PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION	3. SOURCE	
3 MARCH 1953	LUKE AFB, ARIZONA	AF PILOT	
4. TIME Local 3/1325 MST Z 3/2025 Z	5. NUMBER OF OBJECTS ONE	6. SHAPE	7. COLOR
8. COURSE W	9. ALTITUDE	10. ANGULAR VELOCITY ____° per second	11. PHOTOS [X] Yes [ ] No
12. TYPE OF OBSERVATION AIR-VISUAL	13. LENGTH OF TIME OBSERVED 10 MINUTES	14. MANEUVERS CONCLUSION: Other - Vapor trail of two unknown type aircraft.	

15. CONCLUSIONS A large condensation pattern began with a smooth knifelike leading edge, developing with a crescent shape, very thin in depth with an irregular trailing edge. The pattern which was observed from an F-84 at 25000to 30000' traveled at estimated speed of 400 mph on a W course. The pilot stated the object was definitely not a cloud and believed it a vapor trail made by an unseen object.

CURRENT STATUS - UNKNOWN (23July'53)
Lt. R.M. Olson

16. COMMENTS 1. Observer chased the pattern 50-60 miles taking 30' of gun camera film which was forwarded to ATIC.
2. The most unusual feature was the contrail stayed with the unsighted object and did not extend across the sky.
3. The incident folder & film were sent to Photo Recon Lab, WADC, for analysis. They analyzed it as vapor trail. w/ A/c Lab. WADC
4. Conclusion: Pattern was vapor trail formed by 2 unknown aircraft at high altitude.

(Over)

ATIC Form 329 (Rev 27 May 52)

5. Various checks for aircraft in area were made with negative results.

ACTION

UNCLASSIFIED

1. Atia
3. Atia
3. e file

1E 1

INFOR INFOR

1953 APR 2 21:3

RC32
WPB016
XYA026
CXC019
JWPER 014
RR JEDWP
DE JWPER 017M
R 022100Z ZNJ
FM CG AF FLT TEST CEN EDWARDS AFB CALIF
TO CG AMC WEIGHT PATTERSON AFB OHIO
/R [redacted]B/FTIP-4-5-E PD URMSG AFOIN-ATIAE-3-13-E
RESTRICTED CITE PROJECT BLUE BOK PD ONLY POS AC WAS B-36 CMA 9464
TOOK OFF 0800 HRS 3 MAR 53 FOR 8 HR FLT PD NO REPT NO WAY TO
EXTABLISH IF AC WAS IN THAT AREA CITED URMSG AT THE SPECIFIC
TIME 1325 HRS MST 3 MAR 53 END
02/2228Z APR JWPER



1. Would B-36 make this tyype of vapor trail?
Answer received: Mr Chapman of Photo Recon Lab of
WADC said that the contrail was not from a B-36 A/C

M G. T

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

UNCLASSIFIED

Gun Camera Focal Length	Distance to Object for Different Separations of Double Trail Projected		
	10 ft projected separation of trails	100 ft	1,000 ft
1 Inch	.6 miles distant	6 miles	60 miles
3	1.8	18	180
6	3.6	36	360

Assumed Original Distance to Object	Final Distance to Object	Rate at which plane overtakes trail (plane - 560 mph) for time intervals of 3 min and 6 min between first and last photograph	
		3 minutes	6 minutes
1 mile	.7 miles	6 mph	3 mph
10	.7	60	30
100	70	600	300
1000	700	6000	3000

[redacted]

3K 11

Luke AFB, Arizona 3 March 1953

I. DESCRIPTION

In this instance, the object was never observed, but a high altitude condensation pattern was observed. When first sighted, the contrail was approximately 300-500 feet in diameter. The pattern began with a smooth knife-like leading edge, very thin in depth and with an irregular trailing edge. As the source gave chase, the contrail made a slight dip to the NW and began climbing at 20 degrees. During this maneuver, source and object were at right angles and he observed the pattern to appear as a sharp nosed, very thin object about 300-500 feet long with an irregular, whispy trailing edge. Immediately, a heavy condensation trail began to form and extended for approximately 1000 ft. back, at which point it separated into a double trail which again was approximately 1000 ft. long, ending abruptly. At this time, the object was traveling at an estimated 400 mph true air speed. The most unusual feature was that the contrail stayed with the unsighted object, and did not extend across the sky as in the case of conventional aircraft contrails.

II. DISCUSSION

The contrail was observed by the pilots of three F-84 type aircraft with only one giving chase. This pilot chased the contrail for 50-60 miles before breaking off. A full armament and fuel load was being carried, however, source stated he was closing with the object fairly well. During the chase, this pilot took approximately 30 feet of gun camera film. This film was received in very good condition, and has been analyzed by the photographic laboratory at WADC. Their conclusions are:

a. The white streak photographed is probably a vapor trail from a rapidly moving object of unknown velocity. The object itself is invisible in the photographs.

b. The exhaust vapor trail, apparently from a twin propulsion unit, is more pronounced at the end of the film than at the start, as though the object were accelerating in response to pursuit. The configurations in the trail appear to be due to maneuvers performed by the object.

c. An additional vapor trail, thought to be due to lifting surfaces, is also in evidence, but it dissipates rapidly. This additional vapor trail appears to be centered about the exhaust trail.

d. Within the period of time represented by the film, the photographic plane may have reduced the distance between the object and itself. However, the flight paths are not parallel by a considerable angle, so that the objects distance and velocity with respect to the plane cannot be determined with useful precision.

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DOD DIR 5200.10

[redacted]

Since there was nothing gained by photo-analysis that would actually aid in identifying the object involved, this report is being sent to the Aircraft Laboratory of WADC for further analysis. Until the report is returned from WADC, this incident will be carried by Project Blue Book as unknown.

III. CONCLUSION

Unknown.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

1. DATE - TIME GROUP 3 March 1953 3/2025Z	2. LOCATION ~~See~~ also: Film T-3745-349 Luke AFB, Arizona
3. SOURCE Military	10. CONCLUSION VAPOR TRAILS (2) 1. Film analyzed by Photo Lab at Wright Field. "Looks like a vapor trail." Recommended A/C Lab analysis. ATIC sent folder to A/C Lab 2. "Object probably vapor trails from two high-flying unidentified A/C
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 10 Minutes	11. BRIEF SUMMARY AND ANALYSIS Large white object varying in shape was observed by F-84 pilot flying at 25 to 30,000'. 30 feet of gun camera film received by ATIC.
6. TYPE OF OBSERVATION Air-Visual	
7. COURSE	
8. PHOTOS ☒ Yes ☐ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	See Also: Film T-3745-349

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

THIS CASE INCLUDES
3 8x10 PHOTOS OF
CONTRAILS

AND

ONE (1) 16 mm film
(see following accession)
~~IS~~ NOT microfilmed

16MM FILM

MARCH 3, 1953

LUKE AFB, ARIZONA

OBSERVER - AIR VISUAL

FILE # 1003382

IN CUSTODY OF AUDIO-VISUAL DIVISION

RR JWFDL JEPHQ JEDWP JEDEN JEDST-555

DE JWPUK 36

R Ø621ØØZ

FM CG LUKE AIR FORCE BASE ARIZONA

TO JEPHQ/D/I HQ USAF WASH 25 DC

JEDWP/ATIC WRIGHT PATTERSON AFB OHIO

JEDEN/CG ENT AFB COLORADO SPRINGS COLO

JEDST/CG ATRC SCOTT AFB ILL

JWFDL/CG CREWTAF RANDOLPH AFB SAN ANTONIO TEX

/R [redacted] /GB2Ø8C. FLYOBRPT.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

(1) CONSEEEION PATTERN OBSERVED, TRAVELLING DUE WEST, APPROX 3ØØ-5ØØ FEET IN DIAMETER, SPEED 4ØØ MPH TRUE, VARYING IN SHAPE.

(2) 1325M 3 MAR 53, FOR 1Ø MINUTES.

(3) AERIAL OBSERVATION, 25ØØØ-3ØØØØ FEET, FROM F-84 TYPE A/C.

(4) EJGE 4525 (GEOREF) AT 25ØØØ FEET TO EJFE 5520 AT 35ØØØ FEET.

(5) OBJECT SIGHTED BY CAPTAIN RODERICK D THOMPSON, 3600 F T GP, THIS BASE.

(6) WEATHER: CLEAR VISIBILITY 45 MILES, TEMPERATURE 48 DEGREES, DEW POINT 26. WINDS ALOFT: 3ØØØØ FEET-3ØØ DEGREES-35 KN, 45ØØØ FEET-27Ø DEGREES-5Ø KN,

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

(7) NONE

(8) APPROX 33 FEET GUN-CAMERA FILM.

(9) NONE

always up on film if so forward to ATIC

UNCLASSIFIED

ACTION

1. Attn
3. Attn
3. C. files

-9 MAR 1953 11 50 Z

7 MAR 53 04 05 Z

F-84 - Gun Camera Film

RE Ø57

WPD Ø63

YDB Ø6Ø

XYB Ø56E

XXA Ø11

XMA Ø35

XXB Ø31

CXC Ø53

IMPUK Ø47

AIG 7

INFOR

1953 MAR 7

10:15

U.S.A.

UNCLASSIFIED

FLYOBRPT

Parker Dam Area

3600 Flying Trng Wing (Intelligence Office)

6 March 1953

3 March 1953

O-3

2/Lt. Louis Curry

Captain Roderick D. Thompson

AFL-200-5, FLYOBRPT, Our Message Form

Report submitted in compliance with AFL 200-5, Department of the Air Force, dated 29 April 1952.

Observation of unidentified flying object by Captain Roderick D. Thompson of this base.

Significance of this report is undetermined.

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

APPROVED:

Louis Curry

LOUIS CURRY
2/Lt. USAF
3600 Flying Trng Wing
Intelligence Officer

2
Incl 1 - Statement
Incl 2 - Sketch 1 and 2

Original - D/I, DCS/O, Headquarters USAF, ATTN: AFOIN-C/CC
1 cc - Chief, Air Tech Intel Center, ATTN: ATIAA-2c, Wright-Patterson AFB, Ohio
2 cc - CG, Air Training Command, Scott AFB, Belleville, Illinois
1 cc - CG, Crew Training Air Force, Randolph AFB, San Antonio, Texas

[redacted]

UNCLASSIFIED

3600th Flying Trng Wing
Luke AFB, Glendale, Arizona

2 3

Captain Roderick D. Thompson, instructor pilot, assigned to Luke Air Force Base, reported the sighting of an unidentified object which he and two fellow officers observed while on a training mission.

Investigation by this office produced the following information:

1. Object was never actually observed, but a high altitude condensation pattern was observed. When first sighted, contrail was approximately 300-500 feet in diameter. The pattern began with a smooth, knifelike leading edge, developing into a crescent shape, very thin in depth and with an irregular trailing edge. (ref sketch 1, Incl 2). As the source gave chase, the contrail made a slight dip to the northwest and began climbing at 20 degrees. During this maneuver, source and object were at right angles and he observed the pattern to appear as a sharp nosed, very thin object, about 300-500 feet long with an irregular, wispy trailing edge. (ref sketch 2, Incl 2). Immediately, a heavy condensation trail began to form and extended for approximately 1000 feet back, at which point it separated into a double trail which again was approximately 1000 feet long, ending abruptly. At this time object was travelling at an estimated 400 MPH true air speed. The most unusual feature was the contrail stayed with the unsighted object, and did not extend across the sky as in the case of conventional aircraft contrails.

2. Time of sighting was 1325M hours on 3 March 1953, for a period of 7 - 10 minutes.

3. Manner of Observation: Aerial observation at 25,000 - 30,000 feet from an F-84 type aircraft. Pilot was cruising at 25,000 feet altitude, true airspeed 500 MPH when object was first sighted. A few minutes later, 30,000 feet altitude and 560 MPH was attained and pilot chased object for an estimated 50 - 60 miles before breaking off chase. A full armament and fuel load was being carried, however, source stated he was closing with the object fairly well.

4. Observers position at time of sighting was approximately EJGE 4525 at 25,000 feet on the GEORGE grid, with contrail at ten o'clock high, approximately over EJFB 5520 at 35,000 to 45,000 feet altitude on a heading due west.

5. Sighting was made by Captain Roderick D. Thompson, 3600 Fighter Trng Gp (ftr) Luke Air Force Base, Glendale Arizona. Captain Thompson, an instructor pilot, was leading a flight of three F-84 type aircraft on a simulated combat strike to Nellis AFB. Lt. Jack R. Brasher, and Lt. Thomas W. Hale III, student pilots, were accompanying source and also observed subject contrail. However, these men did not give chase to the sighted object.

6. Weather at 9:30M hours clear, visibility 45 miles, temperature 48 degrees, dewpoint 26. Winds aloft: 30,000 feet - 300 degrees at 35 knots; 45,000 - 270 degrees at 50 knots.

7. No meteorological phenomenon reported.

8. Captain Thompson took approximately 30 feet of gun camera film during the observation.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted] UNCLASSIFIED

S T A T E M E N T

5 March 1953

On 3 March 1953 while leading a flight of three F-84 aircraft on a simulated combat strike to Nellis AFB convoy #3, I observed a high altitude condensation pattern of an aircraft or object of peculiar and unfamiliar shape and size.

At the time of observation we were cruising at 25000 feet altitude at 500 MPH true airspeed and on a heading of 305° magnetic course. My position was approximately EJGE 4525 on the GEORGE grid, and the pattern first appeared at 10 o'clock high and was estimated to be approximately over EJFE 5520 at 35 to 45000 feet.

My first view was at about ¾ plan view and I estimated it to be about 300 feet in diameter, however, size and distance was difficult to determine since there were no known dimensions or references. I called the object to the attention of my flight but no one was able to identify it. The main peculiarity, other than size, was that the object making the pattern remained invisible, but the pattern began with a smooth knifelike leading edge and developed back into a ¾ perfect crescent shape, very thin in depth and with an irregular trailing edge. At this time there were no condensation trails of the familiar type often made by jet or conventional aircraft when flying at altitude, but rather appeared as if an entire wing surface of high sweepback or circular design was producing a thin condensation from the leading edge back.

I turned toward the object and began a climbing chase at full power. The object made a slight dipping turn toward the northwest and began climbing at about 20 degrees of climb. At this time I was at about right angles and the pattern appeared as a sharp nosed and very thin object with an irregular, whispy trailing edge and about 300 - 500 feet long. Immediately thereafter a heavy condensation trail began to form behind it and extended for perhaps a thousand feet or so back, at which point it separated and a double trail extended for perhaps another thousand feet and then ended abruptly. The contrail stayed with the object and did not extend back across the sky as exhaust contrails generally do.

I attained 30,000 feet and about 560 MPH true airspeed and chased him for about 50 to 60 miles. I was carrying a full armament and fuel load, however, I was closing fairly well. I estimated his speed at about 400 MPH true. I fired about 30 feet of gun camera film and at this time was over the river just north of Parker Dam. I figured it would take quite a long chase to catch him and that it was probably some craft out of Muroc AFB, so I broke off the chase and continued to Nellis AFB.

The object was first observed at about 1325 hours and I chased him for about seven minutes before breaking off. I was unable to get into position for a picture of the plan view, but did get some excellent pictures of the side view.

Neither I nor any member of the flight was able to identify or to actually see the object itself. This statement is submitted only as an incident report of aerial phenomenon observed in flight.

Frederick D. Thompson

FREDERICK D. THOMPSON
Captain USAF
Instructor Pilot

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR. 5200.10

Incl 1

[redacted] UNCLASSIFIED

T53-3165-A

UNCLASSIFIED

3600th Flying Trng Wing
Luke AFB, Glendale, Arizona 3 3

9. None

10. No other military or commercial air traffic was in the vicinity at time of sighting.

LOUIS CURRY
2/Lt. USAF
Intelligence Officer
3600th Flying Trng Wing

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

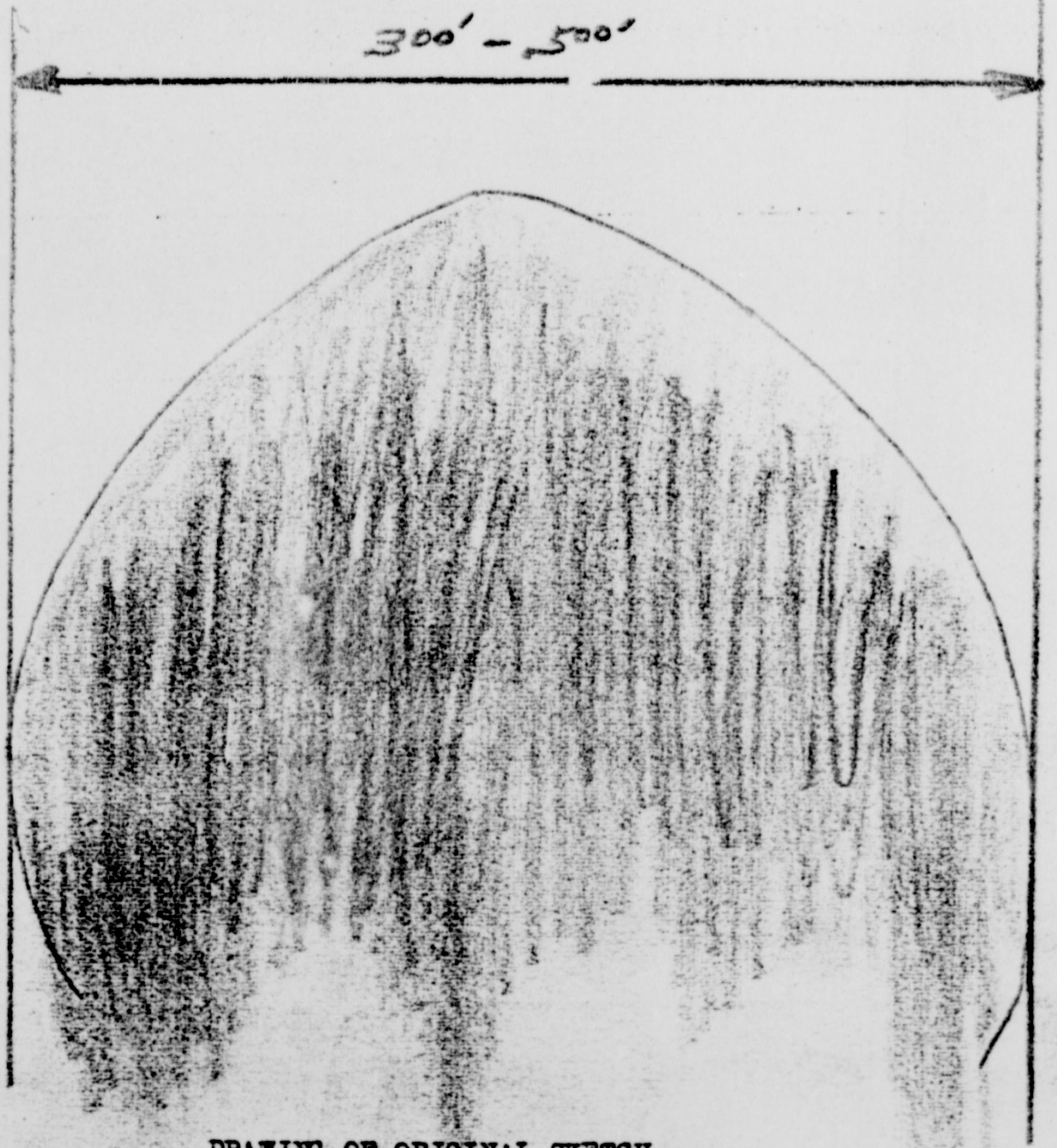
UNCLASSIFIED

[redacted] (CLASSIFICATION) UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE OF PAGES
3600th Flying Trng Wing Luke AFB, Glendale, Arizona		

300' - 500'



DRAWING OF ORIGINAL SKETCH

Incl 2 (Sketch 1)

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

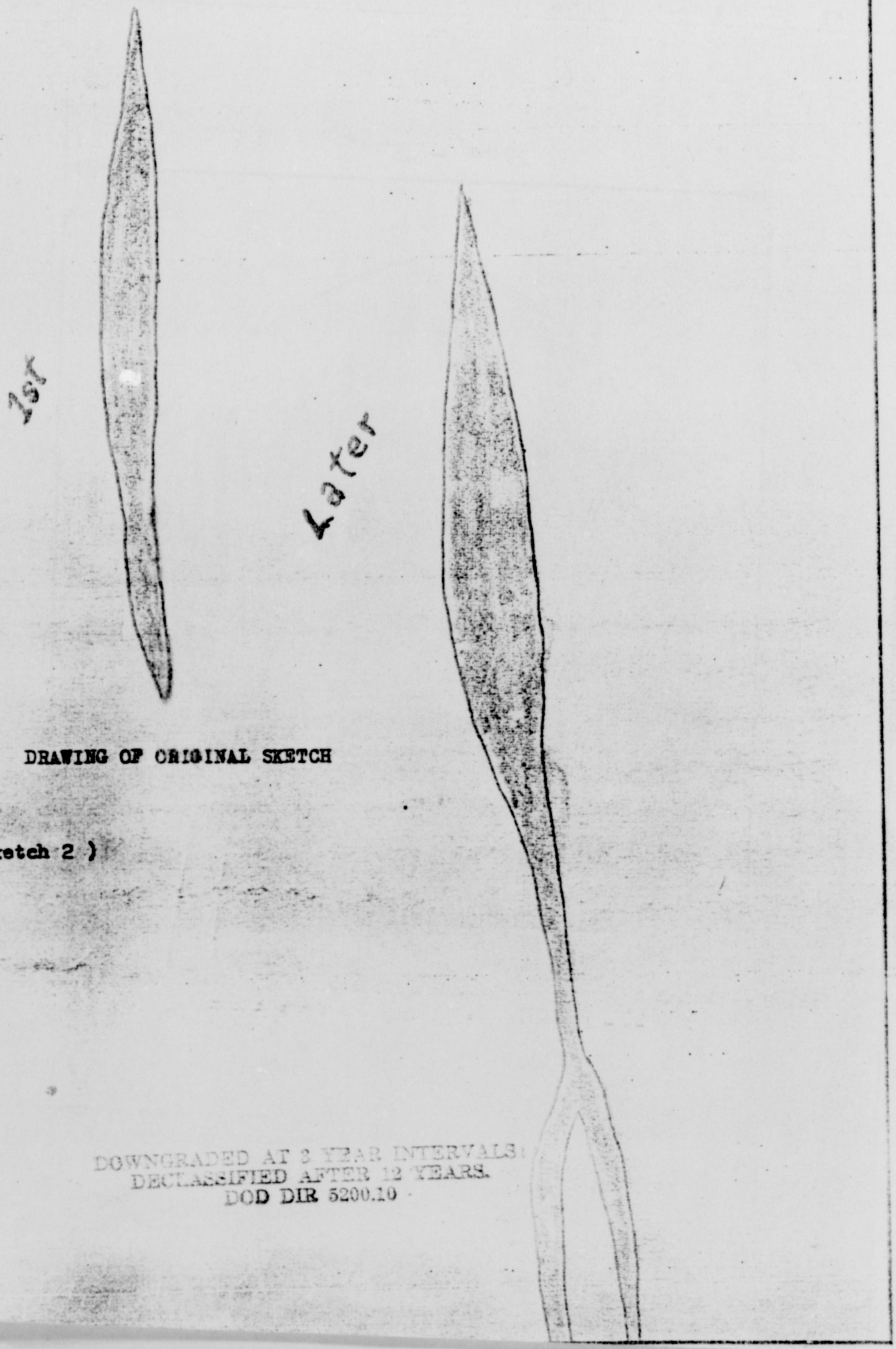
AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
3600th Flying Trng Wing Luke AFB, Glendale, Arizona				



DRAWING OF ORIGINAL SKETCH

Incl 2 (Sketch 2)

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

[redacted] SECURITY INFORMATION

UNCLASSIFIED

ACTION

1. Ates
2. Ate.
3. C files

-9 MAR 1953 12 06 Z

7 MAR 53 03 24 Z

INFOR | INFOR

1951 MAR 8

RD049V

WPA064

XYA051

XXF052

CXC042

JWPUK 045

NMNM JEDWP

DE JWPUK 37

NM 060100Z ZNJ

FM CG LUKE AIR FOR BASE ARIZONA

TO CHIEF AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

/R [redacted] 3211C. FLYOBRPT : ATTN: ATIAA-2C) MYMSG GB

208C REQUEST SHIPPING INSTRUCTIONS OF FILM TO YOUR HEADQUARTERS FOR

TECHNICAL ANALYSIS.

06/2330Z MAR JWPUK

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

Assumed by TWX - I know, it is in my file - will eventually enter it in His [redacted]

[redacted]

UNCLASSIFIED

Cy 1

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

TO: CG LUKE AIR FORCE BASE ARIZONA

INFO:

DATE-TIME GROUP: 101300Z MAR 53	SECURITY CLASSIFICATION:
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION: GB2110	CLASSIFICATION: [redacted]STRICTED

UNCLASSIFIED

FROM: AFOIN-ATIAE-3-6-E

Reference your message GB2110, concerning unidentified aerial object sighting by F-84 type aircraft recording object on gun camera film. ATIC requests your base determine if any noticeable object turns up on this film and if so, that the film be forwarded at the earliest possible date to the Air Technical Intelligence Center, Wright-Patterson AFB, Ohio, ATTN: ATIAE-5.

In reply cite Project Blue Book.

COORDINATION:

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

UNCLASSIFIED

[redacted]

SECURITY CLASSIFICATION	PAGE 1 OF 1 PAGES
DRAFTER'S NAME (and signature, when required): LT R.M. OLSON/ [illegible]	RELEASING OFFICER'S SIGNATURE
SYMBOL: ATIAE-5 / TELEPHONE: 65365	OFFICIAL TITLE: ROBERT C. BROWN, MAJOR, USAF AIR ADJUTANT GENERAL

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48. WHICH MAY BE USED.

16—53223-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

ATIAE-5 File

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

TO:
CG LUKE AIR FORCE BASE ARIZONA

INFO:

DATE-TIME GROUP: 271152 MAR 53

SECURITY CLASSIFICATION: RESTRICTED

PRECEDENCE FOR: ROUTINE | ACTION | INFORMATION

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION	CLASSIFICATION
CB211C	[redacted]

FROM: AFOIN-ATIAE-3-4-4

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

UNCLASSIFIED

ATIAE-5

Reurmsg CB211C. ATIC has received 30 ft. of gun camera film in reference to sighting of unidentified object by F-84 aircraft. In looking over film several questions arise before determination of object's identity can be attempted. Please include all the following questions and other information on an AF Form 112 as required in AFL 200-5, and forward at the earliest possible date: 1) Although the object on the film does not appear to be a vapor trail, is the pilot of the F-84 completely convinced that it was not a vapor trail? 2) To the pilot, was the object as dark as it appears on the film? 3) How close did the pilot estimate he got to the object? 4) Check local air traffic to determine if possible vapor trails could be cause of the sighting. 5) ATIC feels that a long thin cloud may have caused the sighting. Were there any cirrus cloud formations in the area? What altitude was the cloud deck below the aircraft?

UNCLASSIFIED

[redacted]

HEADQUARTERS
3600TH FLYING TRAINING WING (FIGHTER)
LUKE AIR FORCE BASE
Glendale, Arizona

13 March 1953

SUBJECT: Project Blue Book

TO: Air Technical Intelligence Center
Wright-Patterson Air Force Base, Ohio
Attention: ATIAE-5

Reference your message of 10 March 1953, Project Blue Book, enclosed is gun camera film referred to in our message GB 2110.

FOR THE COMMANDING GENERAL:

AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED

COUNTRY	REPORT NO.	(LEAVE BLANK)
U. S. A.		

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

FLYOBRPT

AREA REPORTED ON	FROM (Agency)
Parker Dam Area	3600 Flying Trng Group (Intel Section)

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
20 March 1953	3 Mar 53 & 19 Mar 53	C-3

PREPARED BY (Officer)	SOURCE
Major William D. Barnes	Captain Roderick D. Thompson

REFERENCES (Control number, directive, previous report, etc., as applicable)

AFL-200-5, FLYOBRPT, Our Message Form

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.)

In reply to your TWX, dated 17 March 1953, reference Project Blue Book, the following information is submitted (supplementing Flyobrpt 6 March 1953, Secret):

1. Pilot stated in original statement that it was a vapor pattern. He is positive it was not a vapor condensation formed behind a conventional or jet engine. The vapor pattern covered the entire surface of the object. The three pilots or the camera never saw the actual object.

2. Film is negative. If film were reversed to positive print, it would show as it actually was, i.e., a white vapor or condensation pattern.

3. Without one known dimension size and distance is extremely difficult to estimate. Rough estimate would be five to ten miles.

4. Local flying training was being conducted during time sighting was made. However, sighting was made outside of local flying area and above local flying altitude. The pilot who made the observation states that it could not have been any of the jet models in general use but that it might have been an experimental model from Muroc Lake.

5. Sky was absolutely clear at time of sighting at all altitudes in the visible area. Approximately 100 miles southeast of area broken fog bank layer had tops at 6,000 to 7,000 feet. There were no higher clouds in the area. Pilot states it positively was not a cloud. The pattern he photographed was forming at the time of observation. It had direction and motion at the rate of approximately 400 MPH true air speed.

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

APPROVED

William D. Barnes

WILLIAM D. BARNES
Major USAF
3600th Flying Training Group
Intelligence Officer

No INCLS.

DISTRIBUTION BY ORIGINATOR

Original & 1 cc to to Chief, Air Tech Intel Center, Attn: AFIAA-2c, Wright-Patterson AFB, Ohio

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CO AMC

TO:

INFO:

DATE-TIME GROUP	SECURITY CLASSIFICATION
171452Z MAR 53	
PRECEDENCE FOR: ACTION	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

In reply cite Project Blue Book.

COORDINATION:

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

UNCLASSIFIED

SECURITY CLASSIFICATION

PAGE 1 OF 2 PAGES

DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
/s/ L. M. Clason/jos	
SYMBOL AMAL-5 / TELEPHONE 57565	OFFICIAL TITLE ROBERT C. BROWN, Major, USAF Air Adjutant General

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

16—58923-3 GPO U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED

SECURITY [redacted]SIFICATION (If any)

DISPOSITION FORM

FILE NO.

SUBJECT
(Uncl) Transmission of Films for Analysis

TO WCLF

FROM ATIAE-5

DATE 15 Apr 53

COMMENT NO. 1

A/1C Futch/vs
65365/B263/P A-30

1. Pursuant to conversations that your office had with Mr. Herman of the Air Technical Intelligence Center in October 1952, it is requested that you analyze the inclosed gun camera film of an unidentified aerial object.

2. The film and all the facts on the incident have been carefully examined and ATIC has been unable to conclude the identity of the object. If the object was a vapor trail it seems to us there would have been a gradual decrease in density near the end and a gradual split of the vapor would have occurred.

3. We are also inclosing all the information received on the sighting so that you will be familiar with all the facts surrounding the sighting.

2 Incls
1. Gun camera film
2. File dtd 3/3/53

ROBERT C. BROWN, Major, USAF
Air Adjutant General
Air Technical Intelligence Center

If inclosure /-/ Is withdrawn (or not attached), the classification of this correspondence will be downgraded to [redacted] in accordance with paragraph 25E, AFR205-1.

UNCLASSIFIED

[redacted]

T53-4545

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED

16—34801-3 U. S. GOVERNMENT PRINTING OFFICE: 1952 O - 318275

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

TO: CG EDWARDS AFB EDWDS CALIF

INFO:

DATE-TIME GROUP	SECURITY CLASSIFICATION
2320Z MAR 53	[redacted]

PRECEDENCE FOR:	ACTION	INFORMATION
	ROUTINE	

☐ BOOK MESSAGE ☒ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE:

IDENTIFICATION	CLASSIFICATION

FROM: APOIN-ATIAE-3-13-S FOR INTELLIGENCE OFFICER

ATIC contacting your base with reference to an unidentified object sighting made by an F-94 pilot from Luke AFB, Arizona. Time of sighting was 1325 hrs. MST, 3 Mar 53. Pilot shot 30 ft. gun camera film resulting in an object which appears to be a long contrail and this pilot is of the opinion that the object may have been an aircraft from Edwards AFB. ATIC desires to know if any aircraft of your base were in the area of sighting (SECURITY EDGE) between 25,000 to 35,000 ft.

In reply cite Project Blue Book.

B-36

COORDINATION:

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

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[redacted]

SECURITY CLASSIFICATION [redacted] PAGE 1 OF 1 PAGES

RELEASER'S (NAME AND SIGNATURE, GRADE required) RELEASING OFFICER'S SIGNATURE

LT R.L. CLSSON/vs

SYMBOL	TELEPHONE	OFFICIAL TITLE
ATIAE-5	65365	ROBERT G. BROWN, MAJOR, USAF AIR ADJUTANT GENERAL

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

16—68923-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

ATIAE-5 File

[redacted] SECURITY INFORMATION

UNCLASSIFIED

AUTH: CG WADC
Initials L. N. Greenberg
Date 5 May 1953

(S) ANALYSIS OF 16 MILLIMETER MOTION PICTURE FILM OF UNIDENTIFIED OBJECT PRODUCING UNUSUAL VAPOR TRAIL

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

SUMMARY

The 16 millimeter negative motion picture film of an unknown flying object was submitted by the Air Technical Intelligence Center for examination by the Photographic Reconnaissance Laboratory, Directorate of Laboratories, WADC. It was found that the film contains several motion sequences of a dark streak in the sky, which would appear as a white cloud or vapor trail in a positive print. The photography is clearly discontinuous or in sequences, as indicated by breaks in the trails' position and attitude. In the final sequence the streak shows a division or fork, but it is not apparent during motion projection whether the streak changes size or shows other evidence of being a vapor trail from a moving object.

Paper prints from frames of this film clarify the nature of the trail, but fail to show any object at the point where the trail is being generated. In the final sequence, the point of generation is definitely receding from the point of division of the trail, supporting the belief that the trail is indeed a vapor trail from a rapidly moving object. It was found from trial that no measurements of velocity or distance from the camera position can be made with any reliability, because of insufficient reference information in the frames.

The trail itself appears to be a combination of two effects. One is a long dual trail, as though from a twin exhaust propulsion unit. The fork in the trail would then appear to be the result of a steep banking turn, with respect to the camera position, followed by a quick return to nearly level flight. The other trail effect is of shorter duration, a broader trail apparently generated by broad lifting surfaces. As this short trail component dissipates, a dark streak can be seen between it and the exhaust trail, suggesting that the lifting surface is inclined slightly with respect to the camera position.

Near the end of the film, both the length and thickness of the broad trail component increase to roughly twice their size in the earlier frames of the film, suggesting that the photographic plane may have come closer to the object. However, this assumption holds only if the object has not accelerated and is not generating a heavier trail in the later frames. The pilots' report indicates some acceleration, making this assumption somewhat doubtful.

ANALYTICAL PROCEDURES

Motion Picture Projection of the Negative Film.

This was tried first, using a Bell & Howell D-1B projector, to see what over-all impression could be gained from the sequences. At no time was an object visible that could be located at the source of the trail. Appreciable changes of direction in the approach path taken by the plane are indicated by rotations in the attitude of the trail. However, no motions within the trail itself can be observed during projection. In the last sequence, the division in the trail appears in the complete trail rotates across the picture frame. At no time in this sequence is the end of the trail visible, so that its durability and rate of vanishing are not shown.

SECRET SECURITY INFORMATION

UNCLASSIFIED

AUTH: CG WADC
Initials R. h. Kennedy
Date 5 May 1953

SUBJECT: (Uncl) Transmission of Films for Analysis

TO ATIAT-5 (No Reply Required) FROM WCLFP-2 DATE Mr. Chapman/hea 31361/B17/P119 COMMENT NO. 2

1. Subject negative motion picture film has been examined as requested, and a brief report of the findings is attached.

2. The object producing the apparent trail is entirely invisible in the photographs. There are no sequences to support the pilots impression of the leading edge shape as viewed from below, confirming his report that no photographs were taken in this position. The photographs confirm his side view impressions.

3. It is doubtful that any further useful information, other than that in the attached report, can be drawn from the film.

2 Incls
1. Gun camera film
2. File dtd 3/3/53
3. Rpt "Analysis of 16mm Motion Pic Film of Unidentified Object Producing Unusual Vapor Trail"

John A. Hancock

JOHN A. HANCOCK
Lt. Colonel, USAF
Ass't. Chief, Photo Reconnaissance Laboratory
Directorate of Laboratories

IF ENCLOSURES ARE WITHDRAWN (OR NOT ATTACHED) THE CLASSIFICATION OF THIS INDORSEMENT WILL BE CAN-CELLED IN ACCORDANCE WITH PAR. 33f AFR 205-1. Marked Red

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SECRET

—22596

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Description of Camera Used.

The F-84 aircraft is equipped with the Type N-9 general purpose 16 millimeter gun camera, which can be set to operate at 16, 32, or 64 frames per second, with corresponding shutter speeds of 1/40, 1/80, and 1/160 sec. It is also provided with an overrun system, which continues to take pictures for 1, 2 or 3 seconds after the trigger switch is released. This provides for photography of strikes made by the guns.

When The trigger switch is released, a black bar appears in the upper left corner of the pictures as the camera continues to operate, indicating the point in the sequence where the gunfire ceased. At the end of the overrun period, the camera shows one or more overexposed frames, and the bar is not visible when the next sequence is triggered. However, the next sequence may be triggered before the overrun period has elapsed, in which case the bar disappears and the camera continues to operate without interruption.

Information from Ten Diameter Paper Enlargements.

Five enlargements to ten diameters were made at points along the film, to see if further information could be obtained. The white vapor trail is clearly outlined in these photographs, but the object producing the trail remains invisible. The start of the trail is sharp, however, confirming the pilot's impression of a leading knife-edge.

These enlargments definitely show a two component structure in the vapor trail. The long part of the trail appears sharp, and is itself a double trail, as from a dual exahust propulsion unit of some sort. At several points along its length, faint dark traces of clear sky can be seen between the two trails, in addition to the clear division in the trails near the edge of the field of view. This double trail impression is weak, however, because of the grainy structure of the photography at this enlargement.

The other component of the trail is shorter and also broader, as though from a wing or similar lifting surface. This component dissipates rapidly, and is separated from the exhaust component by a perceptible black streak on one side. The short trail appears to be centrally located with respect to the exhaust trail, roughly the same amount being visible both above and below the exhaust trail.

Measurements on the successive photographs show perceptible motion of the object position away from the fork in the exhaust trail. This seems to verify that the streak is indeed a trail, issuing from a rapidly moving object. The dimensions of the broad trail, cannot be measured with any precision, but (there is an indication) that the photographic plane was able to approach the object. It is estimated that the broad trail in the final pictures is almost twice its size in the single print, No. 1, taken near the start of the film. This may (probably) indicate that the photographic plane approached to (about) half the original distance from the object, but the angle between flight paths is not known, and relative velocities cannot be determined with any useful precision.

Attempts to Measure Range of Object Unsuccessful.

An attempt was made to determine the range of a portion of the [illegible] from the fork. Original examination of the prints showed an apparent pattern of [illegible]

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53UC-23596A

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variations that repeated from one frame to the next. It was proposed to measure the change in apparent dimension of part of this trail that could be identified, and from this to calculate the range, knowing the approximate time elapsed and the speed of the photographic plane. However, the error that had to be allowed in these measurements (exceeded) 100 percent in the final range estimation. This amount of uncertainty, coupled with the unknown flight path angles, prevents any useful estimate of the objects' speed.

Identification of Prints.

Print (1) is a ten diameter enlargement of 3 frames early in the film. Prints (2)-(5) were taken during the last sequence on the film. The timing of this last sequence is derived from the camera data given above.

The following camera cycling intervals were observed on the film during the last sequence:

(a) 19 frames triggered
(b) 45 frames of overrun
(c) 41 frames triggered
(d) 46 frames of overrun to end of film.

Print (2) was made at the end of (a), print (3) at the end of (b), print (4) at the end of (c), and print (5) at the end of (d). It is concluded that the camera was set for 16 frames per sec, because (a) would probably be too short a triggered run at any higher cycling speed. It was next concluded that the overrun was set for 3 sec, but that the camera was triggered at (c) again, just before the end of the (b) overrun, since no break in object position or altitude can be seen, and since there is no over-exposed frame there. Overrun (d) apparently carried to the end of the film.

CONCLUSIONS

1. The white streak photographed is probably a vapor trail from a rapidly moving object of unknown velocity. The object itself is invisible in the photographs.

2. The exhaust vapor trail, apparently from a twin propulsion unit, is more pronounced at the end of the film than at the start, as though the object were accelerating in response to pursuit. The configurations in the trail appear to be due to maneuvers performed by the object.

3. An additional vapor trail, thought to be due to lifting surfaces, is also in evidence, but it dissipates rapidly. This additional vapor trail appears to be centered about the exhaust trail.

4. Within the period of time represented by the film, the photographic plane may have reduced the distance between the object and itself. However, the flight paths are not parallel by a considerable angle, so that the object's distance and velocity with respect to the plane cannot be determined with useful precision.

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RECOMMENDATION

It is recommended that the Aircraft Laboratory be consulted for further analysis of vapor trail shown in this film.

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DOD DIR 5200.10 .

[redacted]

53 WC-23594

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DISPOSITION FORM

SECURITY [redacted] SIFICATION (If any)

[redacted] CN

TIC-6-4
137 0-1
18 Jan

FILE NO.

SUBJECT (Uncl) Transmission of Film

DATE 21 ~~MAY~~ 1953 COMMENT NO. 1

FROM ATIC

TO WCISO-2
Attn: Mr. E.V.Argabright

A/1C M.G. Futch/jos
65365/B263A/PA30

1. Pursuant to the telephone conversation your office had with Lt R. M. Olsson of the Air Technical Intelligence Center on 18 May 1953, it is requested that you examine the inclosed negative of gun camera film in order to determine the possibility of the unidentified aerial object being any type of known aircraft.

2. The film was analyzed by the Photo Reconnaissance Laboratory, WADC, as showing the vapor trail of an unknown object. They recommended that your office be consulted for further analysis. The object making the vapor trail was invisible during the entire period of observation.

3. We are also inclosing all the information received on the sighting so that you will be familiar with all the facts surrounding the incident.

Barbara P. Hanawalt

BARBARA P. HANAWALT
1st. Lt., USAF, Asst. Adj.
Air Technical Intelligence Center

2 Incls
1. Gun Camera Film
2. File dtd 3 Mar 53

If inclosure 1 and 2 is withdrawn (or not attached), the classification of this correspondence will be down; added to Restricted in accordance with paragraph

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DOD DIR 5200.10

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53RC-28596

T53-5895

[redacted]

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED

16—34801-3 U. S. GOVERNMENT PRINTING OFFICE : 1952 O - 188475

[redacted] INFORMATION

[redacted]

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(U) Transmission of Film

TO ATIC FROM WCISO-1 DATE JUN 11 1953 COMMENT NO. 2
Mr. Argabright/ea
26232/B50/R106

The negative gun camera film and the positive prints from the film strips were examined by personnel of this Laboratory who were unable to identify the object forming the traces shown in the photographs. It is suggested that two aircraft rather than one may have formed the traces shown and that the distance may have been sufficiently great to prevent visual detection or register on the film strip.

2 Incls
n/c

E. V. Argabright

ELMORE V. ARGABRIGHT
Chief, Evaluation & Requirements Section
Plans & Operations
Aircraft Laboratory
Directorate of Laboratories

If inclosure 1 and 2 is withdrawn (or not attached), the classification of this correspondence will be downgraded to Restricted in accordance with paragraph 25E, AFR-205-1.

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[redacted]

53dc-23596-C

MEMO FOR LUKE AFB SIGHTING

Project Blue Book personnel discussed the possibility of the vapor trail observed at Luke AFB being formed by a guided missile with the Guided Missiles Section of ATIC on 24 June 1953. The topic of discussion centered around the following questions:
1) Is there a possibility of a missile being in the vicinity of Luke AFB? 2) Will a missile make this type of contrail at an altitude of 35,000'?

The analysts of the Missiles Section stated that the chances are slim for a missile being in the vicinity of Luke AFB. Everytime a missile gets out of hand, it is shot down by planes to prevent its getting outside the testing grounds.

It was agreed that a missile does not make this type of trail at the above mentioned altitude. The analysts expressed their belief of the contrail being caused by two aircraft at a high altitude.

CONCLUSION: Object making the contrail was not a guided missile.

MFG/jos
24 June 1953

ACTION

1 JUL 53 00 22Z

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RC88

WPE123

XYB137

1953 JUL 1 14:15 [redacted]

JWPRH A460

RR JEDWP

DE JWPRH 011

R 3022ØZ ZNJ

FM COMDR MARCH FLT SV CEN MARCH AFB CALIF

TO COMDR ATIC WRIGHT PATTERSON AFB OHIO

/ [redacted] / BNZ 3Ø-F-8 PD CITE PROJECT BLUEBOOK PD REF

AFOIN-ATIAE-6-22-E A THROUGH CHECK OF POINT TO POINT FLIGHT PLANS

REVEALED NO MILITARY FLIGHTS WERE IN THE LUKE AFB AREA ABOVE 20000

FT AT THE TIME INDICATED PD SMITH COMDR MARCH FLT SV CEN

3Ø/2244Z JUN JWPRH

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[redacted]

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041

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

Comdr, ATIC

TO:

Comdr March AF Base California

INFO:

DATE-TIME GROUP	SECURITY CLASSIFICATION
2113Z JUN 53	RESTRICTED
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

FROM: AFOIN-ATIAA-6-22-3 FOR MARCH Flt Sv Cen (MATS)

On 3 Mar 53 unidentified vapor trails were sighted over Lake AFB by an F-84 pilot. This sighting was transmitted to the Air Technical Intelligence Center as an unidentified aerial object report. An extensive analysis has been done on the gun camera film taken of the vapor trail along with studies of weather conditions at the time of sighting. Local air bases were contacted in reference to local air traffic. No information has been uncovered as yet to indicate aircraft in the area. For this reason ATIC is contacting you and requesting that you determine from your records if any aircraft were in the area on a westerly course and above 20,000' at approximately 1325 MST on 3 Mar 53.

In reply cite Project Blue Book

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DOD DIR 5200.10

COORDINATION:

ATIAE-5 _____ DATE _____
Lt Olson

ATIAE _____ DATE _____
Lt Col Johnston

ATIA _____ DATE _____
Col McGuire

[redacted]

SECURITY CLASSIFICATION [redacted] PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

[redacted]

RELEASING OFFICER'S SIGNATURE

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SYMBOL ATIAE-5 | TELEPHONE 65365 | OFFICIAL TITLE [redacted], Major, USAF
Adjutant

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48. WHICH MAY BE USED.

15—[illegible]-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

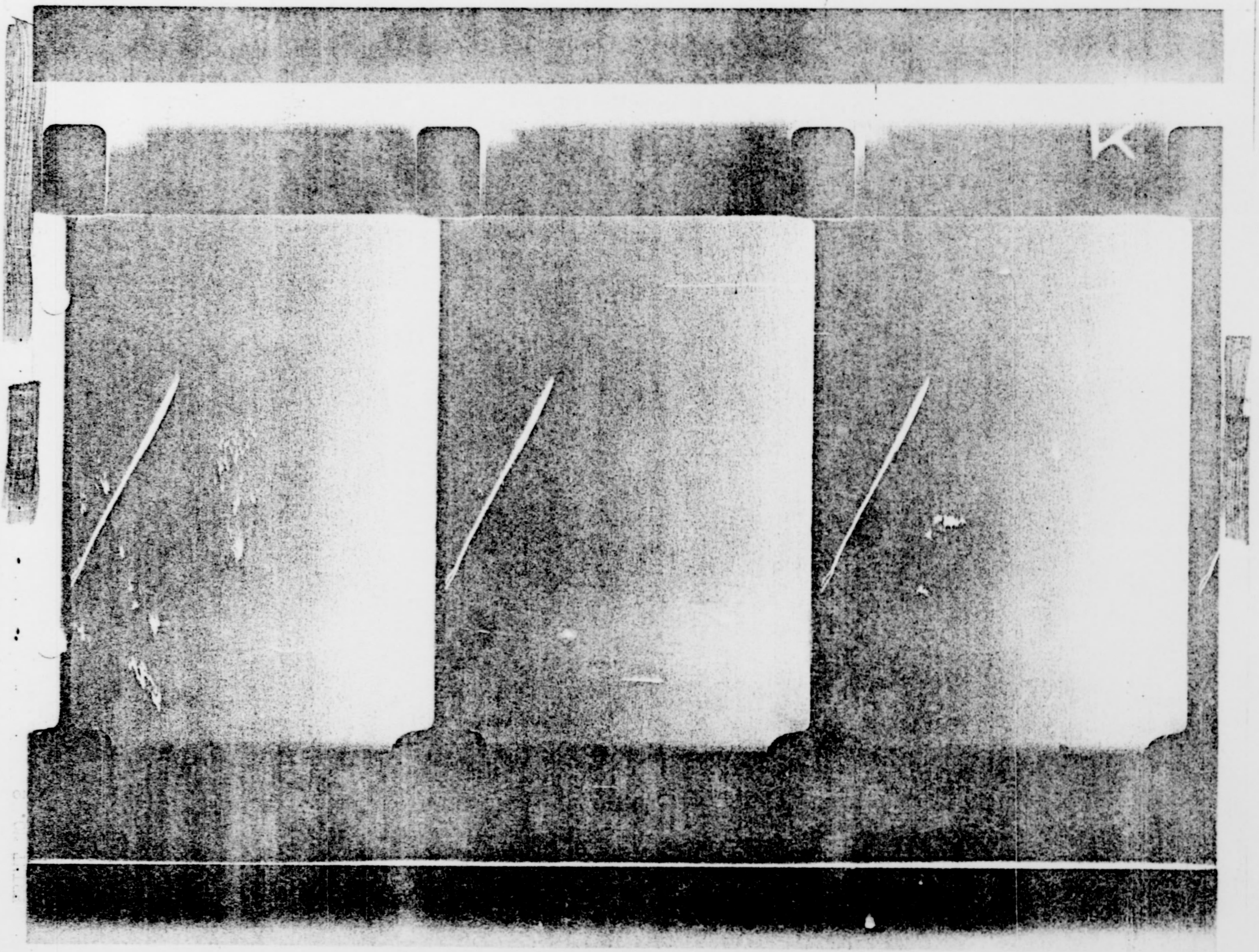
ATIAE-5

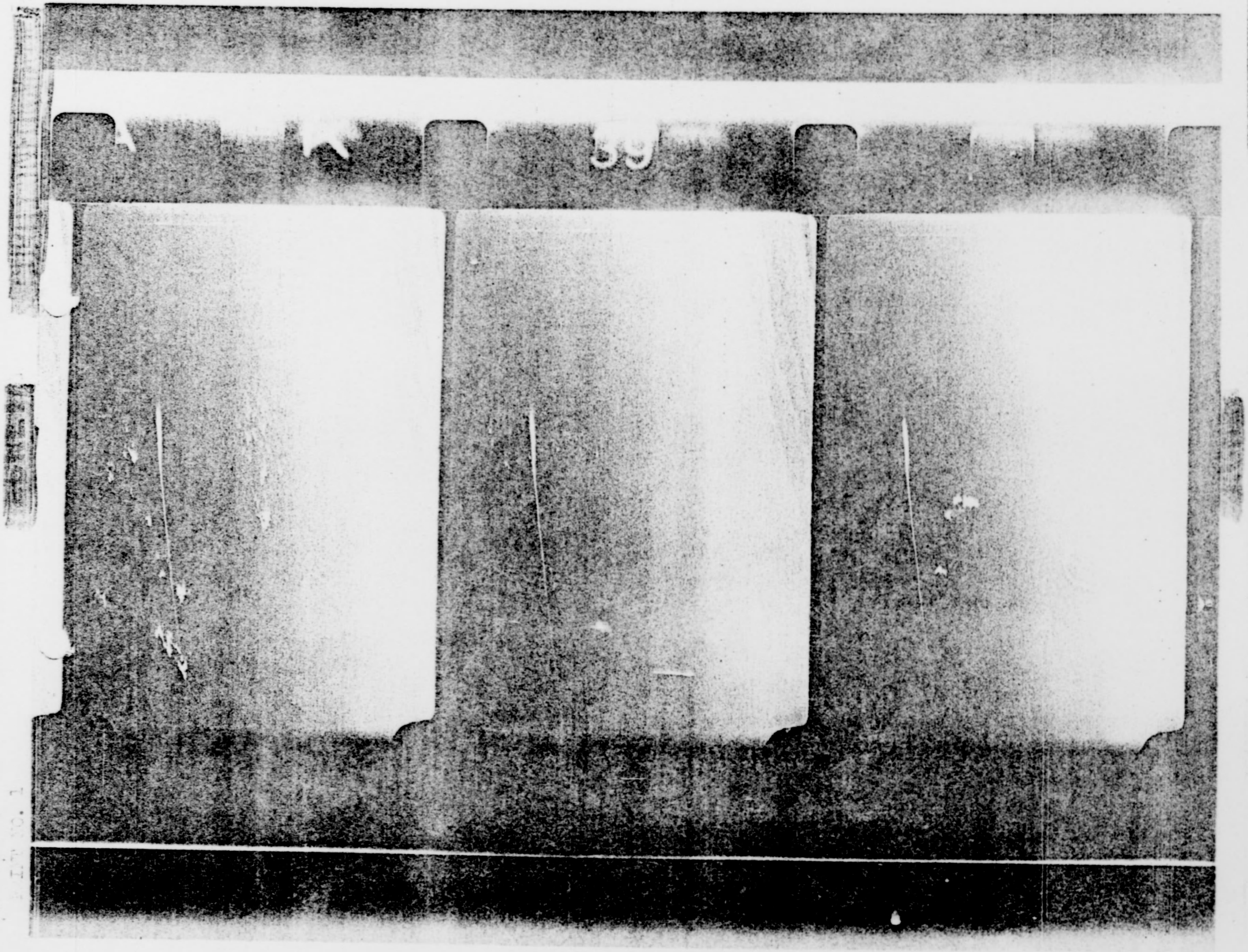
Information Only
Source: Saucer News

3 March 1953
Luke AFB, Arizona

AIR FORCE RELEASES NEW INFORMATION SHEET: In their latest "Fact Sheet," the Air Force admits that 663 out of the 8,908 cases they have investigated since 1947 still remain unexplained. In general, the Air Force attitude is that whereas there might be intelligent creatures visiting us from outer space, there is no proof of this; and furthermore, the UFOs, whatever they are, do not represent a threat to our national security.

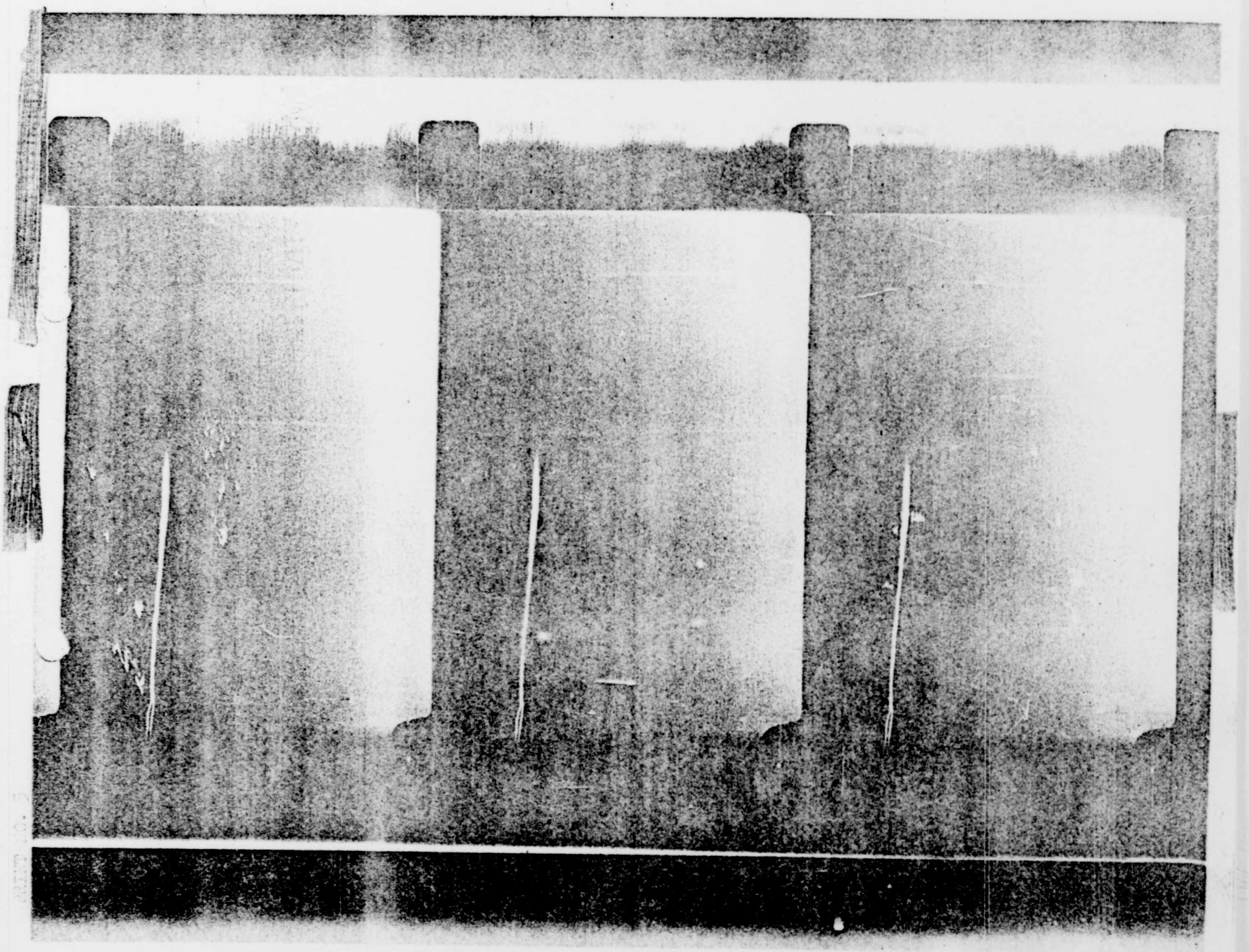
There is one false claim in this Fact Sheet, however. It is stated that "the Air Force has no films, photographs, maps, charts, or graphs of unidentified flying objects. Photographs that have been submitted for evaluation in conjunction with UFO reports have been determined to be misinterpretation of natural or conventional objects. These objects have a positive identification." This allegation contradicts the fact that films taken by the Air Force's own pilots have been classed as "unknowns." A case in point is the film taken on March 3rd, 1953, near Luke Air Force Base, Arizona, as described in detail in Project Blue Book Report No. 7, of which we have the exact text. Also, several motion picture films have been submitted by the public over the years, and after analysis by the Air Force, they have been judged to be genuine movies of genuine "unknowns." Two of these film strips were included a few years ago in the documentary motion picture called "UFO." See James Mellodew's letter in the middle of Page 5 for more information on this subject.





2

Point (2)



H2 104

50 Sec

Brick D

Grind

$\frac{1}{2}$ 10x

50 sec

= 188 frames to end of film

5