

COUNTRY U.S.A.	REPORT NO.	(LEAVE BLANK) <i>af 508093</i>
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Report of Unidentified Object		
AREA REPORTED ON Presque Isle, Maine		FROM (Agency) 74th Ftr-Intcpt Sq. Presque Isle AFB, Me.
DATE OF REPORT 31 January 1953	DATE OF INFORMATION 29 January 1953	EVALUATION A-2
PREPARED BY (Officer) 2d Lt D. John MacDonald, Intell Off		SOURCE 2d Lt. F. T. Goetting 2d Lt. H.G. Kelly
REFERENCES (Control number, directive, previous report, etc., as applicable) TWX, F1874-65A 29/20302/Jan 53		

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.)

The information contained in the inclosures was reported by TWX in accordance with AFL 200-5, Dated 29 April 1952. The object was also sighted by at least two fighter aircraft from other squadrons. The conversation among the pilots and R O's was heard by A/1C Ferdinand who was on duty at the ADDC. Not knowing which of the pilots and R O's were talking the conversations went as follows:

Pilot said, "Do you see that thing above us?"

Answer, "No"

Reply, "It sticks out like a sore thumb."

Then someone said, "If I were going to catch it I would drop the wing tanks first."

Another said that he would never admit what he saw.

The TWX sent earlier by this organization reported that the ADDC was not painting the B-29 which was orbiting in the area. This portion of the TWX was in error, as a subsequent report from ADDC revealed that both the B-29 and our F-94B were being painted, and, further, that there were no "Unknowns" being painted in the area.

*D. John MacDonald*  
D. John MacDonald  
2d Lt USAF  
Intelligence Officer

2 INCLS.

1. Statement of Lt. Goetting
2. Statement of Lt. Kelly

DECLASSIFIED  
E.O. 12065, Sec. 3-402  
*USAF memo 7/31/78*  
By *W.G. Lewis* MARS, Date *2/21/80*

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Air Technical Intelligence Center, Wright-Patterson AFB, Ohio, ATTN ATIAA-2c

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## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

74th Ftr-Intcp Sq  
Presque Isle AFB, Maine

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## Statement of F-94B Pilot

On 29 Jan 53 I was flying as pilot in a F-94B aircraft on a routine training flight. After making a few intercepts on another F-94, the GCI station vectored us to the Millinocket area to intercept B-29 Nicholson Able-6. We stayed in the Millinocket area for approximately fifteen (15) minutes with no contact with the B-29.

Deciding that the B-29 had passed Millinocket I took up a heading of 070° magnetic, this course took us directly over Houlton. Just after passing Houlton and approximately over the St John river I spotted an oval and thin shaped object about 10° above and approximately on the same course as my own (070° magnetic). After repeatedly pointing out the object to the Radar Observer, he finally spotted it too.

The object was a dark gray color with a very definite, and clearly defined shape. It did not shine, or give off light, nor was there any visible exhaust or contrail.

We were at an altitude of 23000 feet and chased the object at .8 MACH. This chase was continued for approximately 8 minutes with no visible change in the range of the object. According to the maps and dead reckoning, we had chased the object forty (40) miles northeast of the St John River. At this time we broke off and returned to base to land.

FRED T. GOETTING

FRED T. GOETTING JR.  
2d Lt, USAF  
AO 2222823

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

74TH Ftr-Incpt Sq.  
Presque Isle AFB, Maine

REPORT NO.

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Statement Of F-94B Radar Observer

On the morning of 29 Jan 52 I was flying as radar observer in the rear seat of an F-94B. After a few interceptions on another F-94B I turned the set off for the remainder of the mission. This was because of generator difficulties.

We then flew down to the Millinocket, Me area to try to intercept a B-29, "Nicholson Able-6". We circled Millinocket for a while and then headed toward Houlton, Me but never spotted the B-29 which was supposedly flying over Houlton at Approximately 1000 EST on a magnetic heading of 070 degrees. When over the St. John River the pilot spotted an object straight ahead of us. I finally saw the object after he had pointed it out repeatedly. We turned right so as to displace object to the left. We then resumed our 070 degrees heading and chased the object for several minutes at a speed of .8 Mach at 23,000 feet (apprex 470 K TAS). We did not close on the object and soon broke off because of low fuel supply.

The object was gray and in shape was thin and oval. It was at a small angle (5 degrees at most) above us. It stayed stationary in the sky during the chase. It was well-defined and dull-colored, that is, it was not shiny or luminous. There was no visible means of propulsion nor was there any exhaust smoke or contrails. The object appeared unbroken in outline and there were no portholes or windows visible.

After we had landed and studied the problem I decided we had been about 40 miles NE of the St. John River when we broke off. After comparison with a dime held at arms length I believe the object was about 1/2 to 3/4 the size of a dime.

We landed about 10 or 15 minutes after breaking-off.

*Howard C. Kelley*  
HOWARD C. KELLEY  
2d Lt. USAF  
AO 2223582

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