UFOB INDEX CARD

1. DATE
7 DEC 1954

DATE-TIME GROUP
Local
GMT 072005Z (D)

2. LOCATION
EDINTON, NORTH CAROLINA
~~NORFOLK, VIRGINIA~~

4. TYPE OF OBSERVATION
☐ Ground-Visual ☐ Ground-Radar
☒ Air-Visual ☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
☒ No

6. SOURCE
MILITARY

7. LENGTH OF OBSERVATION
20 SECONDS

8. NUMBER OF OBJECTS
ONE

9. COURSE
SSW

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

10. BRIEF SUMMARY OF SIGHTING

SEMI-SPHERICAL SHAPED OBJECT SHARPLY OUTLINED WITH DARK OBJECT SUSPENDED. ENTERED A SLOW CLIMB AT HIGH SPEED.

11. COMMENTS

AT FIRST APPEARED TO BE A PARACHUTE OR WEATHER BALLOON. PREMLIMINARY REPORTS INDICATE A BALLOON IN A HIGH WIND. THIS SIGHTING BEING INVESTIGATED BY FLT 3-H AT MCGUIRE.

AISOP Form 5 (15 Oct 54)

IN

ACTION

53114

06512 DA
07072 DA

RB097 -3 DEC 1954 07 45

8 DEC 54 05 54

Dold 0732Z

WPF087

TYA125

TDB068

BT93

EG B40

OO JEPHQ JEDWP BEPW 333

1.
2. Atta
3. Atia-2
4. R file

DE BEGC 12B

O 080114Z

FM COMEASTSE

FROM

TO JEPHQ/DIRINT HQ USAF WASHDC

WP/AIR TECHNICAL INTCEN WPAFB
N/EADF STEWART AFB
EPW/DNI

O 072302Z
FM CNO
INFO CINCLANTFLT
COMEASTSEAFRON

Y 072108Z
FM NAS NORVA
TO CG ADC ENT AFB COLORADO
SECDEF WASHDC
INFO CNO
LF EDENTON
COMFIVE
GRNC

RECEIVED FROM MARINE ACFT BUNO 16851 X 36-50N 76-13W ONE
UNIDENTIFIED OBJECT HEADED SSW 15000 FT EXTREMELY HIGH SPEED
X SILVER SPHERICAL SHAPE X VISIBILITY UNLIMITED X VERIFIED BY
PASSENGER 072005Z X PILOT STATIONED ALF EDENTON WILL FILE
PLIFYING REPORT ON LANDING EDENTON

16851 36-50N 76-13W 15000 072005Z

C07/2110Z DEC BEKA

INTERCEPTION BY MAKING HARD RIGHT TURN IN THE DIRECTION OF OBJECT BUYEE OBJECT BUT DUE TO EXTREMELY HIGH ACCELERATION OF OBJECT FURTHER IDENTIFICATION IMPOSSIBLE X PART TEN X NO OTHER AIR TRAFFIC OBSERVED BY PILOT OR WITNESS AT ALTITUE EEE AT ALTITUDES INVOLVED

36 54 382 16 54 180 200 071445

CFN 072108Z 3820PNT1 WY TR EIW0PNT2 QY TR QIP WPP PUQRRTR TV-2

290 20000 36-50 15000 1200 300 14000

136851 WOP WPPPP EYATPN 76-13W 012 QEEE 045 QTPPP WWPP EPP QRPPP

70 16000 28081 10000 26083

280 UP QYPPP WIP IQ QPPPP WYP IE

08/0315

PIXPEQTZ DDC BEKAE

IN ACTION

6

10 DEC 1954 08 45

9 Dec 54 21 02

2. Atia
3. Atq-2
4. file

Hutti

CORRECTED COPY OF MESSAGE
PREVIOUSLY RELEASED

07/1445Z
NORFOLK, VA

WPC214

TYC302

TMB209U

TTB075

BT324

BEK B281

BEKA 133

RR JEPHQ JEDWP UECNR JEPNB UEPDA BEFW BEPQ BEKZF BEKAC BEKHC 101010

CORCY BEKA

RR JEPHQ JEDWP UECNR JEPNB UEPDA BEPW BEPQ BEKZF BEKAC BEKHC 101010

DE BEKAE 02

R 080315Z

FM OIC ALF EDENTON

TO JEPHQ.DIR INTEL HQ USAF WASHDC

JEDWP/AIR TECH INTELCEN WRIGHT-PATTERSON AFB /ATTEN AT-1AA-2C/

UECNR/COMMANDER ADC ENT AFB COLORADO SPRINGS

JEPNB/COMMANDER ESTER AIR DEFENSE FORCE STEWART AFB

INFO UEPDA/SECDEF WASHDC

BEPW/CNO

BEPQ/CMC

BEKZF/CG AIRFMFFLANT

BEKAC/COM FIVE NAVDIST

BEKHC/CG SECOND MARAIRWING

BEKHC/CO MCAS CHERRY POINT

BEKAC/CO NAS NORVA

GRNC

FLYOBRPT X PILOT AMPLIFYING REPORT OF UNIDENTIFIED FLYING OBJECT INCLUDING INFORMATION CONTAINED IN NAS NORVA 072108Z NOTAL X REF COMFIVE 3820PNT1 OF 26 AUG 54 AND COM EASTERN SEA FRONTIER 382PNT2 OF 16 JUL 54 X PART ONE X WHITE CIRCULAR SEMI-SPHERICAL SHAPE SHARPLY OUTLINED WITH DARK OBJECT SUSPENDED X AT FIRST APPEARED TO BE OPENED PARACHUTE OR WEATHERNBALLOON FTE DRIFTING SLOW SPEDEEEE SPEED 180 DEGREES X WHEN CLOSER OBSERVATION WAS ATTEMPTED OBJECT ACCELERATED TO TREMENDOUS SPEED ENTERING SLOW RATE CLIMB AND SLIGHT COURSE CHANGE TO THE RIGHT GRADUALLY DIMINISHING IN SIZE AND FINALLY DISAPPEARING ON COURSE ABOUT 200 DEGREES WITHIN TWENTY SECOND EEEE SECONDS X NO OTHER IDENTIFYING INFORMATION X PART

PAGGE TWO BEKAE 022

TWO X OBSERVED AT 071445R X PART THREE X VISUAL OBSERVATION X OBSERVER AIRCRAFT MARINE TV-2 BUNO 136851 X 290 KNOTS INDICATED AT 20000 FEET X PART FOUR X OBSERVER AT INITIAL SIGHTING 36-50N 76-13W ABOUT FIVE MILES SOUTH NAVY NORFOLK RADIO HEADING 012 DEGREES X WHEN FIRST SIGHTED OBJECT WAS 045 DEGREES RELATIVE TO OBSERVER AT 15000 FEET ABOUT TWO MILES ESTIMATED X PART FIVE X OBSERVER PILOT CAPTAIN DAYTON ROBINSON USMC NAVAL AVIATOR EIGHT YEARS WITH ABOUT 2200 HOURS FLIGHT TIME CONSIDERED TO BE HIGHLY RELIABLE X WITNESS PASSENGER CORJORAL EEEEE ~~PASSENGER CORPORAL EDWIN G CAPONE USMC AIRCRAFT MC EEE~~ MECHANIC AND CREW MEMBER FOR THREE YEARS WITH ABOUT 300 HOURS FLIGHT TIME EXPERIENCE X WITNESS CONFIRMS OBSERVERS REPORT S PART SIX X WEATHER CAVU WITH ESTIMATED WINDS 14000 FEET 280 DEGREES AT 70 KNOTS 16000 FEET 280 AT 81 AND 20000 FEET 260 AT 83 X PART SEVEN X PILOT FIRST INVESTIGATED WITH THE ASSUMPTION OBJECT WAS A PARACHUTE OR A LARGE WEATHER BALLON BUT DUE TO IMMEDIATE ACCELERATION OF OBJECT AND ON FURTHER OBSERVATION HE AND THE WITNESS POSITIVELY DISCOUNTED THESE POSSIBILITIES AND REALIZED THAT OBJECT WAS CONSIDERABLY LARGER THAN PARACHUTE OR BALLOON X THE SUN WAS EXTREMELY BRIGHT AND

PILOT CLAIMS HE CONSIDERED REFLECTION FACTOR X PART EIGHT X NO PHYSICA EVIDENCE SUCH AS FRAGMENTS OR PHOTOGRAPHS OF THE OBJECT EXIST X PART NINE X ON INITIAL SIGHTING PILOT ATTEMPTED IDENTIFICATION AND THEN

AF FORM 112—PART I

Unclassified
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COUNTRY USA	REPORT NO. 3H-UFOB-2	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT UFOB	
AREA REPORTED ON N/A	FROM (Agency) Flight 3-B, 4602d AISS

DATE OF REPORT 9 Dec 54	DATE OF INFORMATION 7 Dec 54	EVALUATION B-2

PREPARED BY (Officer) CHESTER B. HANSON, Captain, USAF	SOURCE See contents below

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

Hq 4602nd AISS TT MSG AISOP, 1721, dated 8 Dec 54, AFR 200-2, TT MSG 4709 DN 12-1656

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.)

I. CONTENTS:

PART ONE: Description of sighting by Marine Captain DAYTON ROBINSON, JR.
PART TWO: Description of sighting by Air Crewman EDWIN G. CAPONE
PART THREE: Weather and Balloon data from EDENTON, NORTH CAROLINA
PART FOUR: Weather and Balloon data from NORFOLK, VIRGINIA
PART FIVE: Weather and Balloon data from LANGLEY AFB, VA.
PART SIX: Opinion of DR. UCO VAN WIJK, Director, Princeton Observatory, Princeton, N. J.
PART SEVEN: Investigator's Summary

II. SUMMARY: One unidentified flying object was sighted near MARINE AUXILIARY AIRFIELD, EDENTON, NORTH CAROLINA, GEOREF GJPG2403, at 71945Z Dec., 1954. The information contained in this report was obtained from persons observing the object, and meteorological data, and information from Princeton Observatory.

III. INVESTIGATOR: Captain CHESTER B. HANSON, A0667289

Chester B. Hanson
CHESTER B. HANSON
Captain, USAF
Officer in Charge

APPROVED BY:

John M. White, Jr.
JOHN M. WHITE JR.
Colonel USAF
Commander

8 INCL (See Individual Reports)

DISTRIBUTION BY ORIGINATOR:

COMDR 4602d AISS w/incl.
D/I USAF w/o incl
COMDR ATIC w/o incl
COMDR ADC (COC) w/o incl
D/I 26th Air Div w/o incl

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Flight 3-H, 4602D AISS	3H-UFOB-2, PART I	PAGE 2 OF 10 PAGES

I SOURCE: DAYTON ROBINSON, JR., Captain USMC

Age: 29

Length of Service: 8 years Flying Experience

Duties: Materiel Officer and Pilot

Education: Graduated from University of Alabama in 1950

Qualifications: Flying time, 2200 hours single engine time

Station: Marine Aircraft Group, Fourteen Auxiliary Landing
Field, Edenton, North Carolina

II RELIABILITY: SOURCE was a tall, well-built, Marine Captain. He gave much thought to each of his answers and appeared to be recalling events as they happened to the best of his ability. In the opinion of the investigator he was a highly reliable source.

III SOURCE'S DESCRIPTION OF OBJECT: (See inclosure #1, "Statement of SOURCE" and inclosure #-2, "Completed Form A". Information required by paragraph 7d of AFR 200-2 is contained in completed form A).

2 Incls:
1. Statement by SOURCE
2. Completed form A

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Flight 3-H, 4602d AISS	3H-UFOB-2, PART I	PAGE 2 OF 10 PAGES

Incl. #1, PART ONE, Rept. 3H-UFOB-2
Statement of Captain Dayton Robinson, Jr., USMC

S-T-A-T-E-M-E-N-T

On 7 December 1954, I took off from Edenton, North Carolina for a two hour local flight. Take-off time was approximately 1430 Eastern Standard Time. I headed immediately for Navy Norfolk Radio, homing in on the station with the ADF gear, on a heading of about 015 magnetic. I climbed to 20,000 ft. and leveled off, indicated air speed of 290 knots, weather CAVU except for a lower deck of scattered clouds far out to sea and a trace of high thin cirrus. Visibility was excellent due to the large amount of snow and rain the day before the flight. Approaching Norfolk I noticed a slight needle ADF swing to the left and corrected to a heading of 012°, assuming I had a wind from the west. As I approached the station I noticed a needle depletion of about 5° because I knew I was about over the station. Looking down on my right I saw many units of the Atlantic Fleet manuevering in the Bay area just off-shore between Norfolk and Oceana and mentioned the fact that the Navy looked busy to my passenger. Then I next saw what I thought to be a parachute drifting slowly down, 045° to my heading and down. I was approaching the object rapidly and I called my passenger's attention to the "parachute", thinking to myself that possibly someone had bailed out at altitude without a Mayday transmission. I rolled my aircraft into a right bank of approximately 45° with the intention of circling the object. My passenger remarked that the object looked more like a large weather balloon than a parachute and I agreed, telling him that we would investigate. At this time I noticed that the object was accelerating rapidly and moving to the south. I realized that I was watching something new to my experience. I rolled into a steeper right bank and told my passenger to keep the object in sight. By this time the rate of speed and acceleration was astounding and the object was growing smaller as it moved away. At this time I judged the object to be at 15,000 ft. and moving rapidly to the south in a slight climb with a slight curvature of course to the west. Before I could complete 90° of turn both my passenger and I lost sight of the object. I circled the area without regaining contact with the object. My passenger and I discussed all possibilities that we could think of. I decided to report the matter to Naval Air Station, Norfolk, which I did. I tried to duplicate the circumstances of the sighting and we decided that the total time involved was 20-23 seconds and I judged the speed of the object to be 2700 to 3000 mph. To me the object had definite form and depth and I had no feeling of illusion except that I had never seen anything move that fast. The best description I can give is to relate that I was positive I had sighted a descending parachute when I first saw the object. Upon closer observation I decided that the object was at a greater distance than I first thought and I lost sight of the dark object suspended below. I then believed the object to be at 15,000 ft. and considerably larger than I first thought. At all times it appeared circular and the color never changed from the relatively dull white. The object did not seem to be flat. My impression was of some depth, although I never had a good view of the side of the object.

/s/ Dayton Robinson, Jr.
Captain, USMC

S-T-A-T-E-M-E-N-T

TRUE COPY: Chester B Hanson
CHESTER B. HANSON
Captain, USAF

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APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Flight 3-H, 4602d AISS	3H-UFOB-2, PART II	PAGE 4 OF 10 PAGES

I SOURCE: EDWIN G. CAPONE, Cpl, USMC

Age: 22

Length of Service: 3 years

Duties: Air crewman, and Flight line mechanic

Education: High school and 1½ years of college (college unknown)

Qualifications: 300 flight hours as crewmember, 11 months training on Aviation Mechanic

Station: Marine Aircraft Group, Fourteen Auxiliary Landing Field, Edenton, North Carolina

II RELIABILITY: Cpl. Capone was talkative, ebullient, cheerful man. From the conversation of Marine officers on the Base, this investigator understood that SOURCE is inclined to joke considerably and is considered a "character". In spite of this, Investigator considers SOURCE reliable in view of his flying experience and the serious manner with which he answered the questions directed to him.

III SOURCE'S DESCRIPTION OF OBJECT: (See Inclosure # 1 "Statement of SOURCE" and Inclosure # 2, "Completed Form A". Information required by paragraph 7d of AFR 200-2 is contained in completed Form A).

2 Incls:
1. Statement of SOURCE
2. Completed Form A

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Flight 3-H, 4602d AISS	3H-UFOB-2, PART II	PAGE 5 OF 10 PAGES

Incl. #1, PART TWO, Rept. 3H-UFOB-2
Statement of Cpl. Edwin G. Capone, USMC

S-T-A-T-E-M-E-N-T

While on a routine simulated instrument hop in a TV-2 (136851) my position was to ride and observe the area for other aircraft. While we where approaching Radio NGO with a slight variation to a direct heading (012) I was looking out of the canopy to the left, watching some ship movement in the Norfolk Harbor. I had just finished a complete 190° scan of our position and was looking down to watch the harbor and lower altitudes. Captian Roberson called my attention to an object that he thought was a drifting parachute and upon my changing direction of view I imediatly saw an object which was of a flat white color and to my first decesion was not a parachute. But a radio type weather ballon, due to the shape, however our conclusion was that it was a parachute and that it was drifting, and perhaps a pilot who had no time to give a "Mayday". So we turned to the right to make an orbit on it and as we approched a 45° bank (as if our movement had been detected) the object picked up speed an in an arching course flew out of sight in a slight riseing flight until its size deminished until it could no longer be seen. Our plane had not completed a full 50 turn when the object dissapeard, all consideration was taken as to it being a glare or reflection and this has been ruled out of my mind as it was a very sharp outline and the only glare or reflection from it seemed to come from the object suspended below it. This same suspension was what at first lead us to believe it was a parachute.

/s/ Edwin G. Capone,
Cpl., USMC

S-T-A-T-E-M-E-N-T

TRUE COPY:

Chester B. Hanson
CHESTER B. HANSON
Captain, USAF

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APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE
Flight 3H, 4602d AISS	3H-UFOB-3, PART III	6 OF 10 PAGES

I WEATHER DATA FROM EDENTON, NORTH CAROLINA, GEOREF CJFG 2403

a. Time of Observation: 72130Z Dec 54

b. No cloud coverage

c. Visibility: 10 miles

d. Winds: WNW 9 knots, no gusts

e. Station pressure: 30.225

f. Surface temperature: 35.10

g. Wet Bulb: 31.0

h. Relative humidity: 63%

II BALLOON DATA:

a. One 15 gram balloon was released at 71500Z Dec; however it is believe that due to prevailing winds, balloon would not have remained in vicinity.

b. No further information on balloons obtained.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Flight 3-H, 4602d AISS	3H-UFOB-2, PART IV	PAGE 7 OF 16 PAGES

I. WEATHER DATA FROM NORFOLK NAVAL AIR STATION, VIRGINIA, GEOREF GJ EG 4357

a. Time of Observation: 71830Z Dec 54

b. Cloud coverage: Clear

c. Visibility: 10 miles

d. Thunderstorms: none

e. Winds aloft:

5,000 ft.	360°	30 Knots
10,000 "	270°	30 "
15,000 "	260°	50 "
20,000 "	260°	50 "

f. Temperature lapse rate:

Surface to 2000	2° cent. per 1000'
2000-15,000	1° " " "
15000-20,000	3° " " "

g. Moisture lapse rate: 0

II. BALLOON DATA FROM NORFOLK NAVAL AIR STATION

a. At 71500Z Dec 54 a RAWINSONDE weather balloon was released at Norfolk Naval Air Station. However it is believed that prevailing winds would have taken balloon from that vicinity.

b. Similarly a balloon from Greensboro, North Carolina at the same time. It is believed that winds could have drifted the balloon into the area of the sighting of the object.

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Flight 3-H, 4602d AISS	3H-UFOB-2, PART V	PAGE 8 OF 10 PAGES

I. WEATHER OBSERVATION FROM LANGLEY AFB, VIRGAINIA, GEOREF QJPB3905

a. Time of Observation: 71930Z Dec 54

b. Cloud coverage: Clear

c. Visibility: 15 miles

d. Thunderstorms: None

e. Winds aloft:

5,000 ft.	360°	30 Knots
10,000 "	270°	30 "
15,000 "	260°	50 "
20,000 "	260°	50 "

f. Temperature lapse rate:

Surface: 2,000	2° cent. per 1,000 ft.
2,000 - 15,000	1° " " " "
15,000 - 20,000	3° " " " "

g. Moisture lapse rate: 0

II. BALLOON DATA FROM LANGLEY AFB: No balloons were released at that station.

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APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Flight 3-H, 4602d AISS	3H-UFOB-2, PART VI	PAGE 9 OF 10 PAGES

Incl. #1, PART SIX, Rept. 3H-UFOB-2
Opinion of Dr. Uco Van Wijk, Princeton Observatory, Princeton University, Princeton, New Jersey, as related to Lt. Tebo.

S-T-A-T-E-M-E-N-T

If, as the captain said, the object was about the size of a dime held at arms length, and it was approximately 2 miles distance from the aircraft, the object must have been in the neighborhood of 50 feet in diameter. Now, an object that distance away from an aircraft would never have been in sight for 20 to 22 seconds if it were going 2,700 miles per hour. The object would not be going faster than 750 miles per hour, if it were 1500 feet below the aircraft, and if the object were lower, it would be going faster, but it would have to be all the way on the ground for the pilot to have observed it for 22 seconds at the speed of 2,700 miles per hour.

Now, according to the angles given by the pilot, and his heading, the sun must have been close to his rear, and as he turned toward the object, the sun would tend to shine less on the part of the object that was seen. This would have a tendency to make the object diminish in size. Also, the object must have been rising, as stated by the angle it was from the horizon at first, (20 - 30), and then to 5°.

Now, as the Capt. Robinson went more into his bank, the object received less and less sun on the side he was looking at, and as the object gave the illusion of getting smaller, it could very easily give the illusion of moving away rapidly.

Another item is the psychological conditioning of first thinking the object is a parachute, and should be moving down. When it is realized that the object is not moving down, after a quick conditioning that it is, a different type movement (such as up, or lateral) would seem extreme to the observer.

We must also take into consideration two other items: No object was reported by other aircraft in the area, or the fleet below. Also, the distance traveled away from the object while theplane was going into its bank to the right.

All of these things combined could add up to the object being a balloon having different types of light thrown on it while the aircraft was turning, a momentarily wrongly conditioned observer, and faulty estimates on distances and speeds. With the balloon this close to the ground, it could be rising very rapidly, although not necessarily at a constant speed.

Jack Tebo
JACK TEBO
2/Lt., USAF
Ass't. OIC, Flt. 3-H
4602d AISS

S-T-A-T-E-M-E-N-T

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Flight 3-H, 4602d AISS	IR-UFOB-2, PART VII	PAGE 10 OF 10 PAGES

INVESTIGATOR'S SUMMARY

1. Flight 2-B, 4602d AISS, Knoxville, Tennessee, reported no unusual observations at the time of the sighting by GOC Posts and Filter Centers.

2. Since units in the area send up aircraft for two hour tactical flights without clearing with the Flight Service Center, Olmstead AFB, Pennsylvania, no record could be discovered of aircraft in the vicinity at the time of the sighting. However, because of the many flights beginning at Langley AFB, Virginia, Norfolk Naval Air Station, Virginia and Edenton, North Carolina, it is highly probable that aircraft were in the vicinity at this time.

3. The fact that both observers for a time thought the object was a weather balloon and further that it was possible that weather balloons were in the area indicates a possible answer to the sighting. This theory is bolstered by opinion of Dr. Van Wijk, PART VI, of this report.

Chester B Hanson
CHESTER B. HANSON
Captain, USAF
Officer-in Charge

COMMENTS of Approving Officer:

Evaluation of the combined statements of the two observers, plus the professional opinion of Dr. Uco Van Wijk, tend to support the theory that the sighting was a balloon.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.— 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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