PROJECT 10073 RECORD CARD

1. DATE
29 Jul 52

2. LOCATION
OSCEOLA, WISCONSIN

3. DATE-TIME GROUP
Local 29/0130
GMT

4. TYPE OF OBSERVATION
☐ Ground-Visual ☒ Ground-Radar
☒ Air-Visual ☐ Airborne Radar

5. PHOTOS
☒ Yes
☐ No

6. SOURCE
Varied

7. LENGTH OF OBSERVATION
One hour

8. NUMBER OF OBJECTS
Numerous

9. COURSE

10. EVALUATION
☐ Yes Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Yes Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Yes Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other
☐ Insufficient Data or Info
☒ Unknown

11. BRIEF SUMMARY OF SIGHTING

Numerous objects were observed on radar scope over a period of one hour traveling at varied speeds. An F-51 a/c was scrambled to the air for the purpose of observing objects. Objects were observed from 25,000 ft at an estimated altitude of 125,000 ft.

See Also: Film [illegible]-348
See following accession

12. COMMENTS

1. Scope photos have been observed by electronic expert.

2. [illegible]

AF AC FORM 329 (REV 25 SEP 52)

CASE #7

29 July 1952 Osceola, Wisconsin

Numerous unidentified flying objects of undetermined size or shape were sighted by ground electronic means between 0130S and 0230S (lasting 1 hour) on 29 July 1952 by members of a radar unit located near Osceola, Wisconsin, who were on duty. Size of the blips which constituted the sightings were normal with the exception of one large well-defined target, speed of this target was 600 knots as computed on the radar scope set on the fifty nautical mile range. The remainder of the sightings were individual sightings having multiple targets, up to ten, appearing in a loose cluster on the radar scope, speed of these targets was fifty to sixty knots as computed on the radar scope set on the fifty nautical mile range. The only possible formation noted during the entire sighting period was during one or two of the sightings which consisted of multiple targets when two or three of these targets might possibly have been moving in a loose formation. All targets suddenly appeared on the radar scope and after having traveled between thirty and seventy nautical miles would just as suddenly disappear. Targets did not appear on the height indicator due to anomalous propagation. Targets followed a general pattern of appearing on the radar scope SW of the sighting station and proceeding E until disappearing. There was a continual overlapping of patterns on the radar scope; a new pattern would have appeared before the old pattern would have disappeared. In the sightings which consisted of multiple targets, with the exception of possible formation movement, targets progressed across the radar scope, until disappearing, independently of each other in regard to track and heading with some targets making a turning course. There was some correlation between these electronic sightings and visual sightings made by a pilot who was scrambled in conjunction with the radar sightings. This correlation placed both types of sightings in the same area at the same time. Pilot estimated height of objects he visually saw at 125,000'. Sighting station was specifically searching for possible unidentifiable flying objects at time

CASE #[illegible] (contd)

of first sighting due to a GCC report of visual sighting of unidentified flying objects.

One F-51 aircraft was sent to sighting area for purpose of intercepting and/or identifying unknown targets. ~~This a/c occurs~~ Pilot did report visually sighting unidentified flying object but interception and/or identification was not possible. This action occurred between 0130Z and 0255Z.

One F-51 aircraft was in an area 50 to 70 nautical ~~miles~~ miles S and SSE of 45/15M-92/38-5.4W between the altitudes of 6,000 to 10,000' during the sighting period.

ATIC Comments:

Report indicates that anomalous propagation was affecting the radar performance. This condition would allow detection of ground targets which are not normally detected. This would not explain movement of targets unless weather conditions were such that every target (ground) was not detected in each sweep of the antenna thereby causing an apparent movement of stationary targets.

A firm analysis cannot be made.

Conclusion:

Unknown

AF HQ-33 (20 May 44) [redacted]

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: FLYORBPT Rpt 8-1-52

TO: Air Technical Intelligence Center
ATTN: Capt Hardin

DATE 26 MAR 1954

COMMENT NO. 1

FROM: Directorate of Intelligence, DCS/O — Lt Col Smith/tjc/71092/AFOIN-X

1. The attached reports were brought to this office in April 1953, for information purposes.

2. Question: Is it possible to get a new radar type sighting for the "Summary" from these reports?

W. K. SMITH
Lt Colonel, USAF
Directorate of Intelligence

1 Incl
Rpt 8-1-52 "FLYORBPT"
w/incls

TO: Directorate of Intelligence
Policy and Management Group
ATTN: Lt Col Smith, AFOIN-X

DATE 9 APR 1954

COMMENT NO. 2

FROM: Air Technical Intelligence Center

ATIAE-5/Capt C.A.Hardin/jos
73147/Bldg263A/Post A29 A19.

1. In the reports referred to, it is believed that no connection actually exists between the visual and radar sightings; therefore, they would fall in the same category as many other simultaneous reports.

2. Paragraph 3 of the radar summary could logically be expanded with the following statement: "The large amount of ground clutter on the radar indicator is associated with anomalous (temperature and humidity conditions) weather conditions. The targets reported on photos marked 'Inclosure 1' most likely are different individual stationary ground targets. The signal amplitude of ground targets that are detected due to temperature inversion and/or moisture lapse may only paint occasionally or at a random rate. When several individual targets are painting in this random manner, it is quite easy to assume that a particular stationary target has moved from one location to another, resulting in apparent speed variations from zero to several thousand miles per hour.

3. There is no new data that will allow a more complete analysis.

1 Incl
n/c

R. C. SCHUM
CWO, USAF, Asst. Adj.
Air Technical Intelligence Center

7-3719

[redacted]

U. S. GOVERNMENT PRINTING OFFICE : 1951—O-972582 16—34283-1

[redacted]

29 July 1952, Osceola, Wisconsin

Report indicates that anomalous propagation was affecting the radar performance. This condition would allow detection of ground targets which are not normally detected. This would not explain movement of targets unless weather conditions were such that every target (ground) was not detected on each sweep of the antenna - thereby causing an apparent movement of stationary targets.

A firm analysis cannot be made.

Weather data: Temperature vs height, and moisture lapse vs height would be of some assistance in analysis.

See rpt dtd 25 July 52.

Capt R. L. James
18 September 1952

1. ATIAA
2. ATIA
3. C. Files

23 JUL 1952 10 10 Z

1952 JUL 23 21 05

ACTION INFOR

ACTION

1952 JUL 25 16:52

RA151

WPG158

YMX206

HEDKF Ø63

PP JEDEN JEDWP JEPHQ 333

DE JEDKF Ø1A

P 251645Z ZNJ

FM CO 574TH AC&W SQ OSCEOLA WIS

TO JEPHQ/D/I INT HQ USAF WASHDC

JEDWP/CO ATIC WRIGHT PATTERSON AFB OHIO ATIAA-2C

QJEDEN/CG ADC ENT AFB COLO

NL1/CG CADF KSC MO

CVJ/CG 31ST ADIV FT SNELLING MINN

[redacted]574-25-G-Ø1. FLYORBT OBJECTS SIGHTED BOTH ELECTRONIC AND VISUAL MEANS AT 25Ø122S TO 25Ø245S. SIZE UNDETERMINED. SIZE OF BLIP VARIED. SPEEDS VARIED BETWEEN 144ØØ KNTS AND 2ØØØØ KNTS. REPORTS AND COMPUTATIONS SUBMITTED BY OFFICER CONTROLLERS AND AIRMEN ON DUTY THIS STATION AND TWO PILOTS AIRBORNE FROM 1Ø9TH FTR INTERCEPTOR SQDN. TARGETS GENERALLY APPEARED EAST OF STATION AND PROGRESSED SOUTH WEST. WEATHER AT SIGHTING STATION AND SIGHTING AREA CAVU. LIGHTNING FLASHES FAR TO NORTH OF SIGHTING STATION DURING SIGHTINGS.

25/1650Z JUL TVK

Cy-1

[redacted]

674TH AIRCRAFT CONTROL AND WARNING SQUADRON
Osceola, Wisconsin

7 August 1952

A F F I D A V I T

At 0730Z, 29 July 1952, we the undersigned, began to notice targets on our Radar Scopes just east of the Twin Cities. We had tilted the Antenna to 5° just prior to this because of a GCC report of an unusual object. The targets which we noted on the scopes were traveling in a southeast direction at from 50 to 60 knots. After traveling about 30 miles in this manner they would fade. There were up to 10 of these on the scopes at one time. At times it would appear like a loose formation was being flown by two or three of these. The targets continued to appear around the area about 5 to 15 miles east to northeast of the Twin Cities for an hour. These targets did not fly in the same track or the same heading. Some were making turns. The Antenna tilt was 5° on these sightings to eliminate anonymous propagation on the scopes and pick up the targets.

One large target appeared at 135° at a range of 19 miles. In less than a minute it was at 165° at 21 miles. It continued in this manner for about 70 miles and faded. At this time we had the Antenna tilted to 9°. This target was moving east, traveling over 600 MPH and made a continuous track. It was a clearly defined blip. No weather of any kind was in the area. We were not receiving any electronic interference.

An A/C was scrambled because of these sightings. The interceptor pilot observed what appeared to be shooting stars or comets with tails on several occassions when vectored toward the targets which were on our scopes. There were so many targets that we had the pilot patrol the general area east of St. Paul and south of the site of the 674th AC&W Squadron. The pilot observed one or two of these objects while doing this. He was at 25,000 feet and thought the things he saw were at 125,000 feet.

[redacted]
1st Lt, USAF

[redacted]
1st Lt, USAF

[redacted]

INCLOSURE #3, REPORT 3-52
Observers Signed Narrative of Sightings

674th AC&W Sq.
Osceola, Wisc.
45/15N-92/38/5.4W

[redacted]

[redacted]

CLASSIFICATION [redacted]
HQ 674TH AC&W SQ.
DATE: 8 AUG 1952
INITIALS [redacted]

AF FORM 112---PART I
approved 1 June 1948

Country USA	Report No. 3-52	(Leave Blank)
AIR INTELLIGENCE INFORMATION REPORT		
Subject FLYOREPT		
Area Reported On Roughly thirty(30)Nautical Miles SW to thirty(30) Nautical Miles SE of 674th.		From (Agency) 674th AC&W Sq.
Date of Report 7 August 1952	Date of Information 29 July 1952	Evaluation
Prepared by (Officer) WILLARD L. WORDEN, Lt Col, USAF		Source Members of [redacted]
References (Control number, directive, previous report, etc., as applicable) AFL 200-5 dtd 26 April 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.)

During normal operations in the early morning of 29 July 1952 numerous unidentified flying objects were sighted on the radar indicators of this unit. Information relative to these unusual sightings is contained in this report.

The significance of this report lies in the fact that these sightings are electronic sightings made and recorded by competent personnel.

WILLARD L. WORDEN
Lt Col, USAF
Commanding

3 Incls.
1. Series of eight (8) radar scope photographs
2. Series of three (3) radar scope photographs
3. One (1) observers signed narrative statement

Distribution by Originator

A. D/I Hqs USAF
CG ADC
CG CADF
CG 31st AD
B. Chief ATIC, ATTN: ATIAA-2a

ACTION

OPERATIONAL IMMEDIATE

09 15

RD095
WPE083
YMX112
JEDKF 039
OPOP JEDEN JEDWP JEPHQ 333
DE JEDKF 007
OP 3015ZZ ZNJ
FM CO 574TH AC&W SQ OSCEOLA WIS
TO JEPHQ/D/I INT HQ USAF WASHINGTON DC
JEDWP/CO ATIC WRIGHT PATTERSON AFB OHIO ATIAA-2C
JEDEN/CG ADC ENT AFB COLO
NL1/CG CADF KSC MO
OVJ/CG 31ST ADIV FT SNELLING MINN
[redacted]574-30-G-31. FLYORST OBJECTS GROUND ELECTRONIC
MEANS 290130S. SIZE UNDETERMINED. SIZE OF BLIP VARIED. TOP SPEED 500 MPH
REPORT AND COMPUTATIONS SUBMITTED BY OFFICER CONTROLLERS ON DUTY. A/C
SCRAMBLED FROM 109TH FTR INTERCEPTOR SQUADRON. TARGETS APPEARED IN
GENERAL AREA SURROUNDING ST PAUL-MINNEAPOLIS. WEATHER CAVU.
30/1530Z JUL 7VK

ACTION INFOR. A.G.O. INFOR.

30 PM 1:54

11. ATIAA
2. ATIA
3. C. Files

cy 1

AF TOPLINE - PART II
APPROVED 1 June 194[redacted]

AIR [redacted] ATION REPORT

From (Agency)	Report No.	Page 2 of 2 Pages
674th AC&W Sq, Osceola, Mis.	3-52	

5. IDENTIFYING INFORMATION OF OBSERVERS:

[redacted]	1st Lt; USAF	AF[redacted]	6 Yrs. Experience
[redacted]	1st Lt, USAF	AFSC 1631	3 Mos. Experience

6. WEATHER AT TIME OF SIGHTING: Weather at sighting station was CAVU. Weather in area of sightings was CAVU as reported by pilot. There was no lightning reported. Winds aloft were unknown.

7. CONDITIONS ACCOUNTING FOR SIGHTING: Nothing that has not been stated.

8. EXISTENCE OF EVIDENCE:

a. Photographs of radar scope showing size, number and movement of targets. Photographs are in two (2) inclosures.

(1) Inclosure #1, this report, is a series of eight (8) photographs, times as indicated on photographs, showing eight (8) individual views of sighting in form of well defined target as it progressed across radar scope. Each photograph is a point of Incl #1, this report, and has appropriate annotations on reverse side.

(2) Inclosure #2, this report, is a series of three (3) photographs, times as indicated on photographs, showing three (3) individual views of sighting in form of multiple target as they appeared on radar scope. Each photograph is a point of Incl #2, this report, and has appropriate annotations on reverse side.

b. Signed narrative statements of observers. Statement is one (1) inclosure.

(1) Inclosure #3, this report, is one (1) signed narrative statement by observers of unidentified flying objects. Statement has appropriate annotations on reverse side.

9. INTERCEPTION OR IDENTIFICATION ACTION TAKEN: One (1) F-51 type Aircraft was sent to sighting area by the 674th AC&W Sq., controller for purpose of intercepting and/or identifying unknown targets. This aircraft was from the [redacted]th Ftr.-Interceptor Sq., Weld-Chamberlain Fld., Minneapolis, Minn. Pilot did report visually sighting unidentified flying objects but intereception and/or identification was not possible. This action occurred between 2901305 and 2902253.

10. LOCATION OF AIR TRAFFIC: One (1) F-51 type aircraft was in an area fifty (50) to seventy (70) nautical miles south and south southeast of 45/15N-92/38/5.4W between the altitudes of 6000 to 10000 feet during the sighting period.

Willard L. Worden

WILLARD L. WORDEN
Lt Col, USAF
Commanding

AF FORM 112—PART II.
APPROVED 1 June 194

[redacted]

AIR [redacted]LLIGENCE INFORMATION REPORT

From (Agency)	Report No.	
674th AC&W Sq, Osceola, Wis.	3-52	Page 1 Of 2 Pages

1. DESCRIPTION OF OBJECTS: Numerous unidentified flying objects of undetermined size or shape were sighted by ground electronic means in the early morning of 29 July 1952 by members of the 674th AC&W Sq., Osceola, Wisconsin, who were on duty. Size of the blips which constituted the sightings were normal with the exception of one (1) large well defined target(Reference is made to Incl #1, this report), speed of this target was 600 knots as computed on the radar scope set on the fifty (50) nautical mile range. The remainder of the sightings were individual sightings having multiple targets, up to ten (10), appearing in a loose cluster on the radar scope(Reference is made to Incl #2, this report), speed of these targets was fifty (50) to sixty (60) knots as computed on the radar scope set on the fifty (50) nautical mile range. The only possible formation noted during the entire sighting period was during one (1) or two (2) of the sightings which consisted of multiple targets when two (2) or three (3) of these targets might possibly have been moving in a loose formation. All targets suddenly appeared on the radar scope and after having traveled between thirty (30) and seventy (70) nautical miles would just as suddenly disappear. Targets did not appear on the height indicator due to anonymous propagation. Targets followed a general pattern of appearing on the radar scope southwest of the sighting station and proceeding easterly until disappearing. There was a continual overlapping of patterns on the radar scope; a new pattern would have appeared before the old pattern would have disappeared. In the sightings which consisted of multiple targets (Reference is made to Incl #2, this report), with the exception of possible formation movement (no applicable inclosure) targets progressed across the radar scope, until disappearing, independently of each other in regard to track and heading with some targets making a turning course. There was some correlation between these electronic sightings and visual sightings made by a pilot of the 109th Ftr-Interceptor Sq., Wold-Chamberlain Fld., Minneapolis, Minn., who was scrambled by the 674th AC&W Sq. controller in conjunction with the radar sightings. This correlation placed both types of sightings in the same area at the same time. Pilot estimated height of objects he visually saw at 125,000 feet. Sighting station was specifically searching for possible unidentifiable flying objects at time of first sighting due to a Ground Observers Corps report of visual sighting of unidentified flying objects.

2. TIME OF SIGHTINGS: Sightings occured between 2901308 and 2902308 lasting one (1) hour.

3. MANNER OF SIGHTINGS: Sightings covered by this report were made by ground electronic equipment. Type of equipment—AN/CPS-6B; Frequency—2725Mcs to 3005Mcs; PRF—600PPS; Antenna tilt—For sighting in which target was well defined blip(Reference is made to Incl #1, this report) antenna tilt was nine (9) degrees, for other sightings(Reference is made to Incl #2, this report) antenna tilt was five (5) degrees. All meter readings were normal and equipment was functioning properly.

4. LOCATION: Location of sighting station is 45/15N-92/38/5.4W. Targets would appear on the radar scope in a general area twenty (20) to thirty (30) nautical miles southwest to south of sighting station and after traveling southeast would disappear from the radar scope in a general area thirty (30) nautical miles southeast of sighting station(Reference is made to Incl #1 & #2, this report).

SECURITY INFORMATION

AF FORM 112—PART I
approved 1 June 1948

Country USA	[redacted]	(Leave Blank)

AIR INTELLIGENCE INFORMATION REPORT

Subject: FLYING OBJECTS

Area Reported On: Area surrounding the immediate location of the 674th AC&W Squadron, Oxnard, AFB.

From (Agency): 674th AC&W Sqn

Date of Report: 1 Aug 1952

Date of Information: 25 July 1952

Evaluation:

Prepared by (Officer): WILLARD L. WORDEN, Lt. Col., USAF

Source: Members of 674th AC&W Sqn

References (Control number, directive, previous reports, etc., as applicable): AFL 200-5 dtd 24 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.)

During normal operations in the early morning of 25 July 1952 numerous unidentified flying objects were sighted on the radar indicators of this unit. In the early morning of 25 July 1952 numerous unidentified moving lights were observed in the sky visually by members of this organization. Information relative to these unusual sightings is contained in this report.

The significance of this report lies in the fact that some of these sightings are Electronic Sightings and that all sightings were made and recorded by competent personnel.

WILLARD L. WORDEN
Lt. Col. USAF
Commanding

3 Incls.
1. Series of six(6) Radar Scope Photographs.
2. Series of seven(7) Radar Scope Photographs.
3. [illegible] observers narrative statements.

SECURITY INFORMATION

[redacted]

AF FORM 112—PART II
APPROVED 1 June 1948

AIR INTELLIGENCE INFORMATION REPORT

From (Agency)	Report No.	Page 1 of 4 Pages
67th AC&W Sqr, Chanute, Kans.	2	

1. DESCRIPTION OF OBJECT(S)

a. Number and Description(s) Numerous unidentified flying objects detected by radar and observed visually.

b. Date and Time Observed July 1952 by members of the 67th AC&W Squadron, Chanute, Kansas, while on duty. Nine of the blips which constituted the sightings were noted with the exception of seven sightings which appeared as two (2) blips on the Radar Scopes as mentioned in this report. Each would appear and fade on the Radar Scope as a complete unit not one part of the two appearing and fading before another part. There was no indication of any organized formation noted during sightings. Speeds varied between 14,400 and 20,000 knots as computed on the Radar Scope set on the 200 nautical mile range. Targets either disappeared on reaching the extreme range of the equipment, after being painted once or twice, failed to reappear. All trails of targets could not be computed because of their speed. Targets appearing on the Radar Scope followed a general pattern of a clockwise cycle, rounding South east then westerly, and finally north easterly. One(1) cycle would take approximately two(2) minutes and forty-five(45) seconds for completion. There was an average delay of one(1) minute between cycles. This procedure was repeated over and over again during the entire sighting period. Toward the end of the sightings it was extremely difficult to pick out any one(1) cycle due to the heavy sporadic sightings in the northern half of the Radar Scope and the lessening of the defined sightings in the southern half of the Radar Scope. There was some correlation between these Electronic Sightings and visual sightings made by pilots of the 109th Tac. Sq., Wold-Chamberlain Fld., Minneapolis, Minn., who were scrambled by the 67th AC&W Sqr. in conjunction with the Radar Sightings. This correlation placed both types of sightings in the same area at the same time.

b. VISUAL SIGHTINGS: Numerous unidentified moving lights were visually observed in the early morning of 25 July 1952 by members of the 675th AC&W Sq., Osceola, Wisconsin, who were then on duty. The lights observed were very short-yellowish flashes, each flash lasting approximately one(1) second with three(3) to six(6) seconds elapsing between flashes. The flashes moved very rapidly across the sky. One(1) sighting was of two(2) simultaneous flashes in parallel movement which was the only indication of any possible formation noted. Size and speed were not determined due to lack of comparison with known objects. Lights progressed from the eastern horizon to the western horizon south of the site of the 675th AC&W Sq., at what was judged to be twenty(20) degrees above the horizon.

2. TIME OF SIGHTINGS:

a. ELECTRONIC SIGHTINGS: Sightings occured between 2501228 and 2502458 lasting one(1) hour and twenty-three(23) minutes.

b. VISUAL SIGHTINGS: All visual sightings covered by this report occured between 2501308 and 2502008 lasting thirty(30) minutes.

3. MANNER OF SIGHTINGS:

a. ELECTRONIC SIGHTINGS: Sightings were made by Ground Electronic Equipment

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(Classification)

SECURITY INFORMATION

SECURITY INFORMATION

AAF FORM 112—PART III
APPROVED 1 JUNE 1943

(Restricted)

AAF INTELLIGENCE INFORMATION REPORT

From (Agency)	Report No.	Page 2 of 3 Pages
674th AOBS Sq., Osceola, Wisc.	2-52	

Type of equipment—AN/CPS-6B; Operating F equency—2965 Kcs to 2980 Kcs; PRF—200 PPS; Antenna Rot—6; MPT—Nil; Antenna Tilt—Two(2) Point five(5) degrees; Antenna Slant—Eight(8) degrees. All meter reading were normal and equipment was functioning properly.

b. VISUAL SIGHTINGS: All visual sightings, covered by this report, were made from the ground by naked eye.

4. LOCATION:

a. ELECTRONIC SIGHTINGS: Location of sighting station is 45/15N-92/38/54W. Targets would generally appear on the Radar Scope on the 150th azimuth approximately seventy(70) nautical miles out from sighting station and, remaining in the vicinity of this azimuth, would proceed at a great speed away from the sighting station until they went beyond the limit of the equipment. Almost immediately targets would appear in an unpredictable position roughly 100 nautical miles south of sighting station and proceed in a westerly direction at great speed until running beyond the limit of the equipment(Reference is made to Inc #1, this report). Again targets would immediately appear, this time north of sighting station and, following no particular pattern, would paint once or twice in an easterly direction and disappear.

b. VISUAL SIGHTINGS: All visual sightings, covered by this report, were made from the ground at 45/15N-92/38/5.4W. Lights observed traveled from east to west an unknown distance south of this position. Lights were judged to be twenty (20) degrees above the horizon.

5. IDENTIFYING INFORMATION OF OBSERVERS:

a. AIRCRAFT DESCRIPTIONS:

[redacted]

Capt. USAF AFSC 1635 14 Yrs. Experience
1st Lt. USAF AFSC 1635 1 Yr. Experience

b. VISUAL SIGHTINGS:

[redacted]

Capt. USAF
1st Lt. USAF
A/2C USAF
A/1C USAF

A/2C USAF
A/2C USAF
A/2C USAF

6. WEATHER AT TIME OF SIGHTINGS:

a. ELECTRONIC SIGHTINGS: Weather at sighting station was CAVU. Weather in area of sightings was CAVU as reported by pilots. There were strong lightning flashes far to the north during this entire period. Winds aloft were unknown.

b. VISUAL SIGHTINGS: Same as Above.

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SECURITY INFORMATION

AF FORM 112—PART II
APPROVED 1 June 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

From: (Agency)	Report No.	Page 3 of 3 Pages
47th AGAM Sq., Orangeburg, Miss.	2-52	

7. EYEWITNESS TESTIMONY (OR SIGHTINGS):

a. ELECTRONIC SIGHTINGS: Nothing that has not been stated.

b. VISUAL SIGHTINGS: Nothing that has not been stated.

8. EXISTENCE (EVIDENCE):

a. ELECTRONIC SIGHTINGS: Photographs of the Radar Scope showing size of blips and their movements. These photographs are in two(2) inclosures: Inc #1, this report, is a series of six(6) photographs, times as indicated on photographs, showing six(6) individual views of a target as it progressed across the Radar Scope. Each photograph is a point of Inc #1, and has appropriate annotations on the reverse side. Inc #2, this report, is a series of seven(7) photographs, times as indicated on photographs, showing seven(7) individual views of a target that is in the form of an arc as it progressed across the Radar Scope. Each photograph is a point of Inc #2, and has appropriate annotations on the reverse side.

b. VISUAL SIGHTINGS: Signed narrative statements of observers. Statements are in one(1) inclosure: Inc #3, this report, is five(5) signed narrative statements of observers. Each statement is a point of Inc #3, and has appropriate annotations on the reverse side.

a. ELECTRONIC SIGHTINGS: Two F-51 type A/C were sent to [illegible] from the 671st ACW Sq. controller for purpose of interception and/or identifying unknown targets. These A/C were from the 109th Ftr. Sq., Wold-Chamberlain Fld., Minneapolis, Minn.

b. VISUAL SIGHTINGS: None

10. LOCATION OF AIR TRAFFIC:

a. ELECTRONIC SIGHTINGS: Two(2) F-51 type A/C were in an area forty(40) to seventy(70) nautical miles south and south south east of [illegible] between the altitudes of 6000 to 10000 feet during the sighting period.

b. VISUAL SIGHTINGS: Same as above.

FOR THE ARMY AND AIR FORCES:
[illegible]
Lt. Col., USAF
Commanding

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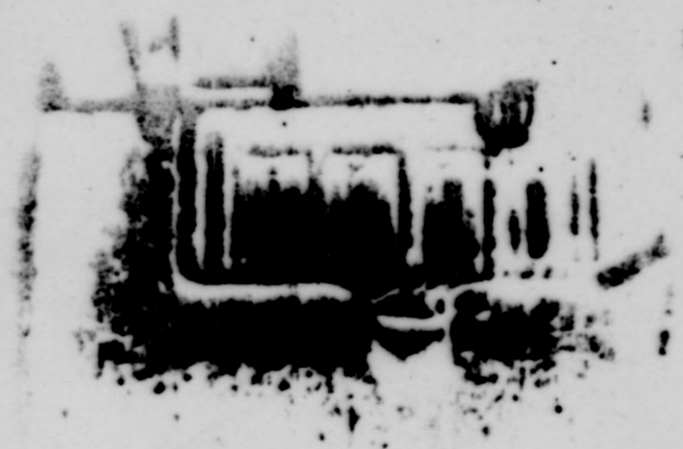
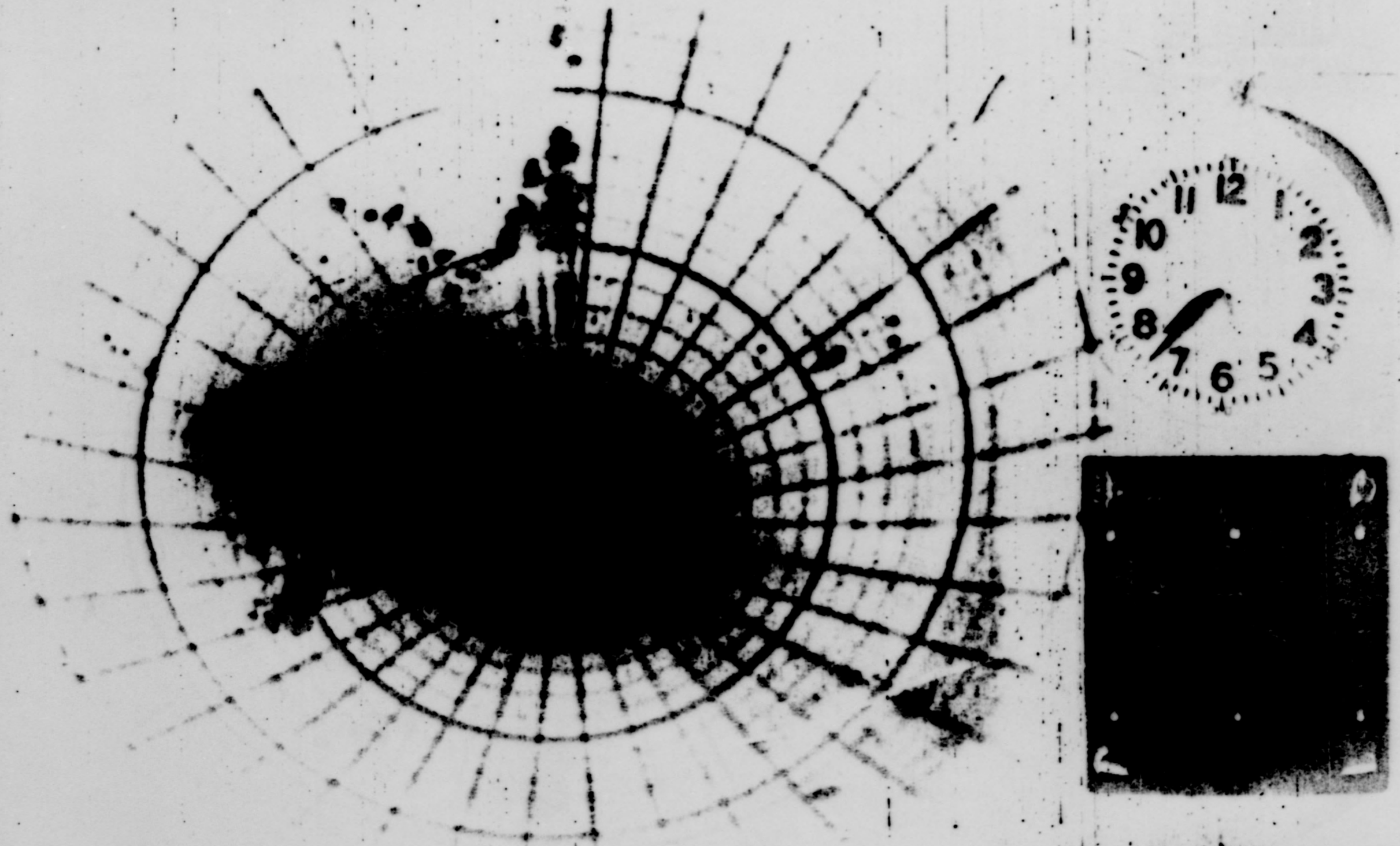
SECURITY INFORMATION






12
11
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25 July 1952, Osceola, Wisconsin

Targets on photos marked Inclosure "Point #2" are considered to be due to interference from another radar set operating very near the same frequency, pulse repetition rate and antenna rotation speed as the radar at Osceola. Indications are that this interfering radar is located in a South-Eastern direction from Osceola. It is considered possible that the AN/CPS-6B located at Elkhorn, Wisconsin, could have caused interference to the radar set located near Osceola.

The periodic appearance of the targets was caused by the slight difference in rotation speed of the two radar antennas - interference occurred when the two antennas were pointing towards each other.

Targets on photos marked Inclosure "Point #1" cannot be as accurately evaluated as those described above. However, since they occurred at about the same time as the others, it is considered possible that they too may have been caused by interference from the interfering radar signals.

Weather data would be useful in determining if some distant (200 plus miles) radar set could have caused the interference. The data needed are as follows:

a. Temperature vs height
b. Moisture vs height
c. Cloud conditions.

Capt R. L. James

Left ground clutter

SECRET

AF FORM 112—PART I
approved 1 June 1948

BY AUTH OF C.G. USAF
HQ 67TH ACW SQ
DATED: 8 AUG 1952
INITIALS

Country USA	Report No. 7-52	(Leave Blank)

AIR INTELLIGENCE INFORMATION REPORT

Subject: [redacted]

Area Reported On: Liberty (30) Nautical Miles SE of 67th

From: (Agency) 67th ACW Sq

Date of Report: 7 August 1952

Date of Information: 29 July 1952

Evaluation:

Prepared by (Officer): WILLARD L. WORDEN, Lt Col, USAF

Source: Members of 67th ACW Sq

References: (Control number, directive, previous report, etc., as applicable)
AFL 200-5 dtd 28 April 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.)

During normal operations in the early morning of 29 July 1952 numerous unidentified flying objects were sighted on the radar indicators of this unit. Information relative to these unusual sightings is contained in this report.

The significance of this report lies in the fact that these sightings are electronic sightings made and recorded by competent personnel.

WILLARD L. WORDEN
Lt Col, USAF
Commanding

I, A/1C [redacted]

being of sound mind and body, [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] above

at 5:55 Est time, 01:30 A.M.'s repeatedly

saw light flashes in the sky of split

second duration and several miles

apart, leaving a short Trail. Flashes

appeared to be approximately 20 degrees

above and parallel to the horizon. Flashes

appeared about every ten seconds and

on a true course, arcing across the

sky, and traveling at an excessive

rate of speed.

[redacted]

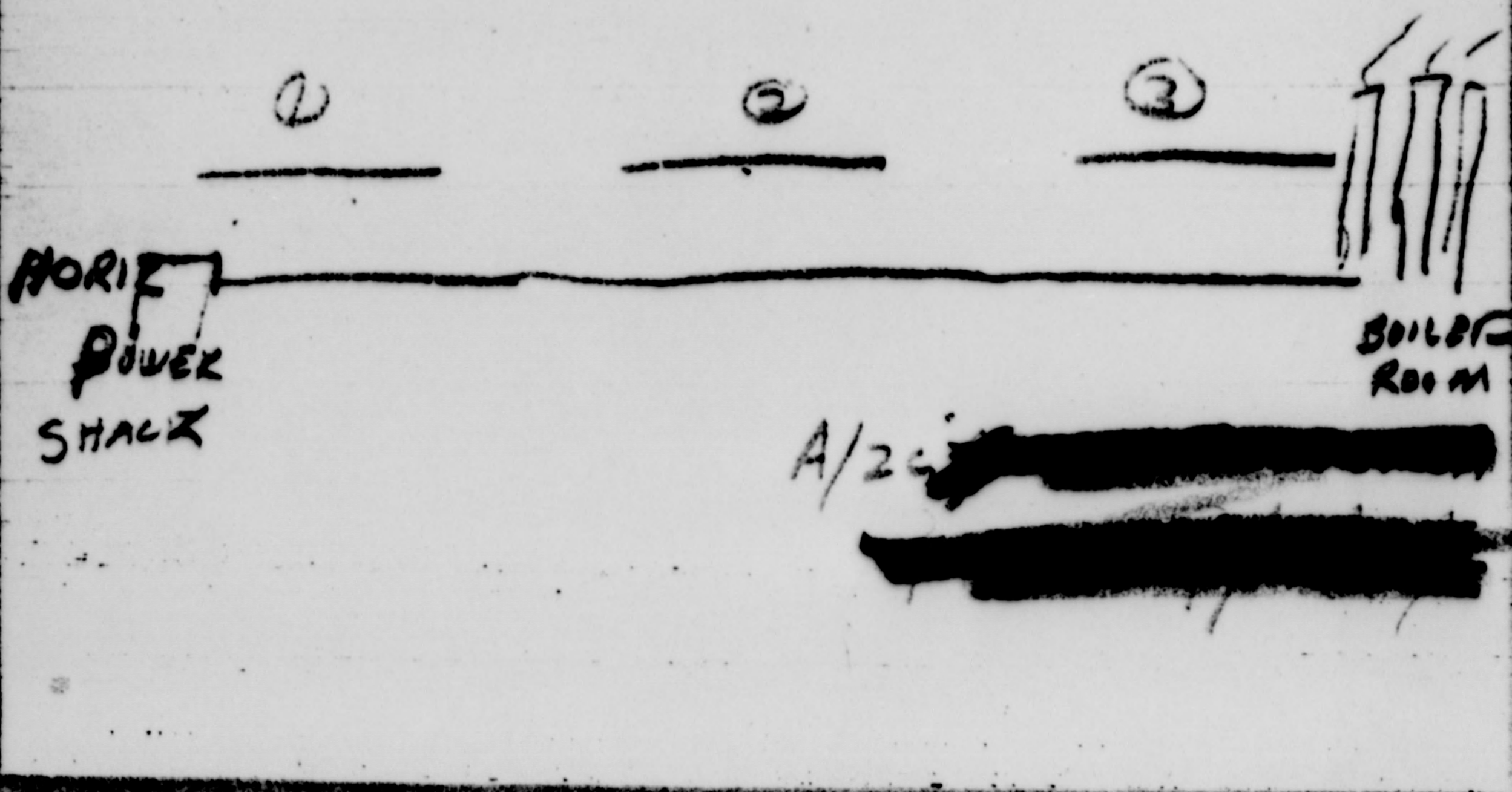
[redacted] of sound mind

do hereby state that at [redacted] flushes

the toilet twenty-four times

[redacted]

THE OBJECT SEEMED TO
BE A SHOOTING STAR AT FIRST
BUT APPEARED AND DISSAPEARED
IN AN ARC STARTING ABOUT
OVER THE PUMP ROOM AND
EXTENDING TO ABOUT THE
BOILER SHACK. I WAS LOCATED
ON TOP OF THE OPERATIONS
BUILDING, OVER THIS ARC
IT APPEARD AND DISSAPEARRED
ABOUT THREE TIMES.



I [redacted], being
of sound mind do hereby state
that I saw following occurance
happen on the twenty fifth (25th) day
of July 1952 at or around 0130 estd
standard time. Standing on the
4 operators roof I saw flashes
of light at different intervals that
appeared as if they were in one
same cycle, These flashes of light
that were seen by me appeared to
be between 15 to 30 degrees above
the horizon and seemed to leave
a trace for a second.

[redacted]

16 mm Film

July 29, 1952

Osceola, Wisc.

Multiple Observers

In Custody of Audio-Visual Archives

1975

AF FORM 112—PART II
APPROVED 1 June 1948

[redacted]

AIR [redacted] INFORMATION REPORT

From (Agency) [redacted]	Report No. [redacted]

1. [redacted]

[redacted] (1)

[redacted] (2)

[redacted] (3)

[redacted] (4)

[redacted] (5)

[redacted] (6)

[redacted] (7)

2. This report [redacted] concerns [redacted] sightings [redacted] on the nights of 19 and 20 July 1952. [redacted] Both sightings [redacted] were made [redacted] from the control tower [redacted] at the [redacted] Airport [redacted] Washington, D.C. [redacted] The observers [redacted] were [redacted] in both cases [redacted] the tower operator [redacted] and [redacted] the assistant tower operator [redacted] on duty [redacted] at the time [redacted] of the sightings. [redacted] Both [redacted] are [redacted] employees [redacted] of the [redacted] Airways [redacted] Communications [redacted] System [redacted] and [redacted] have been [redacted] employed [redacted] in this [redacted] capacity [redacted] for [redacted] approximately [redacted] two [redacted] years. [redacted] Both [redacted] are [redacted] considered [redacted] competent [redacted] observers [redacted] by their [redacted] superiors. [redacted] Their [redacted] statements [redacted] were [redacted] considered [redacted] reliable [redacted] by the [redacted] interviewing [redacted] officer. [redacted] No [redacted] other [redacted] corroborating [redacted] evidence [redacted] was [redacted] available [redacted] at the [redacted] time [redacted] of the [redacted] interview. [redacted] The [redacted] only [redacted] possible [redacted] explanation [redacted] offered [redacted] by the [redacted] observers [redacted] for the [redacted] sightings [redacted] was [redacted] that [redacted] they [redacted] were [redacted] caused [redacted] by [redacted] temperature [redacted] inversion [redacted] conditions [redacted] which [redacted] existed [redacted] at the [redacted] time. [redacted] One [redacted] (1) [redacted] of the [redacted] two [redacted] (2) [redacted] sightings [redacted] was [redacted] made [redacted] by [redacted] two [redacted] (2) [redacted] observers [redacted] and [redacted] the [redacted] other [redacted] by [redacted] three [redacted] (3). [redacted] All [redacted] observers [redacted] were [redacted] located [redacted] in the [redacted] control [redacted] tower [redacted] at the [redacted] Airport [redacted] and [redacted] were [redacted] having [redacted] coffee [redacted] when [redacted] they [redacted] noticed [redacted] the [redacted] objects [redacted] on the [redacted] radar [redacted] scope. [redacted] The [redacted] objects [redacted] appeared [redacted] just [redacted] as [redacted] suddenly [redacted] as [redacted] if [redacted] they [redacted] had [redacted] been [redacted] turned [redacted] on [redacted] by [redacted] a [redacted] switch. [redacted] They [redacted] were [redacted] first [redacted] noticed [redacted] to [redacted] the [redacted] southeast [redacted] of the [redacted] Airport [redacted] at a [redacted] distance [redacted] of [redacted] approximately [redacted] fifteen [redacted] (15) [redacted] miles [redacted] and [redacted] were [redacted] observed [redacted] to [redacted] be [redacted] proceeding [redacted] at a [redacted] speed [redacted] of [redacted] approximately [redacted] 100 [redacted] miles [redacted] per [redacted] hour. [redacted] The [redacted] objects [redacted] were [redacted] tracked [redacted] on the [redacted] radar [redacted] scope [redacted] for [redacted] approximately [redacted] thirty [redacted] (30) [redacted] minutes [redacted] before [redacted] disappearing. [redacted] During [redacted] this [redacted] period [redacted] they [redacted] were [redacted] observed [redacted] to [redacted] execute [redacted] a [redacted] number [redacted] of [redacted] maneuvers [redacted] at [redacted] speeds [redacted] ranging [redacted] from [redacted] 100 [redacted] miles [redacted] per [redacted] hour [redacted] to [redacted] approximately [redacted] 600 [redacted] miles [redacted] per [redacted] hour. [redacted] The [redacted] maneuvers [redacted] were [redacted] of [redacted] a [redacted] type [redacted] which [redacted] would [redacted] indicate [redacted] that [redacted] they [redacted] were [redacted] under [redacted] intelligent [redacted] control. [redacted] The [redacted] objects [redacted] were [redacted] tracked [redacted] on a [redacted] course [redacted] which [redacted] took [redacted] them [redacted] directly [redacted] over the [redacted] Airport [redacted] and [redacted] then [redacted] to the [redacted] northwest [redacted] at a [redacted] speed [redacted] of [redacted] approximately [redacted] 600 [redacted] miles [redacted] per [redacted] hour. [redacted] They [redacted] were [redacted] observed [redacted] to [redacted] execute [redacted] a [redacted] number [redacted] of [redacted] maneuvers [redacted] at [redacted] speeds [redacted] ranging [redacted] from [redacted] 100 [redacted] miles [redacted] per [redacted] hour [redacted] to [redacted] approximately [redacted] 600 [redacted] miles [redacted] per [redacted] hour. [redacted] The [redacted] maneuvers [redacted] were [redacted] of [redacted] a [redacted] type [redacted] which [redacted] would [redacted] indicate [redacted] that [redacted] they [redacted] were [redacted] under [redacted] intelligent [redacted] control. [redacted] The [redacted] objects [redacted] were [redacted] tracked [redacted] on a [redacted] course [redacted] which [redacted] took [redacted] them [redacted] directly [redacted] over the [redacted] Airport [redacted] and [redacted] then [redacted] to the [redacted] northwest [redacted] at a [redacted] speed [redacted] of [redacted] approximately [redacted] 600 [redacted] miles [redacted] per [redacted] hour. [redacted] In the [redacted] sighting [redacted] made [redacted] by [redacted] three [redacted] (3) [redacted] observers [redacted] the [redacted] objects [redacted] were [redacted] tracked [redacted] on a [redacted] course [redacted] which [redacted] took [redacted] them [redacted] directly [redacted] over the [redacted] Airport [redacted] and [redacted] then [redacted] to the [redacted] northwest [redacted] at a [redacted] speed [redacted] of [redacted] approximately [redacted] 600 [redacted] miles [redacted] per [redacted] hour. [redacted] In the [redacted] sighting [redacted] made [redacted] by [redacted] two [redacted] (2) [redacted] observers [redacted] the

3 Incls.
1. Series of eight (8) radar scope photographs
2. Series of three (3) radar scope photographs
3. One (1) observers signed narrative statement

Distribution by Originator

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B. Chief ATIC, ATTN: ATIAA-2c

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SECURITY INFORMATION

[redacted]

[redacted]

[redacted]

one (1) hour.

3. MANNER OF SIGHTINGS: Sightings covered by this report were made by ground electronic equipment. Type of equipment AN/CPS-6B; frequency 2725mcs to 3005Mcs; PRF 600PPS; Antenna tilt for sighting in which target was well defined blip(Reference is made to Incl #1, this report) antenna tilt was nine (9) degrees, for other sightings(Reference is made to Incl #2, this report) antenna tilt was five (5) degrees. All meter readings were normal and equipment was functioning properly.

4. LOCATION: Location of sighting station is [illegible] Targets would appear on the radar scope in a general area twenty (20) to thirty (30) nautical miles southwest to south of sighting station and after traveling southeast would disappear from the radar scope in a general area thirty (30) nautical miles southeast of sighting station(Reference is made to Incl #1 & #2, this report).

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was sent to alerting area by the 67/4th ACW Sq., controller for purpose of intercepting and/or identifying unknown targets. This aircraft was from the 109th Fir.-Interceptor Sq., Wold-Chamberlain Fld., Minneapolis, Minn. Pilot did report visually sighting unidentified flying objects but interception and/or identification was not possible. This action occurred between 2301Z and 2325Z.

10. LOCATION OF AIR TRAFFIC: One (1) F-94 type aircraft was in an area sixty (60) to seventy (70) nautical miles south and south southeast of Kalispell, Mont. 5.AM between the altitudes of 6000 to 10000 feet during the alerting period.

WILLARD L. WORDEN
Lt. Col., USAF
Commanding

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(Classification)

3. ATIAA
2. ATIB
3. C 4th

WPG158

WMX226

JEDKF 063

FP JEDEN JEDWP JEPHQ 333

DE JEDKF 01A

P 251645Z ZNJ

FM CO 574TH AC&W SQ OSCEOLA WIS

TO JEPHQ/D/I INT HQ USAF WASHDC

JEDWP/CO ATIC WRIGHT PATTERSON AFB OHIO ATIAA-2C

OJEDEN/CG ADC ENT AFB COLO

[illegible]L1/CG CADF KSC MO

CVJ/CG 31ST ADIV FT SNELLING MINN

[illegible] D/674-25-G-21. FLYORBT OBJECTS SIGHTED BOTH

ELECTRONIC AND VISUAL MEANS AT 250122S TO 250245S. SIZE UNDETERMINED.

SIZE OF BLIP VARIED. SPEEDS VARIED BETWEEN 14400 KNTS AND 20000 KNTS.

REPORTS AND COMPUTATIONS SUBMITTED BY OFFICER CONTROLLERS AND

AIRMEN ON DUTY THIS STATION AND TWO PILOTS AIRBORNE FROM 165TH

FTR INTERCEPTOR SQDN. TARGETS GENERALLY APPEARED EAST OF STATION

AND PROGRESSED SOUTH WEST. WEATHER AT SIGHTING STATION AND SIGHTING

AREA CAVU. LIGHTNING FLASHES FAR TO NORTH OF SIGHTING STATION

DURING SIGHTINGS.

251645Z JUL 74

ACTION

OPERATIONAL IMMEDIATE

W.ATIA
2.ATIA
3.C. Files

[illegible]

[illegible] JEDKF 227

[illegible] CO STATA AGAF MO OSCEOLA MIL

[illegible] JEPHQ/D/I INT MO USAF WASHINGTON DC

[illegible]/CG ATIC WRIGHT PATTERSON AFB OH IO ATIAA-2C

[illegible]/CG ADC ENT AFB COLO

[illegible]/CG CADF KSC FLO

[illegible]/CG 81ST ADIV FT SUELLING MINN

[illegible] STATE-G-E-L. FLYORET OBJECTS GROUND ELECTRONIC

[illegible] SIZE UNDETERMINED. SIZE OF ALDF VARIED, FOR SPEED SEE MEMO

[illegible] AND COMPUTATIONS. [illegible] BY OFFICER CONTROLLERS ON DUTY. A/C

[illegible] FROM 1ST FTR INTERCEPTOR SQUADRON. TARGETS APPEARED IN

[illegible] AREA SURROUNDING ST. PAUL-MINNEAPOLIS. WEATHER CAVU.

[illegible] JUL 7/K

Cy 1

Security Information

674th AIRCRAFT CONTROL AND WARNING SQUADRON
Osceola, Wisconsin

7 August 1952

AFFIDAVIT

At 0730Z, 29 July 1952, we the undersigned, began to notice targets on our radar scopes, due east of the Twin Cities. We had tilted the Antenna to 5° just prior to this because of a GCI report of an unusual object. The targets which we noted on the scopes were traveling in a northeast direction at from 50 to 60 knots, and at about 30 miles in a number were would grow. There were as many as 10 there on the scopes at one time. At times it would appear like a large formation, was being flown by several types of flying. The targets continued to appear around the area about 5 to 15 miles east to northeast of the twin Cities for an hour. These targets did not fly on the same track or the same heading. Some were making turns. The intensity was 5° on these sightings to eliminate anomalous propagation on the scopes and pick up the targets.

One large target appeared at 165° at a range of 15 miles. In less than a minute it was at 165° at 21 miles. It continued in this manner for about 70 miles and faded. At this time we had two Airpark Pilots to [illegible] and making contact, traveling over 600 [illegible] continuous track. [illegible] any detectable change. No weather of any kind was in the area. We were not receiving any electronic [illegible]

[illegible] was scrambled because of these sightings. The [illegible] pilot observed what appeared to be searchlight beams or camera [illegible] on several occasions when vectored toward the targets which were on our scopes. There were so many targets that we had the pilot patrol the general area east of St. Paul and south of the site of the 674th AC&W Squadron. The pilot observed one or two of these objects while going [illegible]. He was at 25,000 feet and these objects were [illegible] 125,000 feet.

Frank Hammond Jr
FRANK HAMMOND, JR.
1st Lt, USAF
Controller

Sven R. Johnson
SVEN R. JOHNSON
1st Lt, USAF
Controller

THIS CASE INCLUDES
TWO ENVELOPES WITH
11 PHOTO'S OF RADAR
SCOPE.