[redacted]

PROJECT 10073 RECORD CARD

1. DATE 13 Apr 60	2. LOCATION Rhein Main AB, Germany	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
3. DATE-TIME GROUP Local _____ GMT 13/0035Z	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Military	
7. LENGTH OF OBSERVATION 3-4 min	8. NUMBER OF OBJECTS one	9. COURSE descending

10. BRIEF SUMMARY OF SIGHTING

Round, yellow object, size of grapefruit, 4-500 knots speed. No trail, dropping fast, straight down.

11. COMMENTS

Concur with reporting officer's report that sighting corresponded with a/c known to be landing at Rhein Main airport.

ATIC FORM 329 (REV 26 SEP 52)

RECEIVED
15 APR 60 08 12
ATIC

1/2 4E2
3
4/4X2

UFO

ATIC

NNNNZCZCSQP0370CZCSQA435ZCJYA209

PP RJEDSQ

DE RJFPBW 313

P 141558Z

FM CINCUSAFE

TO RJWFAL/ADC

RJEDSQ/COMDR ATIC

RJEZHQ/COFS USAF

RJEZHQ/OSAF

BT

UNCL FROM ITIGM 141968. ACTION ADC, ATIC FOR AFCIN-4, COFS FOR AFCIN-1A1, OSAF. THE FOLLOWING REPORT OF UFO SUBMITTED IN ACCORDANCE WITH AFR 200-2, PAR 15: UFO. A. 1. ROUND. 2. GRAPEFRUIT. 3. YELLOW. 4. ONE. 5. N/A. 6. 4-500 KNOTS SPEED. 7. N/A. 8. NONE. 9. NO TRAIL. B.1. 400-500 KNOTS YELLOW. 2. 250-20,000 FEET. 3. 270 DEGREES. 4. DROPPING FAST. 5. STRAIGHT DOWN. 6. 3-4 MINUTES. C.1. GROUND VISUAL. 2. N/A. 3. N/A. D.1. 0035Z, 13 APR 60. 2. NIGHT. E.1. RHEIN MAIN AB GER. 2. 5002N 0840E. F.2. [redacted] A/1C, OPERATION LOCATION 11, 603 ACW SQ, FRANKFURT AMIS. G.1. GOOD.

2. CALM. 3. CLEAR. 4. 6 MILES. 5. N/A. 6. N/A. 7. UNKNOWN.
H. NONE. I. N/A. J. NO AIRCRAFT IN AREA. K. ALL CONTROL
AGENCIES WERE CHECKED FOR POSSIBLE AIRCRAFT IN AREA WITH NEGATIVE
RESULTS. 1255Z, 13 APR, S/SGT HARRIS, RHEIN MAIN AB. L. NONE.
17. THIS REPORT IS SUBMITTED FOR YOUR INFORMATION AND ANY ACTION
DEEMED NECESSARY. NO ACTION TO INVESTIAGE THIS INCIDENT FURTHER
BEING TAKEN AT EURATIC.

BT

14/1700Z APR RJFPBW

HEADQUARTERS
FAIRTIN SUPPORT GROUP
United States Air Force
APO 57, NEW YORK, N. Y.

REPLY TO
ATTN OF: OPS

SUBJECT: UFO Sighting Report

25 APR 1960

TO: Air Technical Intelligence Center
Wright-Patterson AFB, Ohio

INFO TO: Aerospace Technical Intelligence Center
European Detachment
APO 633, US Forces

Attached is the complete initial UFO report prepared by this base in compliance with AFR 200-2. Preliminary sighting information has already been furnished to the ATIC Office, USAFE, by Frankfurt Flight Service.

FOR THE COMMANDER:

WILLIS J. HUBERT
Major, USAF
Administrative Officer

2 Atch
1. AF Form 112
2. Page 45 (FIB), Enroute Low Altitude (RFC), Europe

NONE
CLASSIFICATION

COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
Germany		

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS Rhein Main AB, Germany	DATE OF INFORMATION 13 Apr 60	
ACTIVITY SUBMITTING REPORT 7310th Support Gp APO 57, New York, NY	DATE OF COLLECTION 14-20 Apr 60	SRI STATUS (If applicable) SRI NO. CANCELED/COMPLETE
PREPARING INDIVIDUAL Capt F. E. GOTCH	DATE OF REPORT 21 Apr 60	SRI NO. CANCELED/INCOMPLETE SRI NO. ACTIVE
NAME OR DESCRIPTION OF [redacted] A/1C OLA #11 603 AC&WRON Frankfrut AMIS	EVALUATION	ADDITIONAL INFORMATION ON (Date)

REFERENCES (BAIR Subject, previous reports, etc., as applicable)
Frankfurt Flight Service Telecon with ATIC Off, Hq USAFE

SUBJECT (Descriptive title. Use individual reports for separate subject)
UFO SIGHTING REPORT

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)

An unidentified flying object (Light) was reported sighted from Rhein Main by an airman at 0035Z on 13 April 1960. Despite inquiry from local agencies, including the primary air control organizations, no supporting evidence can be found for an assumption that this was other than an ordinary image. The most logical explanation is that the light emanated from a descending aircraft and was too common an occurrence to impress any other observer(s).

1 INCLS

DISTRIBUTION BY ORIGINATOR (Except USAF and file. Indicate Dupl Mloz and copies w/o inclosures, if applicable)

INFO CY TO: Aerospace Technical Intelligence Center
European Detachment
APO 633 US Forces

WARNING: This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C., Section 793 and 794. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

AIR INTELLIGENCE INFORMATION REPORT

Subject: UFO Sighting Report.

a. The following is the description of the UFO which is the subject of this report:

(1) Its shape was round, and (2) its size was that of a medicine ball held at arm's length. (3) The color was uniform and a deep, bright yellow. (4) There was only one in number, thus (5) no formation. (6) No features or details could be discerned, only the light of uniform intensity. (7) There was no tail, trail, or exhaust evident. (8) No sound could be heard. (9) Speed was estimated at 400-500 knots.

b. (1) The observer's attention was first attracted by the movement of the light in the dark sky. (2) Initially the object was observed 60° above the horizon between 250° and 270° of azimuth. (3) It disappeared in the same azimuth but at ground level. (4) The light burned steadily and the course was unswerving as it arched down and away from the observer. (5) It grew smaller and dimmer before disappearing instantaneously in the West. (6) The observation lasted an estimated 3-4 minutes, without reference to a watch.

c. (1) The observation was made from the ground by an individual atop a building, (2) without benefit of any optical aids. (3) Not applicable.

d. (1) The time was 0035Z on 13 April 1960. (2) It was a dark night with some stars visible.

e. The observer was situated atop the civilian terminal building on the north side of Rhein Main Air Base (08°40'E & 50°02'N).

f. The observer was A/1C [redacted] He is with OLA #11 of the 603rd AC&WRON, Frankfurt AMIS. He is on liaison duty with Frankfurt Air Traffic Center copying flight plans on aircraft having a destination in the East Zone. From a personal interview and information on the professional background of Airman [redacted]

g. (1) The witness described the weather as clear and calm with clouds to the South and Southwest. Visibility was good. (2) Rhein Main and Wiesbaden both reported surface winds as calm. Nearest winds aloft available are from Stuttgart: 5000' 240/10, 10000' 300/10, 16000' 330/10, 25000' 020/30, 30000' 340/40, 50000' 270/10 and 80000' 290/15. The winds at Rhein Main would vary little from these. (3) Rhein Main reported a ceiling of 22,000 feet and (4) visibility of 10 miles. Wiesbaden reported 7 miles visibility. (5) Rhein Main reported an overcast sky condition, while Wiesbaden had a high broken condition. (6) There were no thunderstorms in the area. (7) Temperatures at altitude at Stuttgart (approximately same as Rhein Main) were: 5000' 0°C, 10000'-5°, 16000'-18° and 25000'-34°.

h. There was no unusual activity or condition, meterorological, astronomical, or otherwise, which might account for the sighting.

i. No interception or identification action was taken.

j. The following agencies were contacted to determine whether any air traffic or balloon releases in the area could possibly account for the sighting: Frankfurt ATCC, Frankfurt Flight Service, USAFE Command Post, 17th Air Force COC, Rhein control, and the AF metro station at Rhein Main. Also checked for possible leads were: AF radio site at Wasser Kuppe, Army S-2 detachments at Bad Kreuznach and Mainz, Wiesbaden Operations and the Army metro station at Hanau.

k. The preparing officer is Captain Francis E. Gotch, the Ground Training Officer from the Operations section of the 7310th Support Group.

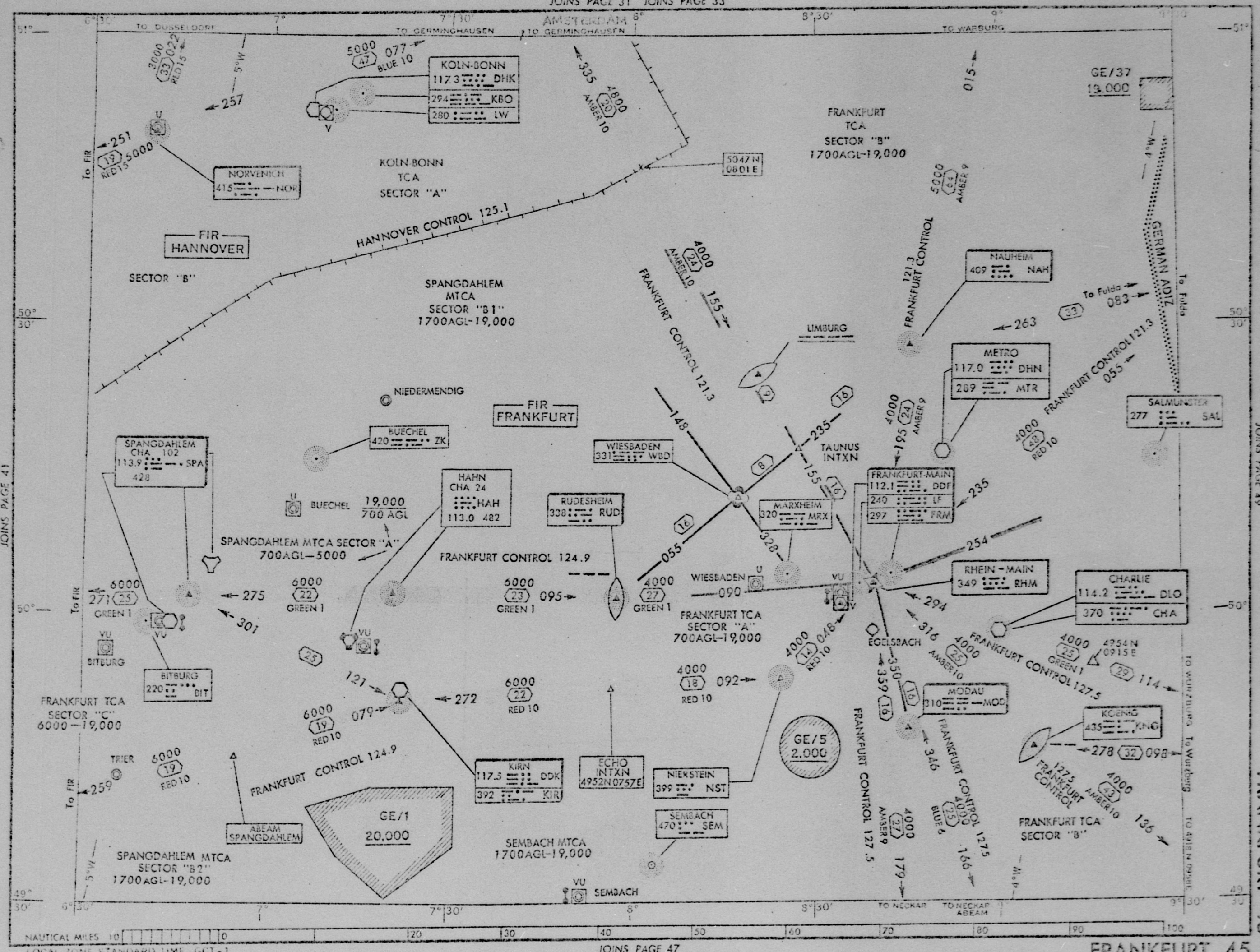
A study of the evidence available, including taped conversations between air traffic and Approach Control (and the tower) at Rhein Main, leads to the conclusion that the phenomenon reported was caused by an aircraft inbound to Rhein Main.

The only air traffic close to the time interval concerned was PAA clipper 160, a freighter inbound to Frankfurt from Amsterdam on Amber 10. At 0031Z the aircraft reported to Frankfurt approach, enroute to the Limburg fan marker and descending from FL90 to 4000 feet. At 0032Z he was over Limburg (confirmed by radar), descending through FL75. At 0035Z he reported passing FL60 and was cleared to 3000 feet on a heading of 160°. Radar reported him 20 NM north of the field. At 0037Z he reported passing through 4000 feet and was cleared to 2000 feet on a heading of 170°. Radar placed him 11 NM Northeast. At 0039Z he reported reaching 2000 feet and was vectored to 210°, then 230°, to intercept the ILS localizer for a landing on runway 25R. Aircraft landed at 0042Z.

Captain [redacted], a local PAA check pilot, stated it is general practice for their pilots to show one or two landing lights during descents in the Frankfurt area to better distinguish their aircraft from ground lights. Therefore, it appears that what Airman [redacted] saw was not a light moving away from the field but rather the landing light(s) of an aircraft descending to land. His estimates of altitude and airspeed under night conditions must be considered, at best, uncertain. The reported size of the object is inconsistent with even a very low altitude. The absence of any sound was due to the neighboring disturbance of an operating radar antenna and ventilation unit on the roof. The variance between the azimuth of the light reported and the bearing of the aircraft could be caused by a partial disorientation of the observer under the night conditions.

A significant factor in the formation of the conclusion is the absence of any other reports from the densely populated Frankfurt area of any peculiar occurrence. Such illusions involving lights at night can be expected to occur quite frequently in the vicinity of a busy airport.

c. There is no physical evidence, such as materials or photographs.


AMSTERDAM
TO DUSSELDORF
TO GERMINGHAUSEN
TO GERMINGHAUSEN
TO WARBURG
KOLN-BONN
117.3 DHK
294 KBO
280 LW
NORVENICH
415 NOR
KOLN-BONN
TCA
SECTOR "A"
5047N
0801E
FRANKFURT
TCA
SECTOR "B"
1700AGL-19,000
GE/37
13,000
FIR
HANNOVER
SECTOR "B"
HANNOVER CONTROL 125.1
SPANGDAHLEM
MTCA
SECTOR "B1"
1700AGL-19,000
FRANKFURT CONTROL 121.3
FRANKFURT CONTROL 121.3
NAUHEIM
409 NAH
GERMAN ADIZ
To Fulda
LIMBURG
METRO
117.0 DHN
289 MTR
FRANKFURT CONTROL 121.3
SALMUNSTER
277 SAL
NIEDERMENDIG
FIR
FRANKFURT
BUECHEL
420 ZK
SPANGDAHLEM
CHA 102
113.9 SPA
428
WIESBADEN
331 WBD
TAUNUS
INTXN
FRANKFURT-MAIN
112.1 DDF
240 LF
297 FRM
HAHN
CHA 24
113.0 482
RUDESHEIM
338 RUD
MARXHEIM
320 MRX
BUECHEL 19,000
700 AGL
SPANGDAHLEM MTCA SECTOR "A"
700AGL—5000
FRANKFURT CONTROL 124.9
WIESBADEN
RHEIN-MAIN
349 RHM
CHARLIE
114.2 DLO
370 CHA
FRANKFURT TCA
SECTOR "A"
700AGL-19,000
EGELSBACH
FRANKFURT CONTROL 127.5
BITBURG
220 BIT
MODAU
310 MOD
FRANKFURT TCA
SECTOR "C"
6000—19,000
KOENIG
435 KNG
TRIER
KIRN
117.5 DDK
392 KIR
ECHO
INTXN
4952N0757E
NIERSTEIN
399 NST
GE/5
2,000
FRANKFURT CONTROL 124.9
GE/1
20,000
ABEAM
SPANGDAHLEM
SEMBACH
470 SEM
SEMBACH MTCA
1700AGL-19,000
SPANGDAHLEM MTCA
SECTOR "B2"
1700AGL-19,000
FRANKFURT CONTROL 127.5
FRANKFURT TCA
SECTOR "B"
SEMBACH
TO NECKAR
TO NECKAR
ABEAM
NAUTICAL MILES
LOCAL ZONE STANDARD TIME - GCT + 1
JOINS PAGE 47
JOINS PAGE 41
JOINS PAGE 49
FRANKFURT 45

AERODROME OR FACILITY			AIDS TO NAVIGATION							A/G VOICE		TOWERS		I. L. A.	FOR A/D TIMES & A/D REMARKS SEE A/D DIRECTORY PAGES
NAME	ELEV IN FEET	OP BY	TYPE	IDENT	FREQ GROUND	POWER CLASS	E/M	FAC. TO FLD. MAG. BRG.	FAC. TO FLD. N. M.	CALL	FREQ GROUND	CALL	FREQ GROUND	TYPE	REMARKS
BADEN/BADEN	407	FAF										Baden Airport	117.9		O/R 30 min to Lahr Twr
BREITENBACH		USAF	RBn	BRB	416	50W	A2								
ENTZHEIM (STRASBOURG)	501	Civ	RBn RBn	FOS SE	389 417	500W 40W	A1 A1	099°	0.6	Paris Control APC ②	128.3 ① 362.3 - 360.9 - 119.7 - 119.1	Strasbourg Airport ②	257.8 - 231.4 - 119.7 - 117.9 118.7		① Paris ATC for E France, Awy R-7 & Awy R-10; on test. Paris ACC relay. ② 0600-2400 Mon; 2400-0130, 0600-2400 Tue, Wed, Thu, Fri; 2400-0130, 0600-1900 Sat; 0600-1900 Sun; O/T O/R.
GROS TENQUIN	820	RCAF	RBn	GT	302	100W	A2	A1	FLD	APC ff	385.4 - 362.3 - 317.5 - 293.8 257.8 - 243.0 - 136.08 - 133.74 117.9 - 116.1 - 108.72 - 121.5	Tower ff	385.4 - 362.3 - 317.5 - 293.8 257.8 - 252.5 - 243.0 - 136.08 117.9 - 116.1 - 108.72 - 121.5 3023.5	Radar	
HEIDELBERG	367	USA	RBn ②	HDL	383	75W	A2	085°	1.9	APC ff	119.3	Tower ①	117.7 - 119.3 - 121.5		① PFSV 0500-2000 Mon-Fri; 0600-1600 Sat, Sun & Hol. ② Unreliable beyond 50NM.
HERRENBERG		Civ	RBn	HRB	401		A2								
LAHR	525	FAF	RBn RBn ②	LR LH	450 473	250W 350W	A1 A1	011°	0.2	Forena APC ① ff	362.3 - 243.0 - 140.40 - 119.7 117.9 x - 107.10 - 121.5	Airport ff	257.8 - 243.0 - 119.7 - 117.9 116.64	Radar	① FPO Cmdr 1st French Air Division Lahr ② 0800-1800 Mon-Fri; clsd Sat, Sun, Hol
MENGEN	1813	GAF								Munich Control	See Munich ACC	Tower ff	117.9 - 136.08 x - 151.56 x 137.18 x - 132.48 x - 135.0 x 133.38 x - 148.14 x - 121.5		
NECKAR		Civ	RBn	NKR	355		AO/A2								
PHALSBOURG	1016	USAF	RBn ② Omni TACAN RACON	PL PL FL 1-2-1-1	486 111.4 CHA21 9310	50W TVOR	A2	245° At At At	4.6 FLD FLD FLD	Moselle APC	① 303.4 - ① 137.88	Tower	371.8 - 257.8 - 243.0- 117.9 121.5	Radar	① Moselle Term Con Mandatory for all IFR acft arr & dept ② Unrel N quad over 25NM due to interference fr Hohn RBn
RAMSTEIN	779	USAF	RBn Omni ① RACON	RMS RMS 2-1-1-1	362 115.1 9310	400W TVOR	A2	271° At 358°	4.8 FLD 4.0	Sembach Control (RAPCON)	See Sembach	Tower	295.0 - 257.8 - 243.0 - 141.3 117.9 - 121.5	Radar	① On test, unreliable not to be used.
ROTTWEIL		Civ	RBn	RWL	407		AO/A2								
SOELLINGEN	405	RCAF	RBn	SB	443	100W	A2	At	FLD	APC ff	362.3 x - 344.0 x - 317.5 x 257.8 x - 243.0 - 149.04 143.46 - 108.72 - 147.24 134.82 - 117.9 - 121.5	Tower ff	149.04 - 147.24 - 108.72 143.46 - 140.58 - 134.82 117.9 - 121.5 - 3023.5 R	Radar	
STUTTGART	1296	Civ	Omni RBn RBn	DDG SGT SG	112.3 422 306	VOR	A2 AO/A2 AO/A2	257° 258° 258°	9.8 4.6 0.6	APC ①	362.3 - 243.0 - 126.7 - 119.7 121.5	Tower	362.3 - 243.0 - 118.8 - 119.7 121.5	ILS	① PFSV 0500-1700 Mon-Fri; 0500-1300 Sat.
ZWEIBRUCKEN	1125	RCAF	RBn	XP	343	100W	A2	At	FLD	APC ff	362.3 - 317.5 x - 257.8 x 255.7 x - 146.88 - 243.0 150.66 - 117.9 - 116.1 108.72 x - 121.5	Tower ff	362.3 x - 257.8 x - 150.66 146.88 - 117.9 - 116.1 - 108.72 121.5 - 3023.5 Rx	Radar	