

PROJECT 10073 RECORD CARD

1. DATE 6 Dec 52		2. LOCATION 28°N 92°W Off Coast of La.		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other: <i>Radar</i> ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local 6/2325CST GMT 7/0525Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☒ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE AF a/c crew			
7. LENGTH OF OBSERVATION 10 min		8. NUMBER OF OBJECTS one		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Bluish white flashes of light seen. Radar scope of a/c detected 25 targets in period of 10 min. Object were est to be 25 miles from a/c at 18,000' moving on approx 120° heading moving very fast in a straight line. No interception was attempted by a/c.				11. COMMENTS <i>See Radar Analysis</i>	

10 DEC 1952 22 40 Z

1. Alia
2. Alia
3. C. C.

WPG105E

YBB171

WYC109

WEA226

NR 5

JWFBL 5719

PP JEPHQ JEDWP JEDEN JEDST 444

DE JWFBL 036

P 132155Z ZNJ

FM CG RANDOLPH AFB TEX

TO JEPHQ/DIR OF INTEL HQ USAF

JEDWP/ATIC WRIGHT PATTERSON AFB DAYTON OHIO

JEDEN/CG ENT AFB COLORADO SPRINGS COLO

JEDST/CG HQ ATRC SCOTT AFB ILL

~~REDACTED~~ GIO53SE/ATTN: ATIAA-2C/ ATTN: D/I DCS/C/FLYORRPT

IS REPT ON SIGHTING OF UNIDENTIFIED AERIAL OBJ IAW AFL 200-5. ITEM

ONE: DESCRIPTION: VISUAL: BLUISH WHITE FLASHES OF LIGHT SEEN AT TIME

AND IN DIRECTION INDICATED BY RADAR SIGHTING, UNDETERMINED TRACK,

SHAPE, OR SOLIDITY: RADAR: SEEN ON SCOPE 25 TIMES IN PERIOD OF TEN MIN,

ESTIMATED TO BE ABOUT 25 MILES FROM A/C, AT 15,000 FT, MOVING IN

APPROX 120 DEGREE HEADING AT 5240-9900 MPH IN A STRAIGHT LINE.

ITEM TWO: OBJ OBSRVD AT 2325 HRS CST, 6 DEC 52: LGTH OF OBSRVN: VISUAL:

SPLIT SECOND FLASHED: RADAR: 25 SIGHTINGS IN TEN MIN. ITEM THREE: OBJ

OBSRVD FROM A/C. ITEM FOUR: OBSRVD FROM 20 DEGREES 10 MIN NORTH, 92

DEGREES 4 MIN WEST OVER GULF OF MEXICO: HEADING OF A/C 315 DEGREES

NORTHWEST. ITEM FIVE: IDENTIFYING INFO OF OBSVRs: SIGNED BY SIX MEMBERS

OF CREW, 2 VISUAL, 5 BY RADAR: 1ST LT NORMAN KARAS, VO: 1ST LT WM

HAUWANN, JR, INST NAV: S/SGT B. R. PERCELL, APT: S/SGT WM J. DEROUSE,

GUNNER: 2ND LT ROBERT J ECKERT, NV: S/SGT H. D. SHOEGREN, RO., ALMOST

ALL HAVE LONG TERMS OF SERVICE AND MUCH EXPERIENCE AND FLYING TIME.

ITEM SIX: NO WIND, CLEAR, DRY, CAVU. ITEM SEVEN: NO KNOWN MET OR OTHER

CONDS WOULD ACCOUNT FOR RPT. ITEM EIGHT: NO FRAGMENTS OR PHOTOS EXIST.

ITEM NINE: NO INTCP OR IDENTIFICATION ACTION TAKEN BY THIS HQS. ITEM

TEN: LOCATION OF TRAF IN AREA UNDETERMINED.

10/2150Z ELC JWFBL

Altitude of A/C ?
What type A/C
Report of 1st Lt

Good report!

cyf

Intercept in area
intercept attempted ?

*****08
 DEC. 6, 1952 GULF OF MEXICO (KEYHOE-1953 P 161) 5 WITNESSES00
 AT 5.24 A.M. A B-29 BOMBER, PILOTED BY CAPTAIN JOHN HARTER, WAS 190 MILES 01
 FROM GALVESTON AND ABOUT 100 MILES SOUTH OF THE LOUISIANA COAST. THE B-29, 02
 CRUISING IN BRIGHT MOONLIGHT AT 18,000 FEET, WAS RETURNING TO ITS BASE IN 03
 TEXAS. A MINUTE BEFORE, HARTER HAD CALLED THE RADAR OFFICER, LIEUTENANT SID 04
 COLEMAN, AND ASKED HIM TO TURN ON THE SET, SO HE COULD CHECK THE COASTLINE ON 05
 THE AUXILIARY SCOPE IN THE COCKPIT. 06
 AT 5.25, BACK IN THE SHIP, COLEMAN WAS WATCHING THE MAIN RADARSCOPE TO SEE 07
 IF THE COAST SHOWED UP. SUDDENLY THE BLIP OF SOME UNKNOWN OBJECT APPEARED AT 08
 ONE EDGE OF THE SCREEN. WHEN THE SWEEP MADE ITS NEXT REVOLUTION, COLEMAN 09
 JUMPED. 10
 IN THAT BRIEF MOMENT THE UNKNOWN OBJECT HAD GONE 13 MILES. 11
 A THIRD BLIP LEAPED ONTO THE SCOPE AS THE ONCOMING OBJECT STREAKED TOWARD 12
 THE B-29. FOR AN INSTANT IT SEEMED THEY WOULD MEET HEAD-ON. THEN COLEMAN SAW 13
 THEIR PATHS WERE DIVERGING. HE SNATCHED UP HIS STOP-WATCH, YELLED FOR THE 14
 FLIGHT ENGINEER. 15
 BAILEY. HELP ME TRACK THIS THING. 16
 BEFORE THE BLIPS FADED, COLEMAN AND THE STAFF SERGEANT SWIFTLY COMPUTED THE 17
 UNKNOWN-S SPEED. 18
 IT WAS 5,240 MILES AN HOUR. 19
 THE TWO MEN GAPED AT EACH OTHER, THEN COLEMAN GRABBED HIS INTERCOM MIKE AND 20
 CALLED THE PILOT. 21
 CAPTAIN -- CHECK YOUR SCOPE. WE JUST CLOCKED AN UNKNOWN AT OVER 5,000. 22
 THAT-S IMPOSSIBLE. SNAPPED HARTER. *RECALIBRATE THE SET.* 23
 AS COLEMAN HURRIEDLY WENT TO WORK, MASTER SERGEANT BAILEY BENT OVER THE 24
 SCOPE. 25
 THERE-S ANOTHER ONE -- TWO OF THEM. HE EXCLAIMED. 26
 A SECOND LATER LIEUTENANT CASSIDY, THE NAVIGATOR, CUT IN ON THE INTERCOM. 27
 I-VE GOT -EM ON MY SCOPE, TOO HE SAID TAUTLY. 28
 BY THE TIME COLEMAN FINISHED RECALIBRATING, THE BLIPS OF FOUR UFO-S WERE 29
 RACING ACROSS HIS SCREEN. ABRUPTLY, HARTER-S CRISP VOICE CAME THROUGH THE 30
 INTERCOM. 31
 I-VER GOT FOUR UNKNOWNNS AT 12 O-CLOCK (DEAD AHEAD). WHAT DO YOU SHOW. 32
 THEY-RE ON ALL THREE SCOPES. SAID COLEMAN. *I-VE RECALIBRATED -- IT-S NO 33
 MALFUNCTION.* 34
 UP IN THE COCKPIT, HARTER INCREDULOUSLY WATCHED THE SWIFT-MOVING BLIPS 35
 CROSS HIS GLASS. AS ONE APPROACHED ON THE RIGHT, HE CALLED OUT A HASTY ALERT. 36
 UNKNOWN AT 3 O-CLOCK. 37
 BACK IN THE B-29, BAILEY SPRANG TO THE RIGHT WAIST BLISTER AND PEERED OUT 38
 INTO THE NIGHT. ASTONISHED, HE SAW A BLUE-LIT OBJECT STREAK FROM FRONT TO 39
 REAR. MOVING SO FAST IT WAS ONLY A BLUE-WHITE BLUR, THE OBJECT VANISHED UNDER 40
 THE BOMBER-S WING. 41
 THE STRANGE OBJECT HAD HARDLY DISAPPEARED WHEN ANOTHER GROUP OF BLIPS CAME 42
 ONTO ALL THREE SCOPES. LIKE THE OTHER OBJECTS, THE NEW GROUP WAS MAKING OVER 43
 5,000 MILES AN HOUR. TO MAKE IT WORSE, THEY WERE ALL COMING FROM ALMOST DEAD 44
 AHEAD. THOUGH THEIR COURSE STILL DIVERGED ENOUGH TO MISS THE BOMBER BY MILES, 45
 THE SLIGHTEST CHANGE MIGHT PUT THE CREW IN INSTANT PERIL. AT THOSE TERRIFIC 46
 SPEEDS THEY WOULDN-T HAVE A PRAYER, AND EVERY MAN ABOARD KNEW IT. 47
 SIX MINUTES AFTER THE FIRST SIGHTING, THERE WAS A SUDDEN LULL. AS THE 48
 SCOPES CLEARED, COLEMAN DREW A LONG BREATH. APPARENTLY THE NIGHTMARE WAS 49
 OVER. 50
 A MINUTE PASSED. THE TENSE AIRMEN WERE SLOWLY BEGINNING TO RELAX WHEN A 51
 THIRD GROUP OF BLIPS FLASHED ONTO THE SCOPES. COLEMAN SEIZED HIS STOP-WATCH, 52
 SWIFTLY CALLED OFF THE TIMES AND DISTANCES. BAILEY FIGURED THE SPEEDS, GRIMLY 53
 NODDED. 54
 SAME AS BEFORE, HE MUTTERED. 55
 THE RADAR OFFICER BENT OVER THE SCREEN. TWO OF THE UFO-S WERE ROCKETING BY 56
 ON THE RIGHT. 57
 UNKNOWNNS AT FOUR O-CLOCK. HE BAWLED INTO THE MIKE. 58
 STAFF SERGEANT FERRIS BEAT BAILEY TO THE WAIST BLISTER. OPEN-MOUTHED, HE 59
 WATCHED TWO OBJECTS STREAK BY -- MERE BLURS OF BLUE-WHITE LIGHT. 60
 UP IN THE COCKPIT, HARTER-S EYES WERE GLUED TO THE AUXILIARY SCOPE. FORTY 61
 MILES AWAY, FIVE OF THE OBJECTS WERE RACING BEHIND THE BOMBER, CUTTING ACROSS 62
 ITS COURSE. 63
 SUDDENLY THE OBJECTS SWERVED, HEADING STRAIGHT FOR THE B-29. HARTER FROZE. 64
 AT THEIR TERRIFIC SPEED THEY WOULD CLOSE THE GAP IN THREE SECONDS. 65
 BUT BEFORE HE COULD MOVE THE CONTROLS, AN INCREDIBLE THING HAPPENED. 66
 ABRUPTLY THE ONRUSHING UFO-S SLOWED TO THE BOMBER-S SPEED. FOR TEN SECONDS 67
 THEY KEPT PACE BEHIND IT, WHILE THE PILOT HELD HIS BREATH. 68
 THEN, SWIFTLY PICKING UP SPEED, THE UNKNOWN OBJECTS PULLED OFF TO ONE SIDE. 69
 AT THE SAME MOMENT HARTER CAUGHT SIGHT OF A HUGE BLIP -- A HALF-INCH SPOT ON 70
 THE SCOPE. AMAZED, HE SAW THE MOST FANTASTIC THING OF ALL. 71
 STILL MOVING AT OVER 5,000 MILES AN HOUR, THE SMALLER OBJECTS MERGED WITH 72
 THE LARGER OBJECT. INSTANTLY, THE HUGE BLIP BEGAN TO ACCELERATE. MOVING SO 73
 FAST THAT HARTER SAT STUNNED, IT FLASHED ACROSS HIS SCOPE AND WAS GONE. 74
 A FEW MOMENTS LATER COLEMAN-S AWED VOICE CAME THROUGH THE INTERCOM. 75
 CAPTAIN, DID YOU SEE THAT. 76
 YES -- I SAW IT, SAID HARTER. 77
 WE CLOCKED IT, SAID COLEMAN. *YOU WON-T BELIEVE THIS -- IT WAS MAKING 78

STAFF SERGEANT FERRIS BEAT BAILEY TO THE WAIST BLISTER. OPEN-MOUTHED, HE 59
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CAPTAIN, DID YOU SEE THAT. 76
YES -- I SAW IT, SAID HARTER. 77
WE CLOCKED IT, SAID COLEMAN. *YOU WON-T BELIEVE THIS -- IT WAS MAKING 78
OVER 9,000 MILES AN HOUR.* 79
I BELIEVE IT, ALL RIGHT, HARTER SAID GRIMLY. *THAT-S JUST WHAT I 80
FIGURED.* 81
FOR THE REST OF THE WAY, HE KEPT THE CREW ON ALERT, BUT NO MORE UFO 82
APPEARED. 83
CAPTAIN HARTER HAD RADIOED AHEAD, AND INTELLIGENCE OFFICERS WERE WAITING 84
WHEN THEY LANDED. OVER AND OVER THE AIRMEN WERE INTERROGATED, SEPARATELY AND 85
TOGETHER. NOTHING WOULD CHANGE THEIR STORY, AND STATEMENTS IN THE REPORT 86
SHOWED THEIR FIRM CONVICTION. 87
CAPTAIN HARTER. *ONE GROUP OF BLIPS WAS NOTED AFTER THE SET WAS 88
CALIBRATED, TO ARC ABOUT AND SWING IN BEHIND US AT ABOUT 30 MILES, AND 89
MAINTAIN SPEED AND DISTANCE FOR APPROXIMATELY TEN SECONDS... CONTACT WAS 90
BROKEN OFF AT 0535, AFTER A GROUP OF THE BLIPS MERGED INTO A ONE-HALF-INCH ARC 91
AND PROCEEDED ACROSS THE SCOPE AND OFF IT AT A COMPUTED SPEED OF OVER 9,000 92
M.P.H.* 93
LIEUTENANT COLEMAN. *I NOTICED ONE UFO APPROACH OUR AIRCRAFT AT A TERRIFIC 94
RATE OF SPEED. I TIMED IT AS BEST I COULD WITH A STOP-WATCH OVER A KNOWN 95
DISTANCE AND THE FLIGHT ENGINEER COMPUTED THE SPEED AT 5,240 M.P.H. I ALERTED 96
THE ENTIRE CREW TO LOOK FOR THE OBJECTS VISUALLY, AND FLASHES OF LIGHT WERE 97
NOTED. THE CLOSEST THE OBJECTS CAME WAS APPROXIMATELY 20 MILES. I SAW ABOUT 98
20 OBJECTS IN ALL... I RECALIBRATED THE SET AND THERE WAS NO CHANGE. 99
*THE OBJECTS WERE SMALL AND POSSIBLY ROUND, WITH THE EXCEPTION OF ONE VERY 00
LARGE RETURN SHAPED AS FOLLOWS, ONE-HALF-INCH CURVED ARC. I ALSO NOTICED A 01
LARGE RETURN CAME UP TO WITHIN 40 MILES OF OUR TAIL FROM BEHIND AND THEN 02
DISAPPEAR. TO THE BEST OF MY KNOWLEDGE, I BELIEVE THAT THIS OBJECT WAS REAL 03
AND MOVED AT AN EXTREMELY HIGH SPEED AND WAS NOT A SET MALFUNCTION OR OPTICAL 04
ILLUSION.* 05
MASTER SERGEANT BAILEY. *THE RADAR OPERATOR CLOCKED THE OBJECT (THE FIRST 06
ONE SEEN) AND I COMPUTED THE AIR SPEED OF THE OBJECT TO AVERAGE 5,240 M.P.H. 07
TWICE DURING THE PERIOD, THE RADAR OPERATOR REPORTED AN OBJECT TO BE PASSING 08
AT 3 O-CLOCK. UPON LOOKING OUT THE WINDOW, I SAW A BLUE-WHITE STREAK TRAVEL 09
FRONT TO REAR AND DISAPPEAR UNDER THE WING.* 10
STAFF SERGEANT FERRIS. *AFTER THE RADAR OPERATOR REPORTED OBJECTS 11
APPROACHING AT 4 O-CLOCK, I IMMEDIATELY LOOKED IN THAT POSITION AND SAW TWO 12
THREE SECONDS * 13

Another strange sighting occurred over the Gulf of Mexico as a B-29 bomber was returning to its base in Texas. It was just before dawn on December 6, 1952, less than 48 hours after Lieutenant Fogle's near collision at Laredo, Texas.

Approaching the end of a night practice flight to Florida, the B-29 was cruising in bright moonlight at 18,000 feet. At 5:24 a.m., the big bomber, piloted by Capt. John Harter, was 190 miles from Galveston and about 100 miles south of the Louisiana coast. A minute before, Harter had called the radar officer, Lt. Sid Coleman, and asked him to turn on the set, so he could check the coastline on the auxiliary scope in the cockpit.

At 5:25, Coleman was watching the main radarscope. The blip of some unknown object appeared at one edge of the screen. When the sweep made its next revolution,

Coleman jumped. In that brief moment, the unknown craft had gone 15 miles!

Another blip leaped onto the scope as the oncoming object streaked toward the B-29. For an instant, it seemed that they would meet head-on. Then Coleman saw their paths were diverging. He yelled for the flight engineer: "Help me track this thing!"

Before the blips faded, Coleman and the staff sergeant swiftly computed the unknown's speed. It was 5,240 miles an hour.

"That's impossible," snapped Harter. "Recalibrate the set."

By the time Coleman finished recalibrating, the blips of four UFO's were racing across his screen. "They're on all three scopes," said Coleman. "I've recalibrated. It's no malfunction."

Master Sergeant Bailey leaped to the right waist blister and

peered out into the night. He saw a blue-lit object streak from front to rear. Moving so fast it was only a blue-white blur, the saucer vanished under the bomber's wing. The strange machine had hardly disappeared when another group of blips came into all three scopes. Like the other machines, the new group was making over 5,000 miles an hour. To make it worse, they were all coming from almost dead ahead. Though their course still diverged enough to miss the bomber by miles, the slightest change might have put the crew in instant peril. At those terrific speeds, they wouldn't have a prayer, and every man aboard knew it.

Six minutes after the first sighting, there was a sudden lull. The tense airmen were beginning to relax when a third group of blips flashed onto the scopes. The radar officer bent over the screen. Two of the UFO's were rocketing by on the right. "Unknowns at four o'clock," he howled.

Staff Sergeant Ferris beat Bailey to the blister. He watched two machines streak by, mere blurs of blue-white light. Up in the cockpit, Harter's eyes were glued to the auxiliary scope. Forty miles away, five of the saucers were racing behind the bomber. Suddenly, the saucers swerved, headed straight for the B-29. Before Harter could move the controls, an incredible thing happened. The onrushing UFO's slowed to the bomber's speed. For 10 seconds, they kept pace. Then, swiftly picking up speed, the unknown machines pulled off to one side. At the same moment, Harter caught sight of a

huge blip—a half-inch spot on the scope. Amazed, he saw the most fantastic thing of all.

Still moving at more than 5,000 miles an hour, the smaller craft merged with the large machine. Instantly, the huge blip began to accelerate. It flashed across Harter's scope and was gone.

The meaning of what they had seen was inescapable. The discs had been launched from a huge mother ship for some type of reconnaissance mission. After the B-29 was sighted, one group had been diverted for a brief observation. Then, flying at 5,000 mph, they had been taken back aboard the mother ship. It was almost unbelievable. But the radar set had been working perfectly, and the visual confirmation, as Bailey and Ferris saw the machines flash by, was final, absolute proof. Three separate times, saucers had been seen exactly where the three radarscopes showed them.

Checking Coastline Returns

The ATIC summary, written by the pilot, follows:

"On the return leg from Florida to Galveston, Texas, training mission, natural-gas burnings from oil refineries on the Louisiana coast were noted. To check student navigator's celestial, I requested the student radar to turn on the scope, which had been off from 30 miles W of Tampa, and see if he could pick up the coast there on the 100-mile range. After the set was on for a sufficient time to warm up, I was given permission to turn up the brilliance on the aux. scope, and both student and I checked for coastline returns and found none. At this time, the set had not been calibrated. My attention then was attracted from the scope for a period of time. At 0525 CST, radar called for my attention to the scope, and I first noted small bright blips returns, approximately 4, with no specific grouping such as a radar beacon transmits. Azimuth stabilization was on. As the sweep rotated one revolution, the blips moved SE across the scope, more than one range marker.

"Radar stated at that time he had 50-mile range on, indicating a movement of 12-14 miles. With each successive revolution, the blips continued SE to a point 15-20 miles from the ship at a bearing of 70 deg. and then out of the scope. At 150 deg., radar gave the instructor flight engineer the time and distance, which was computed as over 5,000 mph. These groupings of blips occurred for about 5 minutes and speeds were recomputed. During this period, student navigator and instructor radio viewed the aux. scope and confirmed my observations. At this time, I called for radar to calibrate his set to eliminate any possibility of malfunction. He did this speedily, and when he scanned the scope once more, the blips reappeared moving SE across the scope. I called off two separate blips track and position

in relation to the aircraft by the clock system over interphone of the ship, and as they passed at 3 o'clock, the instructor engineer visibly saw a blue-bright white flame go from front to rear under our wing. Contact was broken off at 0535 after a group of the blips merged into a ½-inch curved arc about 30 miles from our aircraft at 320 deg. and proceeded across the scope and off it at a computed speed of over 9,000 mph. At all times during the contact, the aircraft was level and stable, the weather was clear, not a cloud in the sky, and visibility was excellent. There was a full moon, giving excellent water reflection. The aircraft was flying long-range cruise at the time. Radar checked the blips at all scan tilt angles full up and down and didn't lose the blips until the scanning antenna was pointed down. One group of blips after the scope was calibrated were noted, after moving from 330 deg. to 150 deg. across the scope, to arc about and swing in behind us at approximately 30 miles and maintain speed and distance for approximately 10 seconds and then disappear."

A Cluster of Lights

The ATIC comment was: "All possibilities were checked for known aerial phenomena. The conclusion was: 'Unknown.'"

SAFOI-3d' ol Tacker/mhb/72291

14 March 1961

I ask these questions:

Q. Dec. 6, 1952; what conclusion in the Gulf of Mexico case, where three groups of UFO's were seen and radar-tracked by the crew of an B-29 bomber, and a very large object was tracked at over 9,000 m.p.h. after one group of UFO's had merged with it?

a. The object which was tracked by radar 6 December 1952 is carried as unidentified in the Aerospace Technical Intelligence Center files.

PROJECT 10073 WORKSHEET

I. GENERAL

1. DATE <i>6 Dec. 1952</i>	2. LOCATION <i>Gulf of Mexico</i>	3. TIME Local: <i>2325</i> Zebra: <i>0525</i>
4. WAS OBJECT OBSERVED FROM THE GROUND?		☐ Yes ☒ No
		☐ Naked Eye ☐ Binoculars ☐ Telescope ☐ Theodolite
5. WAS OBJECT OBSERVED BY GROUND RADAR? <i>Observed by Air radars</i>		☐ Yes ☒ No
		☐ By One Set ☐ By Two Sets ☐ By Three Sets
6. WAS OBJECT OBSERVED FROM THE AIR?		☒ Yes ☐ No
		☒ A/C Observed Object ☐ Interception Attempted ☐ No Intercept Attempted
7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT?		☐ Yes ☒ No
		☐ A/C Scrambled ☐ Visual Contact Made ☐ A/I Contact Made ☐ No Contact Made
8. DID OBJECT CHANGE DIRECTION AT ANY TIME?		☐ Yes ☒ No
		☐ Normal ☐ Violent
9. IF OBJECT WAS A "LIGHT", WAS IT:		☒ Blinking ☐ Steady
10. LENGTH OF TIME IN SIGHT:		☐ 1-15 Seconds ☐ 1-5 Minutes ☒ Over 10 Minutes
11. REPORTING AGENCY (Unit Number and Mailing Address) <i>C. G. Randolph AFB, Tex.</i>		

II. ASTRONOMICAL DATA

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

III. AIRCRAFT DATA

17. WERE AIRCRAFT NOTED IN AREA?	☐ Yes ☒ No
	<i>Unknown, until more data obtained</i> ☐ One Aircraft ☐ More Than One Aircraft
18. WAS ANY SOUND HEARD?	☐ Yes ☒ No
19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE?	☒ Yes ☐ No
20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION?	☐ Yes ☒ No

IV. BALLOON DATA

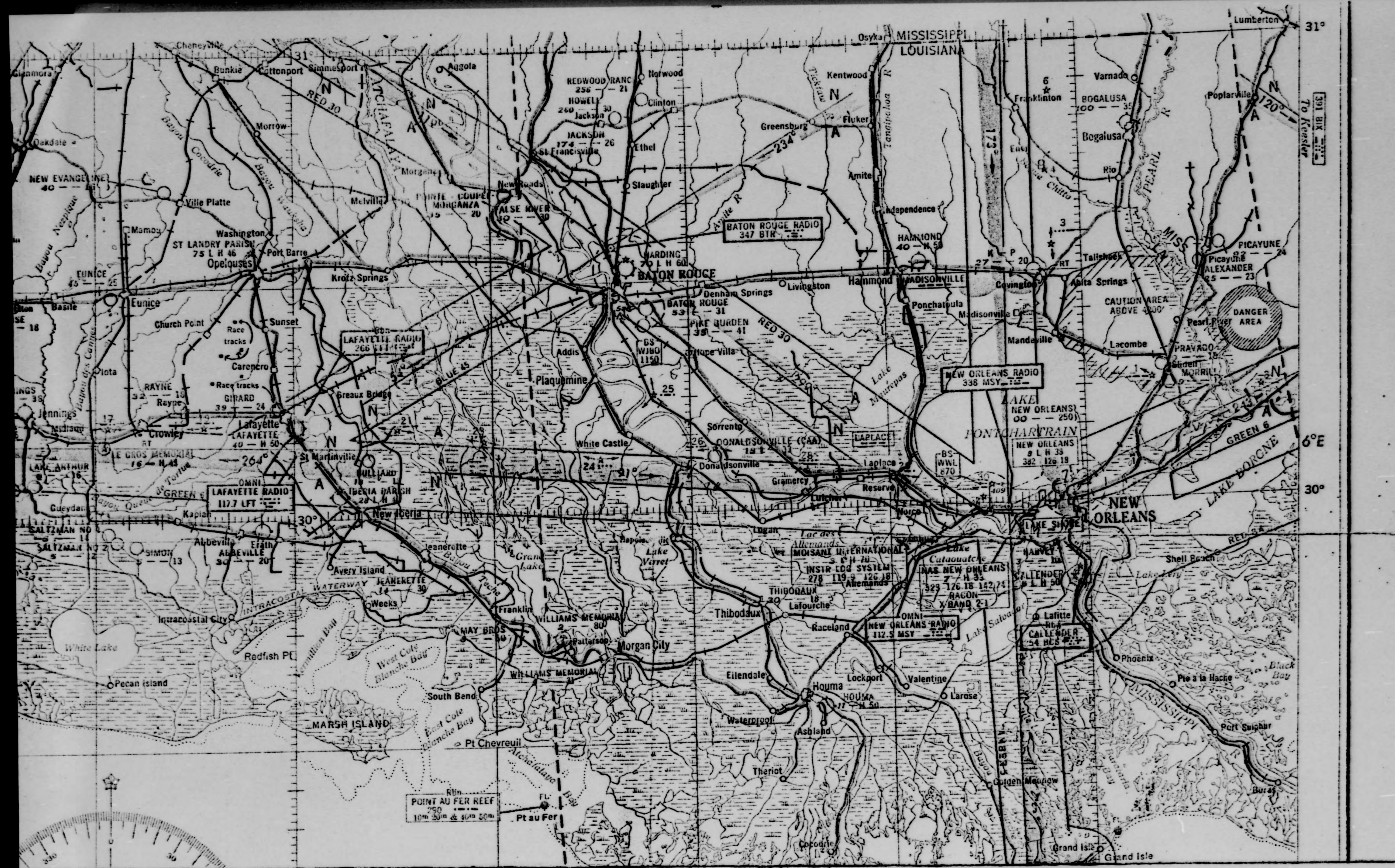
21. WERE BALLOONS RELEASED IN AREA?					☐ Yes ☐ No	
22. TIME SINCE SCHEDULED BALLOON RELEASE:					_____ Minutes	
23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:						
	Location	Type	Launching Agency	Lighted?		Describe Lighting
				Yes	No	
a.						
b.						
c.						
d.						
(attach overlay)						

V. EVALUATION

21. EVALUATION OF SOURCE: ☒ Excellent ☐ Good ☐ Fair ☐ Poor ☐ Unreliable ☐ Extremely Doubtful ☐ Hoax	22. DETAILS OF REPORT: ☐ Good ☐ Fair ☐ Poor ☐ Insufficient to Evaluate
23. FINAL EVALUATION: ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other: _____ ☐ Insufficient Data For Evaluation ☒ Unknown	
24. COMMENTS: Further analysis awaiting additional info. Actually insufficient info.	

PROJECT 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION		2. TIME OF OBSERVATION		3. STATION OBSERVING	
4. WINDS ALOFT:					
ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0			25,000		
1,000			30,000		
2,000			35,000		
3,000			40,000		
4,000			45,000		
5,000			50,000		
6,000			55,000		
7,000			60,000		
8,000			65,000		
9,000			70,000		
10,000			75,000		
12,000			80,000		
14,000			85,000		
16,000			90,000		
18,000			95,000		
20,000			100,000		
5. WAS AN INVERSION LAYER NOTED? (If yes, at what altitude? _____)			☐ Yes ☐ No		
6. WERE ANY THUNDERSTORMS NOTED IN AREA? (If yes, at what quadrant? _____)			☐ Yes ☐ No		
7. CLOUD COVER:				8. VISIBILITY WAS	
_____ tenths at _____ feet.		_____ tenths at _____ feet.		_____ MILES.	
_____ tenths at _____ feet.		_____ tenths at _____ feet.			
9. COMMENTS: No wind, clear, dry and CAVU					

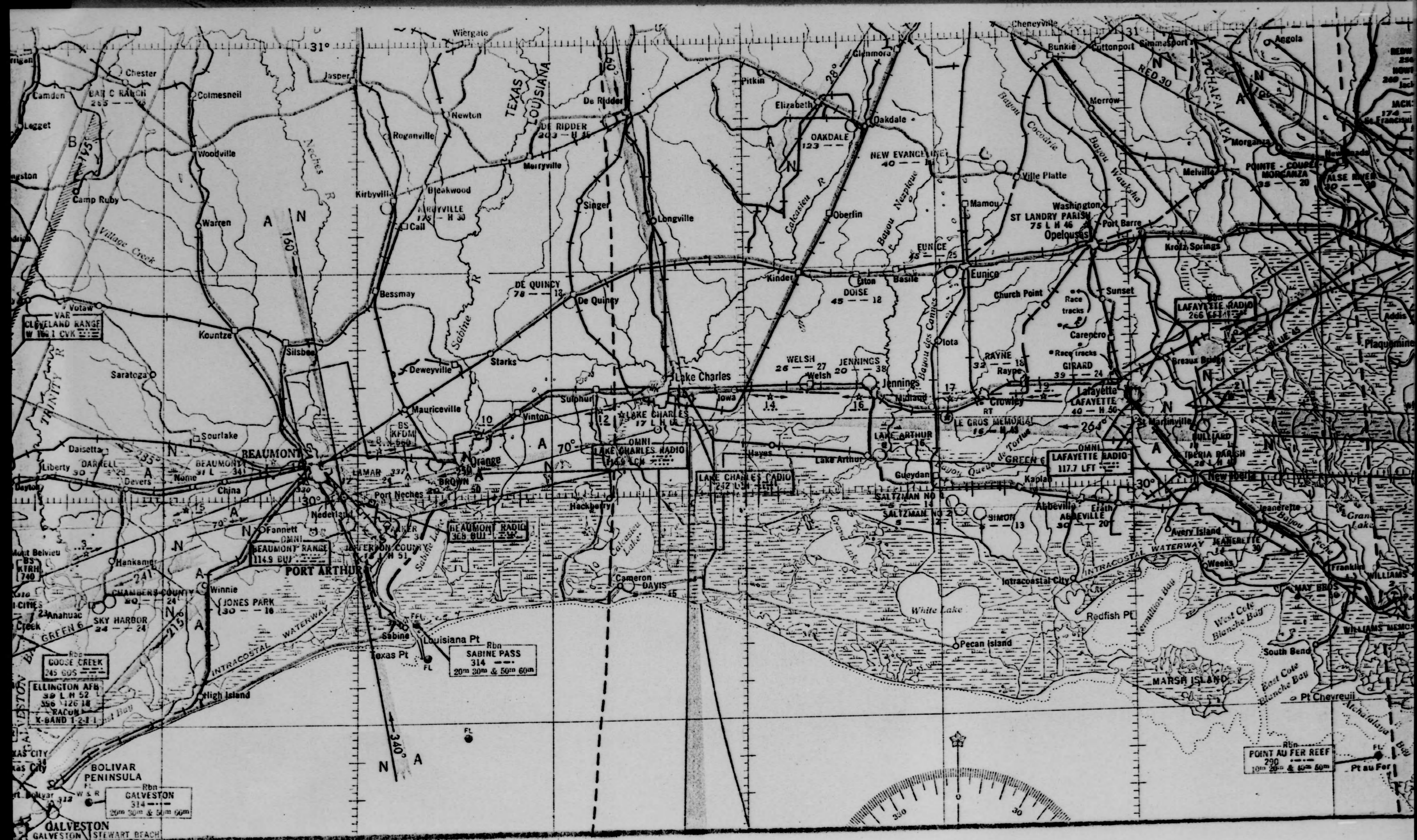


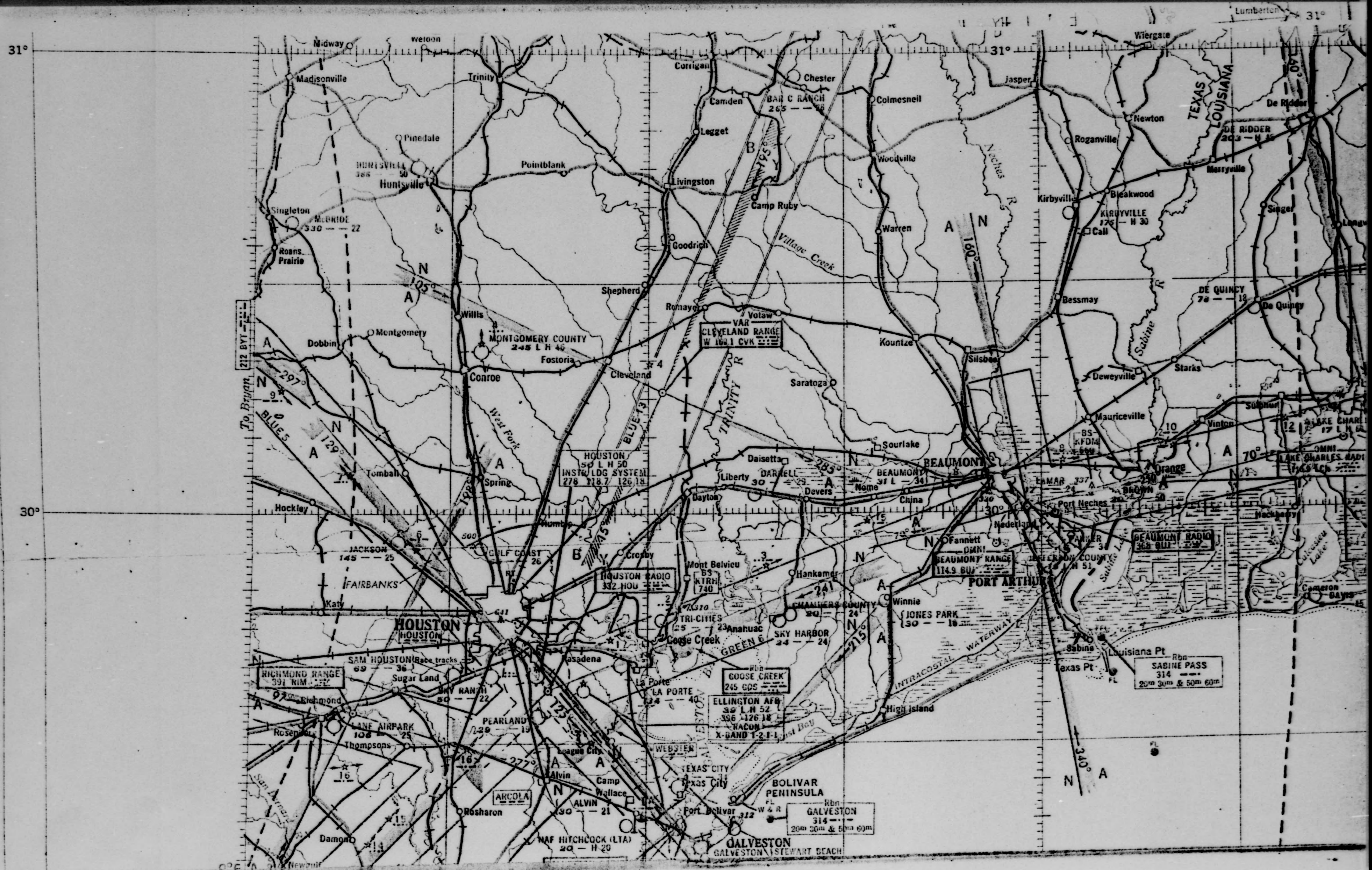
391 BIX
To Keesler

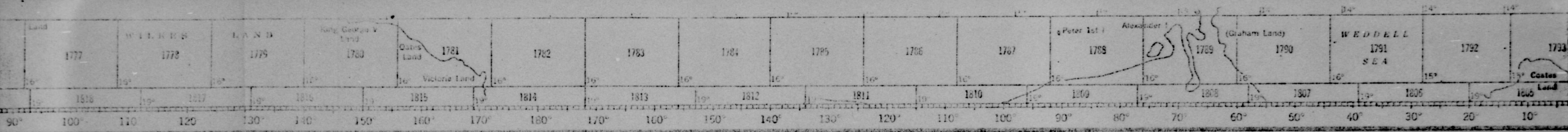
31°

6°E

30°







WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

CIVIL CHART SUPPLY

Authorized agents for the sale of aeronautical charts have been appointed at certain airports throughout United States for the distribution of aeronautical charts. A list of these agents, with the dates of latest editions of charts, will be printed from time to time in Notices to Airmen. This information may also be obtained from the Director, U. S. Coast and Geodetic Survey.

Requests for charts may also be made to the Director, U. S. Coast and Geodetic Survey, Washington 25, D. C., or to authorized dealers.

A discount of 33-1/3% from full published prices is allowed on aeronautical and auxiliary charts amounting to 10% gross when made in one shipment to one address. Charts are not returnable.

MILITARY CHART SUPPLY

(Ref: AAF Reg. 65-82, dated 26 Apr., 1944)

Aeronautical charts, maps and publications distributed by Aeronautical Chart Service are indexed or listed in the "Catalog of Aeronautical Charts and Related Publications." Miscellaneous maps and charts not included in the Catalog will be procured and furnished by Aeronautical Chart Service through special order, when sufficiently justified as to name or number, scale, projection, and publisher if known.

Requisitioning.

Outside Continental United States:

- (1) AF activities are to submit requisitions to the supply facility designated by the Theater Commander for maintenance and distribution of aeronautical charts and maps.
- (2) Theater supply facilities are to submit requisitions for replenishment of stocks of aeronautical charts and maps through channels to Headquarters AF, Aeronautical Chart Service, Washington, D. C.

Within Continental United States: Requisitions from AF activities within Continental United States are to be made to appropriate Regional Store as shown on Aeronautical Chart Supply System geographic diagram in AF Chart Catalog. Except when emanating from an Air Force, Wing, or Command Headquarters, requisitions require signature or approval by indorsement of the Base or Station Operations Officer. Quantities of charts and maps are to be such as to assure the maintenance of a 30-day supply at all times but not to exceed a 60-day supply.

Obsolete Charts.

Aeronautical charts rendered obsolete-for-air by a revised edition, when not practicable to correct for conformity with current data, are to be salvaged if feasible, or else destroyed. Disposition by salvage or destruction is to be made in accordance with provisions of AR 380-5.

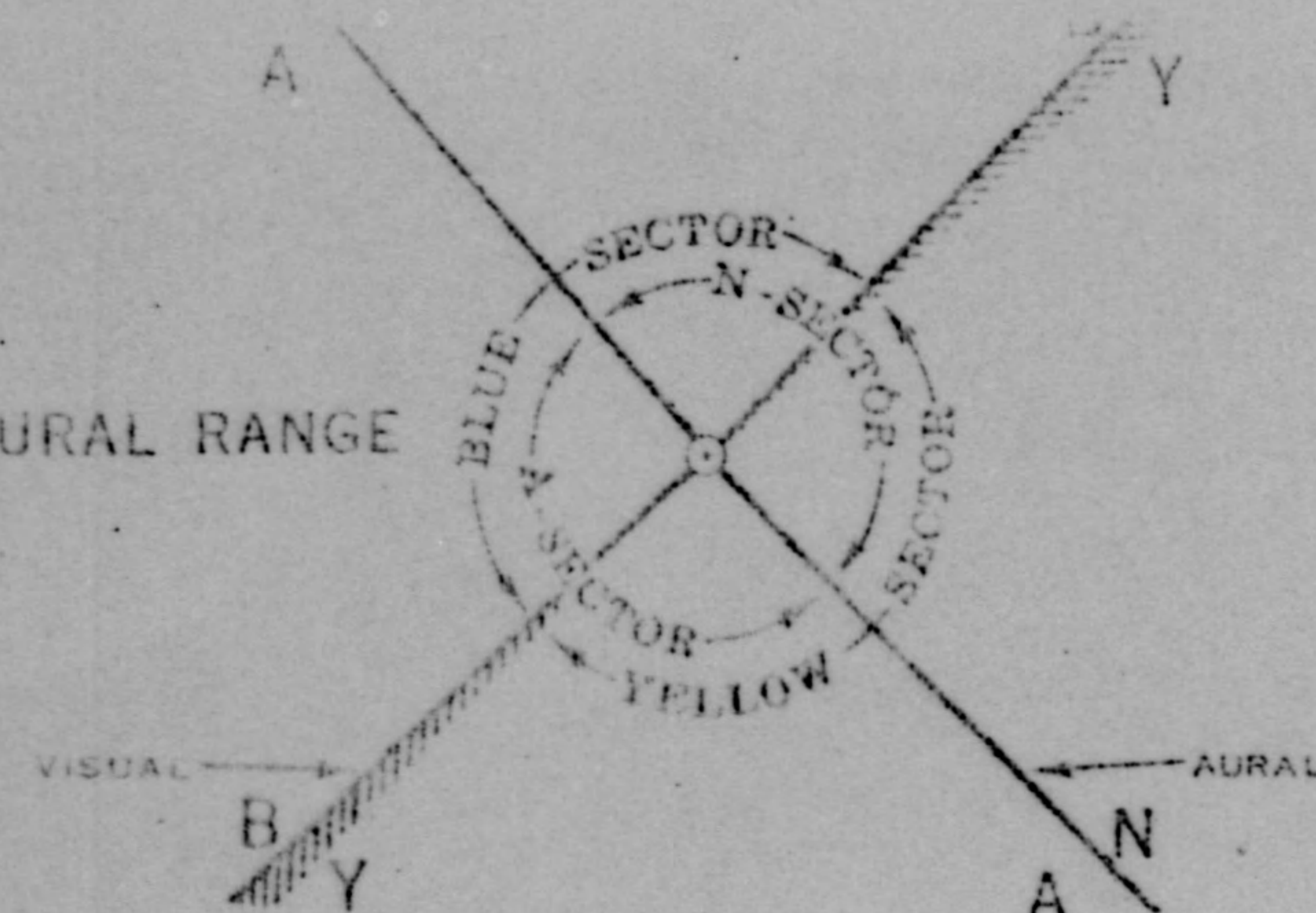
DRAINAGE FEATURES

	SHORE LINE (RELIABLE & UNRELIABLE)		RIVERS & LAKE (NON-PERENNIAL)		SALT LAKE
	MUD & TIDAL FLATS		RIVERS & STREAMS (UNSURVEYED)		GLACIER
	CORAL REEFS & LEDGES		RAPIDS & FALLS		SALT PANS (EVAPORATOR)
	SHOALS & SAND BARS		WASH (BLUE AND BROWN)		RICE FIELD
	CHARTED ROCK		CANAL TUNNEL		SWAMP
	DANGER LINE		ABANDONED CANAL		SPRING
	RIVERS & LAKE (PERENNIAL)		DRY LAKE BED		WELL
					WATER HOLE
					RESERVOIR

CULTURAL FEATURES

	COAST GUARD STATION		RANGER STATION
	CITY		OIL TANKS
	TOWN OR VILLAGE		OIL FIELD
	PROMINENT LANDMARK (WITH APPROPRIATE NOTE)		BOUNDARY (INTERNATIONAL)
	MINE		BOUNDARY (STATE)
	LOOKOUT TOWER		PIPE LINE
	RACE TRACK		DAM
			TELEGRAPH OR TELEPHONE

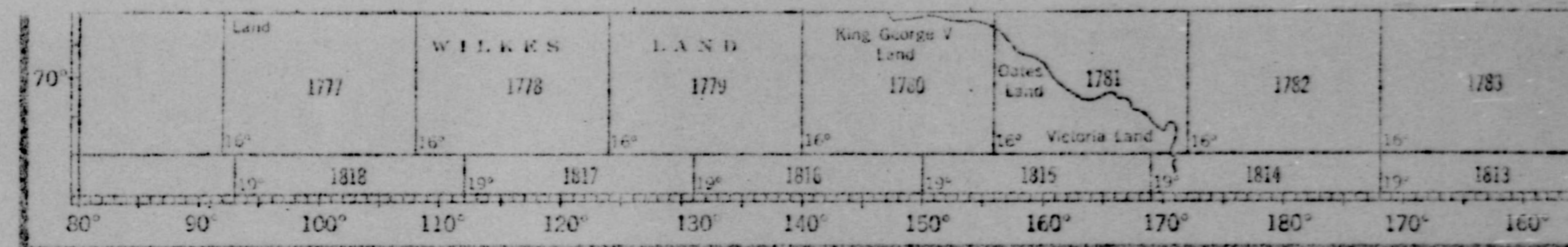
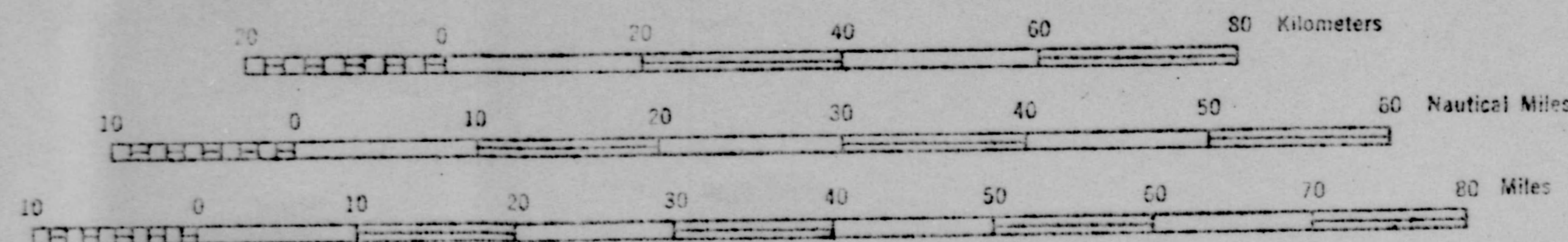
VHF FOUR-COURSE VISUAL-AURAL RANGE



MISCELLANEOUS

MOORING MAST		VISUAL GROUND SIGN	
DIRIGIBLE BASE		TOWN HAVING VISUAL GROUND SIGN	HOUSTON
OCEAN STATION VESSEL (NORMAL POSITION)		PROMINENT TRANSMISSION LINE	
LIGHTED OBSTRUCTION		ISOSONIC LINE OR ISOSONAL	24°E
OBSTRUCTION (NUMERALS IN ITALICS INDICATE ELEVATION ABOVE SEA LEVEL OF TOP. WHERE REQUIRED, HEIGHTS ABOVE GROUND SHALL BE ADDED IN UPRIGHT TYPE WITHIN PARENTHESES).			1108 (259)
CIVIL AIRWAY-LIMIT OF		AMBER 2	(TRAFFIC CONTROLLED) (TRAFFIC UNCONTROLLED)
PROHIBITED AREA			
DANGER OR RESTRICTED AREA			
CAUTION AREA			
HIGH EXPLOSIVES AREA (MARKED)		HIGH EXPLOSIVES AREA (UNMARKED)	
INTERNATIONAL BOUNDARY CLOSED TO PASSAGE OF AIRCRAFT EXCEPT THROUGH AIR CORRIDOR			

Scale 1:1,000,000 or 1 inch=15.8 miles



WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

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