

PROJECT 10073 RECORD CARD

1. DATE 10 September 1951	2. LOCATION Andrews AFB, Washington D C	12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input checked="" type="checkbox"/> Was Astronomical Meteor <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
3. DATE-TIME GROUP Local 2000 GMT 11/0100Z	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE Civilian and military	
7. LENGTH OF OBSERVATION 5 seconds	8. NUMBER OF OBJECTS One	9. COURSE Easterly
10. BRIEF SUMMARY OF SIGHTING Object looking like light with trajectory parallel to ground. Like exhaust from rocket. Light grew in intensity and magnitude. Seemed to be white dot. Speed in excess of 500mph. Light just disappeared (Report received 11 Apr 1952).	11. COMMENTS Meteor observation.	

UNCLASSIFIED
DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

MAP
SECURITY INFORMATION

FILE NO.

AT1AA

SUBJECT

(Restricted) Information for Project Blue Book

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

FROM Dept of the AF
Hq USAF - AFOIN-2B3

DATE 1 MAY 1952

COMMENT NO. 1

Capt Fournet/55894

1. The inclosed correspondence was forwarded to this headquarters by Captain Berkow, Director of Intelligence, Headquarters Command, Bolling Air Force Base, but was not received in Headquarters USAF until 11 April 1952. The delay in receipt of these reports was caused by a misunderstanding concerning the proper method for handling this type of information.
2. Captain Berkow has been informed of the proper procedure for handling such reports.
3. Inclosures are forwarded for information and retention.

William A. Adams

WILLIAM A. ADAMS

Colonel, USAF

Deputy Chief, Evaluation Division
Directorate of Intelligence

3 Incls

1. Ltr fr Capt Lawton
w/rpt fr [REDACTED]
2. Ltr fr Capt Woodward
3. Ltr fr Capt Hostler

UNCLASSIFIED

7-3716-3

~~AMERICAN AIR FORCE~~

HEADQUARTERS
AIR RESCUE SERVICE **UNCLASSIFIED**
WASHINGTON 25, D. C.

12 September 1951

SUBJECT: Aerial Sighting of Unidentified Object

TO: Capt. B. L. Berkow
Directorate of Intelligence
Headquarters Command
Bolling Air Force Base
Washington, D. C.

1. On Monday, 10 September 1951, I departed Andrews AFB at 1830 hours in C-47A 45-918, accompanied by Capt. ██████████ Headquarters, Air Resupply & Communications Service, who was serving as co-pilot.

2. Flight plan was four (4) hour local for the purpose of accomplishing 60-2 requirements.

3. During the period the weather in the Washington, Baltimore, Quantico area was ceiling unlimited, visibility 15 plus, with bright moonlight.

4. At 2200 hours, while proceeding from Baltimore toward the Andrews range at an altitude of 5,500 feet, my attention was drawn to a streak of light approaching from the right and proceeding on an angular course across my flight path. The track made good by the object appeared to be in the neighborhood of 70 to 90°. The object remained in sight for approximately 5 to 10 seconds at what appeared to be the same altitude at which I was flying, during which period Capt. ██████████ and I discussed the object. When last seen the light was proceeding slightly north of Millersville and while at first glance it appeared to be on the declining half of a trajectory, a 1/10 cloud coverage at an altitude of approximately 3500 feet over Millersville prevented positive determination that the object had descended to the ground.

5. When first seen, the object appeared as a streak of blue flame approximately 100 feet in length with the color of the flame changing to white at the end. I was unable to determine the object preceding the flame since a combination of the moonlight and the light from the flame itself blurred background targets. The speed at which the object was flying was estimated to be about 500 miles per hour, and while the mass of the object could not be distinguished it definitely had mass and shape.

~~AMERICAN AIR FORCE~~ **87C UNCLASSIFIED**

Det 2

~~CONFIDENTIAL~~
~~AMERICAN~~ ~~CRFC~~

UNCLASSIFIED

Hq ARS Subject: Aerial Sighting of Unidentified Object 12 Sep 1951

6. After landing at Andrews at approximately 2230 hours, this information was given to the Officer of the Day. No attempt was made at that time to define the sighting and I am unaware even at the present time as to what it may have been. I have seen jet aircraft at night and am experienced in the operating field where flares have been used extensively. This object could not be placed in either category.

[REDACTED]

Captain, USAF

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HEADQUARTERS
AIR RESUPPLY AND COMMUNICATIONS SERVICE
WASHINGTON 25, D. C.

12 September 1951

SUBJECT: Unusual Sighting

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TO: Director of Intelligence
Headquarters Command
Bolling Air Force Base
Washington 25, D.C.

On Monday night, 10 September 1951, I was flying as co-pilot in a C-47 on a local flight from Andrews Air Force Base. At approximately 10 o'clock I would estimate our position was 10 miles northeast of Andrews at 6000' on a course of 230°.

At this time I noticed a light in the sky directly in front of us at approximately 8000' altitude, 30 miles southeast of Andrews, apparently on a course somewhere between 60° and 90°. The light grew in intensity and magnitude and seemed to be white-hot. I would estimate that this apparent exhaust was traveling in excess of 500 miles per hour. The total time that I observed this light was in the neighborhood of 5 seconds. When the light disappeared nothing else could be seen, i.e., there were no running lights or no outline of any object visible.

I would estimate the trajectory was either parallel to the ground or slightly downward. I have never before encountered anything of this nature and it was my impression that it looked like the exhaust from a rocket.

[REDACTED]

Captain, USAF

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10/23