

PROTECTED BY A L O D C A D

10/000E

ATIC NO. _____ DATE OF INFO 14¹⁵ Nov 50

AP NO. _____ LOCATION Key West, Fla

REPORT NO. _____ SOURCE Radar Operators

DATE OF REPORT _____ DATE IN TO ATIC _____

TIME OF REPORTING 2000 COLOR _____

SPEED 480 mph Estimated

ALTITUDE 15000' Measured

COURSE 180° LENGTH OF TIME OBSERVED _____

NO. IN GROUP 1 TYPE OF OBSERVATION Radar

MANEUVERS Turned to right

Similar contact made next day on radar scope

During first contact F6F-5N pilot made visual observation. No further information

Primary ATIC Form 329
(2 Jan 52)

Alc

UNCLASSIFIED

Unconventional Aircraft

Proj. 10073

MCIAXA-1

MCIAXE

31 JAN 1951

1

ATTN: Mr. J.J. Rodgers

1. Reference is made to the attached letter.

2. The radar information regarding the detection of unidentified aircraft on the nights of 14 and 15 November 1951 appears to be possibly correct. However, there are some indications of weather effects entering into the detection of radar targets.

3. In general, insufficient information is contained in the attached report to allow a well-founded evaluation to be made of the radar targets. It is suggested that the source of the basic report be asked to submit another more complete and coordinated report and to make it clear as to the exact radar target information, which F6F-5N picked up a target on its radar, which F6F-5N pilots obtained visual sightings, and what were the radar target conditions at the time the target was seen visually, etc. In summary, a more complete and coordinated report is desired.

1 Incl

Ltr, 23 Dec 50 fr EADF, ~~REDACTED~~
AFB, Newburgh, N.Y., W/Rpt of
Unidentified Acft (CONF)

JOHN E. LIBBERT

Major, USAF

Chief, Electronics Section

Technical Analysis Division

Intelligence Department

RLJ/dw

55170

B 263A

P 4-17

See Mar 9 ltr to
1st ind to D/I

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DOD DIR 5200.10

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7-3712-33

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

INT 360.112

SUBJECT: Possible Unconventional Aircraft

TO: Commanding General, Air Materiel Command, Wright-Patterson AFB,
Dayton, Ohio
ATTENTION: NGIS

The attached report on unidentified aircraft received from Commander Fleet Air, Jacksonville, Florida, is forwarded as possibly coming under heading of unconventional aircraft.

1 Incl
Rpt of Unidentified
Aircraft

Info cy to
CG, ConAG

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NAVAL SPEED LETTER

FAWTU/A9-8/A8

40:hot

Ser 988

November 21 1950

UNCLASSIFIED

TO: Commander Fleet Air Jacksonville
U.S. Naval Air Station
Jacksonville, Florida

TWO INCIDENTS CONCERNING UNIDENTIFIED AIRCRAFT OPERATING WITH NO LIGHTS IN WARNING AREA ASSIGNED TO FAWTULANT, NAS, KEY WEST, FLORIDA.

FIRST---TUESDAY, 14 NOVEMBER 1950, APPROXIMATELY 2000 AT 15,000 FEET 30 MILES NORTH NAS, KEY WEST. AIRCRAFT PICKED UP TRACKED INTERMITTENTLY BY GROUND RADAR. GROUND SPEED 480 MILES PER HOUR, HEADING 180, MADE TURN TO RIGHT AND FADED FROM SCOPE. F6F-5N PICKED UP AIRCRAFT ON RADAR ONE AND ONE HALF MILES RANGE UNABLE TO CLOSE FOR VISUAL CONTACT. WEATHER CLEAR VISIBILITY EXCELLENT CLEAR NIGHT. AT APPROXIMATELY 2015 UNIDENTIFIED AIRCRAFT SIGHTED BY PILOT OF F6F-5N NEAR NAS, KEY WEST, TRAVELING AT HIGH SPEED.

SECOND--WEDNESDAY, 15 NOVEMBER 1950, AT 2100 AT 15,000 FEET AIRCRAFT PICKED UP BY GROUND RADAR WITHIN 3 MILES OF TWO F6F-5Ns ON GCI FLIGHT, BEARING 270 DEGREES, DISTANCE 42 MILES FROM NAS, KEY WEST. ONE EXPERIENCED VF(N) PILOT MADE A VISUAL CONTACT ON AIRCRAFT WITH LONG SILVER FUSELAGE, NO LIGHTS. THE UNIDENTIFIED AIRCRAFT FOLLOWED THE F6F-5Ns BEING CONTROLLED BY GCI. RETURN ON RADAR TWICE THE SIZE OF RADAR RETURN OF F6F. AIRCRAFT SPEED ESTIMATED AS MORE THAN TWICE AS FAST AS F6F CRUISING AT 160 KNOTS.

NAS, KEY WEST, OPERATIONS CHECKED MILITARY FLIGHT SERVICE WHO REPORTED NO KNOWN AIRCRAFT SCHEDULED OR FLIGHT PLAN FOR OPERATIONS IN THIS AREA.

/s/ [REDACTED]

Copy to
ComAirLant

Sender's Mailing Address
Commanding Officer
Fleet All Weather Training Unit, Atlantic
U.S. Naval Air Station
Boca Chica Field
Key West, Florida

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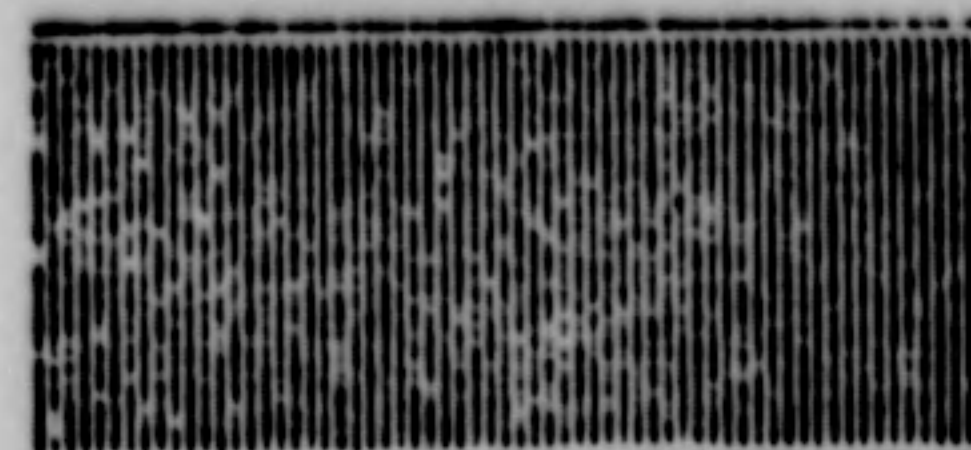
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INSPECTOR GENL'S
OFFICE

Basic ltr fm Hq Eastern Air Defense Force, Stewart AFB, Newburgh, N.Y.,
23 Dec 50, to CG, AMC, W-P AFB, Dayton, Ohio, "Possible Unconventional
Aircraft"



PUBLIC INF. OFFICE

1st Ind

MCIAXA-1a/JJR/peg

22 MAR 1951

Headquarters AMC, Wright-Patterson Air Force Base, Dayton, Ohio

COMPTROLLER

TO: Director of Intelligence, ATTN: AFOIN-V/TC, Headquarters USAF,
Washington 25, D. C.

PERSONNEL & ADM.

1. This command has reviewed the inclosed report and it is considered
that the information regarding the radar detection of unidentified aircraft
on the nights of 14 and 15 November 1950 appears to be possibly correct.
However, there are some indications of weather effects entering into the
detection of radar targets.

RESEARCH & DEV.*

2. In general, insufficient information is contained in the attached
report to allow a well-founded evaluation to be made of the radar targets.
It is suggested that the source of the basic report be requested to submit
another more complete and coordinated report. Answers to the following
questions are desired:

a. 14 November 1950 Incident

- (1) Did the radar scope pip of the unidentified target
detected by the ground radar set resemble that of
conventional aircraft? If so, what type or size
conventional aircraft.
- (2) Can a track of the unidentified target be supplied to
this command? If not, give as complete details as
possible regarding range and maneuvers of the target,
and continuity of the radar target echoes.
- (3) What type ground radar set was used to detect the
target, particularly what was the frequency of the
transmitter?
- (4) What type radar set was used in the intercepting
F6F-5N?
- (5) Was the F6F-5N that made visual contact with an
unidentified aircraft the same as the one that had
previously made a radar contact on the unidentified tar-
get? Also, was radar contact made on the sighted
aircraft either before or after visual sighting by
either the airborne radar in the F6F-5N or the ground
radar?

INTELLIGENCE

MCIAXA
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PROC. & IND. MOB.
PLNG.*

OTHER

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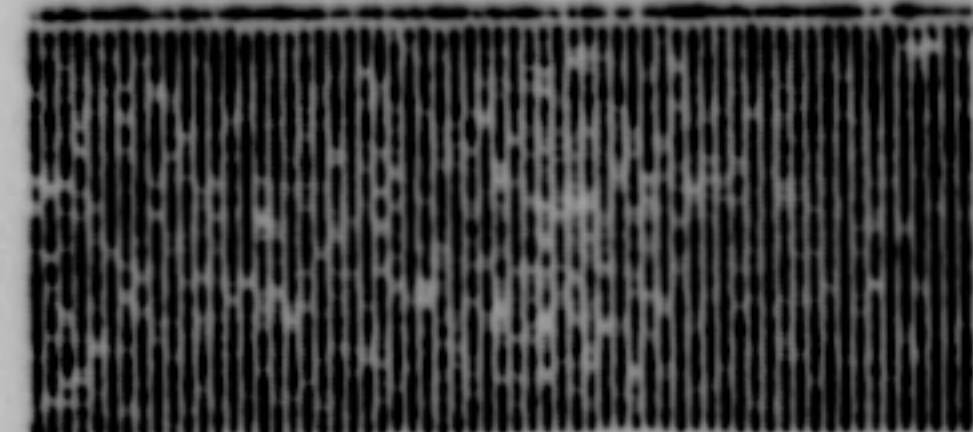
Were there any surface targets in the area where the
unidentified contacts were made?

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PERSONNEL & ADM.

RESEARCH & DEV.*

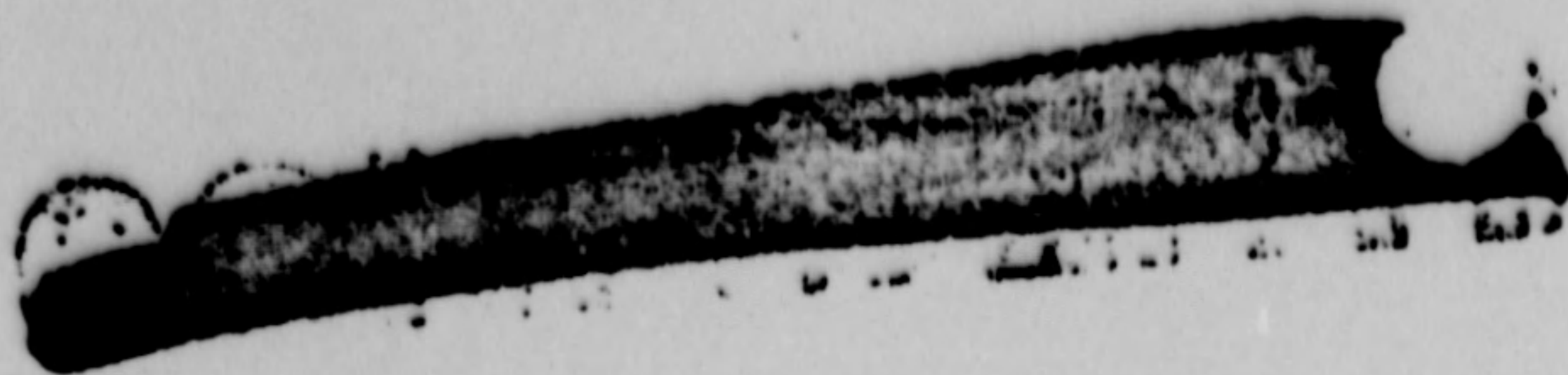
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PLNG.*

OTHER

AMC Form No. 8
(Rev 1 Apr 48)
(Formerly AMC 10-7)



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Basic ltr fm Hq Eastern Air Defense Force, Stewart AFB, Newburgh, N.Y.,
23 Dec 50, to CG, AMC, W-P AFB, Dayton, Ohio "Possible Unconventional
Aircraft"

1st Ind (Contd)

b. 15 November 1950 Incident

- (1) Questions in a(1), (2), (3), and (6) above are applicable.
- (2) What were the weather conditions?
- (3) Was an airborne radar contact made or attempted on the
unidentified visually observed target?
- (4) Was a GCI attempted on this target?

3. If, during the course of obtaining answers to the above questions,
additional pertinent information becomes available, it should be provided.

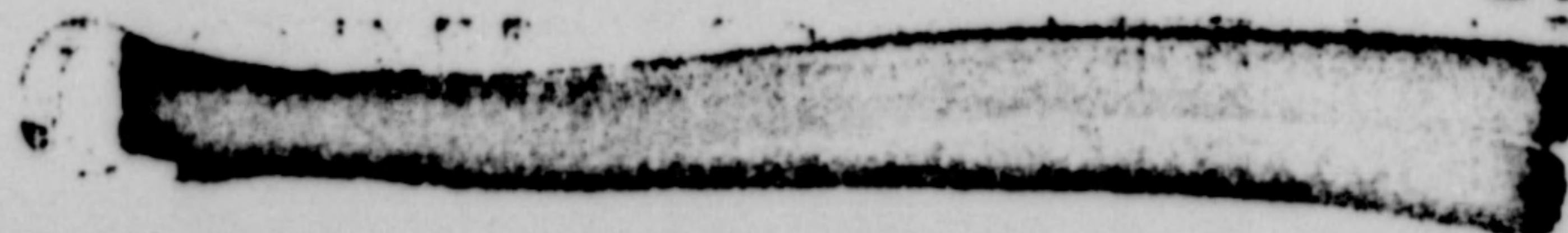
FOR THE COMMANDING GENERAL:

1 Incl
n/c

BRUNOW W. FEILING
Colonel, USAF
Chief, Technical Analysis Division
Intelligence Department

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Basic ltr fr Hq EAEF, Stewart AFB, Newburgh, N.Y., 23 Dec 50, to CG, AMC, WPAFB, Dayton, Ohio, "Possible Unconventional Aircraft"

AFOIN-V/TC

2d Ind

Dept of the Air Force, Hq USAF, Washington 25, D. C. 12 Apr 1951

TO: Commanding General, Hq Eastern Air Defense Force, Stewart Air Force Base, Newburgh, New York

1. This report on unidentified aircraft contains no information which points to the conclusion of a possible unconventional aircraft having been sighted.

2. It is believed more probable that the targets in both instances were either non-scheduled civil transport aircraft of the DC-6 or Constellation types or military aircraft on training flights.

3. Military aircraft on local operational training flights would not be reported to the Military Flight Service Center if on a VFR flight plan. There is no Military Flight Service Center in Florida; the Maxwell Center handling the entire southeastern portion of the United States.

4. This file returned herewith for any possible additional information in accordance with the request of par 2 and 3 of 1st Indorsement.

BY COMMAND OF THE CHIEF OF STAFF:

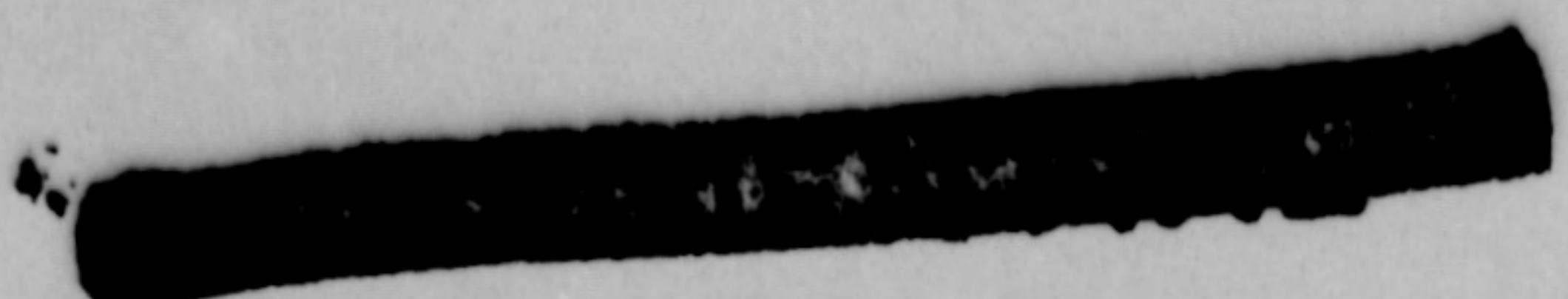
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n/c

/s/ H. J. Kieling
H. J. KIELING
Colonel, USAF
Executive
Directorate of Intelligence

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Hq EADF, INT 360.112, Subj: Possible Unconventional Aircraft.

INT 360.112 (23 Dec 50) 3d Ind

25 Apr 1951

HQ EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, N.Y.

TO: Commander, Eastern Sea Frontier, 90 Church St., New York 7, N.Y.

For additional information requested in paragraphs 2 and 3 of 1st Indorsement.

FOR THE COMMANDING GENERAL:

1 Incl
n/c

/s/ E. J. Dillon
E. J. DILLON
Capt., USAF
Asst Air Adj Gen

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HEADQUARTERS
COMMANDER EASTERN SEA FRONTIER
90 CHURCH STREET
NEW YORK 7, N.Y.

FF15-3:50:mn
A9
Ser 0197

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23 May 1951

FOURTH ENDORSEMENT to ComFAIRJAX Restr spdlttr ser 988 of 21 Nov 1950

From: Commander Eastern Sea Frontier
To: Fleet All-Weather Training Unit Atlantic, NAS Key West, Fla.
Via: (1) Commander Fleet Air Jacksonville

Subj: Unidentified aircraft report 14, 15, November 1950

1. Forwarded for available information requested in third endorsement.

Copy to:
COMAIRLANT
CG, EADF

/s/ D. W. Harrigan
D. W. HARRIGAN
Chief of Staff

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FF7-1/A4-3
12:jas
Ser: 058

[REDACTED]

FIFTH ENDORSEMENT on CO, FAWTULANT Rest spdltr. ser 988 of 21 Nov 1950

From: Commander Fleet Air, Jacksonville
To: Fleet All-Weather Training Unit Atlantic, NAS Key West, Florida

Subj: Unidentified aircraft reported 14, 15 November 1950

1. Forwarded for appropriate action.

/s/ Allen Smith Jr
ALLEN SMITH Jr.
Chief of Staff

[REDACTED]

7

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UNCLASSIFIED

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030
19 JUN 1951

**SIXTH ENDORSEMENT on FANTULANT Restricted spltr serial 938 of
21 November 1950**

**From: Commanding Officer, Fleet All Weather Training Unit, Atlantic
To: Chief, Technical Analysis Division, Intelligence Department,
Hqtrs AMC, Wright-Patterson Air Force Base, Dayton, Ohio**

Subj: Unidentified aircraft reported 14, 15 November 1950

**1. In answer to request for information contained in the first
endorsement under paragraph (a):**

a. With regard to size and shape, the pip was slightly smaller than that of a B-29. The intensity of the pip was very weak similar to that of an F-80.

b. No track is available as the radar pips were very weak and only noticeable while maneuvering in the vicinity of CCI intercepts. The aircraft was probably making runs on the interceptor which was flying with his running lights on. It has been found through experience with this ground radar that jets are usually undiscernable while approaching or returning on a straight course, but show up quite well during the steep turns incident to making runs on a propeller driven aircraft which is being tracked.

c. Model SX General purpose search radar with a frequency of 2870 M.C.

d. AN/AP3-6 airborne intercept radar (X band).

e. Negative, the F6F-5N that made the visual contact was the blacked out target for the F6F-5N that made the radar contact. Momentary radar contact was made on the unidentified aircraft by the interceptor F6F-5N slightly before being sighted by the target F6F-5N. Momentary contacts were made by the ground radar over a period of about 5 minutes.

f. No surface targets, ship or land, were in the vicinity.

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19 JUN 1951

2. Under paragraph (b), the following is submitted:

- a. Same as answers a, b, c and f above.
- b. Clear with good visibility at 15,000 feet where contacts occurred.
- c. Momentary contact was made, but not enough of a track or pattern observed to be able to attempt an intercept.
- d. No GCI was attempted due to the limitations explained in 1 b, above.

3. Evaluation of the appearance of the radar pip plus the speed involved led the GCI controller to believe that the unidentified target involved was a jet type aircraft of the approximate configuration of a B-45. This view was concurred in by the pilots involved. The only thing observed that was considered unconventional was the lack of lights on an aircraft, passing through the airspace warning area.

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ComFairJax

E. W. HESSEL
Acting

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Basic ltr fr Hq EADF, Stewart AFB, Newburgh, N.Y., 12,23-50, to CG,
AMC, W-PAFB, Dayton, O, "Possible Unconventional Aircraft" (Conf)

7th Ind

AIR TECHNICAL INTELLIGENCE CENTER, W-PAFB, Dayton, Ohio

TO: Director of Intelligence, Hq USAF, ATTN: AFOIN-V/TC, 23 JUL 1951
Washington 25, D. C.

Information contained in the basic communication, and the 6th In-
dorsement, indicates that the subject unidentified aircraft which was de-
tected by air and ground radar, and visually by an airborne observer
(pilot) was, most probably, a friendly aircraft as suggested in the 2d
Indorsement. There is no substantial evidence that the unidentified air-
craft was of an unconventional type.

FOR THE COMMANDING OFFICER:

1 Incl
n/c

S.H. K. 7/20/51
for BRUNOW W. FEILING
Colonel, USAF
Chief, Technical Analysis Division
Air Technical Intelligence Center

INTELLIGENCE

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

IN REPLY REFER TO: 5D 24-21

28 February 1950

SUBJECT: "PROJECT GRUDGE" Sighting of Rocket on 18 November 1949
at 49° North, 141° West, by Lts. [REDACTED] and [REDACTED],
[REDACTED] Recon Sq (VLR) Weather, McClellan AFB, California
SPECIAL INQUIRY

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

18 Nov 50
California

Inclosed for your information and file are two copies of report of investigation by Special Agent THOMAS J. SCANLAN, DO #19, Fairfield-Suisun Air Force Base, California, dated 30 January 1950, subject as above.

1 Incl
R/I dtd 30 Jan 50
(in dup)

James F. X. O'Connell
JAMES F. X. O'CONNELL
Lt Colonel, USAF
District Commander

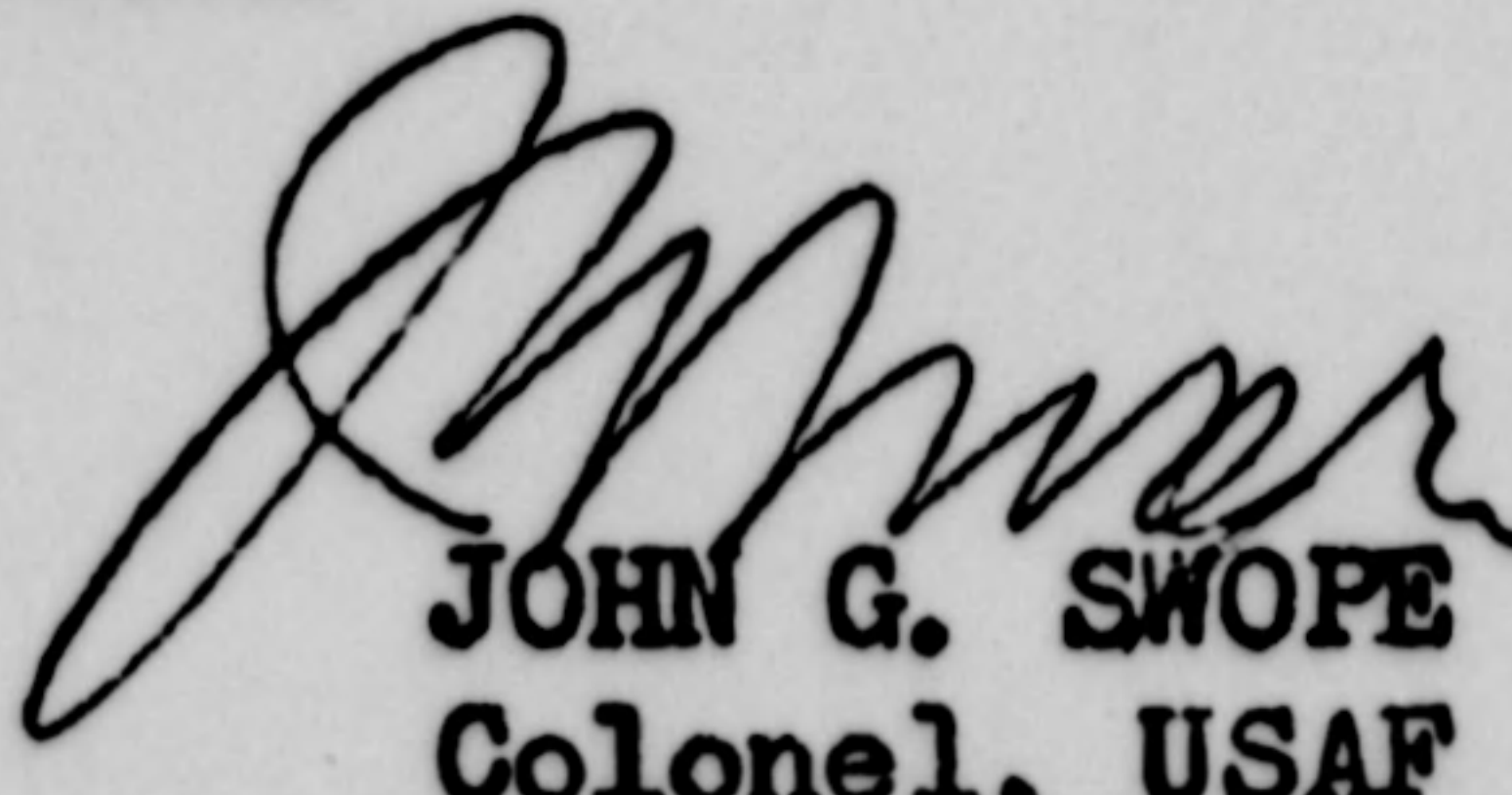
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ANALYSIS DIVISION FILE	
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<i>JFR</i>	MAR 2 2 1950

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HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION		FILE NO. 24-40/16	DATE 30 January 1950
TITLE Sighting of Rocket on 18 November 1949 at 49° North, 141° West, by Lts. [REDACTED] NS and [REDACTED] T. [REDACTED] Recon Sq (VLR) Weather McClellan Air Force Base McClellan, California		REPORT MADE BY THOMAS J. SCANLAN	
		REPORT MADE AT DO #19, Fairfield-Suisun AFB	
		PERIOD 23 Nov, 14 Dec 49 3, 13, 17, 19, 26 Jan 50	
		OFFICE OF ORIGIN DO #19, Fairfield-Suisun AFB	
		STATUS CLOSED	
CHARACTER SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT			
REFERENCE None. This is an initial report.			
SYNOPSIS Three Officers of the 374th Reconnaissance Squadron (VLR) Weather, McClellan Air Force Base, McClellan, California, reported sighting what appeared to be a rocket at 0240 hours Greenwich Central Time, 1840 hours Pacific Standard Time, on 18 November 1949. From an aircraft flying at an altitude of 18,000 feet, the object was sighted at approximately 49 degrees north latitude, 141 degrees west longitude, traveling on a slight descent, at a great rate of speed on a heading of 270 degrees. When first observed it was at an altitude of approximately 19,000 feet and disappeared in a layer of clouds with tops at 14,000 feet. The object appeared to leave a trail of fire about 50 feet in length, and 40 feet in diameter, and was in view for approximately 10 seconds. No unusual disturbances in radio transmission or reception. Radar not operating at time of sighting. - CLOSED -			
DISTRIBUTION CG, AMC(1 incl) 2 Hq, OSI (1 incl) 2 CG, SMAMA (1 incl) 2 File (1 incl) 2		ACTION COPY FORWARDED TO Commanding General Air Materiel Command Wright-Patterson AF Base Dayton, Ohio ATTENTION: MCIAXO-3	
APPROVED  JOHN G. SWOPE Colonel, USAF DISTRICT COMMANDER		FILE STAMP UNCLASSIFIED 1257	

[REDACTED]

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19D OSI 24-40/16

DETAILS:

1. This report is submitted in compliance with AFCSI Letter Number 85, Headquarters, The Inspector General, Office of Special Investigations, Washington 25, D. C., dated 12 August 1949, Subject: Unconventional Aircraft.

AT MC CLELLAN AIR FORCE BASE, MC CLELLAN, CALIFORNIA

2. On 21 November 1949, [REDACTED], First Lieutenant, [REDACTED], Weather Observer, [REDACTED] Reconnaissance Squadron (VLR) Weather, McClellan Air Force Base, McClellan, California, made the following statement relative to an unusual sighting on 18 November 1949:

"Friday November 18th 1949 on Lark Dog mission, I sighted what appeared to be a rocket, at approximately position 12, 49 degrees north, 141 degrees west. We were flying approximately 18,000 feet at 0240 GCT. We sighted what appeared to be a rocket crossing in front of the aircraft traveling at a great rate of speed. It appeared to be at an altitude of approximately 19,000 feet traveling at a slight descent on a heading of 270 degrees. I called the object to the attention of the pilot, co-pilot, and the engineer, the object disappeared into the layer of altocumulus clouds, the tops which were about 14,000 feet in altitude. It was leaving a trail of fire which appeared to be about 50 feet in length and 40 feet in diameter, and gave the appearance of being followed by a ball of fire. The flame was white in color. The object was traveling at such a rate of speed it could not be estimated. The object appeared to be 1 mile distance as it passed our aircraft."

3. On 21 November 1949, [REDACTED] S, First Lieutenant, [REDACTED], Pilot, [REDACTED] Reconnaissance Squadron (VLR) Weather, McClellan Air Force Base, McClellan, California, made the following statement relative to an unusual sighting on 18 November 1949:

"On Lark Dog mission 18 November 1949, 1840 hours Pacific Time, I observed what appeared to be either a rocket or a meteorite descending gradually on a generally westerly heading. The object was traveling at a great rate of speed and trailing a flame which was extremely bright. Its speed and size were difficult to judge because its distance from us could not be estimated accurately. It descended to what appeared to be our same altitude or slightly lower and either burned out or disappeared into a layer of clouds."

[REDACTED]

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DETAILS: (cont'd)

4. On 21 November 1949, [REDACTED], First Lieutenant, [REDACTED], Pilot, [REDACTED] Reconnaissance Squadron (VLR) Weather, McClellan Air Force Base, McClellan, California, made the following statement relative to an unusual sighting on 18 November 1949:

"On the 18th of November 1949 during a routine Lark Dog Weather mission, I witnessed an unusual sight.

At about 1840 hours Pacific Time in the evening, a brilliant light arced through the sky from a heading of approximately 270°.

The aircraft, at the time, was on a heading of 140° flying on automatic pilot. Lt. [REDACTED], the weather observer, was the first man to notice the unusual phenomena and called Lt. [REDACTED] attention to it, who in turn notified me. When I did look out the window, I saw a brilliant light shaped somewhat like a large cigar on a downward path heading toward the ocean, however in a few seconds (approximately 10 seconds) the light was abruptly extinguished.

I have no idea of what the light may have been. At first I thought it might have been a falling star, but the phenomena lasted such a long time and the light was so large in relation to falling stars or meteors I had seen, I dismissed the possibility of its being a star."

5. On 3 January 1950, [REDACTED] G, Sergeant, [REDACTED], Dropsand Operator, [REDACTED] Reconnaissance Squadron (VLR) Weather, McClellan Air Force Base, McClellan, California, stated he had been on Lark Dog mission on 18 November 1949, but could give no information relative to the object sighted by Lieutenants [REDACTED] and [REDACTED] T.

"NOTE: [REDACTED] position is located in the rear pressurized compartment of the aircraft. There are blisters located on both sides of the compartment and one on top, but no forward visibility.

6. On 13 January 1950, [REDACTED] Staff Sergeant, [REDACTED], Radio Operator, [REDACTED] Reconnaissance Squadron (VLR) Weather, McClellan Air Force Base, McClellan, California, stated he had been on Lark Dog mission on 18 November 1949, but could give no information relative to the object sighted by Lieutenants [REDACTED]. [REDACTED] stated further that there had been no unusual interference or disruption of radio transmission or reception during the flight.

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19D OSI 24-40/16

DETAILS (cont'd)

"NOTE: The radio operators compartment is located aft of the engineer's position and forward of the connecting tunnel. There are no windows or blisters in the compartment.

7. On 17 January 1950, [REDACTED], Master Sergeant, [REDACTED] Radio Operator, [REDACTED] Reconnaissance Squadron (VLR) Weather, McClellan Air Force Base, McClellan, California, stated he had been on Lark Dog mission on 18 November 1949 but could give no information relative to the object sighted by Lieutenants [REDACTED]. [REDACTED] stated that radar equipment is used infrequently subsequent to leaving the coast on Lark Dog mission and was not operating at the time of alleged sighting.

8. On 19 January 1950, [REDACTED], First Lieutenant, [REDACTED] Navigator, [REDACTED] Reconnaissance Squadron (VLR) Weather, McClellan Air Force Base, McClellan, California, stated he had been on Lark Mission on 18 November 1949, but could give no information relative to the object sighted by Lieutenants [REDACTED] and [REDACTED]. [REDACTED] stated he had plotted the position of the aircraft at the time of sighting but due to his crew position which is located aft of the pilots, had not seen the object reported.

- CLOSED -

INCLOSURES

FOR: CG, AMC; OSI HQ; CG, SMAMA:

One (1) copy of Essential Elements of Information.

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ESSENTIAL ELEMENTS OF INFORMATION

1. Date of sighting - 18 November 1949
2. Time of sighting - 0240 GCT; 1840 PST
3. Object was sighted from an aircraft at 49 degrees north latitude, 141 degrees west longitude, flying at an altitude of 18,000 feet. Object was approximately one (1) mile from aircraft. Visibility was limited by failing light. Undercast at 14,000 feet; scattered cirrus aloft.
4. One object. Object itself was not seen clearly but appeared to be a rocket.
5. No observable celestial phenomena or planets to account for sighting.
6. Speed unknown and unestimated.
7. In sight approximately 10 seconds.
8. Color, shape, construction and size of object could not be determined due to approaching nightfall.
9. Object on heading of 270 degrees.
10. Object first sighted at approximately 19,000 feet traveling on slight descent at great rate of speed.
11. Object left a steady trail of white to orange colored flame approximately 50 feet in length and forty (40) feet in diameter.
12. Appeared to disappear into clouds of approximately 14,000 feet.
13. No lights observed.
14. No support observed.
15. Other than trail of flame, no means of propulsion observed.
16. No means of control or stability observed.
17. No ducts observed.
18. Exact speed unknown and unestimated.
19. No sound noted.

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ESSENTIAL ELEMENTS OF INFORMATION (cont'd)

20. Appeared to either fade from view or disappear into clouds.

All three observers are rated personnel with no physical defects. At time of sighting, observers had been in the air approximately nine (9) hours, but had not been on duty for the full flight and asserted they were well rested and not fatigued in any manner. Aircraft radio did not evidence any unusual disturbances and aircraft radar was not operating at time of sighting. Latitude and longitude plotted placed object over the Pacific Ocean approximately 800 miles from the coast line.

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