

# PROJECT 10073 RECORD CARD

1. DATE 25 May 1952		2. LOCATION Walnut Lake, Mich, 42°34' N 83°20' W		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 type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input checked="" type="checkbox"/> Unknown	
3. DATE-TIME GROUP Local 2115 EST GMT 26 0315 Z		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 Civilians (7)			
7. LENGTH OF OBSERVATION 30 Min		8. NUMBER OF OBJECTS 1		9. COURSE 270°	
10. BRIEF SUMMARY OF SIGHTING Color: White to yellow orange Shape: "Moon" Report is good--balloon launched at 0300 from Selfridge but would be difficult to see balloon over open country.				11. COMMENTS Report detailed--observer saw object and followed it in car. Weather in area was bad.	



9-3712-48



UNCLASSIFIED

COUNTRY <b>United States</b>	REPORT NO.	(LEAVE BLANK)
<b>AIR INTELLIGENCE INFORMATION REPORT</b>		
SUBJECT <b>Reporting of Information on Unconventional Aircraft</b>		
AREA REPORTED ON <b>Pontiac, Michigan</b>	FROM (Agency) <b>DOI 4708th Def Wg Selfridge AFB, Michigan</b>	
DATE OF REPORT <b>28 May 1952</b>	DATE OF INFORMATION <b>25 May 1952</b>	EVALUATION <b>F-0</b>
PREPARED BY (Officer) <b>Gerald C. Neely AFUS, Asst Intel Officer</b>	SOURCE <b>Civilian</b>	
REFERENCES (Control number, directive, previous report, etc., as applicable) <b>NONE</b>		

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.)

On 25 May 1952 between <sup>16</sup>2115 and <sup>2615</sup>2145 hours, Mr. [REDACTED] observed an unconventional object in the sky proceeding from vicinity of Pontiac, Michigan, towards Flint, Michigan. It was reported at 2200 hours to the Officer of the Day, in this case the reporting officer.

0 INCL.

DOWNGRADED AT 8 YEAR INTERVALS:  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

DISTRIBUTION BY ORIGINATOR

- 2 cys CG Air Material Command
- 1 cy CG Air Defense Command
- 1 cy CG Eastern Air Defense Force

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) DOI 4708th Defense Wing Selfridge AFB, Michigan	REPORT NO.	PAGE 2 OF 2 PAGES
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On 25 May 1952, at 2115 hours, Mr. [REDACTED] observed an unusual object in the sky from the backyard of his home on Walnut Lake. With him were his wife, [REDACTED], Mr. [REDACTED], Mrs. [REDACTED], and [REDACTED] three children. Coordinates of Walnut Lake are 42° 34' N - 83° 20' W. Object was initially thought to be the moon, but was then observed to be drifting slowly to the west. The party then followed it by car for 1/2 mile when it changed directions and headed north. They estimated it to be 4000 feet high. Mr. [REDACTED] stopped the car on a promontory and took a photo of the object. They saw that it would soon enter a large cloud and proceeded to Pine Lake to observe this. Pine Lake is 2 miles north of Walnut Lake. Observers reasoned that if the object was the moon, it would be passed by the cloud in a natural manner. The object entered the cloud and Mr. [REDACTED] detected a red glow within the cloud at one time. Other members of the party did not notice this. The object did not appear on the opposite end of the cloud. It then showed up suddenly at a point beneath the cloud, roughly halfway between the earth and the cloud. It had been under observation for approximately 20 minutes preceeding its entrance into the cloud, and, after it reappeared, it was watched for 10 minutes. Another photo was taken at this time. When it was seen to be drifting north again the watchers entered the car and drove to US highway 24 to follow it, but in moving from the Pine Lake area to the highway the object was lost and could not be found, although the car was driven at a fairly high rate of speed.

Mr. [REDACTED] describes the object as larger than the moon, white to yellow orange in color, and noiseless, with no trail of any kind following it. It moved slowly at all times. The observers estimated it to be 200 feet in diameter and 20 feet thick. It seemed to have light and darker areas on its periphery, suggesting windows. These were described as looking like "the side of an accordin." The weather in the area was described as hazy, with stars dimly visible; the sky very black, making for great contrast between the object and the sky.

Mr. [REDACTED] reported a similar object on 27 April 1952. This was reported on AF Form 112 submitted by this headquarters on 1 May 1952. He is employed as an advertising manager of a paint company in Detroit. Mr. [REDACTED] is employed at The Detroit Tank Arsenal.

Mr. [REDACTED] was contacted on 27 May 1952 and stated that, although the photos were developed with special care by a friend of his who is a photographic technician, they were of no value. He indicated that the camera he used was inadequate and time exposures were not taken.

A check was made with the 661st AC & W unit here and nothing unusual was reported in the area at the time of observation. An SA-16 from this base was over the sighting area at approximately 2100 hours at 6000 feet and reported nothing unusual. The crew reported weather bad in the area.

Northern lights phenomena were reported visible on the nights of 26 and 27 May in this general area.

Mr. [REDACTED] address is [REDACTED] Pontiac, Michigan. His residence phone number is [REDACTED]

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DECLASSIFIED AFTER 12 YEARS  
DOD DIR 5200.10

*Gerald C. Neely*  
GERALD C. NEELY  
2nd Lt, AFUS  
Asst Intelligence Officer  
4708th Defense Wing

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# PROJECT 10073 RECORD CARD

1. DATE 25 May 1952	2. LOCATION Randolph AFB, Texas	CONCLUSIONS <input checked="" 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 type="checkbox"/> Possibly Astronomical  <input checked="" type="checkbox"/> Other <b>BIRDS</b> <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
3. DATE-TIME GROUP Local 2127 CST GMT 26/0327 Z	4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Air-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Intercept Radar		
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE AF Navigator		
7. LENGTH OF OBSERVATION 3 Seconds	8. NUMBER OF OBJECTS 12	9. COURSE 090° straight & level	
10. BRIEF SUMMARY OF SIGHTING  Balloon launched at 0300 Z (		11. COMMENTS  Source saw objects in tight V-formation, 3 groups of 4 objects each. Estimated larger than B-29 at 10,000'. Subtended angle at 1/8" to 1/4" at arm's length. Made intermittent "hum".  Passed through 180° arc at elevation of 70° No A/C in area	



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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
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There were no fragments or photographs taken. There was no interception or identification action requested by this headquarters.

10. The only air traffic reported in the area at the time of the sighting were two F-84's which were flying from Indian Springs AFB, Nevada to Bergstrom AFB, Texas, and landed at Bergstrom AFB at 2127 Central Standard time.

COMMENTS of Preparing Officer:

11. Source was sincere, positive and definite about all aspects of this report. The other two witnesses were in complete agreement with him, which substantiates his story as to time place and what was seen. The fact that the observers were looking at the sky in the direction in which the objects first came into view, allowed them to observe the objects throughout the entire period they were in the area. Observers were also accustomed to the darkness, having been sitting out of doors looking at the stars for some time. The source stated that it was a sight such as he had never seen before. This statement is reasonable in that the officer had considerable experience as a navigator and was well acquainted with conventional aerial objects. No special significance can be given this report inasmuch as there are no other records of comparable sightings in this area on file at this station.

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DOD DIR 5200.10

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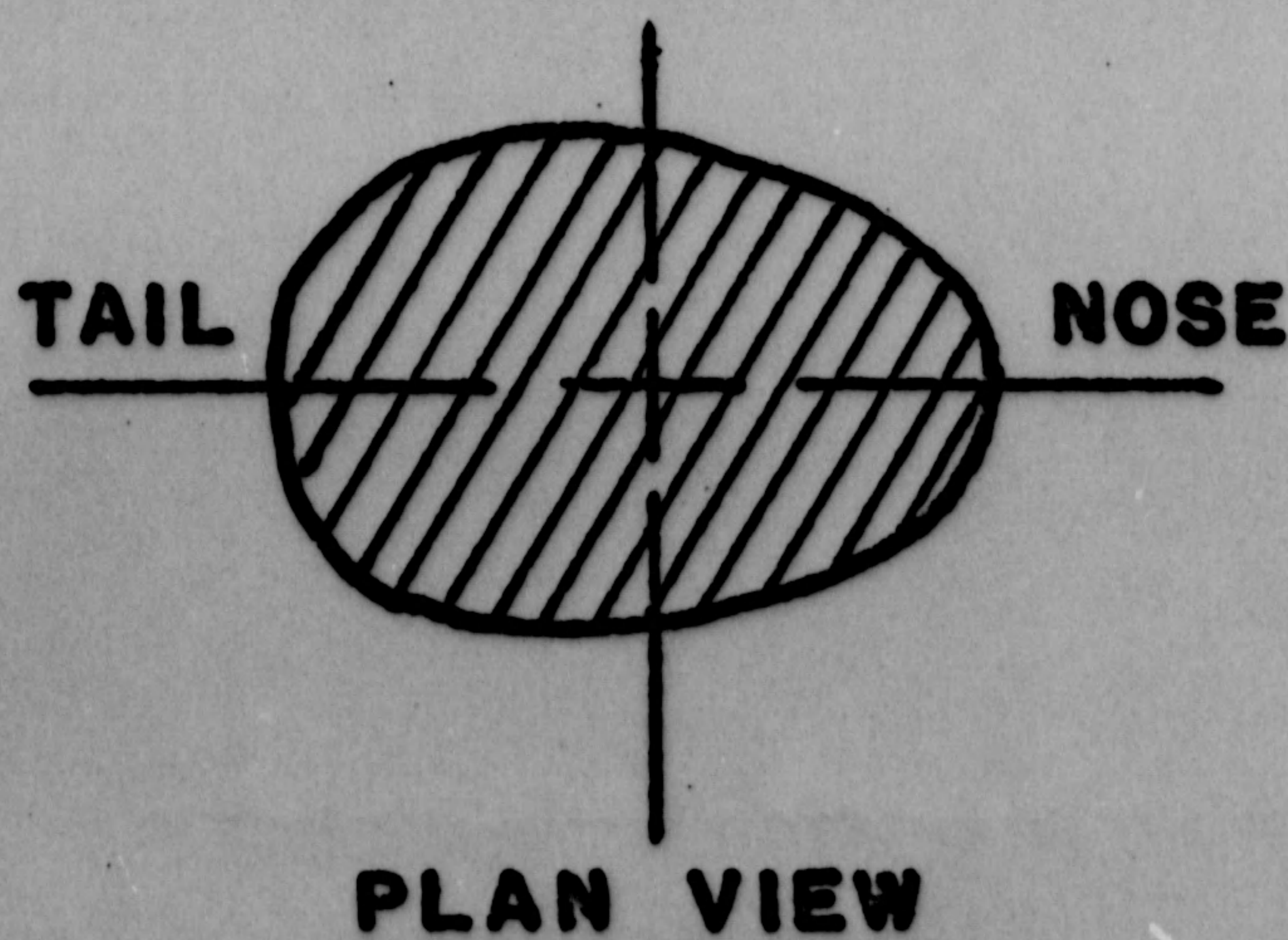
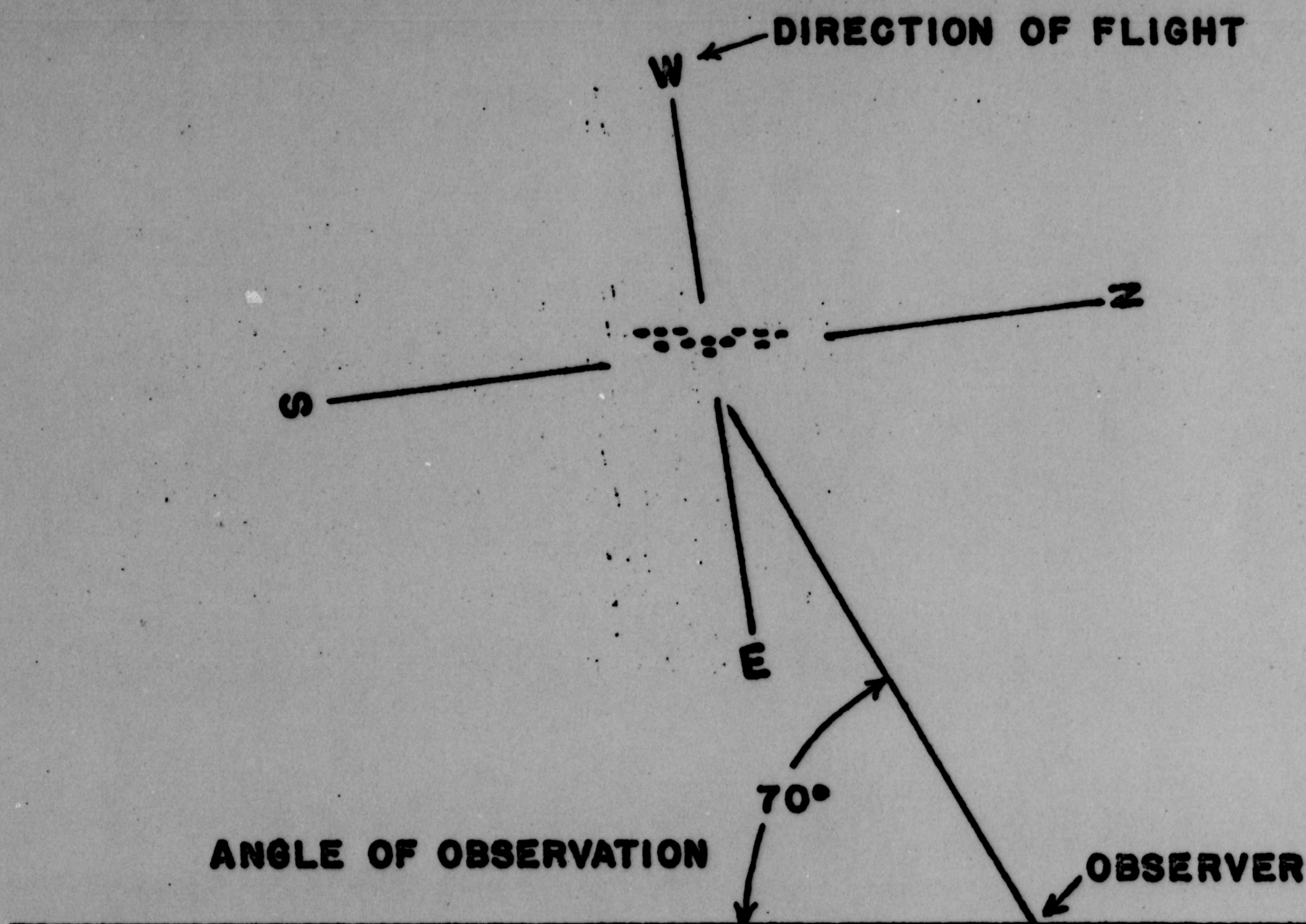


(CLASSIFICATION)

## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) <b>3510 CCTW, RAFB, TEX.</b>	REPORT NO. <b>IR-1-52</b>	PAGE <b>1</b> OF <b>1</b> PAGES
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### UNIDENTIFIED FLYING OBJECTS



**COLOR: FULLY ILLUMINATED LIGHT WAS WHITE WITH ORANGE TINGE.**

**INCL 1. TO  
IR-1-52**

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EXTRACT FROM STATUS REPORT # 7

DATE: 25 May 52

TIME (Local): 2127 CST

LOCATION: Randolph AFB, Texas

LENGTH OF TIME OBSERVED: 3 Seconds

SOUND: Unknown


SPEED: Comparable to falling star (1500-2000 mph)

ALTITUDE: Above 10,000'

HEADING: E

SOURCE: USAF Navigator, wife and friend

ACTION OR COMMENTS: Pending

DESCRIPTION OF INCIDENT: Tear-drop shaped objects like white light with an orange tinge in a very tight "V" formation and in three groups of four each. 

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1 JUNE 1948

(CLASSIFICATION)

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COUNTRY USA	REPORT NO. IR-1-52	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT		
AREA REPORTED FLYOVERPT	FROM (Agency)	
DATE OF REPORT South Texas	DATE OF INFORMATION 3510 COTW, RANDOLPH Texas	
PREPARED BY (022) May 1952	26 May 1952	D-3
REFERENCE Warrant, Thompson, W. Intel O	Captain John S. Jones	
SUMMARY (Under official summary of report. One sentence in final one sentence paragraph. Use indicators at lower left. Begin text of report on AF Form 112-Part II.)		

1. In reference to teletype, this headquarters, 261630 May 1952, number GIO 1272 E FLYOVERPT and AFL 200-5, dated 29 April 1952, a report is submitted on the sighting of unidentified aerial objects.

2. Twelve unidentified flying objects were observed passing over Randolph Air Force Base, Texas on the night of 25 May 1952. These objects appeared white with a slight orange tinge in color, tear drop in shape and travelling at an estimated speed of more than 2000 miles per hour from East to West.

3. No significance can be given to this report inasmuch as there are no other records of comparable sightings in this area on file at this station.

APPROVED:

DOWNGRADED AT 5 YEAR INTERVALS:  
DECLASSIFIED AFTER 12 YEARS:  
DOD DIR 5300.10

*Marvin P. Thompson*  
MARVIN P. THOMPSON  
Captain USAF  
Wing Intelligence Officer

Info 47 furnished direct to Chief, Air Technical Intelligence Center, ATIC:  
Wright-Patterson AFB, Ohio.

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## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO.

PAGE 1

OF

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PAGES

3510th CG Tng Wg, RAFB, Texas

IR-1-52

1. At approximately 0800, 26 May 1952 the Wing Intelligence Office received a report that an officer had observed unidentified aerial objects flying over Randolph Air Force Base on the night of 25 May 1952.

2. Immediate investigation revealed the individual to be Captain John S. Jones, Jr. who was interrogated as soon as he could be located.

3. The interrogation revealed the objects to be tear-drop in shape, appearing to be about  $1/8$  to  $1/4$  of an inch across. The actual size was undetermined, but when questioned as to their relative size in relation to a known aircraft, he stated that they looked larger than a B-29 at an altitude of 10,000 feet. They appeared as a solid white mass of light with an orange tinge. He could distinctively count twelve objects, flying in three groups, four objects in each group in a very tight V-shape formation.

4. Captain Jones was unable to distinguish any aerodynamic features. He saw no trail or exhaust and the propulsion system could not be determined. Their speed was estimated to be between 1500 and 2000 miles per hour. He said that it was fastest thing he had ever witnessed. Their sound after passing was a definite soft, intermittent hum.

5. All during the observation they were in straight and level flight, continuing in this manner until they were out of sight. The outline of these tear-drop shaped lights could be definitely identified as such because they were superimposed against a very dark sky (the moon was new and not visible at the time). Their speed across the sky could be compared to that of a falling star.

6. The sighting was made at exactly 2127 Central Standard time on 25 May 1952. The objects were observed for approximately 3 seconds. The officer judged this time by the amount of time it took him to rapidly rise from a sitting position in a chair and walk about 15 feet.

7. The observation was made visually by Captain Jones and two other witnesses while on Randolph Air Force Base, Texas (coordinates:  $29^{\circ} 32'$  North-- $98^{\circ} 17'$  West). Captain Jones and the other witnesses were sitting on the patio of the officer's quarters facing South West, looking at the stars when the objects appeared in the West heading in an Easterly direction. As they passed through a  $180^{\circ}$  arc from West to East they appeared to be at about a  $70^{\circ}$  angle from the observers when overhead at an altitude above 10,000 feet.

8. The reporting officer has been an observer for 11 years and has been around aircraft all during this time. He is a rated Navigator, currently on flying status with 2200 hours total flying time. His present duty is Senior Navigator in charge of a navigation section of the Combat Crew Training School (Medium Bombardment) at this station. The other two witnesses, who agree with this report in every detail, are the officer's wife, Mrs. Beatrice Jones and a 1st Lt. Paul Hewitt, a B-29 Pilot with approximately 1500 hours flying time.

9. The 2100 weather was reported as 5,000 foot scattered clouds with visibility of 15 miles. The winds aloft at 10,000 feet were given by the base weather station as 10 knots from  $290^{\circ}$ . Meteorologists stated that there were no weather conditions or activities that could account for the sighting.

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(CLASSIFICATION)



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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	1	OF	1	PAGES
3510th CC Tng Wg, RAFB, Texas	IR-1-52					

27 MAY 1952

C E R T I F I C A T E

I, Captain John S. Jones Jr. AO-415455, do certify that:

Sunday evening, 25 May 1952, I was sitting in the patio of my home on Randolph Air Force Base. There were two other people present, the three of us were discussing stars. At approximately 2130 local standard time a group of lights, orange white in color, were seen to the west at an angular height of about fifteen (15) degrees above the horizon. These lights approached the east at an extremely rapid rate of speed. As the lights approached an overhead position I was able to see that they were of a tear-drop shape, point toward the front or direction of travel, and twelve (12) in number. They were in three (3) groups of four (4). The three (3) groups formed a V. The sky was dark, no moonlight glow, and the lights were clearly visible. I judged the altitude of these lights to be above ten thousand (10,000) feet. Each light appeared to be an individual object. The only distinguishable sound was a deep soft intermittent noise, similar to voom --- voom --- voom --- voom. The size of the objects was not plain, due to darkness, yet the apparent size of the lights was about one eighth (1/8) of an inch in diameter. These twelve (12) objects retained their formation across the sky and passed from view toward the east. The entire time taken by these objects to appear in the west, pass overhead, and disappear from view to the east was about three (3) seconds. Time was established by the time taken to rapidly get up from seat and move less than fifteen (15) feet. Speed of objects is estimated to be in excess of two thousand miles an hour.

*John S. Jones Jr.*  
JOHN S. JONES, JR.  
Capt, USAF  
AO-415455

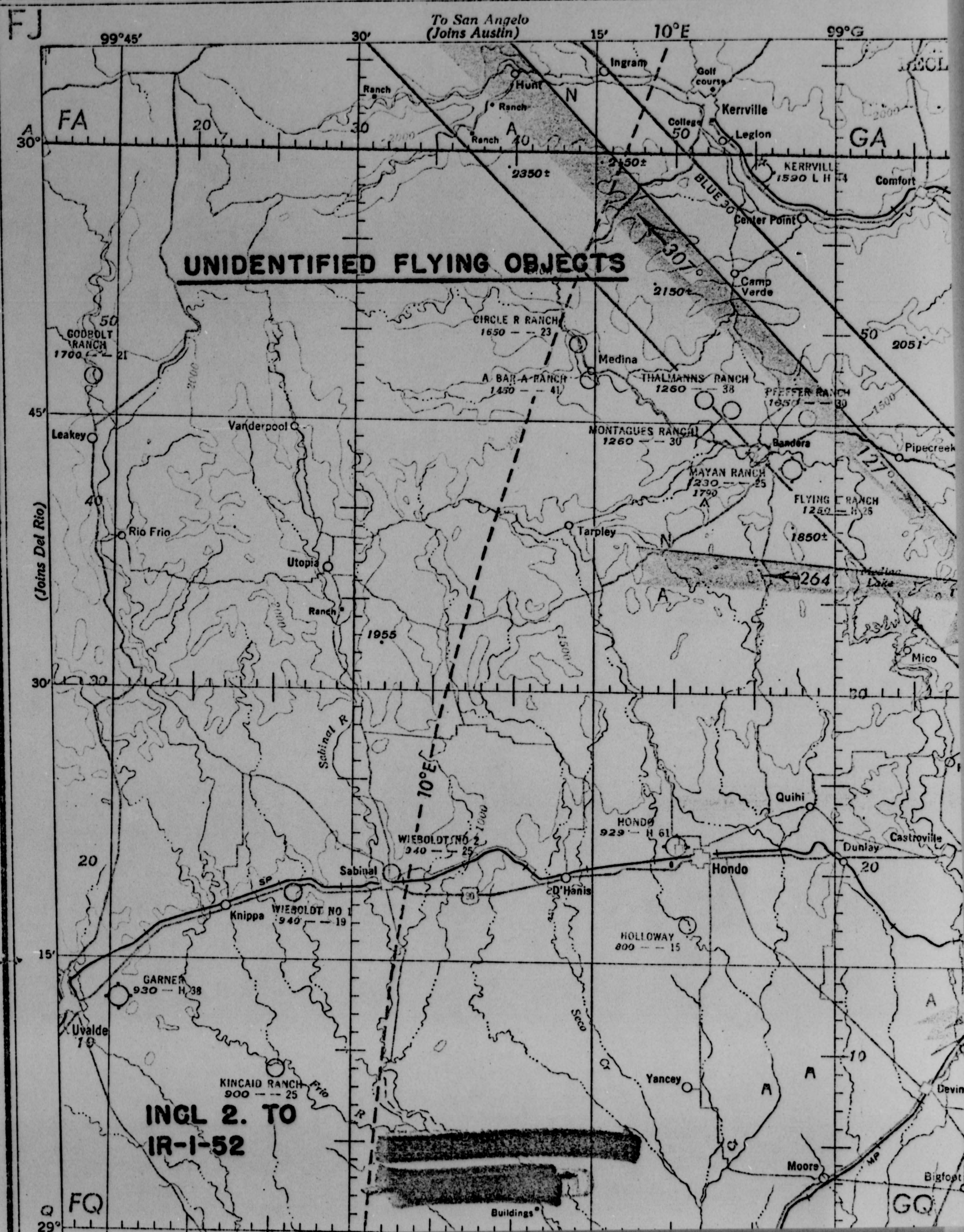
*How did he determine this?*

Incl 3 to  
IR-1-52

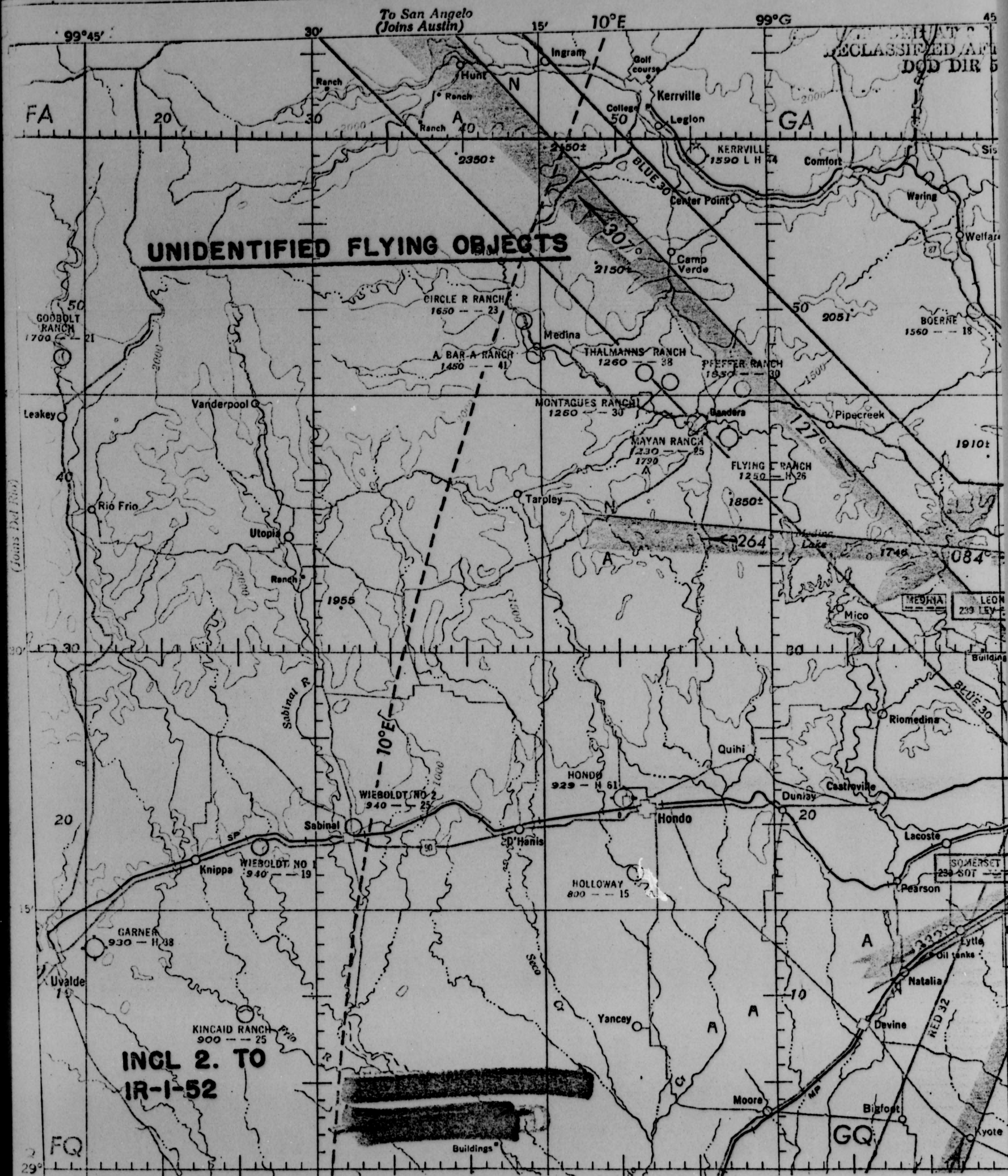
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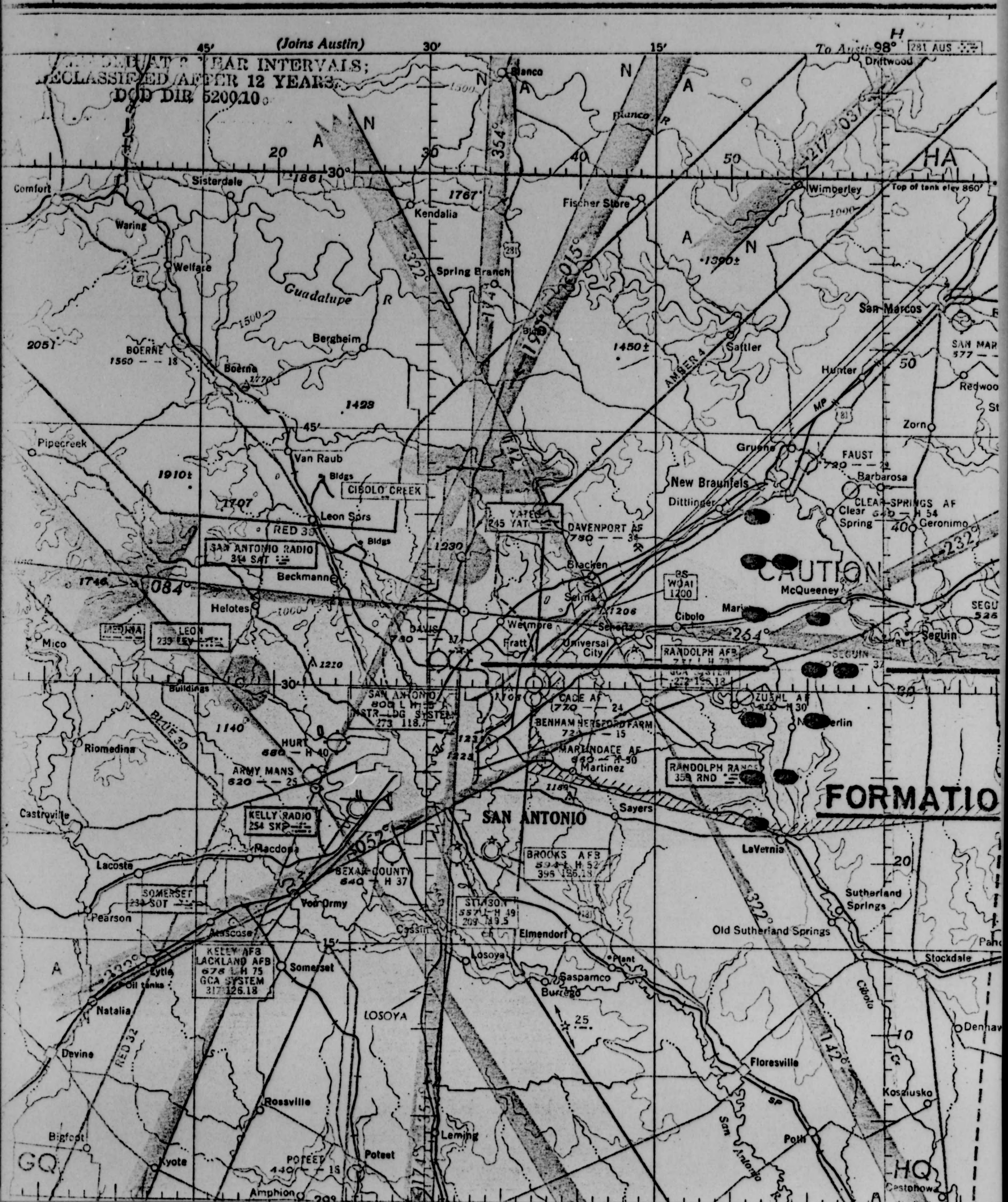






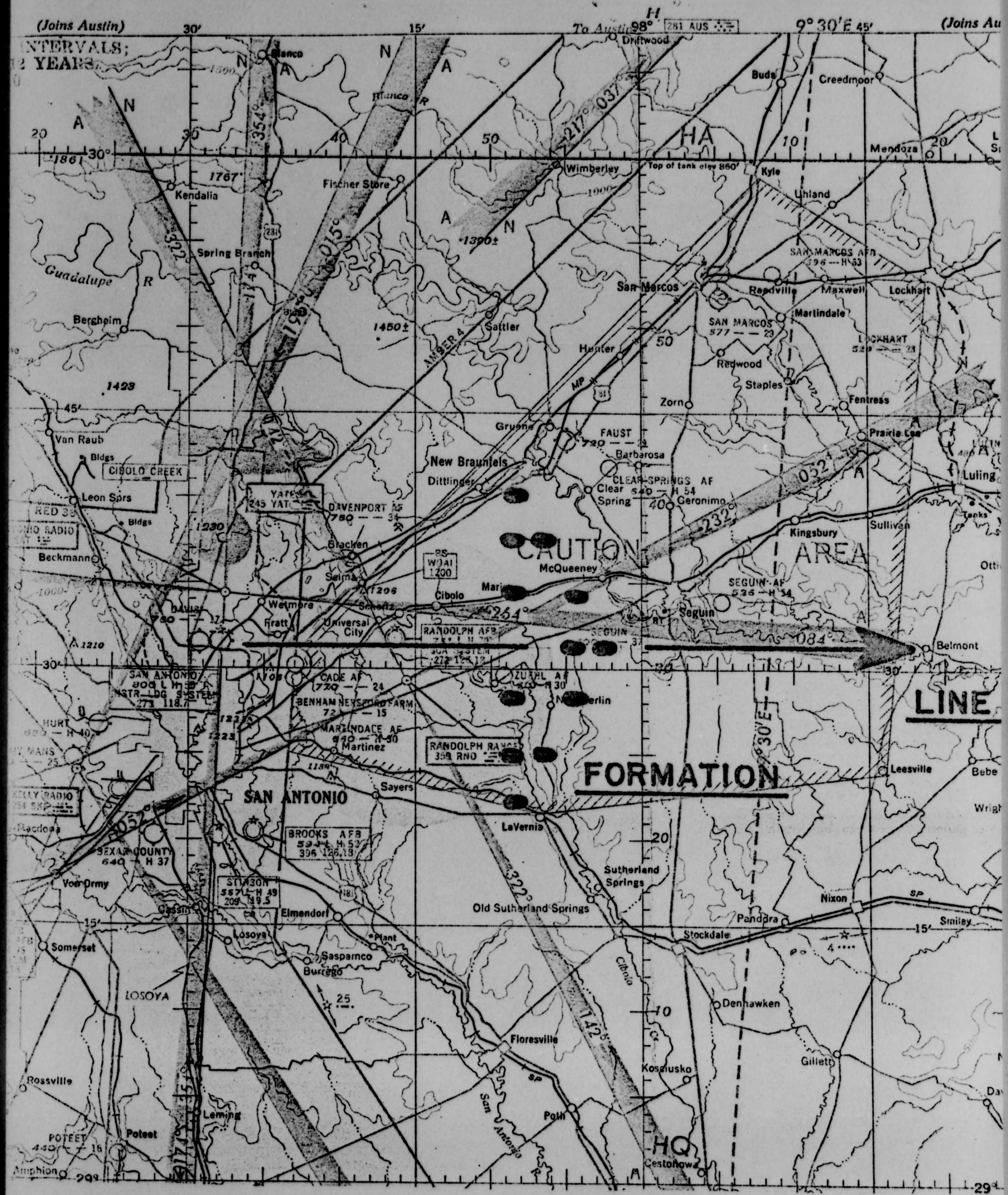


### ELEVATIONS IN FEET

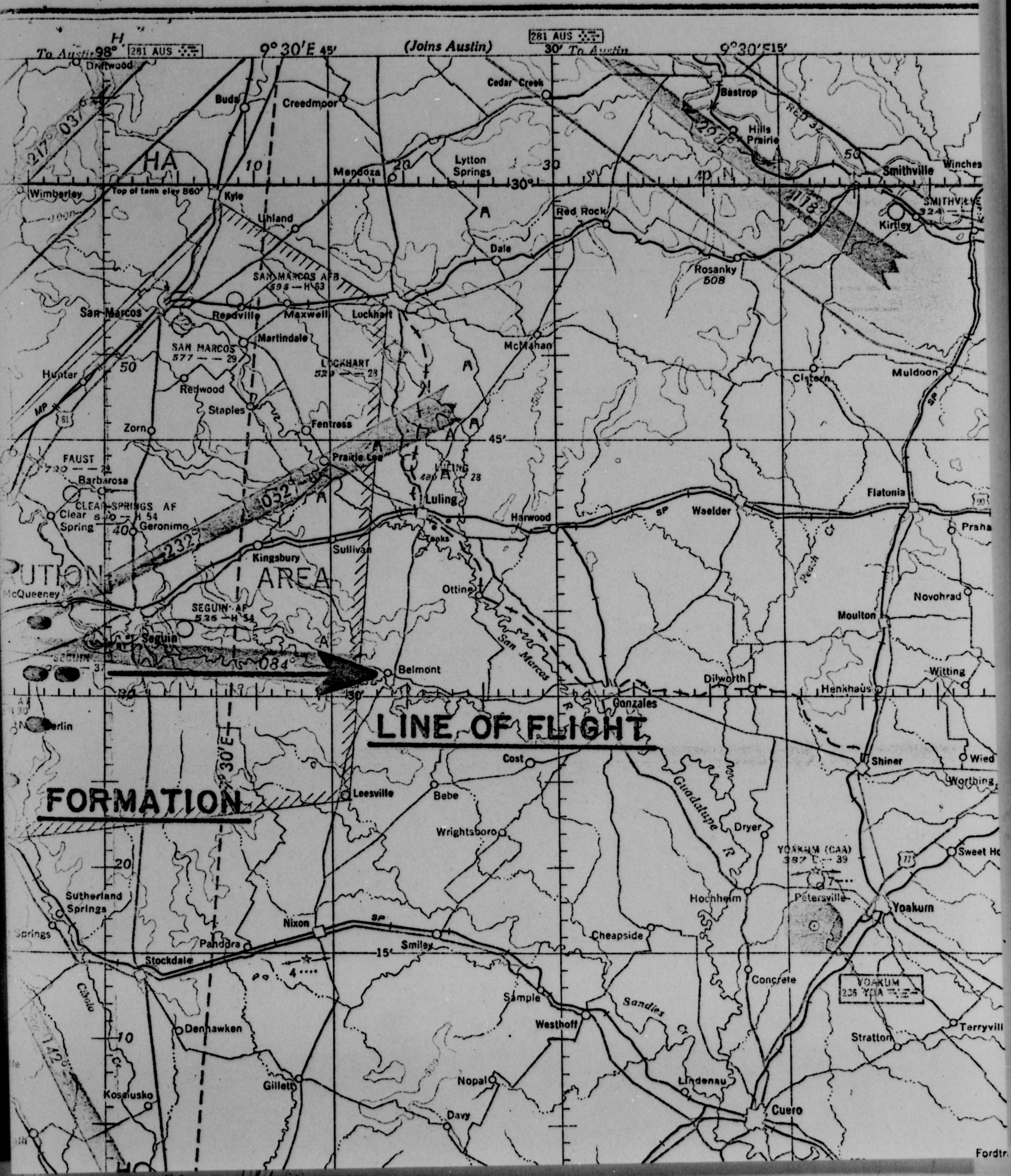




# ELEVATIONS IN FEET







To Austin 98° 281 AUS

9°30'E 45'

(Joins Austin)

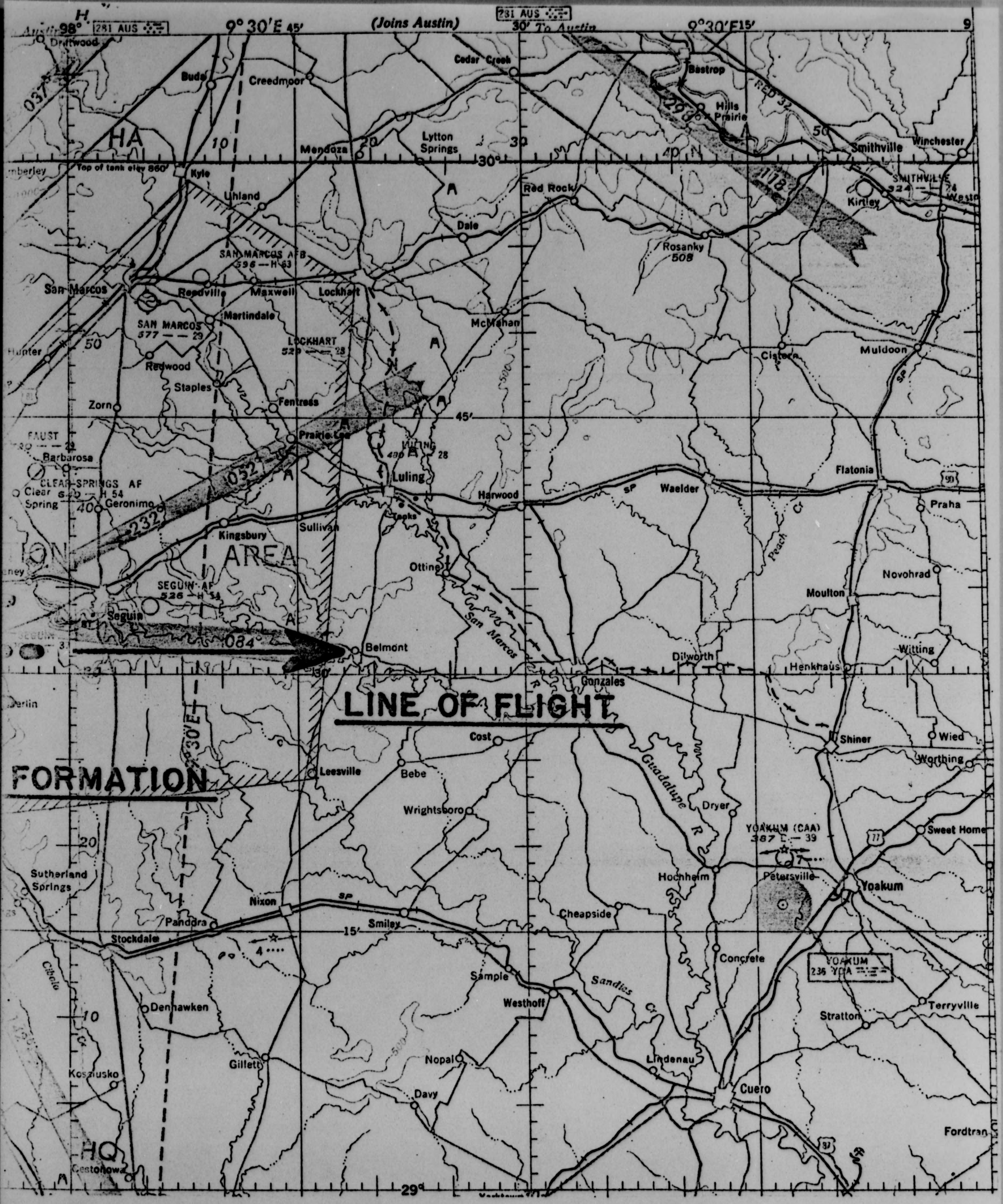
281 AUS 30' To Austin

9°30'E 15'

**FORMATION**

**LINE OF FLIGHT**





**LINE OF FLIGHT**

**FORMATION**

231 AUS

98° 30' E 45'

9° 30' E 15'

(Joins Austin)

30' To Austin

YOAKUM (CAA)  
387 E - 39

YOAKUM  
235 YOA



# PROJECT 10073 RECORD CARD

1. DATE <b>26 May 1952</b>	2. LOCATION <b>North Korea</b>	3. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input checked="" type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local <b>0320 I</b> GMT <b>261032000</b>	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Air-Visual <input checked="" type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Aerial Radar <input type="checkbox"/> Air-Intercept Radar	<input checked="" type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE <b>AF Pilot &amp; observer</b>	<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION <b>14 Sec</b>	8. NUMBER OF OBJECTS <b>2</b>	9. COURSE <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input checked="" type="checkbox"/> Unknown

## 10. BRIEF SUMMARY OF SIGHTING

## 11. COMMENTS

Alt

### Ground Radar, Air Radar, Air Visual Combined Sightings

#### 1. North Korea - 26 May 1952

An F-94 flying a mission was told by ground radar that there was an unidentified object on its tail. The interceptor aircraft turned into the unknown and locked on with its radar at 7000 yds. and started to close. Both the pilot and the R.O. observed a brilliant white light straight ahead. The unidentified performed a steady climbing turn and accelerated at a tremendous speed drawing away from the F-94 which now had cut in its after-burner. The pilot was unable to close and the R.O. lost the object at 2600 yds. after 15 seconds of contact.

ATIC FOI

The airborne radar was checked for malfunction before and after the mission and found to be in perfect condition. No exhaust patterns from the unknown were noticed. Pilot [REDACTED] Radar Operator - Lt [REDACTED]. Experience - 1 year.

Solution: Possible malfunction of airborne radar set.



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AF FORM 112—PART II  
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO.

ATIL Office, D/I WFAF

IR-23-52

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OF

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7. Extracted from Fifth Air Force "Perintrep" for 27 May 1952:

At 260320/I over CT 3930 at 7500 feet altitude, radar controller vectored an F-94 into a tail chase on an unidentified aircraft. Contact was made at 7000 yards. After closing to 6000 yards, the unidentified picked up speed and travelled from 6000 to 26000 yards in 14 seconds. The F-94 crew said they had afterburner in operation and were accelerating from 250 knots. D/I 5th AF Comment - The 6004th AISS is investigating the incident, and if further info is obtained it will be forwarded.

a. Comment - If true as reported, the final velocity of the object would be approximately 3000 mph. Further questions, to be used in interrogating the F-94 crew, were sent to Fifth Air Force. The results are to be forwarded via a Form 112.

(EVALUATION: B-6)

4,000 ft/sec  
40,000 ft  
15 sec

Where the rest of the  
Report?

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COUNTRY Korea	REPORT NO. 52-85	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Sightings of unidentified flying objects		
AREA REPORTED ON North Korea (CT-Area)	FROM (Agency) Det 1, 6004th AISS, APO 970	
DATE OF REPORT 31 May 1952	DATE OF INFORMATION 29 May 1952	EVALUATION B-3
PREPARED BY (Officer) Capt Vincent A. Goskey	SQUADRON 319th Fighter-Interceptor Squadron	
REFERENCES (Control number, directive, previous report, etc., as applicable) Letter, FEAF, AG350.07, 5 March 1952		
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.)		

This report contains information on the sightings of two (2) unidentified flying objects;

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APPROVED:

*Jean H. Daugherty*  
JEAN H. DAUGHERTY  
Colonel, USAF  
Director of Intelligence

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2 INCL.

1. Statement of Pilot
2. Statement of Radar Observer

*W/2 incl (1-2)  
ATISDIB  
8-11-52*

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## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Det 1, 6004th AISS, APO 970	52-85	3	4	

Weather and Wind Conditions at time of sighting: The weather was very good and air to ground visibility was approximately 10 miles. Air to air visibility unlimited. Only a visual contact was made. Unable to contact with radar. There did not appear to be any meteorological conditions or activities which might account for the sighting.

B. The following information concerns the second unidentified flying object encountered immediately after the preceding one mentioned by the same crew and aircraft on the same mission.

1. Date of sighting: 26 May 1952  
Time sighted: 0320I  
Length of sighting: About 14 seconds  
Area of sighting: CT3930  
Altitude: Approximately 7000 feet  
Weather: Very Clear

2. After making seven passes on the unidentified light the R/O (Bromide) called and told the crew there was an unknown on their tail. They were given a vector whereupon they turned to the right and in a climb. On a North East heading the unidentified was picked up by the radar observer and lock-on was made at 7000 yards and approximately 7500 foot altitude. The aircraft started to close with the unidentified up to 6000 yards at which time the unidentified went into a shallow climb and started to pull away until the unknown was approximately 26,000 yards away and the lock-on was broken. The time taken to go from 6000 yards to 26,000 yards was 14 seconds. The interceptor aircraft put their afterburner on and were accelerating from 250 knots at the time the unknown was drawing away from them. No actual ascertainable visual observation was made. No exhaust pattern was noted by the pilot.

3. The Director of Intelligence, Far East Air Forces forwarded a list of specific questions to be asked of the crew for further information.

- a. Was the airborne radar set malfunctioning: The set was working very good. It is checked out before and after each mission. The type set is AFG-33.

- b. Experience of crew: 1st Lt [REDACTED], Pilot, has 25 scrambles and missions in this theatre. 1st Lt [REDACTED] Radar Observer has 23 scrambles and missions in this theatre. He has worked with this type radar equipment for approximately one year. The crews normally work as a team and if possible go out together on all missions and scrambles.

- c. Did the operator take his eyes off the scope at any time? No. The operator states he watched the scope all the time until the lock-on was broken at 24,000 to 26,000 yards. The time from 6000 yards to approximately 24,000 to 26,000 yards increase in range took about 14 seconds. The time was measured by counting verbally. After a period of experience the operators became quite proficient in this system and are able to be off not more than two seconds either way in a period of a minute.

- d. Was pip centered or was it at edge of scope? The pip was centered and about 10 degrees high at all times until lock-on was broken.

- e. Did acceleration appear to be constant or did it appear to jump? Acceleration was constant and did not jump. The unidentified went into a shallow climb

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with the F-94 following up to and passing 10,000 foot altitude until lock-on was broken.

f. Size of Object: The radar set was on long range and therefore it was not possible to determine the size of the object. It is possible to get sighting in short range only up to 5000 yards when a comparative size can be obtained from the pip. The object was never closer than 6000 yards and at long range the pip usually remains the same in size except for a slight fading until the lock in broken.

### COMMENTS OF REPORTING OFFICER:

From the information obtained it would appear that the two objects might have a relationship to each other, although no size or shape of either one could be obtained. The point of interest is that the bright light was above our present bomb line and the unidentified high speed object was to the rear of our front lines.

*Vincent A. Goskey*  
VINCENT A. GOSKEY  
Captain, USAF  
Investigating Officer

### D/I FEAF COMMENT:

1. The distance covered by the object is approximately 68,500 feet. Acceleration is 650 ft/sec/sec, (or approximately 20 "G" acceleration, (which is much more than the human body can stand for more than a fraction of a second). The final velocity is found to be 9450 ft/sec, or approximately 5580 knots (6420 mph).
2. The radar sets are checked before and after every mission, and in this case appeared to be working normally. Even if it were assumed that the operator's timing, or the AFG-33 calibration were off as much as 50%, the speed is still above any known type of missile.
3. No information has yet been received from the ground controller at Bromide as to the returns plotted or the length of time that object was held in contact by the ground radar.
4. The phenomenal acceleration reported leads to the belief that the AFG-33 was not operating correctly at the time of contact, despite checks before and after the mission.

*Charles Y. Banfill*  
CHARLES Y. BANFILL  
Brigadier General, USAF  
Deputy for Intelligence

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**AIR INTELLIGENCE INFORMATION REPORT**

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**STATEMENT**

29 May 1952

On the morning of the 26th May, 1952, I certify as to the following action.

While on CAP-sortie from K-13 Bromide informed us of an unknown located at CT 4856 and told us to investigate. After descending to 2500 feet we saw, in the glare of the front line searchlights, a small plane beneath, but were unable to descend farther due to terrain to determine type. Bromide told us to drop it and take up a Southerly heading. When we turned to this heading, we saw a brilliant object above and in front of us and asked Bromide if we could investigate. With his permission we made our first pass from North to South within 600 feet, then a succession of passes from cardinal compass points ranging to within 50 feet, but, because of the brilliancy of the light, we could discern no outline. On our last pass my Radar Observer looked back and said he thought he saw an object on our tail. I did not give much credence to his observation until Bromide called and said he painted an object on my tail. I then requested Bromide to vector me for an interception on this new unknown. (At this time the brilliant object was still in sight.) When I received my first vector I was south of the brilliant object and started a starboard turn to the intercept vector for the new unidentified. On a Northeasterly heading my R/O gave me a lock-on, overtaking 50 knots, range 7000 yards, nearly dead ahead and slightly above. When I closed to 6000 yards, the object started to pull away and I threw the afterburner in (airspeed at this time was 250 knots). In a gradual climb and still with the object nearly centered on the scope, the range increased at a steady rate from 6000 yards to approximately 26000 yards in 12-15 seconds. At that range we broke lock. No evasive action was observed and no exhaust patterns such as might be expected.

1st Lt.,  
Pilot

WITNESS

FIELDER C. SLINGHUFF III  
Capt. AO 576305

A TRUE CERTIFIED COPY:

WALTER W. JUNGBLUTH

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**STATEMENT**

29 May 1952

We had dropped down to about 3,000 feet to investigate an unknown that GCI was painting, and after making a few circles over this unknown, Martin, my pilot, spotted this bright light. We got permission to investigate the light by GCI. I tried to pick the light up with my radar, but I could not. GCI said they were then painting the light. We made about seven (7) passes at the light; after the third pass I came out of the set to take a look. It appeared to be a bright blue light. I can not understand how GCI was painting this target and I could not pick it up. We were at about 7,000 feet and then after the last pass GCI said that someone was on our tail. I turned and thought I saw a plane, but could not be sure, as it was only for a second. [REDACTED] started a right turn, and to climb. I then picked up our target at about 7,000 yds and about 7,000 feet altitude and locked on. I believe that this was the target GCI was painting all the time, and that he was in our area while we were making passes at the light. We started to over take our target and he moved in from 7,000 yds to 6,000 yds. He was in the center of my scope, and about 5 or 10 degrees high. We were climbing all the time. He then went from 6,000 yds to about 24,000 yds in about 14 seconds and we broke lock. We did not pick him up the rest of our mission.

1st Lt. [REDACTED]  
Radar Observer

WITNESS

[REDACTED] III

A TRUE CERTIFIED COPY:

WALTER W. JUNGBLUTH  
1st Lt. USAF

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ATC 75 243-2



26 MAY 1952 KOREA

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16 MAY

AF FORM 112-PART II  
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## AIR INTELLIGENCE INFORMATION REPORT

Balloon

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## 6. Extracted from Fifth Air Force "Perintrep", 19 May 1952:

Balloon sightings: At 160210-I, vicinity of CT 4035, an F-94 crew observed a balloon approximately 3 feet in diameter. Observation was made by means of a small light suspended from the balloon. The balloon was first observed at 13000 feet and the F-94 followed to 24000 feet. Estimated rate of climb of balloon was 2000 ft/min, as the F-94 had to use afterburner in the chase. The balloon was shot down over CT 4016. At 160353-I, vicinity CT 2828, an F-94 crew again observed a balloon, this time at 12000 feet. Again by means of a steady burning light suspended from the 3 to 6 feet diameter balloon. Friendly pursued the balloon using afterburner, shooting it down at CT 4010. The white light, described as "Very powerful," was still burning as the balloon fell. D/I Comment (5th AF) - Further investigation is being made by the 600th AISS.

a. Comment - This report of lighted balloons may be a basis of explanation for many of the sightings reported over this area of Korea.

(EVALUATION: B-2)

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8. Extracted from Fifth Air Force "Perintrep" for 27 May 1952:

At 260325/I over CT 5050 at 7000 feet altitude, an F-94 observed an unidentified aircraft with a very strong light which was visible from at least 5 miles. The F-94 crew stated that it was definitely not a balloon as several passes were made directly beneath at 50 ft range. No outline was visible because of the brilliant light.

a. Comment - There have been a number of balloon sightings over this area. Reports have also been received of enemy aircraft carrying searchlights over the Northwest target areas of Korea, though none have been reported in the CT area.

(EVALUATION: B-3)

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Information Only  
Solution: Possible malfunction of  
Airborne Radar Set.

26 May 52  
North Korea

Source: Military

Ground Radar, Air Radar, Air Visual Combined Sightings

1. North Korea - 26 May 1952

An F-94 flying a mission was told by ground radar that there was an unidentified object on its tail. The interceptor aircraft turned into the unknown and locked on with its radar at 7000 yds. and started to close. Both the pilot and the R.O. observed a brilliant white light straight ahead. The unidentified performed a steady climbing

turn and accelerated at a tremendous speed drawing away from the F-94 which now had cut in its after-burner. The pilot was unable to close and the R.O. lost the object at 2600 yds. after 15 seconds of contact.

The airborne radar was checked for malfunction before and after the mission and found to be in perfect condition. No exhaust patterns from the unknown were noticed. Pilot - Lt [REDACTED], Radar Operator - Lt [REDACTED] Experience - 1 year.

Solution: Possible malfunction of airborne radar set.