

1. DATE - TIME GROUP 8 April 53 08/1055Z	2. LOCATION Fukuoka, Japan
3. SOURCE Military	10. CONCLUSION UNIDENTIFIED
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 20 Seconds	
6. TYPE OF OBSERVATION Air-Visual	11. BRIEF SUMMARY AND ANALYSIS AF Pilot first observed a dark object, then the object lit into a "bright blue colored flame". The object appeared approx 5,000 ft above and 20 deg to the right of a/c. Object crossed in front of nose of a/c and maintained a parallel position of about 3 deg to right of nose of the observer's a/c at 1,000 to 2,000 ft above. Observer placed his a/c in a climb to attempt identification and the light went out. Total observation of flame was about 20 seconds. No radar contact was made with the object although the radar set was working properly. No a/c were reported in area.
7. COURSE Manuvered	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

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

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AF FORM 112-PART I

APPROVED 1 JUNE 1948

COUNTRY JAPAN	REPORT NO. IR-1-53	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYOBREP		
AREA REPORTED ON FUKUOKA, KYUSHU	FROM (Agency) I/O. 68th Ftr-Intcp Sqdn. APO 929-2	
DATE OF REPORT 9 April 1953	DATE OF INFORMATION 8 April 1953	EVALUATION B-3
PREPARED BY (Officer) 2nd Lt. Billy B. Coggin, USAF	SOURCE Air Crew Interrogation	
REFERENCES (Control number, directive, previous report, etc., as applicable) AFL 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.)		
Following is a report of an aerial sighting of an unidentified flying object near Fukuoka, Japn, at 1955(1), 8 April 1953. The object was a blob of blue light seen by one member of an W-94B type aircraft for approximately 45 seconds. <i>1 witness</i> APPROVED: <i>Billy B. Coggin</i> BILLY B. COGGIN 2nd Lt., USAF 68th Ftr-Intcp Sqdn. Intelligence Officer FEAF DISTRIBUTION ☒ 1 CY USAF ☒ 9 CY G-2 HQ FEC ☒ 1 CY 6920 Svy Gp ☒ 1 CY USAFA Tokyo ☒ 1 CY FILE ☒ 1 cy Alaskan Air Command ☒ 1 cy <u>ATIC WP-AFB ATTN: AT1AA-2C</u> ☒ 1 cy FEAF ATLO <u>2</u> INCLS. - Statement of Lt. Pichon - Sketch of aircraft and object track DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10 DISTRIBUTION BY ORIGINATOR D/I JALF, 1 cy; D/I 43 AIRDIV, 1 cy; I/O 6160 AB WG, 1 cy; I/O 527 ACW GP, 1 cy/		

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1. Description of Object: Object was a single, bright bluish colored light. Pilot thought he saw, in his peripheral vision, a dark object in the sky, then the object lit into a "bright blue colored flame". The object appeared approximately 4,000 to 5,000 feet above the aircraft and about twenty (20) degrees to the right of the nose of the aircraft. Object crossed from right to left in front of the aircraft, diving and gaining speed, to a position about ten (10) degrees to the left of the nose of the aircraft. Object turned back crossing back crossing left to right and, when about three (3) degrees right of the nose of the aircraft, paralleled the course of the aircraft, about 1,000 to 2,000 feet above the aircraft, and about one mile in distance. Object continued on course for approximately twenty (20) seconds. Then the flame vanished.
2. Time of Sighting: At 1955(1) for approximately forty five (45) seconds.
3. Manner of Observation: Visual without optical aids from an F-94B aircraft at 30,000 feet at a speed of 200 knots indicated airspeed.
4. Location of Observer: At the beginning of the sighting, pilot estimated his position over WJLE 0000 (see attached drawing). Object appeared approximately over WJKD 5857 about twenty degrees to the right and about 4,000 to 5,000 feet above the aircraft. Pilot could not accurately judge the range of the object, but estimated it to be about 3 miles. Observer was pilot of aircraft, seated in front cockpit of F-94B. Radar Observer did not see the object, as he was trying to establish radar contact with the object. No radar contact was established, although radar was operating properly.
5. Identifying information on observer: Observer was pilot, a first lieutenant. Pilot has been in 68th Ftr-Intep Sqdn. for eight months. He is a capable all weather fighter-interceptor pilot, and is steady and reliable.
6. Weather: Haze layer below 500 feet, clear skies, no moon, calm winds.
7. Other Activity Which Might Explain Sighting: None.
8. Physical Evidence: None.
9. Interception: Pilot attempted to follow object visually. When object vanished, pilot searched the area with aircraft radar with negative results.
10. Air Traffic: GCI controller reported to pilot that there was no other traffic in that area above 16,000 feet.

Billy B. Coggin

BILLY B. COGGIN
2nd Lt., USAF
Intelligence Officer

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D/I FEAF COMMENT:

1. Rawinsonde balloons are scheduled for release from Itazuke Air Force Base at approximately 1600-I time daily; however these balloons do not carry lights.
2. No other information is available which might account for this sighting.

E. W. Mangas Jr., Maj USAF
for GEORGE D. HASTINGS
Colonel, USAF
Director of Requirements
Deputy for Intelligence

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S T A T E M E N T

I was returning from K-9, at an altitude of 30,000 feet on a heading of 155 degrees at 200 knots, indicated air speed. There were no clouds and no moon. At approximately 1955I over LE 0000 I sighted an unidentified flying object emitting an intense blue "flame," approximately 4,000 to 5,000 feet above me and about 20 degrees to my right, tracking on an approximate heading of 135 degrees. At that time the object was flying at or about my speed. It crossed my track to about 10 degrees to the left of my nose, descending and increasing speed, then turned back in and tracked back to my course and paralleled it. Position of the object at this time was about 3 degrees right of the nose of my aircraft and 1,000 to 2,000 feet above. I immediately started a climb. It continued in this position momentarily increasing speed and then the light went out. My Radar Observer was unable to establish contact with the object, although the radar was operating properly. I immediately contacted the GCI controller and asked him if there were any aircraft (F-94 type) in the area at or above 30,000 feet, because I first had presumed it to be possibly the afterburner of an F-94, though it lacked the orange glow characteristic of an afterburner. GCI informed me that there were no jet aircraft in the vicinity above 16,000 feet. At that time I checked left and right in a climb, but could not establish any radar contact. Earnest "Tubbs", pilot, Lt. Skinner, H.L., immediately started climbing and heading toward my position. He notified me that he was doing so. He made no further transmission to me concerning the object. I was having trouble with getting one of my tip tanks to feed so I descended to a lower altitude to remedy this situation. I did not sight the object again. I returned to Itazuke and landed at 2100I.

Delphin J. Pichon
DELPHIN J. PICHON, AO 1848480
1st Lt., USAF

Incl # 1

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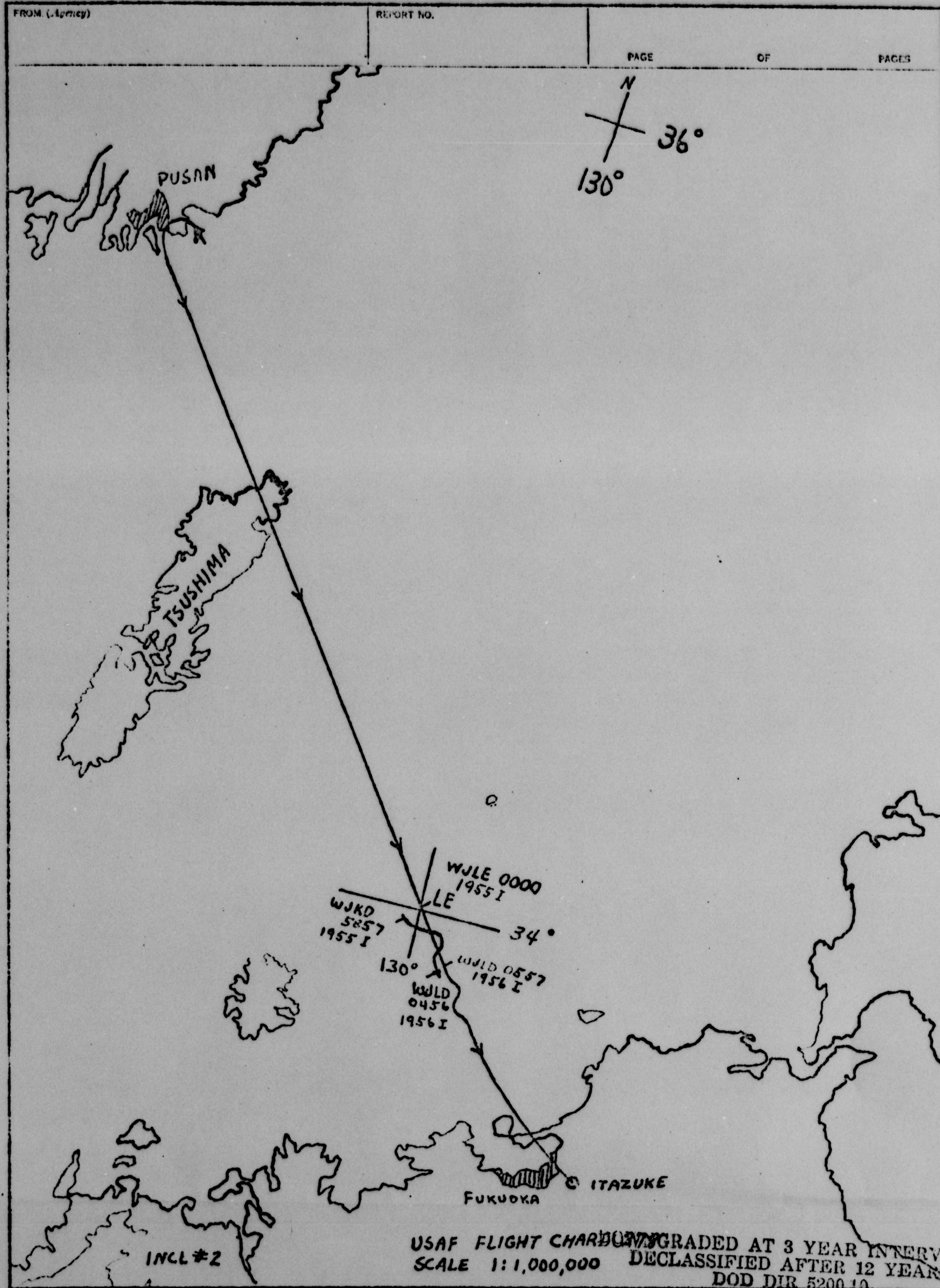
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