

PROJECT 10073 RECORD CARD

1. DATE 19 Apr 52		2. LOCATION Dhahran, Saudi Arabia		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 type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input checked="" type="checkbox"/> Possibly Astronomical	
3. DATE-TIME GROUP Local 2120 GMT 19/1620		4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar			
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE general officer, USAF			
7. LENGTH OF OBSERVATION 5-6 seconds		8. NUMBER OF OBJECTS 1		9. COURSE NNE	
10. BRIEF SUMMARY OF SIGHTING White color. Straight, consistent course maneuvers.				11. COMMENTS Source is high ranking AF officer.	

UNCLASSIFIED

SECURITY CLASSIFICATION (If any)

WAR DEPARTMENT

DISPOSITION FORM

UNCLASSIFIED

5 - MAY 1952

FILE No.

SUBJECT

Report on Sighting of Flying Object

TO Chief, Air Technical
Intelligence Center,
Wright-Patterson AFB,
Dayton, Ohio
ATTN: Colonel Dunn

FROM Directorate of Intel.,
Hq USAF - AFOIN-X

DATE 5 May 1952

COMMENT No. 1

Col Kieling/54733

Pass Action

Inclosed for your action is a letter from Brigadier General [REDACTED], Dhahran Airfield, Saudi, Arabia, reporting his personal sighting of an unidentified flying object. An interim reply to General [REDACTED] has been dispatched by Brigadier General Garland.

[Signature]

H. J. KIELING

Colonel, USAF

Chief, Policy & Management Group
Directorate of Intelligence

1 Incl

Ltr fr B/[REDACTED], 21 Apr 52
w/Ltr to D/I fr [REDACTED]

*19 APR 52
DHARAN
SAUDI ARABIA*

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.

DOD DIR 5200.10

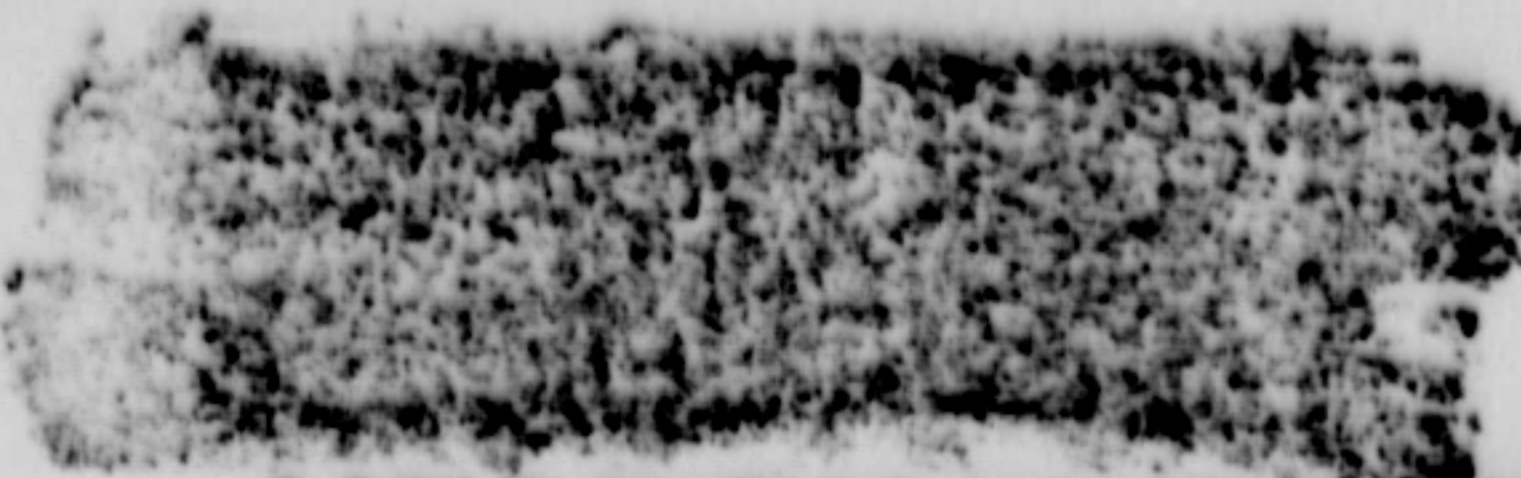
UNCLASSIFIED

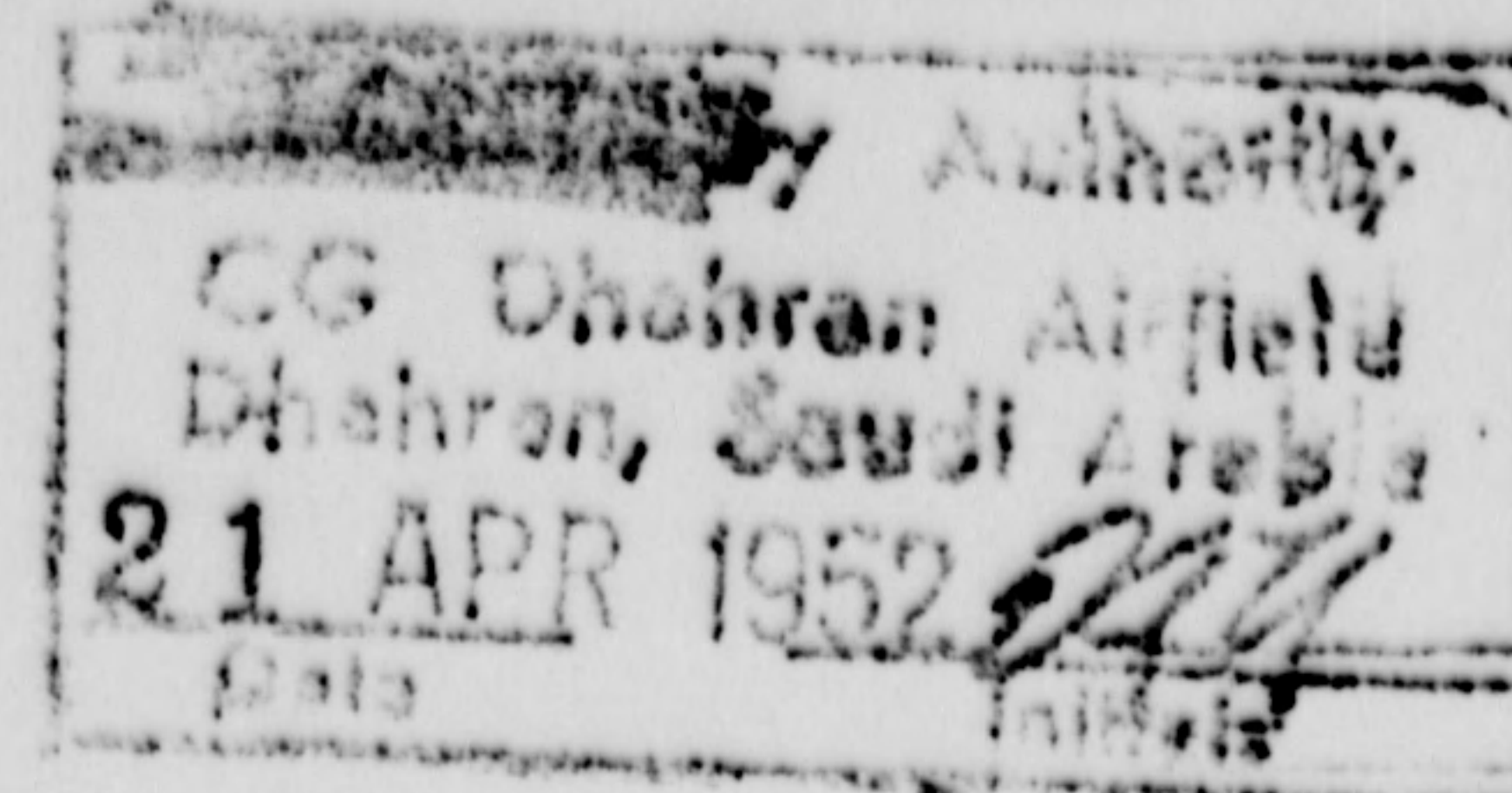
[REDACTED]

T. 52-105-10-A

94-0118-6

UNCLASSIFIED


HEADQUARTERS
1414TH AIR BASE GROUP, MATS
APO 616, c/o POSTMASTER
NEW YORK, NEW YORK



21 April 1952

Major General John A. Samford
Director of Intelligence
Department of the Air Force
Washington 25, D.C.

Dear Sammy:

I never thought it would be said that I would join the great army of flying saucer seers. However, note the attached report. I know that you have some sort of a section that is considering these reports; therefore I send this to you so that you may pass it along to them.

The duration, distinctness, and the complete unexpectedness of my sating leave me positive of the details of my report. Never more will I be skeptical of anybody's fanciful tales. Please don't think that the desert has got the best of me.

Best personal regards.

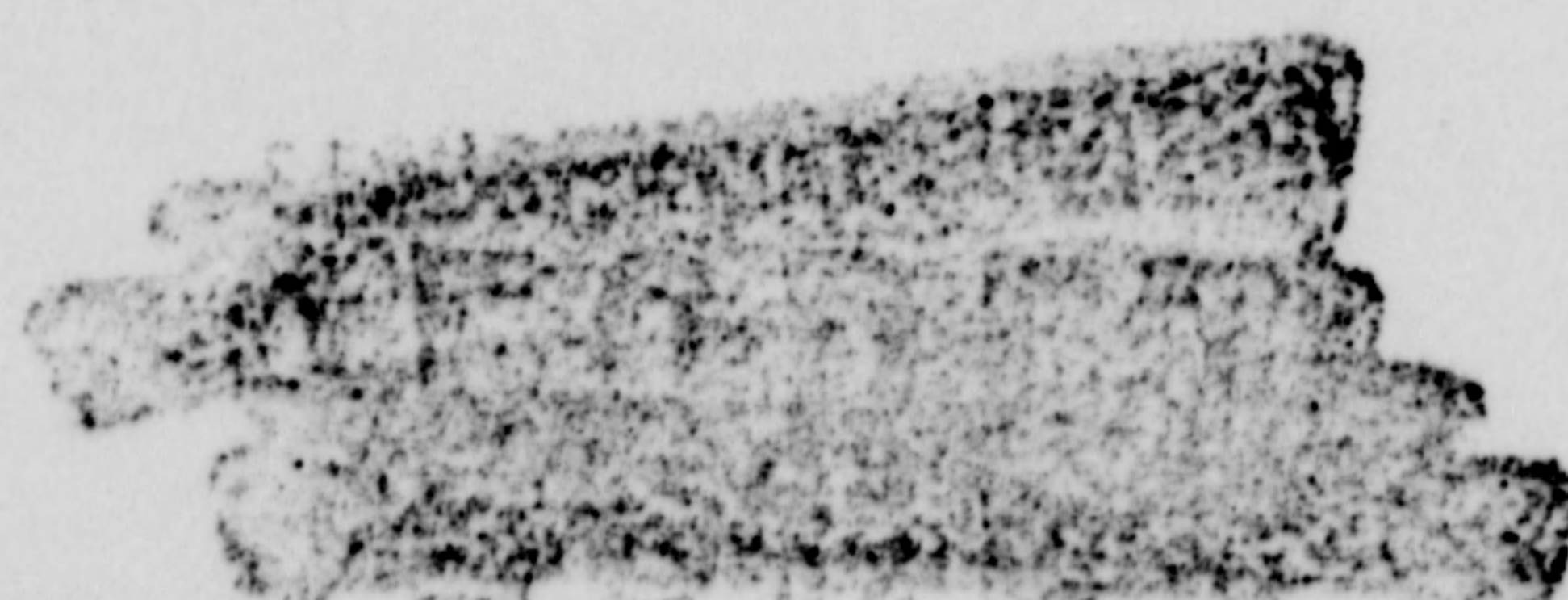
Sincerely,



Brigadier General, USAF

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

UNCLASSIFIED

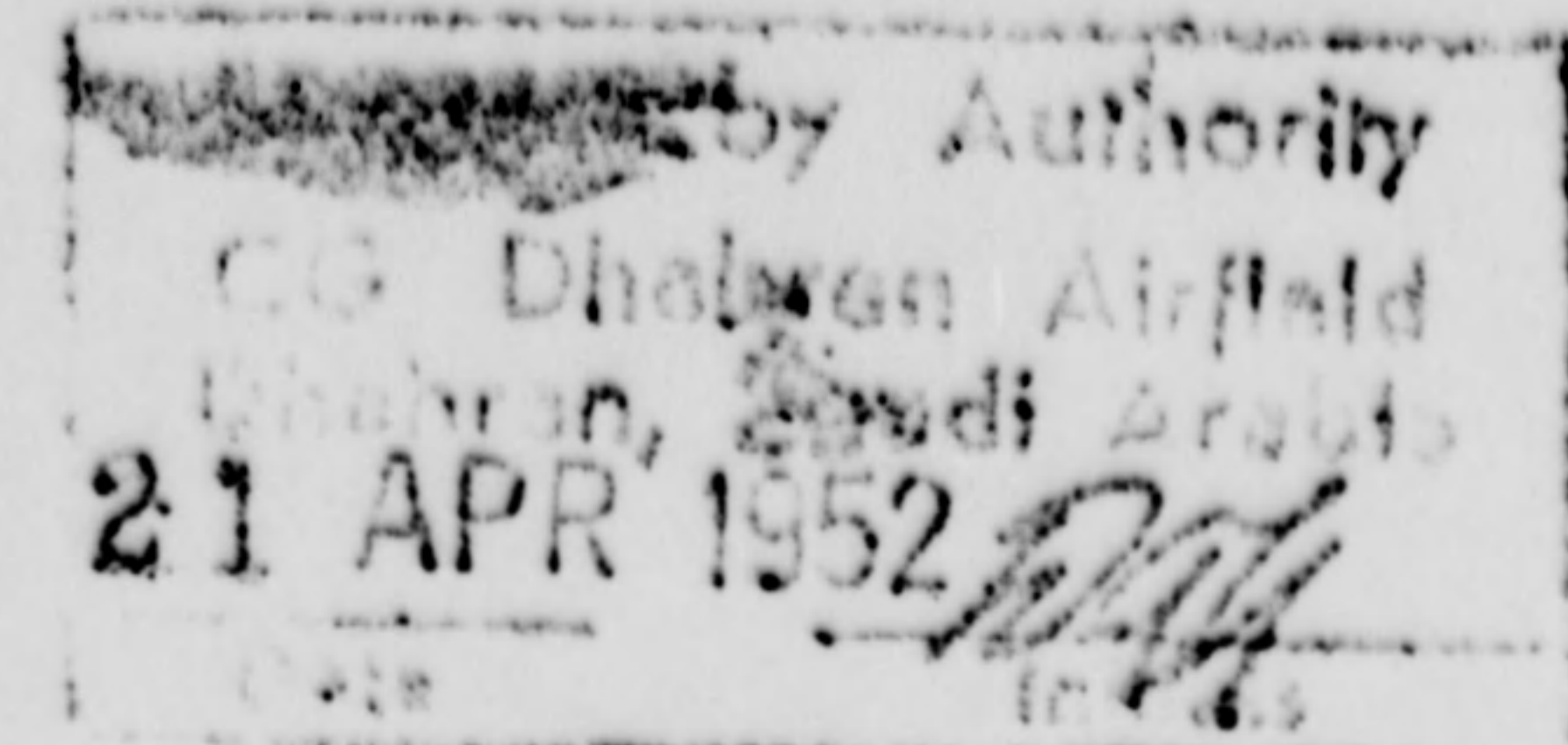


T52-10515

0640

(
UNCLASSIFIED

HEADQUARTERS
1414TH AIR BASE GROUP, MATS
APO 616, c/o POSTMASTER
NEW YORK, NEW YORK



21 April 1952

SUBJECT: Report Upon Sighting of "So-Called" Flying Saucer

TO: Director of Intelligence
Department of the Air Force
Washington 25, D.C.

Place: Dhahran, Saudi Arabia

Date: 19 April 1952

Time: 2120 local daylight savings (1620 Z)

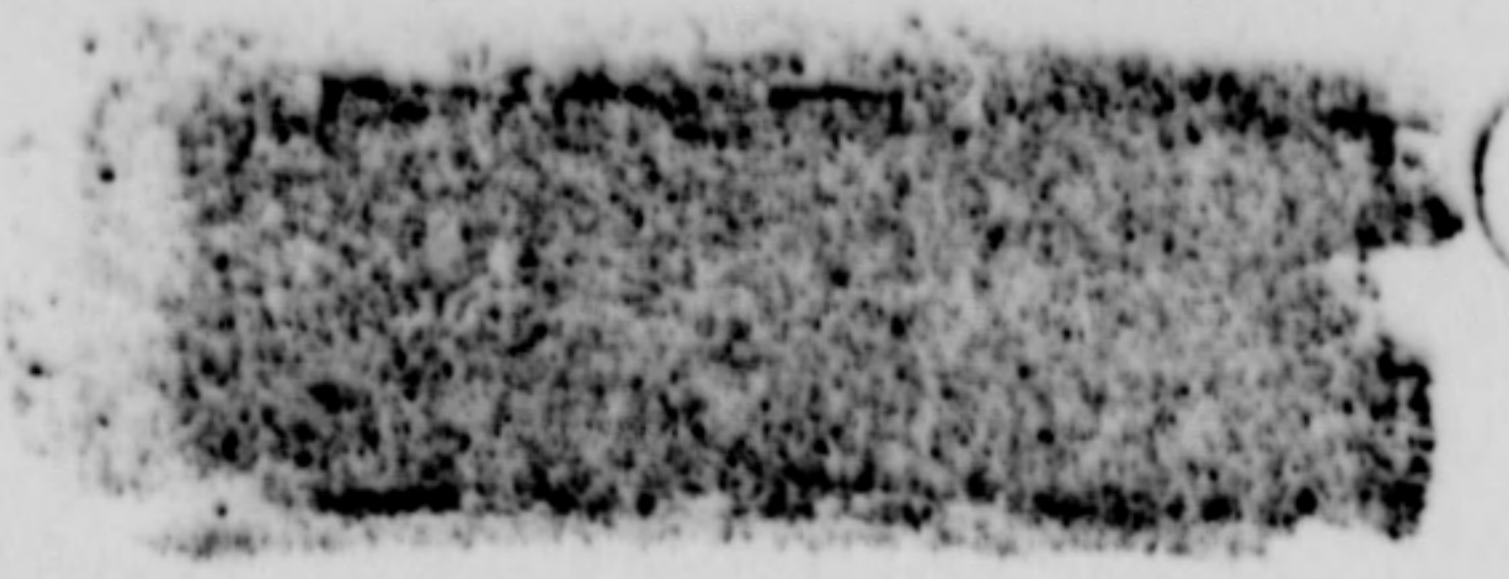
Weather Conditions: Night, cloudless skies, maximum visibility,
no moon but starlit.

1. While reclining alone on my patio for an after-dinner smoke, I noticed in the far distance in the general south-southwest area of the sky what, at first glance, I thought was the tail end of a "shooting star" which are commonly seen in this area of the world. My next instant realization was that this object in the sky was not falling toward earth but was travelling horizontal to the ground at a constant altitude and on a constant course. My next mental reaction was that it was an aircraft approaching the Air Base. This was instantly dispelled by the high rate of closure of the object coming almost directly toward me and by the fact that although conditions surrounding me at the time were extremely quiet, I heard absolutely no sound from this flying object. The speed was so great that I knew it could not be an airplane of any type. At this point, knowing the tricky illusions one gets in looking into a starlit sky, I looked completely away from the object and back again; my eyes immediately picked it up, although it was considerably farther along on its course. By this time I was positively convinced that it was some unusual phenomenon. I continued to follow the object along with my eyes until it disappeared into a generally north-northeasterly direction beyond the scope of normal vision. It was necessary for me to turn almost a complete 180 degrees in order to follow the object until I lost sight of it. I would judge as a fairly accurate estimate that the object was visible to me for a period of from 5 to 6 seconds. I would judge its speed as considerably in excess of any jet aircraft I have seen in flight. If I were forced to estimate the speed it would be in the neighborhood of a thousand to twelve hundred miles an hour.

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

UNCLASSIFIED


752-10515

 UNCLASSIFIED

Hq, 1414th Air Base Grp, MATS, Subj: Report Upon Sighting of "So-Called" Flying Saucer, 21 April 1952

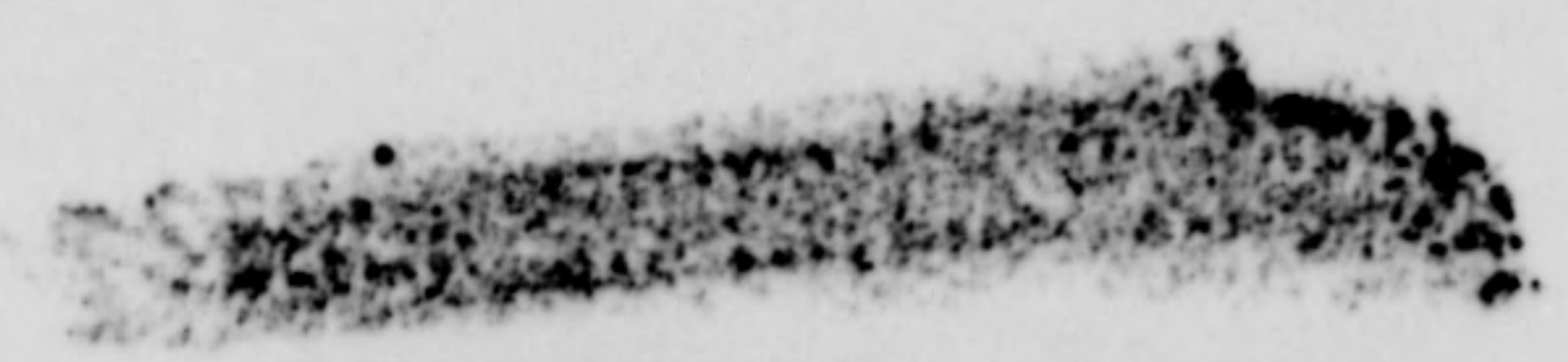
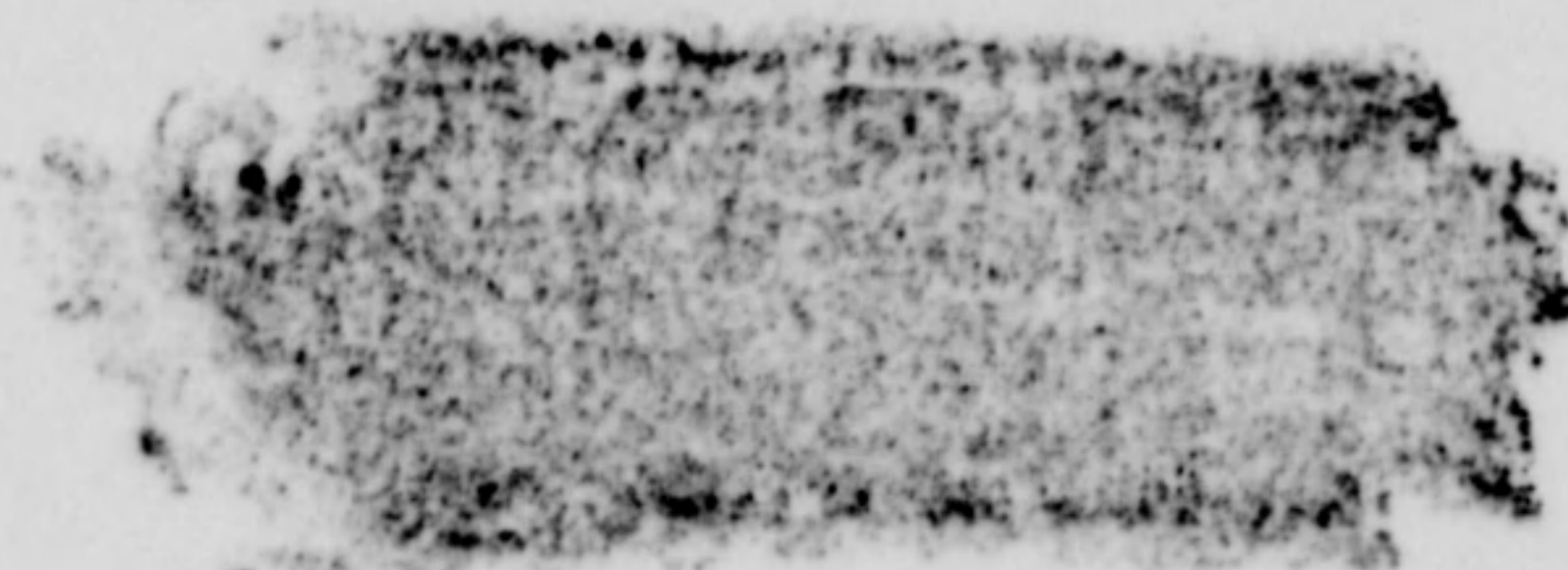
2. The appearance of the object at first was a dull glow without sharply defined dimensions more of the nature of a transport aircraft single lighted window at a fair distance during night flight. The intensity was about that of a low wattage electric light bulb when the current is weak. As the object approached nearer my line of sight it distinctly broke into two parts on absolutely the same altitude and without waivering or fluctuations relative to each other, allowing my imagination the impression that the glow was at the extreme sides or tips of some unseen body between—almost the same impression one would receive seeing navigation lights on an aircraft's wing tips at night. This was further borne out as the object travelled across the sky by the relative position of these two glows changing as the angle of sight changed in the same manner as would navigation lights on an aircraft as the aircraft travelled along a given course. As the object progressed into the distance and I had a stern chase view, the two glows distinctly separated again verifying and emphasizing the impression discussed above. The altitude during this entire sighting I would describe as a medium altitude above 10,000 feet and below 20,000 feet although this particular impression is the one of which I am least positive. If I were to assume that this were some sort of an aircraft with the two glows at the extremities thereof I would say that it was an aircraft of considerable size, but I must add that I saw nothing beyond the two glows which would indicate a vehicle of any kind.

3. Being thoroughly familiar with aircraft, weather balloons and other aeronautical objects during my entire career, I am positive that it was none of these things.


Brigadier General, USAF
Commanding

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

UNCLASSIFIED

752-10515