

# PROJECT 10073 RECORD CARD

|  |  |   |  |
|--|--|---|--|
| <p>1. DATE</p> <p>30 May 1952</p>  | <p>2. LOCATION</p> <p>(SE of Japan)</p> <p>34°15' N-139° 30' E</p>   |   | <p>CONCLUSIONS</p> <p><input type="checkbox"/> Was Balloon</p> <p><input type="checkbox"/> Probably Balloon</p> <p><input type="checkbox"/> Possibly Balloon</p> |
| <p>3. DATE-TIME GROUP</p> <p>Local 1900 LOCAL</p> <p>GMT 010800Z</p>                               | <p>4. TYPE OF OBSERVATION</p> <p><input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar</p> <p><input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar</p> |   | <p><input type="checkbox"/> Was Aircraft</p> <p><input type="checkbox"/> Probably Aircraft</p> <p><input type="checkbox"/> Possibly Aircraft</p>                 |
| <p>5. PHOTOS</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p> | <p>6. SOURCE</p> <p>C-54 Crew</p>  |   | <p><input type="checkbox"/> Was Astronomical</p> <p><input type="checkbox"/> Probably Astronomical</p> <p><input type="checkbox"/> Possibly Astronomical</p>     |
| <p>7. LENGTH OF OBSERVATION</p> <p>5-10 Min</p>  | <p>8. NUMBER OF OBJECTS</p> <p>1</p>   | <p>9. COURSE</p>  | <p><input checked="" type="checkbox"/> Other Cloud</p> <p><input type="checkbox"/> Insufficient Data for Evaluation</p> <p><input type="checkbox"/> Unknown</p>  |
| <p>10. BRIEF SUMMARY OF SIGHTING</p> <p>Color: Dark</p> <p>Shape: Round</p>                        |  | <p>11. COMMENTS</p> <p>Believed by pilot to be cloud.</p> |  |



## AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

Unidentified Flying Object

AREA REPORTED ON

Oshima area, Honshu, Japan

FROM (Agency)

Intelligence Office

61st Troop Carrier Group, Heavy, APO 704

DATE OF REPORT

7 June 1952

30 May 1952

EVALUATION

B-6

PREPARED BY (Officer)

RAY F GRODHAUS, Captain, USAF, Intel. O. Crew Members, C-54 # 42-72452A

14th Troop Carrier Sqdn, APO 704

REFERENCES (Enter number, date, title, etc. of report, etc. if available.) Letter, FEAF, subj: Reptg Info U/identified Fly Objects, dated 16 Jan 52.

JADF Regulation 200-4A, &amp; TWX fr 61st Gp to JADF 31 May 52.

SUMMARY (Enter concise summary of report. Give significance in final one sentence paragraph. List inclusions at lower left. Begin text of report on 1st Form 112-Part II.)

On 30 May 52, the pilot, co-pilot and engineer of C-54 type aircraft # 42-72452A, 61st Troop Carrier Group, Heavy, APO 704, flying on a course of 190°, at altitude of 8,500ft, reported observing unidentified aerial object between 1900 and 1930 hours, that date, at approx 34°15'N - 139°30'E. Three crew members agree object was round, dark and that it hovered.

The co-pilot and engineer, observing object from five to seven minutes, agree that object disappeared rapidly to the west, that no exhaust flames were visible, no means of propulsion ascertainable, and that object was unfamiliar and dissimilar to any aircraft known to them.

The three observers agree object was at approx 10,000 to 20,000 feet altitude.

Co-pilot and engineer agree that object was not a cloud, nor a balloon; Agree on all points except that the engineer believes object had a "tail".

Pilot minimizes entire incident, stating that in his opinion object was merely an unusual-appearing, dark, round and towering cloud, detached from other cloud formations in area and that, therefore, no identification action was taken.

Pilot, 1st Lt Arblaster, is 29 yrs of age, has 1,929 flying hrs, states he frequently observes odd-appearing cloud formations, believes most unidentified aerial sightings are imaginative, and apparently does not attach any appreciable degree of importance to reports concerning unidentified flying objects. (Intel. Officer's opinion that pilot anxious to excuse himself for not having taken identification action by notifying GCI, and for not having taken prompt reporting action upon returning to base. Pilot made his report seven days after incident. However, pilot probably sincere in his evaluation of incident since he only glanced at object, whereas other members witnessed object from five to seven minutes.) (See inclosed statements.)

Co-Pilot, Captain Leet, is 36 years of age, has 2,328 flying hours, states he, too, frequently observes odd-appearing cloud formations; insists subject object not cloud. Captain Leet apparently is a conscientious individual.

Engineer, T/Sgt Roe, is 30 yrs of age, has 231 flying hrs, conscientious to an average degree. Agrees primarily with co-pilots report.

Intel Officer believes report significant since the two crew members who observed object appreciable length of time convinced object not cloud nor balloon.

INCL.

APPROVED: /s/ John J Zingerli

/t/ JOHN J ZINGERLI

Captain, USAF

Adjutant

(absence of Intel O.)

A Certified True Copy.

Map of Weather Stations.

GEORGE R. KUFFMAN, Lt. Col., USAF

Deputy for Intelligence

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Intelligence Officer 61st  
Troop Carrier Group, Heavy, APO 704 IR-4-52

## D/I FEAR COMMENT:

1. On 30 May 1952, the winds in the area mentioned were all definitely from West-Northwest to South-Southwest. A relatively stable condition existed and no wind shifts were noted. A number of pilots reports in this area were received, all of which indicated normal winds.

2. Weather personnel of the 2143rd Air Weather Wing are of the opinion that this sighting is due to an isolated cloud which appeared dark due to the back lighting, or possibly to the contamination of the cloud itself by dust, smoke, etc. The possibility of it being a weather balloon was generally discounted.

3. The apparent speed of travel was probably due to shifting light conditions as the aircraft turned into the sun. It should be noted that a number of "Unidentified Object" sightings in recent weeks have been made with the apparent object acting strangely at the time when the sun was almost directly behind it.

4. The following information has been received from the 2143d Air Weather Wing, and should prove of value in future evaluations of reports of unidentified objects in the Japan-Korea area:

## a. Balloon-types

| BALLOON  | AV. DIAMETER | COLOR                | AV. RATE OF CLIMB  | MAX ALTITUDE |
|----------|--------------|----------------------|--------------------|--------------|
| 10 gram  | 18 inches    | Red or black         | 400 ft per minute  | 25,000 ft.   |
| 30 gram  | 24 inches    | Red, White, or Black | 600 ft per minute  | 60,000 ft.   |
| 100 gram | 40 inches    | Red, White, or Black | 990 ft per minute  | 100,000 ft.  |
| 350 gram | 12 feet      | Cream                | 1100 ft per minute | 120,000 ft.  |
| 750 gram | 25 feet      | Cream                | 1200 ft per minute | 140,000 ft.  |

## b. Times of release:

0300/Z (1200/Item time), 0900/Z (1800/I), 1500/Z (2400/I), 2100/Z (0600/I). 350 gram balloons during daylight hours, and 750 grams balloons during hours of darkness are released from all USAF radiosonde stations. Thirty and 100 gram balloons are released at all pibal stations. Ten or 30 gram balloons may be released from any station listed, whenever the ceiling is below 5,000 ft. Thirty and 100 gram balloons are occasionally released on an unscheduled basis.

## c. Lighted balloons:

Ten, thirty and one hundred gram balloons released during hours of darkness, or thirty minutes prior have lighting devices of varying intensities up to five-candle-power attached. No instance of a balloon burning in the air has ever been reported in this theater.

5. The attached map gives location and type of weather stations in the Japan-Korea area.

11. J  
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CHARLES T. BANFILL  
Brigadier General, USAF  
Deputy for Intelligence



# AIR INTELLIGENCE INFORMATION REPORT

FORM 10-1 (Rev. 1-52)

REPORT NO.

61st Trp Car Gp, Heavy  
14th Trp Car Sq, Heavy, APO 704

IR-4-52

PAGE

OF

PAGES

## STATEMENT

"On 30th of May 1952, climbing to 8,500 feet, enroute to China Range, on a heading of 190 degrees, at approximately 1925 hours, the co-pilot of my crew remarked that he saw an odd shape in the sky at about 4 o'clock.

"I was flying the aircraft and raised up out of the left seat to get a look at what the co-pilot referred to. To me, it looked like nothing more than a dark cloud, round and towering. It was approximately 60 to 70 miles from us reaching to about 15,000 feet.

"Since I was satisfied that it was only another cloud formation, I did not deem it necessary to contact a GCI station and busied myself with flying duties.

"I have enclosed a sketch of phenomena observed."

"I hereby certify that I have made the above statement, which I have re-read for accuracy, in the 61st Troop Carrier Group Intelligence Office, APO 704, this 7th day of June 1952."

/s/ Robert J. Arblaster  
/t/ ROBERT J. ARBLASTER  
1st Lt, USAF  
AO 1908891  
Aircraft Commander

A CERTIFIED TRUE COPY:

*Robert H. Stapleton*

ROBERT H. STAPLETON  
1st Lt, USAF

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61st Trp Car Gp (H)  
14th Trp Car Sq (H), APO 704

IR-4-52

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PAGES

## STATEMENT

"Aboard aircraft #42-72452A on 30 May at approximately 1930 hours on a course of 180 degrees our altitude was 8,500 feet, and we were approaching the Oshima Range.

"The co-pilot, Captain Leet, first sighted, and called to the attention of the pilot, 1st Lt Arblaster, and engineer, T/Sgt Roe, an object at three o'clock, and a little high, maybe 10,000 feet to be confirmed. We each acknowledged that it was an unfamiliar object, and we estimated that it was about 30 or 40 miles away. It's position was in the center of a saddle-back type cloud formation that extended to 20,000 feet, as reported by Base Meteorology Section.

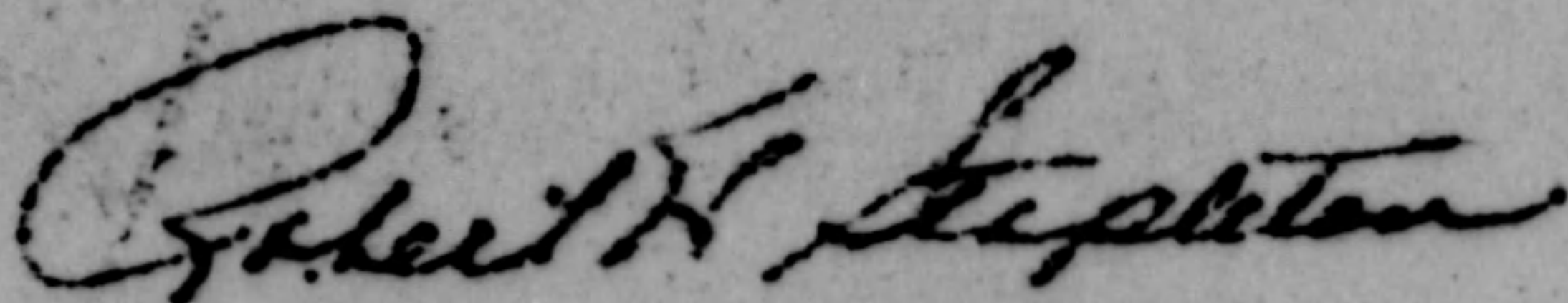
"We continued to observe the object for about seven minutes which was apparently hovering. Upon reaching Oshima we changed our course to 270 degrees, and at that time the object began to move at a fast rate of speed completely disappearing in less than a minute.

"It appeared to me as a round dark shape with a short tail as the only break in the outline which was clear in definition."

"I, T/Sgt Andrew J. Roe, AF 14056905, hereby affirm that I made the above statement, which I have re-read for accuracy of facts, in the Intelligence Office of the 61st Troop Carrier Group, Heavy, APO 704, on this 4th day of June 1952".

/s/ Andrew J. Roe  
/t/ ANDREW J. ROE  
T/Sgt, USAF  
AF 14056905  
14th Troop Carrier Sqdn (H)  
APO 704

A CERTIFIED TRUE COPY:



ROBERT H. STAPLETON  
1st Lt, USAF

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FROM (Agency)

REPORT NO.

61st Trp Car Gp, (H)  
15th Trp Car Sq, (H), APO 704

IR-4-52

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OF

PAGES

## STATEMENT

"At 1855, 30 May 1952, we took off from Tachikawa Air Base on a Troop Carrier trip in C-54 #2452. I was co-pilot on the crew. We climbed on course to Oshima to 8,500 feet, on a magnetic heading of about 180 degrees and at a rate of about 500 feet per minute. Our indicated airspeed was 150 - 160 MPH.

"From time to time after take-off and after climbing a few minutes I glanced toward the west observing the effect of the sunset behind the cloud formations. I noticed what at first appeared to be a round black cloud detached from the rest of the formation and in a sort of trough in the contour of the tops of the clouds. After watching this for about one minute, I noted that my watch read 1908 hours, as I decided by this time that the object was not a cloud nor did it seem to be any type of aircraft or helicopter.

"I called the attention of the aircraft commander, the engineer and navigator, who was not on the crew but was in the navigator's compartment, to the object. The aircraft commander, 1st Lt Arblaster, was occupied piloting the plane and glanced only once at the object. The engineer looked at the object for a minute or two and remarked that it was not an aircraft nor a cloud in his opinion. The navigator told me later when I questioned him, that he merely glanced at the object and thought it was a cloud.

"I observed the object until it disappeared from sight at 1914. It appeared darker than the clouds and of an almost circular shape but somewhat flattened on top and bottom. At some moments it seemed to wobble slightly. It hovered perfectly motionless from the time I first saw it at 1907 hours until 1913, when it started moving to the west on a heading I estimated to be about 285 degrees. It moved very rapidly and was out of sight at 1914.

"It seemed to move on a track away from our position and horizontally. I watched it until it became a mere speck and disappeared from view.

"I noticed another C-54 during the time I was watching the object. It was at a higher altitude than ours, about 10,000 feet and was to the northwest of our position headed in an easterly direction.

"The sky to the west was pink and the sun was not glaring. I did not observe any exhaust, flame or vapor trails around the object at any time. I am positive that the object was not an aircraft of any type I have ever seen. It was not a balloon and it was not a cloud.

"I could only guess at the altitude and distance of the object. I estimate it was about 20-25 miles west of my position and at 10,000-15,000 feet altitude.

"I, Captain William D. Leet, AO 42750, hereby certify that I did make the above statement of two pages, which I have re-read for accuracy, in the Intelligence Office of the 61st Troop Carrier Group, Heavy, APO 704, on 3rd day of June 1952.

A CERTIFIED TRUE COPY:

WILLIAM D. LEET  
1st Lt, USAF

WILLIAM D. LEET  
1st Lt, USAF  
15th Troop Carrier Squadron, Heavy  
APO 704

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Sketch by 1st Lt ROBERT J ARBLASTER, AO 1908891, re: unidentified object 30 May 52,  
reported per IR-4-52: /s/ Robert J. Arblaster, 1/Lt.  
(Signature of observer)



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FROM (Agency)

61st Trp Car Gp, Heavy  
14th Trp Car Sq, Heavy, APO 704

REPORT NO.

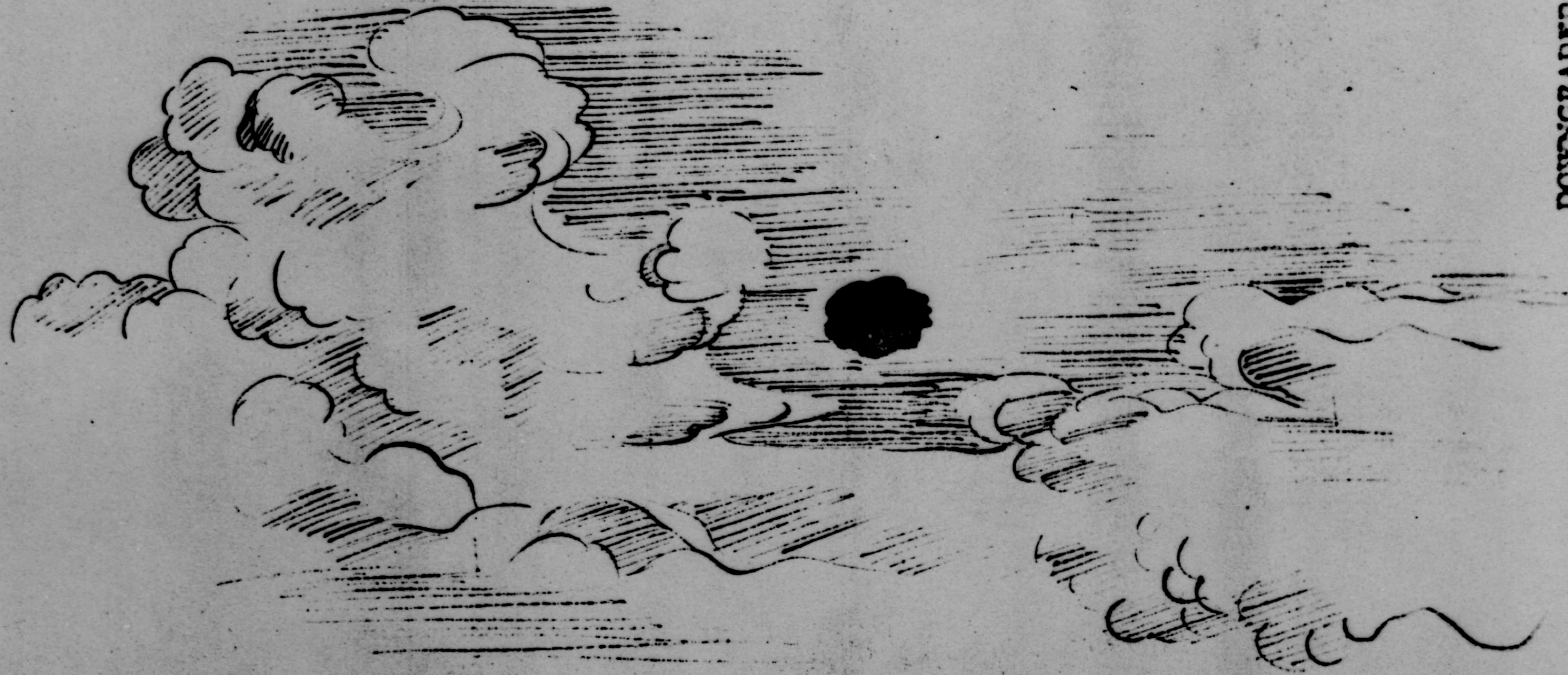
IR-4-52

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Sketch by Captain WILLIAM D. LEET, AO 427590, re: unidentified object 30 May 52,  
reported per IR-4-52. /s/ William D. Leet  
(signature of observer)



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FROM (Agency)

61st Trp Car Gp, (H)  
14th Trp Car Sq, (H), APO 704

REPORT NO.

IR-4-52

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Sketch by T/Sgt. Andrew J Roe, AF 14056905, re: Unidentified object 30 May 52,  
reported per IR-4-52. /s/ Andrew J. Roe  
(signature of observer)

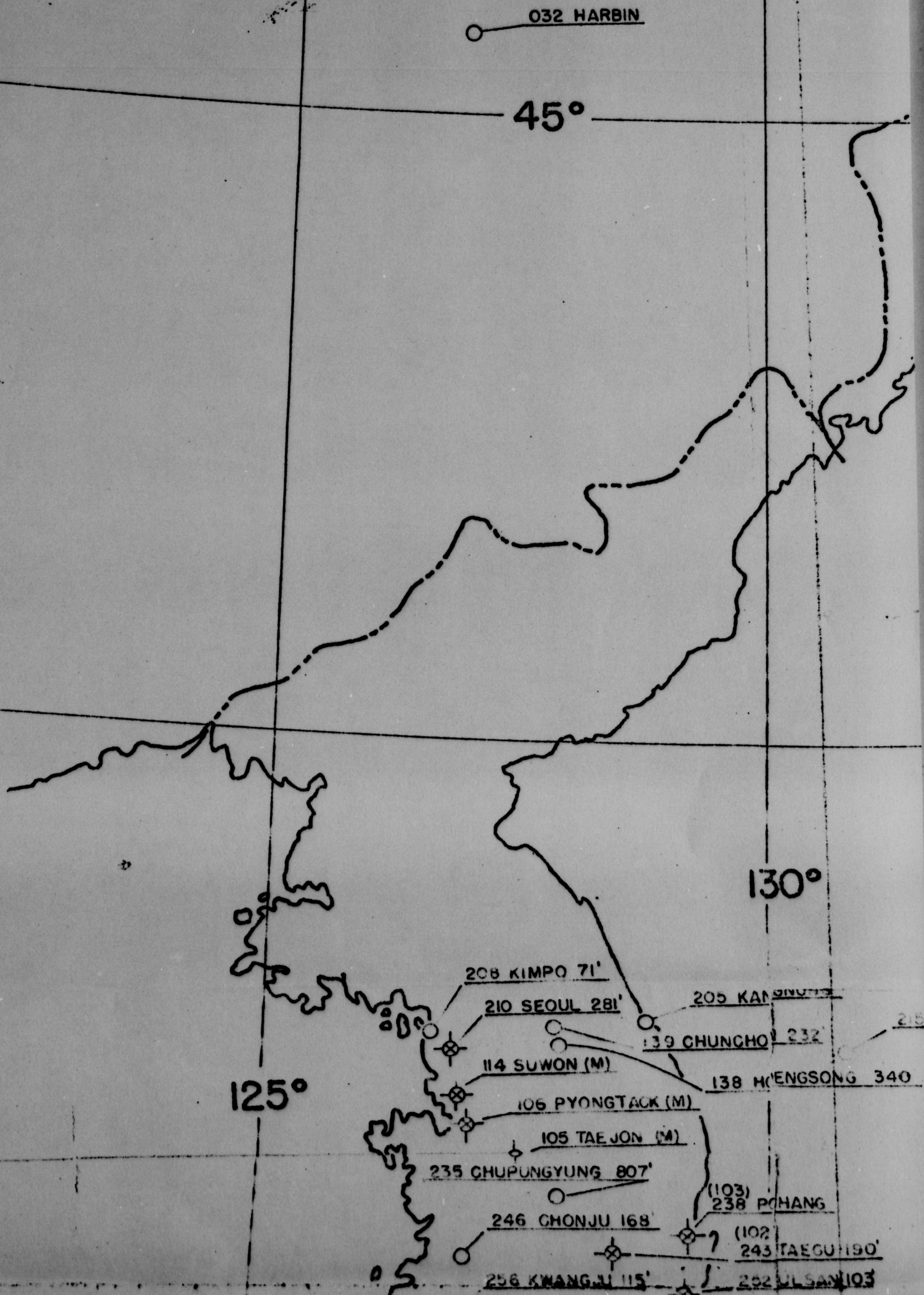


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35°

235 CHUPUNGYUNG 807'

(103)  
238 POHANG

246 CHONJU 168'

(102)  
243 TAEJU 190'

250 KWANGJU 115'

252 ULSAN 103'

III CHINHAE (M)

265 MOKPO (M)

259 PUSAN 227'  
(109)

755 HAMA

268 YOSU 220'

800 IZUHARA

762 SHIMONOSEKI 158'

(130)  
284 CHEJUDO

803 ASHIYA

841 BRADY

807 FUKUOKA

808 ITAZUKE

816 TOMIE

817 NAGASAKI 436'

842 MESHIMA

827 KAGOSHIMA

836 YAKUSHIMA

909 NAZE

931 KADENA 152'

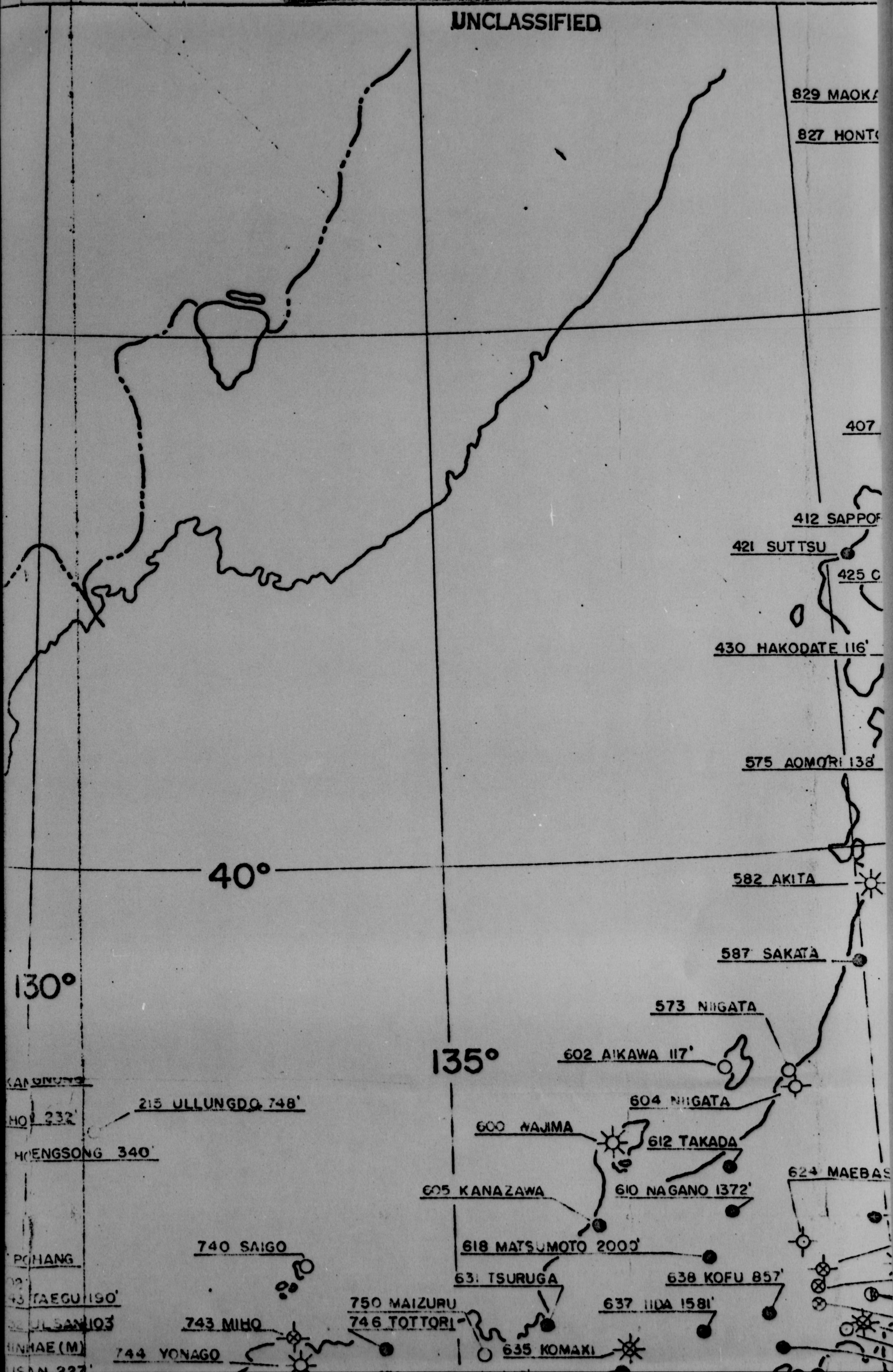
930 NAHA

927 MIYAKO JIMA 131'

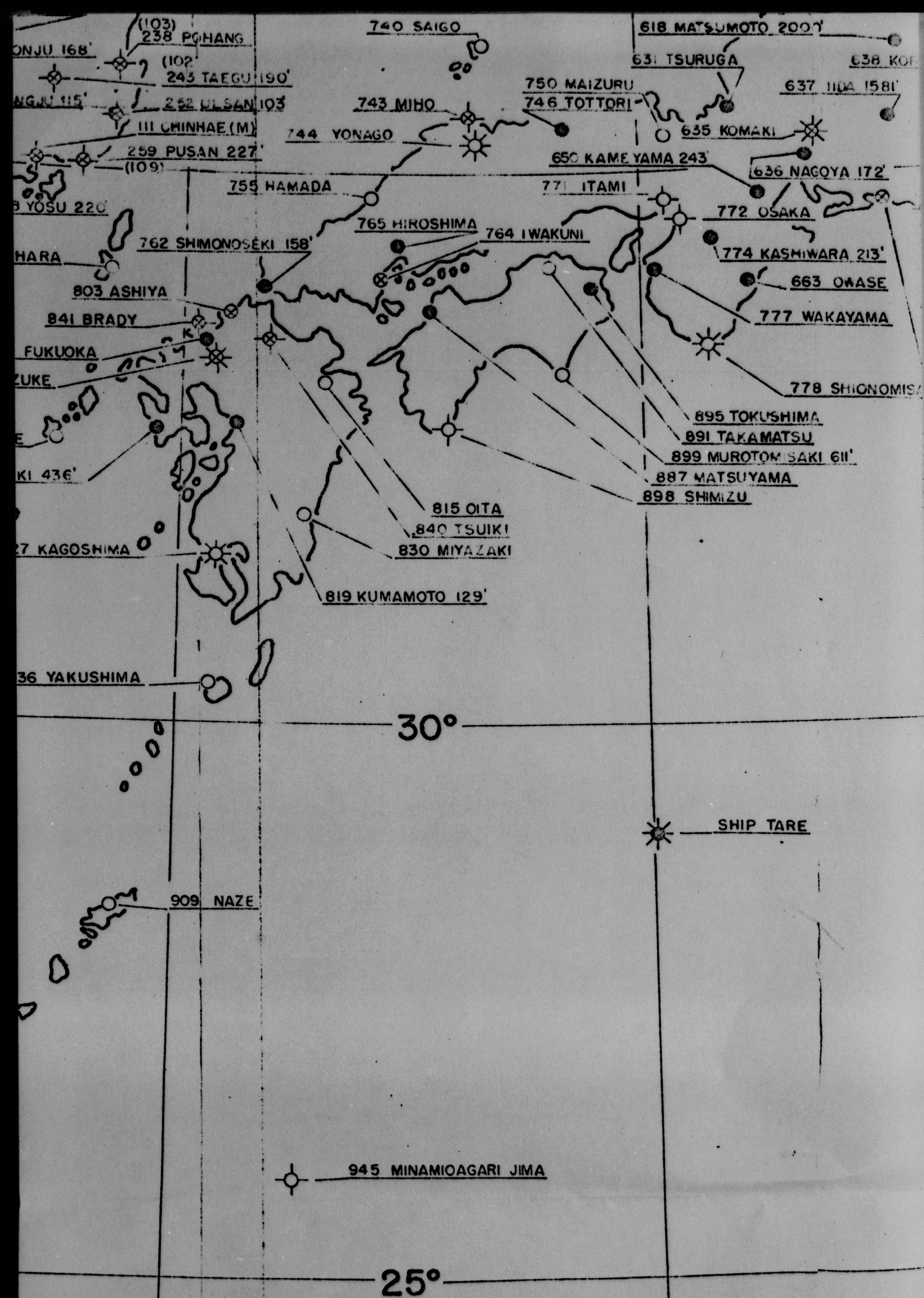
918 ISHIGAKI JIMA



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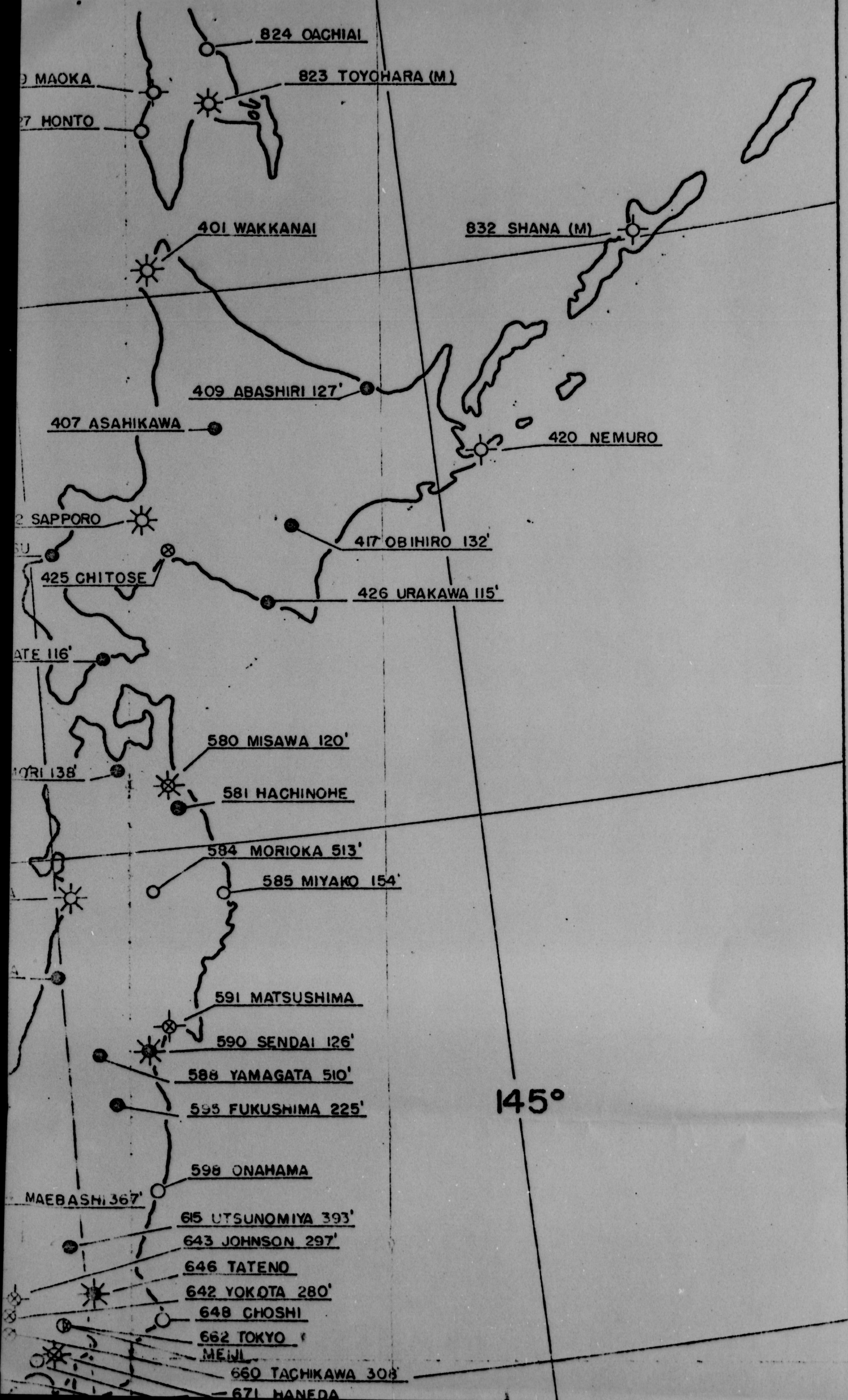




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**SECURITY INFORMATION**





824 OACHIAI  
823 TOYOHARA (M)  
MAOKA  
27 HONTO

401 WAKKANAI  
832 SHANA (M)

409 ABASHIRI 127'  
407 ASAHIKAWA  
420 NEMURO

2 SAPPORO  
SU  
425 CHITOSE  
417 OBIHIRO 132'  
426 URAKAWA 115'

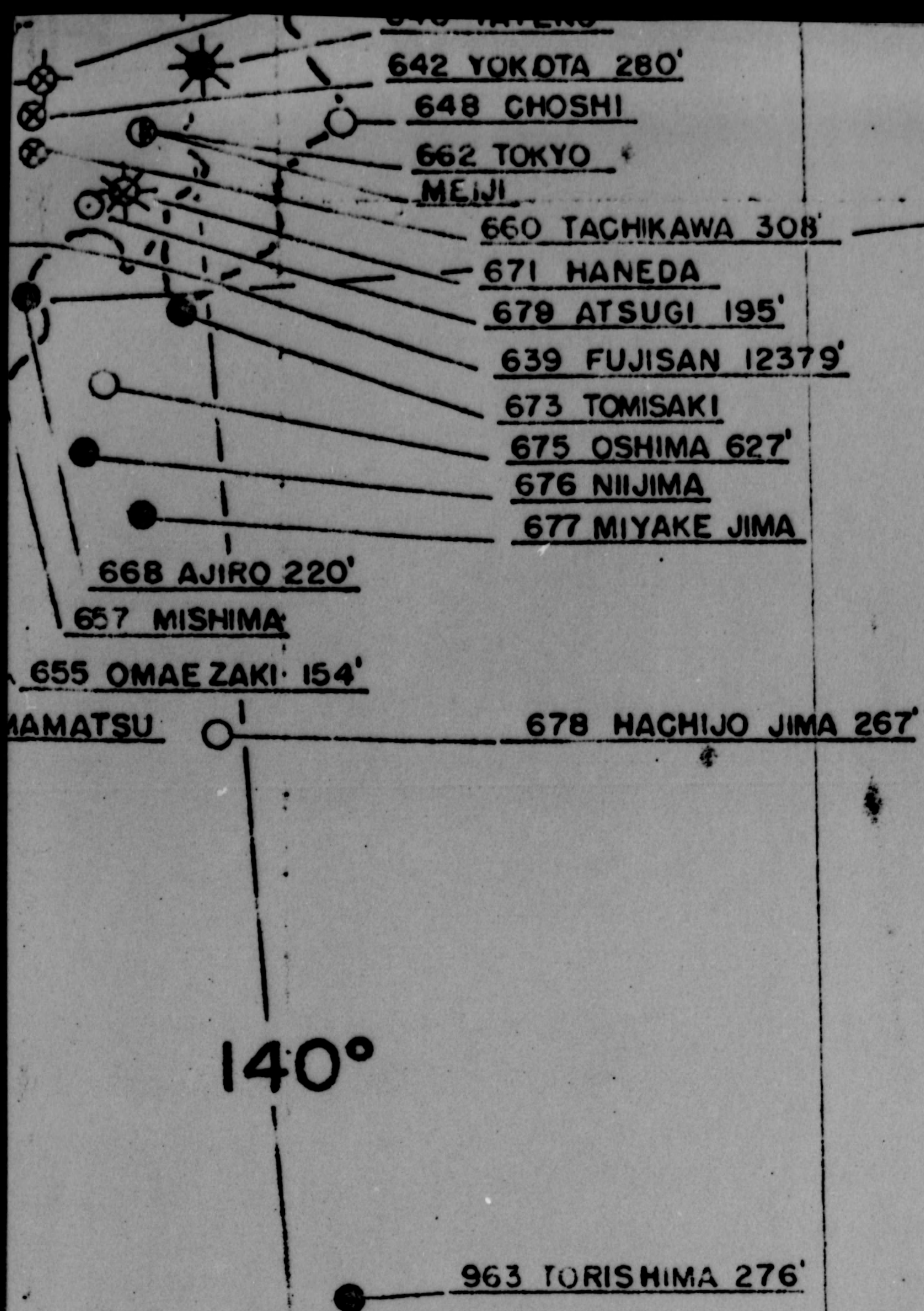
ATE 116'  
580 MISAWA 120'  
581 HACHINOHE  
584 MORIOKA 513'  
585 MIYAKO 154'

MORI 138'  
591 MATSUSHIMA  
590 SENDAI 126'  
588 YAMAGATA 510'  
593 FUKUSHIMA 225'

598 ONAHAMA  
MAEBASHI 367'  
615 UTSUNOMIYA 393'  
643 JOHNSON 297'  
646 TATENO  
642 YOKOTA 280'  
648 CHOSHI  
662 TOKYO  
MEIJ  
660 TACHIKAWA 308'  
671 HANEDA

145°





### LEGEND

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- HOURLY INDIGENOUS REPORTS (JAPAN AND ISLAND STATIONS ONLY)
- 3 HOURLY REPORTS (JAPAN AND ISLAND STATIONS ONLY)
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- } MOST REPORT 4 TIMES DAILY
- } A FEW REPORTS 2 TIMES DAILY
- ⊗ } RADIOSONDE REPORTS
- ⊗ }
- ⊗ }

STATION ELEVATION IN FEET FOLLOWS STATION NAME.  
 ELEVATION IS OMITTED IF LESS THAN 100 FEET.  
 (M) SIGNIFIES ELEVATION DATA NOT AVAILABLE.  
 ( ) A.W.S. NUMBER

⊗ 115 IWO JIMA 348'

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