

## PROJECT 10073 RECORD CARD

## 2. LOCATION

PITTSBURGH, PENNSYLVANIA

## 12. CONCLUSIONS

Was Balloon  
 Probably Balloon  
 Possibly Balloon

Was Aircraft  
 Probably Aircraft  
 Possibly Aircraft  
 Was Astronomical  
 Probably Astronomical  
 Possibly Astronomical

Not  
 Possibly Part of Saturation  
 Unknown

## 3. TYPE OF OBSERVATION

Ground Vision       Ground-Radar

Air-Vision

Astronomical Vision

Isolated

2 AF Pilots

4. NUMBER OF OBJECTS      5. COURSE

one

260°

## 11. COMMENTS

3. Sources stated that object was not an astronomical body.

## 6. DURATION OF OBSERVATION

1 (one) minute

## 7. BRIEF SUMMARY OF SIGHTING

Brilliant yellowish orange object traveled at a high rate of speed at high altitude on a straight and level course.

REF ID: A65125  
UNCLASSIFIED

DEPUTY CHIEF OF STAFF, INTELLIGENCE  
HEADQUARTERS TACTICAL AIR COMMAND  
Langley Air Force Base  
Virginia

In Reply  
Refer To

TCEDI

25 February 1952

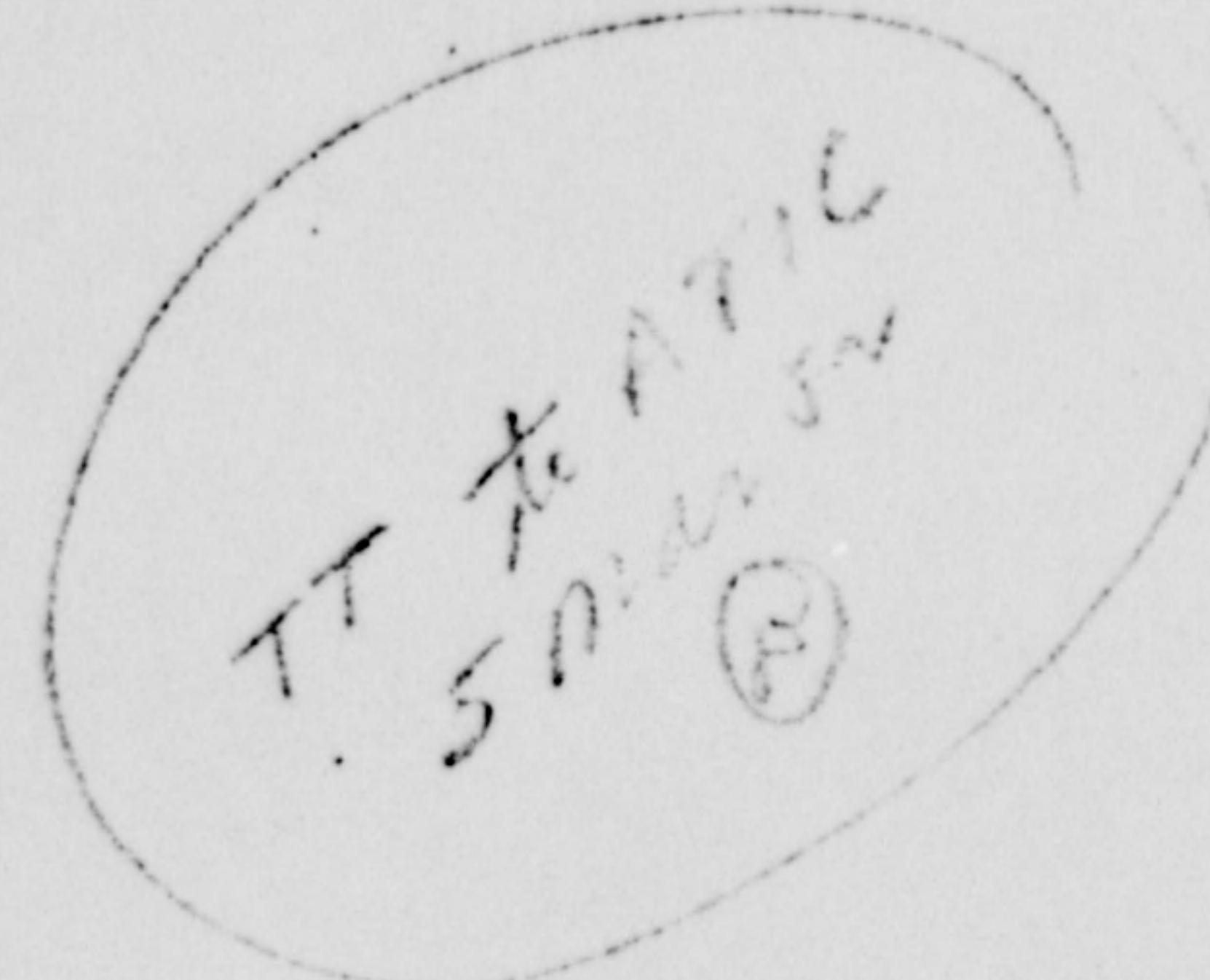
SUBJECT: Report of Unusual Flying Object

TO: Director of Intelligence  
Headquarters USAF  
Washington 25, D. C.

The inclosed report is forwarded as a matter of  
interest to your office.

✓  
1 Incl  
Rept of Unusual  
Flying Object

RONALD N. WACKERLY  
Colonel, USAF  
Actg DCS/Intelligence



If inclosure(s) ... is/are withdrawn  
(or not attached) ... classification of this  
correspondence will be downgraded to Unclassified  
in accordance with paragraph 25e, AFM 10-20-1.

11 FEB 52

UNCLASSIFIED

DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

65-2168-6

L-3463

UNCLASSIFIED

HEADQUARTERS TACTICAL AIR COMMAND  
Langley Air Force Base  
Virginia

In Reply  
Refer To

TNODR-G

23 February 1952

SUBJECT: Report of Unusual Flying Object

TO: DCS/Intelligence  
Headquarters Tactical Air Command  
Langley Air Force Base, Virginia

Captain George P. Arns, Hq 47th Bomb Wing, and I were flying a T-11 aircraft, number 41-27496 from Cleveland, Ohio to Langley Air Force Base, Virginia, 11 Feb 52, when an unusual flying object was sighted near Pittsburgh, Pennsylvania.

A cold front cloud buildup had been encountered Southeast of Pittsburgh that could not be topped or penetrated so we changed our flight plan to land at Greater Pittsburgh Airport.

As we approached Pittsburgh from the South at approximately 5,000 feet, a brilliant lighted object was seen high to the right (1 o'clock high), flying a reciprocal course (approx South) to ours. This sighting occurred between 0300 and 0315 EST. At first we thought an aircraft was on fire because of the brilliance and comet-like appearance and yellow to orange flame coloration of the object. However, as the object approached a 3 o'clock high position, regular, one to two second pulsations of the flame was noted, which continued until the object passed out of sight. Both of us thought it was a jet because of the speed, however, neither of us have ever seen a pulsating flame emitted from a jet at night. The sighting reminded me of buzz-bombs that I had seen many times in Belgium during the last war. However, the buzz-bomb flame was only a fraction of the size, and was continuous. The object definitely was in excess of five (5) miles from our position. This estimate was based on the location of the cloud buildup on our right several miles, over which the object flew and disappeared from sight. The cloud buildup was between 12,000 and 15,000 feet high (estimate).

The sky was clear and well illuminated by a bright moon above the clouds, affording continuous unobstructed observation of the object for approximately one minute prior to disappearing from sight.

We landed at Pittsburgh at 0330 hours.

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DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

UNCLASSIFIED

TNODR-G Subject: Report of Unusual Flying Object

Captain Arn is not available to sign this statement because he is presently on leave.

*Richard J. Gedeon*  
RICHARD J. GEDEON  
Major, USAF  
Doctrine Directorate

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

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DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

CSAF ITEM 5 [REDACTED]

UNCLASSIFIED

TT 61

5 Mar 52

CSAAF [REDACTED]

ATIAA

TO ATIAA-2C RUPPELT FRO AFOIN-V/TC FOURNET

THE FOLLOWING REPORT RECEIVED BY LETTER FROM

HQ TAC, DTD 23 FEB 52: "CAPTAIN GEORGE P

ARNS, E1 47 TH BOMB WING, AND I WERE FLYING AT-11

AIRCRAFT, NUMBER 41-27496 FROM CLEVELAND,

OHIO LANGLEY AIR FORCE BASE, VIRGINIA [11 FEB

52, WHEN AN UNUSUAL FLYING OBJECT WAS SIGHTED

NEAR PITTSBURGH, PENNSYLVANIA. A COL FRONT

CLOUD BUILDUP HAD BEEN ENCOUNTERED SOUTHEAST OF

PITTSBURGH THAT COLD NT BE TOPPED OR PENETRATED

SO WE CHANGED OUR FOIGHT PLAN TO LAND AT

GREATER PITTSBURGH AIRPORT. AS WE APPROACHED

PITTSBURGH FROM THE SOUTH AT APPROZIMATELY

5,000 FEET, A BRILLIANT LIGHTED OBJECT WAS

SENT HIGH TO THE RIGHT (1 O'CLOCK HIGH)

FLYING A RECIPROCAL COUSE (APPROX SOUTH ) TO

OURS. THIS SIGHTING OCCURRED BETWEEN 0300

8

AND 0305 EST. AT FIRST WE THOUGHT AN AIRCRAFT

WAS ON FIRE BECAUSE OF THE BRILLIANCE AND

COMET LIKE APPEARANCE AND YELLOW TO ORANGE

FLAME COLORATION OF TH OBJECT. HOWEVER,

AS THE OBJECT APPROACHED A 3 O'CLOCK HIGH

POSITION REULAR ONE OR TWO SECOND

PULSATIONS OF THE FLAME

WAS NOTE WHICH CONTINUED UNTIL THE OBJECT PASSED OUT OF

ACTION

ATIAA

OF THE SPEED. HOWEVER NEITHER OF US HAVE EVER SEEN A PULSATING LAME EMITTED FROM A JET AT NIGHT. THE SIGHTING REMINDED ME OF BUZZ BOMBS THAT I HAD SEEN MANY TIMES IN BELGIUM FURING THE LAST WAR. HOWEVER THE BUZZ BOMB LAME WAS ONLY A FRACTION OF THE SIZE AND WAS CONTINUOUS. THE OBJECT DEFINITELY WAS IN EXCESS OF FIVE(5) MILES FROM OUR POSITION. THIS ESTIMATE WAS BASED ON THE LOCATION OF THE CLOUD BUILDUP ON OUR RIGHT SECERAL MILES, RPT ABOVE TWO LINES

ON THE LOCATION OF THE CLOUD BUILDUP

ON OUR RIGHT SECERAL MILES, OVER WHIC  
H THE OBJECT FLEW AND DISAPPEARED FROM SIGHT. THE CLOUD  
BUILDUP WAS BETWEEN 12,000 AND 15, 000 FEET HIGH (ESTIMATED).

THE SKY WAS CLEAR AND WELL ILLUMINATED BY  
A BRIGHT MOON ABOVE THE CLOUDS, AFFORDING  
CONTINUOUS UNOBSTRUCTED OBSERVATION OF THE OBJECT FOR APPROXIMATELY  
ONE MINUTE PRIOR TO DISAPPEARING FROM SIGHT.

WE LANDED AT PITTSBURGH AT 0330 HOURS. DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10  
END CSAF ITEM 5 (S)

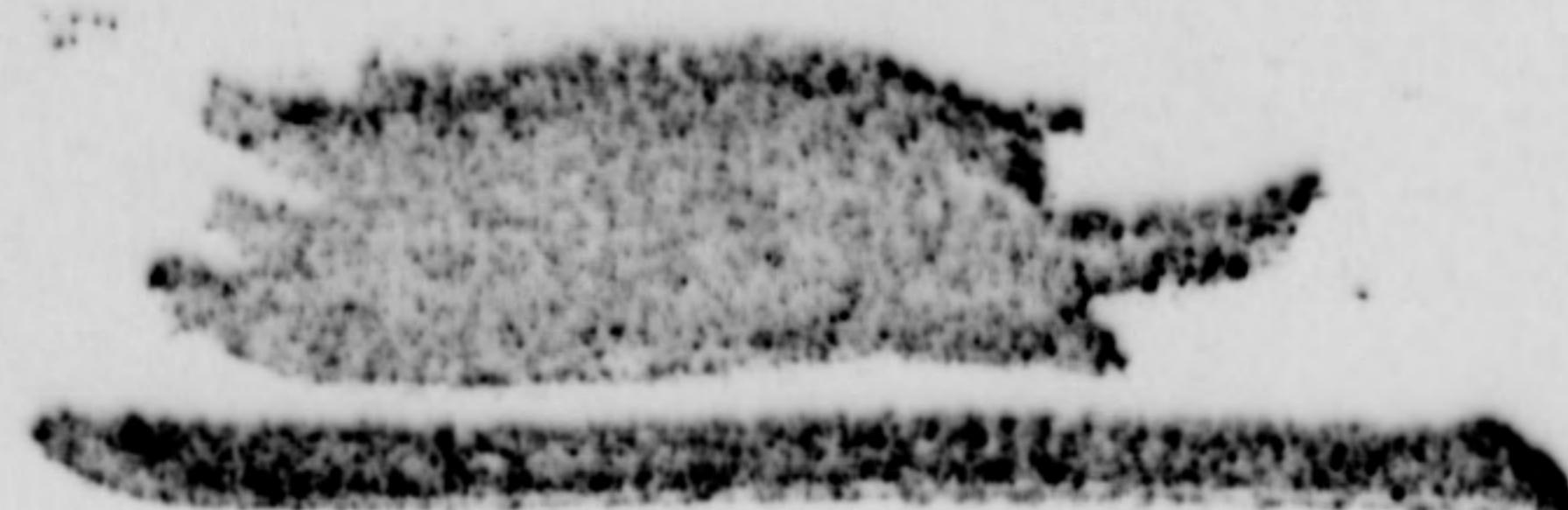
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SECUR

CLASSIFICATION (If any)

# DISPOSITION FORM



FILE No.

SUBJECT (Unclassified) Material for Project Blue Book

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

FROM Dept of the AF  
Hq USAF AFOIN-2B3

DATE 12 JUN 1952

COMMENT No. 1

Capt Fournet/55894

1. The inclosed letter from Headquarters Tactical Air Command, dated 6 May 1952, is forwarded for information, action and retention.
2. Request that first indorsement be prepared acknowledging receipt.

1 Incl  
1ltr fr TAC  
w/2 incls

W. W. OTTINGER  
SAC USAF

W. W. OTTINGER  
Lt. Colonel, USAF  
Executive, Evaluation Division  
Directorate of Intelligence

When inclosure(s) No. ---/--- is (are)  
withdrawn or not attached, the  
classification of this correspondence  
will be cancelled or changed to  
UNCLASSIFIED in accordance with  
Par. 25e, AFR 205-1.

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DOD DIR 5200.10

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TS2-11973-A

UNCLASSIFIED

TNODR-G Subject: Report of Unusual Flying Object

Captain Arn is not available to sign this statement because he is presently on leave.

RICHARD J. GEDEON  
Major, USAF  
Doctrine Directorate

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

UNCLASSIFIED

752-11973

UNCLASSIFIED

COPY

HEADQUARTERS TACTICAL AIR COMMAND  
Langley Air Force Base, Va.

TNODR-G

23 February 1952

SUBJECT: Report of Unusual Flying Object

TO: DCS/Intelligence  
Headquarters Tactical Air Command  
Langley Air Force Base, Virginia

Captain George P. Arns, Hq 47th Bomb Wing, and I were flying a T-11 aircraft, number 41-27496 from Cleveland, Ohio to Langley Air Force Base, Virginia, 11 Feb 52, when an unusual flying object was sighted near Pittsburgh, Pennsylvania.

A cold front cloud buildup had been encountered southeast of Pittsburgh that could not be topped or penetrated so we changed our flight plan to land at Greater Pittsburgh Airport.

As we approached Pittsburgh from the South at approximately 5,000 feet, a brilliant lighted object was seen high to the right (1 o'clock high), flying a reciprocal course (approx South) to ours. This sighting occurred between 0300 and 0315 EST. At first we thought an aircraft was on fire because of the brilliance and comet-like appearance and yellow to orange flame coloration of the object. However, as the object approached a 3 o'clock high position, regular, one to two second pulsations of the flame was noted, which continued until the object passed out of sight. Both of us thought it was a jet because of the speed, however, neither of us have ever seen a pulsating flame emitted from a jet at night. The sighting reminded me of buzz-bombs that I had seen many times in Belgium during the last war. However, the buzz-bomb flame was only a fraction of the size, and was continuous. The object definitely was in excess of five (5) miles from our position. This estimate was based on the location of the cloud buildup on our right several miles, over which the object flew and disappeared from sight. The cloud buildup was between 12,000 and 15,000 feet high (estimate).

The sky was clear and well illuminated by a bright moon above the clouds, affording continuous unobstructed observation of the object for approximately one minute prior to disappearing from sight.

We landed at Pittsburgh at 0330 hours.

DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

UNCLASSIFIED

T32-11973

UNCLASSIFIED

Fr DCS/I, Hq TAC, Langley AFB, Va., SUBJ: Unidentified Objects, dtd  
6 May 1952 (contd)

5. Major Gedeon is believed to be a fairly competent witness in that he is serious minded, not given to fancy or exaggeration. In his own mind there is no doubt that the object sighted was not a meteor.

6. In order to supplement the information originally submitted, Major Gedeon has completed a questionnaire supplied by OSI. (Inclosure 2).

7. The above is furnished for whatever value it may have.

2 Incls

1. Rpt by Maj Gedeon  
dtd 23 Feb 52
2. OSI Questionnaire



JOHN M. SCHWEIZER, JR.  
Colonel, USAF  
Deputy Chief of Staff,  
Intelligence

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DOD DIR 5200.10

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UNCLASSIFIED

DEPUTY CHIEF OF STAFF, INTELLIGENCE  
HEADQUARTERS TACTICAL AIR COMMAND  
Langley Air Force Base  
Virginia

In Reply  
Refer To

TCEDI

6 May 1952

SUBJECT: Unidentified Objects

TO: Director of Intelligence  
Headquarters USAF  
Washington 25, D. C.

1. This office submitted a report (copy attached as Inclosure 1) dated 23 February 1952, concerning a sighting of an unidentified object, reported by two officers of this Command.

2. Subsequently, this Headquarters received an ATIC Report (Project BLUE BOOK, Report No. 5) dated 31 March 1952, which made reference to the above report (reference: page 5, item 5) with the following comment:

"description similar to meteor"

3. It is the opinion of this office that the conclusions arrived at are in error. Subsequent conversations with Major Gedeon reveal the following:

a. That he has observed meteors and in this instance the course of the object appeared to be a straight line and did not have the characteristic orbit of a meteor.

4. Although it was impossible to estimate the speed of the object, inasmuch as the lateral distance of the object east of their course was a matter of conjecture, the duration of sighting, approximately one minute, would tend to preclude conventional type aircraft. In this respect, however, the DCS/I asked Major Gedeon whether he had ever observed an experimental type high intensity rotating aircraft marker, which it is understood Capital Air Lines was experimenting with, in lieu of the conventional "flasher" warning lights. Major Gedeon had not observed this device in flight; however, the DCS/I offered as conjecture that this type of warning light possibly could account for what Major Gedeon had witnessed. Again, the duration of sighting would tend to argue against this possibility, unless it were being tested on a jet type aircraft.

*Capital Flight 810*  
DOWNGRADED AT 3 YEAR INTERVAL  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

T52-11973

UNCLASSIFIED

# 1170

Essential Elements of Information Unconventional Aircraft Sightings

- (1) Date of sighting - 11 February 1952.
- (2) Time of sighting (zonal by 24 hr. clock) - 0300 EST.
- (3) Where sighted (observer's position)
  - (a) Ground
  - (b) Air - (T-11 Aircraft, No. 41-27496  
(Flight altitude - approximately 5000 feet  
(Flight direction of a/c - approximately 350 degrees.
  - (c) Sea
- (4) Number of objects. Formation type (if any), sketch if possible.  
One (1).
- (5) Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follows such celestial phenomena should be consulted for such information). - A high bright moon illuminated the sky. Visibility was unlimited above the clouds.
- (6) Distance of object from observer. - Object was in excess of five miles based on cloud buildup along a rapid moving cold front on our right, behind and over which the object flew.
  - (a) Laterally or Horizontally - Object appeared at one o'clock high and was continuously observed until it disappeared at five (5) o'clock high throughout a horizontal flight path to ours.
  - (b) Angle of elevation from horizon - Approximately 5 degrees.
  - (c) Altitude - Estimated over 12,000 feet. Estimate based on cloud buildup to approximately 12,000 feet above which the object flew.
- (7) Time in sight - Approximately one (1) minute.
- (8) Appearance of object - At first I thought an aircraft was on fire because of the brilliance and large size of the illumination.
  - (a) Color - Brilliant light yellow to orange.
  - (b) Shape (Sketch if possible) - Comet-like. Definitely not a comet. Flight path was perfectly straight and level.
  - (c) Apparent construction (Of what material or substance) - Unknown.
  - (d) Size - Based on assumption that object was five (5) miles away, compare size of C-47 aircraft with object.

Serial 2

TS 2-11973

(9) Direction of flight - Major Gedeon's opinion - South to South-Southeast; Captain Arn's opinion: Approximately South-Southeast to East-Southeast.

(10) Tactics or maneuvers - Straight and level throughout sighting.  
Vertical ascent or descent, horizontal, oscillating, fluttering, evasics aggressive, erratic, etc. - Sighting consisted of an illumination, observed as a single pulsating brilliant light traveling at jet-like speed.

(11) Evidence of exhaust - None observed.

- Color of smoke - None observed.
- Length and width - None observed.
- Odor (if any) - None observed.
- Rate of evaporation - Unknown.
- Does trail vary with sound? (spurts) - Unknown

(12) Effect on clouds - Object was observed in clear sky area only.

- Opened path thru clouds
- Forced clouds on mist
- Reflected on cloud
- Showed thru cloud

(13) Lights - Sighting consisted solely of an illumination or light, pulsating at approximately one or two second intervals traveling at jet-like speeds.

- Reflected or attached.
- Luminous.
- Blinked on and off in relation to speed.

(14) Support - None observed.

- Wings - None observed.
- Aerodynamic lift of fuselage - None observed.
- Vertical jet - None observed.
- Rotating cylinder or cone - None observed.
- Aerostatic lift (balloon or dirigible) - None observed.

(15) Propulsion - Jet-like speed and the shape (comet or flame-like) of the pulsating illumination similar to buzz-bons observed over Belgium during World War II.

- (a) Propeller or jet - See above.
- (b) Rotor - None observed.
- (c) Aerodynamic vanes (flapping or oscillation) (Katz Mayer effect) - None observed.
- (d) Visible exhaust or jet openings - None observed.

(16) Control and stability - None observed.

- (a) Fins - None observed.
- (b) Stabilizers (horizontal or vertical) - None observed.

(17) Air ducts - None observed.

- (a) Slots - None observed.
- (b) Duct Openings - None observed.

(18) Speed - N.P.H. - Jet-like speed based on assumption object was approximately five (5) miles away.

(19) Sound - None.

- (a) Continuous whine or buzz - None.
- (b) Roar, Whistle, Whoosh - None.
- (c) Intermittent - None.

(20) Manner of Disappearance - The object disappeared above and beyond the cloud build-up on our right. Intensity and size of object varied only slightly throughout sighting.

- (a) Explode - No.
- (b) Faded from view - No.
- (c) Disappeared behind obstacle - Yes - cloud buildup to our right.

RELATIVE TO THE OBSERVERS

- (1) Names of observers - Major Richard J. Gedeon  
Captain George P. Arns
- (2) Addresses: (Gedeon) Headquarters, Tactical Air Command, Langley AFB, Va.  
(Arns) Headquarters, 47th Bomb Wing, Langley AFB, Va.
- (3) Occupation - USAF Officers - Senior Pilots (Gedeon, 3400 hours; Arns, 5100 hours).
- (4) Place of business - (Gedeon) Doctrine Directorate, DCS/Operations, TAC.  
(Arns) Flying Safety, 47th Bomb Wing, Langley AFB.
- (5) Pertinent Hobbies - Athletics.
- (6) Ability to determine -
- (7) Reliability of observer -
- (8) Notes relative to observer on:
  - (a) Sightings in general -
  - (b) How attention was drawn to object (s) -
  - (c) Degree of fatigue and duration of flight at time of sighting in case where observer is airborne - Major Gedeon slept four (4) hours prior to flight, was well rested. Flight had been airborne about one hour and fifteen minutes at the time of sighting.
- (9) Witnesses - None.
  - (a) Addresses - None.
  - (b) Occupation - None.
  - (c) Reliability - None.
- (10) Comments of interrogator regarding the intelligence and character of person interrogated.

Relative to Radar Sightings

- (1) Re radars operating on ground
  - (a) Observations of range, speed, altitude and size of target.
  - (b) Did target execute any turns? If so, what angle (180°), etc., and what radius of turn? If radius of turn is not observable, how long did the target stay in the turn and what was its speed?
  - (c) Note particularly any separation of distant target into several targets upon approach. Track all if possible.
- (2) If airborne when object sighted.
  - (a) Were there any radar inductions or extra noise on radio circuits?
  - (b) Give estimates of size, speed maneuvers, etc.

General

- (1) Teletype sequences of local weather conditions
- (2) Winds aloft report
- (3) Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that Border).
- (4) Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other.
- (5) If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils.
- (6) If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc.
- (7) Obtain photographs (or original negatives) where available; if not, secure sketches of:
  - (a) Object
  - (b) Surrounding terrain where observed
  - (c) Place where it contacted earth (if this happened)
  - (d) Maneuvers
  - (e) Formation if more than one object.
- (8) Secure signed statement, if possible
- (9) Obtain fragments or physical evidence where possible

(10) Was any radio antenna to be observed, i.e. (any projections or extensions that might presumably be construed as such).

INSERT  
OFFICE SYMBOL AND  
FULL SIGNATURE IN  
APPROPRIATE BLOCK  
CG, CO OR DEPUTY

INSPECTOR GENL'S  
OFFICE

PUBLIC INFO. OFFICE

COMPTROLLER

Capital Airlines, Inc.  
Washington National Airport  
Washington 2, D.C.

PERSONNEL & ADM.

The Air Force has recently re-opened the study of a report of an unidentified aerial object (sometimes referred to as a "flying saucer" investigation). This particular sighting occurred about five miles south of Pittsburgh, Pennsylvania, between 3:00 a.m. and 3:15 a.m. on the morning of 11 February 1952. The object, sighted by two Air Force pilots, was described as a "brilliant yellow to orange flame color". Regular one to two second pulsations of flame were noted. It was traveling in a southerly direction.

RESEARCH & DEV.\*

It is understood that Capital Airlines is or has been experimenting with a new high intensity rotating marker light and that Capital Flight #810 is in the area of Pittsburgh near 3:00 a.m.

INTELLIGENCE

This Center would like to know, if the information is available, whether or not a Capital flight equipped with the new marker light could have been in the area on the date and time mentioned above. If an aircraft equipped with the experimental light was in the area, what time did it arrive and depart Pittsburgh?

SUPPLY AND MAINT.

Your cooperation in this matter would be greatly appreciated.

Very truly yours,

PROC. & IND. MOB.  
PLNG.\*

DONALD L. BOWER  
Colonel, USAF  
Chief, Technical Analysis Division

OTHER

\*AREA COMMANDS WILL LINE OUT  
ORGANIZATIONAL TITLE NOT  
APPLICABLE WHEN ADDITIONAL  
SPACE IS NEEDED IN COORDINA-  
TION BLOCK

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RECORDS SEC. AGD  
HQ. BR.  LAB. BR.

INITIALS

EXTRA  
COPY  
RETAINED

OFF. SYMBOL

INITIALS

UNCLASSIFIED

EXTRACT FROM STATUS REPORT # 5

DATE: 11 Feb 52

TIME (Local): 0300

LOCATION: Pittsburgh, Pa.

LENGTH OF TIME OBSERVED: 1 Min.

SOUND: Unknown

SPEED: Same as jet

ALTITUDE: High

HEADING: 180<sup>0</sup>

SOURCE: Two AF pilots

ACTION OR COMMENTS: Description similar to meteor.

DESCRIPTION OF INCIDENT: Two pilots of T-11 aircraft observed a brilliant yellow-orange light, trailing a pulsating flame, flying on a reciprocal heading. (████████)

UNCLASSIFIED

DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

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(LEAVE BLANK)

COUNTRY  
USA-MATS

REPORT NO.

IR-89-52

## AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

Unidentified Flying Objects

AREA REPORTED ON

Maryland - USA

DATE OF REPORT

19 February 1952

DATE OF INFORMATION

13 February 1952

EVALUATION

B-2

FROM (Agency)  
Intelligence Division, Hq MATS,  
Andrews AF Base Washington 25, D. C.PREPARED BY (Officer)  
Robert E. Mullin, Captain, USAFRSOURCE Two Officers, Hq Air Resupply and  
Communications Service.

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

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 following report was made by Captain Ellis M. Woodward, and Major Clifford G. Noeller, pilot and co-pilot, respectively, of a MATS C-47 aircraft on a local flight from Andrews Air Force Base, Washington, D. C.:

a. Bright white object, with no sign of trailing streaks of light, beams, or glowing characteristics. At an estimated distance of 8 to 10 miles it appeared to be traveling at an altitude of 7500 to 8500 feet and seemed to be about 1/6 the size of the rising moon. The object was observed twice. On the first occasion it was traveling very slowly for a moment but accelerated very rapidly and disappeared to the southwest of Washington, D. C. within 2 minutes. On the second occasion the object approached Washington from the south and east, then made a left turn to the city. When within 2 to 3 miles ESE of Washington the object appeared to hold its position for approximately one minute and then disappeared from sight almost immediately.

b. The first sighting was made at approximately 2030 hours on 12 February 1952; the second was made at about 2100 hours that same evening. In each instance the object was observed for from 2 to 3 minutes.

c. The object was observed visually by the two pilots who were flying a MATS C-47 (#5936) aircraft at an altitude of 8000 feet.

d. The two observers were between Friendship Airfield and Baltimore, Maryland on the first occasion and on the second they were approximately 10 miles south of Baltimore. In the first instance the object appeared to be 8 to 10 miles distant; the second time it seemed to be 15 to 20 miles away.

e. Both observers are experienced pilots with the Air Resupply and Communications Service. In addition, Captain Woodward is an Intelligence Officer.

f. There has been no report of any activity or condition, meteorological or otherwise, which might account for the sightings.

g. No photographs were taken nor was any physical evidence obtained.

h. No interception or identification action was attempted.

INCLs

*Robert Mullin*  
ROBERT E. MULLIN  
Captain, USAFR

APPROVED:

*J. L. Travis*  
WILLIAM L. TRAVIS  
Colonel, USAF  
Chief, Intelligence  
Division

Eh-2/16-6

## APPENDIX IV

Washington, D. C. Area - 12 February 1952

### I. DESCRIPTION OF INCIDENT

On 12 February 1952, two MATS pilots flying a C-47 on a local flight observed a bright white object which appeared to be at 7,500 ft. to 8,500 ft. and about one-sixth the size of a rising moon.

The object was observed twice. The first time at 2030 EST, the C-47 was between Baltimore and Baltimore Friendship Airport. The object was estimated to be eight to ten miles away traveling slowly for a moment but then accelerated very rapidly and disappeared southwest of Washington, D. C.

The second time the object was observed was at about 2100 EST, the C-47 was about ten miles south of Baltimore at the time. The object appeared to approach Washington from the south and east, making a left turn toward the city. When it was within two or three miles ESE of Washington, it appeared to hover for about one minute and then it disappeared.

In both instances the object was observed for two or three minutes.

### II. STATUS OF INVESTIGATION

The description of this incident is very similar to the one reported on 26 December 1951 that proved to be a helicopter carrying experimental lighting. However, checks on local traffic did not reveal a helicopter in the area on this date.

### III. CONCLUSIONS

None.

DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

UNCLASSIFIED