

PROJECT 10073 RECORD CARD

1. DATE 27 Jan 51		2. LOCATION Ryukyu Islands (Okinawa)		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other <u>Contrails</u> ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT <u>27/0725Z</u>		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE F-80 Pilots			
7. LENGTH OF OBSERVATION 23 Minutes		8. NUMBER OF OBJECTS		9. COURSE 245 deg	
10. BRIEF SUMMARY OF SIGHTING Speed High. Color was white. Shape Vapor trails. Alt 35,000. F-80's could not identify A/C leaving trail.				11. COMMENTS Evaluated as contrails.	

AIR INTELLIGENCE INFORMATION REPORT

Unidentified Vapor Trail

Ryukyu Islands Area

D/I FEAR

2 March 1951

27 January 1951

B-3

Lt Col. FEAR 18, Lt Col, USAF

20th Air Force

This report pertains to an unidentified vapor trail sighted by members of the 20th Air Force at coordinates 25 degrees North - 127 degrees 15 minutes East, altitude 30,000 feet, heading 255 degrees on 20 January 1951.

APPROVED, EVALUATION BY PREPARING OFFICER:

Charles Y. Hanfahl

CHARLES Y. HANFAHL
Brigadier General, USAF
Deputy for Intelligence

10975

7-3712-34

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Hq USAF, cy 1; FEAR D/O, cy 2; FEAR S/R, cy 3; File, cy 4;
Q-2, GHO, FES, cy 5; INT-IR, cy 6.

[Signature]

AIR INTELLIGENCE INFORMATION REPORT

0/1 REAT

IR-45-51

2 4

1. On 27 January 1951 the 20th Air Force, Okinawa, reported an unidentified aircraft's vapor trail on 26 February 1951 at an altitude of 35,000 feet; heading: 340 degrees; time: 1325/I. The point of sighting was 25 degrees 10 minutes north - 127 degrees 14 minutes east. The friendly aircraft was at an altitude of 15,000 feet; heading: 100 degrees at an indicated air speed of 400. The vapor trail was sighted for two (2) minutes. A second F-100 flight corroborated and observed one (1) vapor trail at 24 degrees 10 minutes north - 127 degrees 21 minutes east at 1325/I; altitude: 35,000 feet; heading: 340 degrees; speed: unknown. Altitude of the second flight was 35,000 feet; heading: 270 degrees; indicated air speed 470. Duration of sighting was 25 minutes. The flights were unable to intercept because of the distance from the target and fuel exhaustion. No friendly aircraft were known to be in the vicinity. The unidentified object was not picked up on any radar.

2. Inquiries directed to the Thirteenth Air Force and Commander, Seventh Fleet established that no aircraft from those organizations were in the vicinity at the time of the sighting.

3. A query was dispatched to Taiwan Taipei, Taiwan, to check the possibility of Chinese Nationalist or other activity in area of the sighting. Taipei replied on 14 February 1951, stating there had been no Chinese Nationalist or other activity in the area.

4. Weather data for the area of sighting during the period 1500 hours to 1800 hours, 26 January 1951, follows: low overcast, bases 5,000 feet - 4,500 feet; 15/16 mile stratus layer, bases 4,000, tops 15,000; no precipitation for the past three hours; winds from the east at 35,000 at 70 knots, surface winds from 080 degrees at 10 knots, about 32.0 degrees centigrade temperature at 30,000. Weather personnel at 20th Air Force Headquarters believe conditions stated above were favorable for formation of contrails by any aircraft at 30,000 feet.

5. Pilots of the two F-100s were interrogated and made the following statements:

20TH FIGHTER INTERVIEW FOR SQUADRON
APC 235 27 January 1951

FS36

SUBJECT: Interrogation Report

TO: Intelligence Officer
6302nd Air Base Group
APC 235

Penetrator "B" Flight Leader was scrambled at 14:00 and vectored to point "YONE". Before reaching point "YONE" we were re-vectored to point "DOL" at 14:05. From point "DOL" vectored 175, then 190, and at 14:10 miles out from point "DOL" intercepted 3-47 and identified same.

Approximate "DOL" call for radio use in identifying vapor trail. While orbiting the same position we did not to

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D/I FEAR

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30,000 turned to a heading of 270 degrees and sighted a vapor trail at 11 o'clock level. At the distance we were from the vapor trail it was impossible to determine the number of vapor trails. It is my belief that there was only one vapor trail which could be seen from that distance. We turned to 235 degrees and flew that heading for 23 minutes at 99%. At this point our rate of closure on the vapor was not apparent, therefore due to lack of fuel we returned to base and landed.

[REDACTED]
Capt, USAF

LESLIE C. AILIS
1st Lt, USAF
Interrogating Officer

25TH FIGHTER INTERCEPTOR SQUADRON
AFC 235 29 January 1961

PS26

SUBJECT: Interrogation Report

TO: Intelligence Officer
6302nd Air Base Group
AFC 235

Penetrate "D" Flight Leader was scrambled at 15:10 and completed 8 intercepts on B-29 type aircraft given by wonderlust and was returning to base low on fuel. At 15:25 while cruising at 16,000 feet we sighted one vapor trail at approximately 190 degrees and 74 miles from our position.

The heading of the vapor trail was 345 degrees and altitude 30,000 feet. The distance we were from the vapor trail it was impossible to determine the number of vapor trails. It is my opinion that there was only one vapor trail from what could be seen from that distance. Its location was 127 degrees 15 minutes East 25 degrees North, as near as I can estimate. At no time did I see any flying object, aircraft or otherwise, and the source of the vapor trail is unknown to me.

[REDACTED]
Capt, USAF

LESLIE C. AILIS
1st Lt, USAF
Interrogating Officer

~~Confidential~~

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L/I FRAF

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6. Although all possible sources were utilized to identify the reported phenomena no conclusive evidence as to source or origin of the vapor trail has been obtained.