[redacted]

PROJECT 10073 RECORD ED Incident #252

ATIC NO. —

AF NO. —

REPORT NO. —

DATE OF REPORT —

TIME OF SIGHTING 2320 EST

SHAPE "Cucumber"

SIZE 100' long

COURSE W to NW

NO. IN GROUP 1

SOUND None

PICTURES — SKETCHES Yes

DATE OF INFO 27 Jan 49

LOCATION Between Cortez and Braderton, Fla

SOURCE AF Capt

DATE IN TO ATIC —

COLOR —

SPEED 400 MPH Estimated / Measured

ALTITUDE Low to 40,000' Estimated / Measured

LENGTH OF TIME OBSERVED 25 to 30 min.

TYPE OF OBSERVATION Binoculars - ground

MANEUVERS S and L with irregular ascent and descent.

Remarks: "Could see windows"

Temporary ATIC Form 329
(Jun 52)

[redacted]

Unidentified

[redacted]

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FEB 18 1949

MCIAXO-3 MCIAXO-3/OWT/aw

SUBJECT: Unidentified Aerial Phenomena
Incident 252

TO: Commanding Officer
Air Proving Ground
Eglin Air Force Base
Eglin Field, Florida
ATTENTION: Office of Director of Intelligence

1. It is requested that Base Intelligence Officer initiate an investigation and obtain detailed signed statements from Capt Barnes and all other available witnesses of the aerial phenomena reported in your letter, subject "Information of 'Flying Discs'", 6 date.

2. Inclosed are three (3) copies of "Guide to Investigation" as an aid to the interviewing officer in obtaining the desired data.

3. It is particularly desired that the date of observation be noted.

4. All collected data should be forwarded directly to Commanding General, Hq, Air Material Command, Wright-Patterson Air Force Base, Dayton, Ohio, attention: MCIAXO-3.

FOR THE COMMANDING GENERAL:

1 Incl
Guide to Inves.
(3 cys)

H. M. McCOY
Colonel, USAF
Chief, Intelligence Department

return MCIAXO-3 file - showing date

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BRIEF: Ltr fr Hq AMC, Wright-Patterson AFB, Dayton, Ohio, subj: Unidentified Aerial Phenomena, Incident 252, dtd 18 Feb 49.

1st Ind 35:GGD/sj

Office of Director of Intelligence, Hq Air Proving Ground, Eglin Air Force Base, Florida, 4 March 1949.

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio. ATTN: MCIAXO-3.

Paragraph 1, 3, and 4 in basic communication complied with.

for Herbert Blaney
GEORGE G. DEVERALL
Lt Colonel USAF
Director of Intelligence

3 Incls
1 statement of Capt Sannes.
1 statement of Mrs Dorothy L. Sannes
1 sketch.

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252

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HEADQUARTERS
AIR PROVING GROUND
Eglin Air Force Base, Florida
Office of Director of Intelligence

SUBJECT: Information of "Flying Discs"

TO : Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCI

1. In compliance with USAF letters, "Reporting of information on "Flying Discs", dated 6 and 26 February 1948, classification "Restricted", the following report, received by this office 9 February 1948, is submitted:

a. Between Cortez and Bradentown, Florida, while driving west on Cortez Road, approximately 1½ miles west of the Highway 41 intersection; at exactly 2220 hours EST.

b. Weather: CAVU.

c. (1) Captain [redacted] presently assigned to 3200th Proof Test Group, Aircraft Branch, (Acting Chief, A/C Br., Climatic Hangar), Air Proving Ground, Eglin AF Base; Capt [redacted]s has been a USAF officer since 1943 with assignments in aircraft engineering, test flight, and technical intelligence. He was assigned to Air Material Command, Intelligence Department, Air Documents Division, from December 1943 to September 1948.

(2) [redacted], his wife; home-maker.

d. Photographs not available.

e. Sketch attached as Incl No. 1.

f. (1) Two separate observations, one (1) each.
(2) Refer to sketch, Incl No. 1.
(3) "About length of two (2) Pullman cars".
(4) Color indistinguishable, "lighted windows".
(5) Speed - "Approximately 400 to 500 mph".
(6) Observation 1: Exactly 2220 hrs EST, heading 0 degrees.
Observation 2: Approximately 2227 hrs EST, heading

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[redacted]

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180 degrees, turning gradually to heading of 270 degrees with observation lost due to height at exactly 2230 hrs EST.

(7) Observation 1: From approximately 8,000 ft a gradual descent until screened by tree tops.

Observation 2: Climbing erratically in "bounces of approximately 2,000 feet" with occasional rapid losses of altitude of approximately "4,000 feet"; resulting in overall climb until lost to view at an altitude of the order of 40,000 feet.

(8) As described above.

(9) Nil sound heard.

(10) Nil exhaust trail was observed.

g. General Remarks:

Flying object appeared to be one (1) horizontal row of lighted windows. Both observations made with object approximately 8 to 11 miles distant over the Gulf of Mexico receding in distance with second observation. During both observations, "sparks" and "flames" were observed (brighter colored than V-1 exhaust; pale red becoming exceptionally bright at split-second intervals). Light in windows more brilliant than the sparks or flames. On first observation, observer stopped car and discussed with wife. After object was lost to view, resumed driving with object reappearing on new course after about 2 miles of normal driving. On second sighting again dismounted, sparks more pronounced and apparently pulsating at approximately ½ second intervals. Sparks appeared to be in an irregular pattern after turning to final course of approximately 270 degrees but mainly in an inverted "V" with sides at a 30 degree angle. Observer observed through 7 x 50 binoculars. Mass of object not discernible. Bouncing appeared to start after turn to final 270 degree course. While at Standard Oil station in Bradentown the following morning before noon, observer heard a customer discussing "flying discs" but unable to state whether or not this was reference to his sighting of the previous night.

2. Observer is mature, serious, disturbed by incident and apparently reviewed all aspects of observations before reporting.

1 Incl
Sketch

GEORGE G. DEVERALL
Lt Colonel USAF
Director of Intelligence

Copy Furnished:

Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: The Director of Intelligence

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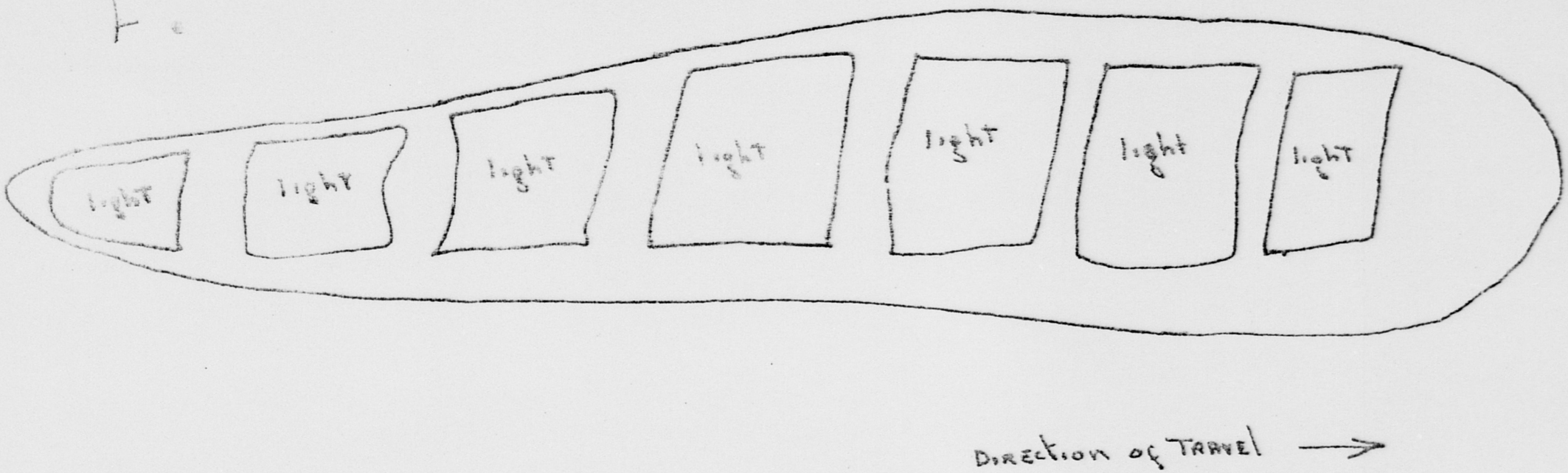
Incl No. 1



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UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

1. Date of Observation 27 Jan 49 Date of Interview 9 FEB 49

2. Exact time of observation (local) 2320 hours

3. Place of Observation :
(Map Coordinates)

4. Position of observer (air, car, bldg, location of - give details:
From slow moving automobile, then from the ground

5. What attracted attention to object: Unusual size and brilliance

6. Number of objects and sketch of formation or grouping: One (1)

7. Apparent size (compare to known object, i. e., sun, moon, thumb or fist at arms length): Approximately the length of two pullman cars

8. Color of object: unusual brilliant light

9. Shape (give graphic description - compare with known object): a faint outline against the sky resembled the shape of a cucumber. Due to the darkness, this cannot be construed as to a positive statement.

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead): About 8 thousand feet when first observed.

11. Direction from observer (Angle clockwise from North): West to north west

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): About 8 to 10 miles

13. Direction of flight of object (s): Approached from south, going north, then reappeared coming in s southernly direction, then came to a westernly direction until lost to sight (with variations in altitudes).

14. Time in sight:

25 minutes

15. Speed (time to cover given angular distance): approximately 400 miles per hour, with vertical ascent and descent at irregular intervals.

16. Sound and odor:

None

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[redacted]

Incl 1

[redacted]

Incident No. _____

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17. Trail (color, length, width, persistance, etc.) pulsating similiar in color to the sparks from a buring log.

18. Luminosity (visible by reflection, incandescence, other - degree of brilliance):

Brilliant, resembling row of lighted windows

19. Projections (fins, wings, rods, antennae, canopies, etc.):

None

20. Maneuvers (turns, climbs, dives, etc - sketch of flight path):

See sketch, attached

21. Manner of disappearance: lost from view, due to distance

22. Effect on clouds: No clouds

23. Additional information concerning object: A bit unusual from anything I heretofore observed.

24. Weather conditions and light at time of sighting: Clear

Name and address of observer: [redacted]s, Capt, USAF, 3200 Climatic Test Squadron, Eglin Air Force Base, Florida
Occupation and hobbies:

Officer, USAF. Hobbies: Farming

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

See par 1 c, original report.

Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?

First observed object thru windshield of car, then thru binoculars from ground.

[redacted]

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[redacted]

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Incident No. _____

Relative to Radar Sightings

1. Re radars now operating on ground

a. Observations of direction, range, speed, altitude and size of target:

b. Did target execute any turns? If so, what angle (180°), etc, and what radius of turn. If radius of turn was not observable, how long did the target stay in the turn and what was its speed:

c. Note particularly any separation of distant target into several targets upon approach:

d. Was radar blip on cathode ray tube well defined and consistent with size of object; faint; fading, pulsating at regular rate:

e. Did radar echo signal disappear suddenly or gradually?

2. If airbourne, when object was sighted

a. Were there any radar indications or extra noise on radio circuits:

b. Give estimates of size, speed, manouvers, etc.:

GENERAL

1. Teletype sequences of local weather conditions:

2. Winds aloft report:

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[redacted]

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3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time:
   (Check Canadian activity if close to border)

4. Possible releases of testing devices in vicinity sent aloft by Ordnance Navy, Air Force, Army, Weather Units, Research Organizations or any other:

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed for purposes of making comparison of soils.

6. Obtain photographs (or original negatives) where available; if not, secure sketches of:

   a. Object
   b. Surrounding terrain where object was observed
   c. Place where object contacted earth (if this happened)
   d. Manduvers
   e. Formation (if more than two)

7. Secure signed statements.

8. Obtain fragments or physical evidence where possible.

Ackerman
Capt USAF

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[redacted]

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INCIDENT NO. 252

1. Date of Observation 1/27/49 Date of Interview 9 Feb 49

2. Exact time (local) 2320 EST & 2327 EST

3. Place of Observation Over Gulf of Mexico, between Cortez & Bradenton, Fla

4. Position of observer from ground with 7 x 50° binoculars

5. What attracted attention to object & -unusual size and brightness

6. Number of objects: one or two separate occasions

7. Apparent size length of two pullman cars

8. Color of object indistinguishable (saw lighted windows) unusual brilliant light.

9. Shape {Thought to have been shape of cucumber
{Saw horizontal row of lighted windows (see sketch)

10. Altitude tree top to 40,000 feet - 8,000 ft when first observed

11. Direction from observer W to NW

12. Distance from observer 8 to 10 miles

13. Direction of flight of object(s) {1st sighting: 0° (North)
{2nd sighting: 180° (S) turning gradually to 270° (W)

14. Time in sight 25 to 30 minutes

15. Speed Approx. 400 mph with vertical ascent & decent at irregular intervals

16. Sound and Odor none heard

17. Trail {During both observations "sparks & flames" brighter than V-1 exhaust
{of a pale red color were seen. Color became exceptionally bright
{at split-second intervals. Similar to burning log.

18. Luminosity Light from the windows of the object was more brilliant than the sparks or flames

19. Projections

20. Maneuvers {Climber erratically in "bounces of approximately 2,000 ft" with
{occasionally rapid losses of altitude of approx 4,000 ft

21. Manner of disappearance Lost to view at an altitude of the order of 40,000

22. Effect on clouds

23. Additional information concerning object Sparks pulsated at approx 1/4 sec intervals

24. Weather conditions CAVU

(over)

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Incident: 252

Name and address of observer: (Capt Eckerman Sannes, USAF and Wife Dorothy (3200th Climatic Test Sqd. Elgin AFB, Fla

Occupation and hobbies:

Comments of Interrogator relative to intelligence and character of observer(s):

Observer is mature, serious, distrubed by incident and apparently reviewed all aspects of observations before reporting.

NARRATIVE SUMMARY:

Flying object appeared to be 1 horizontal row of lighted windows. Both observations were made with object approximately 8 to 11 miles distant over the Gulf of Mexico. During both observations sparks and flames were observed (brighter colored than V-1 exhaust). Color was a pale red becoming exceptionally bright at split-second intervals. Light in windows more brilliant than the sparks or flames. During the second sighting the sparks appeared more pronounced and were apparently pulsating at approcimately 1/4 second intervals. Sparks appeared to be in an irregular pattern after turning to final course of approximately 270° but were mainly in an inverted "V" with sides at a 30° angle. Object was observed thru 7 x 50 binoculars. Mass of object was not discernible. Bouncing appeared to start after turn to final 270° course. Object climbed erratically in "bounces of approximately 2,000 feet" with occasional rapid losses of altitude of approximately 4,000 feet": resulting in an overall climb till lost to view at an altitude of the order of 40,000 feet.

1st Report lists time as 2220 , 2nd Report stated 2320

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UNIDENTIFIED AERIAL OBJECTS

Incident No. _____

1. Date of Observation 1/27/49 Date of Interview 9 FEB 49

2. Exact time of observation (local) 11:20 P.M. E.S.T.

3. Place of Observation :
(Map Coordinates)

4. Position of observer (air, car, bldg, location of - give details:
Direct from moving car, then outside of car.

5. What attracted attention to object: No navigation lights. very bright lighting - high speed.

6. Number of objects and sketch of formation or grouping: one object

7. Apparent size (compare to known object, i. e., sun, moon, thumb or fist at arms length): Longer than any plane I have seen flying in the air.

8. Color of object: Bright Lights

9. Shape (give graphic description - compare with known object): Double row of lights. As it diminished in size due to its travel away from me like a ball of fire with sparks flying from it

10. Altitude (Angle of elevation above horizon - 0° at horizon, 90° overhead):
about 10°

11. Direction from observer (Angle clockwise from North): Northwest

12. Distance from observer (Distance to town, bldg, etc., over which object appeared to be): ~~Northwest~~ about 8 miles

13. Direction of flight of object (s): north when first observed then turned in a southerly direction, then turned west and passed from view.

14. Time in sight: Between 25-30 minutes

15. Speed (time to cover given angular distance): Much faster than a transport plane which I have seen flying at night.

16. Sound and odor: None

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[redacted]

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 [redacted] Incident No. _____

17. Trail (color, length, width, persistance, etc.) Like sparks from a burning log but appearing in a rhythmic pattern.

18. Luminosity (visible by reflection, incandescence, other - degree of brilliance):
Similar to a row of lighted windows but brighter.

19. Projections (fins, wings, rods, antennae, canopies, etc.):
None.

20. Maneuvers (turns, climbs, dives, etc - sketch of flight path): Gradual decent on its northwest course then gradual climb in its southwest & westwest course with numerous abrupt rises and falls which resembled a bouncing ball.

21. Manner of disappearance:
Lost from sight.

22. Effect on clouds:
no clouds visible

23. Additional information concerning object: Very brilliant and when object was leaving + gaining altitude went rapidly straight up and down like a bouncing ball resembling a burning ball of fire. It must be noted that the object (see attached)

24. Weather conditions and light at time of sighting:
clear and quite dark.

Name and address of observer: Mrs) [redacted]
Miramar Homes - Fort Walton, Florida

Occupation and hobbies:
Housewife and homemaker.

Comments of Interrogator relative to intelligence and character of observer (Check neighbors, police dept., FBI records, employer, etc.):

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Did observer wear glasses, especially polaroid glasses at time of sighting, or was object viewed through canopy, window, or other transparent material?
First observed object through windshield of car then from outside [redacted] using binoculars at intervals

(22. Continued) was traveling away from me and was therefore viewed at an increasing distance

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[redacted]

Incident No. _____

Relative to Radar Sightings

1. Re radars now operating on ground

a. Observations of direction, range, speed, altitude and size of target:

b. Did target execute any turns? If so, what angle (180°), etc, and what radius of turn. If radius of turn was not observable, how long did the target stay in the turn and what was its speed:

c. Note particularly any separation of distant target into several targets upon approach:

d. Was radar blip on cathode ray tube well defined and consistent with size of object; faint; fading, pulsating at regular rate:

e. Did radar echo signal disappear suddenly or gradually?

2. If airbourne, when object was sighted

a. Were there any radar indications or extra noise on radio circuits:

b. Give estimates of size, speed, manouvers, etc.:

GENERAL

1. Teletype sequences of local weather conditions:

2. Winds aloft report:

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3. Local flight schedules of commercial, private and military aircraft flying in vicinity at the time:
   (Check Canadian activity if close to border)

4. Possible releases of testing devices in vicinity sent aloft by Ordnance Navy, Air Force, Army, Weather Units, Research Organizations or any other:

5. If object contacted earth, obtain soil samples within and without depression or spot where object landed for purposes of making comparison of soils.

6. Obtain photographs (or original negatives) where available; if not, secure sketches of:

   a. Object
   b. Surrounding terrain where object was observed
   c. Place where object contacted earth (if this happened)
   d. Maneuvers
   e. Formation (if more than two)

7. Secure signed statements.

8. Obtain fragments or physical evidence where possible.

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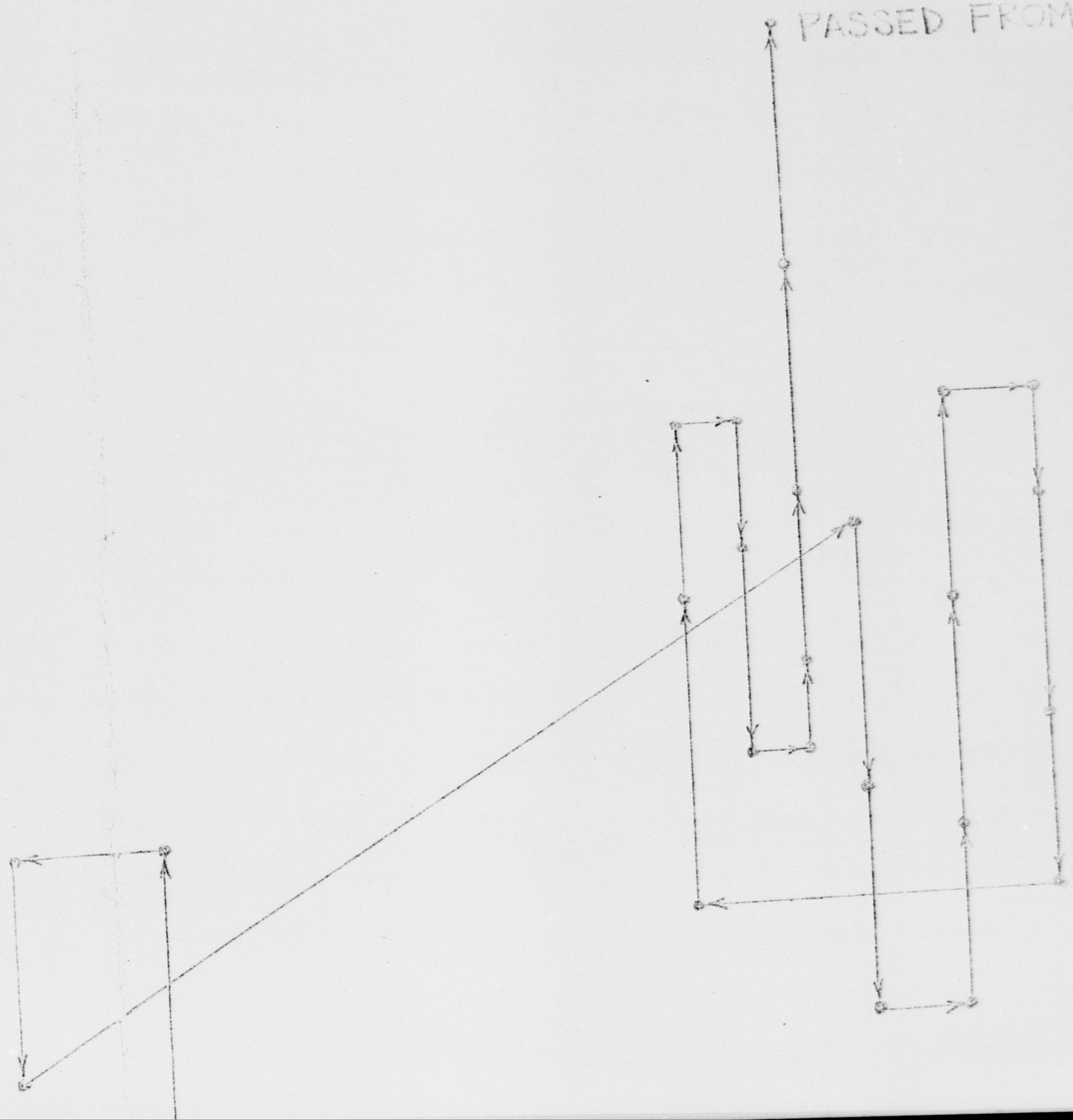

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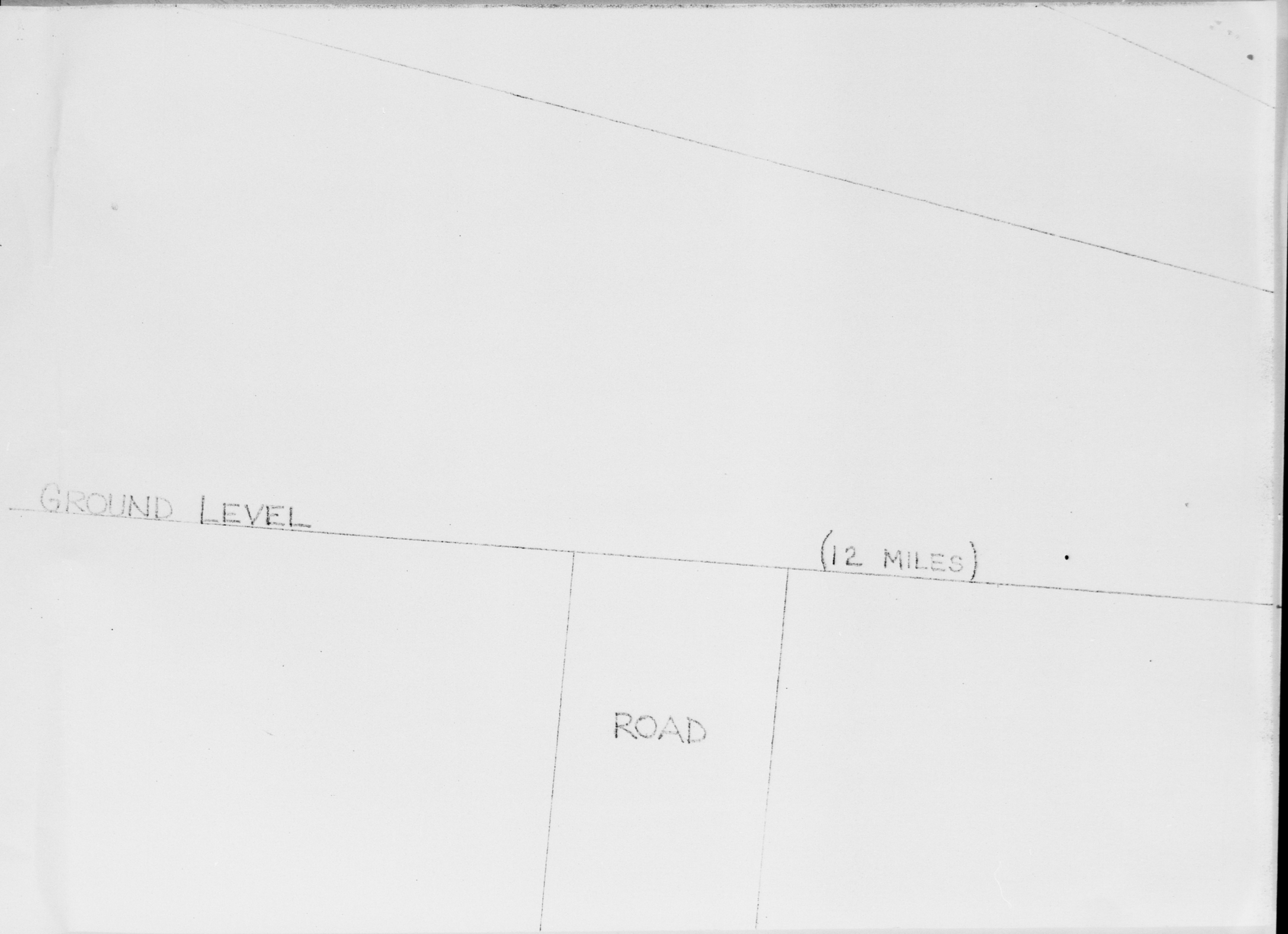
GROUND LEVEL
(12 MILES)
ROAD