

## PROJECT BALLOON RECORD CARD

1. DATE

8 Nov 52

AUBURN, ALA

## II. CONCLUSIONS

Was Balloon  
 Probably Balloon  
 Possibly Balloon

Was Aircraft  
 Probably Aircraft  
 Possibly Aircraft

Was Astronomical  
 Probably Astronomical  
 Possibly Astronomical

2. TIME OF DISCOVERY

08/1715 EST

3. TIME OF DISAPPEARANCE

08/2215 Z

4. OBSERVER

C. A. Vining

5. SUBJECT

Civilians

6. DISTANCE

3 Miles

7. DURATION

30 Min.

1

8. DESCRIPTION OF SUBJECT

Round silver object remained motionless for 30 min.. Some sources claim object had two lights. Descriptions vary.

AFSC FORM 121 (REV 10-1952 30)

## III. DISCUSSION

1. Although this sighting takes place 1 hr. & 15 min. after a scheduled release, the following indicates strongly the object is a balloon.
  - a. Round & silver colored
  - b. Apparently motionless
  - c. Sudden disappearance after 30 min. probably means the balloon burst at altitude.
2. Possibly unscheduled release.

## PROJECT LOOK-UP RECORD CARD

1. DATE 9 Nov 52	2. LOCATION AUSTRALIA, ALABAMA	3. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon  <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft  <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical  <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
4. DATE-TIME GROUP Locol 08/17/52 EST 08/22/52	5. TYPE OF OBSERVATION Radar Ground-Wind Air-Vision	6. GROUND RADAR <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Interceptor Radar
7. SOURCE CIVILIAN NAME	8. NUMBER OF OBJECTS 1	9. COURSE
10. BRIEF SUMMARY OF SIGHTING Bright object stationary in sky.		11. COMMENTS 1. Incomplete report.

- SECURITY INFORMATION  
HEADQUARTERS UNITED STATES AIR FORCEROUTING AND RECORD SHEET  
UNCLASSIFIED

TALLY NO.	840
FILE NO.	24-185-383

SUBJECT: (Unclassified) FLYOBRPT

TO: Topical Intelligence Division, Deputy Director for Estimates, Directorate of Intelligence, DCS/O DATE 11 DEC 1952  
 FROM: Counter Intelligence Division COMMENT NO. 1  
 Directorate of Special Investigations, IG Capt Brown/fjm/AFCSI-6  
 Code 192/X-140

Forwarded herewith for your information are two (2) copies of a CIC Summary of Information, dated 12 November 1952, concerning the sighting of unidentified flying objects over Auburn, Alabama on 8 November 1952.

1 Incl ✓  
 Summary of Info dtd 12 Nov 52

LUCIUS L. FREE  
 Lt. Colonel, USAF  
 Chief, Sabotage & Espionage Branch

UPON WITHDRAWAL OF THE INCLOSURES THE  
 CLASSIFICATION ON THIS CORRESPONDENCE

WILL BE Cancelled

DECLASSIFIED AFTER 20 YEARS  
 DOD DIR 5200.14  
 DOD DIR 5200.14

Attention is invited to the fact that the information contained herein has been derived from sources other than USAF. In accordance with Par 8b, AFR 205-1, dissemination of the information contained herein must not be made outside of USAF channels.

UNCLASSIFIED

18-6165-6

MMMD

PAGE

- SECURITY INFORMATION

2. ATIC

[Redacted]

COUNTRY USA	REPORT NO. 1	(LEAVE BLANK)
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## AIR INTELLIGENCE INFORMATION REPORT

SUBJECT FLYOBRPT	
AREA REPORTED ON Auburn, Alabama and Columbus, Georgia	FROM (Agency) Wing Intelligence, Lawson AFB, Ft Benning, Ga
DATE OF REPORT 19 November, 1952	DATE OF INFORMATION 13 November, 1952
PREPARED BY (Officer) William H. Blankfield, 2d Lt USAF	EVALUATION SOURCE Interrogation of Eye Witnesses

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

TWX 43411217 141815Z Nov 52

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

1. The unidentified flying object sighted in the vicinity of Auburn, Ala. and Columbus, Ga on 8 Nov 1952 was described, with some variations, as a large, round, oval or spherical body of a silver or aluminum color. It was sighted in both areas at approximately 1715 EST. All observers agreed it showed two (2) bright spots of light on its surface. Almost all thought the light to be reflected but one observer is convinced it emanated from within. Some wouldn't hazard an opinion one way or the other.

2. Tentative identification of the object can be broken down into three (3) categories: (1) unknown, (2) "flying saucer", (3) weather balloon. To date, only one person interviewed by this Hqs or the local CIC contends that the object was a "saucer". Those who cannot say what the object was usually render a very vague account of what they saw. Persons maintaining the object was a balloon are, in the main, those whose overall descriptions of the circumstances surrounding the observation is most lucid.

3. Few persons gave an estimate of the objects altitude other than "it was very high". Four (4) persons did give concrete estimates as follows: (1) 4000-7000', (2) 5500', (3) 10,000', (4) 5-6 miles. Weather conditions at the time were good—ceiling 22,000' overcast with scud at 1500' to 4000'; visibility 4-5 miles with light smoke and haze; wind from the southwest at 15-20 knots. The sun was "in and out".

4. Only two (2) of the observers estimated the size of the object. One said it appeared about 12-15 feet in diameter, the other about 8-10 feet in diameter. Some said it must have been large because it was visible at what seemed to be an extremely high altitude. Still others said it appeared to be about 12" in diameter as it hovered in the sky. However, only one estimate included both size and altitude. That was given by Lt. Boyne, AROTC instructor at Alabama Polytechnic Institute, who estimated the size as 12 to 15 feet in diameter and altitude as about 5500'.

5. In addition to observers whose statements are attached, two (2) observers positively identified the object as a balloon. Dr Carr, professor of Physics at Alabama Polytechnic Institute, claimed he never thought of its being anything else. [REDACTED], AROTC cadet at the same school, identified it as a balloon after viewing it through a pair of binoculars (approximately 10X). He estimated its altitude at about 10,000'.

6. The majority of the observers interviewed by this Hqs were so vague and uncertain in recounting their experience that it was felt nothing could be accomplished by securing their signed statements. With the exception of Lt Col Brickles statement, those forwarded are representative of the type of info that could be secured from observers with fairly clear recollections of what they saw.

Incls:

1. Statement/CIC	4. Statement/ [REDACTED]	7. Statement/ [REDACTED]
2. " /Lumpkin	5. " [REDACTED]	[REDACTED]
3. " /Pound	6. " [REDACTED]	[REDACTED]

## DISTRIBUTION BY ORIGINATOR

Original & Incls : D/I, USAF & Chief, ATIC  
Info copy: cc FLYOBRPT, D/I, 18AF, DC/S Intell. TAC

If Incl. 1 is withdrawn, classification of this document may be downgraded to RESTRICTED, in accordance with AFM 205-1.

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

This case includes three (3)  
photocopies pages 2 narrative  
and 1 drawing 8" x 10".

## SUMMARY OF INFORMATION

(SF 46-120-14)

COPY

DATE  
12 Nov 1952

## REFERRING OFFICE

Columbus Field Office, Region V, 11th CIC Detachment, Columbus, Georgia

## SUBJECT

FLYING SAUCERS BETWEEN AUBURN, ALABAMA  
AND COLUMBUS, GEORGIA

## CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATIONS

OF SOURCE	OF INFORMATION
COMPLETELY RELIABLE	CONFIRMED BY OTHER PROBABLE
USUALLY RELIABLE	PROBABLY TRUE
FAIRLY RELIABLE	POSSIBLY TRUE
MOSTLY RELIABLE	DOUBTFUL
UNRELIABLE	IMPROBABLE
RELIABILITY UNKNOWN	ITEM CANNOT BE JUDGED

## SUMMARY OF INFORMATION

Columbus 5275

1. On 12 November 1952, Lt. Col. [REDACTED], Executive Officer in Charge of Officers Candidate Evaluation, 1st Officer Candidate Regiment, The Infantry School, Fort Benning, Georgia, was contacted with regard to the sighting of "Flying Saucers" in the vicinity of Auburn, Alabama, on 8 November 1952. (B-2)

2. Lt. Col. [REDACTED], Dr. [REDACTED] and Col. [REDACTED] Father-in-Law, all of Columbus, Georgia, were returning from a football game in Auburn, Alabama, at approximately 1700 hours, on 8 November 1952. When they were about four (4) to five (5) miles east of Auburn they began to notice people along the road gazing into the sky. They stopped the vehicle to ascertain the cause of the interest. A large object which appeared to be a series of lights was hovering over them at an altitude of approximately five (5) to six (6) miles. Lt. Col. [REDACTED] and Dr. [REDACTED] looked at the object through binoculars owned by Dr. [REDACTED]. These binoculars were approximately ten (10) power. (B-2)

3. The object appeared to be oval, or spindle-like in shape. It was considerably higher than any of the clouds in the sky. Col. [REDACTED] would not venture a guess as to its size other than to state that it was very large. He stated that it might have been born out of the earth's atmosphere. It did not appear to be an astronomical phenomenon because of its regularity in shape. It was circular. The outer edge of the object appeared to be translucent and emitted a green light. The largest was in the center, was of a dull, shadowy appearance with slightly lighter spots thereon. There were two large lights situated in the exact center which emitted a bright white light. The light definitely came from within the object, and could not have been reflected light from the surroundings. The light was steady and clear. The green hue along the edge of the object was also from within, since any reflected light would not have been that color, and any blue or purple would not have been as regularly shaped. Col. [REDACTED] stated that the object appeared to be composed of metal. This object remained in its present position for a period of thirty (30) minutes or longer. Col. [REDACTED] remained looking long enough to view it carefully through the binoculars, leaving before it had disappeared. (B-3)

4. Col. [REDACTED] felt that this object was what is commonly referred to as "Flying Saucers". Because of the apparent metallic construction and the fact that he thought it to be a man-operated space vehicle, the self-elimination of an indicated a controlled electrical system through binoculars, he was evident that the two lights in the center of the "Saucer" were similar to head lights, and he felt that they were probably used for that purpose. (B-3)

REFERENCE: 2 - 12th CIC - 11 - 40 1085 G-2, Ft. Benning, Ga.  
B - Region V - 11 - 40 1086

COPY

DA FORM 146 FOR 1950  
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~~CONFIDENTIAL~~  
SECURITY INFORMATION

COPY

SUBJECT: Flying Saucers Between Auburn, Alabama,  
and Columbus, Georgia

12 November 1952

Columbus 5275

5. A check of AC-2, Lawson Field, and OSI, Lawson Field, revealed that they knew nothing of the incident other than that appeared in local newspapers. The local newspaper account was given by Dr. [REDACTED] on 7 November 1952. A report was submitted by Col. [REDACTED] to AC-2, S-2, The Infantry Center, Fort Benning, Georgia, on this date. (4-2)

6. Col. [REDACTED] noticed an airplane hovering in the vicinity of the "Saucer", and assumed it to be an Official Air Force Plane. No confirmation of the existence of such a plane at this location could be obtained from Lawson Field. (B-2)

7. Based on Dr. Col. [REDACTED] description of the flying Saucer, an approximate diagram is submitted as an Exhibit. (B-6)

EXHIBIT AND EXHIBITS

Exhibit follows:

1. Diagram

Page 2 of 2 pages

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SECURITY INFORMATION

COPY

CONFIDENTIAL  
SECURITY INFORMATION

CLF COPY

OUTER RING  
(GREEN GLOW)

INNER SECTION  
DARK WITH DARK SPOTS  
OR DARK GREEN WITH  
SPOTS

Bottom (Blue)

EXHIBIT NO. 1

COPY

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SECURITY INFORMATION

CLF

## PROJECT 10073 WORKSHEET

## I. GENERAL

1. DATE	2. LOCATION	3. TIME
8 Nov. 52	Rebun, Alas.	Local: 1715 EST Zebra: 2215
4. WAS OBJECT OBSERVED FROM THE GROUND?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Naked Eye <input type="checkbox"/> Binoculars <input type="checkbox"/> Telescope <input type="checkbox"/> Theodolite
5. WAS OBJECT OBSERVED BY GROUND RADAR?		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> By One Set <input type="checkbox"/> By Two Sets <input type="checkbox"/> By Three Sets
6. WAS OBJECT OBSERVED FROM THE AIR?		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> A/C Observed Object <input type="checkbox"/> Interception Attempted <input type="checkbox"/> No Intercept Attempted
7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> A/C Scrambled <input type="checkbox"/> Visual Contact Made <input type="checkbox"/> A/I Contact Made <input type="checkbox"/> No Contact Made
8. DID OBJECT CHANGE DIRECTION AT ANY TIME?		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Normal <input type="checkbox"/> Violent
9. IF OBJECT WAS A "LIGHT", WAS IT:		<input type="checkbox"/> Blinking <input type="checkbox"/> Steady
10. LENGTH OF TIME IN SIGHT:		<input type="checkbox"/> 1-15 Seconds <input type="checkbox"/> 1-5 Minutes <input checked="" type="checkbox"/> Over 10 Minutes 30 min.
11. REPORTING AGENCY (Unit Number and Mailing Address)  C.G. Larson Air Force Base, Ft. Benning, Ga.		

## II. ASTRONOMICAL DATA

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED?	No	
13. DID OBJECT APPEAR TO ARCH DOWNWARD?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
14. DID OBJECT HAVE A TAIL?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
15. DID OBJECT APPEAR TO DISINTEGRATE?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data From Air Almanac)	<input type="checkbox"/> Night <input type="checkbox"/> Day <input type="checkbox"/> Sunrise <input checked="" type="checkbox"/> Sunset	

## III. AIRCRAFT DATA

17. WERE AIRCRAFT NOTED IN AREA?	<input type="checkbox"/> Yes <input type="checkbox"/> One Aircraft <input type="checkbox"/> More Than One Aircraft	<input type="checkbox"/> No
18. WAS ANY SOUND HEARD?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

#### IV. BALLOON DATA

21. WERE BALLOONS RELEASED IN AREA?  Yes  No

22. TIME SINCE SCHEDULED BALLOON RELEASE: 1 hr. + 15' Minutes

23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:

a.	Location	Type	Launching Agency	Lighted?		Describe Lighting
				Yes	No	
a.	Merritt Island, Fla.	Radiosonde	A.W.S.		<input checked="" type="checkbox"/>	
b.	W.M. T. M. R. F. B.					
c.						
d.						

(attach overlay)

#### V. EVALUATION

21. EVALUATION OF SOURCE:

- Excellent
- Good
- Fair
- Poor
- Unreliable
- Extremely Doubtful
- Hoax

22. DETAILS OF REPORT:

- Good
- Fair
- Poor
- Insufficient to Evaluate

23. FINAL EVALUATION:

- Was Balloon
- Probably Balloon
- Possibly Balloon

- Was Aircraft
- Probably Aircraft
- Possibly Aircraft

- Was Astronomical
- Probably Astronomical
- Possibly Astronomical

- Other: \_\_\_\_\_
- Insufficient Data For Evaluation
- Unknown

24. COMMENTS:

Possibly an unscheduled release.

## PROJECT 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION	2. TIME OF OBSERVATION	3. STATION OBSERVING																																																																																																									
4. WINDS ALOFT: <table border="1"> <thead> <tr> <th>ALTITUDE (feet)</th> <th>VELOCITY (knots)</th> <th>DIRECTION (degrees)</th> <th>ALTITUDE (feet)</th> <th>VELOCITY (knots)</th> <th>DIRECTION (degrees)</th> </tr> </thead> <tbody> <tr><td>0</td><td></td><td></td><td>25,000</td><td></td><td></td></tr> <tr><td>1,000</td><td></td><td></td><td>30,000</td><td></td><td></td></tr> <tr><td>2,000</td><td></td><td></td><td>35,000</td><td></td><td></td></tr> <tr><td>3,000</td><td></td><td></td><td>40,000</td><td></td><td></td></tr> <tr><td>4,000</td><td></td><td></td><td>45,000</td><td></td><td></td></tr> <tr><td>5,000</td><td></td><td></td><td>50,000</td><td></td><td></td></tr> <tr><td>6,000</td><td></td><td></td><td>55,000</td><td></td><td></td></tr> <tr><td>7,000</td><td></td><td></td><td>60,000</td><td></td><td></td></tr> <tr><td>8,000</td><td>15</td><td>15-270°</td><td>65,000</td><td></td><td></td></tr> <tr><td>9,000</td><td></td><td></td><td>70,000</td><td></td><td></td></tr> <tr><td>10,000</td><td></td><td></td><td>75,000</td><td></td><td></td></tr> <tr><td>12,000</td><td></td><td></td><td>80,000</td><td></td><td></td></tr> <tr><td>14,000</td><td></td><td></td><td>85,000</td><td></td><td></td></tr> <tr><td>16,000</td><td></td><td></td><td>90,000</td><td></td><td></td></tr> <tr><td>18,000</td><td></td><td></td><td>95,000</td><td></td><td></td></tr> <tr><td>20,000</td><td></td><td></td><td>100,000</td><td></td><td></td></tr> </tbody> </table>						ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	0			25,000			1,000			30,000			2,000			35,000			3,000			40,000			4,000			45,000			5,000			50,000			6,000			55,000			7,000			60,000			8,000	15	15-270°	65,000			9,000			70,000			10,000			75,000			12,000			80,000			14,000			85,000			16,000			90,000			18,000			95,000			20,000			100,000		
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5. WAS AN INVERSION LAYER NOTED? (If yes, at what altitude? _____)			<input type="checkbox"/> Yes	<input type="checkbox"/> No																																																																																																							
6. WERE ANY THUNDERSTORMS NOTED IN AREA? (If yes, at what quadrant? _____)			<input type="checkbox"/> Yes	<input type="checkbox"/> No																																																																																																							
7. CLOUD COVER: ____ tenths at _____ feet.      ____ tenths at _____ feet. ____ tenths at _____ feet.      ____ tenths at _____ feet.			8. VISIBILITY WAS _____ MILES.																																																																																																								
9. COMMENTS:																																																																																																											

SECURITY INFORMATION

SUBJECT: Flying Saucers Between Auburn, Alabama  
and Columbus, Georgia

12 November 1952

Columbus 5275

5. A check of A-2, Lawson Field, and OSI, Lawson Field, revealed that they knew nothing of the incident other than what appeared in local newspapers. The local newspaper account was given by Dr. [REDACTED] on 7 November 1952. A report was submitted by Col. [REDACTED] to AC of S, C-2, The Infantry Center, Fort Benning, Georgia, on this date. (A-2)

6. Col. [REDACTED] noticed an airplane hovering in the vicinity of the "Saucer", and assumed it to be an Official Air Force Plane. No confirmation of the existence of such a plane at this location could be obtained from Lawson Field. (B-2)

7. Based on Lt. Col. [REDACTED] description of the "Flying Saucer", an approximate diagram is submitted as an exhibit. (B-6)

\*\*\*\*\*END\*\*\*\*\*

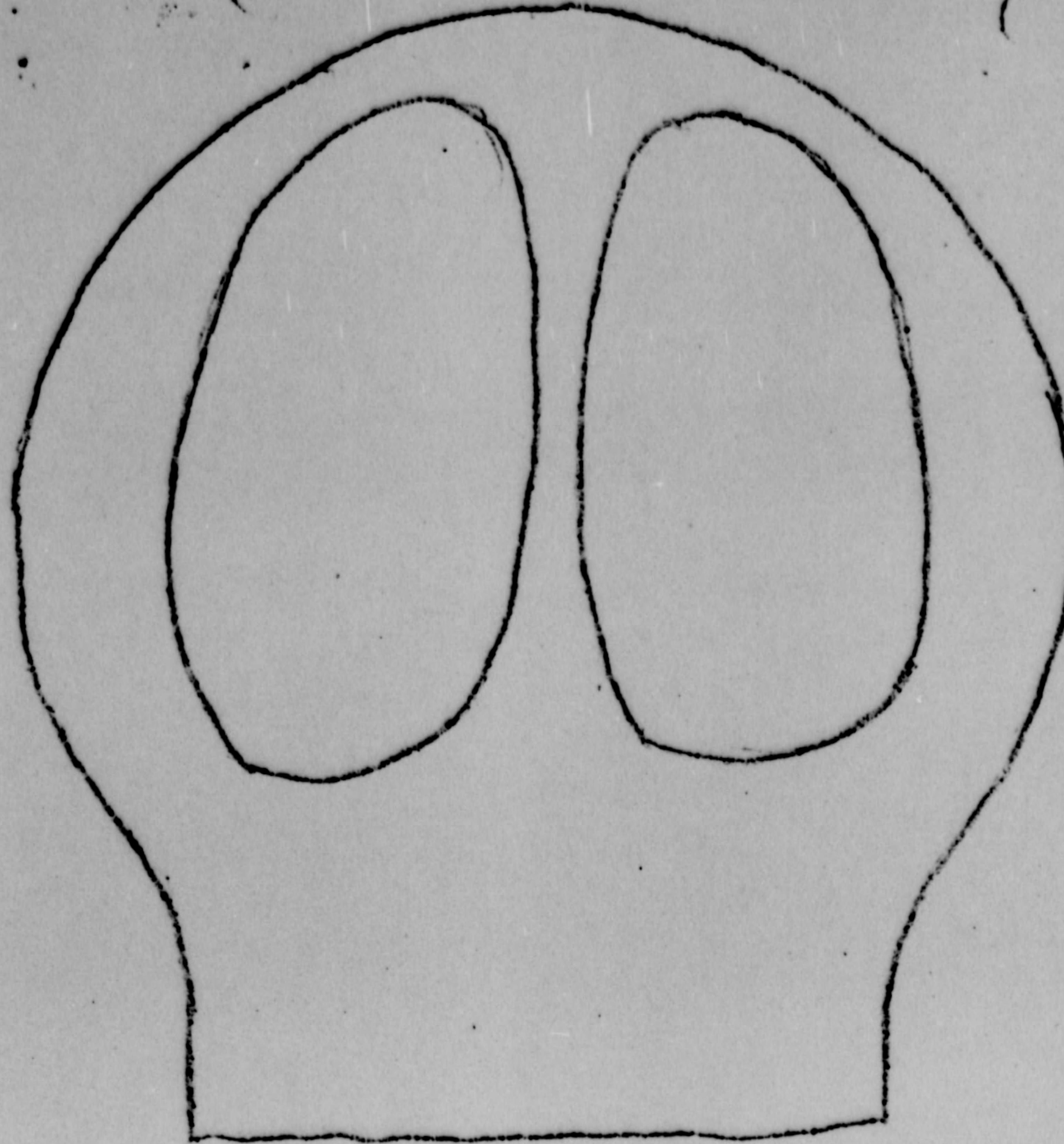
1 Exhibit follows:

1. Diagram

A CERTIFIED TRUE COPY:

*William H. Blackwell* 2/11 USAT  
Certifying Officer

SECURITY INFORMATION



REF ID: A65122  
SECURITY INFORMATION  
GLF

This object that I have attempted to draw was sighted, November 8, 1952 at approximately 5:00 P. M. Central Standard Time, from Auburn, Alabama.

I watched this object for possibly a full ten minutes. It was very, very high and never seemed to move. It was at approximately a forty or forty-five degree angle and at a south or south easterly direction.

This object appeared to be shaped somewhat like a balloon with a diameter of some eight to twelve feet. It had a silver or an aluminum color.

After looking at this object for about ten minutes I entered an automobile and drove east toward Opelika, Alabama, stopping along the way to observe it more. At some positions along the highway where I stopped, there appeared to be two bright lights inside of this object. (Which I have attempted to draw inside of this object.)

After arriving in Opelika just before dark, I could still see it. After some twenty minutes inside of a Cafe, I came out and found this object was not visible anymore.

REF ID: A65122

SECURITY INFORMATION

~~SECURITY INFORMATION~~ *GLP*

HEADQUARTERS  
434TH TROOP CARRIER GROUP (M)  
Lawson Air Force Base  
Fort Benning, Georgia

1745 EST

JTP/jtc  
14 November 1952

S T A T E M E N T

1. I landed at Lawson AFB at 1705 EST 8 November 1952 after a flight from Campbell AFB, Kentucky. Smoke and haze were prevalent in the Lawson AFB area, restricting lateral visibility to an estimated three (3) miles. I noted on letdown (VFR) at Lawson AFB that the top of the haze was 3500' to 4000' MSL and so reported it to Columbus (Ga.) Radio.

2. At approximately 1735 EST I was traveling up Indianhead Road on Lawson AFB in an automobile with four (4) other officers. The officer driving the automobile had also arrived at Lawson AFB from Campbell AFB in another aircraft within the preceding hour. While looking out and up at the haze and smoke he noted an object in the sky and stopped the car. No one left the vehicle but the driver and myself watched the object for approximately one (1) minute. The object was WNW of our position and at an elevation of about 60 degrees. The haze and smoke was wispy and of a variable intensity. The object was intermittently visible above the haze but was moving slowly if at all. I estimate the altitude of the object at 4000 feet to 7000 feet MSL.

3. Official sunset at Lawson AFB was at 1745 EST on 8 November 52. The object was shining as with reflected sunlight and appeared to be round. It appeared to be a large weather balloon of the type used for atmospheric soundings and I dismissed it from my mind as such until contacted by the Intelligence Officer, 434th Troop Carrier Wing.

*Joe T. Pound*  
JOE T. POUND, AO 933575  
Captain, USAF

~~SECURITY INFORMATION~~ *GLP*

Ind. 3<sup>2</sup>

AIR FORCE ROTC  
Auburn, Alabama

SECURITY INFORMATION

Report of object observed over Auburn, Alabama 8 November 1952.

Fifty students who attend my classes observed the object, and all are of the opinion that it was a weather balloon. Two of these observations were thru a telescope.

Ira E. Grounds

Signed Ira E. Grounds  
Capt. USAF

Report for [redacted]  
info [redacted]

SECURITY INFORMATION

Ind 4<sup>2</sup>

~~SECURITY INFORMATION~~  
HEADQUARTERS  
434TH TROOP CARRIER WING (M)  
Lawson Air Force Base  
Fort Benning, Georgia

6LF

434DM

14 November 1952

S T A T E M E N T

Immediately after the football game between Mississippi State and API, Saturday 8 November 1952 at Auburn, Alabama, [REDACTED] [REDACTED] [REDACTED] and I walked out of the East end of the API stadium and within a few minutes after leaving the stadium, Mr. [REDACTED] noticed a peculiar object in the air in the Southeast direction. This object appeared to be the size and shape of a solid head thumb tack with a distinctive silvery appearance. We observed this object while we walked 4 or 5 blocks to our car and intermittently while we drove to Opelika, Alabama (7 miles). Upon our arrival at Opelika we stopped at a cafe (Greens) and the object was still visible, with no noticeable change in the appearance. While we were observing this object, prior to entering the restaurant, the sun seemed to be setting and this object became less distinctive and the silvery color appeared to take on a yellow appearance. Upon departure from this restaurant it was dark and we could find no sight of this object.

The weather was clear and ceiling and visibility appeared unlimited although there was indication of smoke in the air.

On several occasions I sighted this object under the rim of my glasses and by holding my hand at arms length, at all times this object appeared to be motionless.

While observing this object at Auburn, Alabama, I did notice one or two aircraft that appeared to be headed for Montgomery, Alabama. It is believed that these aircraft were civilian airlines DC-3 type.

The attached chart indicates our position and the position of the object when it was first observed by our party.

1 Incl  
Chart

JACK BLALOCK  
Admin. Asst.  
D/M

6LF

Enc. 5

\* FIRST SIGHTED  
OBJECT

## OBJECT

A hand-drawn diagram on a map. At the top, a horizontal line is labeled "SECURITY TOWER" and "GOLF". Below this, a curved line is labeled "LINE OF SIGHT". A series of arrows point from the left towards the "LINE OF SIGHT". The area under the "LINE OF SIGHT" is shaded. Below the "LINE OF SIGHT", there are two curved areas labeled "STAND EAST" and "STAND WEST". The letters "I" and "H" are on the left and right respectively, with vertical lines connecting them to the "STAND EAST" and "STAND WEST" areas. The bottom of the diagram is a wavy line.

OBJECT APPEARED  
TO BE AT A VERY HIGH  
ALTITUDE

&lt;div

GLF

## Alabama Polytechnic Institute

Auburn, Alabama

14 November 1952

SCHOOL OF  
AIR SCIENCE AND TACTICS

SUBJECT: Flying object sighted at Auburn, Alabama on 8 November

While at the Auburn-Mississippi State football game here on 8 November, I observed an object flying at 5500 feet (approximately). This object appeared to be moving very slowly and I identified it as a large weather balloon, perhaps 12 or 15 feet in diameter. At the same time (about 1630 CST) a group of AFROTC students saw the same thing and many reported it as a weather balloon.



GLF

To Whom It May Concern:

SECURITY INFORMATION

OLR

While observing a football game in Auburn, Ala. on the 8th day of November 1952, I followed the gaze of other spectators and saw in the sky immediately to the East of the stadium and high in the sky an object that appeared to me to be a silver balloon. However, because of the altitude it appeared to the eye as a flat object about 14 inches in diameter. The wind was still and there was very little motion of the object. I observed the object for about fifteen minutes and it was in its original position when I left the stadium. The time of this was about four-thirty in the afternoon C.S.T..

SECURITY INFORMATION

Ind. 7

Y. Atta  
Z. Atta  
Z. C. Libs  
1952 INFOR

1952 NOV 14

RA162

WPG081LYDC137

VYB133

VDA106

JESPB 026

PP JEDEN JEDWP JEPLG JEPHO 444

DE JESPB 02

P 141410Z

FM CG LAWSON AFB FT BENNING GA

TO JEPHQ/ DIR OF INTELLIGENCE HQ USAF WASHINGTON DC

INFO JEDWP/ AIR TECH INT CTR WRIGHT-PATTERSON AFB OHIO ATTN ATIAA-2C

JEDEN/ CG ENT AFB COLORADO SPRINGS COLO

JEPLG/ CG TAC Langley AFB VA ATTN DC/S INTELL

~~REB~~ SCTY INFO/ 434 II 217 PD FLYOBPT CLN SINGLE  
UNIDENT FLY OBJ RPTD VIC AUBURN CMA ALA AND COLUMBUS CMA GA PD OBJ  
RPTD AS ROUND OR SPHERICAL CMA SILVER IN COLOR PD ALL WITNESSES SO FAR  
AGREE IT WAS APPARENTLY MOTIONLESS AND NONE CAN ACCOUNT FOR ITS  
DISAPPEARANCE AFTER BEING VISIBLE FOR APPROX THIRTY MINUTES PD NO MEANS  
OF PROPULSION NOTED CMA BUT ONE OBSERVER ( B DASH SIX) RPTD QUOTE GREEN  
HUE ALONG EDGE OF OBJ UNQUOTE PD SAME OBSR THOUGHT OBJ METALLIC PD ALL  
OBSR AGREED IT WAS BRIGHT AND MOST THOUGHT THERE WERE TWO BRIGHT LIGHTS  
SHINING FR IT PD ALL OBSR BUT ONE INTERVIEWED SO FAR WERE AT AUBURN CMA  
ALA PD THE OTHER WAS AT LAWSON AFB PD OBJ SIGHTED BETWEEN ONE SEVEN

PAGE TWO JESPB 02

ST ??

1 8 1 5  
ONE FIVE HRS AND ONE EIGHT ONE FIVE HRS CMA EIGHT NOV FIFTY TWO PD MOST  
OBSR CONSIDERED FAIRLY RELIABLE THOUGH INEXPERIENCED PD FULL WRITTEN  
RPT TO BE SUBM IAW AFL TWO ZERO ZERO DASH FIVE WHEN INVES IS COMPL BY  
THIS HQ AND LOCAL CIC AGTS PD END

P 141410Z

FM CG LAWSON AFB FT BENNING GA

TO JEPHQ/ DIR OF INTELLIGENCE HQ USAF WASHINGTON DC

INFO JEDWP/ AIR TECH INT CTR WRIGHT-PATTERSON AFB OHIO ATTN ATIAA-2C

JEDEN/ CG ENT AFB COLORADO SPRINGS COLO

JEPLG/ CG TAC Langley AFB VA ATTN DC/S INTELL

1 [REDACTED] SCTY INFO/ 434 II 217 PD FLYOBRPT CLN SINGLE  
UNIDENT FLY OBJ RPTD VIC AUBURN CMA ALA AND COLUMBUS CMA GA PD OBJ  
RPTD AS ROUND OR SPHERICAL CMA SILVER IN COLOR PD ALL WITNESSES SO FAR  
AGREE IT WAS APPARENTLY MOTIONLESS AND NONE CAN ACCOUNT FOR ITS  
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HUE ALONG EDGE OF OBJ UNQUOTE PD SAME OBSR THOUGHT OBJ METALLIC PD ALL  
OBSR AGREED IT WAS BRIGHT AND MOST THOUGHT THERE WERE TWO BRIGHT LIGHTS  
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RPT TO BE SUBM IAW AFL TWO ZERO ZERO DASH FIVE WHEN INVES IS COMPL BY  
THIS HQ AND LOCAL CIC AGTS PD END

14/1655Z NOV JESPB

1715

2215  
2100

45  
2215 2

THIS

On 75,000 ft. observed for 30 minutes  
a 105,000 ft.

cy #1

## PROJECT 4773 RECORD CARD

1. DATE		2. LOCATION		3. CONCLUSIONS	
8 Nov 52		SIERRA AMARILLA, NEW MEXICO		<input checked="" type="checkbox"/> Was Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Probably Balloon	
4. DATE-TIME GROUP		5. TYPE OF OBSERVATION		<input type="checkbox"/> Was Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Probably Aircraft	
Local 8/2000Z		<input type="checkbox"/> Ground-Vision <input checked="" type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Vision <input type="checkbox"/> Air-Intercept Radar		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Probably Astronomical	
6. PHOTOS		7. SOURCE		<input type="checkbox"/> Was Prob. Interference <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
<input type="checkbox"/> Yes <input type="checkbox"/> No		Radar operators			
8. DURATION OF OBSERVATION		9. NUMBER OF OBJECTS		10. COMMENTS	
10 min		One		1. Photos taken of radar scope with negative results.	
11. BRIEF SUMMARY OF NOTING					
Object sighted on radar scope traveling at an estimated speed of 600-1500 mph at an estimated altitude of 40,000'. Object was first sighted at 35 miles from station then moved to distance of 65 miles where it hovered about 2 min. Object was lost at 100 miles distance.					

(CLASSIFICATION)

COUNTRY  
UNITED STATESREPORT NO.  
12-21-52W UNCLASSIFIED

LEAVES BLANK

## AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

FLYCBRPT

AREA REPORTED ON

Tierra Amarilla, New Mexico

FROM (Agency)

34th Air Division (Defense)

DATE OF REPORT

14 November 1952

DATE OF INFORMATION

10 November 1952

EVALUATION

B-1

PREPARED BY (Officer)

GLEN D. PARRISH, 1st Lt, USAF

SOURCE

Electronic Observation

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

AFL 200-5, dated 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.)

SUBJECT: FLYCBRPT

In accordance with AFL 200-5, dated 29 April 1952, Subject: Unidentified Flying Objects Reporting (Short Title: FLYCBRPT), the following report of Unidentified Flying Objects is submitted:

On 3 November 1952, 1805 MST, Frederick O Edgar, Philco Technical Representative; S/Sgt James A McCutchan Jr, Radar Crew Chief and A/1c Albert F Radford, Radar Scope Operator, stationed at 767th AC&W Squadron, Tierra Amarilla, New Mexico; while on duty in the ABDC building, observed an unidentified aerial phenomenon on the radar scope. The object or phenomenon was traveling at an estimated speed of 600-1500 MPH and an estimated altitude of 40,000 ft. The object first appeared 45 miles, 143 degrees bearing from the station, heading outbound to a point 130 miles then disappearing off the scope. The object then returned on the reciprocal heading to a point 65 miles from the station, then hovered approximately two (2) minutes and proceeded outbound to a point 100 miles from the station. At this point contact was lost. Inbound and outbound azimuth did not vary more than one or two degrees. The radar set was lowered 20MC, which tended to reduce the blip size to two degrees. The blip was still painting after the 20MC change. The change of 20MC normally eliminates all interference. Radar scope photographs were taken with negative results. The object was under radar surveillance for approximately ten (10) minutes. No other radar station in this area had a pick-up on this object. There is no knowledge of a visual observation of this object. Due to the masking angle (approx 2 degrees) of the radar equipment used in this sighting, an altitude of over 40,000 ft. would be necessary for an object to be detected at 130 miles.

APPROVED:

1  
Glen D. Parrish  
1st Lt, USAF  
Director of Intelligence

summary above mostly  
incorrect as to  
movement of object.

1 INCAS

## 1. Sworn Statements

10/27/77  
DOWNGRADED AT 3 YEAR INTERVALS  
DECLASSIFIED AFTER 32 YEARS  
DOD DIR 5200.19

DISTRIBUTION BY ORIGINATOR

TO: Commanding General  
Western Air Defense Force  
ATTN: Director of Intelligence  
Hamilton Air Force Base, California

UNCLASSIFIED

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

(CLASSIFICATION)

SECURITY INFORMATION

10/27/77  
152-20233  
U. S. GOVERNMENT PRINTING OFFICE: 1950 O-918391

~~SECRET~~  
(CLASSIFICATION)

## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
34th Air Division (Defense)	IR-21-52W	2	2	
<p>(1) Shape: Radar blip (parallel to range lines on scope). Size: 100 to 15° wide (decreased in size to 2° after frequency changed by 20 MC)</p> <p>Color: Unknown Speed: 600 MPH to 1500 MPH Maneuvers: Came in and went out on the same azimuth with no observed turns. Manner of Disappearance: Faded Other Factors: Negative</p> <p>(2) Approximately 1305 MST.</p> <p>(3) Electronic Observation AN/FPS-3 PPI Scope.</p> <p>(4) ADDC Building, 767th AC&amp;W Squadron, Tierra Amarilla, New Mexico.</p> <p>(5) Observers reliability considered excellent. Technical Representative's electronic knowledge considered superior to military observers knowledge.</p> <p>(6) Clear weather and normal winds aloft.</p> <p>(7), (8), and (10) All Negative.</p> <p>(9) Radar frequency was changed by 20 MC and object still appeared on scope.</p> <p>The information given above is true and correct to the best of the observers ability and knowledge.</p> <p>COMMENTS of Preparing Officer:</p> <p>As stated by the two military observers on duty at the scope, this phenomenon may have been interference from another radar station located southeast of the 767th AC&amp;W Squadron. The approximate bearing to the other station is 145°. Because of the experience and electronic background of the civilian technical representative, coupled with complete knowledge of the equipment, it is believed this sighting cannot be explained as interference. Radar interference is not uncommon and all observers have had some experience with it.</p> <p><i>JFP</i></p> <p>18 DEC 1955 10 51 5</p>				

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

~~SECRET~~

SECURITY ~~INFORMATION~~

(CLASSIFICATION)

16-66670-1 \* 07677 TSP 12-25-53  
U. S. GOVERNMENT PRINTING OFFICE

NBR 21 MSG NBR 7285 10 NOV 52

C-1 ~~SECRET~~ PRIORITY

FM CO 34TH AIR DIV KIRTLAND AFB NMEX

090225Z

TO CS USAF WASH D C

CG AMC WPAFB DAYTON OHIO

~~SECURITY INFORMATION~~

Attn

1. Attn

2. Attn

3. Attn

4. C pub

5. Reg

11

~~1. ATI - ACTION~~

~~2. ATI - INFO~~

~~3. ATI -~~

C-2077 FLY 03 RPT: BLIP 20 DEGREES WIDE APPEARED 45 MILES 145  
DEGREES FROM ~~P-8~~ AT 080205 NOV 52. TRAVELED 600 TO 1400 MPH OFF  
THE SCOPE AT 130 MILES. RETURNED ON SAME AXIMUTH, CAME INTO WITHIN  
65 MILES, HOVERED AROUND APPROX 2 MINUTES, TURNED AND DISAPPEARED  
OFF THE SCOPE AGAIN. WAS OBSERVED FOR TOTAL OF 10 MINUTES. PHILCO  
TECH REP ON DUTY WHO CHANGED FREQ 20 MEGOCYCLES. BLIP DID NOT THEN  
DISAPPEAR. NORMAL WEATHER AND WINDS ALOFT. NO AIR TRAFFIC IN  
AREA

091242Z NOV

\* P-8 is EL Vado, N. 3726-114023-

PARAPHRASE NOT REQUIRED: SEE CRYPTO CENTER  
BEFORE DECLASSIFYING. SEE CRYPTO CENTER

GENERAL INFORMATION

uf

## HAND RECEIPT GS

FROM: MC20243

RESTRICTED

AMC FORM 9-9 FEB 48  
REPLACES AMC FORM 90-23A WHICH MAY BE USEDIDENTIFICATION  
NUMBER

225-114023

INCOMING INTER. S. OFFICE  
FROM: FT. LEWIS AFB, N.W.

DATE 11-13-0930

OUTGOING

COMPLETE  
FILE COPYINCOMPL.  
FILE COPYNO  
FILE COPY

REG. NO. IN 21 7285

TO: AMC

DESCRIPTION, DATES, AND SUBJECT: 11-9 (3 cys distr 1p ea)  
CITE: 090225Z ACTN-INFOENCLOSURES:  
NONE

4

TO: (OFFICE SYMBOL)	COPY NO.	REC'D BY (FULL SIGNATURE)	DATE REC'D	HOUR
TO: ATI	1	REC'D BY	DATE REC'D	HOUR
TO: ATI A	2	REC'D BY 1,2,3	DATE REC'D	HOUR
TO: ATI A	3	REC'D BY	DATE REC'D	HOUR
		RESTRICTED		

★ G.P.O. 1950-896119

## TRANSMITTAL GS

FROM: MC20243

RESTRICTED

AMC FORM 9-9 FEB 48  
REPLACES AMC FORM 90-23A WHICH MAY BE USEDIDENTIFICATION  
NUMBER

225-114023

INCOMING INTER. S. OFFICE

DATE 11-10-0930

HOUR

OUTGOING

COMPLETE  
FILE COPYINCOMPL.  
FILE COPYNO  
FILE COPY

FROM: MC IN 21 7285

REG. NO.

TO:

DESCRIPTION, DATES, AND SUBJECT: 11-9 (3 cys distr 1p ea)  
CITE: 090225Z ACTN-INFOENCLOSURES:  
NONE

5

TO: (OFFICE SYMBOL)	COPY NO.	REC'D BY (FULL SIGNATURE)	DATE REC'D	HOUR
TO: ATI	1	REC'D BY 33	DATE REC'D	HOUR
TO: ATI A	2	REC'D BY	DATE REC'D	HOUR
TO: ATI A	3	REC'D BY 1,2,3	DATE REC'D	HOUR
TO: ATI A	4	REC'D BY	DATE REC'D	HOUR
		RESTRICTED		

★ G.P.O. 1950-896119

# SMOKED STATEMENT

10 November 1952

I, Frederick Orville Edgar observed on the PPI Scope of the AN/FPS-3 radar at about 1805 MST, 8 November 1952, an unusual presentation as follows:

A target about fifteen degrees in width appeared southeast of this station. It was moving very fast. I went from the maintenance room, where the above mentioned scope is located, into the operations room to find out if the target in question was observed by the operations personnel. After observing there for three or four sweeps of the antenna, I returned to the maintenance room. There I determined that the lower beam was picking up the target. I then lowered the frequency of that transmitter and receiver about twenty MC. I changed frequency to determine whether or not this target was a result of interference from one of the other sites. After I changed the frequency, the target was still there. For the next few sweeps after the frequency was changed, the target stopped moving then started moving again only this time slower at first then increased speed. I did not pay any attention to the exact speed or bearing as I was concentrating on determining whether what I saw was actually a target or interference. I am convinced that it was not interference from another radar.

I am a contractor Technical Instructor at the 767th AC&W Squadron. I am employed by Philco Corporation. I have been actively engaged in electronics for the past nineteen years. I have been working with radar since 1942.

13/ R  
14/ E  
15/ X  
16/ Y  
17/ Z  
Philco Tech Rep.

Sworn and Subscribed before me this 10th day of November 1952.

s/t/ SAM UDENSKY  
2nd Lt. USAF  
Ass't Adj Gen  
34th Air Division (Des).

This is a certified true copy:

*Glen D. Parrish*

## Section 1. ORGANIZATION

07377

752-20858-19

SWORN STATEMENT

10 November 1952

I, James H McCutchin Jr., S/Sgt, USAF, AF14357864, do hereby make the following statement and is true to the best of my knowledge.

On the 8th of November 1952 at 1805 MET, I was notified by the scope operator on the short range scope that he had an unusual occurrence on his scope. I then noticed what looked to me to be interference. This was on an azimuth of about 145 degrees and was moving about 5 miles per sweep. I notified maintenance personnel who changed frequency 20 MC. At the time of first appearance on scope the blip was painting approximately 10 degrees wide but after lowering the set 20 MC, the blip was then only painting about 2 degrees wide and was painting very faintly. During the time of pickup to the time of disappearance which was approximately ten minutes, this blip had traveled from 130 miles to 45 miles from station, out to 100 miles where it disappeared, back in to 65 miles from station where it stayed in one place for two minutes. It then started out again and disappeared at 100 miles for good. All this occurred on the same azimuth and did not vary more than one or two degrees. Due to this blip being on the same azimuth with Snakehips and the appearance and size of blip, I do believe it was interference caused from Snakehips.

The above statement is true to the best of my knowledge. I have been in radar 23 months and have been stationed here at Campaign for 21 months and am quite familiar with the appearance of interference. I am Crew Chief of Charlie Crew and am quite familiar with my work.

s/t/ JAMES H MCCUTCHEIN JR.  
S/Sgt., USAF

Sworn to and Subscribed before me this 10th day of November 1952.

s/t/ SAM CIRNESSY  
2nd Lt., USAF  
Ass't Adj't Gen  
34th Air Division (Def)

This is a certified true copy:

*John D. Marshall*  
John D. MARSHALL  
1st Lt., USAF  
Director of Intelligence

**SECURITY INFORMATION**

TS2-20256-B

07877

SWORN STATEMENT

10 November 1952

I, Albert F. Radford, A/1C, USAF, AF28191367 of the 767th AC&W Squadron on November 8, 1952 was on Scope #1 in operations between 1800 and 1900 MST. I noticed a blip at 1805 on the scope at 144 degrees at 97 miles. The speed was about 6 miles per sweep. The blip was painting eight to ten degrees across. It was perpendicular to our station. I believed it to be interference and reported it to the crew chief. The blip went into about 45 miles from the station on the same azimuth and disappeared. About a minute later it reappeared at the same azimuth at 97 miles. At the same speed it went into 45 miles again. This time it only faded for a couple of sweeps and then reappeared at about 60 miles going out. The Tech-rep changed MC during this time. When he did the blip decreased to about two degrees across. We lost contact with the object at about 66 miles. I have had a year and a half of experience in Radar Operations. I have been a scope operator for four months with the 767th AC&W Squadron.

s/t/ ALBERT F. RADFORD  
A/1C, USAF

Sworn to and Subscribed before me this 10th day of November 1952.

s/t/ SAM ODENSKY  
2nd Lt, USAF  
Asst Adj Gen  
34th Air Division (Det)

This is a certified true copy:

*Glen D. Parrish*  
GLEN D. PARRISH  
1st Lt, USAF  
Director of Intelligence

SECURITY INFORMATION

762-20053-4  
07077

PROJECT 10073 WORKSHEET

**I. GENERAL**

1. DATE 8 NOV 52	2. LOCATION TIERRA AMARILLA, N.M.	3. TIME Local: 1805 MST Zebra: 2005
4. WAS OBJECT OBSERVED FROM THE GROUND?		
<input type="checkbox"/> Yes <ul style="list-style-type: none"> <li><input type="checkbox"/> Naked Eye</li> <li><input type="checkbox"/> Binoculars</li> <li><input type="checkbox"/> Telescope</li> <li><input type="checkbox"/> Theodolite</li> </ul> <input type="checkbox"/> No		
5. WAS OBJECT OBSERVED BY GROUND RADAR?		
<input type="checkbox"/> Yes <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> By One Set</li> <li><input type="checkbox"/> By Two Sets</li> <li><input type="checkbox"/> By Three Sets</li> </ul> <input type="checkbox"/> No		
6. WAS OBJECT OBSERVED FROM THE AIR?		
<input type="checkbox"/> Yes <ul style="list-style-type: none"> <li><input type="checkbox"/> A/C Observed Object</li> <li><input type="checkbox"/> Interception Attempted</li> <li><input type="checkbox"/> No Intercept Attempted</li> </ul> <input type="checkbox"/> No		
7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT?		
<input type="checkbox"/> Yes <ul style="list-style-type: none"> <li><input type="checkbox"/> A/C Scrambled</li> <li><input type="checkbox"/> Visual Contact Made</li> <li><input type="checkbox"/> A/I Contact Made</li> <li><input type="checkbox"/> No Contact Made</li> </ul> <input type="checkbox"/> No		
8. DID OBJECT CHANGE DIRECTION AT ANY TIME?		
<input type="checkbox"/> Yes <ul style="list-style-type: none"> <li><input type="checkbox"/> Normal</li> <li><input type="checkbox"/> Violent</li> </ul> <input type="checkbox"/> No		
9. IF OBJECT WAS A "LIGHT", WAS IT:		
<input type="checkbox"/> Blinking <ul style="list-style-type: none"> <li><input type="checkbox"/> Steady</li> </ul>		
10. LENGTH OF TIME IN SIGHT:		
<input type="checkbox"/> 1-15 Seconds <ul style="list-style-type: none"> <li><input type="checkbox"/> 1-5 Minutes</li> <li><input checked="" type="checkbox"/> Over 10 Minutes</li> </ul>		
11. REPORTING AGENCY (Unit Number and Mailing Address)		
3447 Air Division (Defense) KIRTLAND AFB, NM		

**II. ASTRONOMICAL DATA**

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED?		
NONE		
13. DID OBJECT APPEAR TO ARCH DOWNWARD?		
<input type="checkbox"/> Yes <input type="checkbox"/> No		
14. DID OBJECT HAVE A TAIL?		
<input type="checkbox"/> Yes <input type="checkbox"/> No		
15. DID OBJECT APPEAR TO DISINTEGRATE?		
<input type="checkbox"/> Yes <input type="checkbox"/> No		
16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data From Air Almanac)		
<input type="checkbox"/> Night <ul style="list-style-type: none"> <li><input type="checkbox"/> Day</li> <li><input type="checkbox"/> Sunrise</li> <li><input type="checkbox"/> Sunset</li> </ul>		

**III. AIRCRAFT DATA**

17. WERE AIRCRAFT NOTED IN AREA?		
<input type="checkbox"/> Yes <ul style="list-style-type: none"> <li><input type="checkbox"/> One Aircraft</li> <li><input type="checkbox"/> More Than One Aircraft</li> </ul> <input type="checkbox"/> No		
18. WAS ANY SOUND HEARD?		
<input type="checkbox"/> Yes <input type="checkbox"/> No		
19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE?		
<input type="checkbox"/> Yes <input type="checkbox"/> No		
20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION?		
<input type="checkbox"/> Yes <input type="checkbox"/> No		

#### IV. BALLOON DATA

21. WERE BALLOONS RELEASED IN AREA?			<input type="checkbox"/> Yes	<input type="checkbox"/> No																												
22. TIME SINCE SCHEDULED BALLOON RELEASE:			Minutes																													
23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:																																
<table border="1"> <thead> <tr> <th rowspan="2">a.</th> <th rowspan="2">Location</th> <th rowspan="2">Type</th> <th rowspan="2">Launching Agency</th> <th colspan="2">Lighted?</th> <th rowspan="2">Describe Lighting</th> </tr> <tr> <th>Yes</th> <th>No</th> </tr> </thead> <tbody> <tr> <td>b.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>c.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>d.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>			a.	Location	Type	Launching Agency	Lighted?		Describe Lighting	Yes	No	b.							c.							d.						
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			Yes	No																												
b.																																
c.																																
d.																																
(attach overlay)																																

#### V. EVALUATION

21. EVALUATION OF SOURCE:	22. DETAILS OF REPORT:
<input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/> Unreliable <input type="checkbox"/> Extremely Doubtful <input type="checkbox"/> Hoax	<input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor <input type="checkbox"/> Insufficient to Evaluate
23. FINAL EVALUATION:	
<input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon	<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
<input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft	<input type="checkbox"/> Other: _____ <input type="checkbox"/> Insufficient Data For Evaluation <input type="checkbox"/> Unknown

#### 24. COMMENTS:

## PROJECT 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION		2. TIME OF OBSERVATION		3. STATION OBSERVING																																																																																																							
<b>4. WINDS ALOFT:</b> <table border="1"> <thead> <tr> <th>ALTITUDE (feet)</th> <th>VELOCITY (knots)</th> <th>DIRECTION (degrees)</th> <th>ALTITUDE (feet)</th> <th>VELOCITY (knots)</th> <th>DIRECTION (degrees)</th> </tr> </thead> <tbody> <tr><td>0</td><td></td><td></td><td>25,000</td><td></td><td></td></tr> <tr><td>1,000</td><td></td><td></td><td>30,000</td><td></td><td></td></tr> <tr><td>2,000</td><td></td><td></td><td>35,000</td><td></td><td></td></tr> <tr><td>3,000</td><td></td><td></td><td>40,000</td><td></td><td></td></tr> <tr><td>4,000</td><td></td><td></td><td>45,000</td><td></td><td></td></tr> <tr><td>5,000</td><td></td><td></td><td>50,000</td><td></td><td></td></tr> <tr><td>6,000</td><td></td><td></td><td>55,000</td><td></td><td></td></tr> <tr><td>7,000</td><td></td><td></td><td>60,000</td><td></td><td></td></tr> <tr><td>8,000</td><td></td><td></td><td>65,000</td><td></td><td></td></tr> <tr><td>9,000</td><td></td><td></td><td>70,000</td><td></td><td></td></tr> <tr><td>10,000</td><td></td><td></td><td>75,000</td><td></td><td></td></tr> <tr><td>12,000</td><td></td><td></td><td>80,000</td><td></td><td></td></tr> <tr><td>14,000</td><td></td><td></td><td>85,000</td><td></td><td></td></tr> <tr><td>16,000</td><td></td><td></td><td>90,000</td><td></td><td></td></tr> <tr><td>18,000</td><td></td><td></td><td>95,000</td><td></td><td></td></tr> <tr><td>20,000</td><td></td><td></td><td>100,000</td><td></td><td></td></tr> </tbody> </table>						ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	0			25,000			1,000			30,000			2,000			35,000			3,000			40,000			4,000			45,000			5,000			50,000			6,000			55,000			7,000			60,000			8,000			65,000			9,000			70,000			10,000			75,000			12,000			80,000			14,000			85,000			16,000			90,000			18,000			95,000			20,000			100,000		
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5. WAS AN INVERSION LAYER NOTED? (If yes, at what altitude?)			<input type="checkbox"/> Yes <input type="checkbox"/> No																																																																																																								
6. WERE ANY THUNDERSTORMS NOTED IN AREA? (If yes, at what quadrant?)			<input type="checkbox"/> Yes <input type="checkbox"/> No																																																																																																								
7. CLOUD COVER:			8. VISIBILITY WAS																																																																																																								
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ATIAA-5/AGF/vs

11/4/62

EX-XXXX

In reply refer to  
ATIAA-5

SUBJECT: Transmittal of Radar Observation Data Sheet

TO: Commanding Officer  
24th Air Division  
Attn: Director of Intelligence  
Kirtland Air Force Base, New Mexico

1. With reference to your FLYGSRPT of 090105 November 1962, the Air Technical Intelligence Center requests that your organization complete and return the inclosed Radar Observation Data Sheet.

2. In addition, the following investigative steps are suggested:

a. Careful scrutiny of weather stations to determine whether or not inversion layers were present.

b. Contact with adjacent radar stations to determine whether these stations observed any unusual activity at the time and place of the above FLYGSRPT.

c. Attempts to locate persons who may have made visual confirmations of this sighting.

3. In the event that these steps develop considerable further information, the Air Technical Intelligence Center requests that your organization submit a written report in accordance with Air Force Letter 200-5.

1 Incl  
Radar Observation Data Sheet

ATIAA-5 FILE

Hq ATIC ATIAA-5 Subject: Transmittal of Radar Observation Data Sheet

OIN 319.1 (17 Nov 52) 1st Ind

HQ 34TH AIR DIVISION (DEF), Kirtland Air Force Base, N Mex 8 DEC 1952

TO: Commanding General, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio

1. The suggested investigative steps mentioned in paragraph 2, basic letter, have been accomplished. All information was forwarded through channels, on AF Form 112, dated 14 November 1952.
2. The completed Radar Observation Data Sheet requested in paragraph 1, basic letter, is attached hereto. In the event that further information is required it is requested that this headquarters be advised.
3. When inclosure number 1 is withdrawn the classification of SECRET on this correspondence will be changed to UNCLASSIFIED, in accordance with paragraph 25c, AFR 205-1.

FOR THE COMMANDING GENERAL:

*James A. Martin*

James F. MARTIN  
Major, USAF  
Adjutant General

1 Incl

Radar Observation Data Sheet

SECURITY INFORMATION

07859  
752-11847-A

AIR TECHNICAL INTELLIGENCE CENTER  
WRIGHT-PATTERSON AIR FORCE BASE  
OXFORD, OHIO

In reply refer to  
ATIAA-5

17 NOV 1952

SUBJECT: Transmittal of Radar Observation Data Sheet

TO: Commanding Officer  
34th Air Division  
Attn: Director of Intelligence  
Kirtland Air Force Base, New Mexico

1. With reference to your FLYOBRPT of 090105 November 1952, the Air Technical Intelligence Center requests that your organization complete and return the inclosed Radar Observation Data Sheet.

2. In addition, the following investigative steps are suggested:

a. Careful scrutiny of weather stations to determine whether or not inversion layers were present.

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FOR THE COMMANDING GENERAL

1 Incl  
Radar Observation Data Sheet

*Robert Kennedy*  
ROBERT E. KENNEDY  
Major, USAF  
Air Adjutant General

07859

752-19947-1

RADAR OBSERVATION DATA SHEET

**I. QUESTIONS REGARDING DETECTING RADAR EQUIPMENT**

1. What type radar equipment is involved?

AN/FPS-3

2. Has there been any recent maintenance difficulties? If so, describe.

None

3. What type modulator (i.e., spark gap, hard tube, etc.) is used in the radar equipment?

Soft vacuum tube (thyatron)

4. Was the AFC (automatic frequency control) circuit of the receiver operating properly?

Yes

5. Has interference from another radar set been observed recently, and are personnel familiar with the effects caused by an interfering signal?

See reverse side:

6. What type indicators, "A scope", "B scope", etc., were used to follow the target?

Plan twelve indicators

7. What was the radar scan rate?

5 rpm

8. What was the approximate frequency of the transmitter?

Lower beam 1319 mc (indicated on UPM-13 frequency meter). Frequency of upper beam 1274 mc.

**II. GENERAL QUESTIONS**

1. What were the general weather conditions at the time unidentified target was observed?

Clear and dry

2. What weather data from nearby U.S. weather stations is available on temperature vs altitude, humidity vs altitude, and wind velocity vs altitude?

All weather data is provided by weather unit attached to the 34th ADD. Weather data on reverse side.

3. Was the target observed by any other nearby radar equipments? If so, give details.

No

4. Are the operator and the supervisor familiar with the effects of anomalous (duct-effect) propagation as they pertain to this type radar?

Anomalous propagation effect are familiar to observers. This condition did not exist at that time

PART I. 5. Yes. Interference from other radar sets has been observed. For that reason the transmitter frequency was changed during the observation. After changing the frequency to 20 mc lower, the target in question still painted. Personnel are familiar with the effects and appearance of radar interference.

PART II. 2. The weather data given below was furnished by a USAF Weather Unit attached to the 34th Air Division (Defense), Kirtland AFB, N Mex.

Time/date of sounding  
0300Z 9 November 1952  
(2000 MST 8 Nov 1952)

<u>ALTITUDE</u>	<u>TEMPERATURE</u>	<u>WIND DIR/VELOCITY</u>	<u>HUMIDITY</u>
30,000 ft MSL	- 42° F	260/80 knts	very dry
35,000 ft MSL	- 48° F	260/80 knts	extremely dry
40,000 ft MSL	- 56° F	260/80 knts	extremely dry

Twelve hours after this WX report an inversion occurred between 30,000 and 40,000 ft MSL. Upper air weather is given for the above altitudes because of est. max. altitude of target. Weather below 30,000 ft MSL was clear and dry.

5. Has anomalous propagation been observed to extend the range of ground clutter by this radar at this site, and did this condition exist during or near the time that unknown target was observed?

No. No..

6. What effects of rain storms and lightning have been observed on this radar?

See reverse side.

7. Were any checks made to determine if unknown target could have been one of our own aircraft?

Yes

8. Was any interception attempted? If so, give details.

No. Night fighters are not attached to this organization.

### III. SPECIFIC TARGET QUESTIONS

1. What technical personnel observed the unknown target? Have they been questioned thoroughly? What was their opinion?

Mr F.O. Edgar, Philco Tech Rep. S/Sgt J.M. McCutchin, Radar Crew Chief.

2. Was a permanent record "track" made of the target positions as they appeared on the indicators? If so, attach to this report.

No

3. At what range, azimuth, altitude, and time was the target observed?

130 miles; 143 degrees; est. 40,000 ft. altitude; time 1805 MST, 8 Nov 52

4. How did the target appear in size and shape as compared with conventional aircraft targets?

The target appeared much larger than that of a B-29 a/c. Characteristics other than size were the same as B-29 a/c blip.

5. Was the target of consistent size, or did it change rapidly?

Consistent size and shape. It did not change.

6. Was the speed of the target constant or variable? Explain.

The speed varied between 600 and 1400 mph (approx)

7. Did the target appear "fuzzy" or clear and sharp as compared with a known aircraft target?

Clear and sharp. (About the same as a B-29 a/c blip)

8. What other (aircraft) targets were observed in the same general area, altitude, and time as that of the unknown target?

None

PART II. 6. No unusual effects has been noticed due to rain storms and lightning except range is reduced by rain storms and heavy clutter is present. At times this clutter is presented by the moving target indicator receiver, while all ground clutter is concealed.

Hq ATIC ATIAA-5 Subject: Transmittal of Radar Observation Data Sheet

OIN 319.1 (17 Nov 52) 1st Ind

HQ 34TH AIR DIVISION (DEF), Kirtland Air Force Base, N Mex

TO: Commanding General, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio

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FOR THE COMMANDING GENERAL:

1 Incl

Radar Observation Data Sheet

JAMES F. MARTIN  
Major, USAF  
Adjutant General

11 DEG 200 00 00 2

07859

752-12947-1