# PROJECT 10073 RECORD CARD

| | | |
|---|---|---|
| **1. DATE**<br>18 October 1956 | **2. LOCATION**<br>Wheelus AB, Libya | **12. CONCLUSIONS**<br>☐ Was Balloon<br>☐ Probably Balloon<br>☐ Possibly Balloon<br>☐ Was Aircraft<br>☐ Probably Aircraft<br>☐ Possibly Aircraft<br>☐ Was Astronomical<br>☐ Probably Astronomical<br>☐ Possibly Astronomical<br>WEATHER RETURNS<br>☐ Other [redacted]<br>☐ Insufficient Data for Evaluation<br>☐ Unknown |
| **3. DATE-TIME GROUP**<br>Local<br>GMT 17/2217Z | **4. TYPE OF OBSERVATION**<br>☐ Ground-Visual ☐ Ground-Radar<br>☐ Air-Visual ☒ Air-Intercept Radar | |
| **5. PHOTOS**<br>☐ Yes<br>☐ No | **6. SOURCE**<br>Military | |
| **7. LENGTH OF OBSERVATION** | **8. NUMBER OF OBJECTS**<br>two | **9. COURSE**<br>varied |

**10. BRIEF SUMMARY OF SIGHTING**

No visual sighting of objects. Bright return on both ground and air radar. Visibility with no ceiling, wind 10 kts. Altitude on 1st object at 9,000 ft. Ground radar contact fm 2217Z and final contact at 0048Z by a/c. All returns indicate solid object & some object rather than interference due to WX or anomalous prop. See case file for detail movements and contact data fm aircraft.

**11. COMMENTS**

[redacted]

ATIC FORM 329 (REV 26 SEP 52)

UNCLASSIFIED

[redacted]

4E4g

Country: Libya
Subject: UFOB's Detected Near Wheelus AB on 17/18 October, 1956
Source: 633d AC&W Squadron and 431st Fighter Interceptor Squadron

Set 1/1, Card 1/5

SECRET
ATIC #: 303680
AF #: 1043041
Rpt. #: IR-1-56
Agency: 7272d Air Base Wing Combat Operations Center
D.R.: October 29, 1956
D.I.: October 17-18, 1956
Eval: B-2

On 17/18 October 1956 within a three (3) hour period, commencing at 17/2217Z, two (2) different tracks of unidentified slow flying objects were carried by the 633d AC&W Squadron, Wheelus Air Base Libya. F-86D aircraft made radar contact with the objects and made repeated intercepts with the E-4 weapons system through all phases to Splash without any visual contact being made by the F-86D pilots. No satisfactory explanation of these occurrances could be determined. This incident is considered important because of the positive and repeated radar indications of an object in the air.

1. Description:

i. Objects were never sighted visually. Both gave a bright return on ground and airborne radar.

Classification Cancelled
(or changed to UNCLAS)
Auth Auth Letter, HQ USAF
By ITDPT (AFO)
Date 22 Jan 69
AFR 205-1 para 1-12b

UNCLASSIFIED

[redacted]

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

[redacted] UNCLASSIFIED

Set 1/1, Card 2/5 Libya ATIC #: 303680
Rpt. #: IR-1-56

2. Description of course of objects:

d. Flight description and maneuvers:

(1) The first object was picked up on the ground radar scope at 17/2217Z October, 1956, at NJPD 5047. The object maintained an approximate altitude of 9,000 feet and held a heading of 210° until 2303Z at which time, and at NJPD 2805, the heading was changed to 170°. Ground radar contact was lost once just prior to the change of heading and final contact was lost at 2303Z.

(2) The second object was picked up on the ground radar scope at 17/2317Z October at NJQD 0739. The object's initial altitude was 5,400 ft. Altitude at disappearance was approximately 3,800 feet.

7. Weather:

a. Pilots stated that there was no ceiling, a visibility of ten (10) nautical miles and a ten (10) knot wind from the North.

8. During this season migratory birds are flying South across the Mediterranean.

9. Interception and Identification action taken:

a. Two (2) F-86D aircraft were diverted to location of first object. Both aircraft made radar contact with the object with the E-4 weapons system and

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

[redacted]

proceeded through to Splash with no visual contact at anytime. When the unknown object made its heading change to 170, ground radar contact was lost momentarily.

b. Two (2) F-86D aircraft were diverted to the second object. At 2357Z F/Blue 1, flying at 5,000 feet, made radar contact on a heading of 050°. F/Blue 1 was two (2) nautical miles from the target at the time of the initial contact. At 2358Z F/Blue 1 got a Judy on a heading of 050° one mile from target. At 2359Z F/Blue 1 got a Splash. At this time the object and fighter were 35 nautical miles from the ground radar on a bearing of 049°. F/Blue 1 did not get a Tally-ho.

(1) F/Blue 2, flying at 5,000 feet, got a radar contact at 2359Z on a heading of 100° at a distance of four (4) nautical miles bearing 042° at 32 miles from ground radar. F/Blue 2 had a Judy when he was 32 nautical miles from the ground radar at 047°, a Splash 34 nautical miles at 050° from the ground radar. He did not have a Tally-ho.

(3) The last two intercepts were as follows: F/Blue 1 got a contact at 0046Z two miles from target on a heading of 085°, (bearing from ground radar 029° at 28 nautical miles) a Judy one (1) mile from target on a heading of 085°, (bearing from ground radar 030° at 29 nautical miles) and a Splash at 0047Z (bearing from

UNCLASSIFIED
[redacted]



ground radar 035° at 30 nautical miles). F/Blue 2 got a contact two (2) miles from the target on a bearing of 090° (bearing from ground radar 029° at 28 nautical miles) and a Splash at 0048Z (bearing from ground radar 035° at 30 nautical miles). This Splash was the last radar contact with the object by any type radar. The altitude of both fighters on these two (2) passes was 3,800 feet. Neither fighter achieved a Tally-ho. Due to low fuel conditions both aircraft were released for landing.

(4) F/Blue 1 stated that just before each Splash the fighter aircraft would be just above, just below, or between clouds, but never in a cloud. The fighter scope return was described as very bright. No evasive action was taken by either of the objects at any time.

10. There was no other air traffic in the area.

11. Comments of Preparing Officer:

a. In view of the available data, no definite explanation for these objects can be made. One possible explanation is that the objects are flocks of migratory birds. However, it is considered unlikely, in view of the 9,000 foot altitude of one of the objects plus the probability that repeated passes of the fighter aircraft would be likely to change the course of the flock or disrupt it altogether. Too, the likelihood of the E-4 system maintaining lock all the way

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10
UNCLASSIFIED
[redacted]

UNCLASSIFIED

[redacted]

Set 1/1, Card 5/5 Libya ATIC #: 303680
Rpt. #: IR-1-56

through to a Splash signal on a target of this nature is considered improbable.

b. Because of speed of movement and weather conditions a temperature inversion is not considered probable cause of indications.

Extract of a 5 page document.

BW/maf
February 6, 1957

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

UNCLASSIFIED

[redacted]

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

REPLY TO ATTN OF: TDEED

SUBJECT: Wheelus AB, Libya, 18 Oct 56 — 11 Feb 65

TO: TDEW/Sgt Moody

The fact that the visibility was 10 miles and the pilot saw nothing (visually) when he had closed to less than a mile is an indication that there was no material target; it seems most likely that some sudden change in the atmospheric characteristics - not necessarily temperature inversion as such - may have caused the return. Birds can give radar returns, but we concur that birds would be unlikely to maintain a given course, ( or remain in the vicinity of aircraft) for so long a period of time.

VINCENT D BRYANT
TDEED
ELECTRONICS ENGINEER

YOU - THE NUCLEUS OF SECURITY!

7-3745-28