

PROJECT 10073 RECORD CARD

1. DATE 18 February 1956		2. LOCATION Orly AF France		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ Was Astronomical Venus ☐ Probably Astronomical ☐ Possibly Astronomical	
3. DATE-TIME GROUP Local _____ GMT 18/2020Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☒ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military		9. COURSE K9082 →	
7. LENGTH OF OBSERVATION 4 hrs radar 30 mins visual		8. NUMBER OF OBJECTS one		11. COMMENTS P855-1111 1) Visual object at 10° elevation 3500 azimuth disappeared at 100 elevation 270° azimuth. Venus at 22'56 or about 10° elevation at initial sighting. Witness probably saw a/c on takeoff and viewed Venus for duration of sighting. " was setting at end of observation. 2) Radar rpt unofficial (newspaper article). All other stations in area failed to pick up target indicating that target due to radar malfunction. 3) Rpt of Air France pilot in DC-3 prob (Venus).	
10. BRIEF SUMMARY OF SIGHTING Round dot (like a star) size of star. Color changed from white to red to green and back to white. Color changed required 30 seconds for each. Definitely not confused with a/c navigation lights. At first sighting, pilot thought object to be other a/c. Disappeared by moving away and burning out.					

UNCLASSIFIED

CLASSIFICATION

(SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

465th Troop Carrier Group, Med
APO 253, N.Y., N.Y.

REPORT NO.

IR 2-56

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OF

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1. Description of the object:

a. A round dot (like a star in the sky).

b. Size of an ordinary star in the sky.

c. The color changed from white to red to green and back to white. Observers could not recall the exact sequence of these color changes, but stated that the light changes slowly merged from one to another, taking about 30 seconds for each change. The observers further stated that it definitely could not be confused with aircraft navigational lights.

d. One

e. N/A

f. None

g. N/A

h. None

i. None

2. Description of course of object:

a. It was sighted by the pilot at 2000 ft MSL as he climbed out of Marseille, France on a 358° Magnetic Heading.

b. The object was 10° above the horizon at 350°. The distance of the object from the aircraft was estimated at 10 to 50 miles.

c. The object was 10° above the horizon at 270°. The distance was as mentioned above.

d. When first sighted, on the climb out, the object was as described in b above and the pilot thought it was another aircraft, however, when it was sighted again at 8500 ft MSL, it was as described in c above.

e. The object started to move away from the observers as if slowly burning out. The moving away and burning out process took about three seconds. At this time the observers were just north of Montelimar, France, at 8500 ft MSL.

f. 30 minutes.

3. Manner of observation:

a. Air - Visual

b. None

c. C-119, 512602, 8500 ft MSL, 358 degrees, 195K (true), 165 (ground), Evreux-Fauville Air Base, France.

4. Time and date of sighting:

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18/2020Z
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COUNTRY OF ORIGIN France <i>Multi</i>	REPORT NO. IR 2-56	(Leave blank) <i>AF 724166</i> <i>12</i>
AIR INTELLIGENCE INFORMATION REPORT		
AREA REPORT CONCERNS France		
AGENCY OF ORIGIN 465th Troop Carrier Group, Medium APO 253, N.Y., N.Y.	DATE OF REPORT 23 Feb 1956	D412688
SOURCE OF INFORMATION See paragraph 6(b) in report.	DATE OF INFORMATION 18 Feb 1956	
PREPARING OFFICER Captain Alvin R. Herzog, AO 705020	EVALUATION A-1	
REFERENCES (Control number, directive, previous report, etc., as applicable) AFR 200-2, 12 Aug 54 USAF (ICI) June 54 AFR 200-7, 9 June 54		
SUBJECT UFOB		
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 112a.) The attached report covers the sighting of an unidentified object by three aircrew members. The observers did not consider this incident worthy of a report until they read about an unidentified blip appearing on the Orly Air Traffic Control radar scope. This article appeared in the New York Herald Tribune (European Edition) on 20 February 1956. Approved: <i>Alvin R. Herzog</i> ALVIN R HERZOG Captain USAF Intelligence Officer LIBRARY SUBJECT & AREA CODES <i>2/56</i> <i>5-01</i> <i>603 6M</i> INCL. DISTRIBUTION BY ORIGINATOR Headquarters, Twelfth Air Force Headquarters, USAFE WARNING: This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18, U. S. C., Section 793 and 794. 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.		

AF FORM 112
1 OCT 52REPLACES AF FORM 112-PART I,
1 JUN 49, WHICH MAY BE USED.

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3

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

465th Troop Carrier Group, Med
APO 253, N.Y., N.Y.

REPORT NO.

IR 2-56

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- a. 2020Z, 18 Feb 1956 until 2110Z, 18 Feb 1956.
- b. Night
5. All observers in the same aircraft, enroute from Marseille, France to Montelimar, France.
6. Identifying information of all observers:
 - a. N/A
 - b. Hahn, Stanford G., 1/Lt, AO 3014450, 780th Troop Carrier Squadron, Medium, APO 253, N.Y., N.Y., pilot; reliability, A-1.
Moise, Robeson S., 1/Lt, AO 3014450, 780th Troop Carrier Squadron, Medium, APO 253, N.Y., N.Y., co-pilot; reliability, A-1.
Starkey, Allen L., A/lc, AF 15495727, 780th Troop Carrier Squadron, Medium, APO 253, N.Y., N.Y., engineer; reliability, A-1.
7. Weather and winds aloft at time and place of sighting:
 - a. VFR
 - b. 340° at 30 knots at 8500 ft MSL.
 - c. None
 - d. Unlimited
 - e. Scattered (1/10 coverage)
 - f. None
8. None
9. None
10. Unknown
11. Intelligence Officer, 465th Troop Carrier Group, Medium, APO 253, N.Y., N.Y.
No analysis was feasible in this instance.
12. None.

Prepared by:

ALVIN R HERZOG
Captain USAF
Intelligence Officer

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AF FORM 112a
1 OCT 52

REPLACES AF FORM 112-PART II, 1 JUN 48,
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U. S. GOVERNMENT PRINTING OFFICE 16-68470-1

1956

CLAIMS WEATHER BALLOON CAN EXCEED 1,500 MILES PER HOUR!:

The following is quoted from the New York Times of Feb. 20th: "Paris, Feb. 19- Aviation circles were speculating today on the identity of a strange object, alternately hovering and flying at speeds in excess of 1,500 miles per hour, picked up Friday night by radar operators at Orly International Airport. The object made a "blip" on the radar screen approximately twice as large as that of the average airliner, according to technicians. It appeared to be at an altitude of about 5,000 feet and was seen to follow aircraft taking off or coming in for a landing at Orly. A radio beacon station southwest of Paris also reported the object, but neither the radar at Le Bourget Airport nor the Paris Observatory reported contact. A spokesman at the Observatory suggested that it might have been a United States weather balloon launched in Germany and blown west by the 'jet stream' air currents. (Italian wire - Editor.)

On February 18, the Soviets warned the U.S. that they can now deliver bombs all over the world^{plane or} by either ~~plane or~~ rocket.

On this same date, Paris reported a mystery object in the skies. Described as twice as large as an ordinary commercial air liner, *it* was tracked on radar screens by only ~~four~~ Airport officials.

"Traveling at an estimated 1,500 miles an hour, the object appeared over the Paris region ~~late~~ late last evening and seemed to hover for a few minutes before disappearing at high speed."

~~Paris~~ ~~reporter~~ ~~writing~~ from Paris ~~on~~ on February 20 said that some radars had caught the blip, others hadn't. He also wrote that an incoming pilot, alerted to the UFO, saw only a winking red fire. The pilot said that he had never seen anything like it.

-0- *Mult*

PARIS, FEB. 21--(UP)--THE FRENCH GOVERNMENT SOUGHT TODAY TO SOLVE THE MYSTERY OF THE "PHANTOM OF ORLY," A GIGANTIC FLYING-Saucer-LIKE OBJECT WHICH WHIRLED ACROSS THE AIRPORT'S RADAR SCREEN AT SUPERSONIC SPEED LAST FRIDAY.

IT WAS THE THIRD TIME IN LESS THAN A YEAR THAT THE "PHANTOM" HAS BEEN CHARTED ON RADARSCOPES AT THE BUSY INTERNATIONAL AIRFIELD OUTSIDE OF PARIS. THE OBJECT WAS DESCRIBED AS ABOUT TWICE THE SIZE OF THE LARGEST KNOWN PLANE, MOVED AT TIMES AT AN ESTIMATED 2,000 MILES AN HOUR, AND HOVERED AROUND THE AIRPORT FOR ABOUT FOUR HOURS.

THE MYSTERY WAS FURTHER COMPOUNDED WHEN A DETAILED CHECK DISCLOSED THAT THE RADAR EQUIPMENT WAS IN EXCELLENT WORKING CONDITION.

A VETERAN AIR FRANCE PILOT REPORTED SPOTTING FLASHING RED LIGHTS IN THE AREA IN WHICH THE RADAR PLACED THE "PHANTOM" AFTER TAKING OFF FOR LONDON.

THE REPORTS HAVE SPURRED AN OFFICIAL INVESTIGATION.

-0-

SUNDAY MORNING MARCH 11, 1956

Paris Radar Tracks Flying Object

PARIS, France (UP)--An unidentified flying object, described as twice as large as a normal commercial airliner, has been tracked on radar screens here, Orly Airport officials reported recently.

Traveling at an estimated 1,500 miles an hour, the object appeared over the Paris region in the late evening and seemed to hover a few moments before disappearing at high speed.

The object was also sighted by an Air France pilot flying to London, who reported seeing an intermittent red flame in the sky above

Mystery Object Seen in Paris Sky

PARIS, France (UP)--An unidentified flying object, described as twice as large as an ordinary commercial airplane, has been tracked on radar screens here, Orly Airport officials said today.

Traveling at an estimated 1,500 miles an hour, the object appeared over the Paris region late last evening and seemed to hover for a few moments before disappearing at high speed.

N.Y. H.T.

FEB 19, 1956

21 FEB 1956

NEW YORK HERALD TRIBUNE, TUESDAY, FEBRUARY 21, 1956

Or a Flying Saucer?

Mystery of Paris Sky: Flying Cognac Bottle?

By Frank Kelley

From the Herald Tribune Bureau
1956, N. Y. Herald Tribune Inc.

PARIS, Feb. 20. — Several dozen experts are at work trying to find out what was going on above, near or at Orly Airport on the outskirts of Paris late Friday night when radar technicians said they sighted and watched for four hours on their screen a mysterious object twice the size of a four-engine airliner. They said the object hovered at 4,500 feet and at times put on jet-like bursts of speed up to 1,500 miles an hour.

Some say it may have been another one, or several, of those American meteorological bal-

loons that the Russians are now objecting to, caught in an air pocket and occasionally whizzing about in the West-to-East air stream at high altitudes.



Kelley

Others believe that the Orly radar apparatus, which had an eight-week vacation during the technicians' strike last fall, may have gone awry through crossed wires, blurred waves, or just plain gremlins. The apparatus had been examined, however, and

pronounced fit for normal civilian use.

Some were tempted to put it all down to a flying bottle of cognac. The military radar spotters near Orly saw nothing on their screens. The civilian radar spotters at Le Bourget Field, north of Paris, saw nothing on their screens. The French National Assembly was not in session at the time (11 p. m. Friday to 8 a. m. Saturday), so it could not have been a flying desk lid tossed in a riotous Assembly debate.

But the pilot of an Air France DC-8 freight plane, who had just taken off on a night round-trip to London from Orly and has to

that, alerted by the Orly control tower, he had seen a winking red light in the Parisian sky.

The pilot, Michel Desavoye, thirty-six, has flown all over the world for Air France in the last five years. He said he left Orly at 11:55 p. m. for London last Friday.

"A few minutes after takeoff," he said, "the Orly control tower signaled me that an unidentified object appeared by radar to be heading for Orly on my route. My radio operator and I then saw a little to the right and about the same height a winking red fire. We were about 4,500 feet above Orly (west of Paris). I thought it was the obstacle, so I went around it. The light disappeared abruptly. I re-

gained my original route and the Orly radar announced that the 'machine' was then above me. But this time I saw nothing.

"I cannot explain this phenomenon, but I've never seen anything like it. All I can tell you is that it was not an airplane, because we would have seen its position-lights. It could not have been a light from land, as there was a fog-bank beneath us. The night was very black and I could not see where this light came from. In any case, it seemed to be twice as large as the normal position lights of a plane."

During the week end the Orly apparatus was inspected thoroughly and nothing amiss was found, it was stated today. The twenty-one-foot parabolic reflector, atop a forty-five-foot tower, was functioning normally at its speed of six revolutions a minute.

PROJECT 10073 RECORD CARD

1. DATE 18 February 1956		2. LOCATION Goose Bay, Labrador		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☒ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 19/0135Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION 3 to 5 minutes		8. NUMBER OF OBJECTS one		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Object appeared to be an a/c, lights appeared to be fairly close together and moving rather fast. A/C commander KC 97 called for identification of obj and obj gut lights and disappeared.				11. COMMENTS A/C sighting, not UFO.	

19/013 52
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AFO 110:4E4
ACTION

PP RJEDEN RJEDWP RJEPHQ

DE RJEODL 1B

P 190521Z

FM COMDR AREFS 380 GOOSE AB LABR

TO RJEDEN/ COMDR ADC ENT AFB COLO

RJEDWP/ COMDR AIR TECH INTELL CENTER WRIGHT-PATTERSON AFB OHIO

RJEPHQ/ DIRECTOR OF INTELL HQS USAF WASHINGTON DC

BT

// [REDACTED] / 380ARS-I 02-177/. UFOB

1. A. N/A

B. NEG

C. NEG

D. ONE

E. N/A

F. LIGHTS ON ACFT APPEARED TO BE FAIRLY CLOSE TOGETHER. OBJECT APPEARED TO BE MOVING RATHER FAST.

G. N/A

S N. NEG

*Carmen 2d LT
IAW POW 2-18
AFR 205-1 (c)(1)*

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years
13 May 68

PAGE TWO RJEODL 1B

I. N/A

2. A. CO-PILOT LOOKING OUTSIDE WINDOW

B. ABOUT 5 0, CLOCK

C. RIGHT BEHIND ACFT ABOUT 1/2 MILE BEHIND

D. FIRST APPEARED ABOUT 5 0, CLOCK ABOUT 2,000 FT BELOW OBJECT MOVED UP IN AN INTERCEPT PATTERN. OBJECT APPEARED TO BE MOVING FAST.

E. ACFT COMDR CALLED CASTAWAY FOR IDENTIFICATION OF OBJECT AND OBJECT CUT OFF ITS LIGHTS AND DISSAPPEARED.

F. 3 TO 5 MIN

3. A. AIR VISUAL

B. N/A

C. KC-97, SIDEBURNS 11, 23,500FT, 201 DEGREES, 215 KTS GROUND SPEED, SHEPPARD AFB, TEXAS.

4. A. 19/0135Z

B. NIGHT

5. A. 561 ON-621330W

6 A. N/A

B. (1) MANGES, GORDON W., 1/LT, 380 TH AREFS, ACFT COMDR, RELIABLE

(2) MILLER, GEORGE M., 1/LT, 380TH AREFS, CO-PILOT, RELIABLE

(3) FISH, RAY L., A/1C, 380TH AREFS, BOOM OPERATOR, RELIABLE

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7-3745-15

UNCLASSIFIED

PAGE THREE RJEODL 1B

7. A. VISIBILITY 20 MILES, CLOUDS BELOW AT 3,000 FT. SOME HAZE., WIND
060 DEGREES AT 30 KTS.
B. 100 OBSCURED 1/8 MILE VISIABILITY, HEAVY BLOWING SNOW, TEMP
PLUS 10 WIND NE AT 41 KTS GUSTS TO 67 KTS ALTIMETER 29.67
C. 20 MILES
D. SOME SLIGHT HAZE
E. 3000 FT
F. NONE
8. NONE
9. NO ACTION TAKEN
10. NONE
11. BILLY B. LAUGHINGHOUSE, 2/LT., INTELL OFFICER. NO KNOWN CAUSE
12. N/A
BT

A PARAPHRASE NOT REQUIRED EXCEPT PRIOR TO
CATEGORY B ENCLOSURES PHYSICALLY REMOVE
ALL INTERNAL REFERENCES BY DATE-TIME GROUP
PRIOR TO DECLASSIFICATION

H.J.

UNCLASSIFIED

RFLWOC/AIR OFFICER COMMANDING AIR DEF COMD Q ATTN CANAIRDEF

RFLXC/AIR OFFICER LTMD MARITIME AIR COMMDNHALIFAX NOVA SCOTIA

RJFIC/COMMD WOEWND ACWRON KEFLAVIK APRT ICE

RCEHC/FLAG OFFICER AT

ATLANTIC COAST HALIFAX NOVA SCOTIA

RBEKZC/COMDR IN CHIEF AT

ATLANTIC CMD NORFOLK VA

AZENCOMDR NEAC ATTN DIR OF INTEL PEPPERRELL AFB NF

AF GRNC

BT

ADOAO 285 CIRVIS UFOB. AT 0134E 1. FEB 1956,

SIDEBURN 11, KC-97 ACFT ON MAG. EADING 150 EDEG, POSITION

5615N 6201W, 23,000 FT SAW W AT APPEARED TO BE AN ACFT

2,000 FT BELOW AT 21,000. OBJ CAN UP BEHIND IM,

TURNUED OFF LIGHTS AND DISAPPEARED. WEATHER AT 0100Z 100

OBSCURED 1/8 BS, WINDS NE 41 GUSTING 67. NO OTHER

ACFT IN AREA AT TIME OF SIGHTING. ANY ADDITIONAL INFORMATION

WILL BE FORWARDED.

BT

21

NOT BE LOBBYED

ACTION

FEB 19

03 55 58

LS

joined
D 03513

WPB028 JYA035JDD025EXB005TA009

*****YY RJEDEN RJEDWP RJEPHQ RBEGK RFEMWC RFEXC RJFIC RCEHC RBKZC

DE RJEXFT 6A

Y 190240Z

FM COMDR 64TH AIR DIV DEF PEPPERRELL AFB NF

TO RJEDEN/COMDR ADC ENT AFB COLO SPRINGS COLO

RJEDWP/COMDR ATIC WRIGH PATTERSON ASB OHIO

RJEPHQ/DRI OF INTEL HQ USAF WASH D C

RJEPHQ/CHIEF OF STAFF USAF WASH D C

RBEGK/COMESSEA FROM NEW YORK N Y

KFO

4E4

4E4

4x2a

4E4