

PROJECT 10073 RECORD CARD

1. DATE 26 Feb 51		2. LOCATION Ladd AFB, Alaska		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other <u>UNIDENTIFIED</u> ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 26/1701Z		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE MIL			
7. LENGTH OF OBSERVATION 1 1/2 Min		8. NUMBER OF OBJECTS 1		9. COURSE W	
10. BRIEF SUMMARY OF SIGHTING Oblong obj. first appeared to be hovering over AB, dull grey metallic color. Obj hovered for 45 sec, then emitted one puff of white smoke proceeded S leaving no trail or sound.				11. COMMENTS WX included light snow and visibility 18,000 ft. Sighting indicates possibility of WX balloon bursting or disappearing into overcast, however, report indicated no balloon in area. Some data conflicting Case carried evaluation of unidentified in 1951.	

UNCLASSIFIED PROJECT 10075 RECORD ()

ATIC NO. --- DATE OF INFO 26 Feb 51
 AF NO. --- LOCATION Ladd AFB, Alaska
 REPORT NO. --- SOURCE Airmen
 DATE OF REPORT 21 March 51 DATE IN TO ATIC ---
 TIME OF SIGHTING 1710Z COLOR Dull-Grey metallic
 SHAPE oblong Estimated
 SIZE --- SPEED high Measured
 COURSE 180° Estimated
 NO. IN GROUP 1 ALTITUDE EST. 18,000' Measured
 SOUND --- LENGTH OF TIME OBSERVED 1 1/2 min
 TYPE OF OBSERVATION Ground
 PHOTOS --- SKETCHES --- MANEUVERS Hovered for awhile

Temporary ATIC Form 329
 (2 Jan 52)

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REMARKS: Airman on guard duty saw oblong aircraft without wings at approx 80° from horizon. It hovered over airbase for about 45 seconds then proceeded south at high speed. No exhaust or sound.

Total time of observation was 1 1/2 min. (No 112 in file)

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

UNCLASSIFIED

~~SECRET~~
PRIORITY

PARAPHRASE NOT REQUIRED. NOTIFY
CRYPTOCENTER BEFORE DECLASSIFYING

FROM: ALASKAN AIR COMD, FT RICHARDSON, ALASKA
TO : HQ AMC, WP AFB, DAYTON, OHIO FOR: MCIS
INFO: CS USAF, WASHINGTON, D.C.
COM ALASEAFRON
CINCAL, FT RICHARDSON, ALASKA
USURAL, FT RICHARDSON, ALASKA

NR : AAOID-4-1934

1 March 1951

Fol report forwarded under provisions Hq USAF Ltr AFOIC-CC-1, dated 8 Sept 1950. At 261710Z, an airman while performing interior guard duty at Ladd AFB, Alaska, reported observing what appeared to be an unconventional acft hovering over the Air Base. Object appeared oblong in shape, without appendage, and had a dull, grey metallic color. Observer estimated object to be at 18,000 feet altitude approx 80 degrees from the horizon. Object hovered over Ladd AFB for approx 45 seconds, then emitted one puff of white smoke, proceeded towards South at great speed and disappeared leaving no trail, exhaust or sound. Total time of observation approx one and one half minutes. Observer has 20-20 vision, three and one half years service and states object definitely not a conventional acft. Ladd wea at time was thin precipitation ceiling at 500 feet, visibility one and one half miles in light snow, wind calm, estimated overcast 18,000. Wea balloons or phenomena reported in area at time of observation. Air traffic in area was one an American C-54 which landed Ladd at 261740Z. Object not recorded by radar. No AAA firing at time of sighting. Preliminary investigation Ladd AFB and surrounding area indicates no other personnel observed object. Investigation continuing. Complete report to follow. Preliminary evaluation C-5.

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

INFO : OIN, SLO

CAP IN: 6 2 6 7 9

(2 Mar 51)

RTM/dk

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COPY No.

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

7-3712-34

26 FEB 1951

LADD AFB, ALASKA

ALASKAN COMMAND

JOINT COMMUNICATION CENTER

OUTGOING CLASSIFIED MESSAGE

~~CONFIDENTIAL~~

PARAPHRASE NOT REQUIRED. HANDLE AS CONFIDENTIAL INFORMATION
PER PARA 55g (1), AFR 205-1 OR PARAS 7 AND 28 AR 380-5
CONSULT CRYPTOCENTER BEFORE DECLASSIFYING

PRIORITY

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A 431

FROM: CG AAC
ACTION TO: CG AMC
INFO TO: C/S USAF
CINCAL
CG USAFAL
COMALSAFALCON

DTG: Mar 51

AAOIC-4-1934 for NCIS.

Following report forwarded under provisions Hq USAF
Ltr AAOIC-CC-1, dtd 8 Sept 50. At 261710Z, an airman while
performing interior guard duty at Ladd AFB, Alaska, reported
observing what appeared to be an unconventional aircraft hovering
over the Airbase. Object appeared oblong in shape, without
appendage, and had a dull, grey metallic color. Observer
estimated object to be at 18,000 ft altitude approximately 80
degrees from the horizon. Object hovered over Ladd AFB for
approximately 45 seconds, then emitted 1 puff of white smoke,
proceeded towards South at great speed and disappeared leaving
no trail, exhaust or sound. Total time of observation approx
1 and 1/2 minutes. Observer has 20-20 vision, 3 and 1/2 yrs
service and states object definitely not a conventional aircraft.
Ladd weather at time was thin precipitation ceiling at 500 ft.
visibility 1 and 1/2 miles in light snow, wind calm, estimated
overcast 18,000. No weather balloons or phenomena reported in
area at time of observation. Air traffic in area was 1 Pan
American C-54 which landed Ladd at 261740Z. Object not recorded
by radar. No AAA firing at time of sighting. Preliminary in-
vestigation Ladd AFB and surrounding area indicates no other
personnel observed object. Investigation continuing. Complete
report to follow. Preliminary evaluation C-5.

A 431

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DETAILS:

1. Investigation was initiated by the District Commander, District Office #2, on 28 February 1951 and is predicated on information from 1st Lt. JESSE J. FULLER, AO-2093701, Assistant Division Intelligence Officer, 11th Air Division, that an airman, Sgt. [REDACTED], had reported sighting an unidentified unusual object on 26 February 1951.

AT LADD AIR FORCE BASE, ALASKA

2. On 28 February 1951 Sgt. [REDACTED], 5001st Air Base Group, was interviewed. SELLS stated that he was placed on guard duty at Building 135 at 1600Z hours 26 February 1951. At approximately 1710Z hours he was at his post at the south side of the building and he observed a large bird, probably a raven, which flew up into the air. As he watched its flight he observed an object in the air, which at first he thought to be a weather balloon. [REDACTED] stated that this object was at an altitude of about 18,000 feet and almost directly over the Ladd AFB runway. In order to observe it he had to look almost vertically at an angle of approximately 80°. This object, which appeared gray, was shaped like a flattened football, having no sharp edges. [REDACTED] stated that there was not sufficient light to determine if the object was metallic or not. Judging the altitude at 18,000 feet [REDACTED] believed its dimensions to be 10 to 12 feet thick and about 120 feet across. When first observed it was hovering over the runway and had an oscillating motion similar to that of a coin dropped on a table. It remained in this position for about 45 seconds. Then the object emitted a single puff of smoke which formed a ring and accelerated rapidly toward the north at a speed far in excess of that of a jet aircraft. SELLS attempted to watch the flight of the object but lost it as it passed toward the general direction of Birch Hill (north). The white smoke ring lasted only a moment. There was no apparent effect on cloud formations and no sound or odor detected. The object was at such distance that [REDACTED] could not determine any structural details. [REDACTED] stated this object appeared similar to another one which he saw in May 1950 and which was observed by at least ten other individuals. [REDACTED] is an aircraft mechanic with two years military experience in that specialty. He has a total of 3 1/2 years military service. [REDACTED] eyes are 20/20 corrected. His hobby is radio. He was not fatigued or under the effect of any stimulant at the time of observation. He is considered reliable by officers of his organization. He reported the sighting immediately to the Commander of the Guard.

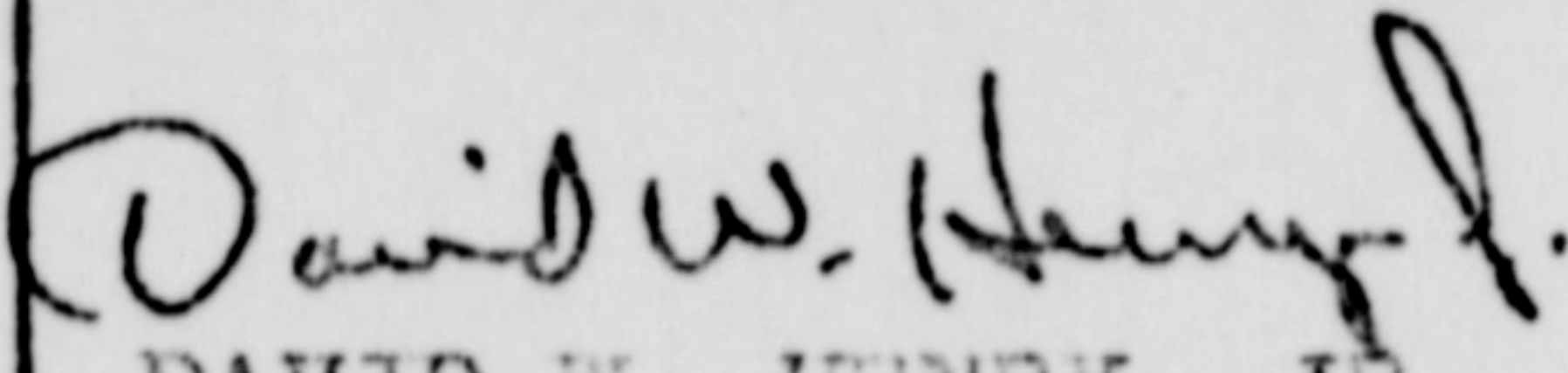
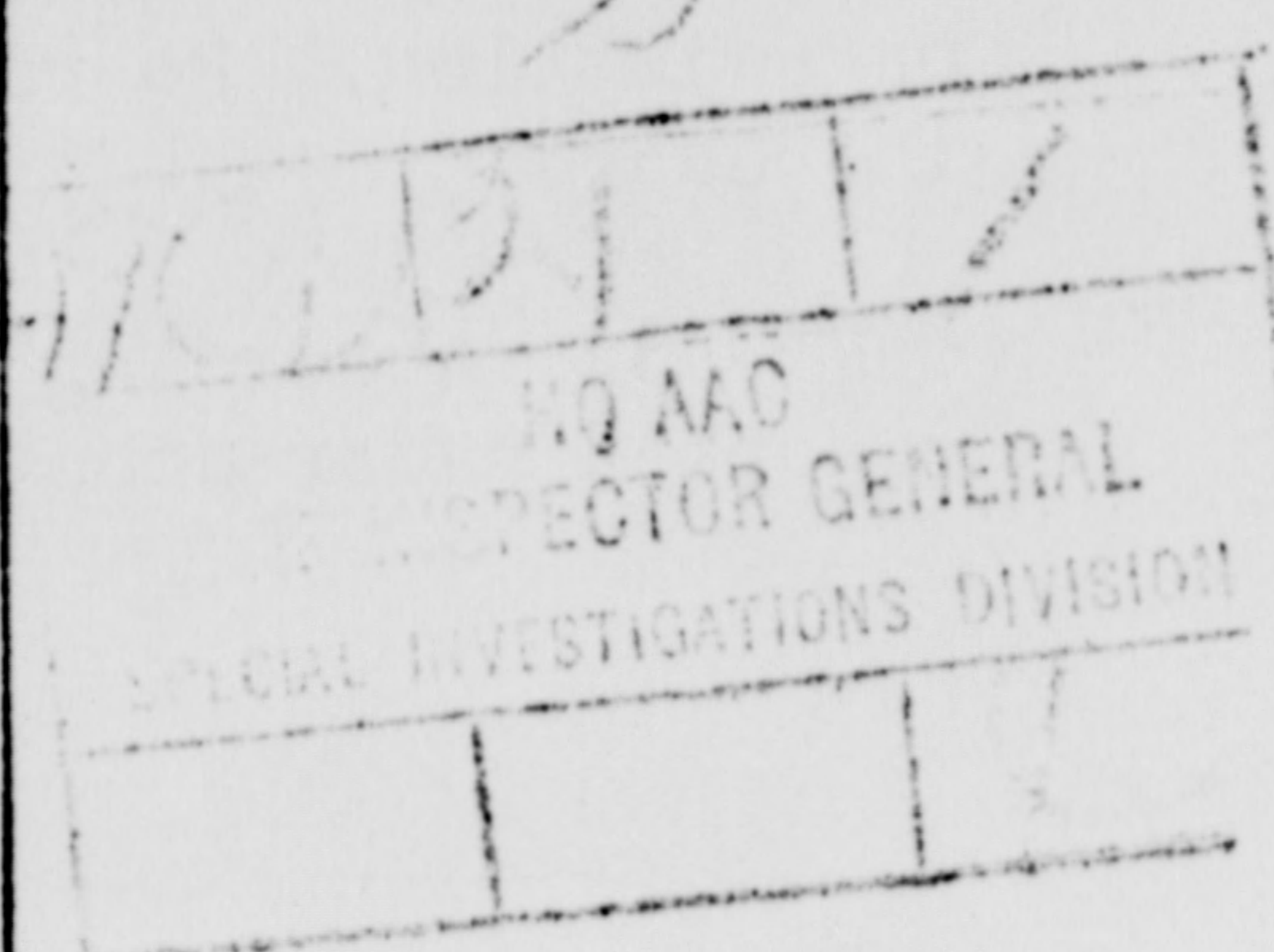
3. According to the 632d AC&W Squadron, Ladd AFB, there were no reported radar echoes on 26 February 1951 between 1645Z and 1730Z.

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AF297375

APR 12 1951

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION		FILE NO. 24-38	DATE 7 March 1951
TITLE UNUSUAL SIGHTING ON 26 February 1951 At Ladd AFB, Fairbanks, Alaska, By SGT. JOHN B. SELLS, AF-18303380 5001st Air Base Group		REPORT MADE BY ROBERT A. STAR	
		REPORT MADE AT DD #2, Ladd AFB, Alaska	
		PERIOD 28 February, 1, 2, 5 March 1951	
		OFFICE OF ORIGIN DD #2, Ladd AFB, Alaska	
STATUS CLOSED			
CHARACTER SPECIAL INQUIRY - UNUSUAL SIGHTING			
REFERENCE None, this is an initial report.			
SYNOPSIS Investigation initiated 28 February 1951 predicated on information from 1st Lt. JESSE J. FULLER, AO-2093701, Asst. Division Intelligence Officer, 11th Air Division, that [REDACTED], 5001st Air Base Group, had sighted an unusual unidentified object on 26 February 1951. Investigation disclosed that SELLS, while on guard duty at 1710Z hours, [26 February 1951], allegedly sighted a gray object hovering over the Ladd runway at an altitude of 18,000 feet. The object, 10 to 12 feet thick and 120 feet across and resembling a flattened football, remained in this position about 45 seconds and then moved with great speed to the north after emitting a single white smoke ring. Object was not reported by any other person. There were no weather observation balloons or aircraft in the area at that time. No project work was being conducted by Cold Weather Test, Arctic Test Branch or the Geophysical Institute. No test firing was being done by units at Eielson AFB, Ladd AFB or Big Delta Army Base.			
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CO 5001st Comp Wg 2			
File 2			
		APPROVED	
		 DAVID W. HENRY, JR. Captain, USAF Acting DISTRICT COMMANDER	
			

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Ladd AFB reported no project work. Lt. FULLER reported he had been unable to secure any information confirming the sighting made by Sgt. SELLS.

8. The Geophysical Laboratory at the University of Alaska, College, Alaska, was contacted on 2 March 1951. The laboratory had not been conducting any project work which might have occasioned the report of the unidentified object reported by Sgt. SELLS.

9. The Weather Bureau at Weeks Field, Fairbanks, was again contacted on 5 March 1951. The Weather Bureau reported that no stations 200° to 300° from Fairbanks closer than McGrath released radiosonde Weather Balloons. This station is approximately 240 miles from Fairbanks.

CLOSED

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4. According to dispatcher, Base Operations, Ladd AFB, there were no aircraft in the air on 26 February 1951 between 1700Z and 1730Z hours.

5. According to the Weather Station, Ladd AFB, and the Weather Station, Weeks Field, Fairbanks, there were no weather balloons released between 1600Z and 1715Z. The Weather Station at Weeks Field had released a radiosonde balloon at 1435Z. Rate of ascent of this balloon is 1,000 feet per minute.

6. The following are teletype sequences of local weather on 26 February 1951:

Fairbanks, 1730Z hours: Indefinite 2000 feet overcast; 5 mile visibility with light snow; sea level pressure 122; temperature plus 11; dew point 6; wind NNW at 3; altimeter 98.4.

1630Z hours: Precipitation 1500 feet obscurement; visibility 3 miles, light snow; sea level pressure 119; temperature plus 12; dew point 8; wind SW at 3; altimeter 98.3.

Ladd AFB, 1730Z hours: Lower broken cloud layer 1500 overcast 16,000 with clouds; visibility 2 miles, light snow; sea level pressure 120; temperature 9; dew point 6, wind calm; altimeter 98.2.

1630Z hours: Precipitation 500 ft. obscure; visibility one mile light snow; sea level pressure 117; temperature 12; dew point 10; altimeter 98.2; wind calm.

The winds aloft at Fairbanks at 1710Z hours were as follows:

Surface 290° 2 knots	6000 ft. 250° 30 knots	14,000 ft. 200° 38 knots
1000 ft. 120° 4 knots	7000 ft. 250° 31 knots	16,000 ft. 210° 42 knots
2000 ft. 210° 11 knots	8000 ft. 240° 32 knots	18,000 ft. 240° 45 knots
3000 ft. 240° 19 knots	9000 ft. 240° 34 knots	20,000 ft. 240° 87 knots
4000 ft. 250° 24 knots	10,000 ft. 230° 35 knots	25,000 ft. 230° 126 knots
5000 ft. 250° 28 knots	12,000 ft. 210° 35 knots	

7. On 1 March 1951 1st Lt. JESSE J. FULLER reported that as Division Intelligence Officer he had contacted all anti aircraft and 4th Infantry units at Ladd AFB and at Eielson AFB. None of these units reported seeing any unidentified object in the sky and further, reported no firing during the time of this incident. Lt. FULLER also reported that he had contacted the Base at Big Delta, Alaska, and had received a report that there had been no firing at that station. The Arctic Test branch at Big Delta had not been conducting any project work at that time. The Cold Weather Test Unit at

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO.

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1600 APR 17204 hours: Lower broken cloud layer 1500 overcast 18,000 with clouds; visibility 2 miles, light snow; sea level pressure 120; temperature 9; dew point 6; wind calm; altimeter 28.2.

1700 hours: Precipitation 500 feet obscure; visibility one mile light snow; sea level pressure 117; temperature 12, dew point 10; altimeter 28.2; wind calm.

The winds aloft at Fairbanks at 1710Z hours were as follows:

Surface 29° 2 knots	6,000 ft. 250° 30 knots	14,000 ft. 200° 30 knots
1,000 ft. 15° 4 knots	7,000 ft. 250° 31 knots	16,000 ft. 210° 42 knots
2,000 ft. 210° 11 knots	8,000 ft. 240° 32 knots	18,000 ft. 240° 45 knots
3,000 ft. 240° 19 knots	9,000 ft. 240° 34 knots	20,000 ft. 240° 47 knots
4,000 ft. 250° 24 knots	10,000 ft. 230° 35 knots	22,000 ft. 230° 126 knots
5,000 ft. 250° 25 knots	12,000 ft. 210° 35 knots	

7. There were no weather observation balloons or aircraft in the air at that time. No project work was being conducted by Cold Weather Test, Arctic Test Range or the Geophysical Institute. No test firing was being done by units at Eielson Air Force Base, Ladd Air Force Base or Air Delta Army Base.

8. There is no physical evidence, fragments, photographs, etc. to support the observation.

9. No action was taken to intercept or identify the object sighted.

10. Comments by MAG: The source of this report is considered fairly reliable; however the report is considered improbable. No material interpretation can be offered as to the origin or nature of the object mentioned in this report.

WINSTON E. BOUTELLE
Captain, USAF
Chief, Requirements Division

COUNTRY ALASKA	REPORT NO. IR-1-51	LEAVE BLANK
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AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Reporting of Information on Unconventional Aircraft

AREA REPORTED ON
ALASKA

FROM (Agency)
Alaskan Air Command

DATE OF REPORT
19 March 1951

DATE OF INFORMATION
26 February 1951

EVALUATION
C-5

PREPARED BY (Officer)
W. E. Boutelle, Capt., USAF

SOURCE
Sgt. John B. Sella, AF-18303380

REFERENCES (Control number, directive, previous report, etc., as applicable)
Message from AXCID-4-1934 ~~XXXXXXXXXX~~ to C/S USAF, dated 26 February 1951.

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112-Part II.)

1. This account covers the sighting of an unusual aerial sighting at Ladd AFB by an airman on 26 February 1951.
2. The truth of this report cannot be evaluated as no material interpretation can be offered as to the origin or nature of the phenomenon reported.
3. Report has been prepared in accordance with provisions set forth by Headquarters, USAF, AF OIC - CC - 1 letter, dated 8 September 1950.

APPROVED:

Don W. McKinney
DON W. MCKINNEY
Lt Col, USAF
Director of Intelligence

11776

INCL 3

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CG AMC ATTN: MCIS
CINCAL
CO USAFAL
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DOD DIR 5200.10

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) ALASKA AIR COMMAND	REPORT NO. 12-1-51	PAGE 1 OF 2 PAGES
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The following is an account of an aerial sighting reported by an airman at Ladd Air Force Base on 26 February 1951.

1. While on guard duty at 1710G on 26 February 1951, [redacted] reported observing what he first thought to be a weather balloon. The object, which appeared gray, was shaped like a flattened football, having no sharp edges. [redacted] stated there was not sufficient light to determine if the object was metallic or not. Judging the altitude of the object at 12,000, [redacted] estimated its dimensions to be 10 to 12 feet thick and about 120 feet across. When first observed it was hovering over the runway of Ladd Air Force Base with no oscillating motion similar to that of a coin dropped on a table. It remained in that position for approximately 45 seconds. Then the object emitted a single puff of white smoke which formed a ring and accelerated rapidly toward the north at a speed far in excess of that of a jet aircraft. [redacted] attempted to keep the object in sight but lost it as it moved to the north. The white smoke ring lasted only a moment. There was no apparent effect on cloud formations and no sound detected. The object was too far away for the observer to determine any structural details. [redacted] stated the object appeared similar to another one which he saw in May 1950 and which was observed by at least ten (10) other individuals. (Ref: AIC 12-1-50, 15 May 1950)

2. Total time of observation was approximately 1 1/2 minutes from 1710G to 1711:30G on 26 February 1951.

3. Manner of observation was visually from the ground without the aid of any optical equipment. According to the 52nd AFSB, Ladd Air Force Base, there was no reported radar echoes on 26 February 1951 between 1645G and 1730G.

4. [redacted] was standing guard on the north side of building 123 on Ladd Air Force Base, when he observed the object almost vertically overhead at an angle of approximately 80° from the horizon. [redacted] judged the altitude to be approximately 12,000.

[redacted] is an aircraft mechanic with 3 years military experience in that specialty. He has a total of 3 1/2 years military service. [redacted] vision is 20/30, uncorrected. His hobby is radio. [redacted] had been on duty approximately 1 hour and was not influenced or under the effect of any stimulant at the time of observation. He is considered reliable by officers of his organization. He reported the observation immediately to the Commander of the guard. [redacted] stated his attention was directed to the object as he watched the flight of a large bird which flew into the air at that time. [redacted] was one of several observers who reported observing 2 objects of this nature and in the same general area on 12 May 1950. (Ref: AIC 12-1-50, dated 16 August 1950).

5. The following are teletype messages of local weather on 26 February 1951:

1700Z hours: Precipitation 2000 feet overcast; visibility 1 mile; light snow; sea level pressure 12; temperature plus 11; dew point 6; wind 10 at 3; altimeter 28.4.

1800Z hours: Precipitation 1500 feet overcast; visibility 3 miles; light snow; sea level pressure 11.9; temperature plus 12; dew point 6; wind 10 at 3; altimeter 28.4.

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PROJECT 10073 RECORD CARD

1. DATE 26 - 28 Feb 1951		2. LOCATION Sakhalin, Japan		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☒ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT Varied		4. TYPE OF OBSERVATION ☐ Ground-Visual ☒ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION Varied		8. NUMBER OF OBJECTS Multiple		9. COURSE Varied	
10. BRIEF SUMMARY OF SIGHTING Rept of USSR a/c tracks (33). Speeds from 120 to 360 mph.				11. COMMENTS Evaluated as USSR Tracks by ADC.	

COUNTRY JAPAN	REPORT NO. OI-ERAC-11-51	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT USSR Air Activity		
AREA REPORTED ON Southern SAKHALIN	FROM (Agency) D/I, Hq 314th Air Division	
DATE OF REPORT 1 March 1951	DATE OF INFORMATION 26 - 28 February 1951	EVALUATION B-2
PREPARED BY (Officer) Major S. L. Miller	SOURCE WAKKANAI Radar Site (45/35N -141/39E)	
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 112-Part II.)

1. Report lists Radar tracks of unidentified aircraft which have been tentatively evaluated as USSR aircraft by the Air Defense Controller.
2. The last track detected in this area occurred on 22 February 1951.
3. All tracks faded on last plot.
4. When available, observed weather conditions, pertinent to the area, are included. These reports are from weather stations on HOKKAIDO and from Russian controlled stations on SAKHALIN and the KURILES.

APPROVED, EVALUATED BY PREPARING OFFICER:

Boyd J. Young
1st Lt USAF
 CHARLES Y. BANFILL
 Brigadier General, USAF
 Deputy for Intelligence

10875

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INCL

USSR Evaluated Aircraft Radar Tracks

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 GHQ, FEC - 2; S/R. D/I, FEAF - 3; File - 1

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7-3712-34

AIR INTELLIGENCE INFORMATION REPORT

D/I, Hq, 314th Air Division

REPORT NO.

01-ERAC-11-51

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USSE EVALUATED AIRCRAFT RADAR TRACKS

26 February 1951:

Track #1 1405/I 45/48N - 143/11E 1 acft - speed 180 mph
 1407/I 45/52N - 143/05E
 1409/I 45/58N - 143/02E
 1413/I 46/05N - 143/04E
 1417/I 46/15N - 142/55E

Track #2 1457/I 46/11N - 141/40E 1 acft - speed 120 mph
 1459/I 46/20N - 141/39E
 1501/I 46/18N - 141/43E

Track #3 1729/I 46/53N - 142/35E 1 acft - speed 300 mph
 1732/I 46/50N - 142/37E
 1734/I 46/55N - 142/27E
 1736/I 47/00N - 142/20E
 1739/I 46/59N - 142/25E
 1740/I 46/52N - 142/33E
 1742/I 46/47N - 142/22E
 1744/I 46/43N - 142/22E
 1746/I 46/47N - 142/14E
 1748/I 46/52N - 142/23E
 1750/I 46/56N - 142/30E WEATHER: Good flying conditions.

27 February 1951:

Track #1 1020/I 47/45N - 140/34E 2 acft - speed 360 mph
 1022/I 47/39N - 140/48E
 1024/I 47/32N - 140/46E
 1027/I 47/26N - 140/59E
 1030/I 47/16N - 140/59E
 1032/I 47/05N - 141/00E
 1035/I 47/02N - 141/02E
 1037/I 46/54N - 141/05E
 1039/I 46/48N - 141/05E
 1041/I 46/33N - 141/18E
 1043/I 46/43N - 141/05E
 1045/I 46/32N - 141/27E
 1047/I 46/28N - 141/33E
 1049/I 46/22N - 141/41E
 1051/I 46/22N - 141/52E
 1053/I 46/30N - 142/00E
 1055/I 46/33N - 142/02E
 1057/I 46/41N - 141/04E
 1059/I 46/46N - 142/00E
 1101/I 46/50N - 142/00E
 1103/I 46/54N - 141/55E
 1107/I 47/04N - 142/00E
 1109/I 47/09N - 142/01E

Track #2 1240/I 46/45N - 142/41E 1 acft - speed 190 mph
 1242/I 46/47N - 142/35E
 1245/I 46/50N - 142/36E

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AIR INTELLIGENCE INFORMATION REPORT

TO: (1/2/54)	REPORT NO.	PAGE	2	OF	5	PAGES
D/I, Hq, 314th Air Division		OI-ERAC-11-51				

USSR EVALUATED AIRCRAFT RADAR TRACKS

27 February 1951 Cont'd:

Track #3 1344/I 47/20N - 142/20E 1 acft - speed 330 mph
 1346/I 47/20N - 142/35E
 1349/I 47/24N - 142/45E
 1352/I 47/18N - 142/34E

Track #4 1655/I 46/35N - 142/39E 2 acft - speed 200 mph
 1657/I 46/33N - 142/37E
 1659/I 46/38N - 142/28E
 1702/I 46/41N - 142/34E
 1704/I 46/46N - 142/39E
 1708/I 46/42N - 142/40E
 1711/I 46/35N - 142/45E

WEATHER: Generally good flying conditions.

28 February 1951:

Track #1 0030/I 46/32N - 142/46E 1 acft - speed 130 mph
 0035/I 46/36N - 142/47E
 0039/I 46/37N - 142/45E
 0041/I 46/41N - 142/37E
 0043/I 46/37N - 142/44E
 0046/I 46/36N - 142/36E

Track #2 0055/I 46/32N - 142/36E 2 acft - speed 150 mph
 0057/I 46/34N - 142/44E
 0059/I 46/34N - 142/36E
 0102/I 46/36N - 142/33E
 0105/I 46/38N - 142/37E
 0107/I 46/34N - 142/32E
 0110/I 46/37N - 142/39E
 0113/I 46/35N - 142/36E
 0116/I 46/34N - 142/31E
 0119/I 46/30N - 142/40E
 0121/I 46/34N - 142/46E

Track #3 0140/I 46/31N - 142/53E 1 acft-speed 240 mph
 0142/I 46/32N - 142/42E
 0145/I 46/35N - 142/30E
 0147/I 46/33N - 142/42E
 0150/I 46/36N - 142/32E
 0153/I 46/34N - 142/41E
 0156/I 46/36N - 142/46E
 0158/I 46/42N - 142/37E

Track #4 0315/I 46/35N - 142/40E 1 acft - speed 220 mph
 0317/I 46/35N - 142/51E
 0319/I 46/34N - 142/41E
 0321/I 46/41N - 142/40E
 0323/I 46/37N - 142/40E
 0325/I 46/42N - 142/26E
 0327/I 46/37N - 142/40E
 0329/I 46/43N - 142/45E

UNCLASSIFIED AIR INTELLIGENCE INFORMATION REPORT

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USSR EVALUATED AIRCRAFT RADAR TRACKS

28 February 1951 Cont'd:

Track #5	0335/I 46/35N - 142/37E 0337/I 46/32N - 142/43E 0339/I 46/34N - 142/36E 0341/I 46/34N - 142/39E 0343/I 46/31N - 142/40E	1 acft - speed 220 mph
Track #6	0814/I 47/14N - 142/37E 0815/I 47/07N - 142/31E	2 acft - speed 240 mph
Track #7	0818/I 47/24N - 142/23E 0822/I 47/32N - 142/16E 0826/I 47/37N - 142/19E	2 acft - speed 240 mph
Track #8	0824/I 46/45N - 141/59E 0830/I 46/32N - 142/32E 0834/I 46/33N - 142/35E 0840/I 46/37N - 142/22E 0844/I 46/20N - 142/09E 0847/I 46/11N - 142/00E 0848/I 46/10N - 142/07E	2 acft - speed 150 mph
Track #9	0827/I 46/54N - 142/51E 0832/I 46/49N - 143/00E 0836/I 46/46N - 143/13E	2 acft - speed 120 mph
Track #10	0839/I 46/58N - 142/00E 0843/I 47/00N - 141/59E 0851/I 46/50N - 142/10E	2 acft - speed 270 mph
Track #11	0852/I 46/04N - 142/27E 0854/I 46/03N - 142/17E 0856/I 46/01N - 142/10E	2 acft - speed 210 mph
Track #12	0904/I 46/33N - 142/21E 0906/I 46/33N - 142/14E	2 acft - speed 160 mph
Track #13	0914/I 46/50N - 142/10E 0919/I 46/52N - 142/21E 0922/I 46/50N - 142/38E 0927/I 46/44N - 142/33E	2 acft - speed 150 mph
Track #14	0940/I 46/27N - 142/50E 0943/I 46/23N - 142/40E 0946/I 46/30N - 142/39E 0949/I 46/28N - 142/38E 0952/I 46/29N - 142/30E 0955/I 46/38N - 142/21E 0958/I 46/44N - 142/22E	1 acft - speed 200 mph
Track #15	1015/I 46/34N - 142/18E 1017/I 46/30N - 142/23E 1018/I 46/35N - 142/20E	1 acft - speed 250 mph

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FROM: 14-00000

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USSR EVALUATED AIRCRAFT RADAR TRACKS28 February 1951 Cont'd:

Track #16 1018/I 46/32N - 141/46E 1 acft - speed 250 mph
 1021/I 46/34N - 141/57E
 1025/I 46/26N - 141/49E
 1028/I 46/35N - 141/51E
 1031/I 46/45N - 141/56E

Track #17 1033/I 46/43N - 143/16E 2 acft - speed 200 mph
 1036/I 46/42N - 143/30E
 1040/I 46/40N - 143/43E

Track #18 1039/I 46/20N - 142/52E 2 acft - speed 250 mph
 1043/I 46/15N - 143/00E
 1046/I 46/10N - 143/10E
 1049/I 46/00N - 143/27E

Track #19 1044/I 46/50N - 141/58E 2 acft - speed 250 mph
 1047/I 46/41N - 142/00E
 1053/I 46/32N - 142/18E
 1056/I 46/30N - 142/13E

Track #20 1053/I 46/40N - 142/45E 2 acft - speed 250 mph
 1055/I 46/32N - 143/02E
 1059/I 46/35N - 143/05E
 1102/I 46/32N - 143/07E
 1105/I 46/28N - 143/20E
 1114/I 46/46N - 142/47E
 1118/I 46/37N - 142/47E
 1123/I 46/38N - 142/39E
 1127/I 46/35N - 142/54E
 1131/I 46/38N - 142/45E
 1134/I 46/43N - 142/47E

Track #21 1154/I 46/20N - 142/50E 1 acft - speed 135 mph
 1158/I 46/27N - 142/45E
 1201/I 46/34N - 142/41E
 1203/I 46/34N - 142/32E
 1208/I 46/40N - 142/20E
 1210/I 46/40N - 142/32E
 1215/I 46/41N - 142/24E
 1218/I 46/43N - 142/20E
 1221/I 46/40N - 142/24E
 1224/I 46/39N - 142/20E
 1226/I 46/33N - 142/22E
 1228/I 46/41N - 142/26E
 1231/I 46/40N - 142/17E
 1234/I 46/36N - 142/27E
 1237/I 46/40N - 142/20E

Track #22 1314/I 46/35N - 142/05E 2 acft - speed 150 mph
 1317/I 46/40N - 142/14E
 1319/I 46/40N - 142/08E

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO.

D/I, Hq, 314th Air Division

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USSR EVALUATED AIRCRAFT RADAR TRACKS28 February 1951 Cont'd:

Track #23 1326/I 46/09N - 142/09E 1 acft - speed 150 mph
1328/I 46/11N - 142/07E
1331/I 46/15N - 142/08E

Track #24 1333/I 46/32N - 142/16E 1 acft - speed 150 mph
1337/I 46/36N - 142/22E

Track #25 1342/I 46/09N - 143/18E 1 acft - speed 350 mph
1344/I 46/21N - 143/08E
1348/I 46/26N - 143/03E
1351/I 46/31N - 142/51E
1355/I 46/25N - 142/38E
1359/I 46/18N - 142/24E
1404/I 46/18N - 142/16E
1409/I 46/30N - 142/16E

Track #26 1446/I 46/36N - 142/24E 2 acft - speed 150 mph
1448/I 46/32N - 142/28E WEATHER: Generally good flying conditions.

S. L. MILLER
Major, USAF
Deputy for Intelligence

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"Flying Saucer"

OSI-5D

NCIAXA-1a

13 APR 1951 (Cont'd) 3

a "C" is used following the "N" to stand for commercial or passenger carrying aircraft, an "X" for experimental and an "L" for limited service.

3. Although this office has very little facts to base a conclusion, it is believed that the picture in question is that of an airplane model clipped from some magazine.

4. No future action is contemplated by this office.

1 Incl:
n/c

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

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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SUBJECT: "Flying Saucer"

TO: MCIM

MCEPXS1

12 Mar 51

1

1. Inclosed for your information and such action as may be deemed appropriate is original letter dated 27 Feb 51 from USAF Plant Representative, Allison Division, GMC, Indianapolis, Indiana. Information contained in inclosure was previously given to Lt Col Brunow this office, who advised the contractor to forward the information.

/s/ Walter A. Hardie

WALTER A. HARDIE

Colonel, USAF

Air Provost Marshal

Inspector General's Office

DDN:pv

50239

B 262

P 2Q

TO: MCIA

FROM: MCEHXP

DATE: 13 Mar 51 COMMENT NO. 2

1. Forwarded for your information.
2. Recommend consideration be given to the transmittal of the report to OSI in order that an evaluation may be made concerning further investigation.

1 Incl
n/c

M. C. EDENFIELD

Lt Colonel, USAF

Chief, Security Policy Division

Intelligence Department

Little/ey

61125

Bldg 2638

Post B51

OSI-5D

MCIAA-1a

13 APR 1951

3

Mr Rodgers/eps
65376/PD11/B263D

1. Forwarded for action deemed necessary.
2. This office has attempted to evaluate the attached photograph with no significant results. The intake and the exhaust ducts are such that the power plant of the airplane in the photograph would have to be a nonconventional type. This is also true of the overall configuration of the object shown.
3. It was noted that the word "experimental" together with the identification symbol "HS-97" is indicated on the both sides of the top surfaces of the object. The symbol is similar to that used by the CAA. In CAA procedure, the "H" would signify the country as USA and the second letter for the type of service the airplane was licensed for. Insofar as is known, CAA does not use an "S" symbol. In some cases,

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OFFICE OF THE USAF PLANT REPRESENTATIVE
AIR MATERIEL COMMAND
Allison Division, GMC
Indianapolis 6, Indiana

33
MCPRHA:RR:ar
27 February 1951

SUBJECT: "Flying Saucer" Information

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

ATTN: MCEP, Sam Bruno, Major, USAF

1. Reference is made to conversation between the undersigned and Major Bruno regarding the above subject. A memorandum from Mr. Blackwell of the Allison Division to this office and the picture enclosed herewith are forwarded for your information and/or necessary action.

2. Request this office be advised of any additional information needed or in the event Allison personnel or personnel of this office can be of further assistance.

Incls - a/s

/s/ J. D. Frye
J. D. FRYE
Lt Colonel, USAF
AF Plant Representative

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-2-

Our records indicate that employ [REDACTED] is living at [REDACTED] Indianapolis, Indiana. Other data -

Social Security Number -- [REDACTED]
Place of birth -- Seymour, Indiana
Date of birth -- October 12, 1922
Navy veteran -- Date enlisted, August 11, 1941
Date discharged, August 11, 1947
Married -- no children.

[REDACTED] is living at [REDACTED] e, Indianapolis, Indiana. Other data -

Social Security Number -- [REDACTED]
Place of birth -- Greensburgh, Pennsylvania
Date of birth -- November 26, 1915
Navy veteran -- Date inducted, June 1943
Date discharged, October 28, 1945.

The following employees of the Allison Division have seen the picture and know of this report:

[REDACTED], General Manager
[REDACTED], Personnel Director
[REDACTED], Chief of Installation Engineering
[REDACTED], Chief, Plant Protection
[REDACTED], Plant Protection Investigator
[REDACTED], Secretary to Personnel Director
[REDACTED]

Unknown employees at Plant 10 who saw the picture there.
All of these people, with the exception of the unknown employees at Plant 10, are cleared for top secret material.

I am turning the picture over to you with this memo.

/s/ R. R. Blackwell
R. R. Blackwell
Chief, Plant Protection

RRB:lc

cc: K. H. Hoffman

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ALLISON
Inter-Office Memo
Date February 24, 1951

SUBJECT "Flying Saucer" Picture

TO Lt Col J. B. Frye

~~CONFIDENTIAL~~ UNCLASSIFIED

On February 10, 1951, a report was received from a confidential informant that he had often discussed Communism and aeronautics with another employee, [redacted] n. Two or three weeks prior to this time [redacted] had told our informant that he had some pictures at home which were not of a type normally found in magazines. Hobson stated that he had received these pictures from a brother or brother-in-law who worked in Washington, D. C.

Our informant's suspicion was aroused when [redacted] gave him the enclosed picture and told him if anyone asked him how he got it to say that he had found it, and yet at the same time, [redacted] began to send other employees to our informant to see the picture instead of showing it to them himself. After turning the picture over to us, our informant told [redacted] that he had misplaced it, and this seemed to cause [redacted] no end of worry.

An investigator was sent to Seymour, Indiana, to investigate the background of [redacted] and it was found that [redacted] has a brother and a sister. The brother is a teen-ager in school, and the sister, [redacted], married a [redacted], whom we found out is also working at our Plant 10, T962057. This relationship between [redacted] and [redacted] was not known at Plant 10.

On February 19 our investigator reported that [redacted] has a brother, who was an officer in a German occupation zone, another brother who is working in Civil Service, and a sister. This was verified through a J. [redacted] of Symour, who reported he saw letters from these brothers to [redacted].

On February 20, [redacted] told our informant that he had a magazine at home that advised that the Army would make a startling statement about June 1, 1951 and indicated that this announcement would be about flying saucers.

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