40 miles of our tail from behind, and then disappear.

To the best of my knowledge, I believe that this object was real and moved at an extremely high speed and was not a set malfunction or optical illusion.

Norman Karas
NORMAN KARAS
1/Lt USAF
AO 1365804

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 3510 FLY TRNG WG (MB) RAFB, TEX	REPORT NO. ATRC IR-86 52	PAGE 1	OF 1	PAGES
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CERTIFICATE

I, Naumann, William W., AO2064632, do certify that:

On the return leg from Florida to Galveston, Texas, Training mission #6, after altering to a track of 320° from a point SE of TP #6, 2705-9300, natural gas burnings from oil refineries on the Louisiana coast were noted. To check the student Navigator's celestial, I requested the student radar to turn on the scope, which had been off from 30 miles west of Tampa, and see if he could pick up the coast there on the 100 mile range. After the set was on for a sufficient time to warm up, I was given permission to turn up the brilliance on the aux. scope, and both student radar and I checked for coastline returns and found none. At this time the set had not been calibrated. My attention then was attracted from the scope for a period of time. At 0525 CST, coord. 2810-7204, Radar called for my attention to the scope and I first noted small bright blips returns, approximately 4, with no specific grouping such as a radar beacon transmits, apparent on the scope at 330°. Azimuth Stabilization was on. As the sweep rotated one revolution, the blips moved SE across the scope more than one range marker. Radar stated at that time he had 50 mile range on; indicating a movement of 12-14 miles. With each successive revolution, the blips continued SE to a point 15-20 miles from the ship at a bearing of 70° and then out of the scope. At 150° Radar gave the Instructor Flight Engineer the time and distance which was computed as over 5000 MPH. These groupings of blips occurred for about 5 minutes and speeds were recomputed. During this period, student Navigator and Instructor Radio viewed the aux. scope and confirmed my observations. At this time I called for Radar to calibrate his set to eliminate any possibility of malfunction. He did this speedily and when he scanned the scope once more the blips reappeared moving SE across the scope. I called off two separate blips track and position in relation to the aircraft by the clock system over interphone of the ship and as they passed at 3 o'clock, the Instructor Engineer visibly saw a blue-bright white flame go from front to rear under our wing. Contact was broken off at 0535 after a group of the blips merged into a 1/2 inch curved arc about 30 miles from our a/c at 320° and proceeded across the scope and off it at a computed speed of over 9000 MPH. At all times during the contact the a/c was level and stable, the weather was clear, not a cloud in the sky and visibility was excellent. There was a full moon giving excellent water reflection. Wind computed by a celestial 3 star fix shot 10 minutes to 1st contact was 276/24 using TH 315, GS 186 and 204 TAS. The aircraft was flying long range cruise at the time. Radar checked the blips at all scan tilt angles full up and down and didn't lose the blips until the scanning antenna was pointed down. One group of blips after the scope was calibrated were noted, after moving from 330° to 150° across the scope, to arc about and swing in behind us at approximately 30 miles and maintain speed and distance for approximately 10 seconds and then disappear.

William W. Naumann, Jr.
WILLIAM W. NAUMANN, JR.
1/LT USAF
AO 2064632

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