PROJECT 10073 RECORD CARD

1. DATE: 6 Aug 52

2. LOCATION: PORT AUSTIN, MICH.

3. DATE-TIME GROUP
Local 06/1119 CST
GMT 06/1719 Z

4. TYPE OF OBSERVATION
☐ Ground-Visual
XX Ground-Radar
☐ Air-Visual
☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
XX No

6. SOURCE
Radar Operator

7. LENGTH OF OBSERVATION

8. NUMBER OF OBJECTS

9. COURSE
200°

10. BRIEF SUMMARY OF INCIDENT

Radar unit at Port Austin, Michigan observed several objects which were very large and flew at speeds in excess of 1200 knots - Objects were in vicinity of Gore Bay, Canada.

11. COMMENTS

1. Occassional rain showers in area.

12. CONCLUSIONS
☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon
☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other
☐ Insufficient Data for Evaluation
XX Unknown

ATIC FORM 329 (REV 26 SEP 51)

AF FORM 112—PART I
APPROVED 1 JUNE 1949

[redacted] SECURITY INFORMATION

COUNTRY	REPORT NO.	(LEAVE BLANK)
PERU	IR-31-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Report of Unidentified Flying Objects

AREA REPORTED ON	FROM (Agency)
PERU	Air Attache, Lima, Peru

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
21 August 1952	6 August 1952	B-2

PREPARED BY (Officer)	SOURCE
Lt Col Ralph L. Brown, Air Attache	Lima press

REFERENCES (Control number, directive, previous report, etc., as applicable)
IR-30-52, 21 Aug

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

On 5 August 1952 a Panagra pilot, Captain [redacted], reported a formation of three (3) "flying disks" over the air route between Lima and Huacho (about 30 miles north of Lima) at an altitude of approximately 3000 feet. The time of the sighting was 5:13 AM EST, coinciding with a sighting of similar phenomena near the town of Chala.

COMMENTS:

This account appears to be more authentic than the one reported on 4 August (see IR-30-52). However, the fact that a similar sighting was reported at the same time is believed to be a mere coincidence since Chala is approximately 300 miles south of Lima. This sighting, together with the 4 August sighting, culminates considerable interest shown by the local press in "flying saucers", an interest which has intensified since 17 July, paralleling similar publicity in the States.

RALPH L. BROWN
Lt Col, USAF
Air Attache

_____ INCLS.

DISTRIBUTION BY ORIGINATOR

CAirC; AmSub Lima

AF FORM 112—PART I
APPROVED 1 JUNE 1948

(CLASSIFICATION)
SECURITY INFORMATION

COUNTRY		REPORT NO.	(LEAVE BLANK)
PERU		IB-30-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Report of Unidentified Flying Object

AREA REPORTED ON	FROM (Agency)
PERU	Air Attache, Lima, Peru

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
21 August 1952	5 August 1952	B-3

PREPARED BY (Officer)	SOURCE
Lt Col Ralph L. Brown, Air Attache	Lima press

REFERENCES (Control number, directive, previous report, etc., as applicable)

SUMMARY: (Enter concise summary of report. Also significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II)

1. On 4 August 1952 a "flying saucer" was reported over Lima at an altitude of approximately 1300 feet. The report was made by one [redacted] a high school official from the town of Ica. This sighting was not confirmed by any other person.

2. Following is a literal translation of the sighting as reported in La Prensa, 5 August 1952:

"A luminous disk, full-moon size, which gave off a silver light and which was flying approximately 400 meters high, was seen in the sky by a man who was walking in the third block of Avenida Iquitos. The strange object appeared south of the "La Victoria" district, and after delineating a marked angle, disappeared at the Dos de Mayo Hospital.

"The person who saw this apparition is named [redacted], 32 years old. He is from Ica and is the principal of a Los Aquijes District school. At present he is vacationing in Lima.

"Mr. [redacted] stated that at 3:45 in the afternoon he was walking on the aforementioned avenue in the direction of Avenida Grau when unconsciously he looked up into the sky and saw a rare circular object. After remaining immobile for an instant, the object suddenly turned to the left, traveled in an uneven flight path and disappeared around the Dos de Mayo Hospital.

"Mr. [redacted] states that immediately thereafter he asked passers-by if they had seen same, but they answered that they had not seen a thing."

COMMENTS:

This account was printed the same day as the photograph of three "flying saucers", taken in Salem, Mass. at our Coast Guard Station, appeared in the local press. Since considerable comment on this subject has been emanating from the States, this may be a local attempt to "get into the act". yes a W P

_____ INCLS

RALPH L. BROWN
Lt Col, USAF
Air Attache

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AF FORM 112—PART I
APPROVED 1 JUNE 1949

[redacted] SECURITY INFORMATION

Off-50062

COUNTRY	REPORT NO.	(LEAVE BLANK)
PERU	IR-31-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Report of Unidentified Flying Objects

AREA REPORTED ON	FROM (Agency)
PERU	Air Attache, Lima, Peru

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
21 August 1952	6 August 1952	B-2

PREPARED BY (Officer)	SOURCE
Lt Col Ralph L. Brown, Air Attache	Lima press

REFERENCES (Control number, directive, previous report, etc., as applicable)
IR-30-52, 21 Aug

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

On 5 August 1952 a Panagra pilot, Captain [redacted], reported a formation of three (3) "flying disks" over the air route between Lima and Huacho (about 30 miles north of Lima) at an altitude of approximately 3000 feet. The time of the sighting was 5:13 AM EST, coinciding with a sighting of similar phenomena near the town of Chala.

COMMENTS:

This account appears to be more authentic than the one reported on 4 August (see IR-30-52). However, the fact that a similar sighting was reported at the same time is believed to be a mere coincidence since Chala is approximately 300 miles south of Lima. This sighting, together with the 4 August sighting, culminates considerable interest shown by the local press in "flying saucers", an interest which has intensified since 17 July, paralleling similar publicity in the States.

RALPH L. BROWN
Lt Col, USAF
Air Attache

_____ INCLS.

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AIC 7-919-1

AIC 7-919

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
Air Attache, Lima, Peru	IR-31-52	

Following is a literal translation of sighting of "flying saucers" as reported in La Prensa, 6 August 1952:

"A formation of three "flying disks" maneuvering at great speed in the air route between Lima and Huacho at 3000 feet altitude was seen yesterday morning at 5:13 AM by the crew of a Panagra plane traveling to Guayaquil. The same phenomen of these strange objects, which have aroused different opinions and controversies, was observed at the same hour, 5:13 AM, at Punta de Lomas, near Chala, by the Meteorology Service which the Peruvian Corporation of Airports has installed in that location.

"The pilot of the DC-3, Capt [redacted] sent a radio message to Limatambo Airport stating that the crew, formed by the Captain, Copilot [redacted] and [redacted], after 20 minutes of flight noted the presence of three strange luminous objects which were flying in correct formation and at great speed around the DC-3, steering southeast of the Panagra plane, and which later became lost in space.

"[redacted] an official of Panagra who received Capt [redacted] message, stated that the aforementioned Captain is one of Panagra's most experienced pilots and has a record of 8,500 hours on the Lima-Guayaquil-Cali-Panama route.

"The presence of this formation of three "flying disks" in the skies of the Peruvian coast once again manifests the appearance of these strange objects which have been observed in different parts of the Republic on various occasions. This is the first time that the "flying disks" have been observed in formation in the Peruvian sky.

"The information given by the crew members of the Panagra DC-3 coincides with the information furnished by [redacted] which we published yesterday. Mr. [redacted] stated that he had seen a flying disk in the sky over Lima near Avenida Iquitos.

"CALI, Colombia, 5 (UP). Panagra pilot [redacted], who arrived here today from Lima, stated that he saw three "flying disks" at dawn, exactly 13 minutes after taking off from Limatambo Airport.

"[redacted] stated that he and Copilot [redacted] observed during 15 or 20 seconds three objects which were traveling from northwest to southeast in "V" formation, intensely illuminated like a white light alternating with a reddish-blue color.

"[redacted] believes the objects were traveling at approximately 1500 kilometers per hour. They passed at a distance of about 2 kilometers from the plane which was flying at 5500 feet altitude.

"[redacted] described the objects, which should have passed directly over [redacted] as disks of 200 feet diameter with tails.

"[redacted] is a native of Chicago, 35 years old, with 17 years as a military and civil pilot. He stated that he did not believe in the so-called "flying disks", but that now he is clearly convinced of their existence."

ACTION

AUG 1952 09 12

INFO

1. ATIAD
2. ATIA
3. C. Files

25

1952 AUG 6 16:42

WYEX530

JEDBW 042

RR JEPHQ JEDWP JEDEN 333

DE JEDBW 54R

R 061450Z

FM CO 754TH AC&W SQ PORT AUSTIN MICH

TO JEPHQ/HQ USAF 25 WASHDC DIR/INTEL

JEDWP/AIR TECH INTEL CONTER WRIGHT PATTERSON AFB OHIO ATTN ATIAA-2C

JEDEN/CG ENT AFB COLO SPRINGS COLO

ZEN JEDBW/30TH ADIV DEF WILLOW RUN APRT BELLEVILLE MICH ATTN DIR/INTEL

[redacted] SUCURITY INFO INT 0214 PD FLYOBRT PD AT ZERO SIX SERO SEVEN ONE NINE AN UNIDENTIFIED OBJECT WAS PICKED UP ON THE RADAR SCOPE OF THIS STATION PD OBJECT WAS FIRST PLOTTED IN THE VICINITY OF GORE BAY CMA CANADA PAREN JULIET BRAVO ONE FIVE ONE ZERO PAREN ON A HEADING OF TWO ZERO ZERO ESTIMATED SPEED TWELVE HUNDRED KNOTS PD FOUR SUBSEQUENT FLIGHTS WERE PLOTTED ON HEADINGS TWO ZERO ZERO DEGREES CMA SERO THREE ZERO AND ZERO FIVE ZERO AT SPEEDS FROM EIGHT HUNDRED TO TWELVE HUNDRED KNOTS PD ALL PLOTS WERE ESTIMATED TO BE THREE MILES LONG AND TWO MILES WIDE ON THE RADAR SCOPE PD RADAR SET IS AN ALFA NECTAR

AF FORM 112—PART I
APPROVED 1 JUNE 1948

(CLASSIFICATION)
SECURITY INFORMATION

COUNTRY		REPORT NO.	(LEAVE BLANK)
PERU		IR-30-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Record of Unidentified Flying Object

AREA REPORTED ON	FROM (Agency)
PERU	Air Attache, Lima, Peru

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
21 August 1952	5 August 1952	B-3

PREPARED BY (Officer)	SOURCE
Lt Col Ralph L. Brown, Air Attache	Lima press

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.)

1. On 4 August 1952 a "flying saucer" was reported over Lima at an altitude of approximately 1300 feet. The report was made by one [redacted] a high school official from the town of Ica. This sighting was not confirmed by any other person.

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"The person who saw this apparition is named [redacted], 32 years old. He is from Ica and is the principal of a Los Aquijes District school. At present he is vacationing in Lima.

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"Mr. [redacted] states that immediately thereafter he asked passers-by if they had seen same, but they answered that they had not seen a thing."

COMMENTS:

This account was printed the same day as the photograph of three "flying saucers", taken in Salem, Mass. at our Coast Guard Station, appeared in the local press. Since considerable comment on this subject has been emanating from the States, this may be a local attempt to "get into the act". yes a h q

_____ INCLS.

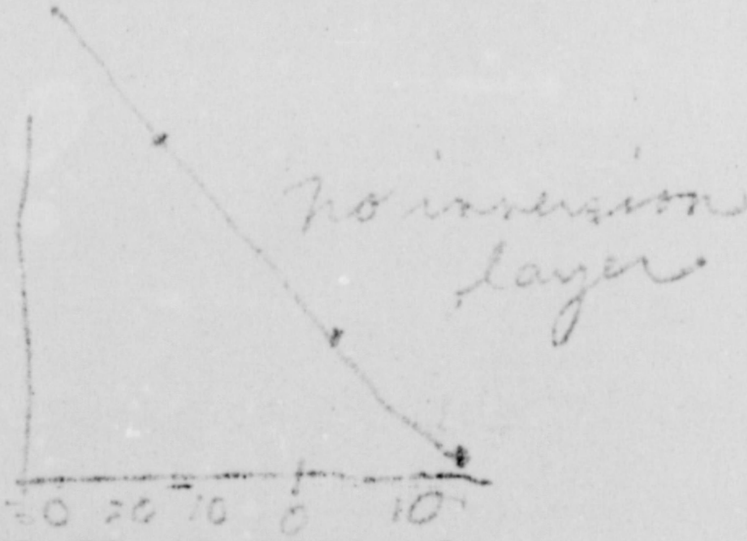
RALPH L. BROWN
Lt Col, USAF
Air Attache

DISTRIBUTION BY ORIGINATOR

CAirC;AmEmb Lima

SLASH FOXTROT PAPA SIERRA DASH THREE PD ALL PLOTS WERE OBSERVED IN THE MIXED NORMAL METRO TANGO INDIA POSITION PD ALTITUDES ARE ESTIMATED AS OVER TWO FIVE ZERO ZERO ZERO BASED ON POSITION OF INITIAL PICK UP PD ALL OBSERVERS ARE QUALIFIED IN THEIR FIELD CMA ARE CONSIDERED RELIABLE AND HAVE TWO YEARS EXPERIENCE IN AIRCRAFT CONTROL AND WARNING PD WEATHER IN NORTHERN MICHIGAN AT TIMES OF SIGHTINGS WAS BROKEN STRATA CUMULUS FOUR ZERO ZERO ZERO FOOT BASES CMA TOPS SEVEN ZERO ZERO ZERO MEAN SEA LEVEL PD OVERCAST BASES ONE SIX ZERO ZERO ZERO FEET MSL TOPS ONE NINE ZERO ZERO ZERO FEET MSL AND OCCASIONAL RAIN SHOWERS PD WINDS ALOFT DURING THE PERIOD WERE AS FOLLOWS CLN

5000 FT	280/20	TEMP PLUS 12
10000 FT	270/30	TEMP PLUS 1
20000 FT	300/25	TEMP MINUS 15
30000 FT	280/40	TEMP MINUS 36



NO INTERCEPTION WAS ATTEMPTED PD LAST PLOT WAS OBSERVED AT ZERO ZIX SEVEN FIVE TOW ZEBRA PD THE ONLY LOCAL TRAFFIC DURING YHE PERIOD WAS A TRANS CANADIAN AIRLINES DC-4 FLIGHT 9 WHICH WAS PLOTTED AT ZERO SIX ZERO SEVEN FIVE FOUR AT JULIET QUEBEC ON FIVE FIVE ZERO PD THIS FLIGHT WAS ON A NORTH WED HEADING WITH DESTINATION SAULT STE MARIE PD

06/1700Z AUG JEDBW

Cy 1

6 August 1952, Gore Bay, Canada and Port Austin, Michigan

Report appears to be reliable. However, the possibility of electronic interference should not be discarded as suggested in the report.

[redacted]
18 September 1952

[redacted]

[redacted]TION: [redacted]
HQ: 754TH ACW SQUADRON
ATTN: COMMANDING OFFICER
DATED: 9 Aug 1952
INITIAL:

HEADQUARTERS
754TH AIRCRAFT CONTROL AND WARNING SQUADRON
Port Austin, Michigan

AUG 15 1952

INT 319.1

9 August 1952

SUBJECT: Report of Unidentified Flying Objects

THRU: Commanding General
30th Air Division (Defense)
Willow Run Airport
Belleville, Michigan
ATTN: Director of Intelligence

TO: Director of Intelligence
Headquarters USAF
Washington 25, D. C.

In compliance with Air Force Letter 200-5, dated 29 April 1952, transmitted herewith is Report of Unidentified Flying Objects, 8 August 1952.

FOR THE COMMANDING OFFICER:

1 Incl
5 cys Report of Unidentified Flying Objects

[redacted]
2nd Lt, USAF
Adjutant

Info cc:
Chief
Air Intelligence Center
ATTN: ATIAA-2c
Wright-Patterson AFB, Ohio

When inclosures are withdrawn or not attached, the classification of SECRET on this correspondence will be canceled in accordance with paragraph 25A, AFR 205-1.

[redacted]

AF FORM 112—PART I
APPROVED 1 JUNE 1948

SECRET
(CLASSIFICATION)

HQ : 754TH AC&W SQUADRON
AU : COMMANDING OFFICER
DATED: 8 Aug 1952

COUNTRY	REPORT NO.	(LEAVE BLANK) INITIAL:
USA		AWA

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Report of Unidentified Flying Objects

AREA REPORTED ON	FROM (Agency)
Lake Huron	754th AC&W Squadron, Port Austin, Michigan

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
8 August 1952	6 August 1952	B-3

PREPARED BY (Officer)	SOURCE
Captain Roy W Anderson	Personnel of the 754th AC&W Squadron

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFL 200-5, 29 April 1952 TWX, 754th AC&W Sqdn INT 0214, 0614502 Aug 52

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.)

1. The following report is submitted on the observance of unusual flying objects by personnel of the 754th AC&W Squadron, Port Austin, Michigan. Personnel concerned report having observed these flying objects by electronic means at 0719Z, 6 August 1952, flying at the excessive speed of 1200 knots.

2. Identification of these objects remains unknown. A complete investigation of all possible circumstances failed to disclose the identity of the objects or any falsified or imaginative statements by the observer personnal.

APPROVED:

Roy W Anderson

ROY W ANDERSON
Captain, USAF
Intelligence Officer

6 INCLS.
6 Incls
1. Flight Plan Chart
2. Recorders Log
3. Narrative Lt [redacted]
4. Narrative A-1C Head
5. [illegible]

DISTRIBUTION BY ORIGINATOR

1 cy - Director of Intelligence, Hq USAF, Washington 25, D.C.
1 cy - Chief, Air Technical Intelligence Center, ATTN: ATIAA-2c, Wright-Patterson
1 cy - [illegible]

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
754th AC&W Sqdn, Port Austin, Mich		

1. The following unusual radar targets were observed by personnel of the 754th AC&W Squadron.

a. The radar images appeared to be one aircraft. The size of the images on the radar scope was estimated to be three miles long and one half mile wide, with speeds in excess of 1200 knots. The radar tracks, as plotted by this station, are displayed on inclosure #1.

b. The first object was observed at 0719Z, 6 August 1952; five flights were seen during the period. The last observation was at 0752½Z, 6 August 1952 (Reference Incls #1 and #2).

c. The electronic equipment employed at time of observance was a AN/FPS-3. The location of the equipment is Port Austin, Michigan; Longitude 83° W, Latitude 44° 02' 30" N - Georef Grid HQ 0202. Antenna elevation of station is approximately 676.66 feet Mean Sea Level. Frequency is 1295 megacycles.

d. The object's radar image was initially detected at 024°, 140 nautical miles from the station - Georef Grid JB 1510 at 0719Z on a 200° heading and tracked to a point at 024° - 105 miles Georef Grid HA 5535. Track number 2 was detected at 025° - 160 miles from the station - Georef JB 3025 at 0723Z on a 200° heading and tracked to a point 030° 103 miles - Georef JA 0530. Track number 3 was detected at 046° 137 miles from the station - Georef Grid KA 0833, at 0747Z on a 050° heading, and tracked to a point 200 miles, the limit of the radar coverage, Georef Grid LB 1515. Track four was detected at 050° 118 miles from the station - Georef Grid JA 5515 at 0748Z on a heading of 050° and tracked to a point 200 miles from the station - Georef Grid 2010 LB (Reference Incl #1, Overlay of Tracks and Incl #2, Recorders Log).

e. The object is believed to have been at an altitude of over 30,000 feet. Calibration charts were used to obtain this estimate as no height finder equipment is available at this station.

f. The following officer and airmen observed the reported tracks:

1st Lt [redacted], Senior Controller
A- [redacted] Control Technician
S-SGT [redacted], Radar Maintenance

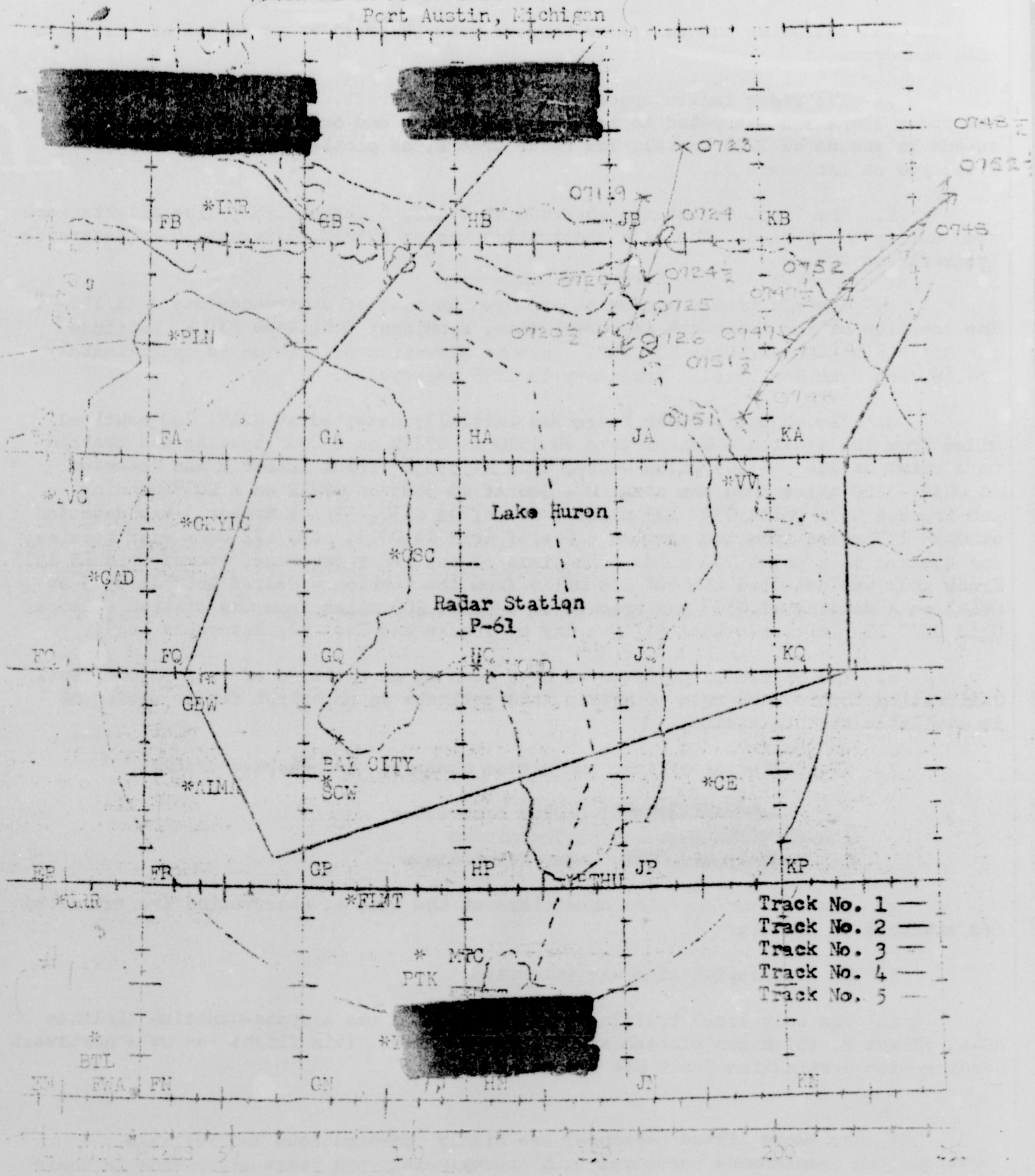
g. The weather and wind conditions at the time of observation are extracted and attached as inclosure #6.

H. No intercept action was attempted.

i. The only local traffic during the period was a Trans-Canadian Airlines DC-4, Flight 9, which was plotted at 0754Z at JQ 1540. This flight was on a northwest heading with destination Sault Ste Marie.

j. The above listed personnel are highly consedientious and reliable operations and maintenance personnel with approximately two years experience in their respective fields, (References: Incls #3, #4 and #5, narrative statements of observers).

FLIGHT PLAN
754TH AIRCRAFT CONTROL AND WARNING SQUADRON
Port Austin, Michigan



[redacted] [redacted]

(SECRET WHEN FILLED IN)

RECORDERS LOG

DATE (Z) 6 August 52

PAGE NO. 1 of 2

STATION NO. [redacted]

IDENTITY	GRID COORD	COURSE	TIME	TRACK NO.	ALT.	EST. SPEED	NO. ACFT.	REMARKS
Unk.	JB 1520	200	0719	FS-1	30 plus	1200	1	
	JA 0548		0720					
	KA 3535		0720½					Faded 0722
Unk.	JB 3025	200	0723	FS-2	30 plus	800		
	JB 2205		0724					
	JA 1650		0724½					
	JA 1542		0725					
	JA 0530		0726					Faded 0727
Unk.	KA 0833	030	0747	FS-3	30 plus	1200		
	KA 3545		0747½					
	LB 0208		0748					
	LB 1515		0748½					Left scope
Unk.	JA 5515	050	0748	FS-4	30 plus	1200		
	KA 1530		0748½					
	KA 3543		0749					
	KA 5955		0749½					
	LB 1909		0750					Left scope
Unk.	JA 5010	050	0751	FS-5	30 plus	1200		
	KA 0829		0751½					
	KA 1543		0752					

TAKEN BY [redacted] RECORDED [redacted]

*Put check mark in margin opposite first plot of each penetrating track.
**Enter identity only at time and postion of identification.

(SECRET WHEN FILLED IN)

[redacted]

[redacted]

(SECRET WHEN FILLED IN)

RECORDERS LOG

DATE (Z) 6 August 52

PAGE NO. 2 of 2 STATION NO. P-61

IDENTITY	GRID COORD	COURSE	TIME	TRACK NO.	ALT.	EST. SPEED	NO. ACFT.	REMARKS
Unk.	LB 2010	050	0752½	FS-5	30 plus	1200		Left Scope

[redacted]
[redacted]
Capt, USAF
Intelligence Officer

TOLLER A/3C [redacted] RECORDER A/3C [redacted]

*Put check mark in margin opposite first plot of each penetrating track.
**Enter identity only at time and postion of identification.

(SECRET WHEN FILLED IN)

[redacted]

[redacted] [redacted]

On the 6th of August, 1952, at 0719Z an unidentified target was observed on our radar scopes in the vicinity of Cora Bay, Ontario. This blip had the appearance and size of a multi-engine aircraft, but manner of flight and excessive speed was not characteristic of normal plots handled by this station.

The above phenomenon caused us to plot this target and notify ADCC of same. Radar maintenance men on duty at the time did not believe that the blip was caused by interference from adjacent stations.

The target when first observed was on a 200° heading into our station, and faded within a range of 70 miles. It then reappeared at a range of 80 miles on an outbound course of 050°. Speed was estimated in excess of 800 knots. At the time of last detection, the target was at a range of 200 miles.

[redacted]
1st Lt, USAF
Controller

[redacted]

e4355 19

[redacted] [redacted]

At 0719Z, on the 6th of August 1952, an unknown target appeared on our radar scopes. The initial pickup was located northeast of our station near Gore Bay radio, at a range of 180 miles. Two subsequent plots established a track on a heading of 200 degrees, with a speed estimated at 800 to 1200 knots. This track did not have the appearance of a track normally plotted by this station. ADCC was notified and the information was passed on to EADF.

The target faded at a range of 70 miles, and reappeared on a heading of 50 degrees. Radar operators plotted the track to maximum range, on the same heading, and at the same speed mentioned above.

The entire maintenance crew on duty at the time witnessed the incident, and did not believe the target to be interference from another station.

[redacted]
A 1C, USAF
Control Technician

[redacted]

[redacted]

On the morning of August 6, at approximately 0220 EST, I observed on the radar scope what seemed to be targets traveling at very high speeds, estimated to be well above eight hundred knots an hour.

These targets were painting at a slight angle, not perpendicular to the sweep which is abnormal and would lead one to believe that the targets were caused by interference from another radar set. If it was interference, it was not like any that I have ever seen on this radar set.

The returns looked very much like ordinary targets except for the slight angle at which they were painting. I would say that if these targets occurred between this station and another station which was transmitting on a frequency within two megacycles of our transmitter frequency, they could be definitely classified as interference.

However, since these returns were seen traveling in two different directions, at least thirty degrees apart, and it is improbable that there are two more radar sets within our range transmitting on the same frequency, I would say that these returns were caused by some other phenomenon other than interference.

[redacted]
S SGT, USAF
Shift Chief - Maintenance

[redacted]

EXTRACT OF WEATHER FORECAST

30TH AIR DIV NINE HOUR FORECAST

TIME: 06/0500Z TO 06/1400Z

SYNOPTIC SITUATION: LOW CENTERED IN QUEBEC MVNG TO THE EAST WITH CD FNT CENT ALONG THE EAST CST AND INTO W VA ERN KY N MRN TENN BCMNG WARM IN MRN ARK INTO SMALL LOW IN WRN OKLAHOMA WITH WAVE DEVELPPING IN THAT AREA. SECONDARY CD FNT LOCATED FROM LOW IN CANADA THRU N DAK MVNG SLOLY EXPECTED TO ACCELERATE AND MOVE INTO DULUTH BY THE END OF THE PD.

* *

OCSNL PATCHES OF SC BASES 4000 FT TPS 7000 WITH BKN SC IN NRN MICH BASES 4000 FT TPS 7000 FT MSL ASSOCIATED WITH OVC AS BASES 16000 FT MSL.

* *

SCTD RW DOMINATING IN CU AREAS.

* *

WINDS ALOFT & TEMPERATURES:

5000	280/20 Plus 12
10000	270/30 Plus 1
20000	300/25 Minus 15
30000	280/40 Minus 36

THIS IS A TRUE CERTIFIED COPY:

Roy W Anderson

ROY W ANDERSON
Captain, USAF
Intelligence Officer

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
ATIL Office, D/I FEAF	IR-35-52	PAGE 1 OF 1 PAGES

Statement of 1st Lt. Wesley R. Holder

At 0000I, I was scrambled to investigate an unidentified object reported by a control tower operater at Haneda. The object was reported to be in the Tokyo Bay area in an orbit to the starboard at an estimated altitude of 5,000 feet. I observed nothing of an unusual nature in this area however at 0016I when vectored by Hi Jinx on a heading of 320 degrees and directed to look for a bogie at 1100 o'clock 4 miles, Lt. Jones made radar contact at 10 degrees port at 6000 yards. The point moved rapidly from port to starboard and disappeared from the scope. I had no visual contact with the target. Soon after this contact the search was abandoned. I continued to search the Tokyo Bay area independently until 0120. The weather was .3 to .4 cloud covered at an estimated altitude of 14,000 feet with exceptional visibility of 60-70 miles. The only known air traffic at this time was a C-54 in the pattern at Haneda and another C-54 over Johnson about 30 minutes later.

State of 1st Lt. Aaron M. Jones

At 0000I, Lt. Holder and I were scrambled to investigate an unidentified target over Tokyo Bay. Upon becoming airborne we immediately took up a heading for Tokyo Bay. At 0009 Hi Jinx reported a target at our 9 o'clock position. Visual contact was made at 0010 with this target and identified as a C-54. We then started a starboard searching orbit under GCI control south east of Haneda Air Base. At 0015 Hi Jinx gave us a vector of 320 degrees. Hi Jinx had a definite radar echo and gave us the vector to intercept the unidentified target. Hi Jinx estimated the target to be at 11 o'clock to us at a range of 4 miles. At 0016 I picked up a radar contact at 10 degrees port, 10 degrees below at 6,000 yards. The target was rapidly moving from port to starboard and a "lock on" could not be accomplished. A turn to the starboard was instigated to intercept target which disappeared onscope in approximately 90 seconds. No visual contact was made with the unidentified target. Hi Jinx was then contacted and they were unable to give us another vector because they also had lost radar contact with the unidentified target. We continued our search over Tokyo Bay under Hi Jinx control. At 0033 Hi Jinx released us from scrambled mission. The only other aircraft intercepted during this mission was at 0100. This aircraft was identified as a C-54 on course of 350 degrees altitude 5,000 feet, and 180K. We noticed nothing of unusual nature from this time until we landed at 0120.

6/37 10

6

Incl. #9

CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 1 OF 1 PAGES
ATIL Office, D/I FEAF	IR-35-52	

S T A T E M E N T

At approximately 2330 hours, 5 August 1952, while on duty as Controller at Detachment #4, 528th Aircraft Control & Warning Group, I received a call from Haneda tower operator that they could see a bright light out over Tokyo Bay, Northeast of their station at approximately 1000 to 1500 feet.

I relayed this information to ADCC and started checking for an indication on the radar scope on both high and low beam. There were three (3) or four (4) blips on low beam but none I could definitely get a movement on or none I could get a reading on the HRI scope.

At 2345 hours I was relieved by Lt. Albert.

/s/ Melvin E. Rawlins
/t/ MELVIN E. RAWLINS
1st Lt., USAF

20

Incl: #4

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
ATIL Office, D/I FEAF	IR-35-52	PAGE 1 OF 1 PAGES

S T A T E M E N T

The undersigned officer reported for work at Site #4 at 2345I, 5 August 1952. Controller being relieved informed me of an unusual sighting reported to him by Haneda tower operator. This was reported to me as being a lighted object hovering NE of Haneda. After discussion with ADCC controller, it was decided that an F-94 should be scrambled to investigate.

At the time of scramble, I had what was believed to be the object in radar contact. The radar sighting indicated the object to be due south of this station over Tokyo Bay and approximately eight (8) miles NE of Haneda. The target was in a right orbit moving at varying speeds. It was impossible to estimate speed due to the short distance and times involved.

The F-94 reported in airborne at 0004I, 6 August 1952, the call sign was Sun Dial 20. Sun Dial 20 was told to vector Tokyo Bay area and maintain 5,000 feet. At this time, I had negative radar contact with the target. Sun Dial 20 was ordered to search the Tokyo Bay area keeping a sharp lookout for any unusual occurrences. The object was again sighted by radar at 0017I on a starboard orbit in the same area as before. Sun Dial 20 was vectored to the target. He reported contact at 0025I and reported loosing contact at 0028I. Sun Dial 20 followed the target into our radar ground clutter area and we were unable to give Sun Dial 20 further assistance in re-establishing contact. Sun Dial 20 again resumed his visual search of the area until 0114I, reporting negative visual sighting on this object anytime.

Members of my crew were outside at reported time of above occurrences and were unable to sight anything unusual. All of the above information was reported to ADCC Controller during and following the incident.

Type radar used at this station is AN/CPS-1 and AN/CPS-4. Both pieces of equipment appeared to be functioning normally. Height information was unavailable due to nearness of target to our clutter area.

/s/ Henry E. Albert
/t/ HENRY E. ALBERT
1st Lt., USAF

19

Incl. #3

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Wing Intelligence 35th Ftr-Intcp Wg, APO 994	IR 1-52	PAGE 2 OF 3 PAGES

1. Description of Object: Description of Object is unavailable inasmuch as radar was the only contact made.

2. Time of Sighting: Radar Controller at Site #4 made first contact with object at 2330 hours 5 Aug 52. It was lost and picked up a second time. At 0001I the object was picked up again. At 0016I 6 Aug 52 the object was picked up on the radar scope of the F-94. It was tracked by the F-94 for 90 seconds before it was lost for good.

3. Manner of Observation: Ground: AN/CPS-1 Search Radar with modification of MK-533/CPS-1. AN/CPS-4 Height Finder and AN/CPX-1 IFF. Air: APG-33 Scope on F-94B.

4. Location of Observer: Location of GCI Site # 4 is 140 deg 02 min east. 35 deg 48 min north. Location of F-94 at initial pickup was 139 deg 54 min east, 35 deg 48 min north. The unidentified object was lost at 140 deg 00 min east, 35 deg 52 min north.

5. Identifying Information: All radar controllers, the ADCC controller and the pilot and radar observer are considered reliable sources.

6. Weather and Winds Aloft: Weather during the time of incident was exceptionally good. There was approximately 3/10th cloud cover at 14,000 ft approximately 10 miles north and 10 miles south of the contact area. Winds aloft during time of contact is as follows: At sea level from 240 deg at 14 knots; at 1,000 from 190 deg at 19 knots; at 2,000 feet from 200 deg at 23 knots; at 3,000 feet from 200 deg at 18 knots; at 4,000 feet from 200 deg at 18 knots; at 5,000 feet from 200 deg at 20 knots; at 6,000 feet from 200 deg at 17 knots; at 7,000 from 190 deg at 12 knots; at 8,000 feet from 190 at 10 knots; at 9,000 from 190 deg at 11 knots; at 10,000 from 190 deg at 13 knots.

7. Possible Explanation of Sighting: No applicable information.

8. Physical Evidence: None

9. Action Taken: F-94B of 339th F-I Sq was scrambled at 0000I from Johnson Air Base. Radar contact was made at 0016I. Contact was lost at 0018I.

10. Air Traffic: One C-54 was sighted visually at 139 deg 45 min east, 35 deg 35 min north. Aircraft was in traffic pattern at Tokyo International Airport at altitude of 1300 feet, heading 355 deg at 160 knots at 0010I. One other C-54 was sighted over Johnson at approximately 0040I.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Wing Intelligence 35th Ftr-Intep Wg, APO 994	IR 1-52			

Statement of 1st Lt Henry E. Albert, Controller at Shiroi (cont'd)

The F-94 reported in airborne at 0004I, 6 August 1952, the call sign was Sun Dial 20. Sun Dial 20 was told to vector Tokyo Bay area and maintain 5,000 feet. At this time, I had negative radar contact with the target. Sun Dial 20 was ordered to search the Tokyo Bay area keeping a sharp lookout for any unusual occurances. The object was again sighted by radar at 0017I on a starboard orbit in the same area as before. Sun Dial 20 was vectored to the target. He reported contact at 0025I and reported loosing contact at 0028I. Sun Dial 20 followed the target into our radar ground clutter area and we were unable to give Sun Dial 20 further assistance in reestablishing contact. Sun Dial 20 again resumed his visual search of the area until 0114I, reporting negative visual sighting on this object anytime.

Members of my crew were outside at reported time of above occurances and were unable to sight anything unusual. All of the above information was reported to ADCC Controller during and following the incident.

Type radar used at this station is AN/CPS-1 and AN/CPS-4. Both pieces of equipment appeared to be functioning normally. Height information was unavailable due to nearness of target to our clutter area.

1st Lt Henry E. Albert is stationed at Shiroi and is not immediately available to sign narrative statement.

0028 I
0300

AF AM 112—PART I
SUPERSEDES 1 JUNE 1948

[redacted]
(CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
JAPAN	IR 1-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: FLYOBRPT

AREA REPORTED ON	FROM (Agency)
Tokyo Area	Wg Int, 35th Ftr-Intcp Wg, APO 994

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
15 August 1952	8 August 1952	B-2

PREPARED BY (Officer)	SOURCE
JOHN H. SIDENBERG, Capt, USAF, Wg Int Off	339th Ftr-Intcp Sq, and 528th AC&W Gp, APO 994

REFERENCES (Control number, directive, previous report, etc., as applicable)
Msg, 35th Ftr-Intcp Wg, Cite: JB 5114 INT

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.)

The following report is of radar contact in the Tokyo area with an unidentified object which was made by a search radar set of the 528th AC&W Group and by an airborne radar set on an F-94B airplane.

APPROVING OFFICER:

John H. Sidenberg
JOHN H. SIDENBERG
Captain, USAF
Wing Intelligence Officer

7-3719-9
1003360

#254

2 [redacted] INCLS.

Statements of Lt Holder, Lt Jones, Lt Day, Lt Rawlins, Lt Albert, and map of Tokyo area.

A-2 LOG No. 2-1669

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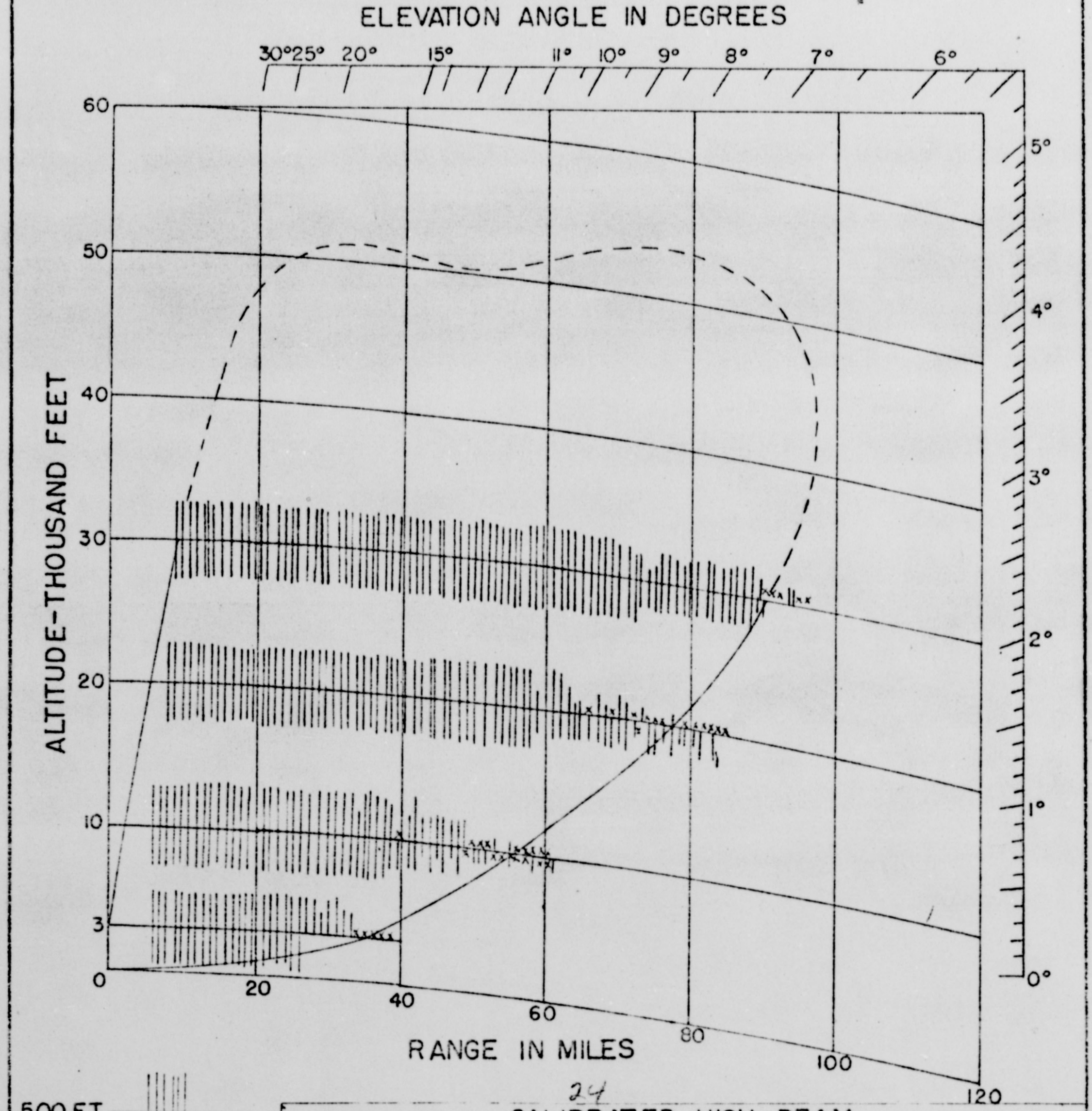
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AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE OF PAGES
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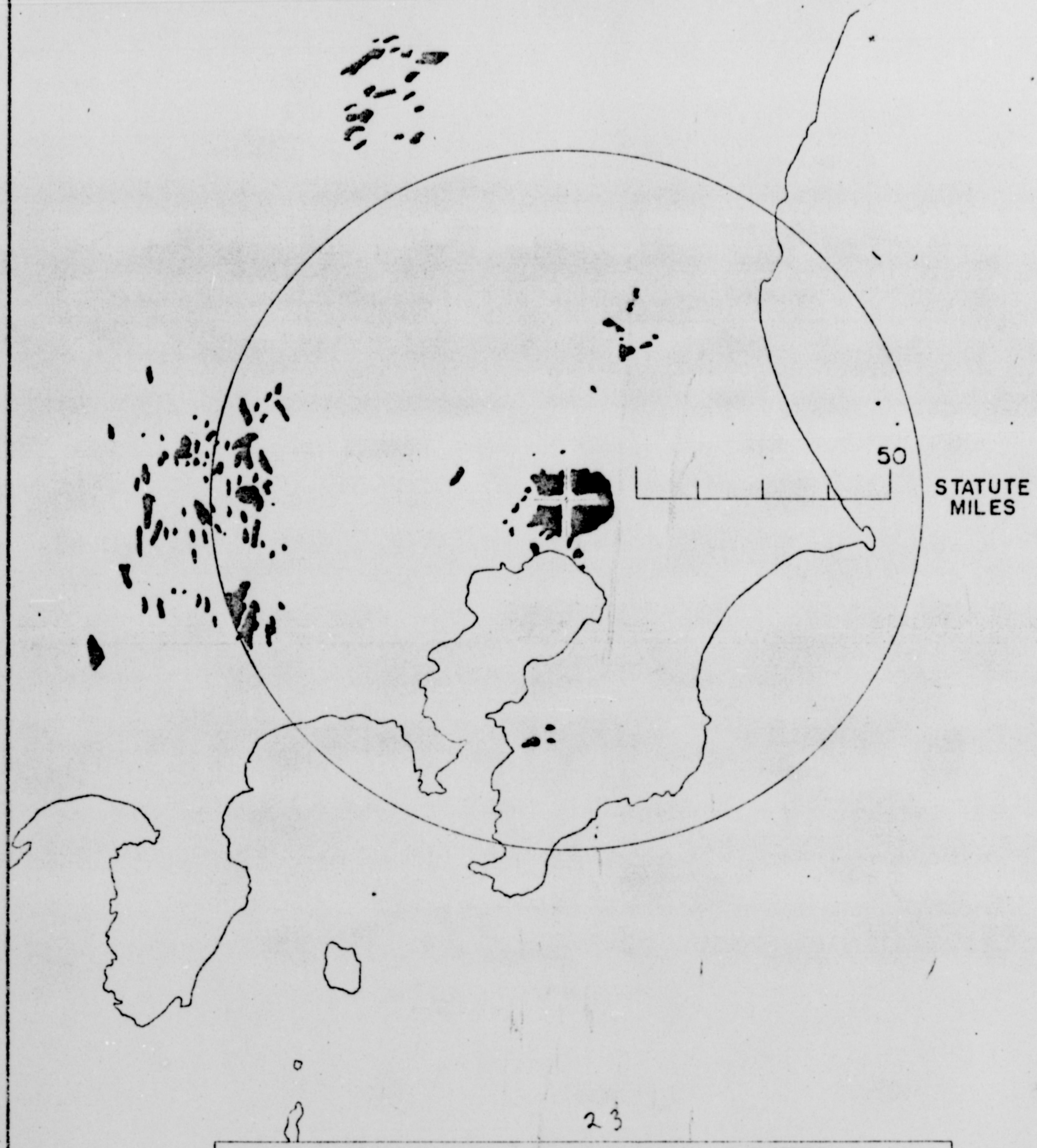
24

CALIBRATED HIGH BEAM VERTICAL COVERAGE DIAGRAM

STATION: SITE N° 4 — DATE 14 JUNE 1952
TYPE RADAR AN/CPS-1 — FREQUENCY: 10 CM
ANT HEIGHT 117 FT ABOVE S L — ANT TILT 3°
TYPE AIRCRAFT B-29 — ANT RPM 4
AZIMUTH: 210° (30,000 AT 310°)
LEGEND: PLOTS, STRONG | MEDIUM ¦WEAK ¦ FADE X
COMPILED BY 10TH RADAR CALIBRATION SQUADRON — APO 328

AIR INTELLIGENCE INFORMATION REPORT

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ATIL Office, D/I FEAF	IR-35-52			



23

10,000 FT. HIGH BEAM CALIBRATED HORIZONTAL COVERAGE DIAGRAM

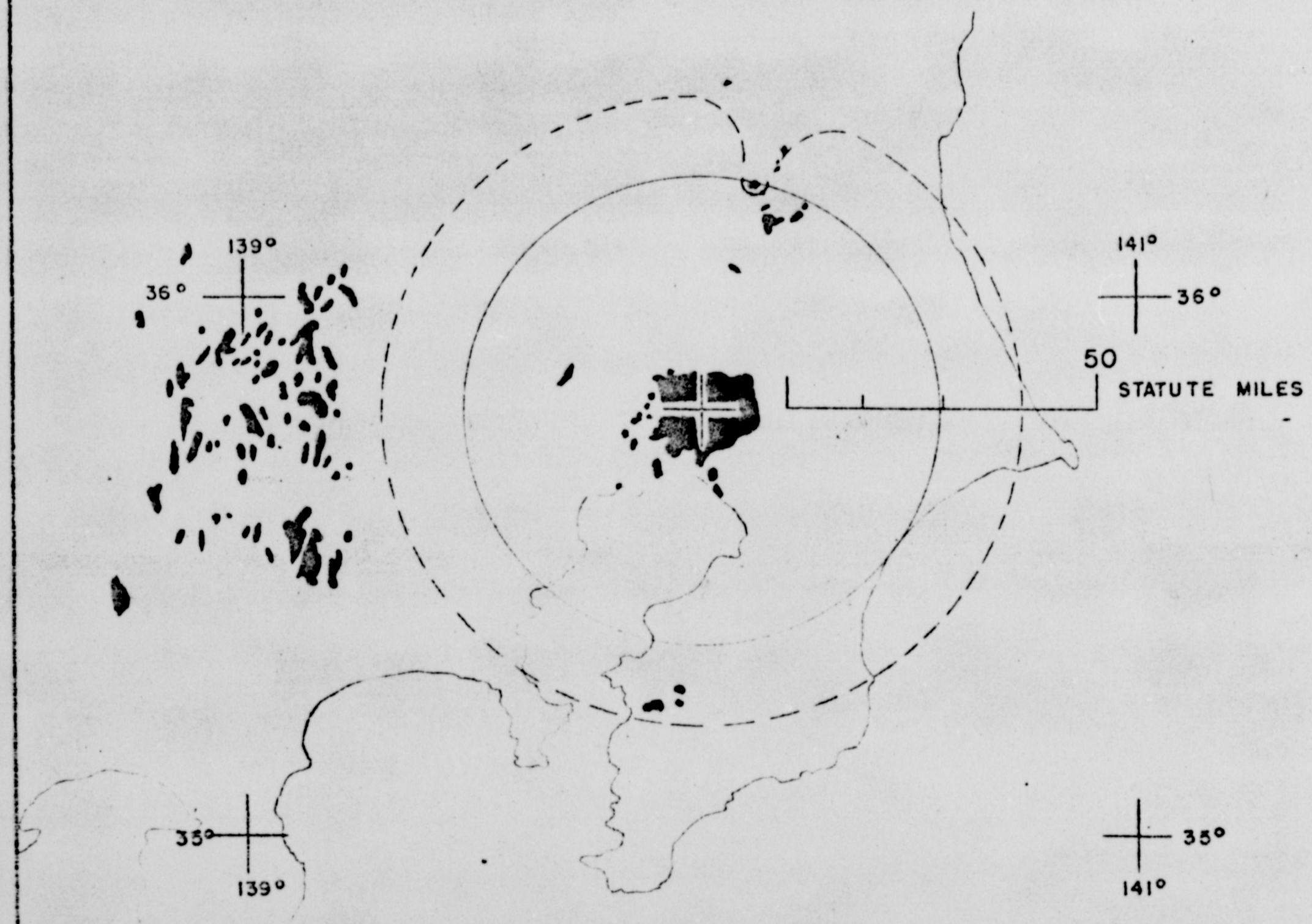
STATION SITE N° 4 — DATE 12,13 & 14 JUNE 1952
TYPE RADAR AN/CPS-1 — ANT HEIGHT 117 FT ABOVE S L
TYPE AIRCRAFT B-29 — MAP REFERENCE AN-134
ANT TILT 3°
LEGEND RADAR ——— IFF - - - - - PERMANENT ECHO [redacted]
COMPILED BY 10TH RADAR CALIBRATION SQUADRON APO 328

INCL 7 FEAF IR-35-52

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.

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
ATIL Office, D/I FEAF	IR-35-52			



3,000 FT HIGH BEAM CALIBRATED HORIZONTAL COVERAGE DIAGRAM

STATION SITE N° 4 — DATE 12 JUNE 1952
TYPE RADAR AN/CPS-1 — ANT HEIGHT 117 FT ABOVE S L
TYPE AIRCRAFT B-29 — MAP REFERENCE AN-134
ANT TILT 3°
LEGEND RADAR ——— IFF - - - - - PERMANENT ECHO ▓▓▓
COMPILED BY 10TH RADAR CALIBRATION SQUADRON — APO 328

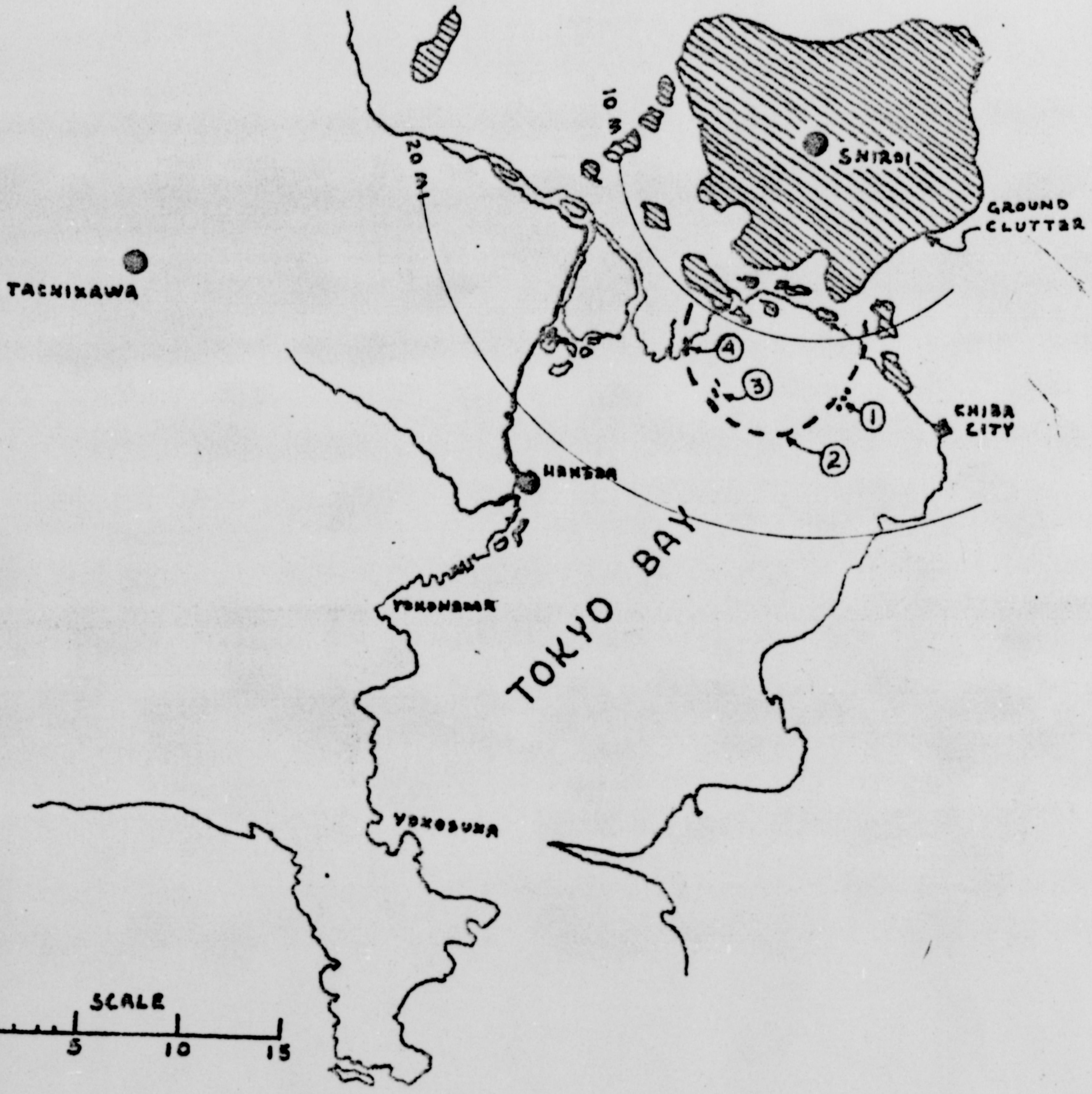
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INCL 6 FEAF IR-35-52

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AIR INTELLIGENCE INFORMATION REPORT

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(1). Approximate point of first radar contact.

(2). Approximate track of object.

(3). Point at which object broke into three parts.

(4). F-94 lost contact at the approximate coastline.

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INCL.#5

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.

AF FORM 112—PART II
APPROVED 7 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE OF PAGES



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	Tokyo	8/6/52	

APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
UNITED STATES	IR-4-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

FLYOBRPT

AREA REPORTED ON	FROM (Agency)
Twin Lakes, Georgia	Wing Intelligence, Moody AFB, Georgia

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
11 August 1952	6 August 1952	F-6

PREPARED BY (Officer)	SOURCE
ANTHONY O. LEHNER, Capt., USAF	M/SGT Frank C. Waterman

REFERENCES (Control number, directive, previous report, etc., as applicable)

AFL No. 200-5 DTD: 29 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.)

On the night of 5 August 1952, at approximately 2300 hours, SOURCE, NCOIC of the Moody Air Force Base Photo Lab, saw an unidentified object from his bedroom window and observed it for approximately thirty (30) seconds. A comparison in speed between the object and a jet type aircraft in the immediate vicinity showed the object to be travelling at an extremely high rate of speed. The object also changed color as it receded from view. The following report contains information regarding the sighting of this object.

APPROVED:

H. E. KOFAHL
Colonel, USAF
Commanding

0 INCLS.

DISTRIBUTION BY ORIGINATOR

Director of Intelligence, Headquarters USAF, Washington 25, D. C., 1 cy; Chief, Air Technical Intelligence Center, ATTN: ATIAA-2c, Wright-Patterson AFB, Ohio, 1 cy for information.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—

AF FORM 112—PART II
APPROVED 1 JUNE 1948

RESTRICTED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
Wing Intelligence, Moody AFB, Ga	IR-4-52	

1. On 5 August 1952 at approximately 2300 hours, SOURCE was awakened by his wife and asked to look at a lighted object which could be seen from the bedroom window. At the instance of sighting, the object was orange in color, which gradually changed to an opalescent greenish blue. The object was circular in shape, but was not defined as to outline. The course of the object was north by northeast and traveled in a straight line while in view. The aerodynamic characteristics could not be determined, nor was there any trail or exhaust visible. SOURCE could not give a definite estimate as to speed of object, but compared it to a 40mm anti-aircraft tracer fired at flat trajectory. He was familiar with the speed of this type of AA gun. He judged the object to be at an altitude of forty-five hundred (4500) to five thousand (5,000) feet. The sky was clear with a full moon shining at the time of observation. SOURCE estimated the elapsed time of sighting at thirty (30) seconds. At the same time that SOURCE saw the object, he also saw an aircraft following the same heading as the object, twenty-five hundred (2500) to three thousand (3,000) feet above the object. He identified the aircraft as a jet aircraft, due to the characteristic noise emitted, and also saw red and green navigation lights flashing on and off. In relation to the object sighted, the aircraft seemed to be standing still, SOURCE stated. The aircraft disappeared from view in the same general heading as the object.

2. SOURCE observed the object for approximately thirty (30) seconds, at 2300 hours, 5 August 1952.

3. SOURCE observed the object visually.

4. The point of observation was from SOURCE'S bedroom window which faces due north and the location of the house is approximately ten (10) miles south of Valdosta, Georgia. (30/50N-83/17W). From where SOURCE was standing at the window, the object was at an angle of forty-five (45) degrees above his head.

5. SOURCE appeared willing and gave his answers in a straighforward manner. His answers were clear and to the point. His powers of observation seemed to be above average. He has been in the Air Force for fifteen (15) years, all this time as a photographer. He was an aerial photographer in the Aleutians during World War II, and an aerial photographer on "OPERATION CROSSROADS" in 1946. He had returned from Korea on 1 March 1952, after eighteen (18) months there as NCOIC of a photo reconnaissance laboratory.

6. A check with the Moody Air Force Base weather station confirmed the weather conditions on the night of the sighting to be ceiling and visibility unlimited; winds aloft conditions unknown. A full moon was present at the time of the sighting.

7. Negative.

8. Negative.

9. Negative.

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
Wing Intelligence, Moody AFB, Ga	IR-4-52	

10. Confirmation was received from the Operations Office at Moody Air Force Base, that seven (7) aircraft were airborne from 2300 hours to approximately 2347 hours on the night of 5 August 1952, in the general area of the sighting of the object.

COMMENTS OF PREPARING OFFICER:

1. SOURCE was cooperative and sincere in his statements. He did not at all seem over anxious to give information other than that which he felt sure to be true, as he knew the facts. His powers of observation seemed above average, perhaps due to his fifteen (15) years experience as an Air Force photographer, World War II combat aerial photographer and photo reconnaissance laboratory technican. SOURCE could not identify the object he saw, but stated positively that it was not an aircraft with which he was familiar.

2. A signed narrative statement of the observation is appended.

ANTHONY O. LEHNER
Capt USAF
Wing Intelligence Officer

COMMENTS OF APPROVING OFFICER:

HRK

6 August 1952

STATEMENT:

TO : Whom It May Concern

I, Frank C. Waterman, Master Sergeant AF6907278, do make the following statement of my own free will.

On the night of 5 August 1952, I was aroused from sleep by my wife, Helen C. Waterman, to observe an lighted object from our bed room window. The time was 2300 hours and the visibility very good for there was a full moon at that hour and also few or no clouds. The bedroom window faces due North and the location of the house is approximately ten (10) miles South of Valdosta, Georgia.

This lighted object appeared to be orange in color when first observed and gradually turned bluish green or opalescent as it went away from sight. The course of this object wa s North by North-East and was judged by me to be between forty-five hundred (4,500) and five thousand (5,000) feet. The speed of this object is very difficult for me to approximate but I would judge it to be similar to that of a 40MM shell (tracer) traveling at a flat trajectory. The altitude of this object was also compared by me to that of a 40MM shell, fused to explode at five thousand (5,000) feet. The shape of this object was circular and not defined as to outline. I would estimate the total time of observation to be about thirty seconds from my angle of view, until the object completely disappeared.

At the same time as I observed the fore-mentioned object, a jet type of aircraft with flashing red and green lights, was seen and heard by me passing over head in the same general heading as the object at an altitude of approximately Seventy-five hundred (7,500) to eight thousand (8,000) feet.

Frank C. Waterman
MSgt AF 6907278

[redacted]

HEADQUARTERS
MOODY AIR FORCE BASE
VALDOSTA, GEORGIA

GI

13 AUG 1952

SUBJECT: Transmittal of Intelligence Reports

TO: Chief, Air Technical Intelligence Center
ATTN: ATIAA-2c
Wright-Patterson Air Force Base, Ohio

Submitted herewith are Intelligence Reports IR-3-52 and IR-4-52, Subject, FLYOBRPT, for your information.

FOR THE COMMANDING OFFICER:

2 Incls:
1. IR-3-52
2. IR-4-52

M. B. HAYES
CAPT. USAF
Asst. Adj.

5 cys
Valdosta Ga.

[redacted]

[redacted]

6. WEA CAVU, WINDS ALOFT COND UNK. 7. NEGATIVE. 8. NEGATIVE 9. NEGATIVE. 10. JET T ACFT WERE AIRBORNE IN GEN AREA OF SIGHTING. THIS REPT IS SBM IN ACCORDANCE WITH AFL 200-5 DTD: 29 APR 52 FOL UP REPT WILL BE SBM TO UR HQ N/L THAN THREE DAYS.

08/2010Z AUG JESMY

Cy 1

ACTION

1952 AUG 8 PM 7:30

RC186

WPG192

YMX194N

VYA187

VMX207

JE

Y Ø65

PP/NMNM JEPHQ JEDWP JEDEN JEDST JWFDL 555

DE JESMY Ø12

P/NM Ø8190ØZ ZNJ

FM CO MOOYD AFB GA

TO JEPHQ/DI HQ USAF WASH 25 D C

JEDWP/ATIC WPAB DAYTON OHIO

JEDEN/CG ENT AFB COLO

JEDST/CG ATRC SCOTT AFB ILL

INFO JWFDL/CG CTAF RANDOLPH AFB TEX

[redacted]GI277H. FLYOBRPT. FOL ONE SIGHTING WAS OBSR IN SURROUNDING AREA OF VALDOSTA GA:

ONE: 1. SOURCE STATED OBJ OBSR WAS CIR IN SHAPE. SIZE COULD NOT BE DETERMINED. OBJ APPEARED TO C FR ORANGE TO AOPALESCENT GREENISH BLUE COLOR. AERODYNAOIC FEATURES UNK. NO TRAIL OR EXHAUST OBSR. PRPLN SYS UNK. SPEED OF OBJ SIMILAR TO 4ØMH SHELL TVL AT A FLAT TRAJECTORY. NO SOUND HEARD. OBJ TRAVERSED IN PARALLEL CRSE FR N TO NE AND DISAPPEARED. 2. ABOVE SIGHTING WAS FR 23ØØ HRS FOR APRX 3Ø SECONDS ON 5 AUG 52. 3. VIS OBSR. 4. APRX 1Ø MIL S OF VALDOSTA, GA, N BY NE DIR AT ALT OF APRX 5,ØØØ FT. 5. RELIABILITY OF SOURCE AND INFO CANNOT BE JUDGED.

1-2719-9

[redacted]

UNCLASSIFIED

6 Aug 52. Belfast, Maine

ID-OSI 49-5

12 AUG 1952

SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S)
Reporting of Information on Unconventional Aircraft, 1830 hours, 6 August 1952, Belfast, Maine.
POSITIVE INTELLIGENCE

Unreliable source

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

INFORMATION COPIES FOR CG, AMC

SYNOPSIS:

Radio Station WABI, Bangor, Maine, reported on 6 August 1952 that a "flying saucer" had been observed by one W. C. STOVER in Belfast, Maine, on 6 August 1952. STOVER was interviewed on 7 August 1952, and described the flight of two (2) round shaped, dark colored objects in the sky over Belfast, Maine. STOVER generally regarded by Civilian Authorities, Belfast, Maine, as being unreliable, and habitually under the influence of alcohol.

DETAILS:

WINFRED C. STOVER, age 45, occupation, painter and paperhanger, who resides with his family on Patterson Hill, Belfast, Maine, was interviewed on 7 August 1952, by Special Agent DAVID J. WALSH. STOVER stated in substance that at approximately 1830 hours on 6 August 1952, he was standing on the front porch of his home facing in a southeasterly direction. A dark colored object, round in shape, resembling a scaled pie plate, appeared in the sky over the City of Belfast at an altitude of approximately 1,000 feet, and was traveling at a high rate of speed from the southeast in a northerly direction. While in flight, the object ceased all forward motion and appeared to stand on end. After remaining in that position for approximately thirty (30) seconds, the object returned to a horizontal position, proceeded in a northerly direction at a high rate of speed and disappeared. STOVER further advised that a few minutes after the disappearance of the first object a second object appeared, identical

2-5118-49

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

UNCLASSIFIED

[redacted]

[redacted] UNCLASSIFIED

1D-CSI 49-5

in physical appearance with that of the first object, followed the same course of advance, ceased forward motion for approximately the same length of time, and disappeared as did the first object. STOVER stated that the time lapse between the sighting of the first object and the disappearance of the second object was approximately three (3) minutes.

a. STOVER's residence is located approximately one (1) mile northwest of the center of Belfast, Maine, and is separated from the City of Belfast, Maine, by a bay of water approximately 500 yards wide.

b. At 1830 hours on 6 August 1952, the sky was overcast, and visibility was limited somewhat by a slight haze that was forming over the harbor just north of the City of Belfast, Maine.

c. During the evening hours, many marine vessels of all types are docked and anchored in the harbor just north of the City of Belfast, Maine, and it is not unusual for searchlights and/or spotlights to be reflected against the clouds.

d. JUDSON W. PALMER, Police Officer, Belfast, Maine, advised that STOVER was a person who habitually consumed excessive amounts of alcohol, was not gainfully employed and was generally regarded by the townspeople as unreliable. PALMER stated that no reports of other persons having observed unusual objects in the sky had been received.

ACTION:

Two (2) copies of this report will be forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS, and one (1) information copy forwarded to the Commander, Atlantic Division, MATS, Westover Air Force Base, Mass. No further action is contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)
Cmdr, ATLD-MATS (info)

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