PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION	12. CONCLUSIONS
9 June 58	Puget Sound area, Washington	☐ Was Balloon ☒ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local _____ GMT 09/1817Z	**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 4 mins	**8. NUMBER OF OBJECTS** one	**9. COURSE** NW
		☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

Rnd, white obj w/white small dark circle in center. The outer edge of obj appeared darker w/thick edges. Traveling at terrific speed. Obj climbed then descended & closed in on observer, making 4 or 5 small orbits. It finally accelerated & climbed rapidly out of sight. NW. F102 pilot observed pinkish white cylindrical obj between 40,000 to 50,000ft & above. Obj oscillated, appeared to stop, climb, then turn. Pilots stated that obj circled him while around 52,000ft. Investigators showed balloon released in that area; plotted up to 90,000ft & wind generally blowing in direction of obj.

11. COMMENTS

Probably a balloon. Detailed analysis in UFO case file.

ATIC FORM 329 (REV 26 SEP 52)

F

ATIC

11 JUN 58 10 09

SQB496 YDB235CZCQYC832ZCQQB970

RR RJEDDN RJEDSQ

ZDK

DMA042

RR RJWZSB RJEDDN RJEDSQ RJEZHQ

DE RJWZDM 93A

R 092327Z

FM COC 25TH ADIV

TO RJEDDN/COMDR ADC

RJEDSQ/COMDR AIR TECHNICAL INTELLIGENCE CENTER

RJEZHQ/ASST CHIEF OF STAFF INTELLIGENCE HEADQUARTERS USAF

RJEZHQ/OFFICE OF INFORMATION SERVICES HEADQUARTERS USAF

ACTION INFORMATION

1958 JUN 11 07:54

RJWZSB/COMDR WADF.

BT

/U N C L A S/ 25TH CADD TAC F 34

1. A. ROUND

B. [redacted] INCHES ← AT arms length?

C. WHITE WITH SMALLER DARK CIRCLE IN CENTER.

D. ONE

E.

F. VIVID ROUND SHAPED OBJECT WITH DARK CENTER

G. NONE

H. NONE

I. THE OUTER EDGE OF THE CIRCUMFERENCE OF OBJECT APPEARED

PAGE TWO RJWZDM 93A

DARKER WITH THICK EDGES.

2. A. VISUAL SIGHTING OF OBJECT AT TERRIFIC SPEED ← Illusion due to rate of closure

B. 30 DEGREE ELEVATION WHEN I WAS LEVEL AT 40,000.

C. 60 DEGREE ELEVATION

D. INITIALLY TRACKING 360 DEGREE AND THERE AFTER DOING SEVERAL 360 DEGREE PORT TURNS

E. TRACKING NORTHWEST CLIMBING IN 45 DEGREE PITCH, ALTITUDE ACCELERATING RAPIDLY UNTIL OUT OF SIGHT.

} who was tracking and maneuvering? Observer or object?

F. 4 MINUTES ← observed for 4 minutes on a clear day and couldn't identify the object.

3. A. AIR-VISUAL

B. NONE

C. F-102 (1425) 40 MI HEADING 180 SPEED -9 MACH MCCHORD AFB

4. A. 1817Z 1817-8=1017

B. DAY (CLEAR)

5. NC 4320

6. A. N/A

B. [redacted] 1 ST LT, USAF

318TH FIS (INTERCEPTOR PILOT)

7. A. ON TOP VFR AT 40 MI

SURFACE SSW 210/12

B. 60- SW 220/09

100- N 010/11

160- NNE 020/09

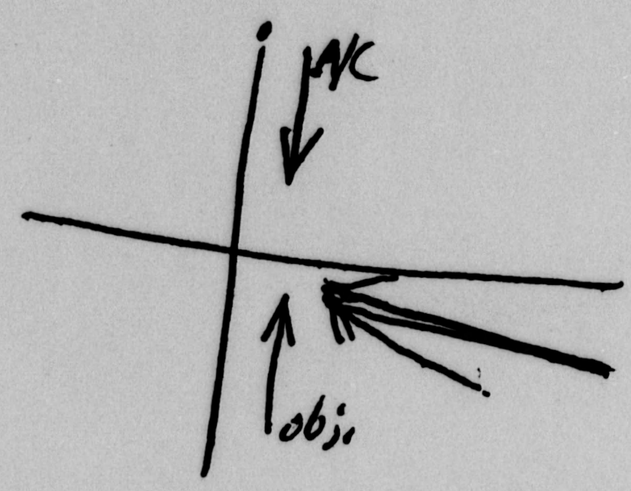
200- N 360/06

300- ESE 120/18

400- ESE 120/15

500- WSW 240/02

720- NNE 030/02



C. 1

D. UNLIMITED

E.

F.

8. SEA WEATHER RELEASED BALLOON AT 09/1800Z EST. HEIGHT OF BALLOON 40,000 AT TIME OF INCIDENT AND POSSIBLE LOCATION OVER LOWER PUGET SOUND

9.

10. INTERCEPTOR CLIMBED AT MAXIMUM POWER TO 52 MI MAINTAINING VISUAL SIGHTING ON OBJECT

11.

12. WHILE FLYING LEVEL AT 40~~00~~ 61 I SPOTTED THIS OBJECT

PAGE FOUR RJWZDM 93A

TRACKING NORTH AT A TERRIFICALL HIGH RATE OF SPEED. I TURNED TO KEEP THIS OBJECT WITHIN SIGHT. IT APPEARED TO CLIMB AND SLOW DOWN AND DO A LARGE 360 DEGREE ORBIT THEN IT DESCENDED AND STARTED CLOSING IN TOWARD ME. IT THEN MADE 4 OR 5 SMALL ORBITS AROUND ME. AT THIS TIME THE FEATURE OF THE DARK CENTER OF THE OBJECT WAS DISTINGUISHABLE

AND ALSO THE BANKING ATTITUDES OF THE OBJECT

WERE VIVID. IT FINALLY PITCHED UP 45 DEGREE PITCH

ATTITUDE AND ACCELERATED AND CLIMBED

RAPIDLY OUT OF SIGHT ON A NORTHWEST HEADING.

BT

10/0013Z JUN RJWZDM

This is a well known illusion of good many recd

Rate of closure (a/c on balloon) gave appearance of speed (balloon). Also balloon climbing

Prob balloon

NNNN

D

What happens when a pilot encounters a balloon at high speed (400 mph) at high altitudes

(5) We have Many reports of pilots trying to keep small, moving objects centered while they attempt to manuever around them on file - which results with the illusion or appearance that the object was moving around the aircraft - instead of vice versa. This invariably happens at very high altitudes where there is no horizon, deturn or perspective points. Many reports show that pilot stating that the object (balloon) was closing on on the aircraft, when actually the balloon was standing still. This could possibly account for pilot's statement object circled around him. Correlating this with his apparent, somewhat doubtful reliability in judging or estimating size and distances (shown here) - this honest mistake or belief on his part is understandable.

ADDITIONAL COMMENTS:

(6) Check with U.S. Aero Chart #269, discloses that pilot was just South of controlled AIRWAY (AMBER) No. 1 - Running SE and NW, which carries considerable traffic. Although the flight of the object pilot observed closely parallels this traffic airway heading - which would indicate the object was an aircraft - the characteristics, description, flight pattern rule out aircraft, but strongly point out balloons.

On the basis of data given, analysis of the pilots information and his personal reliability check, there is no compelling reason to conclude that the object observed was not probably a balloon.

Analyst's personal comments:

Check: Same old story that pilots are "irreputeable observers; although better than most, pilots still subject to all the opinions, mistakes, illusions all other observers are heir to.

RTG

Analyst:
George T. Gregory
Capt., USAF

UNIDENTIFIED FLYING OBJECT SUMMARY
SUMMARY AND EXTRACT SHEET

UFOB REPORT # 9-J-58

DATE OF INCIDENT: 9 June 1958

LOCATION OF INCIDENT: NC-4320 (Position approx. midway between Tacoma and Seattle, Washington

TIME: 1817Z (1017 A.M. Local)

SUMMARY OF INCIDENT: Pilot of F-102 aircraft, while between 40,000 to 50,000 ft. alt. at Mach. 9 (600+ MPH) observed a pinkish-white object, cylindrical in shape, whose diameter was approximately 12 times its depth (Comment: believe Source meant length). Pilot was going South (180°), when he observed object moving due North which appeared to oscillate as it moved. Pilot made a left turn. Object continued North. Then it appeared to (Note!) climb, slowdown, then do a left turn. Pilot claims the object then circled his aircraft three times before he descended to lower levels.

It is significant to point out (as a routine "source reliability" check or clue), that pilot gave figures of 3/4 in. (diameter), 1/16 in. to 1/32 in. for depth in estimates. Almost incredible that measurements like this could be given while flying at 600 MPH+. Hairbreadth measurements of this nature require precision rulers, calipers or instruments. !?

INVESTIGATIVE EFFORTS:

(1) Wind plots for area show winds from SE to NW for 40,000 ft. (consistent with flight path of object at estimated 40,000 feet).
(2) Wind plots for area show winds from West to NE for 50,000 ft alt and above (consistent with pilots statement object made large turn at these estimated altitudes).
(3) Balloon was released about 20 minutes before sighting, and officially reported to have reached at least 40,000 by U.S. N. Wx Svs. in that area.
(4) Other pilits, radar units, others in area did not see anything unusual. Pilot states he did not make an effort to check if object was on his radar scope (?)

PHYSICAL EVIDENCE:

NONE

FINAL ATIC EVALUATION: PROBABLY BALLOON:

(1) Balloon released 20 minutes before sighting and up in that area.
(2) Up to est. 40,000 feet object on N-NW track. Wind was blowing in that direction. At est. 50,000 wind shifted, blowing from W-SW up to N-NE (as shown by official check). This would account for change of direction at that altitude (Object therefore was moving with wind, generally).
(3) Pilot states object oscillated, slowed down, climbed, turned: these are well-known, proven balloon characteristics.
(4) A word on pilots probable reliability (reporting officer did not evaluate): note estimated measurements given in para. A.2 of report. Most observers from fixed positions on ground cannot estimate within one or two inches.

See U.S. Aero Chart H-
264

JOINT MESSAGEFORM	SECURITY CLASSIFICATION UNCLASSIFIED ~~EFTO~~ MCM

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

MULTIPLE 2 ADS 20 JUN 58 21 42z

35F/B 21/1 22

PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	ROUTINE	BOOK	MULTI	SINGLE	AF	TAC F34	UNCL
INFO	ROUTINE						

FROM:
COMDR ATIC

TO: COMDR, 1006th AISS, ENT AFB, COLORADO RJEDDN
1006 AISS
(INFO) COMDR, DET #5, GEIGER FLD, WASHINGTON RJW2GR

UNCLASSIFIED/~~EFTO~~ MCM FROM: AFCIN-4E4 6-1229-E

IN ACCORDANCE WITH PARAGRAPH 6c, AFR 200-2, REQUEST LIMITED TYPE INVESTIGATION TO OBTAIN MORE INFORMATION ON FOLLOWING UFO SIGHTING. (REFERENCE TT MESSAGE 25TH CADD TAC F 34.) 1st LT CHARLES J. SCHARF, 318TH FIS, MCCHORD AFB, WAS FLYING AT 40,000 FEET IN F-102 WHEN HE SIGHTED A ROUND WHITE OBJECT, WITH A DARK CIRCLE IN THE CENTER, 30 DEGREES ELEVATION ABOVE HIS AIRCRAFT. IT WAS TRACKING NORTH AND F-102 WAS ON A 180 DEGREE HEADING AT .9 MACH. OBJECT WAS TRAVELING AT A TERRIFIC SPEED AND F-102 TURNED TO KEEP IT IN SIGHT. IT APPEARED TO CLIMB AND SLOW DOWN, DO A LARGE 360 DEGREE ORBIT, THEN DESCENDED AND STARTED CLOSING IN TOWARD THE F-102. OBJECT THEN MADE 4 OR 5 SMALL ORBITS AROUND THE F-102. IT FINALLY PITCHED UP 45 DEGREE ALTITUDE AND ACCELERATED IN A CLIMB, RAPIDLY DISAPPEARED ON A NORTHWEST HEADING. A BALLOON WAS PROBABLY

SPECIAL INSTRUCTIONS
~~EFTO~~
McDay

Reply and action taken attached

DATE	TIME
19	1130
MONTH JUNE	YEAR 1958

WRITER
SYMBOL: AFCIN-4E4
TYPED NAME AND ~~TITLE~~ (Signature if required): T/Sgt James O. Bolieu
PHONE 69216 | PAGE NR. 1 | NR. OF PAGES 2
SECURITY CLASSIFICATION: UNCLASSIFIED ~~EFTO~~ MCM

RELEASER
SIGNATURE: Mary C. Markevich
TYPED (or stamped) NAME AND TITLE:
MARY C. MARKEVICH
1st Lt., USAF
Assistant Administrative Officer

DD FORM 1 MAY 55 173 REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION
UNCLASSIFIED EFTO

FROM:
COMDR ATIC

EFTO

IN AREA AT TIME OF SIGHTING, BUT MANEUVERING OF THE OBJECT RULES OUT A BALLOON.

COORDINATION:

AFCIN-4E4 H. A. Miley DATE 19 June 58
Dr. H. A. Miley

AFCIN-4E N. Post DATE 6/20/58
Mr. N. Post

SYMBOL	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION	INITIALS
AFCIN-4E4	2	2	UNCLASSIFIED ~~EFTO~~	

DD FORM 1 MAY 55 173-1

U. S. GOVERNMENT PRINTING OFFICE: 1955—352236

NNNN

Jul. 1 00 49'33

DT SQG959DNA115

RR RJEDSQ

DE RJEDDN 105

R 301500Z

FM COMDR 1006TH AISS

TO COMDR ATIC

BT

/UNCLAS/ FROM AISOP 225 PD ATTN AFCIN 4E4 PD UFO PD THE FOLLOWING MESSAGE IS QUOTED FOR YOUR INFORMATION CLN QUOTE THE FOLLOWING INFORMATION IS FORWARDED FORYOUR PERUSAL AND SUBMISSION TO ATIC PD REFERENCE TT MESSAGE AFCIN 4E4 G 1229-E AND TT MESSAGE 25TH CADD TAC F-34 CMM ONLY THOSE PARTS

OF PARA 14 AFR 200-2 WHICH CONTAIN NEW OR CORRECTED INFORMATIONS HAVE BEEN INCLUDED PD A COMPLETE AF FROM 112 WILL FOLLOW PD PARA 15 A (1) PD CYLINDRICAL WITH THE DIAMETER APPROXIMATELY 12 TIMES THE DEPTH PD PILOT THOUGHT OBJECT WAS POSSIBLEY THICKER IN THE CENTER PD THE EDGES APPEARED THICKER BUT MAY

HAVE BEEN CAUSED BY THEIR DARKER COLOR PD PARA 15A (3) WHITISH WITH SLIGHT ORANGE TINT PD THE EDGE AND THE CENTER WERE DARKER PD PILOT FELT ORANGE TINT COULD HAVE BEEN PRODUCTED BY REFLECTION OF SUNLIGHT PD PARA 15 B (4) PILOT WAS ON A 180 DEGREE HEADING WHEN HE FIRST OBSERVED OBJECT TRACKING NORT AT TERRIFIC SPEED PD AT FIRST OBSERVATION PILGT ASSUMED OBJECT TO BE ANOTHER AIRCRAFT CMM HOWEVKER PASSING OBJECT HE OBSERVED FLATNESS OF OBJECT AND A SLIGHT UP AND DOWN OSCILLATION (SIMILAR TO AN AIRCRAFT WAGGLING ITS WINGS PD DUE TO RECIPROCAL HEADINGS PILOT THOUGHT OBJECT PROBABLY WASNOT MOVING OVER MACH 2 OR HE WOULD NOT HAVE HAD TIME TO OVBSERVE OCILLATIO OF OBJECT PD THE REMAINDER OF THE FLIGHT PATH WAS THE SAME AS REPORT IN PARA 12 CMM TT MESSAGE 25TH CADD TAC F-34 PD PARA 15B (5) OBJECT WAS HEADING NORTHWEST WITH A 45 DEGREE PITCH AND ACCELERATING RAPIDLY PD OBJECT DISAPPEARED WITHIN 3 TO 4 SECOND PD PARA 15 D(1) 1817Z CMM 9 JUN 58 PD PARA F (2) [redacted] 1ST LT CMM USAF CMM 318TH FIS (INTERCEPTOR PILOT) PD INDIVIDUAL SEEMED TO BE INTELLIGENT CAPABLE AND NOT EASILY EXCITED PD 25 YEARS OF AGE WITH 4 YEARS FLYING EXPERIENCE PD PARA 15 J PD AT THE TIME OF THE TIME OF THE SIGHTING LT SCHARF WAS ON A

PAGE THREE RJEDDN 105

INTERCEPT MISSION WITH ANOTHER F-102 CMM WHICH WAS ON A SOUTH-WEST HEADING CMM 15 TO 20 MILES IN FRONT OF LT SCHARF AND HEADING AWAY FROM THE OBJECT PD A TARGET AIRCRAFT WAS APPROXIMATELY 40 TO 50 MILES SOUTHWEST OF SIGHTING AND HEADING IN A NORTHERLY DIRECTION PD BOTH OF THE PILOTS WERE NOTIFIED BT LT SCHARF OF SIGHTING BUT NEITHER PILOT OBERVED ANYTHING PD PARA 15K PD LT SCHARF HAS HAD FOUR YEARS OF FLYING EXPERIENCE AND IS ACCUSTIMED TO VARIOKUS TYPES OF REFLECTIONS PD IT IS HIS OPINION THAT THE OBJECT WAS OF DEFINITE COMPOSITION AND INTELLIGENTLY GUIDED PD I CAN ADD NO ADDITIONAL INFORMATION TO VALIDATE OR INVALIDALE LT SCHARFS OBSERVATION PD THE PORTLAND GOC AD FILTER CENTER HAD NO UFO REPORTS FROM 7 THROUGH 13 JUN PD THE 738TH AC&W CONTROLLER IN CHARGE OF LT SCHARF DURING HIS OBSERVATION WAS UTILIZING IFF EQUIPMENT FOR TRACKING AND DID NOT OBSERVE IF ANY ADDITIONAL OBJECTS APPEARED ON THE RADAR SCOPE PD DURING HIS VISUAL CONTACT WITH THE OBJECT LT SCHARF DID NOT OBSERVE IF THE OBJECT WAS PICKED UPON HIS RADAR SCOPE PD PREPARING OFFICER 1ST LT DELLE L FERRIS CMM USAF CMM EXECUTIVE OFFICER CMM DET 5 CMM 1006TH AISS PD UNQUOTE

BT

30/2020Z JUN RJEDDN

Filter Center and Radar Units — No UFOs.!!!?

AF FORM 112 HEH
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
United States	D5-UFO-1	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
UFO

AREA REPORTED ON	FROM (Agency)
United States	1006th AIIS, Ent AFB, Colorado

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
27 June 1958	9 June 1958	F-6

PREPARED BY (Officer)	SOURCE
1st Lt Delle L. Ferris	1st [redacted] 318th FIS, 325th Ftr Gp, McChord AFB, Wash.

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

~~TT Message AFCIN-4-4 G 1229-, TT Message 25th Gp TAC F-34, AFR 200-2~~

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.)

1. This report contains information about a UFO sighting by 1st L[redacted] interceptor pilot of the 318th FIS, McChord AFB.

2. Distribution: ATIC only.

3. Interviewer: DELLE L. FERRIS
32187-A
1STLT, USAF

APPROVED

ARNOLD F. VON TAARED
Captain USAF
Detachment Commander

~~None~~ INCLS.

DISTRIBUTION BY ORIGINATOR

NOTE: 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.

UNCL
(CLASSIFICATION)

16—55509-2 U. S. GOVERNMENT PRINTING OFFICE

AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
1006th AISS, Ent AFB, Colorado	D5-UFO-1	

The following format was extracted from paragraph 15, AFR 200-2.

A. Description of Object:

(1) The Object was cylindrical in shape with the diameter approximately twelve (12) times the depth. The Object appeared to be slightly thicker in the center and around the edges, however observer thought this may have been caused by the darker color at these positions.

(2) Object was three fourths inches (3/4") in diameter and one sixteenth (1/16") to one thirty second (1/32") in depth.

(3) Object was whitish with a slight orange tint. Observer thought that the orange tint appeared similar to a reflection of sunlight. The edges and the center of the object were darker.

(4) One.

(5) N/A.

(6) The only discernible features were those discribed in (1), (2) and (3) above.

(7) None observed.

(8) No sound was heard.

(9) None.

B. Description of Course of Object:

(1) Visual sighting of object traveling at a high rate of speed.

(2) From the observation point at 40 M the object was at 30 degrees elevation and heading in a northern heading.

(3) From the observation point at 52 M the object was at 60 degree elevation and on a northwest heading.

(4) Pilot was on a one hundred eighty degree (180°) heading when he first observed object tracking north at terrific speed. Upon first sighting the object, observer assumed it was another aircraft, however upon a closer observation he observed flatness of the object and a slight up and down oscillation (Similar to an aircraft wagglings its wings). Due to reciprocal heading pilot thought object wasn't moving over Mach 2. or he wouldn't have had time to observe the oscillation of the object. The pilot made a left hand turn to keep object in sight. The Object continued northward passing to the east of the observer and went almost out of sight; It then appeared to climb, slowdown and do a large left hand three hundred sixty degree (360°) orbit, descending and closing in toward the pilot. The Object then made four (4) or five (5) smaller orbits around the observer. The observer climbed to fifty two thousand (52,000) feet and attempted to keep object in sight by a left turn. During the observer's prolonged turn the object circled the aircraft three (3) times, however at this point the F-102 aircraft, due to loss of speed in climb from forty (40) thousand tofifty-two (52) thousand feet was traveling at a very slow

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16—55570-1 ★ U. S. GOVERNMENT PRINTING OFFICE

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 4 PAGES
1006th AISS, Ent AFB, Colorado	D5-UFO-1	

rate of speed. During the smaller orbits the object was at an elevation of approximately fifteen (15) degrees; it was during this time that the dark center of the object was distinguishable and the banking attitude of the object was observed.

(5) The Object proceeded on a northwest heading, increasing its climb to 45 degrees; picking up speed and disappearing in about three (3) to four (4) seconds at a point of approximately sixty (60) degrees elevation.

(6) Four (4) Minutes.

C. Manner of Observation:

(1) Air visual.

(2) No optical aids were utilized.

(3) Aircraft - F-102, identification number - 1425, altitude - 40 M to 50 M, heading of 180°, speed of .9 mach, home station: McChord AFB, Wash.

D. Time and date of sighting:

(1) 1817Z 9 June 1958. 1817Z - 8 = 1017 A.M. (Local) PST

(2) Day (Clear).

E. Location of Observer: NC 4320.

F. Indentifing Information of Observer:

(1) N/A.

(2) [redacted] F, 318th FIS, Interceptor Pilot. Individual appeared to be intelligent, capable, not easily excited and very reliable.

G. Weathers and Winds-Aloft Conditions at time and Place of Sighting:

(1) Pilot was on top at 40 M with VFR conditions.

(2) Wind report of nearest AWS or Weather Bureau:

Surface	210	degrees	12 Knots
6,000	220	degrees	09 Knots
10,000	010	degrees	11 Knots
16,000	020	degrees	09 Knots
20,000	360	degrees	06 Knots
30,000	120	degrees	18 Knots
40,000	120	degrees	15 Knots
50,000	240	degrees	12 Knots
80,000	030	degrees	02 Knots

Winds from SE to NW at median altitude of observer's eye.

Note: Balloon made a wide left turn at that time altitude and [illegible]

Note: Object therefore moved with wind

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Also, see balloon at 90,000 feet in that location Par. H (note)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 4 OF 4 PAGES
1006th AISS, Ent AFB, Colorado	D5-UFO-1	

(3) 1.

(4) Unlimited.

H. Sea Weather released a ballon at Ø9/18ØØZ. The height of the ballon was estimated at 40000 feet at the time of the sighting with a possible location over Lower Puget Sound.

I. The Interceptor climbed at maximum power to 52 M, maintaining visual sighting on the object.

J. At the time of the sighting Lt [redacted] was on an intercept mission with another F-102, which was on a southwest heading fifteen (15) to twenty (20) miles in front of Lt [redacted] and heading away from the object sighted. A target aircraft was approximately forty (40) to fifty (50) miles southwest of sighting and heading in a northerly direction. Both of these pilots were notified by Lt Scharf of the sighting but neither pilot observed anything.

K. Lt Scharf has had four (4) years flying experience and is accustomed to various types of reflections. It is his opinion that the object was of definite composition and intelligenly guided.

I can add no additional information to validate or invalidate Lt Scharf's observation.

The Portland GOC AD Filter Center had no UFO reports from seven (7) through thirteen (13) June 1958. The 758th AC&W Controller in charge of Lt Scharf during his flight was utilizing IFF Equipment for tracking and did not observe if any additional objects appeared on the radar scope. During his visual contact with the object Lt Scharf did not observe if the object was on his radar scope.

DELLE L. FERRIS
1st Lt, USAF
Excutive

Comment re report:
Investigator's intervention of the incident on col have made more, thorough checks and investigations in the case.

GTG

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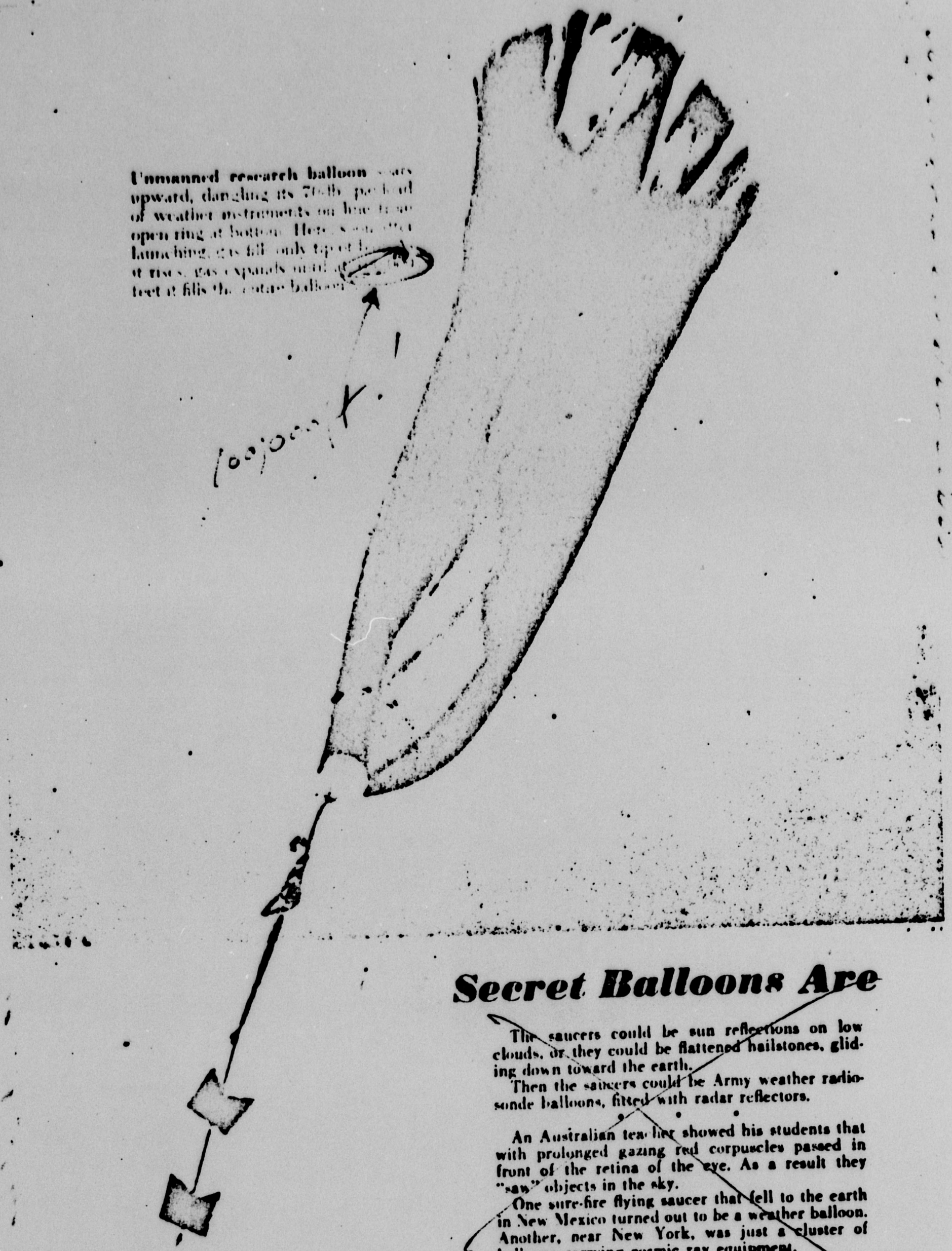
(CLASSIFICATION)

16—65570-2 ★ U. S. GOVERNMENT PRINTING OFFICE



Unmanned research balloon soars upward, dangling its 70-lb. payload of weather instruments on line from open ring at bottom. Here's how after launching, gas fill only tip of balloon. As it rises, gas expands until at [illegible] feet it fills the entire balloon.

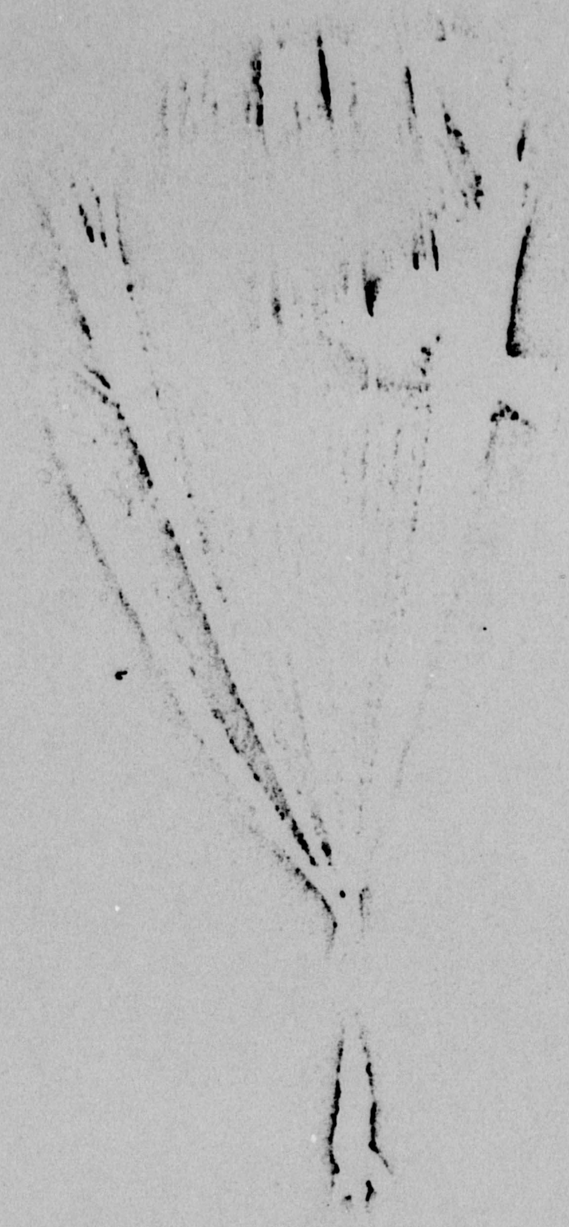
Secret Balloons Are the Flying Saucers

The saucers could be sun reflections on low clouds, or they could be flattened hailstones, gliding down toward the earth.

Then the saucers could be Army weather radiosonde balloons, fitted with radar reflectors.

• • •

An Australian teacher showed his students that with prolonged gazing red corpuscles passed in front of the retina of the eye. As a result they "saw" objects in the sky.

One sure-fire flying saucer that fell to the earth in New Mexico turned out to be a weather balloon. Another, near New York, was just a cluster of balloons carrying cosmic ray equipment.

Not so! Balloons only account for the large majority of so-called Saucers a/c, astro, clouds, etc.