

20-1-52

WADEN, UTAH

2-1-52  
2-1-52

TH

AF Pilot

one

Student pilot and instructor observed object  
with amber colored stream a mile long.  
Course was straight and level with a straight  
lateral wavering.



1 DEC 52 09 45

NO ACTION TAKEN  
0611 11-30-52  
E. Miller, Capt  
OD#2

1720 22 11

ACTION

WR  
FILED

1. ~~ATIAA~~  
2. ~~ATIAA~~  
3. ~~ATIAA~~  
Cent. Files

ATIAA  
195 DEC

INFOR

1. ATIAA

2. ATIAA

3. ~~ATIAA~~

RE095

WPC165

YDB110T

XYA231

XMA144

CXD134

JWPNJ 093

PP JEDWP JEDEN JEPHQ JWFDL 444

DE JWPNJ 282

P 291920Z ZNJ

FM CO NELLIS AFB NEV

TO JEDWP/AIR TECH INTEL CEN WRIGHT PATTERSON AFB OHIO

INFO JEPHQ/DIR OF INTEL HQ USAF WASHDC

JWFDL/CG CTAF RANDOLPH AFB TEX

JEDEN/CG ENT AFB COLO

/ ~~WRIGHT PATTERSON~~ WRIGHT PATTERSON ATTN ATIAA-2C. NGD 1581L



CIRVIS FLYOBRPT. IN COMP WITH AFL 2100-5.

1. UNIDENTIFIED OBJ, SHAPE AND SIZE UNOBSERVED, AMBER COLOR TRAILED BY MILE LONG ROSE - AMBER STREAM, ONLY ONE, ON STRAIGHT AND LEVEL COURSE WITH SLIGHT WAVERING FROM SIDE TO SIDE ALSO REMAINING IN FIXED PSN UNTIL PASSED BY OUR ACFT THEN OBJECT INCREASED DIS TO ABOUT TEN MILES AND DISAPPEARED.

2. OBSR AT 1945 HRS PST 28 NOV 52 FOR APPROX 20 MINUTES.

3. VISUAL AT 25000 FT FROM T-33 TYPE ACFT.

4. PSN OUR ACFT OVER DELTA RANGE RADIO (OGDEN UTAH. OBJECT AT ONE OCLOCK

PAGE TWO JWPNJ 282

AND 40000 - 50000 FT ALT HEADED IN WESTERLY DIR.

5. WEA CAVU.

6. SIGHTINGS MADE BY CAPT LOUIS A PENDERGRASS A0722145, INSTR 3525

PLT TNG WG WILLIAMS AFB ARIZ AND [REDACTED] 3525

STU SQ WITLIAMS AFB ARIZ DURING ROUND ROBIN FLT NELLIS - OGDEN - NELLIS

29/1957Z NOV JWPNJ

af-



|                          |                      |                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                   |
|--------------------------|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PROJECT NAME             |                      | 12-0112                                                                                                                                                                                                                                                                            |                                                                                                                                                                                   |
| 1. DATE                  | 2. LOCATION          | 3. CONCLUSIONS                                                                                                                                                                                                                                                                     |                                                                                                                                                                                   |
| 03-10-55                 |                      | <input type="checkbox"/> Not a Balloon<br><input type="checkbox"/> Possibly Balloon<br><input type="checkbox"/> Definitely Balloon                                                                                                                                                 |                                                                                                                                                                                   |
| 4. OBSERVERS             | 5. WEATHER           | 6. COMMENTS                                                                                                                                                                                                                                                                        |                                                                                                                                                                                   |
| 1st Lt. [illegible]      | Cloudy               | <input type="checkbox"/> Aircraft<br><input type="checkbox"/> Possibly Aircraft<br><input type="checkbox"/> Definitely Aircraft<br><input type="checkbox"/> Not Astronomical<br><input type="checkbox"/> Possibly Astronomical<br><input type="checkbox"/> Definitely Astronomical |                                                                                                                                                                                   |
| 7. LENGTH OF OBSERVATION | 8. NUMBER OF OBJECTS | 9. SOURCE                                                                                                                                                                                                                                                                          | 10. BRIEF SUMMARY OF REPORTING                                                                                                                                                    |
| 20 minutes               | 1                    | 3/1                                                                                                                                                                                                                                                                                | Orange color. Head with tail. Straight line movement.<br>Object looked like a rocket with a tail. It was observed for 20 minutes going in a S/W direction - at approx 45-55,000'. |
|                          |                      | 11. COMMENTS                                                                                                                                                                                                                                                                       |                                                                                                                                                                                   |
|                          |                      | Head balloon release time but no balloon launch etc. noted.                                                                                                                                                                                                                        |                                                                                                                                                                                   |



(CLASSIFICATION)

3

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                 |                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|-------------------|
| COUNTRY<br>U. S. A.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | REPORT NO.<br>ATRC IR-P7-52                                                     | (LEAVE BLANK)     |
| <b>AIR INTELLIGENCE INFORMATION REPORT</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                 |                   |
| SUBJECT<br>FLYOBREP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                 |                   |
| AREA REPORTED ON<br>Delta, Utah                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | FROM (Agency)<br>Wing Training & Operations<br>Williams Air Force Base, Arizona |                   |
| DATE OF REPORT<br>1 December 1952                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | DATE OF INFORMATION<br>28 November 1952                                         | EVALUATION<br>A-2 |
| PREPARED BY (Officer)<br>Harold W. Lehman, Capt USAF                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SOURCE<br>A/                                                                    |                   |
| REFERENCES (Control number, directive, previous report, etc., as applicable)<br>AFI 200-5, 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.)<br>On 28 November 1952 at approximately 1945 hours Pacific time an unidentifiable object was sighted at approximately 112° 54 minutes west longitude and 39° north latitude by Captain [redacted], and Aviation Cadet [redacted] Ni [redacted], who were both flying in a T-33 type aircraft #51-6945. The approximate position of the T-33 type aircraft was 4 miles southwest of Delta Radio on the southwest leg of the range or 112° and 34 minutes west longitude and 39° and 17 minutes north latitude at 25,000 ft on a heading of 188°. The object was first sighted at a position of approximately one o'clock high to the T-33. The object had passed the Air Force aircraft and was going away very fast. The strange object was described as looking very much like a meteor being composed of a main body of light, yellowish orange in color with an orange to light red tail streaming out behind it. Its altitude was estimated by Captain Pendergrass and the cadet as being from 45,000 to 55,000 feet.<br><br>Both individuals observed the object for approximately 20 minutes, during which time it at first maintained a straight course directly away from them and then appeared to zig-zag until finally it became stable to their sight over the right wing tip of the aircraft. Both individuals, in using stars as reference, were able to determine that the object was much closer to them than any of the stars. The weather at the time of the observation was very clear with full moon. The winds aloft were from 260 to 270° at approximately 20 knots.<br><br>Captain [redacted] has a total of 1902 flying hours with 365 hours of that time being in jet type aircraft. He is considered as being a reliable source of information.<br><br>From the description given by both individuals it is believed the unidentifiable object to have been a comet, and that it was much higher and farther away than they were led to believe. |                                                                                 |                   |
| <br>HAROLD W. LEHMAN<br>Captain, USAF<br>Asst Wg Tng & Opr Officer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                 |                   |
| 3 INCL.<br>1. Statement of Capt [redacted] (quad)<br>2. Statement of A/ [redacted] (quad)<br>3. Map diagram (quad)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                 |                   |
| DISTRIBUTION BY ORIGINATOR<br><br>AF Form 112 (4 cys) CG FTAF, Waco, Texas 9126                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                 |                   |

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

(CLASSIFICATION)

U. S. GOVERNMENT PRINTING OFFICE : 1950—O-918331



S T A T E M E N T

UNCLASSIFIED

On 28 November 1952 I was flying T-33 aircraft #51-6945 with A/C [REDACTED] [REDACTED], on a routine navigational training mission. We had taken off from Las Vegas, Nevada on a round robin to Hill Air Force Base and return. At approximately 1945 Pacific time, four miles southwest of Delta Radio on a heading of 186° at 25,000 feet I spotted a bright light which at first I thought was a meteor. At the time I first sighted this strange light it was at about one o'clock and it looked like a star with a long tail stringing behind it. It was yellowish orange in color and there did not appear to be any radiation except from the tail. The main body of light was shining and the same yellowish orange color, however, it did not appear to be fiery. I had expected to see it drop to the ground and burn itself out; however, it maintained a constant altitude at about one o'clock going away from me. I estimated the altitude of this strange object to be at about 40 to 50,000 feet. I had no way of estimating the speed; however, my ground speed was 400 MPH and this object was going very decidedly faster than our aircraft. At the time I first sighted the object I called it to the attention of A/C Niemela.

The tail which was visible at first seemed to disappear slowly as the object got farther away. Its course was very erratic and zig-zaggy. After looking at it for sometime it looked like any other star in the sky. If you hadn't noticed it before you could not tell it from a star; however, it kept moving around until finally it became stable, and I was viewing it off my right wing. After this there were no erratic movements of any kind. I watched it about 15 or 20 minutes and then got tired of looking at it. The weather was very clear with a full moon. The winds aloft were from 260 to 270 at approximately 20 knots.

DECLASSIFIED AT 8 15 1980 BY SP-6 J. J. [REDACTED]

UNCLASSIFIED

[REDACTED]  
Captain, USAF[REDACTED]  
[REDACTED] R7C



~~CONFIDENTIAL~~  
**STATEMENT**

A-1C IR-P7-52

On 28 November 1952 I was riding in a T-33 type aircraft #51-6945 with Captain . We were at 25,000 ft close to Delta Radio at approximately 1945 Pacific time when Captain Pendergrass called my attention to a bright light with a long red tail streaming from it. I observed this mass of light with the tail flowing out behind it at approximately one o'clock high to our aircraft. The main body of light was yellowish in color and very bright. The tail was between rose and amber in color and less bright than the mass from which it extended. The beginning of the tail was very thin, and as it extended out it became wider and brighter. Its course was almost parallel to that of ours. At the time I first sighted this object we were approximately four miles southwest of Delta Radio on the southwest leg. I would approximate our position as  $112^{\circ} 34$  minutes west longitude and  $39^{\circ} 17$  minutes north latitude. At first the object appeared to maintain a straight course and then it gave indication of zig-zagging. In using several stars as a reference I was able to determine that this object was closer to us than any of the stars. I watched it for about twenty minutes and the last I saw of it it was so far away that it appeared to be steady off our right wing tip. I estimated the altitude of this object at approximately 55,000 feet.

The weather was very clear with a full moon. The winds aloft were approximately 260 to 270 at approximately 20 knots.

~~CONFIDENTIAL~~  
Aviation Cadet, USAF

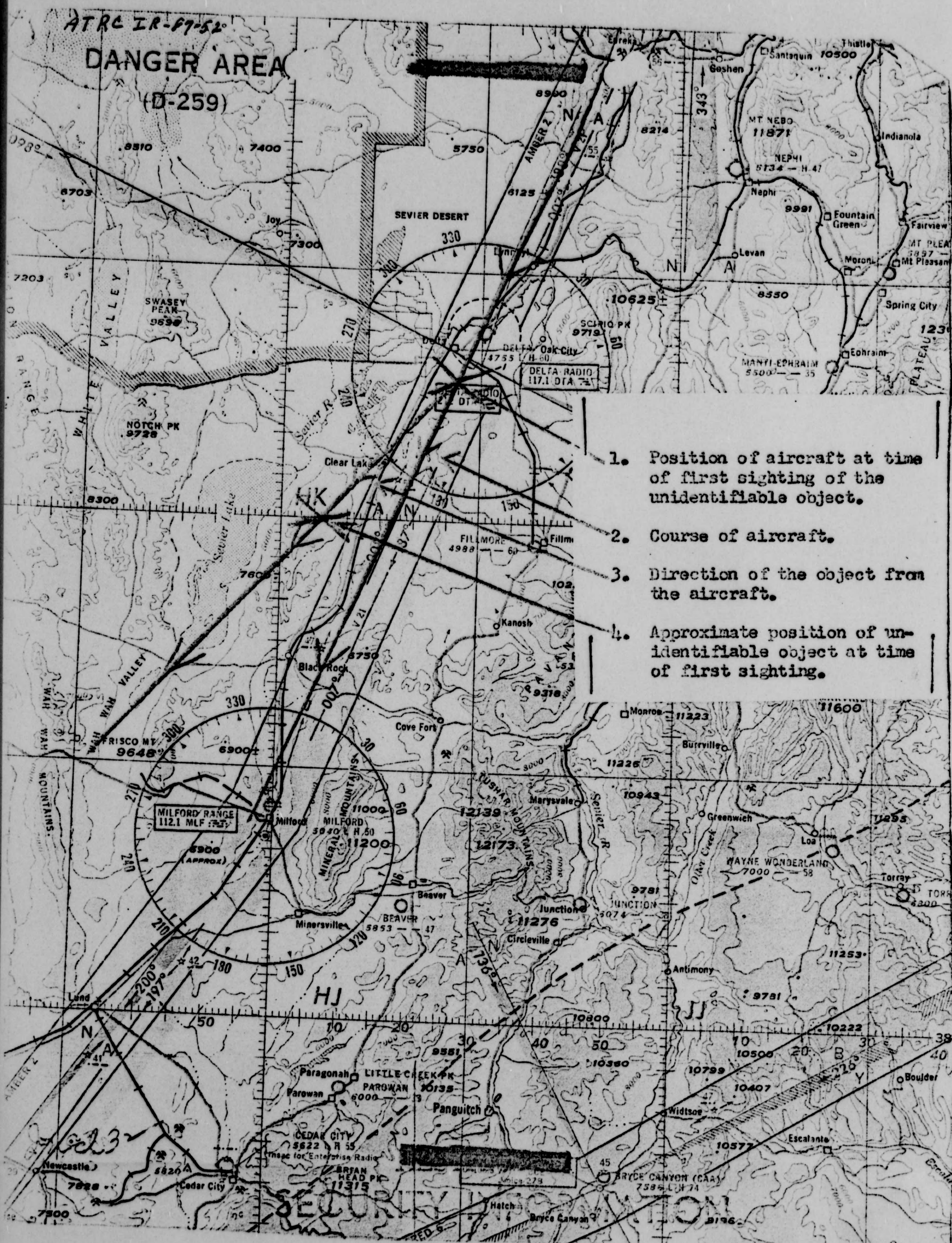
~~CONFIDENTIAL~~  
**SECURITY INFORMATION** R7C



ATRC IR-67-52

# DANGER AREA

(D-259)



1. Position of aircraft at time of first sighting of the unidentifiable object.
2. Course of aircraft.
3. Direction of the object from the aircraft.
4. Approximate position of unidentifiable object at time of first sighting.



PROJECT 100-440000-100

1. DATE

30 Nov 52

2. DAYS-TIME GROUP

30/2230-0130

01/0330-01

3. PHOTOS

NY-44

NY-44

4. METHOD OF OBSERVATION

Civilian Man

NUMBER OF SUBJECTS 1. 0130-01

WFO

10. BRIEF SUMMARY OF REPORT

Two stationary lights which suddenly "disappeared" were seen over Washington by civilian man.

11. CONCLUSIONS

1. Not Station

2. Probably Station

3. Probably Station

4. Not Station

5. Probably Station

6. Probably Station

7. Not Station

8. Probably Station

9. Probably Station

10. Other

11. Insufficient Data for Evaluation

12. Unknown

11. REPORT

1. Report phoned in from a bar in Washington. Source was "somewhat incoherent".



UNCLASSIFIED

ACTION

1 DEC 52 14 41

Em  
1. ATIA  
2. ATI  
3. C. Files

RC5

WPE21YDAG23

TYA37

TDB41

JEPHQ 3321

PP JEDEN JEDWP JEPLG 333

DE JEPHQ 22A

P 110612Z ZNJ

FM HQ USAF WASHDC

TO JEDEN/CGAIRDEFCON ENT AFB COLO

JEDWP/CHIEF ATIC WRIGHT PATTERSON AFB OHIO

JEPLG/CGTAC LANGLEY AFB VA

/ [REDACTED] FROM AFOIN 53637 FLYOERPT ATTN CLN ATIAA-2C

TWO STATIONARY LIGHTS SIGHTED OVER WASHINGTON CMA D.C. AT 2230  
CMA EST CMA 30 NOV 52. SOURCE CMA 12 [REDACTED] CMA SOMEWHAT  
INCOHERENT CMA CALLED FROM A BAR AND GRILL IN WASHINGTON. SIZE  
AND ALTITUDE OF LIGHTS COULD NOT BE DETERMINED. LIGHTS REMAINED  
STATIONARY FOR "SEVERAL MINUTES" THEN DISAPPEARED. FEW SECONDS LATER  
AN AIRPLANE CMA HEADED NORTH CMA APPEARED IN THE SAME LOCATION.  
AIRCRAFT HAD BOTH LANDING LIGHTS TURNED ON.

01/5728Z DEC JEPHQ

UNCLASSIFIED

ATIC  
1952 DEC 1  
INFOR  
DOWNGRADED AT 3 YEAR INTERVALS:  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

af-



PROJECT 10073 RECORD CARD *No case files*

|                                                                                                                                                                                                                                        |                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. DATE<br><b>30 Nov 52</b>                                                                                                                                                                                                            | 2. LOCATION<br><b>WASHINGTON, D.C.</b>                                                                                                                                                                | 12. CONCLUSIONS<br><input type="checkbox"/> Was Balloon<br><input type="checkbox"/> Probably Balloon<br><input type="checkbox"/> Possibly Balloon<br><input type="checkbox"/> Was Aircraft<br><input type="checkbox"/> Probably Aircraft<br><input type="checkbox"/> Possibly Aircraft<br><input type="checkbox"/> Was Astronomical<br><input type="checkbox"/> Probably Astronomical<br><input type="checkbox"/> Possibly Astronomical<br><input type="checkbox"/> Other<br><input type="checkbox"/> Insufficient Data for Evaluation<br><input checked="" type="checkbox"/> Unknown |
| 3. DATE-TIME GROUP<br>Local <b>30/0030FST</b><br>GMT <b>30/0530Z</b>                                                                                                                                                                   | 4. TYPE OF OBSERVATION<br><input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Ground Radar<br><input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| PHOTOS<br><input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                                                                                                                                                       | 5. SOURCE<br><b>Radar Operators</b>                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 6. LENGTH OF OBSERVATION<br><b>Indefinite</b>                                                                                                                                                                                          | 7. NUMBER OF OBJECTS<br><b>Numerous</b>                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 8. BRIEF SUMMARY OF SIGHTING<br><b>Radar blips which had normal a/c characteristics with exception of sporadic appearance and disappearance, were seen on radar from Wash. National Airport. Object could not be sighted visually.</b> |                                                                                                                                                                                                       | 9. COMMENTS<br><b>1. No temperature inversions present. Adiabatic charts coming from Maj Fournet.<br/>2. Source states blips very similar to Wash. radar sighting from Control Center on 19 Jul and 26 Jul 52.</b>                                                                                                                                                                                                                                                                                                                                                                    |



1 Dec 92 14 41 UNCLASSIFIED

NO ACTION TAKEN  
0609, 11-30-52  
Eumiller, Capt  
OD#3

DOWNGRADED AT 8 YEAR INTERVALS  
DECLASSIFIED AFTER 12 YEARS  
DOD DIR 5200.10

318

YDAS53

YDAS53

YDAS74

TDBS52

JEPH2 AB11

PP JEDEN JEDWP JEPLG 333

DE JEPH2 1A

P 304516Z ZNJ

FM HQ USAF WASHDC

TO JEDEN/CSAIRDEFCON ENT AFB COLO

JEDWP/CHIEF ATIC WRIGHT PATTERSON AFB OHIO

JEPLG/CGTAC LANGLEY AFB VA

[REDACTED] /FROM AFOIN 53625 FLYCERPT. ATTN CLM ATIAA-2C.

MR. [REDACTED] SENIOR AIRWAYS SPECIALIST CMA AIR TRAFFIC CONTROL CENTER CMA

CAA CMA HANGAR NO. 6 CMA NATL AIRPORT CMA WASH CMA D.C. CMA REPORTS

RADAR BLIPS ON SCOPE THERE. SAME BEHAVIOR AND GENERAL PATTERN AS

PREVIOUSLY REPORTED. SPEED 90 TO 100 MPH. MANEUVERS & APPEARANCES

IDENTICAL WITH NORMAL A/C CMA EXCEPT FOR SPORADIC APPEARANCES AND

DISAPPEARANCES. SAME OBSERVED SAME PLACE CMA SAME TIME. CMA LAST NIGHT

SMCLN APPROX 304530Z CMA & CONTINUING. LOCATION CLM METROPOLITAN WASH

SMCLN ANDREWS AFB SMCLN AND SHADYSIDE WHICH IS APPROX THIRTY MILES NE

WASH. WEATHER LAST NITE CAVU CMA BRIGHT MOON SMCLN COLD SMCLN NO

TEMPERATURE INVERSION. TONIGHT GENERAL LIGHT SNOW SMCLN GROUND TEMP

THIRTY-ONE DEGREES F SMCLN DEW PT THIRTY. PILOT AT SIX THOUSAND FT

REPORTED NEGATIVE SIGHTING AT 304530Z SMCLN TEMP AT ALT TWENTY F SMCLN

SNOWY. LAST NIGHT CMA WATCH SUPERVISOR AT ANDREWS AFB COULD NOT

VISUALLY SIGHT BLIPS APPARENTLY OVER ANDREWS CMA WHEN QUERIED BY

STAFF. STAFF STATES ALL AIR TRAFFIC IN VICINITY WAS ACCOUNTED FOR AND

DISTINGUISHED FROM BLIPS TONIGHT.

304120Z NOV JEPH2

1. How long were sightings for?

2. Were fighters vectored?

3. What time did sightings occur on second day? Cf -

ATIC  
DEC 1

1. ATIAA  
2. ATT  
3. C. Files

ACTION

UNCLASSIFIED



CSAF ITEM NBR 9 ~~XXXXXXXXXXXX~~ E D/

SECURITY INFORMATION

TO ATIAA-5 RUPPELT FR AFOIN-2A2 FOURNET

REF OUR FLYOBRPT MSG NBR AFOIN 53605

DTD 30 NOV 52. ~~XXXXXX~~ WAS SENIOR CONTROLLER

AT WASH NATL ARTC CENTER DURING INITIAL

SIGHTING NIGHT OF 26/27 JULY 52. HE STATES

BLIPS IN SIGHTINGS OF 29/30 NOV WERE

IDENTICAL WITH NORMAL A/C AND ACTUAL A/C

TRAFFIC WAS MISDIRECTED AROUND THESE BLIPS,

WHEREUPON PILOT WOULD REPORT HE COULD NOT

SEE REPORTED TRAFFIC. STAFF ALSO STATES

THAT SKETCHES OF SCOPE PATTERNS NITES OF

29/30 NOV HAVE BEEN MADE BY CAA PERSONNEL

AND WILL BE FORWARDED.

END OF CSAF ITEM NBR 9 /~~XXXXXXXXXXXX~~/

TT 255  
2 Dec 52

**ACTION**



# PROJECT 10073 WORKSHEET

## I. GENERAL

0030

|                                                                                                                                                                   |                                       |                                                                                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. DATE<br><i>30 Nov '52</i>                                                                                                                                      | 2. LOCATION<br><i>Washington D.C.</i> | 3. TIME<br>Local: <i>2100</i><br>Zebra: <i>1600</i>                                                                                                                             |
| 4. WAS OBJECT OBSERVED FROM THE GROUND?                                                                                                                           |                                       | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No                                                                                                             |
|                                                                                                                                                                   |                                       | <input type="checkbox"/> Naked Eye<br><input type="checkbox"/> Binoculars<br><input type="checkbox"/> Telescope<br><input type="checkbox"/> Theodolite                          |
| 5. WAS OBJECT OBSERVED BY GROUND RADAR?                                                                                                                           |                                       | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No                                                                                                             |
|                                                                                                                                                                   |                                       | <input checked="" type="checkbox"/> By One Set<br><input type="checkbox"/> By Two Sets<br><input type="checkbox"/> By Three Sets                                                |
| 6. WAS OBJECT OBSERVED FROM THE AIR?                                                                                                                              |                                       | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No                                                                                                             |
|                                                                                                                                                                   |                                       | <input type="checkbox"/> A/C Observed Object<br><input type="checkbox"/> Interception Attempted<br><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<br><input type="checkbox"/> Visual Contact Made<br><input type="checkbox"/> A/I Contact Made<br><input type="checkbox"/> No Contact Made |
| 8. DID OBJECT CHANGE DIRECTION AT ANY TIME?                                                                                                                       |                                       | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No                                                                                                             |
|                                                                                                                                                                   |                                       | <input type="checkbox"/> Normal<br><input checked="" type="checkbox"/> Violent <i>in initial sighting</i>                                                                       |
| 9. IF OBJECT WAS A "LIGHT", WAS IT:                                                                                                                               |                                       | <input type="checkbox"/> Blinking<br><input type="checkbox"/> Steady                                                                                                            |
| 10. LENGTH OF TIME IN SIGHT:                                                                                                                                      |                                       | <input type="checkbox"/> 1-15 Seconds <i>Unknown</i><br><input type="checkbox"/> 1-5 Minutes<br><input type="checkbox"/> Over 10 Minutes                                        |
| 11. REPORTING AGENCY (Unit Number and Mailing Address)<br><i>Naval Air Station, Washington, D.C.</i><br><i>Senior Airways Section, Air Traffic Control Center</i> |                                       |                                                                                                                                                                                 |

## II. ASTRONOMICAL DATA

|                                                                                                                                                  |                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| 12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED?<br><i>Unknown - will be checked</i>                                                                    |                                                                     |
| 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 checked="" type="checkbox"/> Night<br><input type="checkbox"/> Day<br><input type="checkbox"/> Sunrise<br><input type="checkbox"/> Sunset |                                                                     |

## III. AIRCRAFT DATA

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



#### IV. BALLOON DATA

| 21. WERE BALLOONS RELEASED IN AREA? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |                           |                  |                  |                                     |                          |                   |
|---------------------------------------------------------------------------------------------------------|---------------------------|------------------|------------------|-------------------------------------|--------------------------|-------------------|
| 22. TIME SINCE SCHEDULED BALLOON RELEASE: _____ Minutes                                                 |                           |                  |                  |                                     |                          |                   |
| 23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING: <i>at irregular times</i>                       |                           |                  |                  |                                     |                          |                   |
|                                                                                                         | Location                  | Type             | Launching Agency | Lighted?                            |                          | Describe Lighting |
|                                                                                                         |                           |                  |                  | Yes                                 | No                       |                   |
| a.                                                                                                      | <i>Wash. - Anacostia</i>  | <i>pitball</i>   | <i>U.S. Navy</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <i>white</i>      |
| b.                                                                                                      | <i>Wash. Hall Airport</i> | <i>red smoke</i> | <i>USDA</i>      | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <i>..</i>         |
| c.                                                                                                      |                           | <i>red smoke</i> | <i>"</i>         | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <i>"</i>          |
| d.                                                                                                      |                           |                  |                  |                                     |                          |                   |

(attach overlay)

#### V. EVALUATION

|                                                                                                                                                                                                                                                                         |  |                                                                                                                                                                                                                                                                                                            |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 21. EVALUATION OF SOURCE:                                                                                                                                                                                                                                               |  | 22. DETAILS OF REPORT:                                                                                                                                                                                                                                                                                     |  |
| <input checked="" type="checkbox"/> Excellent<br><input type="checkbox"/> Good<br><input type="checkbox"/> Fair<br><input type="checkbox"/> Poor<br><input type="checkbox"/> Unreliable<br><input type="checkbox"/> Extremely Doubtful<br><input type="checkbox"/> Hoax |  | <input checked="" type="checkbox"/> Good<br><input type="checkbox"/> Fair<br><input type="checkbox"/> Poor<br><input type="checkbox"/> Insufficient to Evaluate                                                                                                                                            |  |
| 23. FINAL EVALUATION:                                                                                                                                                                                                                                                   |  |                                                                                                                                                                                                                                                                                                            |  |
| <input type="checkbox"/> Was Balloon<br><input type="checkbox"/> Probably Balloon<br><input type="checkbox"/> Possibly Balloon<br><br><input type="checkbox"/> Was Aircraft<br><input type="checkbox"/> Probably Aircraft<br><input type="checkbox"/> Possibly Aircraft |  | <input type="checkbox"/> Was Astronomical<br><input type="checkbox"/> Probably Astronomical<br><input type="checkbox"/> Possibly Astronomical<br><br><input type="checkbox"/> Other: _____<br><br><input type="checkbox"/> Insufficient Data For Evaluation<br><input checked="" type="checkbox"/> Unknown |  |
| 24. COMMENTS:                                                                                                                                                                                                                                                           |  |                                                                                                                                                                                                                                                                                                            |  |
| <p><i>Maj. Gurnet obtaining adiabatic charts for use. Attempted visual sightings showed nothing.</i></p>                                                                                                                                                                |  |                                                                                                                                                                                                                                                                                                            |  |



PROJECT 10073 WEATHER DATA SHEET

|                                                                                                                                                         |                     |                             |                                                                                       |                      |                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------------------|---------------------------------------------------------------------------------------|----------------------|------------------------|
| 1. DATE OF OBSERVATION                                                                                                                                  |                     | 2. TIME OF OBSERVATION      |                                                                                       | 3. STATION OBSERVING |                        |
| 4. WINDS ALOFT:                                                                                                                                         |                     |                             |                                                                                       |                      |                        |
| ALTITUDE<br>(feet)                                                                                                                                      | VELOCITY<br>(knots) | DIRECTION<br>(degrees)      | ALTITUDE<br>(feet)                                                                    | VELOCITY<br>(knots)  | DIRECTION<br>(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                                                                               |                      |                        |
| 5. WAS AN INVERSION LAYER NOTED?<br>(If yes, at what altitude? _____)                                                                                   |                     |                             | <input type="checkbox"/> Yes <i>definitely</i> <input checked="" type="checkbox"/> No |                      |                        |
| 6. WERE ANY THUNDERSTORMS NOTED IN AREA?<br>(If yes, at what quadrant? _____)                                                                           |                     |                             | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No                   |                      |                        |
| 7. CLOUD COVER:                                                                                                                                         |                     |                             |                                                                                       | 8. VISIBILITY WAS    |                        |
| _____ tenths at _____ feet.                                                                                                                             |                     | _____ tenths at _____ feet. |                                                                                       | _____ MILES.         |                        |
| _____ tenths at _____ feet.                                                                                                                             |                     | _____ tenths at _____ feet. |                                                                                       |                      |                        |
| 9. COMMENTS:                                                                                                                                            |                     |                             |                                                                                       |                      |                        |
| <i>Weather reported CAVU with bright moon.<br/>Waiting for raw and adiabatic charts for the 30 of Nov '52<br/>before any analysis can be attempted.</i> |                     |                             |                                                                                       |                      |                        |



CSAF ITEM NBR 3 [REDACTED]  
SECURITY INFORMATION

TO ATIAA-5 RUPPELT FR AFOIN-2A2 FOURNET  
FOLG MSG NBR CINC 63025D DTD 25 NOV 52 FR  
CINCARIB QUARRY HEIGHTS CZ QUOTED FOR YOUR INFO:

"THIS COMMAND IN YELLOW FLERT 1823R-0052R,  
25-26 NOV.

UNIDENTIFIED OBJECT OVERFLYING CANAL TRACKED  
BY RADAR INTERMITTENTLY. ALTITUDES 27000 TO  
1000. FOUR US AIRCRAFT SCRAMBLED. NO CONTACT  
ESTABLISHED. TWO SEPARATE UNCONFIRMED VIS  
SIGHTINGS BY SEGVIC PERS OF UNIDENTIFIED  
AIRCRAFT 1830R. SIGHTING OF HIGH SPEED ELONGATED  
YELLOW GLOW AT LOW ALTITUDE BY AF MAJOR AT  
FRANCE FIELD ABOUT 2330R. RADAR CONTACTS  
APPEARED FIRM, CONSISTANT. WEATHER GENERALLY  
CLEAR. NO KNOWN CONNECTION BASIS SUBJECT  
WITH CAIRC CIRVIS 230500Z, 230510Z. CAIRC  
FURNISHED KNOWN AND DETAILED INFO TO DEPT AF."

THIS IN ADDITION TO MESSAGES 230500Z  
AND 230510Z NOV FR CG CAIRC ALBROOK AFB WHICH  
WERE RELAYED TO YOU BY D/O 23 NOV.

END OF CSAF ITEM NBR 3 [REDACTED]

UNCLASSIFIED

TT 25 NOV 52  
CANAL ZONE  
2 DEC 52

ACTION

DOWNGRADED  
DECLASSIFIED  
DOD DIA 100000

UNCLASSIFIED

# 2



Panama

IR-70-52

UNCLASSIFIED

FLYOBAPT

Panama

Dir/Intelligence, Caribbean Air Command

2 December 1952

25-26 November 1952

B-6

J.J. ABLE, Capt. USAF

Various

Two unidentified objects were flying in the Canal Zone area between 2306Z on 25 November and 0449Z 26 November. Estimated speed of objects was 275 knots, with conventional maneuvers, flying between 1000 and 20000 feet altitude. Sightings were made by gun laying radar. Weather was clear with visibility unlimited. Unsuccessful interception was attempted by two B-26s, one B-17 and one FBM.

APPROVED:

LAWRENCE P. STOVER  
Major, USAF  
Dir/Intelligence

Air Tec Intelligence Center

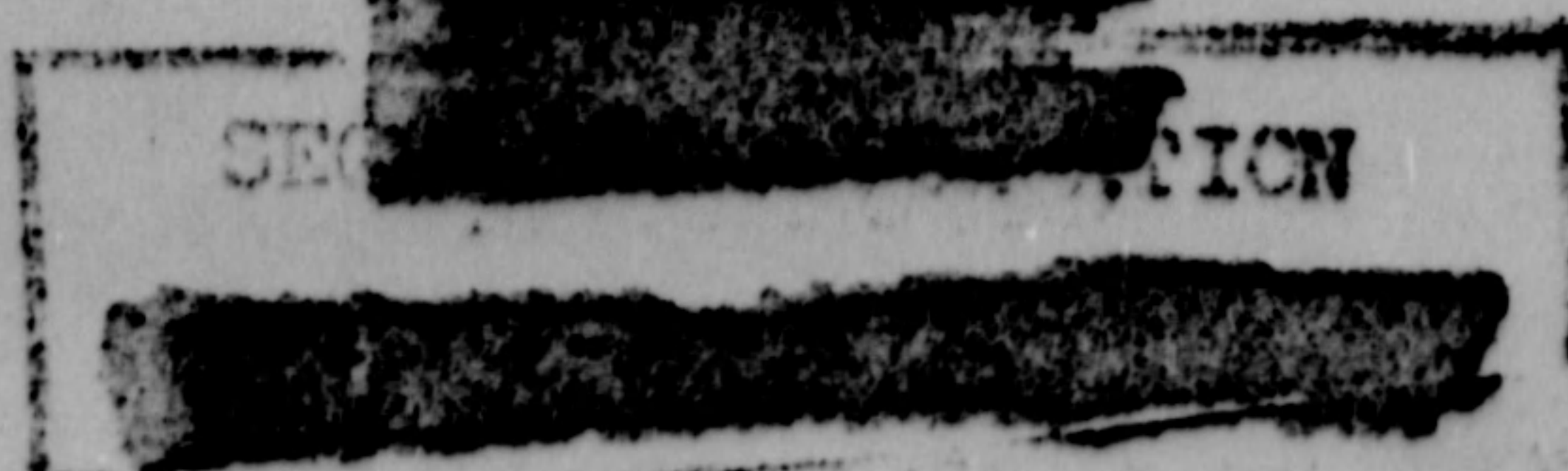
3

Pseudo-adiabatic diagram  
Georef charts  
Grids

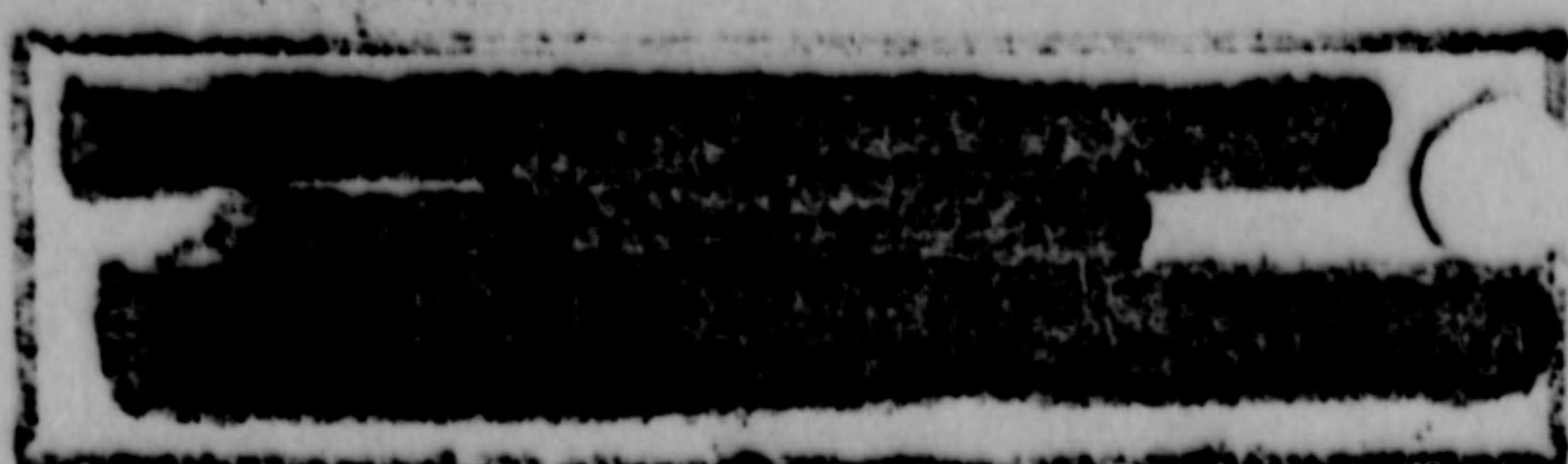
- ✓ 1. Air Tec Intelligence Center without inclosure of diagram
2. CINCARIB without inclosure of diagram
3. C-2 USARCARIB without inclosure of diagram

DOWNGRADED AT 10 YEAR INTERVALS;  
DECLASSIFIED AND DECLASSIFIED  
DOD DIR 100-10 YEARS.

UNCLASSIFIED







UNCLASSIFIED

Dir/Intelligence, CAIRC

IR-70-52

2

7

Two unidentified objects were plotted on gun laying radar in the Canal Zone area during the period 2306Z 25 November 1952 - 0449Z 26 November 1952. Unlike many reports of this type these objects maneuvered in a conventional manner at an estimated speed of 275 knots between 1000 and 23000 feet altitude. During the entire period the weather was clear with visibility unlimited and unrestricted. Two pilots reported visibility of 50 miles at 2000 feet altitude. Interception was attempted by two B-26s, one B-17, and one F84 without success.

A transcript of the log at the Air Defense Control Center is as follows:

12302-1900R

25 November 1952

Conditions Normal Until 2306Z. Started receiving plots on unidentified object. Yellow alert at 2325Z

SUGEN D. BENCH  
Captain, USAF  
Controller on Duty

RADAR POSITION PLOTS RECEIVED FROM AAOC

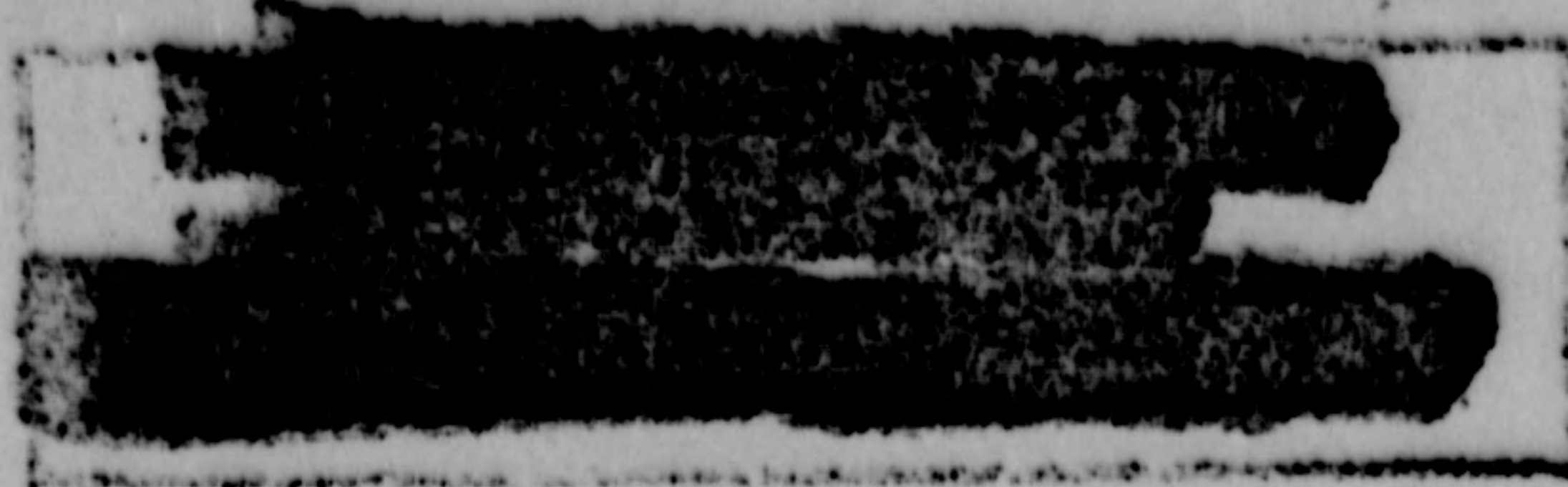
| X                     | Y          |                                   |
|-----------------------|------------|-----------------------------------|
| 0417                  | 2306Z      | LK 0822-0052Z                     |
| LK 0413               | 2307Z      | LK 0924-053Z                      |
| LK 0517               | 2308Z      | LK 0824-0053Z                     |
| LK 0417               | 2308Z      | LK 0113-0053Z                     |
| LK 0317               | 2309Z      | LK 0813-0054Z                     |
| LK 0315               | 2311Z      | LK 0817-0055Z                     |
| LK 0315               | 2311Z      | LK 0213-0055Z A-3                 |
| LK 0522               | 2313Z      | LK 0414-0056Z                     |
| LK 0623               | 2314Z      | LK 0519-0059Z A-10                |
| LK 0224               | 2314Z      | LK 0819-0101Z                     |
| LK 0120               | 2315Z      | LK 0821-0101Z                     |
| LK 0219               | 2315Z A-17 | LK 1124-0102Z A-9                 |
| Plots on B17 off B1B, |            | LK 1024-0106Z A-10                |
| LK 1707               | 2327Z      | LK 0125-0107Z                     |
| LK 1607               | 2327Z      | LK 0824-0107Z                     |
| LK 1606               | 2327Z      | LK 0719-0108Z                     |
| LK 1609               | 2327Z      | LK 0718-0108Z                     |
| LK 1709               | 2328Z      | LK 0515-0109Z                     |
| LK 1806               | 2329Z      | LK 0815-0109Z A-9                 |
| LK 1906               | 2329Z      | LK 0510-0109Z                     |
| LK 2112               | 2330Z      | LK 0909-0110Z                     |
| LK 1913               | 2331Z      | LK 1302-0110Z A-25                |
| LK 1713               | 2332Z      | LK 1301-0112Z A-27                |
| LK 1512               | 2333Z      | LJ 1554-0114Z                     |
| LK 1512               | 2333Z      | LJ 1554-0115Z                     |
| LK 1511               | 2333Z      | LJ 1753-0115Z                     |
| LK 1510               | 2333Z A-3  | LJ 1752-0115Z                     |
| LK 1305               | 2334Z      | Off target at 0115Z               |
| LK 1205               | 2334Z      | All Plots from this Point Until   |
| LK 1103               | 2334Z A-10 | 0200Z Were estimated to be on the |
| Off target at         | 2334Z      | B-26                              |
| On target at          | 0033Z      | LJ 1452-0200Z                     |
| LK 5310               | 0033Z      | LJ 1451-0201Z A-6                 |
| LK 5912               | 0039Z      | LJ 1453-0201Z                     |

UNCLASSIFIED

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







UNCLASSIFIED

Dir/Intelligence

IR-70-52

3

7

KK 5112 0039Z  
KK 5214 0039Z  
KK 5315 0040Z  
KK 5515 0040Z  
KK 5718 0042Z  
KK 5819 0043Z  
KK 5913 0044Z  
KK 5919 0044Z  
KK 5921 - - 0045Z  
Off target at 0045Z  
On target at 0047Z B-17  
LK 0325 0047Z  
LK 0525 0047Z  
LK 0223 0048Z  
LK 1210 0049Z } 960 MPH  
Flots on Navy FBM  
HQ LK 0930 0051Z  
LK 0823 0052Z  
LK 0501 0240Z } 720 MPH  
LK 1507 0241Z  
LK 1404 0241Z  
LK 1305 0241Z  
LK 1507 0242Z  
LK 1203 0242Z A-13  
LK 1109 0243Z  
LK 0718 0244Z  
LK 0622 0245Z  
LK 0624 0245Z  
LK 0232 0247Z  
LK 0343 0248Z  
LK 0535 0248Z  
LK 0639 0249Z  
LK 0742 0249Z  
LK 0844 0250Z  
Off target at 0250Z  
On target at 0300Z  
LK 0913 0300Z  
LK 1112 0301Z  
LK 1106 0301Z A-3  
LK 1403 0302Z  
LK 1503 0302Z  
LK 1602 0302Z  
LK 1601 0303Z  
Off target at 0303Z  
On target at 0312Z  
LJ 1345 0312Z  
LJ 1745 0313Z  
LJ 1645 0313Z  
LJ 1647 0313Z  
LJ 1744 0314Z  
LJ 1654 0315Z  
LJ 1452 0317Z  
LLJ 1252 0317Z

LJ 1546 - - 0202Z A7  
LK 1604 - 0202Z A3  
LK 1902 0204Z  
LK 2001 0204Z  
Off target at 0212Z  
On target at 0227Z  
LK 1252 0227Z  
LK 1454 0228Z A-12  
LK 1402 228Z  
LK 1403 0229Z A-10  
LK 1603 0029Z A-12  
LK 1805 0230Z  
LK 2157 0230Z  
LK 1905 0230Z  
LK 1906 0231Z  
LK 2257 0231Z  
LK 2758 0232Z  
LK Off target at 0235Z (On target 0240Z)  
LK 1223 0402Z  
LK 1123 0402Z  
LK 0923 0402Z  
LK 0621 0403Z  
LK 0616 0403Z  
LK 0613 0204Z  
LK 0818 0404Z  
LK 0913 0404Z  
LK 1110 0404Z  
LK 0922 0405Z  
LK 1322 0405Z  
LK 1419 0406Z  
LK 1513 0406Z  
LK 1421 0406Z  
LK Off target at 0408Z  
LK On target at 0421Z  
LK 0618 0421Z  
LK 0921 0422Z  
LK 0928 0422Z  
LK 0719 0422Z  
LK 0723 0422Z  
LK 0722 0423Z  
LK 0722 0423Z  
LK 1721 0425Z  
LK 1123 0425Z  
LK 0822 0426Z  
LK 0919 0426Z  
LK 1121 0427Z  
LK 0921 0428Z  
LK 0421 0428Z  
LK 0522 0429Z  
LK 0421 0430Z  
LK 0721 0430Z  
LK 0923 0432Z

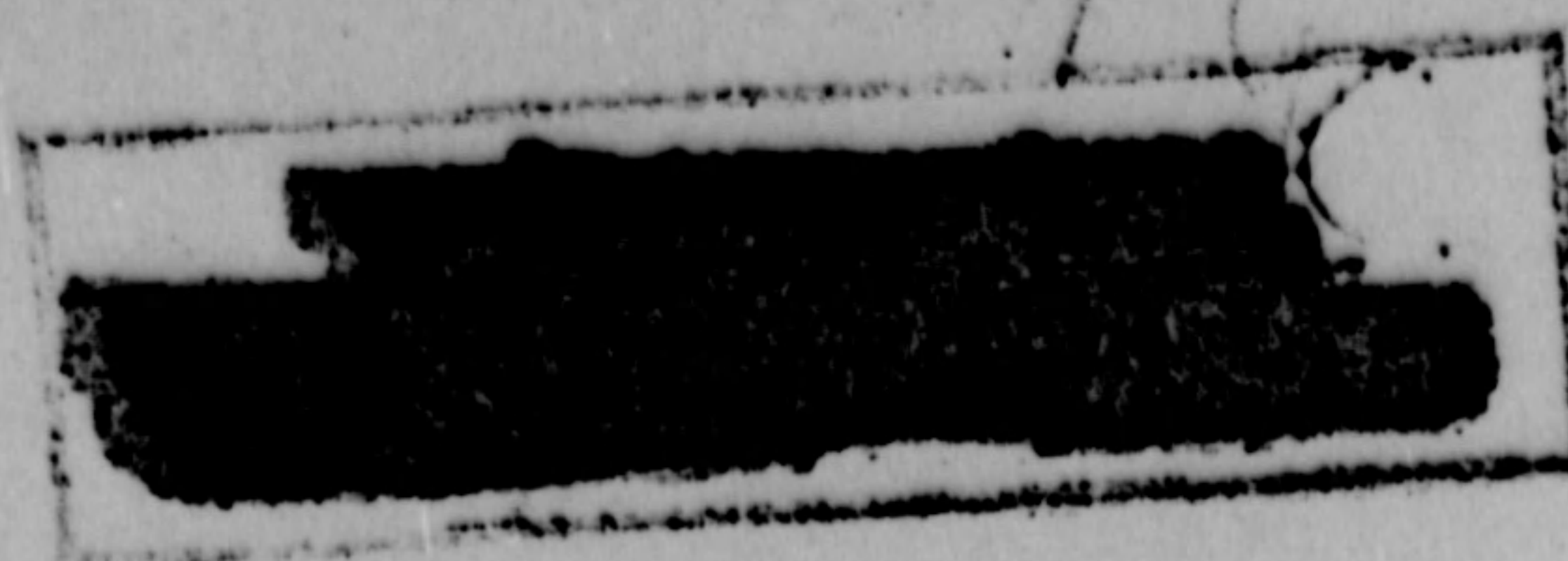
*this is either another  
object or speed was  
2400 mph +*

UNCLASSIFIED

DOWNGRADED  
DECLASSIFIED  
DOD DIR 5200.10







UNCLASSIFIED

Dir/Intelligence

IR-70-52

4

7

Off target at 0317Z

On target at 0322Z

LK 0519 - - 0322Z

LK 0521 - - 0323Z

LK 0221 - 0323Z

LK 0120 0324Z

LK 0209 0325Z

LK 0319 0326Z

LK 0919 0326Z

LK 1221 0327Z A-2

At this point believe to have lost positive plots on unidentified object because they are changing from LK to LJ. So I am not entering them in the log.

LK 0321 0400Z

LK 0722 0401Z

LK 0921 0401Z

LK 1121 0401Z

LK 1501 0447Z

LK 1605 0447Z

LK 1300 0448Z

Off target at 0449Z

Radar plots from 0450Z to 0445Z were known to be on AF2656 returning to BLB.

LK 0423 0432Z

LK 0820 0432Z

LK 0624 0434Z

LK 0820 0434Z

LK 1120 0436Z

LK 0921 0436Z

LK 0913 0436Z

LK 0917 0436Z

LK 0914 0440Z

LK 1111 0442Z

LK 1110 0442Z

LK 1109 0442Z

LK 1107 0442Z

LK 1106 0443Z

LK 1104 0443Z

LK 1202 0444Z

LK 1301 0444Z

LK 1500 0444Z

Another transcript of the log at the Air Defense Control Center is as follows:

1900R-25 Nov. to 0700R on 26 Nov

25 & 26 November 1952

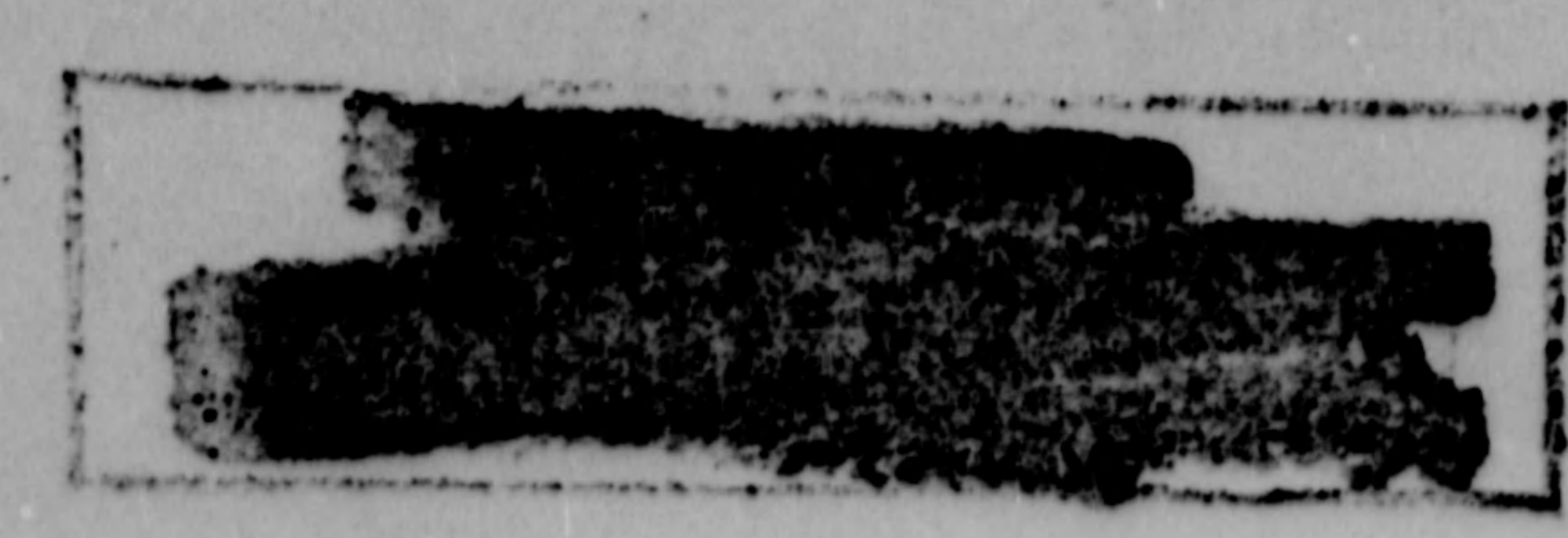
Continued plotting. No positive identification of object. Last plot of unknown object at 0441Z. Changed condition yellow to condition white-guns tight as of 0552Z.

KENNETH W. DILLON  
1st Lt. USAF  
Controller on Duty

Captain Eugene D. BENCH, who was on duty at the Air Defense Control Center during the entire period, was interrogated on 26 November 1952. Captain BENCH reported the following:

1300R - AAOC was asked to turn on radar earlier than normal to track a light aircraft on a direct flight from Marcus Selabert Airport to Colon Airport. The plane's course would be through the restricted area.

1606R - Plot was received from AAOC on a target which was considerably off the proposed course of the light aircraft. Flight plans were re-checked and it was determined that no aircraft was scheduled or authorized to be in that area. AAOC was asked if the target could be weather. AAOC replied that it was a definite target, not a weather target, and was moving very fast to be a storm.



5  
DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DFR 5200.10

UNCLASSIFIED



Dir/Intelligence

11-70-52

2

7

- 1315R - Tocuasen Airport, Marcus Gelabert Airport and Ft. Kobbe were contacted for information on any flight which might not have been previously reported. All three replied that all flight plans had been submitted.
- 1820R - Coco Solo Tower was contacted and they reported the light aircraft was in sight on the Colon Airport.
- 1825R - Yellow Alert was called
- 1830R - A B-17 taking off at Albrook Air Force Base was requested to proceed to the last target position to investigate the unidentified object.
- 1850R - AAOC reported that AAA had made two visual sightings. Unable to verify.
- 1900R - Targets continued to be plotted and B-17 and two B-26's were vectored to positions where targets had been plotted. No visual sightings were made from the air.
- 2049<sup>00</sup> - Last unidentified object was plotted.
- 0054 - Yellow Alert terminated.

Major James J. GABLE, AC563061, Commanding Officer of the 5700 Standby Flight with duty at Trane AFB reported the following:

At approximately 2330R Major Cable received a phone call from Coco Solo advising him that the unidentified objects were in the France AFB area. Major Cable walked outside his home and almost immediately sighted a light moving across his line of vision from East to West. The light was yellow in color, giving a soft glow like a fog light or a candle. The shape was rather vague but was definitely elongated and generally the shape and size of an aircraft fuselage. Altitude was estimated at 3000 feet. The light disappeared in the West in about three (3) seconds time. Major Cable stated that he was quite sure the light could not have been a reflection from a beacon or any similar light since he remained in the same position for some time trying to fix in his mind exactly what he had seen. No noise from the light was noted. There were scattered clouds at the time with visibility unlimited.

Weather recorded at the Detachment 11, 9th Weather Group station at Albrook AFB for the period is as follows:

UNCLASSIFIED

DECLASSIFIED BY SP-6 JAC/STP  
DATE 08-12-2010

146

INTERVALS  
12 YEARS.

312 IN



Time entries on this form are  
To convert to G.C.T. add 5 hours

# SURFACE WEATHER OBSERVATIONS

| TYPE | TIME<br>(LST) | CEILING<br>(hundreds<br>of feet)<br>AND SKY | VISI-<br>BILITY<br>(miles) | SEA<br>LEVEL<br>PRESS<br>(mbs) | TEMP<br>( F) | DEW<br>PT<br>( F) | WIND                |                  | ALTI-<br>METER<br>SET<br>(line) | REMARKS AND SUPPLEMENTAL CODED DATA |
|------|---------------|---------------------------------------------|----------------------------|--------------------------------|--------------|-------------------|---------------------|------------------|---------------------------------|-------------------------------------|
|      |               |                                             |                            |                                |              |                   | DIR-<br>ECT-<br>ION | SPEED<br>(KNOTS) |                                 |                                     |
| R    | 1725          | 250 250 0                                   | 12                         | 061                            | 81           | 74                | ↖                   | 10               | 970                             | SIG/352///00/10 99910 3/940///6/    |
| R    | 1825          | 25 0                                        | 12                         | 064                            | 82           | 74                | ↖                   | 4                | 971                             | HLR ALP                             |
| R    | 1927          | 0 0                                         | 12                         | 081                            | 80           | 73                | ↖                   | 7                | 976                             | H ALP FFW CB /420 1007 91           |
| R    | 2026          | 0 0 0 0                                     | 12                         | 085                            | 78           | 74                | ↖                   | 5                | 977                             | H ALP/3/930 0/970///2/              |
| R    | 2125          | 0 0 0 0                                     | 12                         | 091                            | 73           | 74                | ↖                   | 6                | 979                             |                                     |
| R    | 2227          | 0 0 0 0                                     | 12                         | 091                            | 77           | 74                | ↖                   | 8                | 979                             | 11Z                                 |
| R    | 2325          | 0 0 0 0                                     | 12                         | 091                            | 76           | 74                | ↖                   | 5                | 979                             | RADAT 0292 152/3/930///4/           |
|      |               |                                             |                            |                                |              |                   |                     |                  |                                 | 26 November 1952                    |
| R    | 0026          | 0 0 0 0                                     | 12                         | 091                            | 76           | 74                | ↖                   | 6                | 979                             | BDOK                                |
| R    | 0125          | 0 0 0 0                                     | 12                         | 081                            | 76           | 74                | ↖                   | 4                | 976                             | LTNG INCS/310 3009 91               |
| R    | 0223          | 0 0 0 0                                     | 12                         | 081                            | 75           | 73                | ↖                   | 3                | 976                             | LTNG INCS /3/950 ///5/ ///2/        |

INTER 259/6

Dir/Intelligence, CAIRC

IR-70-52 UNCLASSIFIED

6

7

SC FORM 444  
1 Jun 51

DECLASSIFIED BY 3 10/10/01  
DOWNGRADED BY 3 10/10/01  
DO NOT RECLASSIFY  
INTERVALS  
12 YEARS.

UNCLASSIFIED





UNCLASSIFIED

Dir/Intelligence

IR-70-52

7

7

The pseudo-adiabatic diagram plotted by the Weather Detachment at 2200R 25 November 1952 indicates an isothermal subsidence inversion between 5800 and 7600 feet. There was also a subsidence nearly isothermal inversion between 10,000 and 16,000 feet.

COMMENT of the Preparing Officer:

It is believed that due to radar units being slightly off calibration and due to delay in communications interceptors did chase their own tail or were sent to intercept themselves.

It is also believed that the majority of the radar plots were legitimate unidentified objects.

The preparing officer knows of no object which flies at 275 knots per hour, could remain in the Canal Zone area for nearly six hours, maneuver from 1000 through 23000 feet altitude, make no sound, and evade interception.

The inclosed Georef charts and grids should aid in plotting positions.

JOHN J. ABELE  
Captain, USAF  
Asst. Dir/Intelligence

8

UNCLASSIFIED

8

DOWNGRADED AT 8-1-80  
DECLASSIFIED AT 8-1-80  
DOD REF. 1200.10  
INTERVALS  
YEARS.





[REDACTED]

UNCLASSIFIED

PANAMA

IR-72-52

FLYOB RPT

Panama

Dir/Intelligence, CAirC

16 December 1952

25-26 November 1952

F-1

J.J. ABELE, Capt. USAF

Sgt. Walters, U.S. Army

IR-70-52

IR-70-52 stated that two visual sightings were made in the Panama area at about 1850R 25 November 1952. At the time of this report verification could not be obtained.

Source, member of an Army anti-aircraft unit, was contacted on 3 December 1952. Source did see two objects at approximately 1850R 25 November 1952, however from the description, direction and altitude reporting officer determined that he saw the B-17 and the PBM which were attempting to intercept the unidentified object.

COMMENT of the Preparing Officer:

It was obvious that source had been well trained in observation. He knew what he saw, estimated directions, estimated altitudes, estimated size as well as exact time of sighting.

Copy to ATIC

JOHN J. ABELE  
Captain, USAF  
Asst. Dir. of Intelligence

APPROVED:

LAWRENCE P. STOVER  
Major, USAF  
Director of Intelligence

CINCARIB  
G-2 USARCIB  
ATIC

55 DEC 12 25 13 00 PT I

[REDACTED]

9

UNCLASSIFIED

DOWNGRADED AT 8 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD REG. 200.10

Reg No. 2679

752-20411



RD226

UNCLASSIFIED

INFO 27 01 11

- 1. Attn
- 2. Attn
- 3. C. files
- 4. ATI Reading File

JLP 83

PP JEPHQ JEDWP JEDEN 333

195 NOV 26

21:13 FILED

DE JLPC 34A

P 261530Z

FM COMGENCAIRC ALBROOK AFB CZ

TO JEPHQ/DIR INT HQ USAF WASH 25 DC

JEDWP/TECH INT CEN WRIGHT PATTERSON AFB OHIO

JEDEN/CG ADC ENT AFB COLO

INFO ZEN/CINCARIB QUARRY HTS CZ

CAIRC L1131 OIN PD ATTN ATIAA-2C FLYOBRPT 2 UNIDENTIFIED OBJECTS FLY IN

CANAL ZONE AREA 252306 ZEBRA TO 260449 ZEBRA PD EST SPEED WAS 275

MAKING CONVENTIONAL MANEUVERS CMA 1000 TO 28000 FT ALT CMA NO SOUND PD

SIGHTING MADE BY GUN LAYING RADAR PD WEA CLR VISIBILITY AT LEAST 20

MILES PD UNSUCCESSFUL INTCP ATTEMPTED BY 2 B-26 CMA 1 B-17 CMA AND

1-PBM PD NO KNOWN TRAF IN THE AREA PD

26/2140Z NOV JLPC

Live and request Form 112.

- 1. Did A/c ~~see~~ see object?
- 2. Any inversion ~~Longer~~ longer?
- 3. Were A/c vectored to longer?

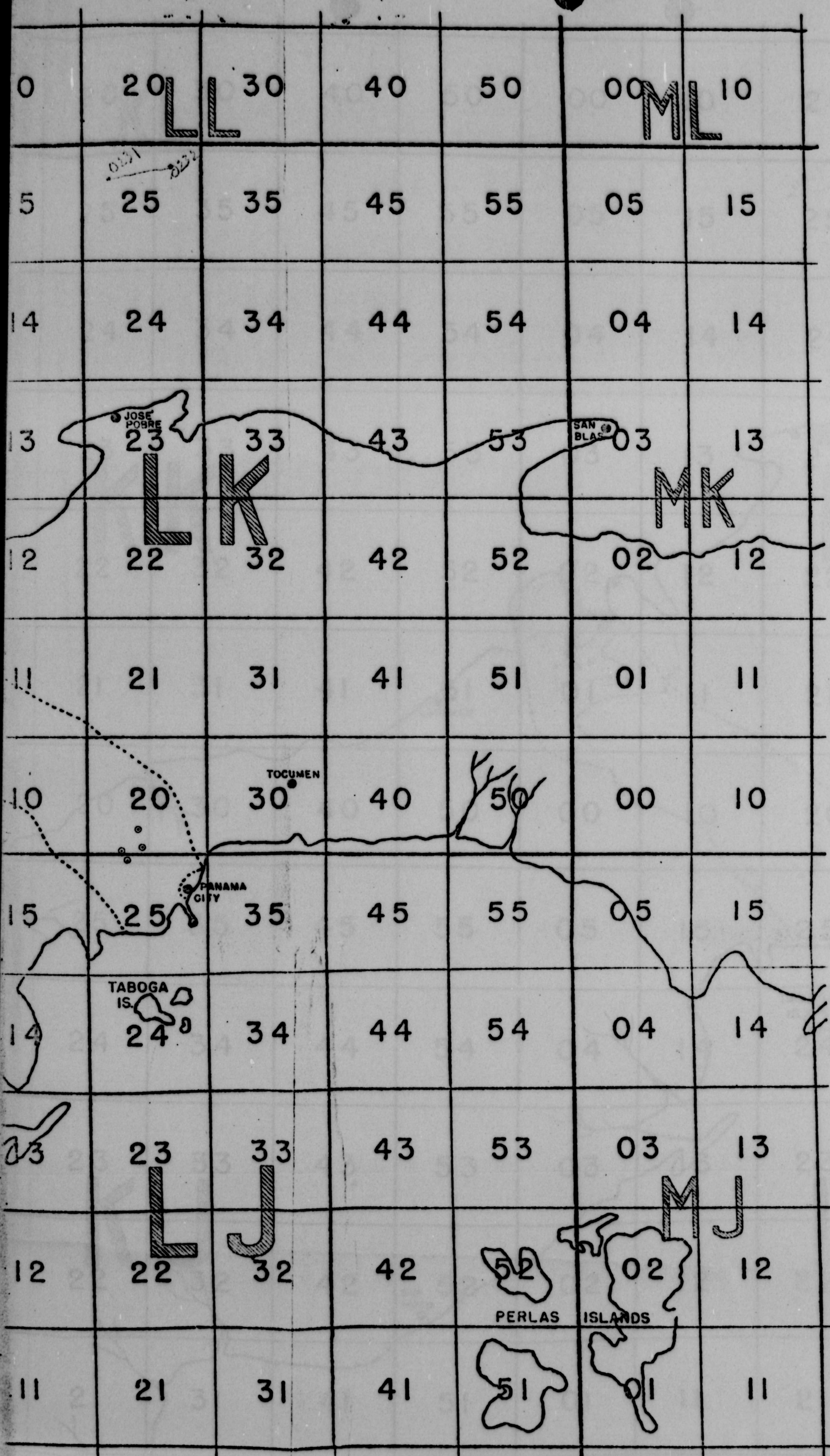
Have the estimates of speed and alt. reported from radar and they visual estimates only. Any were in the vicinity of the target?

Send a radar observer's question.

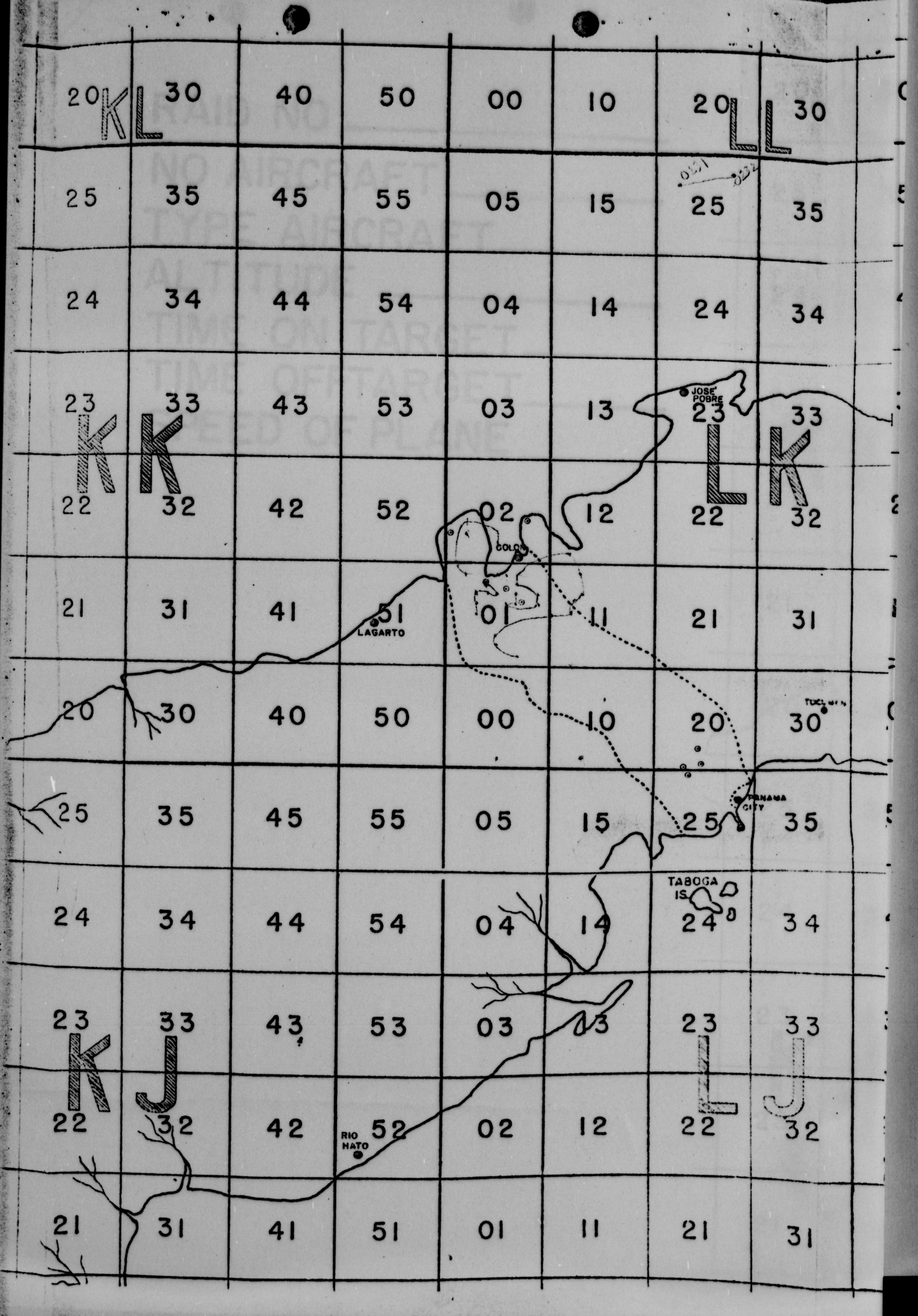
DOWNGRADED  
DECLASSIFIED  
DOD DIR 6200.10

UNCLASSIFIED











RAID NO \_\_\_\_\_

NO AIRCRAFT \_\_\_\_\_

TYPE AIRCRAFT \_\_\_\_\_

ALTITUDE \_\_\_\_\_

TIME ON TARGET \_\_\_\_\_

TIME OFF TARGET \_\_\_\_\_

SPEED OF PLANE \_\_\_\_\_

|    |    |    |
|----|----|----|
| 20 | KL | 30 |
| 25 |    | 35 |
| 24 |    | 34 |
| 23 |    | 33 |
| KK | KK | 32 |
| 22 |    |    |
| 21 |    | 31 |
| 20 |    | 30 |
| 25 |    | 35 |
| 24 |    | 34 |
| 23 | K  | 33 |
| 22 |    | 32 |
| 21 |    | 31 |



# 1 - 15 DECEMBER 1952 SIGHTINGS

| <u>DATE</u> | <u>LOCATION</u>                                     | <u>OBSERVER</u>      | <u>EVALUATION</u>                      |
|-------------|-----------------------------------------------------|----------------------|----------------------------------------|
| Dec         | St Augustine, Florida                               | [REDACTED]           | Insufficient Data                      |
| 1           | Mitchel AFB, New York                               | Multiple             | Astro (JUPITER)                        |
| 4           | Congaree AFB, South Carolina                        | Gd (RADAR)           | Other (ELECTRONIC INTERFERENCE)        |
| 4           | Colorado Springs, Colorado                          | [REDACTED]           | A/C                                    |
| 4           | Laredo AFB, Texas                                   | [REDACTED]           | Balloon                                |
| 4           | Tanana, Alaska                                      | (Native)             | Astro (METEOR)                         |
| 6           | USSR (ATIC Document)(Probable Meteor Showers)(INFO) | [REDACTED]           | Astro (METEOR)                         |
| 6           | Bitburg, Germany                                    | [REDACTED]           | Insufficient Data                      |
| 6           | Angoon, Alaska                                      | [REDACTED]           | Astro (VENUS)                          |
| 6           | McGuire AFB, New Jersey                             | Military (Gd & Air)  | Other (Radar Analysis)                 |
| 6           | Gulf of Mexico                                      | Military Air (RADAR) |                                        |
| 8           | Indian Ocean (H.O. Bulletin)(INFO)                  | Meteor Report        |                                        |
| 8           | Ladd AFB, Alaska                                    | [REDACTED]           | UNIDENTIFIED                           |
| 9           | Madison, Wisconsin                                  | [REDACTED]           | UNIDENTIFIED                           |
| 10          | Pope AFB, South Carolina                            | [REDACTED] (RADAR)   | Weather Inversion                      |
| 10          | Odessa, Washington                                  | [REDACTED] (RADAR)   | Balloon                                |
|             |                                                     | Air Visual           |                                        |
| 10          | Ladd AFB, Alaska                                    | [REDACTED]           | Astro (METEOR)                         |
| 10-12       | Greenland (CARD MISSING)                            | Military             | Other (CONTRAILS)                      |
| 11          | Karachi, Pakistan                                   | Not Stated           | Insufficient Data                      |
| 11          | Woodland Hills, California                          | [REDACTED]           | Insufficient Data                      |
| 11          | Leonardo, New Jersey (CARD MISSING)                 | [REDACTED]           | A/C                                    |
| 12          | London, England                                     | Not Reported         | Insufficient Data                      |
| 12          | McGuire AFB, New Jersey                             | [REDACTED]           | A/C                                    |
| 12          | Los Alamos, New Mexico                              | [REDACTED]           | Astro (METEOR)                         |
| 14          | Southern Japan                                      | Military             | Astro (CANOPUS)                        |
| 14          | Charlottesville, Virginia                           | [REDACTED]           | Other (Debris in Air)                  |
| 15          | Honshu, Japan (CARD MISSING)                        | Ground (RADAR)       |                                        |
| 15          | Hartsville, South Carolina                          | Military Air         |                                        |
|             | Greensboro, North Carolina                          | Military Air         |                                        |
| 15          | Goose AFB, Labrador                                 | [REDACTED]           | 1. Visual: Astro (VENUS)               |
|             |                                                     | Ground/Air (RADAR)   | 2. Radar: Probable (RADAR MALFUNCTION) |

## ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

| <u>DATE</u> | <u>LOCATION</u>             | <u>SOURCE</u>   | <u>EVALUATION</u> |
|-------------|-----------------------------|-----------------|-------------------|
| Dec         | Chicago, Illinois           | [REDACTED] 164) |                   |
| Dec         | North Hollywood, California | Ltr             |                   |
| 8           | Indian Ocean                | News Report     |                   |
| 15-16       | North Pacific               | News Report     |                   |