

PROJECT 10073 RECORD CARD

1. DATE 27 Apr 52		2. LOCATION San Diego, Calif.		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 1030		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Electronics Dept.			
7. LENGTH OF OBSERVATION		8. NUMBER OF OBJECTS 1		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Straw yellow color.				11. COMMENTS Behaved like aircraft.	

INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONE FORM 1020-2 (REV 12-51)

SERIAL NO.

DATE OF REPORT

20 April 1952

EVALUATION

16

PIO-1110, San Diego, California

A San Diego Electronics Laboratory

UNCLASSIFIED

Unconventional aircraft object: sighting of

BRIEF: THIS REPORTS OF MORE THAN PAGE (ENTER NUMBER IN SUMMARY)

This report contains information regarding the reported sighting of an unidentified object in the skies over San Diego, California, on 27 March 1952.

Encl: (1) Lia. re subject sighting

1. Background. The object reported on herein was sighted by source from a point east and slightly north of the City of San Diego. The Montezuma School named below is situated at Latitude 32° 43' N, Longitude 117° 05' W, approximately. All information surrounding the sighting is as reported by the source.

2. Narrative of sighting. The following is quoted from statements made by source during interview on 6 April 1952:

"At approximately 7:30 on the night of 27 March 1952, while walking near the Montezuma School Grounds, I noticed in the sky to the east what first appeared to be a rocket, travelling at a usual or customary speed for such an object. It appeared to be straw-yellow in color, in contrast to white appearance of the stars. When first seen, this object was of such height to place it at an angle of about 30° above the horizon. Its original path was to the northwest but as it reached a point to the north of where I was standing, it turned to the west and the angle above the horizon decreased gradually to 20° and then to approximately 15°. As it turned, its path was between the last two stars of the Big Dipper and below Polaris. The object continued on a circular path, now heading South and still apparently reducing altitude from when it appeared to be directly over Point Loma, from where I was standing, its angle above the horizon was 10° or less. Still continuing its circular path, the object turned so as to pass or at least appear to pass over the Naval Air Station, North Island, at an angle to the horizon which I would estimate to be only about 5°. As it reached a point directly west of me, it turned quite sharply to the east and came almost straight toward where I was standing. It was apparently gaining altitude, since it now seemed to be at an angle of approximately 15° from the horizon. At this time I saw a flashing light of a more intense whiteness than the rest of the object and located near its center. I would judge the light to be of a ratio of 1 to 10 in size compared with the object

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COMING --- OLY, WAF, Maywood, Calif.

RESTRICTED BY ONE

CIA (9)

CGA (4)

DE (5)

SEA (2)

CHAP (1)

OP 50

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OP 322F2

322V

322Y

322Z

DOWNGRADED AT 3 YEAR INTERVALS

DECLASSIFIED AFTER 12 YEARS

DOD DIR 5200.10

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Enclosure (1) - One copy to each addressee.

Art.0420.10

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SECURITY INFORMATION

UNCLASSIFIED

DTIC-111D 87-52

10 April 1958

Wt R5th

itself. Its flashes were the sort of flashes seen in darkness, very similar to a white flashing light on standard aircraft. The object crossed at about a 20° angle while turning to the north, made two circles over the Naval Auxiliary Air Station, Phoenix, turned in a southeasterly direction and gradually disappeared from view. From the time of the first sighting until it disappeared, about 1 or 2 minutes, came and went by. All reports were in an unusually quiet locality, at no time could I hear any noise or witness such as an aircraft noise. No other planes were visible at the time and it was about 10 minutes later when they appeared in the vicinity of where I was situated."

3. Additional Information. The point at which source stated that he saw the reported object is situated on flat terrain at an altitude of about 500 feet above sea level. The weather was calm, temperature moderate, and visibility unlimited with practically no clouds or haze. Source could not venture to estimate size of the object other than to state it was about "16 times the size of Venus as it appears from the earth". As for distance from him, or height, source preferred to indicate only an angle from the horizon. He estimated its speed as "between 2,000 and 3,000 miles per hour -- definitely over 1,000". He further described it as looking like a "big plastic ball". Enclosure (1) illustrates the reported directional path of the object, while enclosure (2) depicts its path with regard to the N.P. Tropic and Polarities. Enclosure (3) sketches are copied exactly from those drawn by source at the time of interview.

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DRD-11110 67-52

10 April 1968

Source Information: Source of the above information is:

Mr. [REDACTED]

San Diego 15, California.

Mr. [REDACTED] is an Electronics Engineer with the Electronics Division, [REDACTED], U.S. Naval Station, San Diego 36, California. He has been with Civil Service for the past ten years in the Electronics Field. He is 43 years of age, was born in San Diego and has resided in San Diego for the past 20 years. He stated that he has a strong interest in astronomy. The interviewing officer evaluated Mr. [REDACTED] as being a sincere and reliable informant who would not tend to create such an incident out of his imagination.

Preparing Officer's Comments: No other witnesses to the alleged sighting are known to this office. Inquiry at the NAS, San Diego, and NAAS, Miramar, produced no additional information indicating the presence, at the reported time, over San Diego, of any conventional missile. It was determined, however, that several aircraft were in flight out of both NAS, San Diego, and NAAS, Miramar, at the time of the incident, although source stated he saw none for several minutes following.

According to source's description of the flight path of the object (see enclosure (1)), some 65 to 70 miles would have been traversed. Source's estimate of elapsed time of 2 minutes or less would necessitate a speed of 2100 miles per hour or more. It is believed very probable that the object was on a shorter course than it appeared to be to source, on the ground. Also, time was estimated only, since source was not wearing a watch. Considerable error on both these points is believed likely. Also, USN aviators contacted stated that a "glow" around a jet aircraft at high speed is not uncommon, possibly explaining the object's appearance, and that the flashing light observed by source would be very similar to what could be seen on a Navy jet aircraft. Further, it is believed that the differences in angle from the horizon, which led source to report variations in altitude of the object, were more likely the result of distance of the object from source.

In light of the possibly explanatory comments above, which point to a more conventional explanation, the information supplied by source, despite his previous reliability, is evaluated as doubtful.

Prepared:

Glenn H. Livelli
1934, USN

Forwarded:

J. K. Wells
Captain, USN

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~~SECURITY INFORMATION~~

DIO 11 ND Serial 67-52 dated 10 April 1952
Subj: Unconventional airborne object; sighting of

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ONI COMMENT:

Although it is believed that the Source reported factual data of this sighting as he remembered them, there appears to be ample cause to suspect that the object was actually a jet aircraft. This would parallel the comments made by the preparing officer. Based on previous analysis of similar sightings, it can be stated that estimates of location, speed and distance of an airborne object, particularly if unidentified, are very deceptive when based solely on visual perception. Also, it is known that a jet aircraft with afterburner in operation emits a bluish-white exhaust, elongated to give the appearance of a tail. It is unfortunate that the originating agency did not check this report against flight patterns of jet aircraft operating in the area at the time of the sighting. Report will be forwarded to the Air Technical Intelligence Center for appropriate action and incorporation into the study maintained on unidentified flying objects.

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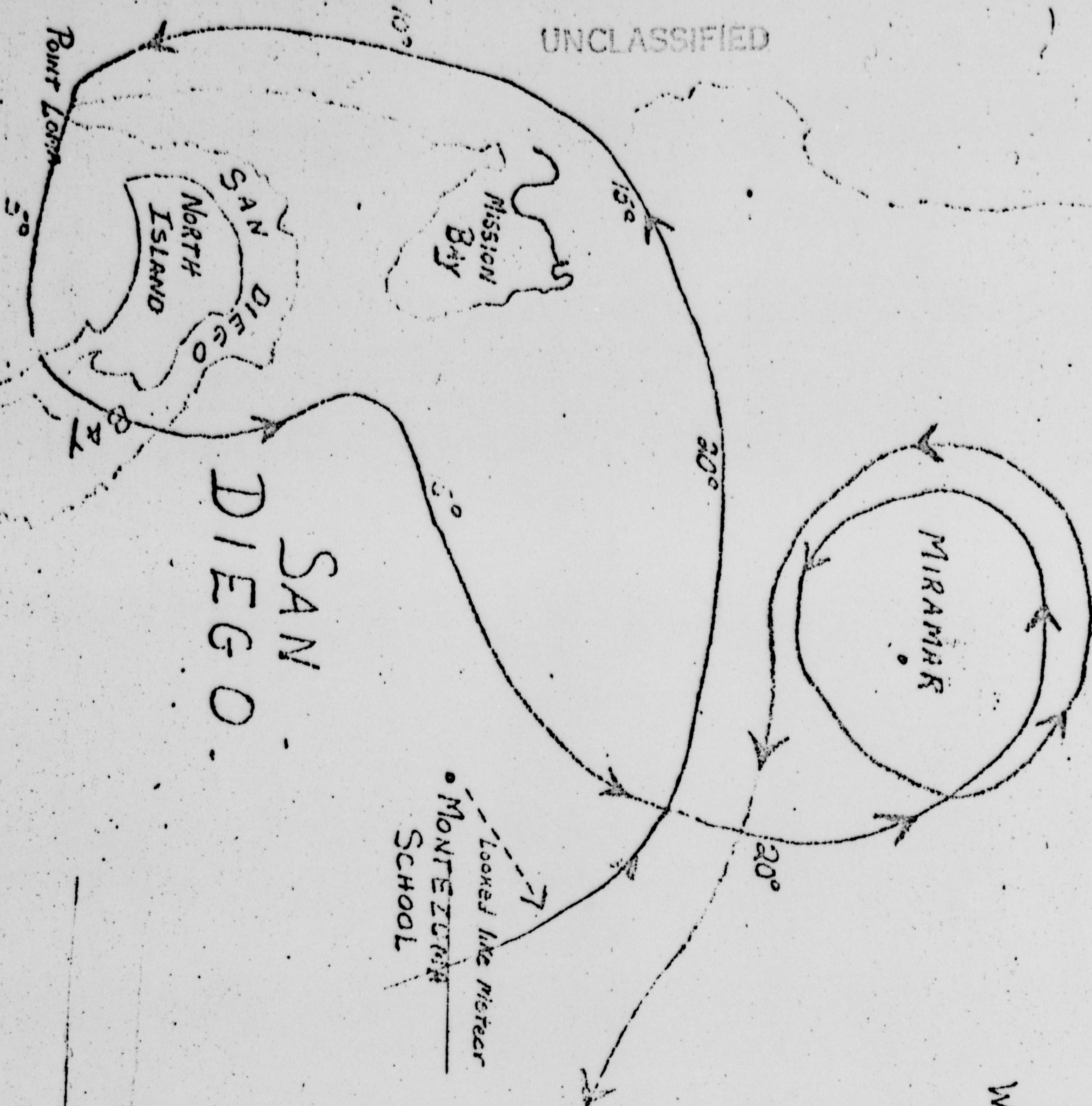
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~~SECURITY INFORMATION~~

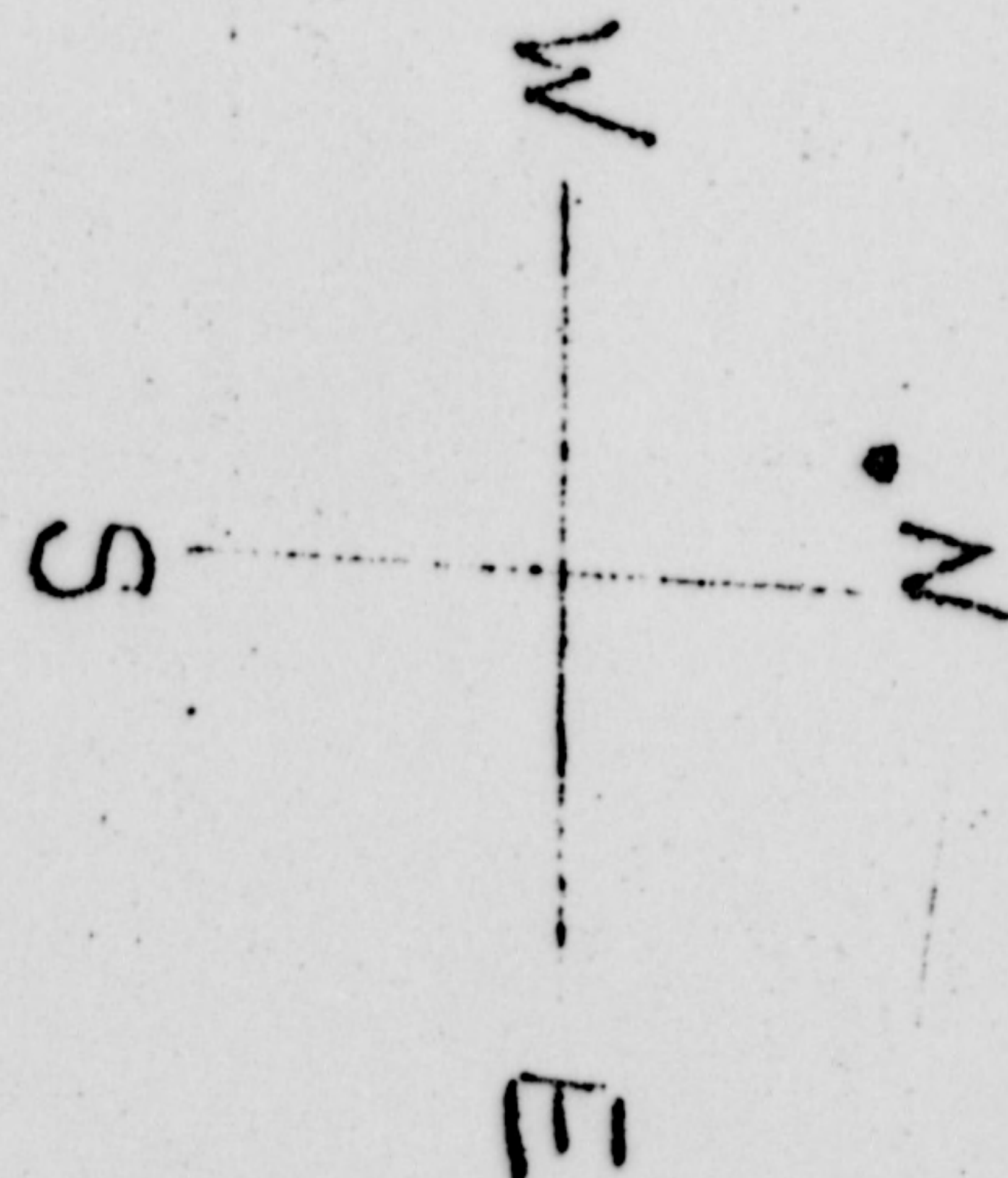
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Enclosure to

DIO - 11ND

Date 4/11/52

Serial No. 67-52

(1)b

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★ POLARIS
NORTH STAR

★
LAST
STAR IN
HANDLE

★
NEAR TO
LAST STAR
IN HANDLE

10 TIMES SIZE OF VENUS.
LUMINOSITY LESS INTENSE
PER UNIT AREA BUT
GREATER LIGHT OUTPUT.
APPROXIMATELY THE SAME
AS THE AVERAGE METEOR

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30 MAR

AF FORM 112—PART II

APPROVED 1 JUNE 1949

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
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3. Extracted from Fifth Air Force Mission Summary, 2 April 1952:

5 At 292110/I over YD 1545, the crew of a B-26 observed 4 dull lights shaped in a square, approximately 1 mile apart. These lights appeared to be stationary and suspended at 7000 feet altitude. This observation was made from 20 miles to within 3 miles at which time the lights went out. 1 crew member states that he has made the same observation in the general area on 3 other flights.

a. Comment - No other reports have been received of any such phenomena in this area. The placement of the lights in a square may indicate radio long-wire antennas carried aloft by balloons, or a visual beacon or method of communication.

(EVALUATION: B-3)

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AF FORM 112--PART II
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AIR INTELLIGENCE INFORMATION REPORT

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4. Copied from letter from 116th Fighter Bomber Wing, APO 919, to D/I, Japan Air Defense Force, APO 710, dated 19 April 1952:

a. On 29 March 1952, an unidentified object (disc) was reportedly observed approximately 20 miles north of Misawa at 1120 hours. The observation was made by [REDACTED] Sqdn, pilot of a T-6.

b. The following information was gathered from the pilot in a preliminary investigation:

- (1) Date of sighting - 29 March 1952
- (2) Time of sighting - 1120 hours
- (3) Position of observer - Approximately 20 miles north of Misawa
- (4) Altitude of observing aircraft - 6000 feet.
- (5) Heading of observing aircraft - approximately 0°
- (6) Speed of observing aircraft - approximately 130 MPH
- (7) Duration of sighting - Approximately 10 seconds
- (8) Moving or stationary - Moving (see statement by pilot)
- (9) Description of object - Observed to be round, flat, metallic object approximately 8 inches in diameter. Extremely thin.

c. The local detachment of the OSI has been requested to make a complete investigation, the results of which will be forwarded to your Headquarters, (JADF), upon receipt.

d. (The statement inclosed to the letter follows):

(1) At 1120 hours 29 March 52, I was flying a T-6 heading approximately due north at approximately 20 miles north of Misawa over the coast. I was climbing at approximately 130 mph indicated airspeed, altitude approximately 6000 feet. GCI was running an intercept on me with an F-84 flight of two. Call sign of the F-84's was Frosty Mike 3 and 4. I watched them close on me from about 7:00 o'clock around to about 5:30 and Frosty Mike 3 overtook me passing starboard approximately 100', and approximately 10' below me, taking my number. As he pulled abreast of me at about my 3:00 o'clock position and 10 feet low, a flash of reflected sunshine caught my eye at about 4 o'clock position. The object which had reflected the sunshine was a small shiny disc-shaped object which was making a pass on Mike 3. It closed from slightly above him from approximately 4 o'clock and flew an approximate pursuit curve, appearing to overtake him at around 30 or 40 mph over his airspeed, which I would estimate at approximately 150 to 160 mph. It closed rapidly and just before flying into his fuselage it decelerated to his airspeed almost instantaneously. In doing so it flipped up on its edge at approximately a 90° bank. It then fluttered within 20 feet of his fuselage for perhaps 2 or 3 seconds, pulled away and around his starboard wing, appearing to flip once as it hit the slipstream behind his wing tip fuel tank. Then it passed him; crossed in front of him and pulled up abruptly, appearing to accelerate and shot out of sight in a steep, almost vertical climb.

It was about 8 inches in diameter, very thin, round and as shiny as polished chromium; had no apparent projections, and left no exhaust trails or vapor trails.

An unusual flight characteristic was a slow fluttering motion. It rocked back and forth at approximately 40° banks, at approximately 1 second intervals throughout its course. It was very thin and resembled a round piece of shiny sheet metal.

The weather was very good. I do not remember any clouds that day. Duration of sighting was approximately 10 seconds.

/s/ [REDACTED]

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AF FORM 112--PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM: Agency	REPORT NO.	PAGE	OF	PAGES
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(Continuation of Paragraph 4, Page 4)

e. Comment - No further information has been forthcoming. No explanation of the sighting can be proposed other than the possible reflection and refraction of light through haze, exhaust gases, air currents, or the canopy of the observer's aircraft.

(Misawa, Japan is located at 40°42'N, 141°23'E).

(EVALUATION: C-6)

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29 March 1952

Misawa AFB, Japan

AT 1120 hours, 29 March 1952, an unidentified object was observed approximately 20 miles north of Misawa ^{AFB.} this sighting was made by an Air Force Pilot flying a T-6 type aircraft. This T-6 was traveling at 6,000' altitude, on a heading of 0 degrees, at 130 knots. AT the time of sighting, two F-84 type A/C were making practice runs on the T-6 ~~ground~~ ~~maneuvering area~~ ~~being observed~~ ~~by the pilot~~ ~~of the T-6~~ ~~and~~ ~~the~~ ~~object~~ ~~was~~ ~~first~~ ~~noticed~~ ~~by~~ ~~the~~ ~~pilot~~ ~~of~~ ~~the~~ ~~T-6~~ ~~aircraft~~ ~~when~~ ~~it~~ ~~pulled~~ ~~abreast~~ ~~of~~ ~~him~~ ~~and~~ ~~reflected~~ ~~the~~ ~~sunlight~~. The object that had reflected the sunlight was a small, shiny disc-shaped object, ~~and~~ ^{which then} ~~thence~~ appeared to make a pass at the F-84 at an estimated 40 to 50 ^{MPH} ~~miles~~ in excess of the F-86's airspeed. It closed rapidly and just before flying into his fuselage it decelerated ~~rapidly~~ to his airspeed almost instantaneously. In doing so, it flipped on its edge at approximately a 90 degree bank. It then flutted within 20 feet of his fuselage for two or three seconds, and pulled away ~~and~~ around his starboard wing where it was caught in the slipstream behind the aircraft and flipped once. Then it passed him; crossed in front of him and pulled away abruptly, appearing to accelerate and shot out of sight in a steep, almost verticle climb. The pilot of the F-84 didn't observe the object.

COMMENT:

No further information has been forthcoming. No explanation for this sighting can be proposed other than the possible reflection and refraction of light through the canopy of the observers aircraft.

CONCLUSION:

UNSOLVED

*****52
MAR 29, 1952 NORTH OF MISAWA, JAPAN (KEYHOE-1953 P 192) 1 WITNESS 00
██████████, A YOUNG AIR FORCE PILOT FROM ROCKFORD, 01
ILLINOIS, SUPPLIED THE FOLLOWING REPORT. 02
*AT 11.20 HOURS, MARCH 29, 1952, I WAS FLYING A T-6 NORTH OF MISAWA. GCI 03
WAS RUNNING AN INTERCEPT ON ME WITH A FLIGHT OF TWO F-84-S. ONE OF THEM 04
OVERTOOK ME, PASSING STARBOARD AT APPROXIMATELY 100 FEET, AND TEN FEET BELOW 05
ME. AS HE PULLED UP ABREAST, A FLASH OF REFLECTED SUNSHINE CAUGHT MY EYE. 06
THE OBJECT WHICH HAD REFLECTED THE SUNSHINE WAS A SMALL, SHINY DISC-SHAPED 07
THING WHICH WAS MAKING A PASS ON THE F-84. 08
*IT FLEW A PURSUIT CURVE AND CLOSED RAPIDLY. JUST AS IT WOULD HAVE FLOWN 09
INTO HIS FUSELAGE, IT DECELERATED TO HIS AIR SPEED, ALMOST INSTANTANEOUSLY. 10
IN DOING SO, IT FLIPPED UP ON ITS EDGE AT AN APPROXIMATE 90-DEGREE BANK. IT 11
FLUTTERED WITHIN TWO FEET OF HIS FUSELAGE FOR PERHAPS TWO OR THREE SECONDS. 12
THEN IT PULLED AWAY AROUND HIS STARBOARD WING, APPEARING TO FLIP ONCE AS IT 13
HIT THE SLIPSTREAM BEHIND HIS WING-TIP FUEL TANK. 14
*THEN IT PASSED HIM, CROSSED IN FRONT, AND PULLED UP ABRUPTLY, APPEARING TO 15
ACCELERATE, AND SHOT OUT OF SIGHT IN A STEEP, ALMOST VERTICAL CLIMB. IT WAS 16
ABOUT EIGHT INCHES IN DIAMETER, VERY THIN, ROUND, AND AS SHINY AS POLISHED 17
CHROMIUM. IT HAD NO APPARENT PROJECTIONS AND LEFT NO EXHAUST OR VAPOR TRAILS. 18
AN UNUSUAL FLIGHT CHARACTERISTIC WAS A SLOW, FLUTTERING MOTION. IT ROCKED 19
BACK AND FORTH IN 40-DEGREE BANKS, AT ABOUT ONE-SECOND INTERVALS THROUGHOUT 20
ITS COURSE.* 21
*****22

Lieutenant David Brigham, flying a T-6, was approaching his base in northern Japan on the night of March 29, 1952—sky clear, visibility excellent—when a shiny, disc-shaped object streaking at him, came to a sudden stop in the air, then played around over his wings, cockpit and tail planes before it rounded away into the distance. Another pilot, coming in behind him, also saw and verified the report. If the Air Force has its own "explanation," both these fliers were in a bad way mentally. Neither man was completely of course. The experiences of Lt. Brigham and Colonel Blakeslee are typical of those reported by hundreds of pilots, both military and commercial. It is worthy of note that not a single pilot was ever grounded for having what the Air Force claims "hallucinations" of this sort.

Is there a veil of censorship which has kept the public from being fully informed on these strange objects? The following story appears to answer that there is.

1120
- 9
0220 Z

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PAGE THREE JAPYC 6B

BELOW ME CMA TAKING MY NUMBER PD AS HE PULLED UP AHEAD OF ME AT APPROX MY 3 O CLOCK POSITION D XHTT LOW CMA A FLASH OF REFLECTED SUNSHINE CAUGHT MY EYE AT ABOUT MY 4 O CLOCK POSITION PD THE OBJECT WHICH HAD REFLECTED THE SUNSHINE WAS A SMALL SHINY DISC SHAPED OBJECT WHICH WAS MAKING A PASS ON MIKE 3 PD IT CLOSE FROM SLIGHT ABOVE HIM FROM APPROX 4 O CLOCK AND FLEW APPROX A PURSUIT CURVE CMA APPEARING TO OVERTAKE HIM AT AROUND 30 OR 40 MPH OVER HIS AIRSPEED CMA WHICH I WOULD ESTIMATE AT APPROX 150 TO 160 MPH PD IT CLOSELY RAPIDLY AND JUST BEFORE FLYING INTO HIS FUSELAGE IT DECELERATED TO HIS AIRSPEED ALMOST INSTANTANEOUSLY PD IN DOING SO IT FLIPPED UP ON ITS EDGE AT APPROX 90 DEGREE BANK PD THEN IT FLUTTERED WITHIN 20 FT OF HIS FUSELAGE FOR PERHAPS 2 OR 3 SECONDS CMA PULLED AWAY AND AROUND HIS STARBOARD WING CMA APPEARING TO FLIP ONCE AS IT HIT THE FLIPSTREAM BEHIND HIS WING TIP FUEL TANK PD THEN IT PASSED HIM SMCLN CROSSED IN FRONT OF HIM AND PULLED UP ABRUPTLY CMA APPEARING TO ACCELERATE AND SHOT OUT OF SIGHT IN A STEEP CMA ALMOST VERTICAL CLIMB PD IT WAS ABOUT 8 INCHES IN DIAMETER CMA VERY THIN CMA ROUND AND AS SHINY AS POLISHED CHROMIUM SMCLN HAD NO APPARENT PROJECTIONS CMA AND LEFT NO EXHAUST TRAILS OR VAPOR TRAILS PD AN UNUSUAL FLIGHT CHARACTERISTIC WAS A SLOW FLUTTERING MOTION PD IT POKED BACK AND

UNCLASSIFIED

PAGE FOUR JAPYC C(

FORTH AT APPROX 45 DEGREE BANKS CMA AT APPROX ONE SECOND INTERVALS
THROUGHOUT ITS COURSE PD IT WAS VERY THIN AND RESEMBLED A ROUND
PIECE OF SHINY SHEET METAL PD THE WEATHER WAS VERY GOOD PD I DO
NOT REMEMBER ANY CLOUDS THAT DAY PD DURATION OF SIGHTING WAS
APPROX 10 SECONDS PD SEND D C BRIGMAN PD UNQUOTE END SEND THOMSON
20/0228Z JAN JAPYC

Ballon ? No!

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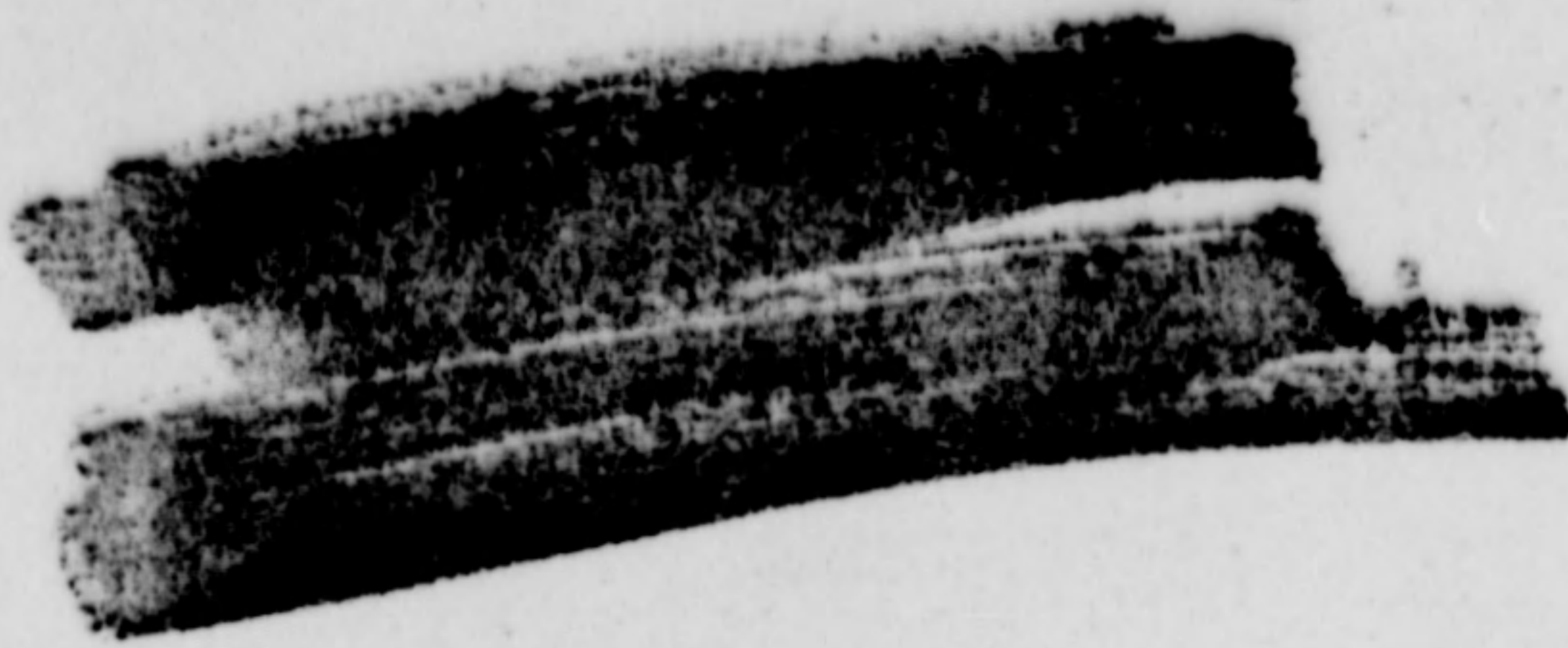
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NO TITLES OR INDEX

eye

NORTHERN JAPAN PD CONVERSATIONS WERE INFORMAL AND NEWSY NATURE

UNCLASSIFIED



PAGE TWO JAPYC 6B

OF MATERIALLED BARNARD TIN Q IRE AFTER OFFICIAL REPORTS PD
NORTHERN AIR DEFENSE COMMANDER RELEASED ONLY RESTRICTED REPEAT
RESTRICTED REPORTS OF COL BLAKESLEE AND OTHER PILOTS WHO HAD
SIGHTED WHIRLING COLORED DISCS AND LIKE OBJECTS PD NO OFFICIAL
AF PIO RELEASE ON THIS SUBJECT HAS BEEN MADE PD NO AF CONFIRMATION
OF VALIDITY OF SIGHTINGS AND NO AF EVALUATION OF TESE OR SIMILAR
FLYING OBJECTS HAVE BEEN RELEASED PD REFERENCE LT DAVID C BRIGHAM S
REPORT OF MAR 52 CMA SUBJ OFFICER SIGHTED SMALL DISC-SHAPED OBJECT
WHILE FLYING T-6 AND MADE SIGHTING A MATTER OF OFFICIAL REPORT TO
HIS INTELLIGENCE OFFICER AT MISAWA PD SUBJ STATEMENT OF LT BRIGHAM
WAS ALSO FERRETED OUT INFORMALLY BY BARNARD IN UNOFFICIAL
CONVERSATIONS PD BRIGHAM S REPORT CMA UNCLASSIFIED CMA IS VERBATIM
CMA AS FOLLOW CLN QUOTE 19 APR 1952 CMA STATEMENT CLN AT 1120 HRS
29 MAR 1952 I WAS FLYING A T-6 HEADING APPROX NORTH AT APPROX 20
MILES NORTH OF MISAWA OVER THE COAST PD I WAS CLIMBING AT APPROX
130 MPH INDICATED AIRSPEED CMA ALTITUDE APPROX 6000 FT PD CCI WAS
RUNNING AN INTERCEPT ON ME WITH AN F-84 FLIGHT OF TWO PD CALL SIGN
OF THE F-84S WERE FROSTY MIKE 3 AND 4 PD I WATCHED THEM CLOSE
ON ME FROM ABOUT 7 O CLOCK AROUND TO ABOUT 5:30 AND FROSTY MIKE 3
OVERTOOK ME PASSING STARBOARD APPROX 100 FT CMA AND APPROX 10 FT

11/2
M...
ATIC 29/11/...

REF: 86

TYA118

TDC 98T

JET A883

AGA 107

AIR DE ACA

PP AIR ZVA

PP JEPHQ JEDWP 70Y

AIA B27

AGA DE AIA

PP ACA ZVA

JAPYC B'S

PP JEPHQ JEDWP 222

DE JAPYC CB

P 290215Z ZNJ

FM CG FEAF TOKYO JAPAN

TO JEPHQ/HQ USAF WASHDC

INFO JEDWP/ATIC WRIGHT PATTERSON AFB OHIO UNCLASSIFIED

~~REURADNOTE~~ RADNOTE/FROM CLN MAJOR C E THOMSON CMA DEP

PIO CMA FEAF FOR CLN DIRECTORATE OF PUBLIC INFO CMA HQ CMA USAF

CMA ATTN CLN SAFOPI-3 CMA WASH 25 CMA D C INFO CLN ATIC CMA

WRIGHT-PATTERSON AFB CMA DAYTON CMA OHIO PD THIS IS RADNOTE 045

PD REURADNOTE 835 CMA ASSOCIATED PRESS CORRESPONDENT UNCOVERED

INITIAL STORY ON FLYING OBJECTS OVER JAPAN IN THE COURSE OF

SCHEDULED VISIT TO MISAWA AB FOR JAPAN AIR DEFENSE STORY PD STORIES

ON FLYING OBJECTS (RESULTED FROM PERSONAL CONVERSATIONS BETWEEN

AP REPORTER BILL BARNARD AND VARIOUS OFFICERS STATIONED IN

NORTHERN JAPAN PD CONVERSATIONS WERE INFORMAL AND NEWSY NATURE

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[REDACTED]
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Date of Inci: 29 Mar 52

Location: Belgian Congo

Recently two fiery disks were sighted over the uranium mines located in the southern part of the Belgian Congo in the Elisabethville district. The disks glided in curves and changed their position many times, so that from below they sometimes appeared as plates, ovals and simply lines. Suddenly both disks hovered in one spot, then took off in a unique zigzag flight to the NE.

Commander [REDACTED] of the small Elisabethville airfield immediately set out a pursuit with a fighter plane. On his approach he came within about 120 meters of one of the disks. No further identification action was taken.

ATIC DOCUMENT 108463

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