PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION	12. CONCLUSIONS
11 Jan 58	Bering Sea Area	☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local _____ GMT 11/1930Z	**4. TYPE OF OBSERVATION** ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☒ Air-Intercept Radar	☐ Was Aircraft ☒ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	**6. SOURCE** Military	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION 5 mins	**8. NUMBER OF OBJECTS** three	**9. COURSE** SW ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

Three objs observed on radar at first appearing to be stationary, then moving in Westerly direction at estimated speed of 900 knots, crossing bow of A/C at 11 miles. Targets appeared to merge into one single target as distance closed. Four crew members sighted lights.

11. COMMENTS

Data indicates possible a/c. However, correlation cannot be made of airspeed of objs w/a/c known to be in the area at the time.

RETURN TO:
Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

143.6010-1
11-31 Jan
1958

ATIC FORM 329 (REV 26 SEP 52)

Multi

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

31

[redacted]
UNCLASSIFIED

FILE NO.

SUBJECT (U) Evaluation of UFOB Report Nr. IR-5004-2-58

TO AFCIN-4E4

FROM AFCIN-4E1

DATE 13 Oct 58

COMMENT NO. 1

AFCIN-4E1a/W. L. Picklesimer/jc
74201/Bldg 828/Rm 241

Since no confirming data such as physical evidence exists it is assumed that the radar "targets" may have been aircraft.

R L James

GORDON C. HOFFMAN
Colonel, USAF
AFCIN-4E1a

1 Incl
UFOB Rpt

Classification Cancelled
[redacted]
Auth Directive DoD
By [redacted]
Date 13 MAY 1969
AFR 205-1 Par 2-17a
3 Jan 68

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DOD DIR. 5200.10

If inclosure 1 is withdrawn (or not attached), the classification of this correspondence will be downgraded to Unclassified in accordance with paragraph 31h, AFR205-1.

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[redacted]

10034495

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

16—84801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED

1165837 (12)

COUNTRY OR ACTIVITY REPORTING	REPORT NO.
ALASKA	IR-5004-2-58

AIR INTELLIGENCE INFORMATION REPORT

(Leave blank)

1165837

COUNTRY OR AREA REPORT CONCERNS: BERING SEA AREA	DATE OF INFORMATION: 11 JAN 58
ACTIVITY SUBMITTING REPORT: 5004th AIR INTEL SVC SQDN, APO 942, SEATTLE, WASHINGTON	DATE OF COLLECTION: 11 JAN 58
PREPARING INDIVIDUAL: CHARLES E. BERRIER, 1/ST LT, USAF	DATE OF REPORT: 19 FEB 58
NAME OR DESCRIPTION OF SOURCE: [redacted]	EVALUATION: C-2
	APR 8 1958

SRI STATUS (If applicable)

SRI NO. _____ CANCELED/COMPLETE

SRI NO. _____ CANCELED/INCOMPLETE

SRI NO. _____ ACTIVE

ADDITIONAL INFORMATION ON (Date)

REFERENCES (List Subject, previous reports, etc., as applicable)

AMR 160T, AFR 200-2

4E4G Gregory

SUBJECT (Descriptive title. Use individual reports for separate subjects)

(UNCL) UNIDENTIFIED FLYING OBJECT SIGHTING

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)

This report concerns the investigation of a UFOB report received from [redacted] on 16 January 1958. The sighting was made at (54 43 N-175 15 W) on 11/1930Z January 1958 both electronically and visually. The four observers were flying aboard a P2V-5F patrol bomber attached to PATRON 1 at Kodiak Naval Base.

Location: Ch

Classification Cancelled
Auth: Dorcas DD
By: Gustanikas
Date: 13 MAY 1969
AFR 205-1, Para 12c
3 Jan 68

APPROVED:

PERCY K. MEAD
Major, USAF
Commander

10 INCLS

Chart in Dupl File

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5004th AIISS
Log No. 5-58-021

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AIR INTELLIGENCE INFORMATION REPORT

(13)

FROM (Agency)	REPORT NO.	PAGE 2 OF 5 PAGES
5004TH AIR INTEL SVC SQ APO 942, SEATTLE, WASHINGTON	IR-5004-2-58	

I. In accordance with AFR 200-2, Paragraph 7d, the following information concerning an UFOB observed by personnel operating from Kodiak Naval Base was submitted by [redacted]

1. Description of the Object:

a. Unidentified

b. Unknown

c. Unknown

d. Three

e. Formation type unknown

f. thru I. None

2. Description of Course of Object:

a. Radar contact showing last movements.

b. 030 degrees magnetic heading: altitude unknown, estimated as 9,500 feet.

c. 250 degrees.

d. Moved from starboard bow at fast rate of speed to port quarter.

e. Lost on radarscope.

f. Five minutes.

3. Manner of observation:

a. Air electronic: APS 20E radar.

b. Four crewmembers sighted lights.

c. P2V-5F, Identification number 131475: 8,500 feet : 010 magnetic heading: 180 knots: Home Station Kodiak Naval Base.

4. Time and Date of Sighting:

a. 111930Z.

b. Dawn.

5. Location of Observers: Aircraft position 54 43 N 175 15 W.

6. Identifying Information of All Observers:
Michalski, L. ATC Radio Operator
Rundell, G. D. AT3 Radar Operator
Giesey, R. Ens. 2nd Navigator
Kosson, C. H. AO2 Ord.

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[redacted]

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
5004TH AIR INTEL SVC SQ APO 942, SEATTLE, WASHINGTON	IR-5004-2-58	PAGE 3 OF 5 PAGES

7. Weather and Winds Aloft Conditions at Time and Place of Sighting:

a. 7500 feet broken, occasional buildup at 9,000 feet.

b.

Altitude	Degrees	Velocity (Knots)
6,000	230	10
10,000	190	9
16,000	CALM	CALM
20,000	330	4
30,000	260	13
50,000	230	20
80,000	NOT AVAILABLE	NOT AVAILABLE

c. None.

d. Unlimited.

e. 7/8 below.

f. None.

8. Any Other Unusual Condition or Activity, Meteorological, Astronomical or otherwise which might account for the Sighting: None.

9. Interception or Identification Action Taken: Aircraft tried calling on 121.5MC.

10. Location of Air Traffic in the Area at the Time of Sighting: Northwest Orient Airlines Flight 285 reported position at 1119402 to be 54 05 N 177 50 W, climbing 16,000 to 20,000 feet.

11. Position, Title and Comments of the Preparing Officer Including his Preliminary Analysis of the Possible Cause of the Sighting: Capt. L. A. Pew, USN, AC/S Operations and Plans, ALSEAFRON: Possibly aircraft.

12. Existence of Physical Evidence such as Materiels and Photographs: None. Remarks: When first observed on radar, targets appeared to be stationary, then moved in westerly direction at estimated speed of 900 knots, crossing bow of aircraft at 11 miles. Targets appeared to merge into one single target as distance closed. Will provide information on CTU 93.0.1 - 1505322.

II. Investigative Efforts:

1. Inquiries were made to the following agencies for information or identification of civilian or military aircraft operating in the area of 54 43 N 175 15 W at the date and time of the UFOB sighting:

a. CAA Air Route Traffic Control Center, Anchorage, Alaska

b. SAC Victor, Elmendorf AFB.

c. Director of Intelligence, ALCOM, (Naval Liaison)

d. Combat Information Center, Kodiak Naval Base.

e. Director of Intelligence, 10th Air Division, Elmendorf AFB.

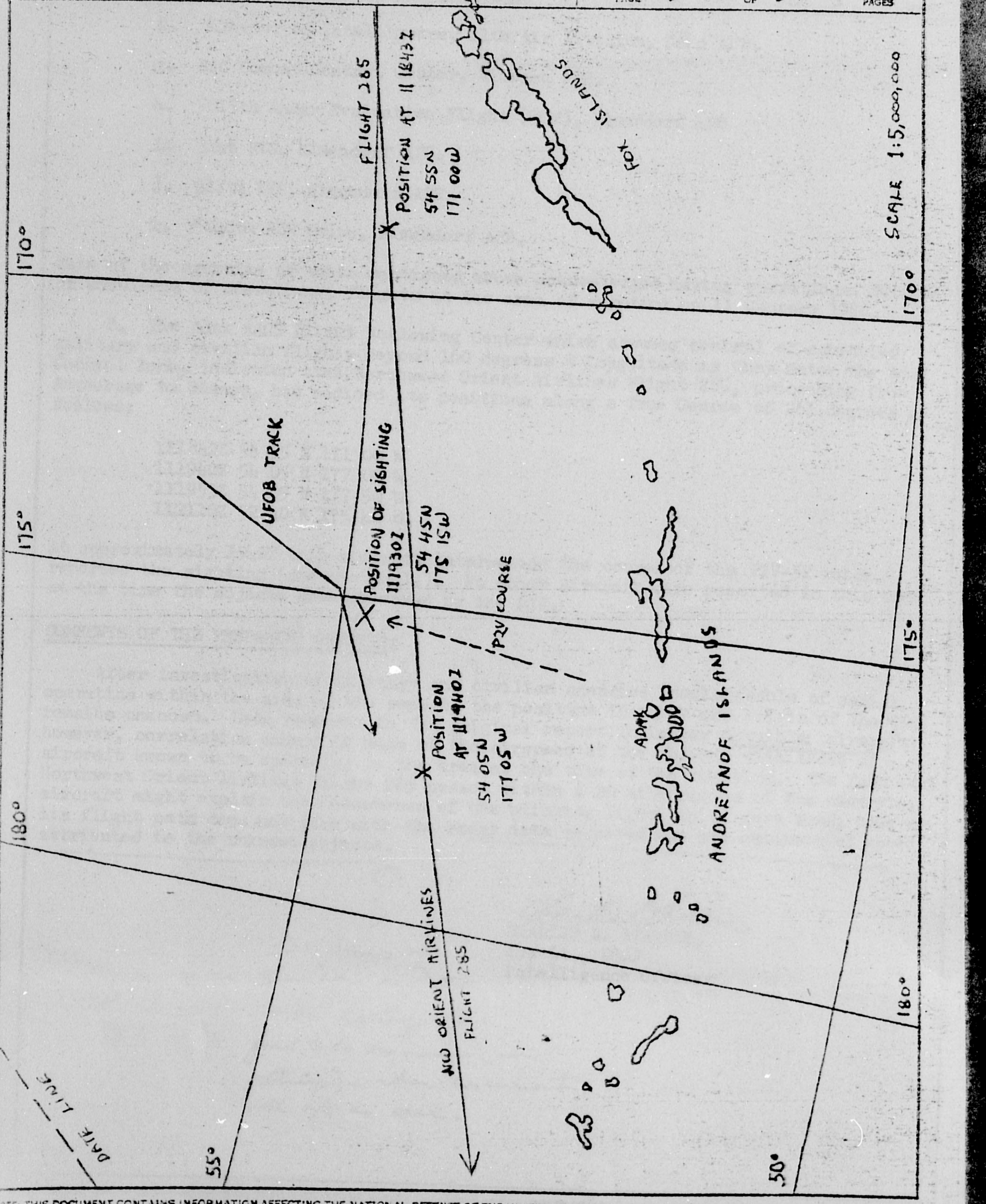
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FROM (Agency)	REPORT NO.	PAGE 5 OF 5 PAGES
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SCALE 1:5,000,000

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f. Director of Intelligence, 11th Air Division, Ladd AFB.

g. SAC Combat Control Center, Eielson AFB.

h. 5015th Radar Evaluation Flight (ECM), Elmendorf AFB

il 31st FIS, Elmendorf AFB.

j. 317th FIS, Elmendorf AFB.

k. 5040th ACW Group, Elmendorf AFB.

None of the agencies or units mentioned above acknowledged having operational flights or knowledge of operational flights in the area of sighting on 11 January 1958.

2. The Adak AACS Flight Following Center which assumes control of scheduled military and civilian flights beyond 160 degress W Longtitude as they enter the Adak Control Zone, indicated that Northwest Orient Airlines Flight 285, proceeding from Anchorage to Shemya, had radioed its positions along a True Course of 261 degrees as follows:

1118Z 54 55 N 171 00 W
1119Z 54 05 N 177 05 W
1119Z 54 05 N 177 50 W
1121Z 52 40 N 175 40 E.

At approximately 1940Z this aircraft intersected the course of the P2V-5F which reported the sighting (see sketch 1.). No other aircraft were reported in this area at the time the objects were observed by the P2V.

COMMENTS OF THE PREPARING OFFICER:

After investigation of military and civilian agencies knowledgeable of aerial operatins within the area of the report, the positive identity and origin of the UFOB remains unknown. Data received in the original report indicates possible aircraft: however, correlation cannot be made of the airspeed of the objects with those of aircraft known to be operating in the area at the time of the sighting. The fact that Northwest Orient Airlines Flight 285 passed within a 20 mile radius of the observing aircraft might explain the phenomenon of the blinking lights which were seen, however its flight path does not jibe with the radar data received and the estimate of speed attributed to the unknown objects.

On basis of similar reports radar sightings often found to be erroneous (in returns) — when encountered with a/c in area.

CHARLES L. BERRIER,
1st Lt., USAF
Intelligence Officer

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