

1. DATE - TIME GROUP 31 Mar 53 31/1935I 31/1035Z	2. LOCATION Honshu, Japan
3. SOURCE AF Pilot	10. CONCLUSION ASTRONOMICAL: Venus 1. Description is very similar to Venus with the exception of the two legs. 2. Legs of Venus explained as illusion. Obj apparently stationary. Disappearance coincidental with setting of Venus.
4. NUMBER OF OBJECTS One	11. BRIEF SUMMARY AND ANALYSIS Round white obj with two legs (one red, one blue) which swiveled around, was observed from air by F-84 pilot. Obj was sighted 20 deg above horizon at 330 deg and moved to 290 deg where it disappeared. Pilot attempted to chase obj with negative results.
5. LENGTH OF OBSERVATION 30 minutes	
6. TYPE OF OBSERVATION air visual	
7. COURSE NNE	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No XX	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input type="checkbox"/> No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

COUNTRY
JapanREPORT NO.
IR-13-53

UNCLASSIFIED

REF ID: A6705

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

FLYOBRPT

AREA REPORTED ON

CENTRAL HONSHU

FROM (Agency)

D/I, Hqs, JADF, APO 710

DATE OF REPORT

2 April 1953

DATE OF INFORMATION

31 March 1953

EVALUATION

B-2

PREPARED BY (Officer)

C.S.DICKINSON, MAJOR, USAF

SOURCE

E.S.WILLIAMS, MAJOR, USAF

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

MSG, Hqs, JADF, Int 433, dtd 2 April 1953. AFL 200-5, 29 Apr 52.

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

Information contained in this report concerns an unidentified object observed on the night of 31 March 1953 between the hours of 1935I and 2005I by an F-84 pilot on a training flight over Central Honshu. Object appeared to be a bright light which changed color from white to red to blue.

APPROVED:



ROBERTS L. LANDER
Lt. Col., USAF
Director, Requirements and Evaluation

w/4 enc (A-D)
ATIS D 1/2
8 June 53.

=4 ENCL.

1. Statement of Major Williams
2. Sketch of sighting area
3. Sketch of object
4. 27th Fighter Escort Wg AIR dtd 31 Dec 52 with 2 Incls.

DISTRIBUTION BY ORIGINATOR

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DOD DIR 5200.10

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2
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) D/I, Hqs, JADF, APO 710	REPORT NO. IR-13-53	PAGE 2 OF 3 PAGES
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1. Description: On 31 March 1953 an unidentified object was sighted and observed from 1935I to 2005I. It appeared to be a very bright light, similar to a star, about 20° above the horizon and on a 330° magnetic bearing from points of observation, seeming to change color from white to red to blue. It appeared to be a round white object with a red leg protruding from its lower left side at about 7 O'clock, and a blue leg protruding from its lower right side at about 5 o'clock. The object appeared to "swivel around." Over an initial 15 minute period during the sighting the object seemed to drop to a lower altitude and grow bigger and brighter. It seemed to "pull off and leave" pilot, who had attempted to pursue the object, after it had moved from a 330° to 290° magnetic bearing and appeared "almost out of sight" at 2005I. No aerodynamic features, trail, exhaust, propulsion system, speed or sound were observed.

2. Time of Sighting: 1935I - 2005I, 31 March 1953

3. Manner of Observation: Visual by pilot of F-84 flying at 30,000 feet at speed of 300 - 350 mph. No optical or electronic equipment used.

4. Location of Observer: Between Matsushima, Japan (38°24'N, 141°15'E, WAC 1:1,000,000) and Niigata, Japan (37°57'N, 139°08'E).

5. Information on Observer: Major Eugene S. Williams, AO 444718 possesses considerable experience in the USAF, performs a substantial amount of night flying, and is a thoroughly reliable officer.

6. Weather: Pilot described the night as being "very clear with very good visibility after the moon came up."

20th Weather Squadron Report on Weather Conditions:

General Picture: High pressure covered the area.

Clouds: Scattered clouds at 2500 ft, Broken clouds at 7000 ft, tops 8000 ft, Clear above 8000 ft.

Visibility: Unrestricted

Winds: At 30,000 ft, 300 degrees 60 knots.

Temperature: At 30,000 ft, minus 48°C

Moon phase: Full, rising at 1857I

A thorough study of weather data at the time and place of sighting showed presence of no unusual inversion layers at any level.

7. Negative.

8. Negative.

9. Interception: Pilot attempted to chase object for a period of 10 minutes, but it appeared to move out of sight by the end of this 10 minute period.

10. Location of Air Traffic in Area: Other aircraft in general area were contacted by pilot who made this report, but they were accounted for as probably not contributing to this object sighting. Any further traffic in this area is unknown.

2
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
D/I, Has, JADE, APO 710	IR-13-53	3	3	

Charles S. Dickinson

CHARLES S. DICKINSON

Major, USAF

Director, Operational Intelligence

D/I Japan Air Defense Force Comment:

Reference earlier reports: IR-4-52, IR-5-52, IR-3-52, all dated 30 December 1952 and submitted by 6016th Air Base Wing, APO 919; and FLYOBRPT dated 31 December 1952 (Colonel Blakeslee, 27th Fighter Escort Wing), attached.

The above reports are referenced in view of certain parallel conditions existing in those reports and subject report dated 2 April 1953. The time of object sighting, altitudes of sighting aircraft, descriptions of object sighted and weather conditions are very similar in each of these reports.

20th Weather Squadron (this headquarters) prepared a weather study as it applied to the period concerned. This information has been entered under paragraph 6 of basic report. They have suggested that no unusual inversion layers existed at time of sighting.

The oscillation of the radio compass in aircraft involved in this sighting, as indicated in Major Williams' statement, has been subjected to further study, but this headquarters has been unable to develop any definite reduction of factors which may have contributed to this oscillation.

Chester H. Morneau
CHESTER H. MORNEAU
Colonel, USAF
Deputy for Intelligence

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
D/I, Hqs, JADF, APO 710	IR-13-53			

STATEMENT

1 April 1953

I was scheduled to fly the night of 31 March 1953, in an F-84 aircraft. I took off from Komaki AB, Honshu, Japan on the first leg of a round robin flight from Komaki, Tokyo, Matsushima, Niigata and return. The night was very clear and visibility after the moon came up, was very good. After I had completed the second leg of the course, I turned toward Niigata, time: 1935I. I was flying at 30,000 feet, 300 mph indicated, ground speed 540 mph approx. I fly a lot at night (17 hours during March, 87 hours during last six months) and I was observing the stars. I noticed a very bright light that I took to be a star, about 20 degrees above the horizon, bearing 330-degrees magnetic. It seemed to be changing color, from white, to red, to blue. I watched it intermittently for 15 minutes and noticed that it had lowered to a level altitude and was much bigger and brighter. The horizon was very bright and no stars were discernable until about 20 degrees above the horizon. I was having trouble with my radio compass as it wouldn't steer but kept oscillating. I kept watching the light and finally called another flight of two F-84s that were 5 minutes ahead of me and asked them if they had any very bright lights on, such as a landing light. It was a foolish question since F-84s don't have lights like that, but I thought I might be looking at them (the other F-84s) and not realizing it. They answered in the negative.

Finally, in the vicinity of Niigata, I decided that it was definitely something strange. I called the other flight and asked them if they could see this light. Again the answer was negative. When I passed over Niigata, I decided to see if I could get closer to the light. I turned toward it and started tracking 330 degrees. I turned out my running lights and continued to observe the light. Time 1955. All the observations were the same, as follows:

A white light that appeared to have a red and blue beam of light originating near the bottom of the white light. These beams could be seen shining downward and sideways, reflecting through the light haze, and kept swiveling around. The red and blue lights would beam directly into my eyes every so often as it swiveled around. There was no exhaust trail observed.

I poured the coal on and indicated 350 mph. The light gradually changed position from a 330 degree bearing to 290 degrees and pulled off and left me. After chasing it for 10 minutes it was almost out of sight, so I turned and flew back to Niigata and then continued my flight. My radio compass worked OK from then on and I observed no other lights or objects. My oxygen system was operative and my cabin pressure was 18,000 feet.

Eugene S. Williams
EUGENE S. WILLIAMS
Major, USAF
AO444718

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Incl. #1


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5

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
D/I, Hqs, JADF, APO 710	IR-13-53			



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Incl. #2

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COUNTRY
JAPAN

REPORT NO.

(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

FLYOBREP REPORT

AREA REPORTED ON

JAPAN

FROM (Agency)

27th Fighter Escort Wing

DATE OF REPORT

31 December 1952

DATE OF INFORMATION

29 December 1952

EVALUATION

B-3

PREPARED BY (Officer)

Major Ladislaus J. Pogozalski

Colonel Donald J. M. Blakeslee

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

Air Force Letter No. 200-5, 8th AF I.C.P., dtd 15 Aug 52

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

1. The source whose information comprises this report, experienced two sightings of an unidentified flying object. Both sightings provided the source with some unusual exhibits of the object's composition. The "rotating cluster of lights" title best illustrates the general nature of the object; but it is further enhanced by the supporting evidence of three beams of white light set around its periphery. Inclosure number 1 lends the visual portrayal of what the source saw. Inclosure number 2 aids in readily seeing the area of these sightings and the general pattern of the F-84's flight during the sightings. Although the object's position in both instances appears to the west of the source, and disappears to the west in each case, its relative size, positive shape and its distance from the source cannot be ascertained.

2. Unevaluated "hear-say" reports from other agencies in this area increase the strength of these sightings, since the term "rotating cluster of lights" seems to most easily explain the phenomenon. These scattered "hear-say" reports once processed by allied intelligence agencies at the scene, should add more to the substance of this specific sighting.

APPROVED:

CERTIFIED TRUE COPY:

*Charles S. Dickinson*CHARLES S. DICKINSON
Major, USAF
Director of Operational Intelligences/t RUSSELL FOVELL
Lt Colonel, USAF
Intelligence Officer

2 incs.

- 1. Sketch
- 2. Overlay

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AF 112-115

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- 1 copy to: Director of Operations, 39th Air Division, APO 919
- 1 copy to: Deputy for Intelligence, JADF, Nagoya, Japan

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.
27th Fighter Escort Wing	PAGE 2 OF 5 PAGES

1. DESCRIPTION OF OBJECT: - A single flying object of unknown actual size. At initial sighting, observer was certain it was larger and brighter than any of the stars or other heavenly bodies. Since the pilot making the observation was flying an F-84-G at the time, he was unable to note whether the object was accompanied by any sound. Its means of propulsion was likewise unknown. First impression of description offered by the observer was that this object appeared to be a cluster of lights, rotating slowly in a counter-clockwise direction - or from west to east. The object was unusual in its color effects. Its body whose shape can only be assumed to be circular, gave off three colors, i.e. red, white and green. These are the colors that gave the rotating effect when sighted; this rotation was constant during both observations (totalling 12 minutes). The shifting of the three colors during their cycle of rotation was similar to the change in colors often seen in popular makes of Juke-Boxes. As these colors rotated in the body of the object, at times the entire body was one solid color, i.e., either white, green or red, - but in the process of completing a revolution, the body was frequently fractionally red/white or white/green plus the other possible combinations of the three colors. Beyond the prominence of the colors common to the body, (possibly the center of the body) the most prominent item of description appeared to be the three beams of light that worked from the body outward in straight shafts of white light. These three beams never changed their relative positions, and actually were located at about 11 o'clock, - 5 o'clock, and 7 o'clock. These white beams did not shift around as searchlights would, but maintained their constant position on the object. Very much like two legs on the lower portion, with one remaining leg displaced from the top of the object to a point approximating 11 o'clock. It is possible that the two lower legs could have been a bit higher on the bottom side of the body, say at the 4:30 and 7:30 positions of the clock. The observer recalls that the upper beam located just off center appeared to be exactly opposite the lower right beam and established a one way balance for effect. The object at no time executed any violent maneuvers, except for an almost gradual change of direction during the two observations. The observer attempted to estimate the speed of revolution of the three color series in the body, and it is loosely estimated at 4 to 8 seconds. There was no exhaust noticed during either observation.

2. TIMES OF SIGHTING:- The source experienced the sighting of this object on two occasions a short interval of time interrupting them. The first sighting was at 1948 hrs, Item time, and lasted till 1955 hrs, Item time. The second sighting commenced at 2000 hrs and was terminated at 2005 hrs, Item.

3. MANNER OF OBSERVATION:- Both sightings were made visually by the pilot of an F-84-G aircraft. Subject pilot was engaged in local area night flying. His first observation was made while he was at 27,000 ft altitude; the object stayed in his view while he climbed to 35,000 ft - at which point he was level with it. His second sighting of the object was also at 35,000 ft altitude. During one period, the pilot's airspeed indicator was exhibiting 330 kts, resulting in a TAS of 468 kts - and true ground speed of 412 kts. At the time of attempting closure on the object, the pilot was riding within two miles of the Mach - for this aircraft, F-84-G, .82.

4. LOCATION OF OBSERVER:- The observer's position at the time

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.
27th Fighter Escort Wing	PAGE 3 OF 5 PAGES

of initial sighting was 40 deg. 57' 15" North Lat. - 141 deg. 23' 15" East Long. He was flying a mag heading of 010 degrees at an altitude of 27,000 ft. At this sighting the object was higher than the observer at 9 o'clock to himself, almost due west from him, travelling on a parallel course due north. He lost sight of the object at approximately 41 deg. 32' N. - 140 deg. 30' E. some 7 minutes after seeing it. The source caught sight of the object for the second time just five minutes after losing sight of it. This was at 2000 hrs Item, and the source was still at 35,000 ft altitude, but heading S/E on mag heading of 160 degrees. During this second sighting, the object was still at the same altitude level as the F-84 pilot, but it appeared approximately 30 degrees to the right of the F-84's nose - distance still unknown. The general area of these sightings was the extreme northern portion of the Island of Honshu, Japan.

5. IDENTIFYING INFORMATION:- The pilot reporting these sightings is a Colonel possessing long experience in World War II and the Korean theater. Source has held responsible command assignments for some time, and presently commands a Fighter Escort Wing operating under the Japan Air Defense Force. The accuracy of source's statements was consistent despite repetitive interrogation, his sequence of times, locations and descriptions did not vary at any time. Source is stable and thoroughly reliable.

6. WEATHER AND WINDS ALOFT CONDITIONS:- The area in which the sightings were made had the following weather conditions at 1730 hrs Item. 10/10s undercast, from 8,000 to 10,000 ft - brilliant moonlight and visibility of minimum 40 miles; temperature at 35,000 ft was -56 degrees, pressure 210 millibars. Winds aloft reported by Misawa Weather Station were as follows: 27,000 ft from 280 degrees, at 90 knots/ 35,000 ft from 280 degrees, at 70 knots, and at 38,000 ft from 280 degrees, at 200 knots.

7. METEOROLOGICAL CONDITIONS FOR EXPLANATION:- There were no activities of a "met" nature, or any condition which could account for these sightings.

8. PHYSICAL EVIDENCE OF SIGHTING:- These sightings stand on the strength of the narrative factors as surrendered by the source. There is no physical evidence of the object due to its disappearance on both occasions.

9. INTERCEPTION UNDERTAKEN:- The source, upon sighting this object, called local GCI station on radio telephone, (VHF) and reported what he was observing, GCI instructed this pilot to intercept or identify object which he proceeded to attempt to accomplish. Since initially, he was at 27,000 ft altitude, he climbed to 35,000 ft and levelled off when he saw he was level with the object. During this climb he was heading in a northwesterly direction. For approximately 3 of the 7 minutes of observation, the source was riding 2 miles short of the Mach of his F-84 (.82), as he set up a gradual curve to the west to hit upon a pursuit curve that would close the gap between himself and the object he noted that the object obviously was increasing in size. This closing of the distance continued for about one minute, then the object seemed to increase its "going away" speed and vanished in 30 seconds. At the time of the disappearance, the source had managed to close to a point whereby the object was at eleven o'clock

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 4	OF 5	PAGES
27th Fighter Escort Wing				

to him. Just short of a true stern chase. During the time the pilot was climbing and undertaking a curve toward the object, he exhibited good presence of mind by extinguishing all the lights on his aircraft, i.e., wing tip lights, fuselage lights as well as fluorescent lights within the cockpit. Source admitted he readily decided on this course of action to make certain that he was not getting some reflection from his canopy surface. When all lights were out, he noticed no change in the appearance of brilliance of the object and its color scheme. At the time of losing sight of the object due to its obvious increase in speed, both source and the object were headed due west. Source then took up a mag heading of 160 degrees and flew in a south-easterly direction. After five minutes of flight while on this heading, he noted the object again at 35,000 ft level with him and flying what appeared to be a parallel course to himself. It was at approximately 30 degrees to the right of his aircraft's nose section. This time after a bit more than four minutes of observation, (all his navigation lights were on again) the source again tried to set up an interception course by swinging to the right. At this time the object pulled away for the west and disappeared in about five seconds time. It is repeated at this time, that the only tangible point of coincidence noticeable was the short period of time the object required to disappear the second time when the F-84 set up an interception course with all "nav" lights burning - just five seconds. In the first instance, with lights extinguished, he did manage to close considerably, but not knowing the true size of the object, he had no way of knowing just how much of the gap had been successfully closed before the object increased its speed appreciably and disappeared in 30 seconds. Source then returned to the area of his home station, Misawa Air Base and concluded his flight.

10. AIR TRAFFIC IN THE AREA:- The pilot of this F-84 was originally put on his guard to be watchful of something unusual, by virtue of hearing a radio-telephone transmission from an aircraft calling a radar station on the ground. The R/T call sign used by this aircraft was "Gander", later check revealed that "Gander" call signs are utilized by an F-94 All Weather unit in this area. At that time the F-94 was reporting his position as being approximately 35 miles south-east of Chitose Air Base, (Hokkaido Island, Japan) the exact contents of his transmission are not recalled, but he did report sighting a "rotating cluster" of lights. This transmission was heard at 1945 hrs. Item. The pilot of the F-84 saw the object for the first time some three minutes later. Local intelligence agencies were checking the particulars of the F-94's sightings and it is assumed their findings will be forwarded shortly. Unevaluated reports from neighboring intelligence agencies added the fact that this "rotating cluster" of lights had been seen earlier in the evening by a B-26 aircraft flying in the general area of Misawa Air Base. In addition, similar reports were heard from personnel on duty in the Chitose Air Base Control Tower the same evening.

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COMMENTS OF PREPARING OFFICER:

1. The foresight of the source exhibited when he extinguished all the lights on his aircraft, coupled with his persistency in being accurate in reviewing the details of his sightings result in a graphic description of an "object" naturally falling into the family of "unconventional flying objects". It must be added, however, that

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	5	OF	5	PAGES
27th Fighter Escort Wing						

source's experience and past actions demand attention to this sequence of sightings. This pilot is thoroughly versed in the limitations of flying machines; his attempt to garner all the pertinent information concerning this unknown item was definitely genuine. His ability to reconstruct all the factors common to these sightings was excellent and well organized. The frequency of related sightings of an unevaluated nature further attest to some unconventional flying object active in this general area during the early evening hours of 29 December 1952.

s/t L. J. PAGOZALSKI
Major, USAF
Asst. Intelligence Officer

COMMENTS OF APPROVING OFFICER:

1. The source showed great presence of mind in the investigation of this unidentified object. There was a difference of 25 seconds in the time it took the object to pull away when the source made his two passes at the object, lights "out" and lights "on". Significantly the longer time was taken on the first pass, lights "out" suggesting closer proximity prior to observation by the object, assuming it existed. The fact that there was a full moon, excellent visibility, a clear night, and an undercast furnishes several excellent ingredients for distortion and reflections or refractions in the cockpit. It is a fact that different types of aircraft canopies produce different reflections or refractions of the same object. The reported "cluster of rotating lights" was observed and reported by the source flying an F-84 and by a pilot of an F-94 as well as a B-26. This would tend to lend credence to the observation. The disappearance of the object to the west is considered significant. On the first sighting the curve of pursuit was flown breaking left, on the second pass it was flown breaking right. Were the phenomenon a reflection of the moon off the windshield, it would have disappeared in the opposite direction on the second pass. There are too many indications of the presence of something for the source's remarks to be considered an observation of nothing.

CERTIFIED TRUE COPY:

Charles S. Dickinson
CHARLES S. DICKINSON
Major, USAF
Director of Operational Intelligence

s/t RUSSELL POWELL
Lt Colonel, USAF
Intelligence Officer

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12
AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
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White beam steady

Red-White-Green, alternating in counter-clockwise direction in body of object

White beam steady

White beam steady

White beam steady

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INCL. #1 Description of object sighted over northern Honshu, 29 Dec., 1952

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13
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES

Muroron + Gander

160° MN 010° MH + 42°
140° 30' 40° 30' + 142°

Object sighted again at 2000 hrs I, disappeared to west (5 mins obsvn)

(5)

(4) F-84's sight of object lost after 30 second chase at 468 kts TAS

(3) F-84's intercept course while climbing to 35,000' from 27,000'

(2) Observors location time of original sighting at 1948 I hrs (7 min obsvn)

(1) Kisawa, observers home base

Aomori

Hachinoe

WAC 1:1,000,000 292 (overlay)

INCL. #2

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THE OHIO STATE UNIVERSITY

HOWARD L. BEVIS, President

COLUMBUS 10

EMERSON McMILLIN OBSERVATORY

19 May 53

1st Lt. Robert Olsson
Wright-Patterson AFB.

Dear Lt. Olsson;

This is a belated report on the last batch which I received at the end of April.

Just as soon as our plans for employing Miss Gluck officially go through, I shall be able to send you a sheet with comments on each individual case, so that you will have my comments on each folder. The letter method ~~is~~ has obvious drawbacks. But until that time comes and she can handle my typing and completion of forms, I had better stick to this letter method.

In this latest batch we have only 4 really interesting cases. I might mention a 5th, 28 March 53, Scott AFB, which is the 1st report I've seen of an honest to goodness mirage. 6 Cases have only one observer and I'M following my usual rule of discounting those.

8 April was a meteor.

The Great Falls 3 April case was Venus if reported times was in error.

28 March Albrook AFB was probably Venus.

31 March Honshu, and 30 March Lyle, Wash., are puzzling but could possibly have been balloons.

The 8 April Greenland case was an obvious meteor.

This brings us to the interesting cases:

25 March San Antonio could hardly have been a mirage and I'm surprised there was no radar pickup. Was there any aircraft like helicopters that might explain this. Anything more come in on this one? Don't think this is good enough for a pinch-bottle but it should be listed as Nocturnal meandering flight.

29 March Spooner, Wisc: Duration times needs ch@cking here. Hard to believe that object could have done all that in 15 seconds. An interesting case and one of the regular questionnaires should be sent to Mr. Gilette.

Next is the 12 April Stead AFB. I think this is the most interesting case of the batch, and I hope you receive more dope on it. Questionnaires should be sent. I'd like to see Menzel explain this one! Is there any possibility that these could have been aircraft? Apparently ducks have been eliminated.

As for the 26 March, Equasseeur AFB although NML, the data are ~~are~~ contradic^t and insufficient. Perhaps this was a helicopter? We ought to ~~have~~ have much more information on this one. Has this been received?

Sincerely,
Allen H. Gluck