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A. V. Roe, Limited, of Toronto, Canada, have indicated that they are interested in developing a supersonic type of aircraft. This has not progressed to more than a sketch stage of development, and would probably not be ready for the drawing board until two or three years from this time.

Numerous articles have appeared in the Canadian press regarding the subject that have given little new information. However, the most puzzling information came through USAF channels. The USAF has been informed by a confidential source that a Canadian engineer, the designer of a Canadian all-weather interceptor, is the designer of this "saucer". The source states that RCAF officers have visited the A. V. Roe factory where he works and have seen a demonstration of a model. The subject engineer claimed that he has flown this model which is 12 inches to 18 inches in diameter from Malton Airfield.

Considering the report from the Air Attache and the conflicting report by the confidential source concerning the unconventional aircraft, the veracity of the designer and/or the "confidential source" are open to some question in the opinion of Project Blue Book. The Canadian press has given the subject wide publicity and many of the resulting "facts" may be the result of wishful speculation on the part of the newspapers.

However, Project Blue Book is continuing an active interest in this matter and is making every effort to get the true facts.

III. THE AIR DEFENSE COMMAND BRIEFING TOUR

In the fall of 1952 ATIC and Hq ADC agreed upon a plan whereby ATIC's Project Blue Book would brief all interested units in ADC on its operations. On 9 March 1953 the Western Air Defense Force was briefed; on 18 April 1953 the Central Air Defense Force was briefed; and on 8 May 1953 a Project Blue Book briefing was given to the Eastern Air Defense Force.

A survey of all FLYORRPTS received by ATIC in 1952 revealed that the Air Defense Command was responsible for 40 percent of all reports received. In the light of this, it was felt highly desirable to acquaint the units of the Air Defense Command with the following two points:

1. Project Blue Book's general background, objectives, and progress.
2. How the ADC intelligence officer could assist Blue Book by submitting more detailed and accurate reports, stressing the points needed for analyzing a sighting.

In a general evaluation of the effect of the ADC briefing tour, it is believed that it was extremely successful in accomplishing the above objectives. Project Blue Book feels that intelligence officers in ADC are now better equipped to handle problems concerning aerial phenomena. Interrogation forms covering ground observations, as well as electronic detections, were distributed to each division visited.

It was found that many of the reports submitted to each of the Forces were from GOC personnel and although a certain percentage of these reports would be classified by ATIC as "good", the majority of them involved reporting known phenomena by an inexperienced source. GOC officers were told to institute

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an educational program on unidentified aerial objects in order to decrease the volume of reports of known objects. They were given copies of the briefing itself which outlined the outstanding known causes of "flying saucer" reports and were asked to circulate this information to the filter center and observers.

Another point stressed by the briefing was the fact that analysis and conclusions on a sighting could be accomplished by ADC personnel themselves. ATIC encourages the preparing officer of a FLYORRPT to attempt to arrive at a conclusion as to what caused the report of an unidentified object. They were advised of the main categories of conventional objects which cause reports, such as balloons, aircraft, and astronomical bodies. A general opinion held by all officers in ADC was that the required AF Form 112 as per AF Letter 200-5 causes a great deal of excessive clerical work. They suggested that the subject Form 112 should be eliminated entirely. They stated that in many instances that Hq ADC required many file copies of both the TWX and the AF Form 112, and that this substantially reduced the number of reports submitted to ATIC. In many installations there are simply not enough clerical personnel to do the work. The results of this suggestion and ATIC's opinion will be examined in the following item.

IV. REVISION OF AIR FORCE LETTER 200-5

Air Force Letter 200-5 as it reads at the present time requires that all TWX's to ATIC on an unidentified flying object will be followed within 72 hours by a written Form 112 which elaborates on the sighting. It is felt that the Form 112 is superfluous when the sighting can be explained from the TWX alone which, if the TWX has relatively complete information, is usually the case 70 percent of the time. In view of this, ATIC is currently amending Air Force Letter 200-5 to state that just a TWX will be sent in on an original FLYORRPT and if ATIC feels that more information is needed it will in turn contact the reporting unit and ask them for the Form 112. The new requirements for a TWX will request more complete information than was previously asked.

V. CONTRACTOR STATUS

Project Blue Book has a contract with a civilian research organization which serves the project with an IBM analysis of all unidentified aerial object reports and technical analysis of any specific problems submitted. Coding and evaluation of all reports from 1947 to 1952 has been completed and the formal IBM study is now being run. Up to and including 1952, 2,500 reports were received through military channels. This number does not include many letters reporting sightings sent in by the public at large. Trial questionnaires were sent out to the most reasonable of these letters during the summer of 1952, when reporting was extremely high. Approximately 1,000 of these questionnaires were completed and returned to Project Blue Book and are now being incorporated into the IBM analysis. Thus 3,500 sightings of unidentified aerial objects will be studied.

One two-day evaluation conference was held during 4 March and 5 March 1953. Two representatives from the Air Technical Intelligence Center and three representatives from the contract organization participated in this conference and processed 265 reports. These reports were given final evaluations before

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