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Sweetwater, Nevada

UNCLASSIFIED 12 Apr 11 1953

I. DESCRIPTION

At 1510 hours PST, ten round flat metallic colored objects changing formation traveled at an estimated high rate of speed on a heading of 110° at an estimated altitude of 7,500 ft. No trail, sound, or exhaust were noted. Objects passed under the right nacelle of the observers' C-47 type aircraft, and were observed by the co-pilot. He took control of the C-47, and turned to the right in a tight 300° turn for a better view of the objects. Objects were then picked up unassisted by two more members of the crew. The objects were observed in a right turn of greater radius than that of the C-47, and at a lower altitude. The objects were observed for approximately 120° of their turn, and disappeared on a heading of 300°. Observers were unable to estimate the speed of the objects because of the distance and the objects' large radius of turn.

II. DISCUSSION

No aircraft were observed in the area and the pilot reported no radio facilities at Sweetwater Airport. No report was made until landing at Stead AFB, Nevada. Weather at the time of sighting was slightly hazy, visibility 30 miles. Although the observers reported seeing no aircraft in the area, it is believed that the objects were aircraft (probably trainers) because of the color, maneuvers, and distance at which they were observed.

III. CONCLUSION

Possibly aircraft.

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South Carolina Area

5 March 1953

I. DESCRIPTION

At 1545 EST, the Assistant Director of Security at the Savannah River Project observed a silver crescent-shaped object visually from the ground for a period of one hour. This object was at a very high altitude, and very little information was obtained through interrogation of the observer.

A Detachment of the 727th ACW Squadron at Congaree, South Carolina, was notified as a result of the above visual sighting. They picked up an unidentified plot on their AN/APS-5 type radar at 1707 EST that was approximately 65 miles southwest of Congaree over the Savannah River Project. The Air National Guard was notified with the result that an F-51 type aircraft was airborne within five minutes. The aircraft attempted interception until 1725 EST when the blip faded northwest of Congaree. The F-51 returned to its base.

At 1752 EST another detachment of the 727th ACW Squadron at Camden, South Carolina picked up a blip on their AN/TPS-1b type radar. At that time an RF-80 type aircraft was scrambled to attempt interception. This unidentified blip was due west of Congaree, and to be sure he had the unidentified on his scope, the operator had the F-80 do an identification turn. This proved that he did not have the F-80 on the scope. When the object was first observed, it was approximately 100 miles west of Congaree. It then reversed its direction, and was 85 miles out heading in a northwest direction, then headed east, then west, and again to the east, fading at 115 miles and 8 degrees from Camden. For a total of 68 minutes, during both radar sightings, aircraft attempted to intercept the unidentified with negative results. At all times, the object stayed at an estimated 20,000 feet altitude, and was doing 200-220 mph.

II. DISCUSSION

A check was made to determine if there were any aircraft in the vicinity with negative results. There is a time lapse between all three sightings (ground visually at the Savannah River Project to the Congaree sighting was 22 minutes, and from the Congaree sighting to the Camden sighting was 27 minutes), causing some doubt as to whether the three sightings were connected with the same object. There was really not enough information contained in the report concerning the sighting at the Savannah River Project. For the observer to see an object for that long a period, it would have to be traveling at a very slow rate of speed and at a very high altitude for the object stayed overhead for the entire period. The radar observers were very well qualified in their fields, and their equipment was in operating condition. The radar returns were similar to those made by conventional aircraft.

This sighting was sent to the Electronics Branch of ATIC for analysis. This branch, after carefully reviewing the report, evaluated it as possibly a flying aircraft.

III. CONCLUSION

Possibly aircraft.

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