

1. DATE - TIME GROUP 2 Nov 53 02/2210	2. LOCATION IDLEWILD AIRPORT, NEW YORK
3. SOURCE CIVILIAN	10. CONCLUSION OTHER: CLOUDS/CONTRAILS Tower personnel noted nothing unusual. Additional witness regarded the objs as clouds from a smoke writing a/c. Case regarded as this possibility, or as unusual clouds or contrails.
4. NUMBER OF OBJECTS six	11. BRIEF SUMMARY AND ANALYSIS Six objs hovering over airport.
5. LENGTH OF OBSERVATION 15 mins	
6. TYPE OF OBSERVATION ground visual	
7. COURSE hovering	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

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

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

IN REPLY REFER TO: 5D 24-21-131

19 January 1954

SUBJECT: UNIDENTIFIED FLYING OBJECTS
OVER IDLEWILD AIRPORT
ON 2 NOVEMBER 1953
SPECIAL INQUIRY

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Attached for your information is one (1) copy of report of investigation by Special Agent FREDERICK H. DURELS, 2d OSI District, file 24-366, dated 12 January 1954, subject as above.
2. No further investigative action is contemplated and the files of the Office of Special Investigations are considered closed.
3. Attention is invited to the provisions of AFR 124-1 which prohibit release of classified information to unauthorized persons.

1 Incl
ROI, DO #2, dtd 12 Jan 54

GEORGE T. KOCH, JR
Major, USAF
District Commander

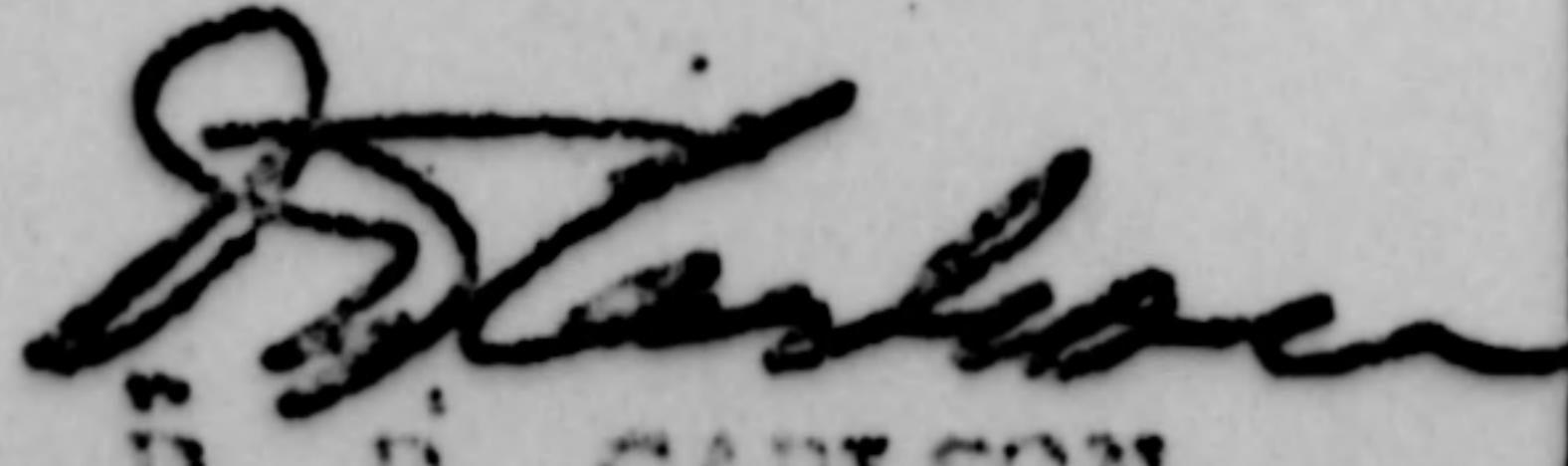
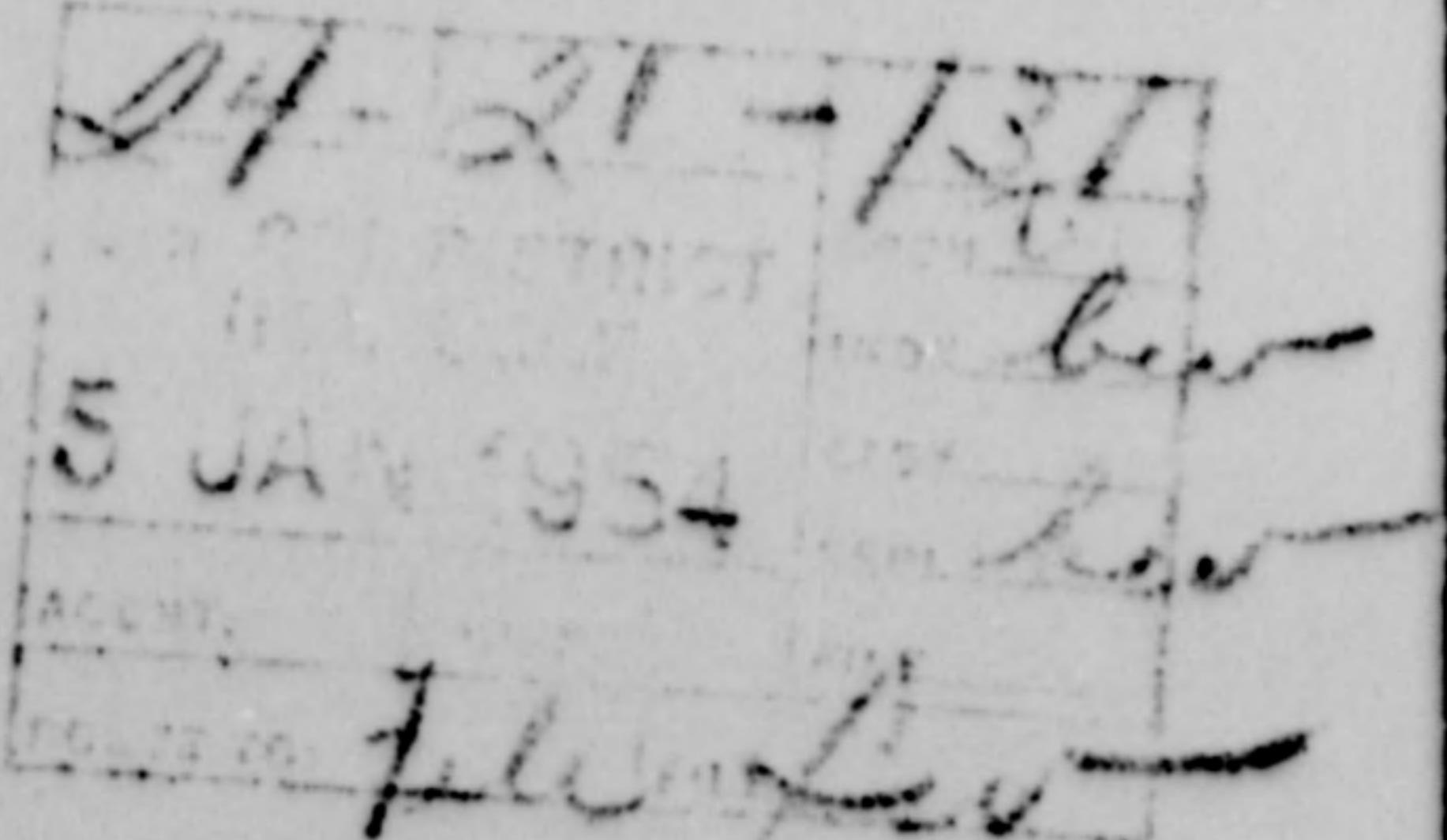
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DOD DIR 5200.1D

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UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION		FILE NO. 24-366	DATE 12 JAN 1954 encl/peak
(Unclassified) UNIDENTIFIED FLYING OBJECTS OVER IDLEWILD AIRPORT ON 2 NOVEMBER 1953.		REPORT MADE BY FREDERICK H. DURELL, S/A	
		REPORT MADE AT DO #2, 72 East 10th St., New York 3, N.Y.	
		PERIOD 15, 17, 18 December 1953	
		OFFICE OF ORIGIN DO #2, 72 East 10th St., New York 3, N.Y.	
		STATUS CLOSED	
CHARACTER SPECIAL INQUIRY			
REFERENCE INITIAL REPORT			
SYNOPSIS			
<p>Investigation requested by District Commander, 2D District OSI (IG) USAF; and predicated upon report of six (6) unidentified flying objects over Idlewild Airport. [REDACTED] reported sighting six flying objects hovering over Idlewild Airport at 2210 hours Zulu time, on 2 November 1953 and that a helicopter and a commercial aircraft were aloft at same time. Objects, battleship gray in color, resembled Navy blimps. [REDACTED] called objects to another person, who thought them as broken portions of sky writing chemical smoke. [REDACTED]ather report gave unlimited ceiling and visibility of eight (8) to nine (9) miles at 1500 to 1800 feet, with high, scattered formations of cirrus type clouds. Weather and traffic control logs indicated no record of any unusual objects being sighted. Traffic control log indicated helicopter, one (1) Stratocruiser, and two (2) DC-6 Aircraft aloft during time of reported sighting.</p>			
<p>Downgrading and declassification of this document is automatic. DOWNGRADED AT 3 YEAR INTERVALS. Information contained in this report will be considered declassified after 12 years. DOD DIR 5200.10</p>			
DISTRIBUTION	ACTION COPY FORWARDED TO	FILE STAMP	
Dir OSI (Incl) 4			
→ DO #5 (Incl) (Comdr, ATIC Info) 1			
Comdr, MAFF (Incl) (Info) 1			
File 2	APPROVED  D. B. CARLSON Lt Colonel, USAF District Commander.		

(Unclassified)
UNIDENTIFIED FLYING OBJECTS
OVER IDLEWILD AIRPORT
ON 2 NOVEMBER 1953

File: 24-366

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DETAILS:

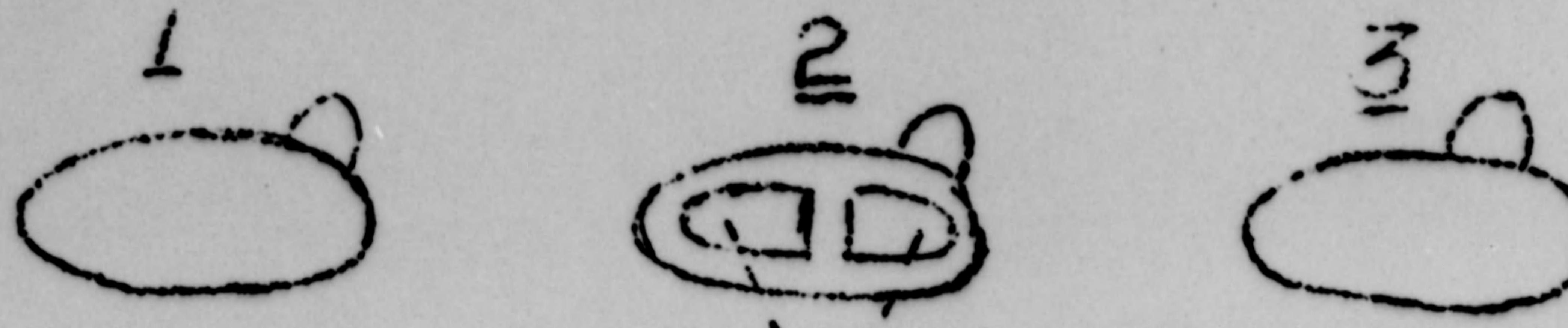
1. This investigation was requested by the District Commander, 2D District OSI (IG) USAF, 72 East 10th Street, New York, New York; and predicated upon the report of six (6) unidentified flying objects over Idlewild Airport, New York on 2 November 1953.

AT NEW YORK, NEW YORK

2. On 15 December 1953, Mr. [REDACTED] Bronx, New York, was interviewed at this office. [REDACTED] age 36, advised that he had served three (3) years with the United States Navy as an enlisted man with principal duties of watch-duty and lookout, and has been employed for the past four (4) years as a Patrolman in the New York City Police Department, with station at the 46th Precinct, 2120 Ryer Avenue, Bronx, New York.

[REDACTED] advised that at 2210 hours Zulu time (1710 Eastern Standard time), 2 November 1953, while riding in a bus from Idlewild Airport to Jamaica, New York, in a northerly direction, he observed six (6) flying objects in flights of three (3) each, with one (1) flight above the other, hovering over Idlewild Airport at approximately eight thousand (8,000) feet, and that they gave the appearance of a formation resembling U. S. Navy Blimps (see illustration No. 1 below for one of the objects).

[REDACTED] stated that in view of the bus being in motion and making turns, he had been able to make two (2) additional sightings before the objects were lost from view by buildings. During the course of all observations, these objects remained in the same formation. On the second observation, each object appeared to have two (2) relatively large areas of white light with a solid non-lighted area in the center, and that the top portion of each object appeared to be that of an inverted keel of a sail-boat or of the upper portion of a blimp's rudder (see illustration No. 2 below for sketch of one of the objects). The final observation was similar to that of the first except that the rudder on each object was more centrally located (see illustration No. 3 below for one of the objects).



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Lights
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UNIDENTIFIED FLYING OBJECTS
OVER IDLEWILD AIRPORT
ON 2 NOVEMBER 1953

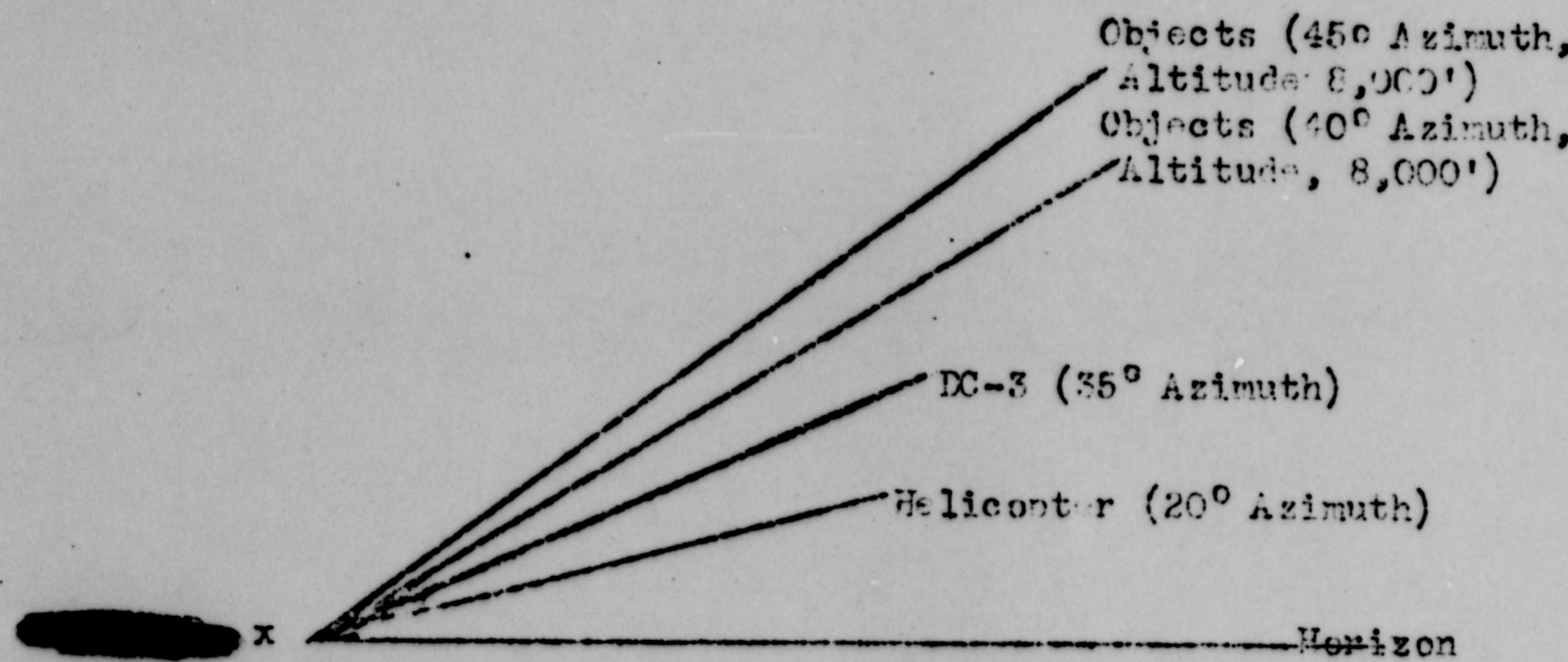
File: 24-366

The size of each object is compared to that of a fifty cent piece (50¢) held at arms length, and were battleship gray in color. At no time was there any sign of tail trail or exhaust, nor was any sound heard, as informant was in a closed and moving vehicle.

When first observed, [redacted] advised that the objects appeared to be hovering but that the lower group was moving in an easterly direction with the upper group in a westerly direction. These objects were at a 45° azimuth and changed to approximately 40° azimuth and were at the general height of eight thousand (8,000) feet. These observations lasted for approximately fifteen (15) minutes and terminated upon buildings obstructing the view. [redacted] further advised that he had observed these objects without the assistance of binoculars or telescope and that no pictures were taken as he had no camera in his immediate possession.

[redacted] advised that the weather had been fair, that the sun was setting, and that the sky had scattered cirrus clouds to the south-west, and that at one time this type cloud had obscured the lower group of objects.

[redacted] stated that a helicopter of the windmill type and a DC-3 commercial aircraft were in the air at the time. At arms length, [redacted] compared the helicopter to a five cent piece (5¢), and the DC-3 to a twenty-five cent piece (25¢), and that they were at 20 and 35 degree azimuth respectively.



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[REDACTED] further stated that he had been, to the best of his knowledge, the only person to have observed these objects but called them to the attention of another passenger who believed that the objects were broken portions of chemical smoke utilized by sky writing aircraft.

3. This portion of the investigation was conducted by Special Agents CHARLES L. HERMAN and GEORGE D. MCSEE.

AT IDLEWILD AIR PORT, NEW YORK

4. On 17 December 1953, Mr. FRED BEAR and Mr. ALBERT ADELL, Airways Forecasters, furnished the following information concerning weather conditions on 2 November 1953, between 1630 and 1730 hours (Eastern Standard Time):

Wind Direction	- West, South-West at 12 mph
Ceiling	- Unlimited
Visibility	- 1500 and 1600 feet - 9 miles 1700 and 1800 feet - 8 miles
Clouds	- High, scattered formations (cirrus type) at approximately 23,000 and 30,000 feet

There was also a slight, smoky ground haze, which offered no sight obstruction.

Temperature	- 1600 hours - 66 degrees 1700 " 63 " 1800 " 61 "
Sunset	- 1652 hours, with light conditions for approximately 30 minutes after hour.

It was further noted that the weather log, showed no record of any unusual objects, being sighted. [REDACTED] and [REDACTED] further advised that in the case anything had been seen, which was unusual, but not deemed to be something that should be entered in the log, it would have been passed on by word of mouth. [REDACTED] stated that he was on duty during the times stated above and he does not recall any mention being made of any sightings.

5. On 17 December 1953, Mr. ROGER SULLIVAN, Chief Controller, and Mr. WILLIAM WILLIAMS, Control Tower Supervisor, were interviewed and furnished the following information concerning air traffic, over and in the immediate vicinity of Idlewild Air Port, New York, on 2 November 1953, between 1623 and 1731 hours (Eastern Standard Time):

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UNIDENTIFIED FLYING OBJECTS

QUEENSBORO AIRPORT

ON 2 NOVEMBER 1953.

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1623 hours - Stratocruiser landed, arrived from a North-easterly direction.
1644 " DC-6 landed, arrived from a South, South-westerly direction.
1648 " DC-4 landed, arrived from a South-westerly direction.
1650 " Constellation took-off, direction, see diagram (inclosure #1) on all take-offs, control log does not indicate direction, however A/C had a choice of only three (3) paths as noted in diagram, used by all A/C on this day and for those weather conditions.
1651 " DC-4, took-off
1652 " DC-4H, took-off
1703 " Helicopter, landed might have come from either a Westerly or North-westerly direction.
1706 " Helicopter, took-off, in either a Westerly or North-westerly direction.
1707 " Stratocruiser, took-off.
1709 " DC-6, took-off, in a Southerly direction
1711 " DC-6, took-off.
1713 " Constellation, took off
1721 " DC-4, landed from a South-westerly direction.
1727 " DC-3, local flight, no particular direction noted, probably an easterly direction.
1729 " DC-6, landed from South-westerly direction
1731 " DC-6, landed from a North-easterly direction.

SULLIVAN and WILLIAMS advised that concerning the helicopter flights they received very little information, but they knew that the craft were to follow the Van Wyck Expressway as part of their flight pattern into Idlewild. the helicopters would never exceed an altitude of 1200 feet. WILLIAMS advised that it has been reported previously, that a helicopter in flight at night with its running lights on, might give the impression of more than one aircraft, due to the reflection of its lights against the rotor blade. SULLIVAN further advised that their control log showed no record of any sightings or observations of unusual objects in the air by the tower operator for this day.

6. Special Agent GERALD A. SWEENEY conducted the following portion of this investigation:

AT MITCHEL FIELD, NEW YORK

7. On 18 December 1953, the weather files of Detachment 8, 9th Weather Group were reviewed with Lt. Col. CHARLES G. VAUGHN, Detachment Commander. Rawinsonde observations at Hempstead, New York at 2100 hours,

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UNIDENTIFIED FLYING OBJECTS
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Zulu Time (1600 hours Local) for 2 November 1953, are as follows:

<u>ALTITUDE</u>	<u>DEGREES</u>	<u>KNOTS</u>
Surface	270	05
6,000	300	30
10,000	290	34
16,000	290	37
20,000	280	34
30,000	290	43
50,000	290	29
70,000		Clear (?) Reached instrument's limitations.
80,000		Not available.

Ground observations, at 1625 hours (Local), were hazy observation, thin scattered clouds at 18,000 and 25,000 feet, visibility five (5) miles, haze and winds at six (6) miles per hour at surface.

Ground observations, at 1726 hours (Local), were hazy observation, thin scattered clouds at 18,000 feet, visibility five (5) miles, haze, and winds at seven (7) miles per hour at surface.

INCLUSIONS:

FOR DIRECTOR, SPECIAL INVESTIGATIONS, HEADQUARTERS, USAF, WASHINGTON, D.

1. Diagram of runways at Idlewild Airport (in quadruplicate)

FOR DISTRICT OFFICE NO. 5, WRIGHT-PATTERSON AFB, DAYTON, OHIO.

1. Diagram of runways at Idlewild Airport (1 copy)

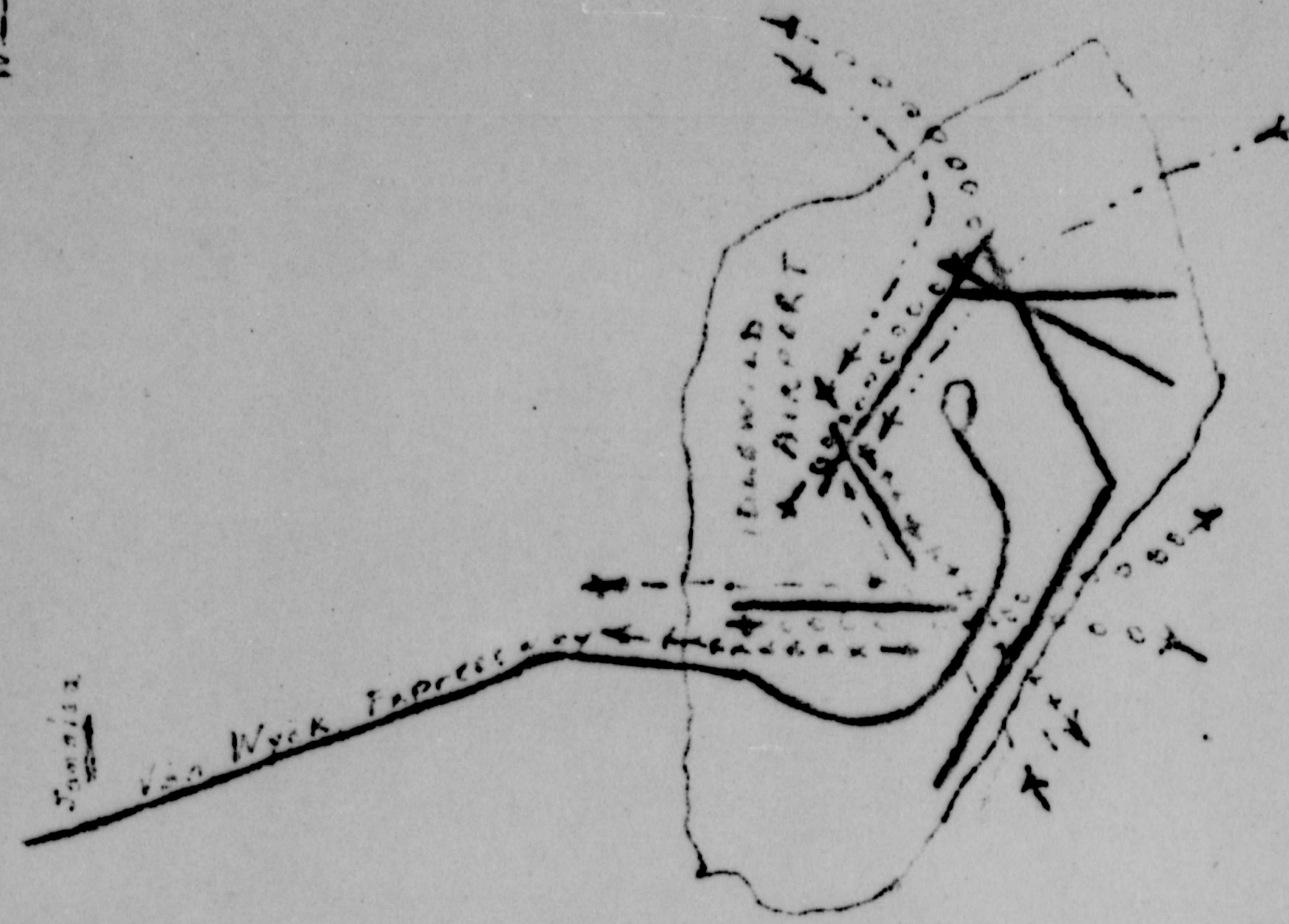
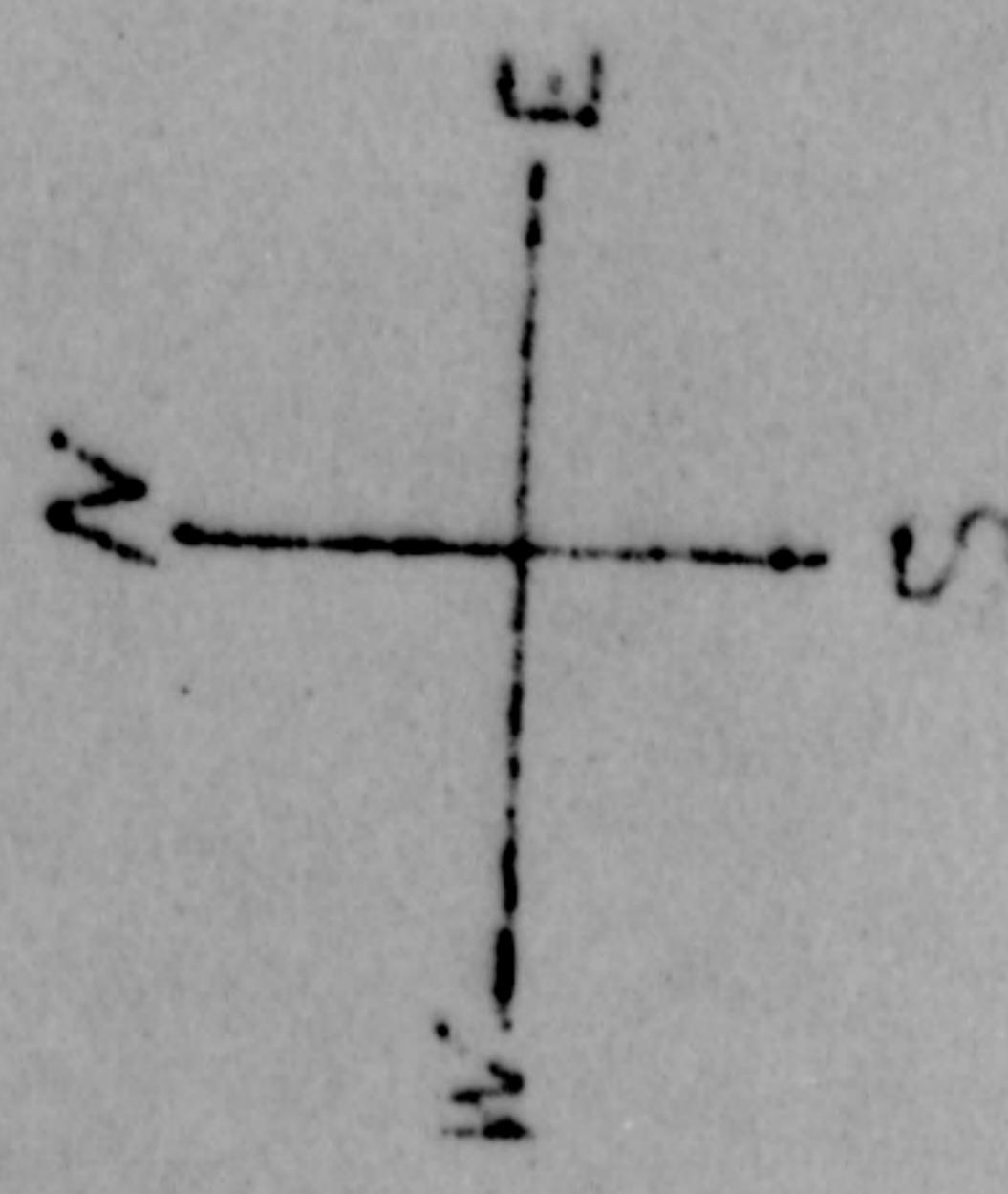
FOR COMMANDER, MITCHEL AIR FORCE BASE, NEW YORK

1. Diagram of runways at Idlewild Airport (1 copy)

-C L O S E D -

-6-

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HELICOPTER
Landing - - -
Takeoff x ~~AKA~~

OTHER AIRCRAFT

Takeoff ~~occurred~~
Landing - - -