

21-000

RANDOLPH AFB

TEX

11/15/50 CST

XXII

11-00000000

21/20/50

11-00000000

11-00000000

Civilian Woman

11-00000000

11-00000000

3-5 sec

1

11-00000000

11-00000000

11-00000000

Disc-shaped object appeared for 3-5
seconds. Object flew very fast, made an
almost turn and climbed vertically out of
sight.

RD02V

WPG001

YMX180

WYC210

WDB217

ACTION

UNCLASSIFIED

JWFDL 250

PP JEPHQ JEDWP JEDEN JEDST 444

DE JWFDL 167

P 222145Z ZNJ

FM CG RANDOLPH AFB TEX

TO JEPHQ/DIR OF INTEL HQ USAF

JEDWP/CG ATIC WRIGHT-PATTERSON AFB DAYTON OHIO ATTN: ATIAA-2C

JEDEN/CG ENT AFB COLORADO SPRINGS COLORADO

JEDST/CG HQ ATRC SCOTT AFB ILLINOIS ATTN: D/I DCS/O

~~RESTRICTED~~ GIO1056E FLYOBRT. FOL IS REPTD ON SIGHTING OF
UNIDENTIFIED AERIAL OBJ IAW 200-5 ITEM ONE: DESCRIPTION : ELONGATED
FUSELAGE, NO WINGS BUT PROTRUDING BOX-LIKE EMPENNAGE WITH NO VERTICAL
STABILIZER, POINTED NOSE OBJ SEEMED VERY FAST, MUCH FASTER THAN B-29'S
FLYING OVER RANDOLPH AFB AT TIME OBJ FLEW IN STRAIGHT LINE THEN TURNED A
VIOLENT SQUARE CORNER AND HEADED STRAIGHT UP OUT OF SIGHT. ITEM TWO:
OBJ OBSRD AT 1630 HRS CENTRAL STD, ²¹WQ JULY 1952 LGTH OF OBSRN FROM 3
TO 5 SECONDS. ITEM THREE: ~~OBJ~~ OBSRVD VISUALLY FROM GROUND. ITEM FOUR
OBSRVD FROM CONVERSE, ⁵³TE, COORD 29/31 N, ^{98/19}OIXQO W: OBJ WAS HEADING 140
DEGREES, OBSR FACING NE /50 DEGREES/; OBJ PASSED ACROSS SKY AT AN

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

UNCLASSIFIED

PAGE TWO 167 JWFDL

UNDETERMINED ALTITUDE AND DISTANCE FROM ABSR BUT APPEARED SLIGHTLY ABOVE THE LANDING B-29'S AT RANDOLPH WHICH WERE 4 MILES FROM OBSR. ITEM FIVE: IDENTIFYING INFO OF OBSR: MRS [REDACTED] /CIV/; WIFE OF CAPT JAMES [REDACTED], [REDACTED] OBSR HAS BEEN AROUND ACFT AND AFLDS FOR ³/₂ YEARS AND IS FAMILIAR WITH MANY TYPES OF MILITARY AND CIVILIAN ACFT. ITEM SIX: 5,000 FT SCATTERED, VIS 15 MI, WINDS ALOFT AT 5,000 FT, 21 KNOTS AT 150 DEGREES. ITEM SEVEN: NO MET OR OTHER CONDS KNOWN THAT WOULD ACCOUNT FOR SIGHTING. ITEM EIGHT: NO FRAGMENTS OR PHOTOS EXIST. ITEM NINE: NO INTCP OR IDENTIFICATION ACTION TAKEN BY THIS HQS. ITEM TEN: LOCATION OF TRAFFIC IN AREA; 2 B-29'S PRACTICING TOUCH AND GO LANDINGS AND 2 B-29'S IN TRAFFIC PATTERN AT RANDOLPH AFB.

22/2221Z JUL JWFDL

ALGRT

7075A

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USA

UNCLASSIFIED

FLYOB RPT

South Texas

3510th Fly Tng Wg (MB), RAFB, Texas

23 July 1952

21 July 1952

F-3

Major Marvin P. Thompson, Wg Intel O

Mrs. L. [REDACTED] (Civ)

Teletype, this headquarters, # GIO 1056 E FLYOB RPT and AFL 200-5

1. Reference teletype, this headquarters, 221545 July 1952, number GIO 1056 E FLYOB RPT and AFL 200-5, dated 29 April 1952, a report is submitted on the sighting of unidentified aerial objects.

2. A single unidentified aerial object was sighted by a civilian, Mrs. [REDACTED], on the afternoon of 21 July near Converse, Texas. A silver colored fuselage-shaped object appeared to the North East of the observer at what appeared to be a low altitude traveling from North West to South East at a rapid rate of speed on a heading of approximately 140 degrees. The object maintained level flight until it made an abrupt turn upward and climbed vertically out of sight.

3. This is the fourth reported sighting of unidentified objects made to this headquarters in the San Antonio Area during the last two months. Resemblance between this object and the other sightings in the area is slight. (Refer to AIIR's, this headquarters, dated 28 May 1952, 24 June 1952 and 19 July 1952.)

4. Subject's husband, a Student Officer at this station, related a similar sighting one week earlier but not reported until this date. Information on his object are included in this report.

APPROVED:

Marvin P. Thompson
MARVIN P. THOMPSON
Major, USAF
Wing Intelligence Officer

2

1. Sketch
2. Map

UNCLASSIFIED

UNCLASSIFIED

Through Channels in Accordance with AFL 200-5, dated 29 April 1952.

87028

~~SECRET~~
~~SECRET~~

7:3719-1
6/1/52

~~RESTRICTED~~

UNCLASSIFIED

3510th Fly Tng Wg (MB), RAFB, Tex

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1. At approximately 1230 hours, 22 July 1952 the Wing Intelligence Officer received a report that a civilian had observed an unidentified object on the evening of 21 July 1952.
2. Immediate investigation revealed that the civilian was Mrs. [REDACTED], wife of Capt. J. [REDACTED] who is a student officer undergoing crew training here at Randolph AFB. Interrogation revealed that the object sighted appeared as an elongated fuselage with a pointed nose and no wings. It had a protruding box-like empennage without any vertical stabilizer. Only one was sighted which was a shiny silver color.
3. Other aerodynamic features or the propulsion system could not be determined. It definitely had no trail or exhaust. The speed could not be accurately determined but subject stated that it travelled very fast — much faster than the B-29's which were also in view landing at Randolph. The speed of the B-29's was 150 MPH. No sound was audible other than that emitted from the conventional aircraft.
4. The object flew in a straight line in level flight from the North West to the South East on an approximate heading of 140 degrees until it made an abrupt turn upward and climbed vertically out of sight. This turn was described as a square corner. The direction of flight was determined as the same as the direction of the B-29's landing at Randolph, which were utilizing both East and West parallel runways, having a magnetic heading of 140 degrees.
5. The sighting was made at approximately 1630 hours, 21 July 1952. It was observed for several seconds (at least 3 and not more than 5).
6. The observation was made visually from the ground by Mrs. [REDACTED] in front of her home in Converse, Texas (29 degrees 31 minutes North latitude and 98 degrees 19 minutes West longitude). Mrs. [REDACTED] was outdoors facing about North East when the object passed across the sky at an undetermined altitude from the North West to the South East. She described the altitude as being low and near the horizon but slightly above the flying B-29's which were in the traffic pattern at about 1500 feet above the ground 3 to 4 miles away.
7. Mrs. [REDACTED] claims to have been around aircraft and airfields for over 3 years and seems familiar with many types of civilian and military planes. This information was confirmed by her husband, who is a bombardier crew member. She claimed that the flying object did not resemble anything she ever seen before.
had
8. The weather at the time was 5,000 feet scattered clouds with a visibility of 15 miles. The winds aloft at 5,000 feet were from 150 degrees at 21 knots. Meteorologists stated that there were no weather conditions which could account for the sighting. No fragments were seen or discovered and no photos of the object exist. There was no interception or identification action requested by this headquarters.
9. The only air traffic reported was 4 B-29's flying locally in the traffic pattern at Randolph AFB.

UNCLASSIFIED

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3510th Fly Tng Wg (MB), RAFB, Tex

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COMMENTS of Preparing Officer:

10. Evaluation of the source cannot be accurately judged. However, after interrogating the husband of the source, Capt. [REDACTED], it was learned that he stands very firmly behind the statements made by his wife. Neither Capt. or Mrs. [REDACTED] could be located to sign certificate statements prior to submission of this report. The only special significance that could be rendered the sighting made by Mrs. [REDACTED] was the fact that her husband related a similar sighting in the same area just one week earlier, but failed to report it until 21 July. This possibly accounts for his confidence in his wife's report. Capt. [REDACTED] experience is submitted below as further supporting evidence to his wife's report.

a. A sighting of an unidentified aerial object was made by Capt. [REDACTED] near Randolph Air Force Base during the afternoon of 14 July 1952. This information was unreported until 1230 hours 22 July 1952.

b. This object was described as fuselage in shape with no wings or tail assembly and had a rather pointed nose. It was silver colored, and looked larger than a fighter aircraft at his estimated distance of 10 to 15 miles.

c. Other aerodynamic features or the propulsion system could not be determined. There was no trail or exhaust. The speed was estimated to be better than 1500 miles an hour. This was determined by the distance the object covered at its estimated 10 to 15 mile range from the observer, together with the distance the observer's aircraft had covered at an indicated air speed of 150 MPH during the time of observation. No sound could be heard due to the engine noise of the aircraft.

d. The object remained in level flight going in the opposite direction of the aircraft (approximately 140 degrees), at about the same altitude of his aircraft, then turned suddenly upward and climbed vertically out of sight.

e. The sighting was made at approximately 1800 hours, 14 July 1952, visually from the nose section of a B-29 aircraft flying at about 1500 feet above the ground in the traffic pattern on the down wind leg at Randolph AFB on a heading of 320-degrees, air speed 150 MPH indicated. Capt. [REDACTED] first noticed the object at about 135 degrees relative bearing from his aircraft heading. He observed it in level flight going in the opposite direction of his aircraft long enough to call the Instructor Pilot's attention to it, look back and see it climbing out of sight. This was estimated to be at least 5 seconds. The Instructor Pilot, Major Maximilian J. Hadley, was the only other crew member who saw the object. He confirms Capt. [REDACTED] sighting.

f. Capt. [REDACTED] is a bombardier on a student crew undergoing training here at Randolph AFB. He has over 1000 flying hours and has been flying off and on since 1943.

g. Only scattered clouds were noticed in the area at the time of the sighting. Winds at pattern altitude were light from the South East. There were no fragments or no photographs taken. No interception or identification action was taken.

UNCLASSIFIED

h. Several other B-29's were flying in the pattern at the time.

Reported in another folder

~~SECRET~~ ~~INFORMATION~~
~~RESTRICTED~~
(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

3510 FLY TNG WG (MB), RAFB, TEX.

REPORT NO.

IR-19-52

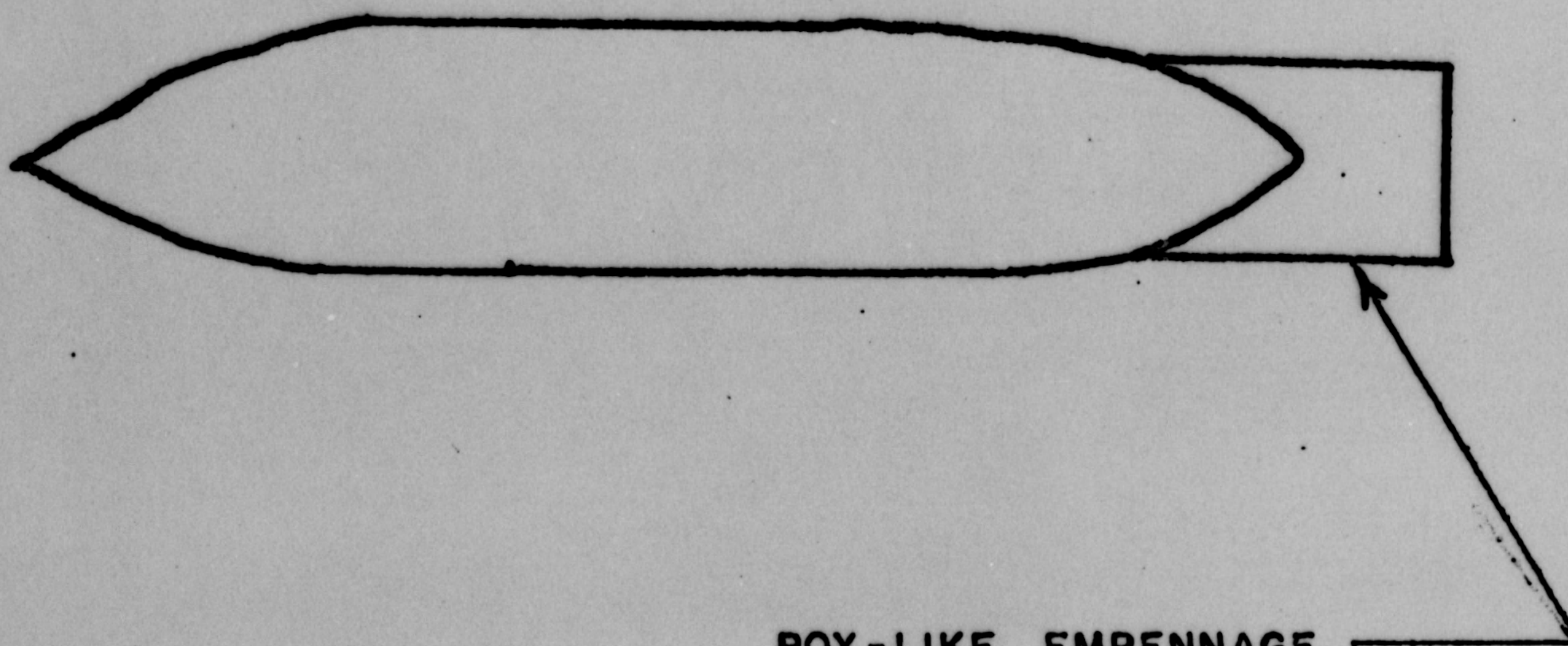
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OF

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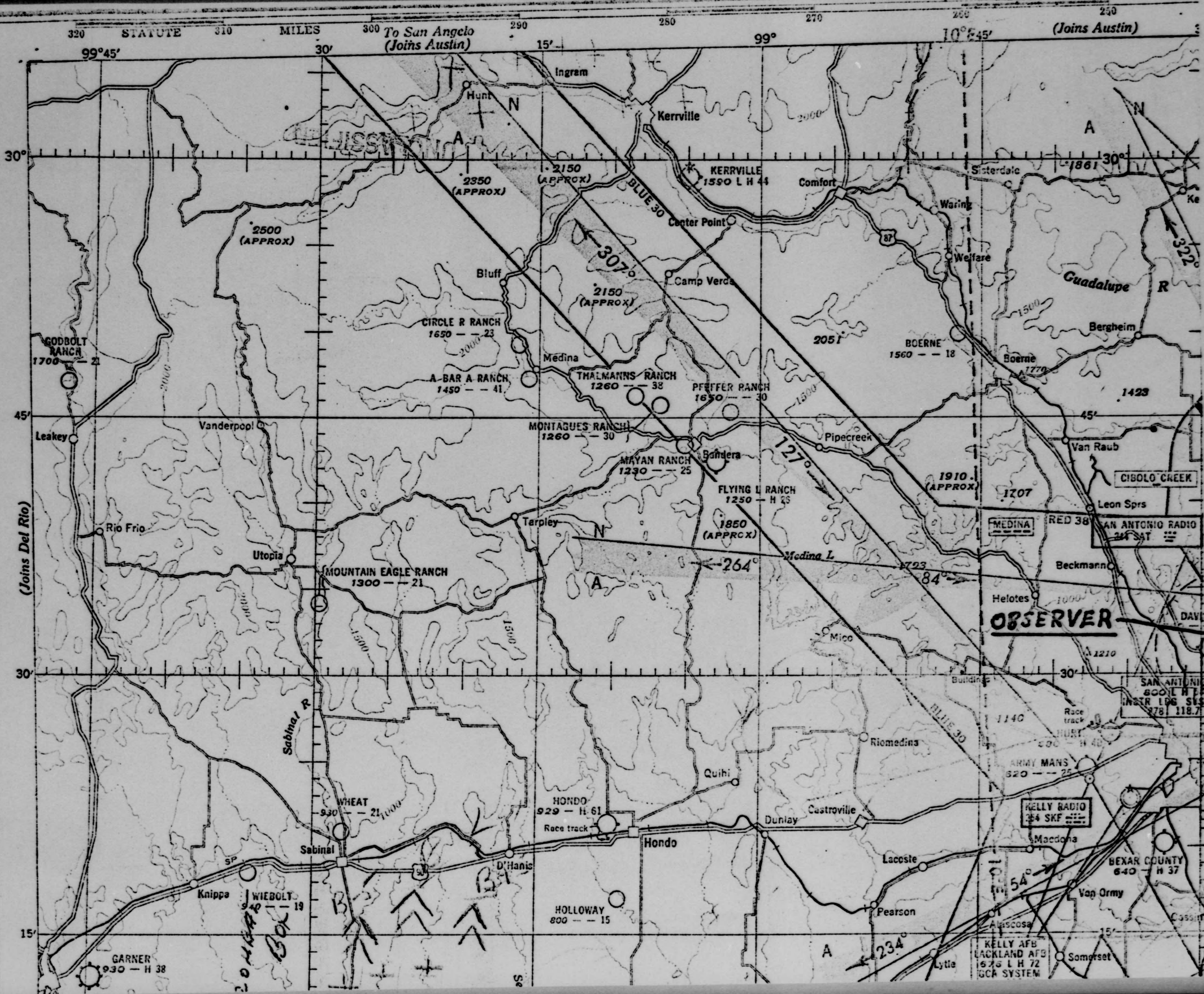
PAGES



UNIDENTIFIED FLYING OBJECT

UNCLASSIFIED

INCL. NO. 1



320 STATUTE MILES 310 300 290 280 270 260 250 240 230 220 210 200 190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0

99°45' 99° 98°55' 98°45' 98°35' 98°25' 98°15' 98°05' 97°55' 97°45' 97°35' 97°25' 97°15' 97°05' 96°55' 96°45' 96°35' 96°25' 96°15' 96°05' 95°55' 95°45' 95°35' 95°25' 95°15' 95°05' 94°55' 94°45' 94°35' 94°25' 94°15' 94°05' 93°55' 93°45' 93°35' 93°25' 93°15' 93°05' 92°55' 92°45' 92°35' 92°25' 92°15' 92°05' 91°55' 91°45' 91°35' 91°25' 91°15' 91°05' 90°55' 90°45' 90°35' 90°25' 90°15' 90°05' 89°55' 89°45' 89°35' 89°25' 89°15' 89°05' 88°55' 88°45' 88°35' 88°25' 88°15' 88°05' 87°55' 87°45' 87°35' 87°25' 87°15' 87°05' 86°55' 86°45' 86°35' 86°25' 86°15' 86°05' 85°55' 85°45' 85°35' 85°25' 85°15' 85°05' 84°55' 84°45' 84°35' 84°25' 84°15' 84°05' 83°55' 83°45' 83°35' 83°25' 83°15' 83°05' 82°55' 82°45' 82°35' 82°25' 82°15' 82°05' 81°55' 81°45' 81°35' 81°25' 81°15' 81°05' 80°55' 80°45' 80°35' 80°25' 80°15' 80°05' 79°55' 79°45' 79°35' 79°25' 79°15' 79°05' 78°55' 78°45' 78°35' 78°25' 78°15' 78°05' 77°55' 77°45' 77°35' 77°25' 77°15' 77°05' 76°55' 76°45' 76°35' 76°25' 76°15' 76°05' 75°55' 75°45' 75°35' 75°25' 75°15' 75°05' 74°55' 74°45' 74°35' 74°25' 74°15' 74°05' 73°55' 73°45' 73°35' 73°25' 73°15' 73°05' 72°55' 72°45' 72°35' 72°25' 72°15' 72°05' 71°55' 71°45' 71°35' 71°25' 71°15' 71°05' 70°55' 70°45' 70°35' 70°25' 70°15' 70°05' 69°55' 69°45' 69°35' 69°25' 69°15' 69°05' 68°55' 68°45' 68°35' 68°25' 68°15' 68°05' 67°55' 67°45' 67°35' 67°25' 67°15' 67°05' 66°55' 66°45' 66°35' 66°25' 66°15' 66°05' 65°55' 65°45' 65°35' 65°25' 65°15' 65°05' 64°55' 64°45' 64°35' 64°25' 64°15' 64°05' 63°55' 63°45' 63°35' 63°25' 63°15' 63°05' 62°55' 62°45' 62°35' 62°25' 62°15' 62°05' 61°55' 61°45' 61°35' 61°25' 61°15' 61°05' 60°55' 60°45' 60°35' 60°25' 60°15' 60°05' 59°55' 59°45' 59°35' 59°25' 59°15' 59°05' 58°55' 58°45' 58°35' 58°25' 58°15' 58°05' 57°55' 57°45' 57°35' 57°25' 57°15' 57°05' 56°55' 56°45' 56°35' 56°25' 56°15' 56°05' 55°55' 55°45' 55°35' 55°25' 55°15' 55°05' 54°55' 54°45' 54°35' 54°25' 54°15' 54°05' 53°55' 53°45' 53°35' 53°25' 53°15' 53°05' 52°55' 52°45' 52°35' 52°25' 52°15' 52°05' 51°55' 51°45' 51°35' 51°25' 51°15' 51°05' 50°55' 50°45' 50°35' 50°25' 50°15' 50°05' 49°55' 49°45' 49°35' 49°25' 49°15' 49°05' 48°55' 48°45' 48°35' 48°25' 48°15' 48°05' 47°55' 47°45' 47°35' 47°25' 47°15' 47°05' 46°55' 46°45' 46°35' 46°25' 46°15' 46°05' 45°55' 45°45' 45°35' 45°25' 45°15' 45°05' 44°55' 44°45' 44°35' 44°25' 44°15' 44°05' 43°55' 43°45' 43°35' 43°25' 43°15' 43°05' 42°55' 42°45' 42°35' 42°25' 42°15' 42°05' 41°55' 41°45' 41°35' 41°25' 41°15' 41°05' 40°55' 40°45' 40°35' 40°25' 40°15' 40°05' 39°55' 39°45' 39°35' 39°25' 39°15' 39°05' 38°55' 38°45' 38°35' 38°25' 38°15' 38°05' 37°55' 37°45' 37°35' 37°25' 37°15' 37°05' 36°55' 36°45' 36°35' 36°25' 36°15' 36°05' 35°55' 35°45' 35°35' 35°25' 35°15' 35°05' 34°55' 34°45' 34°35' 34°25' 34°15' 34°05' 33°55' 33°45' 33°35' 33°25' 33°15' 33°05' 32°55' 32°45' 32°35' 32°25' 32°15' 32°05' 31°55' 31°45' 31°35' 31°25' 31°15' 31°05' 30°55' 30°45' 30°35' 30°25' 30°15' 30°05' 29°55' 29°45' 29°35' 29°25' 29°15' 29°05' 28°55' 28°45' 28°35' 28°25' 28°15' 28°05' 27°55' 27°45' 27°35' 27°25' 27°15' 27°05' 26°55' 26°45' 26°35' 26°25' 26°15' 26°05' 25°55' 25°45' 25°35' 25°25' 25°15' 25°05' 24°55' 24°45' 24°35' 24°25' 24°15' 24°05' 23°55' 23°45' 23°35' 23°25' 23°15' 23°05' 22°55' 22°45' 22°35' 22°25' 22°15' 22°05' 21°55' 21°45' 21°35' 21°25' 21°15' 21°05' 20°55' 20°45' 20°35' 20°25' 20°15' 20°05' 19°55' 19°45' 19°35' 19°25' 19°15' 19°05' 18°55' 18°45' 18°35' 18°25' 18°15' 18°05' 17°55' 17°45' 17°35' 17°25' 17°15' 17°05' 16°55' 16°45' 16°35' 16°25' 16°15' 16°05' 15°55' 15°45' 15°35' 15°25' 15°15' 15°05' 14°55' 14°45' 14°35' 14°25' 14°15' 14°05' 13°55' 13°45' 13°35' 13°25' 13°15' 13°05' 12°55' 12°45' 12°35' 12°25' 12°15' 12°05' 11°55' 11°45' 11°35' 11°25' 11°15' 11°05' 10°55' 10°45' 10°35' 10°25' 10°15' 10°05' 9°55' 9°45' 9°35' 9°25' 9°15' 9°05' 8°55' 8°45' 8°35' 8°25' 8°15' 8°05' 7°55' 7°45' 7°35' 7°25' 7°15' 7°05' 6°55' 6°45' 6°35' 6°25' 6°15' 6°05' 5°55' 5°45' 5°35' 5°25' 5°15' 5°05' 4°55' 4°45' 4°35' 4°25' 4°15' 4°05' 3°55' 3°45' 3°35' 3°25' 3°15' 3°05' 2°55' 2°45' 2°35' 2°25' 2°15' 2°05' 1°55' 1°45' 1°35' 1°25' 1°15' 1°05' 0°55' 0°45' 0°35' 0°25' 0°15' 0°05' 0°55' 0°45' 0°35' 0°25' 0°15' 0°05'

GODBOLT RANCH
1700 - 21

2500
(APPROX)

CIRCLE R RANCH
1650 - 23

A-BAR A RANCH
1450 - 41

2150
(APPROX)

2150
(APPROX)

THALMANN'S RANCH
1260 - 38

PIFFER RANCH
1650 - 30

MAYAN RANCH
1230 - 25

FLYING L RANCH
1250 - H 25

1850
(APPROX)

MOUNTAIN EAGLE RANCH
1300 - 21

1910
(APPROX)

MEDINA
RED 38

OBSERVER

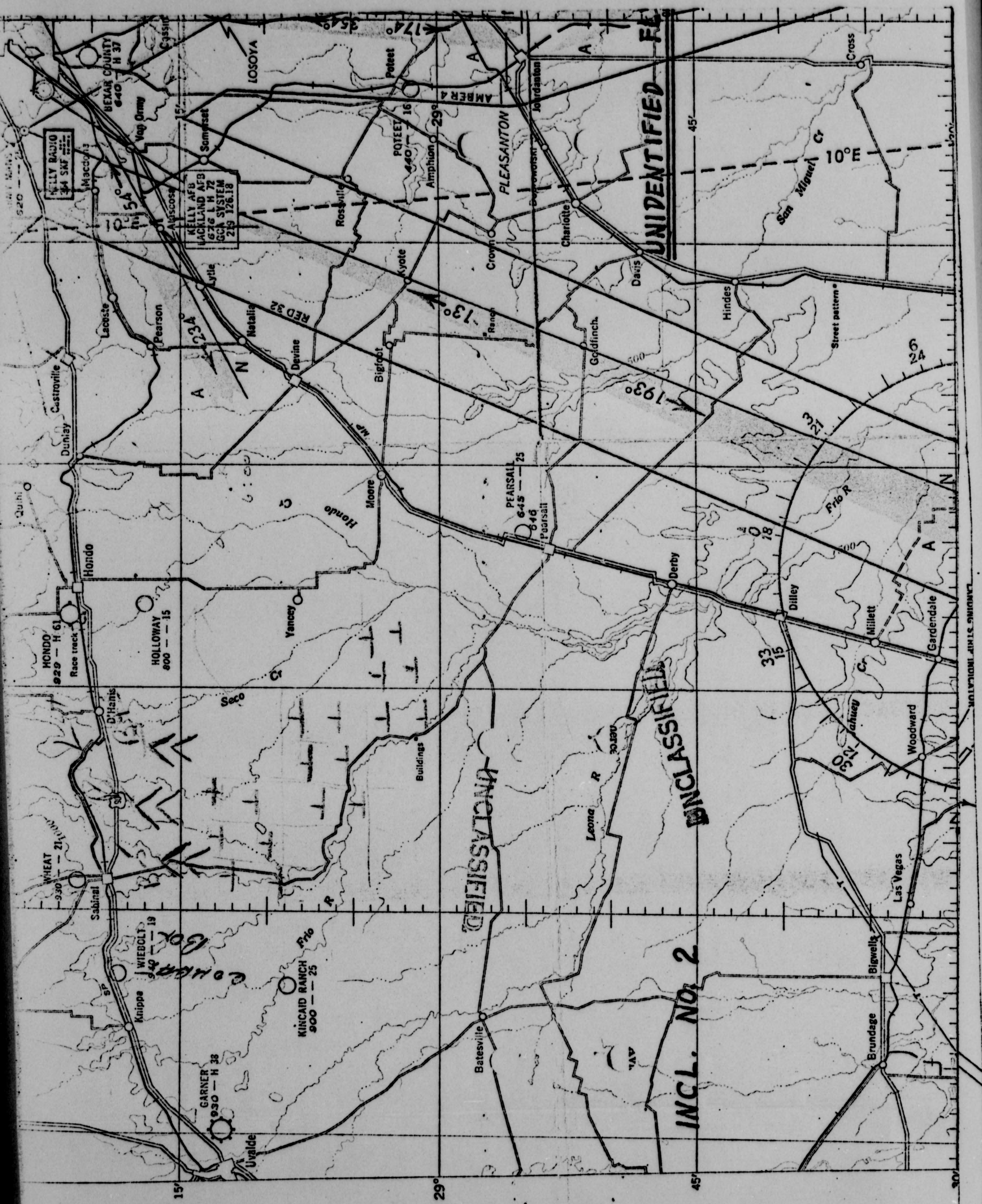
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KELLY RADIO
354 SKF

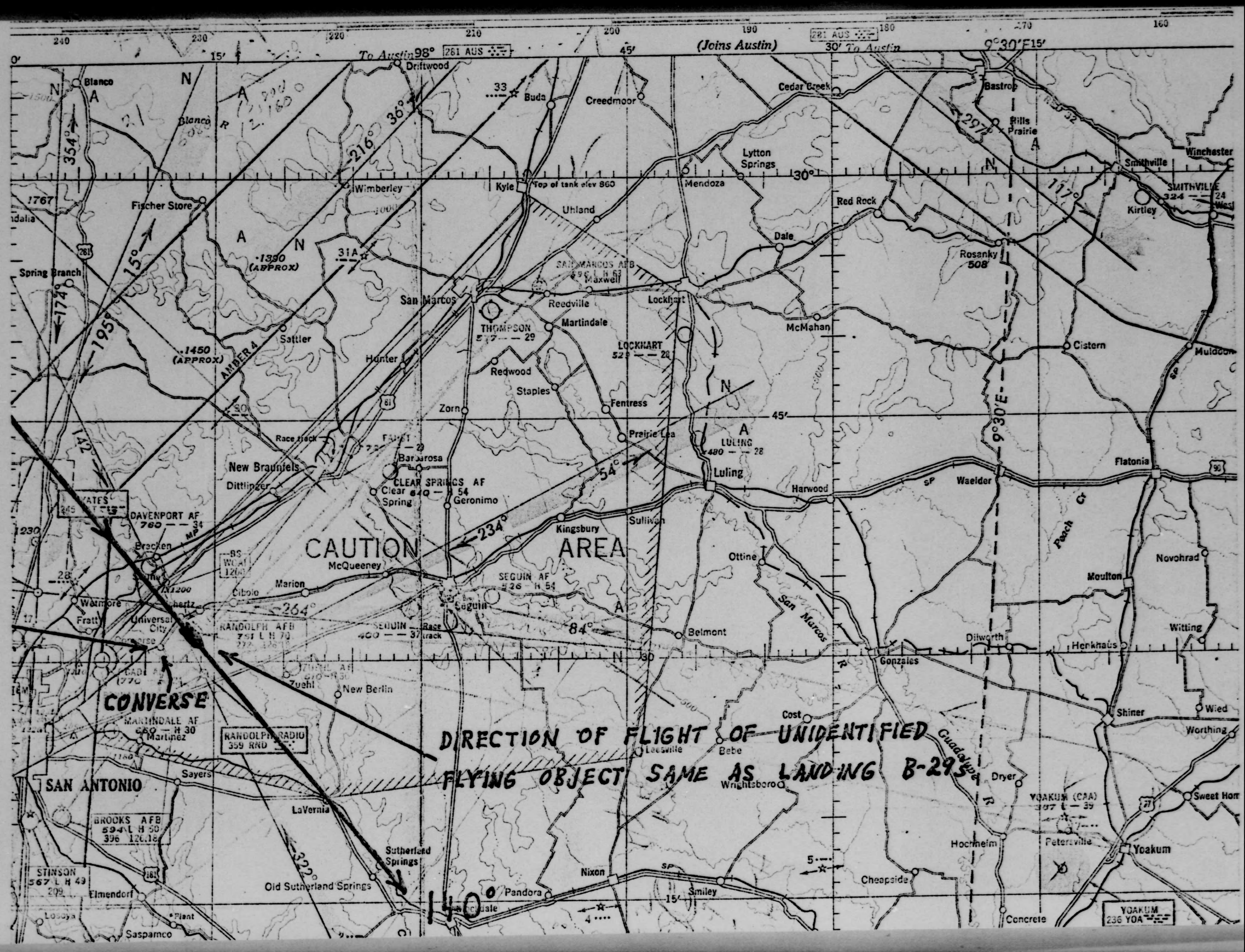
KELLY AFB
LACKLAND AFB
675 L H 72
GCA SYSTEM

GARNER
930 - H 38

20446
Box



SECURITY INFORMATION
DECLASSIFIED



**DIRECTION OF FLIGHT OF UNIDENTIFIED
FLYING OBJECT SAME AS LANDING B-29**

CAUTION AREA

CONVERSE

SAN ANTONIO

YOAKUM
236 YOA

BROOKS AFB
594 L H 50
396 126.18

RANDOLPH RADIO
359 RND

RANDOLPH AFB
751 L H 70
272 126.18

SEQUIN AF
526 L H 54

LOCKHART
529 L H 28

LULING
480 L H 28

SAN MARCOS AFB
595 L H 63
Maxwell

DAVENPORT AF
760 L H 34

MARTINDALE AF
650 L H 30
Martinez

STINSON
567 L H 49
209

