

PROJECT NODA - CORD CARD

28 July 1952

DAYTON, OHIO

DATE

28/2420 EST

28/0330 Z

NOTES

xx

TIME OF OBSERVATION

xx

xx

xx

Civilian Man

xx

Ground Radar

xx

1 hour

3

1000

TIME OF OBSERVATION

Three dark red objects with a gold band
through the center, was seen by draftsman,
civilian employee at W-P AFB.

Memorandum for Record

29 July 1952

32

SUBJECT: FLYOBRPT

Pass Ballon

1. At 1120, 2/Lt A. G. Flues received a telephone call from Mr. ██████████, ██████████, Dayton (North Daytonview) ██████████.
2. Source is a Technical Draftsman, WCNSS, Bldg 65, W-P AFB.
3. Source and wife observed at 1030, - 1130, 28 July 1952 a bright round object. It was a clear night, remnants of rain clouds, but no haze; most stars were visible.
4. Object seemed 6 inches in diameter when viewed through field glasses. There was a gold band through center.
5. Object under observation for one hour.
6. After 20 minutes, source observed two similar objects which were "either smaller or of less intense brightness."
7. All objects moved on heading of 120° . The big one seemed to "slow up". No sound. No speed estimate. Passed above some clouds. Color dark red (no glow).
8. Objects sighted by eye and through field glasses.
9. Source was observing remnants of cloud formations at time of initial sighting.
10. Observations confirmed by Mrs. ██████████, source's wife, and by ██████████, neighbor, of ██████████.
11. Source attended Carnegie Tech in 1917, did not graduate.

7-3719-3

BALKOEN

PHOTO ANALYSIS REPORT

NR 64-49

PAGE 1 OF 1 PAGES

DATE OF REPORT 9 September 1964

SUBJECT UNIDENTIFIED FLYING OBJECT

LOCATION New York, New York

DATE 28 July 1952

PHOTOGRAPHY

AF _____

IS _____

QUALITY Fair

PHOTOGRAPHY

1. PURPOSE: This photo analysis report is in answer to WO #64-62 submitted by Sergeant D. N. Moody, TDEM. The image as viewed in the upper right quadrant of the photo appears to be a bright hemispherical object. However, the overall reflective characteristics imply that the object is probably spherical.

2. ANALYSIS: Reflected light intensity from the object suggests a close proximity to the centrally located light source. Shadow and reflected light distribution on the object suggests a location slightly in front of the illuminating source. Resolution and degree of image acuity of the object falls between the front telegraph pole and back telephone pole implying a position somewhere between the two telegraph poles. Estimating the cross arms of the telegraph poles to be 3 feet in length the object would be approximately 3 feet in diameter.

3. From the above evaluation and associated imagery the object appears to have a terrestrial source and is a sphere suspended in air such as a gas-filled balloon.

PHOTO ANALYSIS BY:

APPROVED BY:

Richard C. Jacobs

RICHARD C. JACOBS
Intelligence Research Specialist

William L. Turner

WILLIAM L. TURNER
Captain, USAF
Chief, Photo Analysis Division

Walter Price, Jr.

WALTER PRICE, JR.
Director, Photo Exploitation Directorate

61651

Memorandum for Record

29 July 1952

SUBJECT: FLYOBRPT

1. At 1000, 2/Lt A. G. Flues received a telephone call from Mr. [REDACTED], grocery store proprietor, of [REDACTED], KE 4969, Dayton (three miles SW of W-P AFB) who said he wished to report an unidentified aerial object.
2. While in side yard of his residence observing stars and discussing saucers, Meyer observed visually without binoculars at 1120, 28 July 1952, a blue-white-purple light moving on heading of 0° at estimated altitude of 1,000 ft. soundlessly, at estimated velocity of 400-500 mph. He did not observe the object, only the light. The light disappeared suddenly in NE after three seconds.
3. Source noticed three aircraft in vicinity at time.
4. Light maintained same brightness (source described it as "medium" intensity), and did not change direction or speed.
5. Source facing NE at all times.
6. Source graduated from Chaminade High School in 1931.
7. Source stated that light moved too fast to be an aircraft landing.
8. Mr. & Mrs. [REDACTED] neighbors, also Mr. [REDACTED] observed same phenomenon.

1. NAME (Requester fill in 1 through 9)	2. Symbol	3. Extention	4. Project Nr.				
John W. Worthy	E	6956	866102				
5. Request Photo: P. Number or Description		6. Density/Size Photo Desired					
P. A. Report		Inclasseable					
8. Date Desired	9. Today's Date	Follow-up Dates		Type of Retention		7. Nr. of Copies	
11/14/64	14 Sept 64	1st	2nd	3rd	<input type="checkbox"/> Permanent <input type="checkbox"/> Mount Card	<input type="checkbox"/> Temporary <input type="checkbox"/> Original	1 ex
1	11			21		31	
2	12			22		32	
3	13			23		33	
4	14			24		34	
5	15			25		35	
6	16			26		36	
7	17			27		37	
8	18			28		38	
9	19			29		39	
10	20			30		40	
Date	Signature	14 Sept 64					Marilou H. Townsend (FD/EW/0FO)

FORM
FTD JAN 62 0-170 (TDDPR)

This case contains 1,
4" x 5" negative and 3, 5" x 7"
photos.



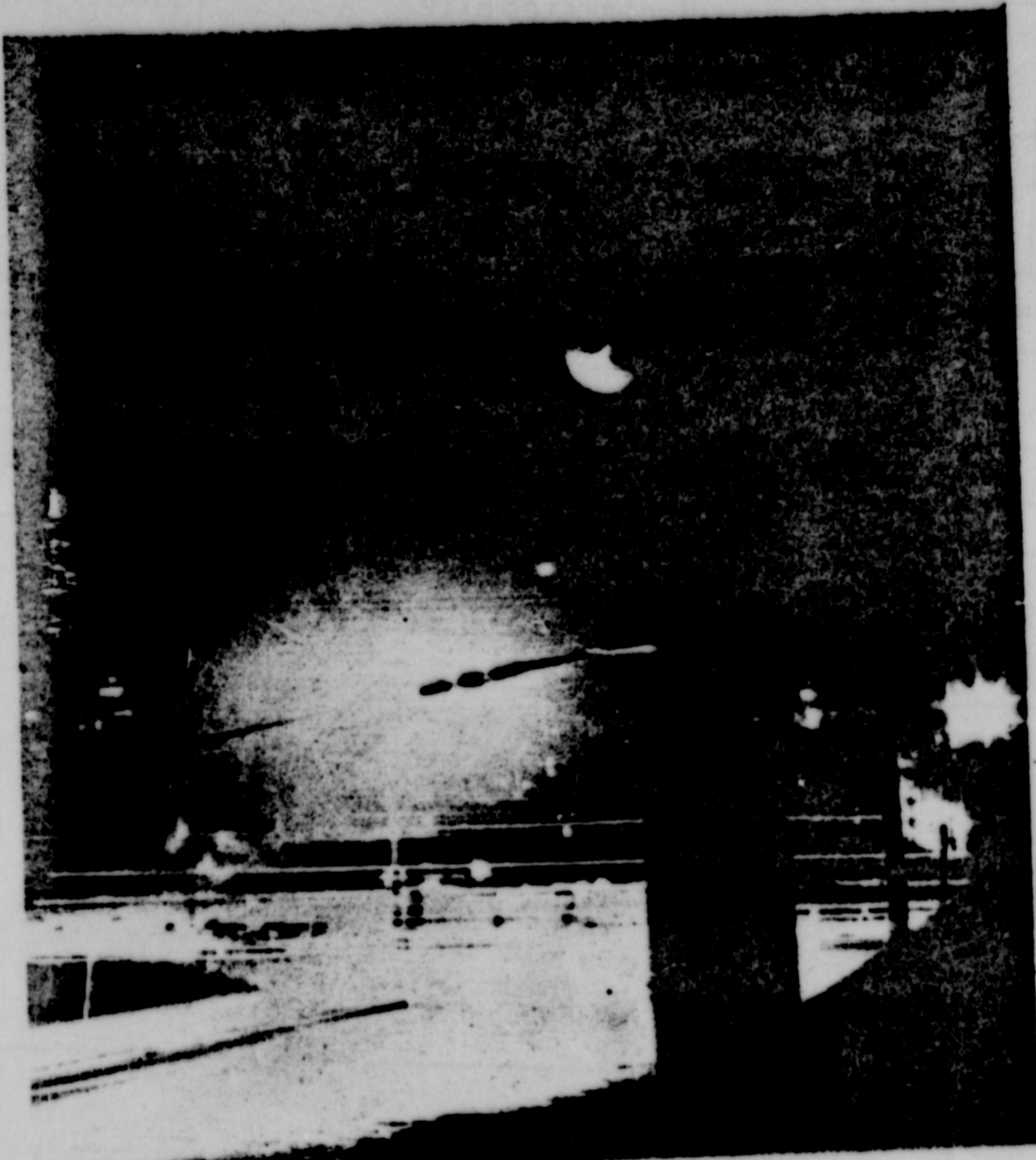
FLYING SAUCER OVER NEW YORK

'Observer [redacted] sighted a round orange light hovering motionless directly east of our post at 0011, 28 July 1952, and pointed it out to Observers [redacted] and [redacted]. They noted that it moved slightly south-east. (This reported to Air Defense Filter Center.) Roberts was able to take a picture of this object while it hung motionless for a minute. Upon developing the film, there was proof that there was something in the sky besides a conventional aircraft. Pictures on file at Civil Defense Office.' (R. V. Blaszak to Inspector J. B. Foley.)



FLYING SAUCER OVER NEW YORK

'Observer George Conger sighted a round orange light hovering motionless directly east of our post at 0011, 28 July 1952, and pointed it out to Observers August Roberts and James Leyden. They noted that it moved slightly south-east. (This reported to Air Defense Filter Center.) Roberts was able to take a picture of this object while it hung motionless for a minute. Upon developing the film, there was proof that there was something in the sky besides a conventional aircraft. Pictures on file at Civil Defense Office.' (R. V. Blaszak to Inspector J. B. Foley.)



FLYING SAUCER OVER NEW YORK

'Observer George Couper sighted a round orange light hovering motionless directly east of our post at 0011, 28 July 1952, and pointed it out to Observers August Roberts and James Leyden. They noted that it moved slightly south-east. (This reported to Air Defense Filter Center.) Roberts was able to take a picture of this object while it hung motionless for a minute. Upon developing the film, there was proof that there was something in the sky besides a conventional aircraft. Pictures on file at Civil Defense Office.' (R. V. Blaszak to Inspector J. B. Foley.)

TDDPP WORK ORDER NO.

PHOTO SERVICE REQUEST

4-141

TO: TDDPP	DATE 14 Apr 65	PROJECT NO. A68002	TASK NO.
INITIATOR Sgt Moody	EXP. DATE COMPLETION #3	COMPLETED DATE	QUALITY CONTROL
ORGN CODE TDD	EXT: 69216	CLASSIFICATION Unclass	TAB: DO NOT MARK

DESCRIPTION OF SERVICES (Include purpose of request, time and place of requirement, and other pertinent information).

PHOTOGRAPHIC SPECIFICATIONS

<input checked="" type="checkbox"/> Copy	By	Projection Prints	By
Duplicate Negative	By	Continuous Prints	By
Duplicate Positive	By	Other	By
Develop	By	Gloss	Single Wt
Contact Prints	By	Matte	Double Wt

No. of Copies 6 ea

MATERIAL FURNISHED:

1 photo

REMARKS/ADDITIONAL INFORMATION

RECEIPT FOR PHOTOGRAPHIC WORK

I certify that I have received 1 originals, 1 negatives and 1 prints, all to be used in the service of the UNITED STATES GOVERNMENT ONLY.

TDDPP WORK ORDER NO.

NAME

RANK

DATE

4-141

TDEW

Request for UFO Evaluation, [REDACTED]

21 Apr 65

Hq USAF SAFOI-CC (Mrs Hunt)
Wash D C 20330

1. Reference the attached letter from [REDACTED]. The photo analysis division at Wright-Patterson AFB has examined Mr [REDACTED] photograph and they have determined that the reflected light intensity from the object suggests a location slightly in front of the illuminating source. Resolution and degree of image acuity of the object falls between the front telegraph pole and back telegraph pole. Estimating the cross arms of the telegraph poles to be five feet in length the object would be approximately three feet in diameter. From the above evaluation and associated imagery, the object appears to be a sphere suspended in air such as a gas-filled balloon."
2. If Mr [REDACTED] desires to see a copy of AFR 200-2, he can do so the next time he's in Washington by dropping into SAFOI-CC.
3. The information contained in FTD Form 164 is the information used by Project Blue Book in analyzing and evaluating UFO sightings.
4. Every year, the Air Force receives thousands of letters from students requesting information on UFOs for term themes and term projects. E J Ruppelt's book has been out of print for many years and is not readily available in school and public libraries. We list only a few books which are available on Aerial and Cosmic Phenomena. We do this to help the students get started in their research.
5. Attached is his photograph. Please thank Mr [REDACTED] for letting the Air Force evaluate his photograph.

FOR THE COMMANDER

HECTOR QUINTANILLA, Jr
Major, USAF
Chief, Aerial Phenomena Branch

2 Atchs
a/s

(CLASSIFICATION)

For Technical Intelligence
 Wright-Patterson AFB
 Dayton, Ohio 12

COUNTRY Territory of Alaska	REPORT NO. IR-9-52	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Unusual Airborne Radar Returns		
AREA REPORTED ON Anchorage, Alaska	FROM (Agency) Intelligence Directorate, AAC	
DATE OF REPORT 1 August 1952	DATE OF INFORMATION 5, 21 & 25 July 1952	EVALUATION B-6
PREPARED BY (Officer) Capt Timothy J. Flanagan	SOURCE Pilot and Radar Observer Reports	
REFERENCES (Control number, directive, previous report, etc., as applicable)		

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.)

During the month of July on three (3) different occasions, pilots and radar observers of the 66th Fighter-Interceptor Squadron, Elmendorf Air Force Base, Alaska, reported unusual radar returns obtained with the AFG-33 airborne radars installed in the F-94 type aircraft.

APPROVING OFFICER:

Francis H. MacDuff
FRANCIS H. MacDUFF
Colonel, USAF
Director of Intelligence

see other folders for
(21) 25 July 52
other sightings mentioned
here

Aug 557

5718-L

6 (Hq USAF only)

INCLs. 3 pilots' statements (6 cys ea)

3 radar observers' statements (6 cys ea)

DISTRIBUTION BY ORIGINATOR

CINCAL	(1)	5001ST	(1)
FEAF	(1)	449TH FTR SQ-LADD	(1)
57TH	(4)	ATIC	(1)✓

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

[REDACTED] (CLASSIFICATION)

16-55569-1 U. S. GOVERNMENT PRINTING OFFICE

SECRET
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.			
Intelligence Directorate, Hq AAC	IR-9-52	PAGE	2	OF 3 PAGES

During the month of July on three (3) different occasions, pilots and radar observers of the 66th Fighter-Interceptor Squadron, Elmendorf Air Force Base, Alaska, reported unusual radar returns obtained with the APG-33 airborne radars installed in the F-94 type aircraft.

5 July 1952, F-94, 50937, Pilot: 1st Lt Thomas C. Heine (B-6), Radar Observer: 1st Lt John D. Kelley (B-6)

At approximately 0332Z in the Redoubt Bay area, $60^{\circ}42' N$ $151^{\circ}43' W$, while at 5,000 feet, initial contact was made at 20,000 yards. From initial contact into 6,000 yards, the target had no apparent forward speed but did appear to shift from side to side. At 6,000 yards the target appeared to climb with tremendous speed and was lost. A search was conducted in the area and contact re-established about six (6) minutes later at 18,000 yards with the same results. At no time was visual sighting made.

The weather was: overcast at 6,000 feet; tops at 7,000 feet; visibility good with no precipitation. Moisture content of the clouds was believed too low to give radar return on APG-33.

The radar set in use was not operating at good efficiency with the short range almost inoperative. (Radar Observer's comment)

COMMENTS OF PREPARING OFFICER:

1. Since three different Radar Observers and three (3) different APG-33 radar sets were concerned in these radar contacts, it is thought unlikely that radar malfunction could be the cause.
2. Since the visibility at flight altitude in each incident was good, it is felt that had the radar return been caused by a material object, visual sighting would have been accomplished.
3. In view of paragraphs one (1) and two (2) above, it is believed that the radar returns were caused by some atmospheric condition or phenomenon which might be peculiar to Alaska only or to Alaska and the Northeast Command.

Timothy J. Flanagan
TIMOTHY J. FLANAGAN
Captain, USAF
Chief, Electronics Intelligence Branch

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. -- 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

COUNTRY Territory of Alaska	REPORT NO. IR-9-52	LEAVE BLANK 1112- 0-492855
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Unusual Airborne Radar Returns		
AREA REPORTED ON Anchorage, Alaska	FROM (Agency) Intelligence Directorate, AAC	
DATE OF REPORT 1 August 1952	DATE OF INFORMATION 5, 21 & 25 July 1952	EVALUATION B-6
PREPARED BY (Officer) Capt Timothy J. Flanagan	SOURCE Pilot and Radar Observer Reports	
REFERENCES (Control number, directive, previous report, etc., as applicable)		

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.)

During the month of July on three (3) different occasions, pilots and radar observers of the 66th Fighter-Interceptor Squadron, Elmendorf Air Force Base, Alaska, reported unusual radar returns obtained with the APG-33 airborne radars installed in the F-94 type aircraft.

APPROVING OFFICER:

Francis H. MacDuff
FRANCIS H. MacDUFF
Colonel, USAF
Director of Intelligence

#12 Report passed to
AB-5 from Hq USAF
on 1 Oct 52-4
M. W. Mackay
FRONT-2C-11
FLYING STOGER

6 (Hq USAF only)
incis. 3 pilots' statements (6 cys ea)

3 radar observers' statements (6 cys ea)

DISTRIBUTION BY ORIGINATOR

CINCAL	(1)	5001ST	(1)
FEAF	(1)	449TH FTR SQ-LADD	(1)
57TH	(4)	ATIC	(1)

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. - 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

(CLASSIFICATION)

16-58569-1 U. S. GOVERNMENT PRINTING OFFICE

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Intelligence Directorate, Hq AAC	IR-9-52	2	3	

During the month of July on three (3) different occasions, pilots and radar observers of the 66th Fighter-Interceptor Squadron, Elmendorf Air Force Base, Alaska, reported unusual radar returns obtained with the APC-33 airborne radars installed in the F-94 type aircraft.

5 July 1952, F-94, 50937. Pilot: 1st Lt Thomas C. Heine (B-6), Radar Observer: 1st Lt John D. Kelley (B-6)

At approximately 0332Z in the Redoubt Bay area, $60^{\circ}42' N$ $151^{\circ}43' W$, while at 5,000 feet, initial contact was made at 20,000 yards. From initial contact into 6,000 yards, the target had no apparent forward speed but did appear to shift from side to side. At 6,000 yards the target appeared to climb with tremendous speed and was lost. A search was conducted in the area and contact re-established about six (6) minutes later at 18,000 yards with the same results. At no time was visual sighting made.

The weather was: overcast at 6,000 feet; tops at 7,000 feet; visibility good with no precipitation. Moisture content of the clouds was believed too low to give radar return on APC-33.

The radar set in use was not operating at good efficiency with the short range almost inoperative. (Radar Observer's comment)

21 July 1952, F-94, 50945. Pilot: Capt Henry S. Anthony, Jr. - (B-2), Radar Observer: 1st Lt. John T. Larkins (B-2)

At 2120Z in the Beluga Lake area, $61^{\circ}25' N$ $151^{\circ}35' W$, while at 18,000 feet, first contact was made at 16,000 yards. Lock-on was accomplished at 12,000 yards and an intercept started. Target was level with the aircraft's speed greater than 100 knots to 6,000 yards. At this point the target disappeared and contact could not be re-established. Pilot did not make visual sighting.

At 2218Z another attempt was made to contact the target observed earlier. While at 16,000 feet, contact was made at 12,000 yards. Lock-on was accomplished and target overtaken at 50-60 knots. At 1500 yards, set action resembled normal break-lock and target was lost due to an abrupt upward motion as seen in pilot's scope. Contact was re-established at 6,000 yards and followed to 700 yards where target and aircraft speed appeared the same - 300 knots. Intercept was continued to 400 yards at which time the target moved out rapidly to 3200 yards where speeds were again synchronized with the target moving down. Pilot nosed the aircraft down and as the speed increased to approximately 400 knots, the target was overtaken to 1500 yards. At this time the radar broke lock due to a rapid downward movement of the target. Contact could not be re-established. Again, no visual sighting was accomplished.

During this incident, the weather was exceptionally clear with practically a cloudless sky.

25 July 1952, F-94, 50928, Pilot: 1st Lt Claine M. Jones (B-2), Radar Observer: 2nd Lt Aubrey M. Brenner (B-2)

At 0820Z in the area Southeast of Talkeetna, 62°10' N 149°40' W, at 11,500 feet, a contact was made on a target which appeared larger than an F-94 at 14,000 yards. Lock-on was accomplished at this time with a target speed of 40 knots greater than that of the aircraft. Aircraft speed was increased to 350 knots in a 4200 feet per minute climb. The target was still pulling away at over 100 knots. After a climb

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. - 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

[REDACTED] (CLASSIFICATION)

10-55870-1 U. S. GOVERNMENT PRINTING OFFICE

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Intelligence Directorate, Hq AAC	IR-9-52	3	3	

to 18,500 feet, the target appeared to level off and increase speed. Chase was broken off at this time. Visual sighting was not accomplished.

Weather was: estimated 14,000 feet broken; estimated 25,000 feet overcast with a visibility of 15 miles plus.

A further comment by the Commanding Officer of the Squadron to which the three (3) F-94's are assigned is that "no defects were found in the radar sets aboard any of the three (3) aircraft involved in these reports of unusual radar contacts".

A check of the records in the ADCC shows no target returns that could be connected in any way with those obtained by the APG-33.

COMMENTS OF PREPARING OFFICER:

1. Since three (3) different Radar Observers and three (3) different APG-33 radar sets were concerned in these radar contacts, it is thought unlikely that radar malfunction could be the cause.

2. Since the visibility at flight altitude in each incident was good, it is felt that had the radar return been caused by a material object, visual sighting would have been accomplished.

3. In view of paragraphs one (1) and two (2) above, it is believed that the radar returns were caused by some atmospheric condition or phenomena which might be peculiar to Alaska only or to Alaska and the Northeast Command.

Timothy J. Flanagan
TIMOTHY J. FLANAGAN
Captain, USAF
Chief, Electronics Intelligence Branch

STATEMENT

I, Thomas C. Heine, 1st Lt., AO 707689, assigned to the 66th Fighter-Interceptor Squadron, based at Elmendorf Air Force Base, Alaska, am a fighter pilot.

At 0317Z 5 July 1952 I was scrambled by GCI. I was vectored to Redoubt Bay. At 5,500 feet when I was approximately 5 miles north of Redoubt Bay at 0330Z, my Radar Observer, Lt. Kelly, informed me he had a target on hand control. Prior to this GCI told me he had lost his target. When the Radar Observer switched to short range search he lost contact. GCI was informed and instructed us to search the area. A turn was made to 030° and I proceeded to climb above the overcast to 7,000 feet; after three minutes I once again turned to a heading of 180° and went back down through the overcast to 6,000 feet. The same sequence occurred. At no time did I sight a target.

THOMAS C. HEINE
1st Lt., USAF
Fighter Pilot

A CERTIFIED TRUE COPY:

Timothy J. Flanagan
TIMOTHY J. FLANAGAN
Capt., USAF

STATEMENT

I, Claine M. Jones, 1st Lt, AO 779830, assigned to the 56th Fighter-Interceptor Squadron, based at Elmendorf Air Force Base, Alaska, am a fighter pilot.

At approximately 250820Z Jul 52, I was number two man in a flight of two (2) F-94B's. We were in the area of Talkeetna conducting a radar search for our target ship at approximately angels 11,500. The Radar Observer called out, "Gentle Port."

I immediately made a gentle port turn and there upon the RO called a target at 14,000 yards - climbing. He asked for 100% and to climb, and very shortly the RO asked for maximum climb. I used afterburner and we were climbing at 350 knots and 4,200 feet per minute. At this time the target was 30° above us and leaving us. It also indicated a climb at over 100 knots. The target then appeared to level off and also increased its speed. The chase was broken off at that time and our angels was about 13,500. We were in aircraft #50928 and the target painted a very clear picture on the scope. The picture indicated a larger type object than the F-94B which we had been using as the target.

At no time was there a visual contact made with the unknown bogie.

The foregoing statements are true to the best of my knowledge.

/s/ Claine M. Jones
CLAIN M. JONES
1st Lt., USAF
Fighter Pilot

A CERTIFIED TRUE COPY:

TIMOTHY J. FLANAGAN
Capt., USAF

Inc 2

STATEMENT

I, Henry S. Anthony Jr., Captain, A0 2079981, assigned to the 66th Fighter-Interceptor Squadron, based at Elmendorf Air Force Base, Alaska, am a fighter pilot.

On 21 July 1952 while over the Beluga Lake area at approximately 18,000 feet, an unusual radar contact was made by aircraft number 50945 with the APG 33 radar equipment aboard. The first unidentified target was picked up at 18,000 yards range while flying a heading of approximately 060°. A lock-on was made at 12,000 yards and the range decreased at over 100 knots to 6,000 yards where the set broke lock and the target was lost at approximately 2120Z.

The second similar target was picked up at 2213Z in the same area at 16,000 feet but on a heading of 085°. Initial contact was made at 12,000 yards with the target slightly port. This range was steadily decreased at the rate of 50 knots to approximately 1,500 yards where the target was lost through an abrupt upward motion as seen on the pilot's scope.

Immediately after losing this second target, a 360° turn was made and another contact was made at 6,000 yards. An intercept was attempted and the target was held 10° port and level while range was decreased to 500 yards at the rate of 50 to 60 knots. At that range the speeds were synchronized at approximately 300 knots and the pilot made a slight turn to center the target on the pilot's scope. The range then decreased very slowly to approximately 400 yards, held steady for three to six seconds, and began to move out very rapidly. At 3,200 yards the speeds again were synchronized but the target began to move downward. The aircraft was nosed down in an attempt to follow and as the airspeed increased to approximately 400 knots, the range again decreased to about 1,500 yards. At that time the downward motion increased and the target was lost from the bottom of the scope.

At no time was the target sighted visually by the crew, although visibility was unlimited. Aircraft in formation with 50945 did not pick up these targets.

/s/ Henry S. Anthony Jr.
HENRY S. ANTHONY JR.
Captain, USAF
Fighter Pilot

A CERTIFIED TRUE COPY:

Timothy J. Flanagan

TIMOTHY J. FLANAGAN

Capt., USAF

Serial 3*

STATEMENT

I, John D. Kelly, 1st Lt., AC 696230, assigned to the 66th Fighter-Interceptor Squadron, based at Elmendorf Air Force Base, Alaska, am a Radar Observer.

At 0317Z 5 July 1952 I was scrambled by GCI on a mission fulfilling the duties of Radar Observer. A radar contact was made with the APG 33 at 0332Z on a target previously contacted by GCI.

The target was contacted at 20,000 yards and was held in hand control to a range of 5,500 yards for approximately six minutes.

The target was held at all times approximately five degrees above our line of flight. The only apparent speed was that of the intercepting craft. However, the target was observed to move as if in a tight starboard to port orbit. The interception remained as described until the range had decreased to 6,000 yards. When this range was reached the target appeared to climb at a tremendous speed. This change was so rapid that all I could do was follow on my hand control. I attempted to pick up the target on short range during this unusual change but could not get an indication. We proceeded on course for approximately one minute then made a 180° climb through a very light overcast and proceeded to search. We proceeded on an approximate reciprocal heading for five to six minutes then made a 180° turn. Another contact was made at 18,000 yards but the interception was the same as the first one.

The radar set, APG 33, was not operating at good efficiency. The pick up on short range was restricted to the spotlighting technique to see a target. Only one-half of the trace appeared at a normal intensity setting. The gain reacted normally.

The area weather consisted of a very light overcast at approximately 6,000 feet and no more than 1,000 feet thick. The water and land area was observed for possible targets but none were discovered.

A CERTIFIED TRUE COPY:

Timothy J. Flanagan

TIMOTHY J. FLANAGAN
Capt., USAF

/s/ John D. Kelly
JOHN D. KELLY
1st Lt., USAF
Radar Observer

mcbs

STATEMENT

I, John T. Larkins, 1st Lt., AO 663284, assigned to the 66th Fighter-Interceptor Squadron, based at Elmendorf Air Force Base, Alaska, am a Radar Observer.

At 2120Z 21 July 1952, while on a routine radar gunnery mission, radar contact was made with the APG 33 on an unidentified target at 18,000 yards.

The target was locked-on at 12,000 yards and as the pilot could not get a visual, an intercept was attempted. Target was held level and 10° starboard with an overtaking speed greater than 100 knots to a range of 6,000 yards. As the pilot could not yet get a visual, I broke lock to see what the target would look like on the scope. The blip disappeared and contact could not be re-established. At the time of this first contact we were flying in a north-easterly direction at an altitude of 18,000 feet.

After firing out on the gunnery mission, the pilot suggested we attempt to pick up the target again. We headed in an easterly direction in the same general area and again radar contact was made at 12,000 yards. The time was 2213Z and the altitude 16,000 feet. A lock-on was obtained immediately and another intercept attempted. Target was held 10° port, 5° above with an overtaking speed of 50 to 60 knots (meter reading) and was brought in to a range of 1,500 yards at which time set action resembled a normal break lock.

A 360° turn was made and again contact was made at 6,000 yards. Another intercept was attempted. Target was held 10° port and level and was brought in to a range of 700 yards with speeds of target and fighter aircraft the same. Pilot flew his scope and moved target to the dead ahead and level position, range 400 yards at which time target moved away very rapidly to a range of 3,200 yards. The lock-on was not broken at this time but as target was being brought in again, set broke lock at 1,500 yards as target moved down very rapidly, and contact could not be re-established.

The radar set in this ship could be classed as excellent and both pilot and radar observer scope were in agreement with all readings.

The weather was exceptionally clear with a practically cloudless sky.

At no time did pilot obtain visual contact with any object.

A CERTIFIED TRUE COPY:

Timothy J. Flanagan

TIMOTHY J. FLANAGAN
Capt., USAF

/s/ JOHN T. Larkins
JOHN T. LARKINS
1st Lt., USAF
Radar Observer

AF43

3rd 44

STATEMENT

I, Aubrey M. Brenner, 2nd Lt., AF 222307C, assigned to the 66th Fighter-Interceptor Squadron, based at Elmendorf Air Force Base, Alaska, am a Radar Observer.

While flying on a routine mission in a F-94B type aircraft (#50928), an unidentified object was sighted on radar in our ship. We were about fifteen (15) miles southeast of Talkeetna, Alaska, when this object was first sighted. It appeared as a good return on the scope. The range was a little under 14,000 yards. A gentle port turn brought it over to 20° position, i.e., on the scope. A lock-on was obtained. Previous to this it had been impossible to lock-on to another F-94B at that range. The set indicated that the target had a speed advantage of about 40 knots. Lt Jones, the pilot, gave the ship 100% RPM and the speed of the target increased also to 65 knots overtaking. From the original angle of 10° elevation it began to increase to 30°. Maximum climb at the rate of 4,200 feet per minute failed to catch the climb. The target appeared to level off at 35° in elevation and the speed picked up to over a 100 knots. At this time we were at approximately 17,000 feet. Lt. Jones, the pilot, had him on the pilot scope during the attempted interception. At the end of approximately three (3) minutes the object was last seen at a little over 18,000 yards and 30° of elevation. The target's estimated speed was over a hundred knots greater than our own speed.

At no time did we have a speed or climb advantage.

Also, at no time was there a visual contact made with the unknown bogie.

The foregoing statements are true to the best of my knowledge.

/s/ Aubrey M. Brenner
AUBREY M. BRENNER
2nd Lt., USAF
Radar Observer

A CERTIFIED TRUE COPY:

Timothy J. Flanagan
TIMOTHY J. FLANAGAN
Capt., USAF

22 JULY 1952 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
29	Osceola, Wisconsin	Multiple (PHOTO)	UNIDENTIFIED
29	Langley AFB, Virginia	[REDACTED]	UNIDENTIFIED
29	Otis AFB, Massachusetts	[REDACTED]	BALLOON
29	Chico, California (CARD MISSING)	[REDACTED]	INSUFFICIENT DATA
29	Atlanta, Georgia (CARD MISSING)	[REDACTED]	BALLOON
29	Red Bluff, California (CARD MISSING)	[REDACTED]	INSUFFICIENT DATA
29	Albuquerque, New Mexico	[REDACTED]	INSUFFICIENT DATA
29	Merced, California (CARD MISSING)	[REDACTED]	UNIDENTIFIED
29	Wichita, Kansas (CARD MISSING)	[REDACTED]	UNIDENTIFIED
29	Miami, Florida (CARD MISSING)	[REDACTED]	AIRCRAFT
29	Miami, Florida (CARD MISSING)	[REDACTED]	
29	Dallas, Texas (CARD MISSING)	[REDACTED]	
29	Detroit, Michigan (CARD MISSING)	[REDACTED]	AIRCRAFT
29	United States (CARD MISSING)	[REDACTED]	AIRCRAFT
29	Negro Mountain, Grantsville, Maryland	[REDACTED]	AIRCRAFT
29	Mapo, California (CARD MISSING)	[REDACTED]	AIRCRAFT
29	Hickam AFB, Hawaii (CARD MISSING)	[REDACTED]	BALLOON
29	Ennis, Montana	[REDACTED]	UNIDENTIFIED
29	Otis AFB, Massachusetts (CARD MISSING)	[REDACTED]	BALLOON
29	Los Alamos, New Mexico	Multiple	Other (PAPER IN WIND)
29	Montague, California (CARD MISSING)	[REDACTED]	
29	Palm Beach, Florida (CARD MISSING)	[REDACTED]	Astro (METEOR)
29	McArdle (Walker AFB) (CARD MISSING)	Military	
29	Nagoya, Japan	[REDACTED]	Other (SEARCHLIGHTS)
29	Port Huron, Michigan (CARD MISSING)	Military	Aircraft