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04/0427

ATTC NO. _____ DATE OF INFO 3 March 1950

AF NO. _____ LOCATION Selfridge AFB, Mich

REPORT NO. AF Letter SOURCE AF Pilot

DATE OF REPORT 3 April 1950 DATE IN TO ATTC _____

TIME OF REPORTING 2305 EST COLOR White

SHAPE Light Source SPEED _____

SIZE _____ ALTITUDE 5,000'

COURSE Erratic (W to S to N) LENGTH OF TIME OBSERVED 4 Min.

NO. IN GROUP 1 TYPE OF OBSERVATION Ground

WORDS _____ MANEUVERS Descended vertically before fast horizontal flight

PHOTOS _____ SKETCHES _____

Source observed the erratic flight of this light. Compared it to house window at night viewed from 30 yards.
(Filed: 9 March 1950 - Selfridge folder.)

Temporary ATTC Form 329
(2 Jan 52)

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HEADQUARTERS
CONTINENTAL AIR COMMAND
MITCHEL AIR FORCE BASE, NEW YORK

Classified
By Auth: CG JONAU

APR 1950
(Date)

J.M.S.
(Initials)

INT 373.5 (E)

APR 1950
503.2

SUBJECT: Unidentified Flying Object

TO: Director of Intelligence, Headquarters United States Air Force, Washington 25, D. C.

1. Attached for your information are two narrative reports concerning radar sighting of an unidentified flying object.

2. The fact that the object was sighted on the scopes of two (2) radars is considered worthy of special note.

3. Comment of technical experts, this headquarters, was solicited and is quoted in part for your consideration:

a. "While it is relatively well known that various ionospheric conditions cause reflections at lower frequencies, it is usually considered that these layers have no effect at the frequencies used by the two radar sets mentioned except when temperature inversion or other atmospheric or tropospheric conditions cause ducting and spurious reflections. Presuming that such idealized conditions existed at the time of these observations, it is conceivable that an actual small change in physical lateral motion in reference to the radar set could cause a seemingly greater change in relative position of the 'object' as observed on the radar scope due to the varying path lengths the radar energy takes to and from the 'object' as a function of the frequency sensitive layers and angles of incidence of the propagated wave. However, the great difference in the frequencies of the L-Band CPS-5 and the S-Band CPS-4 radar sets and the evident correlation of observations between these two sets almost rule out the possibility of anomalous propagation effects. Further, the magnitude of the velocity and accelerations of the three dimensional movements of the 'object' reported are beyond the capability of known heavier or lighter than air vehicles in controlled flight.

b. "Also substantiating this unlikelihood, is the fact that the 'object' was reported as remaining stationary in free space for a mean-period of two minutes.

c. "Further validity is lent to the contention of the reports by statements that first indications, which were at high altitudes, were

9 Mar 50
Self-Defense Air
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INT 373.5 (E), "Unidentified Flying Object", (cont)

observed on the CPS-4 height-finder before being observed on the CPS-5 surveillance radar set. This follows logic and field experience, inasmuch as the high altitude coverage of the CPS-5 is known to be poor and the antenna is not capable of being automatically tilted as in the case of the CPS-4 on which the controller may tilt the antenna within wide limitations to observe any high altitude or high angle objects. It is to be noted that previous field experience with a CPS-5 surveillance radar set has indicated that targets picked up at ranges and altitudes indicated in subject report would probably have a reflection aspect ratio in the order of magnitude of a B-29 or greater.

d. "In the absence of detailed vertical and horizontal coverage charts for the specific radar sites and comprehensive weather reports for the area during the period of time these observations were noted, a more complete study or evaluation at this time is not feasible.

e. "In summary, no known electronic phenomena, nor combinations of several electronic phenomena could conceivably produce all of the observations covered by the attached reports."

4. The frequency of reports of this nature has recently increased; instructions have therefore been directed to all radar installations within this command to report scope sightings of unusual objects.

5. It is recommended that reports of unidentified object sightings be reconsidered for submission from all Zone of Interior Air Force agencies.

FOR THE COMMANDING GENERAL:

Neal J. Brown
NEAL J. BROWN
Colonel, USAF
Air Adjutant General

2 Incls ✓

1. Report of 1st Lt. F.E. Parker
2. Report of 1st Lt. F.K. Mattson

OIN
F5772

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10 March 1950

NARRATIVE REPORT OF

1ST LT [REDACTED], 661ST AC & W SQ, SELFRIDGE AFB, IICH

On the first occasion of noticing the strange object 3 Mar 50, at 2305, I had just come from the Selfridge AFB Officers' Club and as I turned down Wright Blvd. on the way to the main gate I noticed a strange object directly over the Post Exchange Bldg., descending vertically at a slow rate. I stopped the car and watched this object descend to an approximate height of 5,000 feet, hovering there for approximate one (1) minute then proceeding in a westerly direction to approximately fifty (50) miles west of my position. Then the object turned south and flew approximately fifty (50) miles, then turned around and flew back north for approximately fifty (50) miles, then stopped and disappeared from my view. The above took place in four minutes (time checked with my personal wrist watch).

True prospective was not possible because it did not diminish in size or intensity as it increased its distance from me. The movement was as stated above but I cannot state the figures given above as accurate, because of the false prospective. An airplane flew by on an approximate heading of 285° at 3,000 feet just after the object moved on a heading of 270° . It was easy to determine the relative size and the diminishing size of this aircraft (C-47), as it proceeded on its course and completely faded at approximately eight (8) miles.

The object was distinguished from an airplane by its vertical descent and its great speed in the lateral plane. It was distinguished from heavenly bodies by its rapid change in relative position from the vertical to the horizontal. Also its abrupt change in course.

The only way I can describe the light from this object is by comparing it to the light of a house window at night, at a distance of thirty (30) yards and the yellowish glow it gives off. The object had a slightly darker color and a greater intensity than a house light as mentioned above.

The object did not light up the area beneath it, although it seemed to burn with an extremely intense dull light, nor did it light up the surrounding light haze. In watching this object I was unable to determine the size, the intensity and the size of the light did not change appreciably (not noticeable to me) during the entire time I watched its movement.

Although I had just come from a stag party at the Officers' Club, I was completely sober, having only one glass of beer during the entire evening. Because of this, I did not mention this experience until 9 Mar 50, the night I saw strange happenings on the radar scopes (AN/CPS-4 and AN/CPS-5 Radar).

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SECRET

The second experience was as follows. I went on duty as Controller at 1830, 8 March 1950. At 1948 hours a blip was pointed out to me that was at 270°, sixty-eight (68) miles, 40,000 feet (measured by the HRI scope). We (Cpl [redacted] and I) watched this blip and it did not move for three (3) minutes, then faded. At 2002 hours the target was picked up again and it was at 40,000 feet, lateral movement was detected in a northeasterly direction; at this time I estimated the speed at 1,500 m.p.h. At 2006 hours a target appeared at 350°, fifty-eight (58) miles at 45,000 feet. There were four (4) jet aircraft flying in the local area at this time at 24,000 feet and the altitude of the jet aircraft on a bearing of 340°, thirty-eight (38) miles, was checked at 25,000 feet on the HRI scope, the pilot stated that he was flying at 24,000 feet. This lends support of the accuracy of the HRI scope. The strange object faded after one minute. Captain [redacted] and Lt [redacted] came in and I left the radar scopes.

At 2020 hours I returned to the HRI scope to see an object at 350°, thirty-eight (38) miles climb from 30,000 feet to 45,000 feet in one (1) minute, with no lateral movement detected. I went off duty and left the GCI room at 2025 hours.

On the first occasion it was cloudless, moderately bright moonlight night, with a light haze; on the second occasion, it was clear with unrestricted visibility and no moon.

I am 27 years of age and have been a rated pilot in the USAF since October 1942, having over 2,900 hours flying time. I have had seven (7) months experience as a Radar Controller.

[redacted]

1st Lt, USAF

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[redacted]

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ADJUTANT GENERAL

Department of the Air Force
HEADQUARTERS UNITED STATES AIR FORCE
Washington

5D-OSI/DML/fmn

5D 24-21

14 March 1950

SUBJECT: "PROJECT GRUDGE" Unconventional Type Aircraft
(Unexplained "Blip" on Radar Scopes Caused by
Metallic Targets)
SPECIAL INQUIRY

CHIEF OF ADMIN.

AIR INSPECTOR

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

PUBLIC RELATIONS

JUDGE ADVOCATE

PERSONNEL (T-1)

The attached copies of a spot report regarding the above subject,
dated 10 March 1950, are forwarded for your information and file.

1 Incl
Spot Rpt dtd 10 Mar 50
(in dup)

/s/ JAMES F. X. O'CONNELL
Lt Colonel, USAF
District Commander

C
O
P
Y

INTELLIGENCE (T-2)

ENGINEERING (T-3)

1st Ind

MCIAXA-1/JJR/ed

Headquarters AMO, Wright-Patterson AFB, Dayton, Ohio.

SUPPLY (T-4)

TO: The Inspector General, USAF, 5th District Office of Special
Investigations, Wright-Patterson AFB, Dayton, Ohio.

PLANS (T-5)

1. This Command is desirous of further information from the stand-
point of radar:

BASE C. O.

- a. Would like to know the type of radar equipment used.
- b. Also would like to know what the weather conditions (in
detail) were during the period in question and immediately preceding.
- c. Did fighter planes observe anything unusual, or did they
report any unusual turbulence in the area?

OTHER

FOR THE COMMANDING GENERAL:

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1 Incl
n/c

WF-L-8 NOV 45 500M

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CENTRAL FILE COPY

HAROLD E. PATSON
Colonel, USAF
Chief, Intelligence Dept

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HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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The Inspector General USAF
23th District Office of Special Investigations
Box 326, RPA, Detroit 32, Michigan

10 March 1950

SPOT INTELLIGENCE REPORT

SUBJECT: Unconventional Type Aircraft
(Unexplained "Blip" on Radar
Scopes Caused by Metallic Targets)

TO: Director of Special Investigations
Headquarters United States Air Force
Washington 25, D. C.
ATTN: Counter Intelligence Division

1. SYNOPSIS: 1st Lt. [REDACTED], Radar Operator and Controller, 661st AC & W Squadron, Selfridge Air Force Base, Mich., and 1st Lt. [REDACTED], same duties, same organization, did on 9 March 1950 observe in radar scopes unexplained "Blip". The "Blip" acted in a peculiar manner. It was assumed [REDACTED] that the unidentified "Blip" was of an unconventional type aircraft. Observations of "Blip" also recorded by enlisted personnel on duty during the concerned period of time.

2. DETAILS: Lt. [REDACTED] was on duty with the 661st Radar Section on 9 March 1950 to control the positions of local jet aircraft. Observations and control were normal until approximately 1945 hours, at which time [REDACTED] observed a "Blip" on the "HII" scope at approximately 40,000 feet, range and azimuth holding steady at 270°, 65 miles. "Blip" was brilliant for a few seconds, then faded, and came back at a different location approximately five (5) minutes later. At this time other radar operators observed the "Blip" and questioned it. The estimated speed, which was not well founded but assumed to be about 2500 miles per hour, is a combination of vertical speed and horizontal speed based on various vectors derived from the instruments. The "Blip" was observed when picked up the second time to move laterally to a bearing of 345° and was observed to be consistent for about three (3) minutes with the "PPI" scope. [REDACTED], during this period of time, did not record the information in a log. However, his curiosity caused him to contact various jet fighters in the area to determine their altitude, bearing, and speed so it could be used as a double check on the radar scopes. [REDACTED] then left the Radar Room and turned over controller work to



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Subject: Unconventional Type Aircraft
(Unexplained "Blip" on Radar
Scopes Caused by Metallic Targets)

10 Mar 50

Lt. [REDACTED] Lt. [REDACTED] requested that the radar crews record in the log various readings and coordinate the various scopes. When [REDACTED] crew first observed the unidentified "Blip", he noticed a very definite rapid decrease in altitude on "PRI" scope to about 15,000 feet. The time was not noted. The "Blip" was again picked up at approximately 2046 hours on the "PPI" scope.

To facilitate understanding of bearings and zones, a 360° circle divided into four (4) equal quadrants, the first quadrant, i.e., 0 to 90° being Zone 1, 90° to 180° Zone 2, 180° to 270° Zone 3, and 270° to 360° Zone 4, the radar lines being cardinal directions -- north, east, south and west. Some of the entries from the "PPI" scope log reveal at 2046 hours, 156°, 45 miles, phantom aircraft; 2047 hours, 151°, 49 miles, phantom aircraft; 2048 hours, 146°, 56 miles; 2049 hours, 142°, 60 miles; 2050 hours, 139°, 67 miles; 2051 hours, 136°, 73 miles; 2052 hours, 133°, 79 miles. The readings of "PRI" scope log reveal at 2105 hours, 180°, 32 miles, 15,000 feet; 2106 hours, 175°, 38 miles, 24,000 feet; 2107 hours, 165°, 38 miles, 25,000 feet; 2108 hours, 160°, 39 miles; 27,000 feet; 2109 hours, 157°, 41 miles, 29,000 feet; 2110 hours, 153°, 48 miles, 35,000 feet; 2112 hours, 146°, 51 miles, 33,000 feet; 2113 hours, 140°, 56 miles, 35,000 feet; 2114 hours, 137°, 60 miles, 36,000 feet; 2115 hours, 129°, 70 miles, 38,000 feet. The "Blip" was then lost for a period of time, however, at various times throughout the evening, a one (1) to three (3) second observation was made of the unidentified "Blip".

Both P. [REDACTED] are agreed that the approximate size of the unidentified "Blip" would be similar to a B-36 and that the "Blip" at times apparently was following the vectors of various jet fighters in Zones 2 and 4. P. [REDACTED] also believe that the erratic vertical readings could be deliberate on the part of the "Blip", as it appeared to occur after the radar would hold steady on the "Blip" for a period of several seconds to a minute or so. [REDACTED] further estimated speeds to be from 420 miles an hour horizontal to 2500 miles per hour vertical. They observed more activity to be in vertical readings. Lt. [REDACTED] explained that the Radar Observation Room was in total darkness and the readings on the logs for the time element concerned would vary and it was caused by the man making recordings to have his watch position wrong. Both P. [REDACTED] recalled 15,000 feet altitude variations within a matter of seconds on the part of the unidentified "Blip". The rapid changes in vertical readings would occur between 30,000 and 45,000 feet. At one time, Lt. [REDACTED] followed the unidentified "Blip" to a distance of 120 miles

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from the station in Zone 4 and in as close as 38 miles in Zone 4. Lt. [redacted] advised that on Friday, 3 March 1950, at approximately 2305 hours, after he had left a stag party in the Officers' Club and having had only one beer during the course of the evening, he had observed a yellowish light in the sky. [redacted] at this time, was driving his car from the Officers' Club in the direction of the PX on Selfridge Air Force Base. He slowed his car down and observed the light, the size and brilliancy undetermined but described to be the approximate color and size of an electric light within a house showing through a normal size window at a distance of about 50 to 75 feet on a dark night. The light was descending vertically over the Base and at first appeared to be a flare but, due to the color of the light, it was realized it could not have been a flare. [redacted] then stopped his car and observed the light further. The light then proceeded westward holding the same azimuth for approximately 40 to 50 miles. The light then went southward approximately the same distance, stopping and returning northward from the center line of sight the same distance giving the north-south movement approximately 80 to 100 miles. This occurred within four (4) minutes of time.

3. COMMENT: Persons furnishing this information appeared to be particularly sincere and interested.

4. ACTION: Two copies mailed through District Office No. 5 to Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, ATTN: MCIA. Additional copies forwarded to:

5th OSI District (IG) (2)
Commanding General, Tenth Air Force (2)
Commanding Officer, 56th Fighter-
Interceptor Wing, Selfridge AFB (2)
Commanding Officer, 541st AC&N Gp. (2)



R. S. RIFE
Major, USAF
District Commander

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