PROJECT 10073 RECORD CARD

1. DATE 21 November 1957	**2. LOCATION** Houm, Alabama	**12. CONCLUSIONS** ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other false returns ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local _____ GMT 21/0600Z	**4. TYPE OF OBSERVATION** ☐ Ground-Visual ☒ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☒ Yes ☐ No	**6. SOURCE** Military	
7. LENGTH OF OBSERVATION not given	**8. NUMBER OF OBJECTS** one	**9. COURSE** down

10. BRIEF SUMMARY OF SIGHTING

Radar picked up target 15 miles long and 10 miles wide. Civil airplanes were unable to pick up target.

11. COMMENTS

Lacking any visual observation of so huge an object, it must be considered a false return.

ATIC FORM 329 (REV 26 SEP 52)

AC PARAPHRASE NOT REQUIRED EXCEPT FOR
CATEGORY B ENCRYPTION—PHYSICALLY
ALL INTERNAL REFERENCES BY DATE
PRIOR TO DECLASSIFICATION—NO UNCL
REFERENCE IF THE DATE-TIME GROUP IS GIVEN

UNCLASSIFIED

[redacted]

NBR 20694 24 NOV 57
AC PRIORITY
FM COMDR 657 ACWRON HOUM ALA 25 Nov 57 TDTG 230335Z BOOK MSG
TO COMDR ATIC WP AFB OHIO

OPS 001L. FOR CIC STEWART AFB NEWBURGH.
EDUCATE M-126, 22 NOVEMBER 57. OBSERVATION TIMES FROM
21 NOVEMBER 57 0600Z TO 0850Z OR 0001 TO 0250 CENTRAL STANDARD
TIME. WILLIAM H STUCD SECOND LT UNITED STATES AIR FORCE
AO 3055619 OF 657 ACFT CONTROL AND WARNING SQUADRON MADE DUE
OBSERVATION. THE GEO REF OT THIS STATION IF FJQ 3340.
STAFF SERGEANT SHENKLEBURG, AIR FORCE SPECIALITY CODE 27350,
STAFF SERGEANT STEWART, AIR FORCE SPECIALITY CODE 27350 AND
AIRMAN FIRST CLASS WRIGHT, AIR FORCE SPECIALITY CODE 27350.
ALL OBSERVED THIS TRACK. SERGEANT SHENKLEBURGS EXPERIENCE 5 YEARS,
SERGEANTS STEWARTS EXPERIENCE 4 YEARS AND AIRMAN WRIGHTS
EXPERIENCE 2 AND 1 HALF YEARS. 11 FROM THIS STATION VISUALLY OBSERVED
THE TARGET. NO KNOWN VISUAL OBSERVATIONS WERE MADE BY ANYONE.
SCOPE PHOTOS WERE TAKEN WITH A PICTURE BEING TAKEN EVERY 15
MINUTES DUE TO TARGETS LOW SPEED. THE FIS WILL BE FORWARDED AT A
LATER DATE. THE TRACK NUMBER WAS QD59. THE TARGET HAD A SPEED.

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

UNCLASSIFIED

Classification Cancelled
(or changed to UNCLASS)
Auth Quintanilla, LT COL, USAF
By ITDPT (WFO)
Date 8 Jan 69
AFR 205-1 para 1-15b

55 KNOTS THE TOP OF HEIGHT RANGE INDICATOR INDICATION WAS 16, ØØØ FEET AND THE AVERAGE BEING 12, ØØ FEET. SEE REMARKS SECTION. NO ACFT WERE SCRAMBLED ON THIS TRACK. CIVIL AERONAUTICS ADMINISTRATION HAD BEEN NOTIFIED OF THE SITUATION ADN 2 COMMERCIAL AIRLINERS PASSING 35 MILES NORTH OF THE TRACK SEARCHED OVER IT ON THEIR RADAR EQUIPMENT WITH NEGATIVE RESULTS. IT SHOULD BE CONSIDERED THAT THIS WAS AT A TIME WHEN THE TRACK WAS ONLY 3Ø MILES FROM THIS STATION AND IT HAD BECOME VERY WEAK AND WAS BEGINNING TO FADE INTO THE GROUND CLUTTER. IT ALSO WAS AT A MUCH LOWER ALTITUDE AT THIS TIME. WE FIRST PICKED UP THIS TARGET I TALKED TO BOTH SHORTHORN (747 AIRCRAFT CONTROL AND WARNING SQUADRON) AND GOATEE (653 AIRCRAFT CONTROL AND WARNING SQUADRON). THEY BOTH HAD RADAR CONTACT AND BOTH ASSUMED TO BE WEATHER. I DID NOT BECOME CONCERNED WITH THE TRACK UNTIL WE HAD OBSERVED IT FOR A WHILE AND IT HAD MOVED ABOUT 4Ø MILES TOWARDS THIS STATION. AT THIS TIME BOTH THE OTHER SITES HAD LOST CONTACT WITH IT DUE TO RANGE. LIEUTENANT BECK WAS ON DUTY AT 747 AIRCRAFT CONTROL AND WARNING SQUADRON AND LT CAHILL AT 653 AIRCRAFT CONTROL AND WARNING SQUADRON. THE TARGET WAS OBSERVED ON MPS-7 AND MPS-14 RADAR EQUIPMENT. THE SEARCH SCOPES WERE UPA-35 AND OA-175.

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THE HEIGHT RANGE SCOPE WAS OA-27Ø. NO MAINTENANCE DIFFICULTIES HAD BEEN ENCOUNTERED RECENTLY. A THYRATHRON TYPE MODULATOR IS USED IN BOTH SETS. THE AUTOMATIC FREQUENCY RADAR CONTROL CIRCUIT WAS OPERATING PROPERLY. THIS STATION EXPERIENCES THE USUAL INTERFERENCES ENCOUNTERED IN RADAR AND ALL PERSONNELL ARE FAMILIAR WITH IT. ALL PERSONNEL ARE FAMILIAR WITH AP ON THE EQUIPMENT USED. THERE WAS NO AP EXTENDING THE GROUND CLUTTER AT THE TIME OF THE OBSERVATION. THE TARGET WAS MUCH LARGER THAN NORMAL TRAFFIC RADAR RETURNS. WHEN FIRST OBSERVED IT WAS 1Ø MILES IN DIAMETER AND AS IT APPROACHED THIS STATION IT ELONGATED, BECOMING 15 MILES LONG AND 1Ø MILES WIDE. NO OTHER TARGETS WERE OBSERVED NEAR THIS ONE. I INTERROGATED MODETEL ON IDENTIFICATION FRIEND OR FOE LOOKING FOR STRATEGIC AIR COMMAND AIRCRAFT WITH NEGATIVE RESULTS.PLANNED POSITION INDICATOR TYPE SCOPES WERE USED GIVING A STRONG SIGNAL AT FIRST. TO BETTER OBSERVE THE TARGET I OFF CENTERED AND EXPANDED OUT A UPA-3 TO A RANGE OF 5Ø MILES. THE SIGNAL WAS LIGHT YELLOW IN ITS ENTIRE AREA WITH GROUPS OF SMALL INTENSE SPOTS. THE SIGNAL BECAME WEAKER WHEN IT REACHED LAND AND IN THE END BEFORE IT FADED IN THE GROUND CLUTTER THE SIGNAL WAS NOTHING BUT A GROUP OF SMALL INTENSE SPOTS. A SCAN RATE OF 5 REVOLUTIONS PER MINUTE WAS USED. THE FREQUENCE OF THE SEARCH WAS 1296 MEGACYCLES AND THE RANGE INDICATOR 2785 MEGACYCLES.
REMARKS: THE REASONS FOR MY CONCERN ON THIS TRACK WERE
(1) IT SEEMED UNLIKELY THAT THIS WAS WEATHER MOVING SO FAST AND ALL

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STATIONS WERE FOLLOWING CLEAR WEATHER, (2) THE POSSIBILITY OF CHAFF WAS CONSIDERED BUT THE HEIGHT RANGE INDICATOR INDICATION WAS 10, 000 FEET LONG AND 10 MILES WIDE MAKING IT SEEM UNLIKELY TO BE CHAFF. FURTHERMORE, CHAFF SURELY WOULD HAVE DISPERSED MORE IN THE DISTANCE IT TRAVELLED UNDER OBSERVATION.
AN OTHER UNUSUAL FACT WAS THAT IT STEADILY DECREASED IN ALTITUDE ENDING UP AT ABOUT 3000 FEET BEFORE IT FADED. IT ALSO SLOWED TO 30 KNOTS UPON REACHING LAND. 3 HOURS AFTER THE TRACK HAD FADED IT WAS DISCOVERED THAT THE CURVATURE OF EARTH CORRECTION ON DUE HEIGHT RANGE INDICATOR WAS NOT FUNCTIONING PROPERLY.
THIS MAKES OUR ALTITUDES IN ERROR. THE ERROR INCREASED WITH RANGE. BY EXPERIMENTATION I FOUND THE ERROR TO BE 15, 000 FEET AT THE RANGE OF INITIAL PLOT. THEREFORE, THE INITIAL RANGE MUST HAVE BEEN 31, 000 FEET INSTEAD OF 16, 000 FEET. THE ALTITUDES CLOSER IN THE STATION ARE SUFFICIENTLY ACCURATE

[redacted]

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DOD DIR 5200.10

Inclosures Removed
(No classification)

Request for Analysis - Electronic UFO Reports
AFCIN-4E4 25 Nov 57

AFCIN-4E L
Attn: Col. Hoffman

1. Request that the attached radar reports, together with scope plots and photographs be reviewed, and an analysis be made by comment attached on separate sheets.

2. Radar reports on TT No. carries a "Priority" classification. This other (Plots and Photos) has resulted in queries from the Secretary, DSAF regarding our findings.

3. With regard to the letter report - a cursory plot indicates that the "UFO blips" appeared within a 125 miles radius of the radar unit intermittently for three hours, yet it appears that no attempt was made to visually identify, or check on the cause of the [illegible].

4. This office should like to bring to your attention, that in contrast the previous periods when only an occasional radar UFO would be received, a large number are now being submitted. These will be submitted after a screening and unsuccessful analysis by this office.

5. In accordance with suggestions made in conference with Mr Bryant last July, full and [illegible] have been made - that all possible data together with scope photos should be submitted with subject report, if successful conclusions are to be made. Current reports indicate that this is being complied with.

[signature]

Incls: 1. TT No. T57-31737-1
2. Ltr. III 14 Nov 57 w/8 photos + [illegible]

Multi

DISPOSITION FORM

SECURITY CLASSIFICATION (if any)
UNCLASSIFIED

FILE NO.

SUBJECT UFO Report T57-31737

TO AFCIN-4E4
ATTN: Capt. Gregory

FROM AFCIN-4E1

DATE 17 Dec 57

COMMENT NO. 1
AFCIN-4E1a/V. D. Bryant/jc
72131/Bldg 263-D/Rm 8

1. The subject report, submitted by 657 ACWRON, Houm, Alabama, refers to a target "15 miles long and 10 miles wide". Lacking any visual observation of so huge a target, and inability of airborne radars to pick up the target (while searching the area for it) at 35 miles, it must be considered as obviously a false return on the radar. Just what caused this false return is not known, and while the weather may not move fast, the results of such weather changes frequently do move at very high rates of speed, due to reflections, and the angles at which the signals are reflected. Returns such as the one under discussion usually are due to phenomena brought about by some weather condition. The fact that no aircraft were scrambled for such an unusual target indicates there must have been compelling doubts in the minds of the operating personnel as to the authenticity of the subject targets.

1 Incl
Inc Msg dtd 24 Nov 57
CITE: OPS 001L, T57-31737
Cys 1 & 2

for Edwin H Hammer Capt
GORDON C. HOFFMAN
Colonel, USAF
AFCIN-4E1

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Classification Cancelled
(or changed to UNCLAS
Auth Instruction ET COL, USAF
By JTDA (UFO)
Date 24 Jan 69
AFR 205-1 para 1-12b

UNCLASSIFIED

Page 1 of 1 Pages
Cy 1 of 4 Cys

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

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