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APPENDIX VI

Madison, Wisconsin - 16 April 1952I. DESCRIPTION OF INCIDENT

This incident is cited not so much because it is outstanding but because of the excellent attempt at identifying the object by ADC units.

2015 CST: Civilian telephoned fighter operations of Trux Field to report that he had just sighted a formation of yellowish-white lights traveling at a high rate of speed on a heading of 90°.

2020 CST: Fighter operations called AC and W Squadron. The radar was closed down for preventive maintenance but was operational within three minutes. A flight of F-80's were directed to investigate and returned with negative results. A flight of F-86's were sent to 30,000 ft., also returned with negative results.

In addition to this the AC and W Squadron Intelligence Officer checked all airline flights and checked two observatories for any unusual astronomical displays. Results were negative.

II. STATUS OF INVESTIGATION

It is possible that the observer saw either the F-80's or F-86's over Madison, since they were in the area, however, the source reported no sounds. The objects were also reported to have turned very sharply and climbed at a high rate of speed. Jet aircraft far enough away not to be heard would normally not appear to make a sharp turn and fast climb.

III. CONCLUSIONS

Source possibly observed jet aircraft in area and the apparent high speed and rate of climb was an illusion.

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APPENDIX VII

Bethesda, Maryland - 18 April 1952I. DESCRIPTION OF INCIDENT

Four civilians reported that they observed a V-formation of from 7 to 9 lights traveling north over Bethesda, Maryland, at 0130 EST on 18 April 1952.

The included angle of the formation or "V" was estimated to be 40°. There was one light at the apex and three to four in each leg. Each light appeared to be orange-yellow, circular, and to occupy 15 percent of the total length of the leg.

The formation, or object, was first sighted at an elevation of about 60° in the south and disappeared behind some trees at 60° in the north. The total time of observation was from four to eight seconds and there was no sound.

All four observers were interrogated and their accounts of the incident were similar. They stated that they had not seen the Life Magazine article describing the Lubbock incident prior to the sighting.

II. STATUS OF INVESTIGATION

The possibility of jet aircraft in the area was checked. A similar report of light formations did turn out to be very probably a B-45 type aircraft, however, no jets were known to be in the area at the time of this incident.

III. CONCLUSIONS

None.

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