

PROJECT 10073 RECORD CARD

1. DATE 1 Feb 1951		2. LOCATION Johnson AB, Japan 2		12. CONCLUSIONS ☐ Was Balloon ☒ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical	
3. DATE-TIME GROUP Local _____ GMT 01/1710Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION Not Reported		8. NUMBER OF OBJECTS 1 or (2 or more)		9. COURSE 1 Rising Stationary Maneuvering	
10. BRIEF SUMMARY OF SIGHTING A/C noticed amber light off wing tip. Made 3 360 deg turns and light maintained position, then object moved to upper right while a/c still in turn. A/C then leveled off and light got smaller. Appeared directly ahead of a/c at this time. Then object headed toward A/C rising slowly until it became too small to see. Personnel watching balloon did not observe A/C in Area of Balloon.				11. COMMENTS Possibility of internal reflections as object remained off wing tip through 3 360 deg turns. Balloon in area, Astro bodies visible could account for portions of sighting. 1. Balloon (Rising portion) 2. UNIDENTIFIED. Object.	

COUNTRY JAPAN		REPORT NO. INT-OI-U/AO-1-51	(LEFT BLANK)
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT Report of Unidentified Aerial Object			
AREA REPORTED ON JAPAN		FROM (Agency) D/INT 314TH AIR DIVISION	
DATE OF REPORT 21 February 1951	DATE OF INFORMATION 1 February 1951	EVALUATION B-4	
PREPARED BY (Officer) A. W. BROCK, Captain, USAF		SOURCE Lt [REDACTED], Pilot) 339th Ftr Lt [REDACTED], Observer) AW Sq	
REFERENCES (Control number, directive, previous report, etc., as applicable)			

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 113-Part II.)

1. At approximately 1710/I, 1 February 1951, an F-82 aircraft of the 339th Fighter (AW) Squadron, attached to the 6162nd Air Base Wing, Johnson Air Base (35° 51'N - 139° 25'E) took off to fly airborne alert.
2. At a position approximately one (1) mile south of Johnson, heading 090° at an altitude of 6000', an amber light that appeared to be larger than a wing tip light was sighted at eleven o'clock level. The F-82 turned left and the light also appeared to turn left. Through a series of three (3) or four (4) 360° turns to the left, the light appeared to remain off the left wing tip. Suddenly it changed to a position of two (2) o'clock high while the aircraft was still turning left. At this time the F-82 was at an altitude of 8000'. Immediately after the change in position of the light, the aircraft leveled off heading 180°. After the aircraft leveled off, the light appeared smaller and at the 12 o'clock position. Suddenly the light appeared to reverse its course and head toward the F-82, but very slowly and high as if it were ascending vertically until the light became too small to see.
3. The position of the aircraft at the time the light disappeared was approximately five (5) miles south of Johnson Air Base. Indicated air speed was 200 knots.
4. Pilot and radar observer of the F-82 stated that at all times the light appeared to have complete control of its movement. At no time were they able to see a silhouette.
5. Weather at time of sighting was clear with no moon. Surface winds were 360° at ten knots. At 8000' winds were 320° at 40 knots and at 14,000' winds were 330° at 54 knots.
6. The Meteorological Section of the 64th AAA Gun Battalion, which is located on Johnson Air Base, released a weather balloon at 1815/I on 1 February 1951. The balloon was visible for ten (10) minutes during which time it rose to 11,000 feet and was 11,300 yards horizontal distance from the point of release. At no time did the personnel observing the balloon see an aircraft in its vicinity.
7. The pilot and radar observer stated that they had observed another aircraft which was approaching Johnson Air Base prior to sighting the light.

1. INCL
Sketch (TREXLER-HELFFENBEIN
SIGHTING)

DOWNGRADED AT 8 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DISTRIBUTION BY ORIGINATOR	1 cy 5AF, D/I	1 cy 6162 ABW	3 cys G-2, GHQ, FDC
	7 cy FEAF, D/I	1 cy 6163 ABW	1 cy COMNAVTE
	1 cy 6160 ABW	1 cy 315th AD	
	1 cy 6161 ABW	1 cy D/I USAF	

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8. The Tactical Control Center had good contact with the F-82 but at no time did another blip appear on the scope.

COMMENT

9. The time of release of the weather balloon suggests that it was a "PIBALL" type balloon which is equipped with a candle or sometimes an electric light that can be seen at an altitude of 30,000' by an observer on the ground using a theodolite.

10. The sudden change of position of the light from nine (9) o'clock level to two (2) o'clock high may be attributed to losing sight of the light and in turn sighting a bright star. The star may have disappeared behind a cloud or haze causing the observers to conclude that the light was ascending rapidly until out of sight.

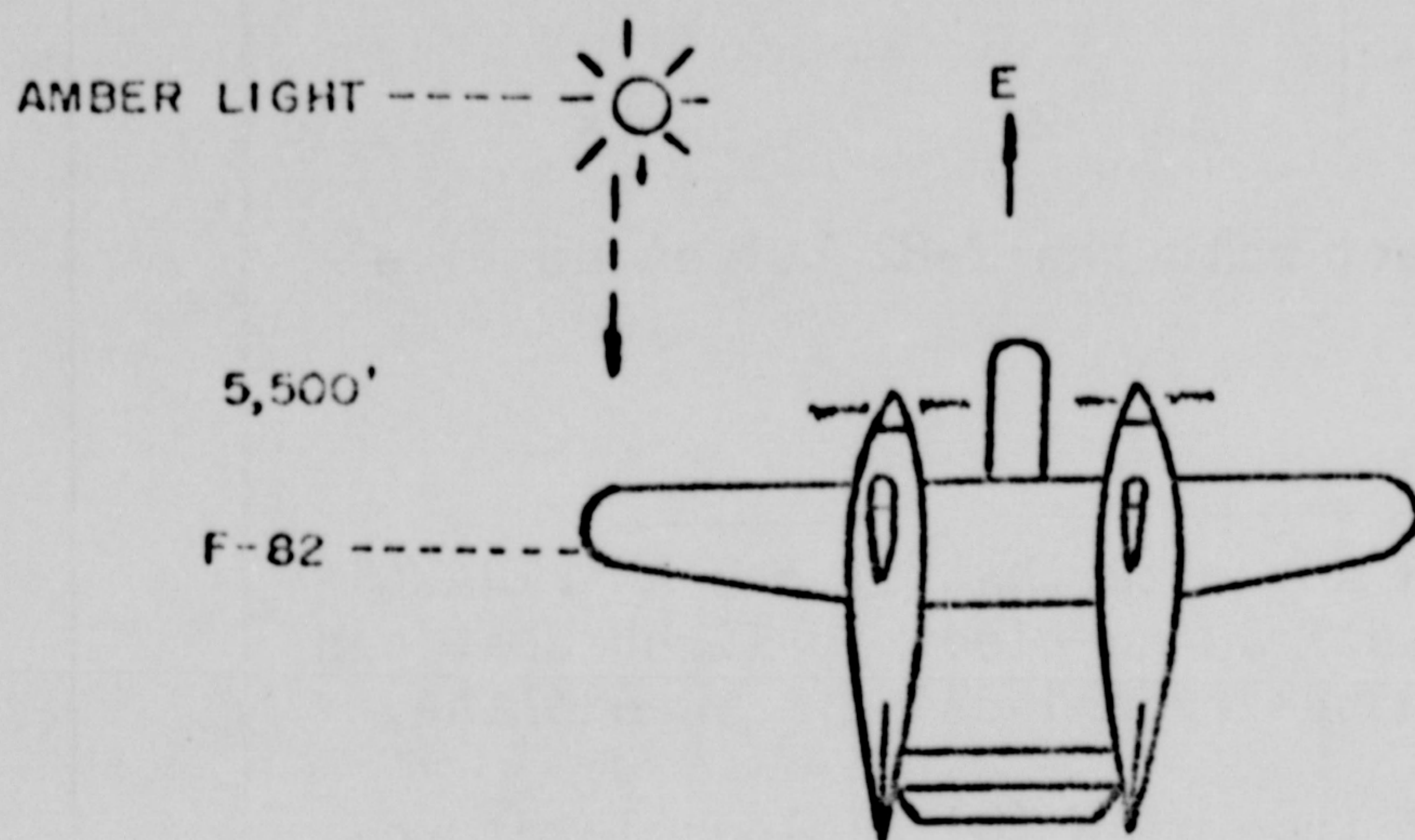
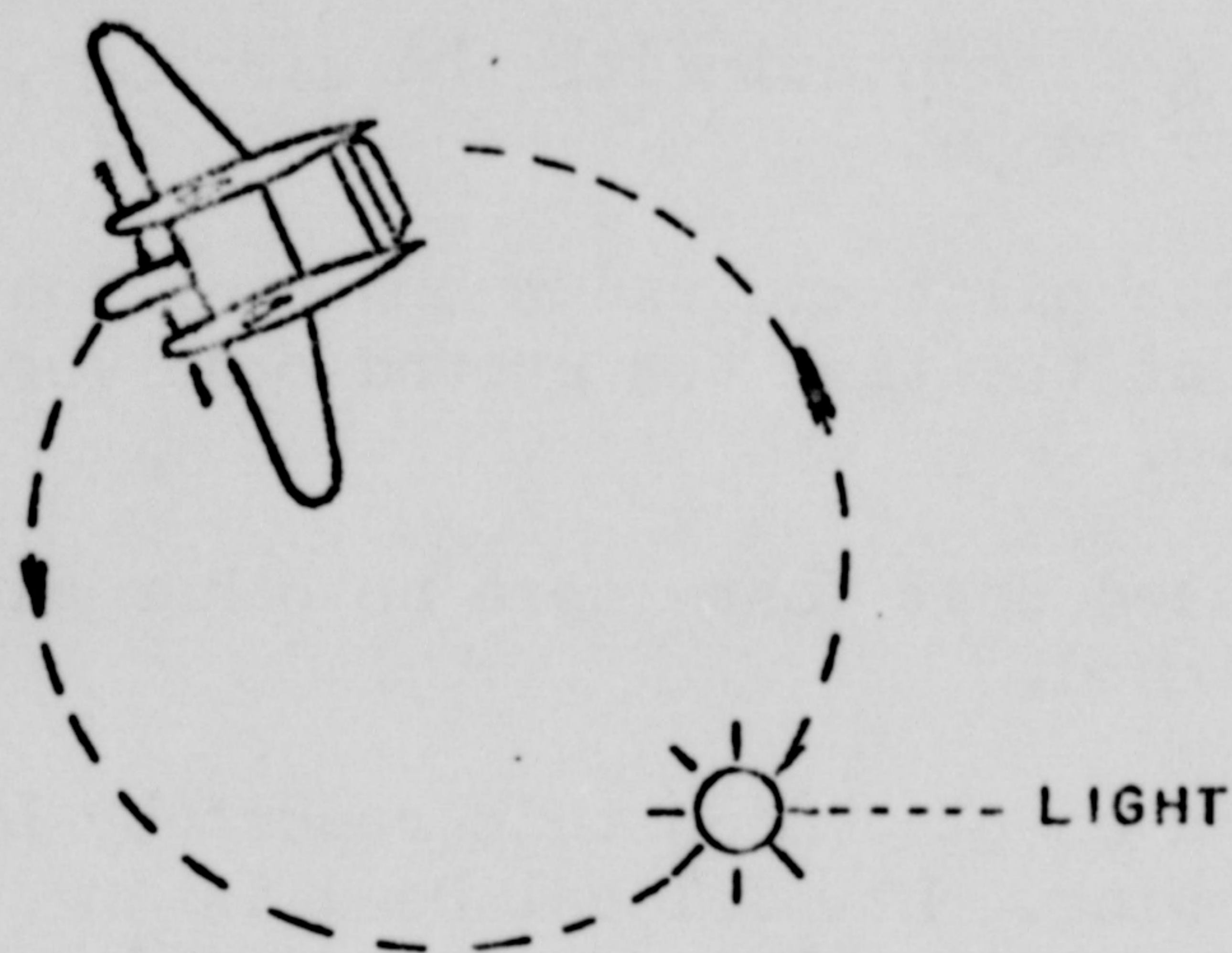
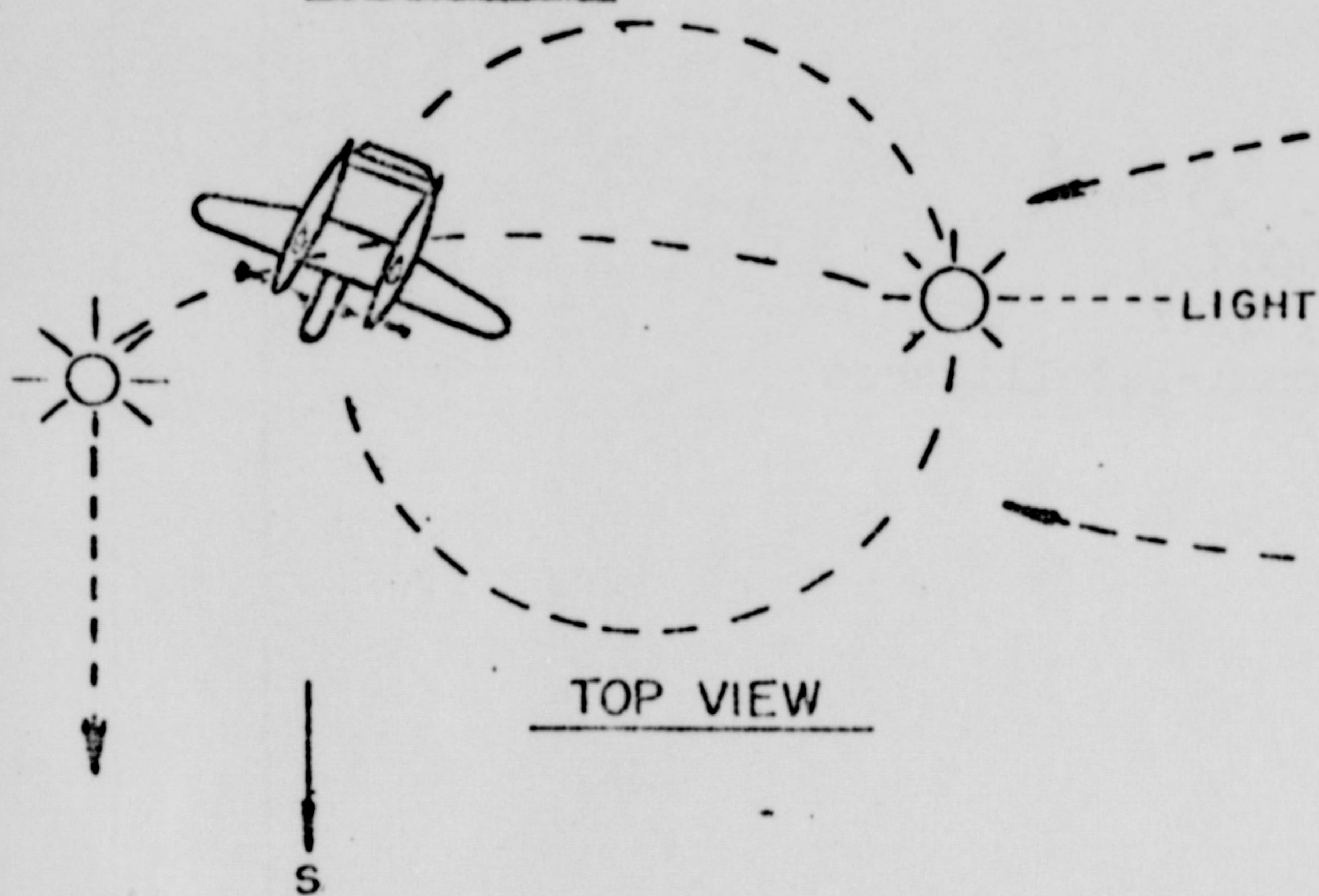
11. The Tactical Control Center, while having good contact with the aircraft, would not be able to detect the balloon on the radar scope.

12. The position of the aircraft at the time the pilot and radar observer lost sight of the light and the position of the balloon at the time the ground observers lost sight of the balloon are approximately the same.

13. A check by the 6162nd Air Base Wing indicated that there were no other aircraft airborne in the area other than the two mentioned.

14. This headquarters concurs in the evaluation as placed on this report by Lt. Colonel Dowd, Intelligence Officer, 6162nd Air Base Wing. Lt. Colonel Dowd is an efficient and well trained intelligence officer and continually exercises sound and mature judgement in matters of this nature.

A. W. Brock
A. W. BROCK
Captain, USAF
Operational-Intelligence

FIRST CONTACTTOP VIEWTOP VIEWTOP VIEW

6,000'

F-82

5,500'

PROFILE

THRU THREE OR FOUR 360 DEGREE TURNS
WE GAINED 2000' TO ALTITUDE OF 8000'

SUDDENLY -- MATTER OF SECONDS

AS LIGHT WENT FROM 9 O'CLOCK POSITION
TO 2 O'CLOCK HIGH POSITION WE ROLLED
OUT OF TURN HEADING 180° LIGHT BECAME
SMALLER AT 12 O'CLOCK HIGH POSITION
AND SEEMED TO BE DISAPPEARING AHEAD
OF US.

IN A FEW SECONDS AS IT GAINED ALTITUDE
WE CAME UNDERNEATH THE LIGHT AGAIN,
BUT IT WAS VERY SMALL AND SOON DECAME
LOST IN THE DISTANCE DIRECTLY ABOVE US.