PROJECT 10073 RECORD CARD

1. DATE
10 September 1951

2. LOCATION
Sandy Hook, New Jersey

3. DATE-TIME GROUP
Local 1135EDST
GMT

4. TYPE OF OBSERVATION
☐ Ground-Visual ☐ Ground-Radar
☒ Air-Visual ☐ Air-Intercept Radar

5. PHOTOS
☐ Yes
☒ No

6. SOURCE
Military

7. LENGTH OF OBSERVATION
2 Minutes

8. NUMBER OF OBJECTS
One

9. COURSE
Varied

10. BRIEF SUMMARY OF SIGHTING
SEE CASE FILE

ALSO FT MONMOUTH NEW JERSEY RA DAR CASE, SAME DATE.

11. COMMENTS
Balloon released from Evans Signal Laboratory at 1112EDST.

12. CONCLUSIONS
☒ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon

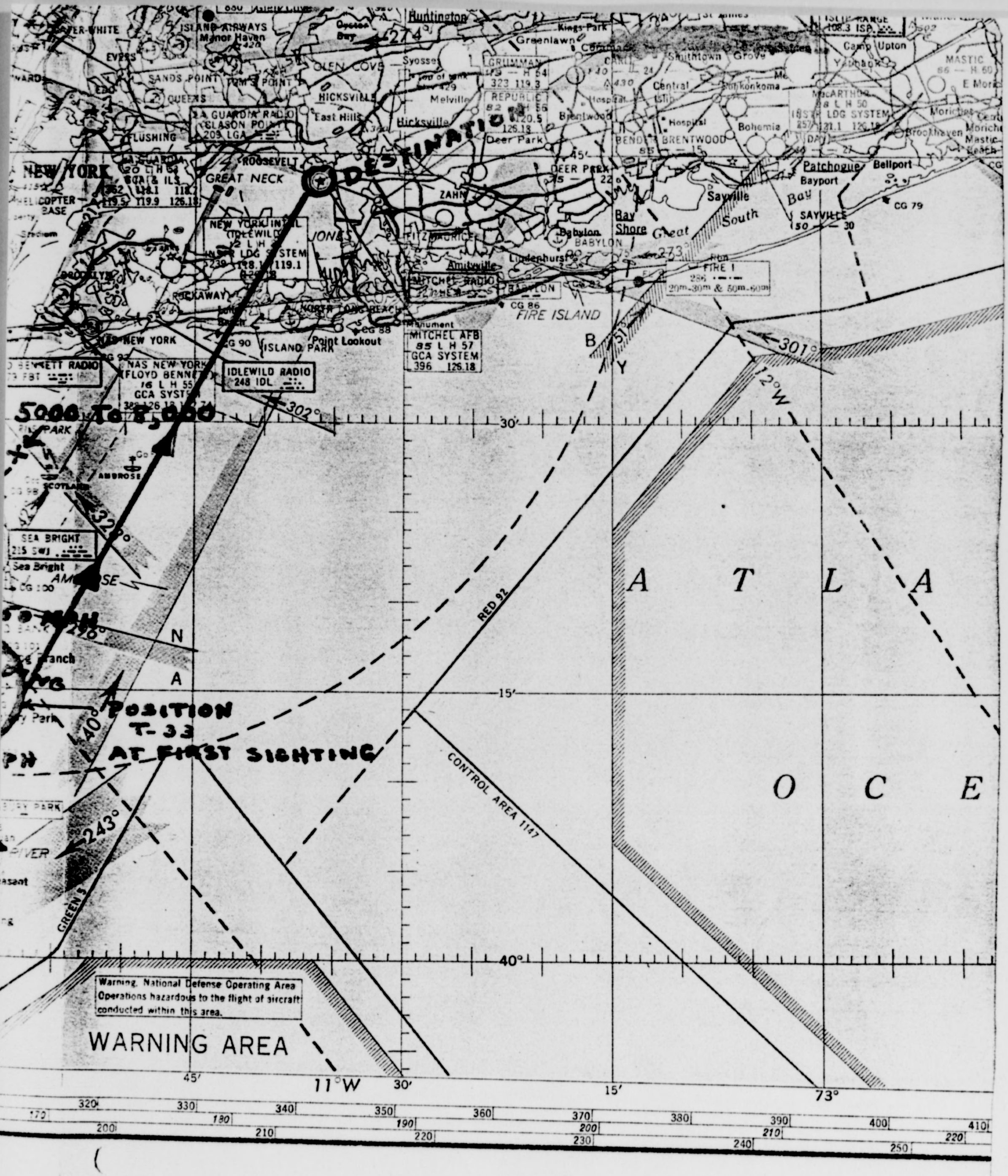
☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft

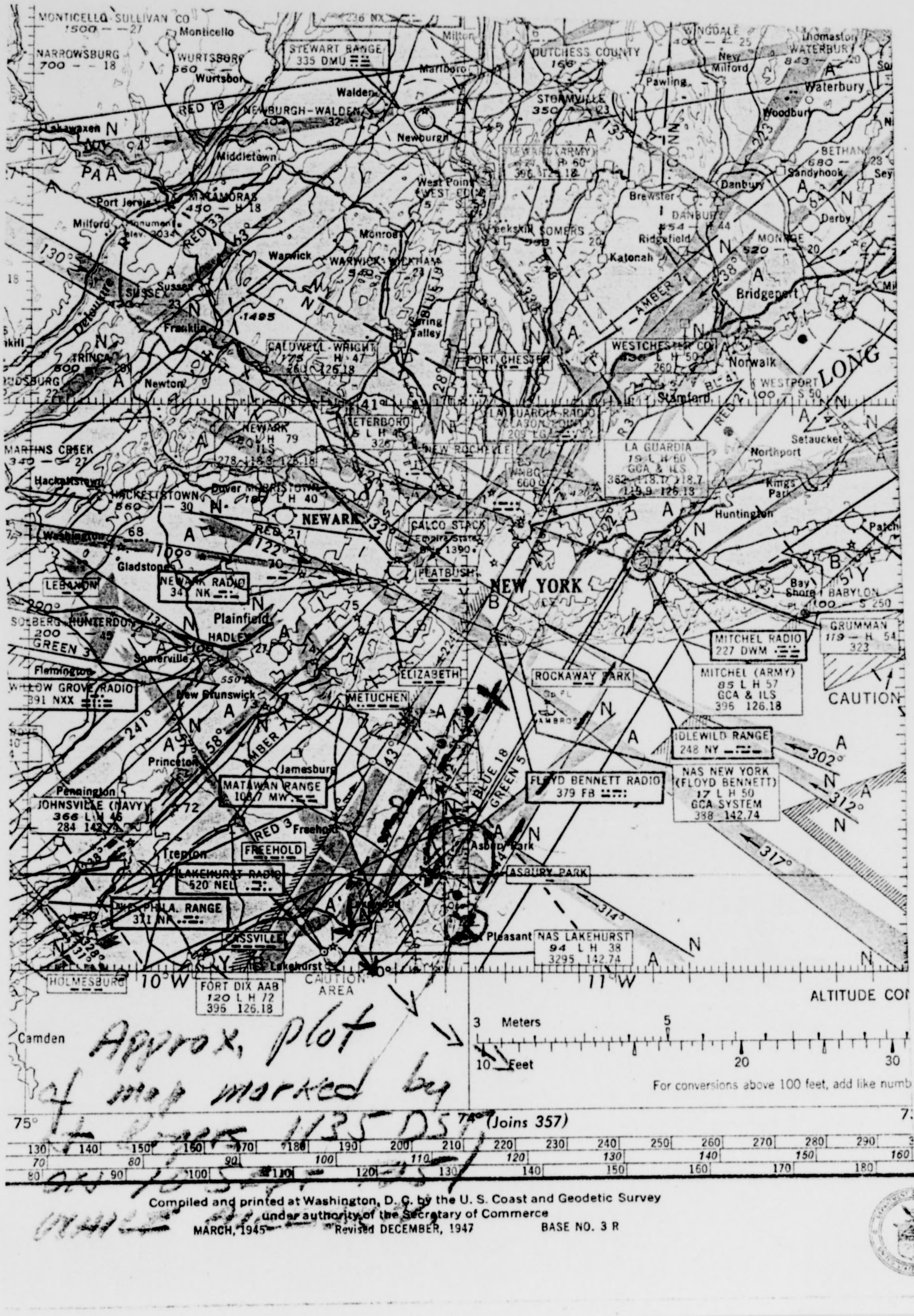
☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical

☐ Other
☐ Insufficient Data for Evaluation
☐ Unknown

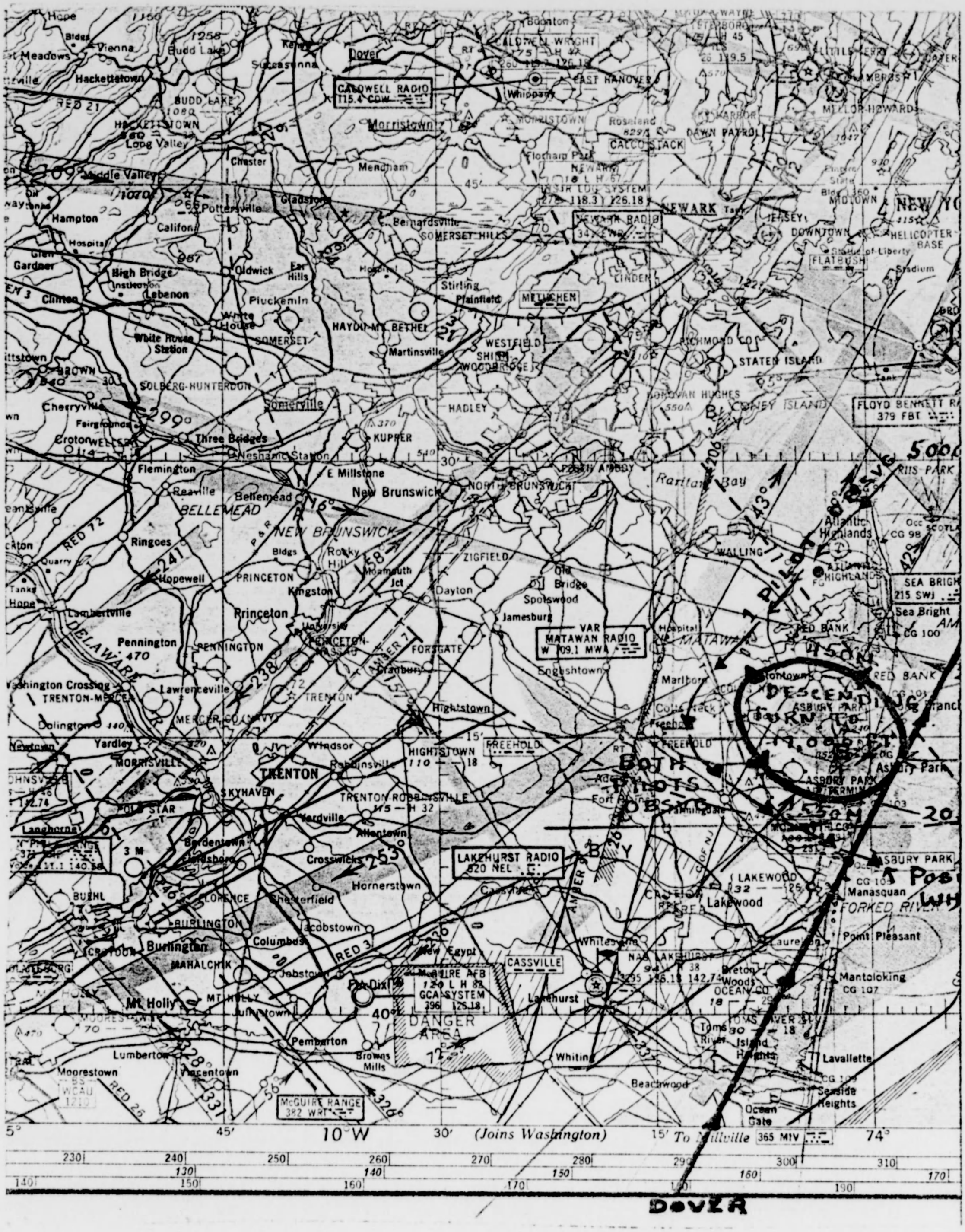
ATIC FORM 329 (REV 26 SEP 52)


CALDWELL RADIO
115.4 CDW
Morristown
Whippany
MORRISTOWN
Roseland
CAEC STACK
Florham Park
Meadham
NEWARK
NEWARK RADIO
34 EWR
Bernardsville
SOMERSET HILLS
Gladstone
Chester
Oldwick
Far Hills
High Bridge
Lebanon
Pluckemin
White House
White House Station
HAYDU-MT BETHEL
SOMERSET
Martinsville
Stirling
Plainfield
METUCHEN
LINDEN
WESTFIELD
SHIRE
WOODBRIDGE
HADLEY
SOLBERG-HUNTERDON
Somerville
KUPPER
Three Bridges
Neshanic Station
Flemington
E Millstone
New Brunswick
Readington
Bellemead
BELLEMEAD
NEW BRUNSWICK
NORTH BRUNSWICK
Raritan Bay
Ringoes
Rocky Hill
Bldgs
ZIGFIELD
Hopewell
PRINCETON
Kingston
Princeton
Dayton
Spotswood
Jamesburg
Pennington
PENNINGTON
FORSGATE
Lawrenceville
TRENTON
Hightstown
MERCER CO
Windsor
Robbinsville
HIGHTSTOWN
FREEHOLD
TRENTON
SKYHAVEN
TRENTON ROBBINSVILLE
Yardville
Allentown
Bordentown
Crosswicks
Hornerstown
FLORENCE
Chesterfield
BURLINGTON
Jacobstown
Columbus
Burlington
MAHALCHIK
Jobstown
Ft Dix
MT HOLLY
Mt Holly
Pemberton
Browns Mills
Vincentown
McGUIRE RANGE
382 WRT
DANGER AREA
LAKEHURST RADIO
320 NEL
CASSVILLE
McGUIRE AFB
120 L H 82
GCA SYSTEM
396 126.18
NAS LAKEHURST
Whitesville
Whiting
Beachwood
Toms River
Island Heights
Ocean Gate
Lavallette
Seaside Heights
Point Pleasant
Mantoloking
CG 107
CG 105
ASBURY PARK
LAKEWOOD
Bay Head
Sea Bright
SEA BRIGHT
215 SWJ
RED BANK
Hospital
MATAWAN
Englishtown
MATAWAN RADIO
W 109.1 MWA
Fort Plains
Farmingdale
MONMOUTH CO
Colts Neck
Marlboro
Asbury Park
Ocean Grove
Neptune
Wall
Belmar
Spring Lake
Manasquan
FORKED RIVER
Bay Shore
Oakdale
Sayville
Patchogue
Moriches
Eastport
Quogue
Westhampton
Riverhead
Greenport
Orient
Shelter Island
Montauk
Sag Harbor
Southampton
Bridgehampton
Amagansett
East Hampton
Sandy Hook
Highlands
Atlantic Highlands
Navesink
Locust Point
Rumson
Red Bank
Long Branch
Monmouth Beach
Sea Girt
Manasquan
Point Pleasant
Bay Head
Mantoloking
Lavallette
Seaside Heights
Ocean Gate
Toms River
Island Heights
Whiting
Beachwood
Browns Mills
Pemberton
Vincentown
Burlington
Mt Holly
Jobstown
Columbus
Jacobstown
Chesterfield
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Bordentown
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Readington
Bellemead
New Brunswick
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Somerville
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Neshanic Station
Martinsville
Pluckemin
White House
White House Station
Lebanon
High Bridge
Oldwick
Far Hills
Chester
Meadham
Gladstone
Bernardsville
Somerset Hills
Stirling
Plainfield
Metuchen
Linden
Westfield
Shire
Woodbridge
Hadley
Solberg-Hunterdon
Somerville
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Allentown
Bordentown
Crosswicks
Hornerstown
Florence
Chesterfield
Burlington
Jacobstown
Columbus
Mahalchik
Jobstown
Ft Dix
Mt Holly
Pemberton
Browns Mills
Vincentown
McGuire Range
382 WRT
Danger Area
Lakehurst Radio
320 NEL
Cassville
McGuire AFB
120 L H 82
GCA System
396 126.18
NAS Lakehurst
Whitesville
Whiting
Beachwood
Toms River
Island Heights
Ocean Gate
Lavallette
Seaside Heights
Point Pleasant
Mantoloking
CG 107
CG 105
Asbury Park
Lakewood
Bay Head
Sea Bright
215 SWJ
Red Bank
Hospital
Matawan
Englishtown
Matawan Radio
W 109.1 MWA
Fort Plains
Farmingdale
Monmouth Co
Colts Neck
Marlboro
Asbury Park
Ocean Grove
Neptune
Wall
Belmar
Spring Lake
Manasquan
Forked River


DESTINATION
5000 To 8,000
POSITION
T-33
AT FIRST SIGHTING
NEW YORK
GREAT NECK
ROOSEVELT
LA GUARDIA RADIO
ELASON PO
209 LGA
FLUSHING
HICKSVILLE
Huntington
Oyster Bay
Kings Park
Greenlawn
Syosset
GLEN COVE
SANDS POINT
QUEENS
EVERS
ISLAND AIRWAYS
Manor Haven
GRUMMAN
323 119.3
REPUBLIC
120.5
126.18
Melville
East Hills
Hicksville
Deer Park
Brentwood
Smithtown Grove
Central Islip
Hauppauge
Hospital
Bohemia
BRENTWOOD
Camp Upton
Yaphank
MASTIC
MacARTHUR
ISLIP LDG SYSTEM
Brookhaven
Moriches
Mastic Beach
Patchogue
Bellport
Bayport
Bay
Sayville
SAYVILLE
CG 79
Bay Shore
Great South
Babylon
BABYLON
Lindenhurst
Amityville
FITZMAURICE
ZAHN
JONES
MIDDLE
FIRE ISLAND
FIRE 1
285
20m-30m & 50m-60m
CG 86
CG 88
CG 90
CG 92
Monument
MITCHEL AFB
85 L H 57
GCA SYSTEM
396 126.18
MITCHEL RADIO
IDLEWILD RADIO
248 IDL
NAS NEW YORK
(FLOYD BENNETT)
16 L H 55
GCA SYSTEM
BENNETT RADIO
FBT
NEW YORK INTL
(IDLEWILD)
12 L H
LDG SYSTEM
239
119.1
LA GUARDIA
20 L H 54
GCA & ILS
118.7
119.5
119.9
126.18
HELICOPTER BASE
Stadium
ROCKAWAY
NORTH LONG BEACH
ISLAND PARK
Point Lookout
BROOKLYN
AMBROSE
SCOTLAND
SEA BRIGHT
215 SWJ
Sea Bright
CG 100
Long Branch
Asbury Park
Pleasant
GREEN S
RED 92
CONTROL AREA 1147
ATLANTIC OCEAN
Warning. National Defense Operating Area
Operations hazardous to the flight of aircraft
conducted within this area.
WARNING AREA
274°
273°
301°
302°
325°
298°
240°
243°
12°W
11°W
73°
30'
15'
45'
40°



Compiled and printed at Washington, D. C. by the U. S. Coast and Geodetic Survey
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MARCH, 1945 — Revised DECEMBER, 1947 BASE NO. 3 R


CALDWELL RADIO
115.4 CDW
CALDWELL WRIGHT
EAST HANOVER
CACCO STACK
DAWN PATROL
NEWARK RADIO
347 EWR
NEWARK
LOC SYSTEM
118.3 126.18
MATAWAN RADIO
W 109.1 MWA
VAR
LAKEHURST RADIO
320 NEL
McGUIRE RANGE
382 WRT
McGUIRE AFB
120 L H 83
GCA SYSTEM
396 126.18
DANGER AREA
FLOYD BENNETT
379 FBT
SEA BRIGHT
215 SWI
DESCENDING
BOTH PILOTS OBSVC
Hope
Vienna
Budd Lake
Hackettstown
Dover
Succasunna
Whippany
Morristown
Rosaland
Florham Park
Mendham
Chester
Middle Valley
Gladstone
Bernardsville
SOMERSET HILLS
Hampton
Califon
Gardner
High Bridge
Oldwick
Far Hills
Clinton
Lebanon
Pluckemin
White House
White House Station
HAYDN-MT. BETHEL
Martinsville
WESTFIELD
SHIRM
WOODBRIDGE
Stirling
Plainfield
LINDEN
METUCHEN
RICHMOND CO
STATEN ISLAND
CONEY ISLAND
Somerville
HADLEY
KUPPER
Three Bridges
Neshanic Station
Flemington
Reaville
E Millstone
New Brunswick
NORTH BRUNSWICK
Raritan Bay
Atlantic Highlands
WALLING
HIGHLAND
Bellemead
BELLEMEAD
NEW BRUNSWICK
Ringoes
Rocky Hill
Bldgs
Hopewell
PRINCETON
Kingston
Princeton
Dayton
ZIGFIELD
Old Bridge
Spotswood
Jamesburg
Monmouth Jct
Lambertville
Pennington
PENNINGTON
FORSGATE
Washington Crossing
TRENTON-MERCER
Lawrenceville
TRENTON
Hightstown
Englishtown
Marlboro
Colts Neck
FREEHOLD
RED BANK
Sea Bright
Yardley
MORRISVILLE
Windsor
Robbinsville
TRENTON
HIGHTSTOWN
110 — H 18
TRENTON ROBBINSVILLE
175 — H 32
SKYHAVEN
POLAR STAR
Yardville
Allentown
Bordentown
Crosswicks
Hornerstown
Chesterfield
BURLINGTON
Jacobstown
Columbus
Burlington
MAHALCHIK
Jobstown
Ft Dix
New Egypt
CASSVILLE
Lakehurst
Whiting
Beachwood
Toms River
Island Heights
Lakewood
Laurelton
Breton Woods
OCEAN CO
Point Pleasant
Manasquan
FORKED RIVER
Mantoloking
Lavallette
Seaside Heights
Ocean Gate
Mt Holly
MT HOLLY
Lumberton
Pemberton
Browns Mills
Moorestown
Marlton
Medford
BURLINGTON
CROPTON
BUHL
Cherryville
Croton
Fairgrounds
Langhorne
Newtown
Dolington
Clinton
Califon
Hampton
Glen Gardner
Middle Valley
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Budd Lake
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Bldgs
Meadows
Hackettstown
Lodg Valley
Quarry
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Ringoes
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Succasunna
Dover
Kenvil
Boonton
Caldwell Wright
East Hanover
Newark
Linden
Metuchen
Woodbridge
Sayreville
Perth Amboy
South Amboy
Matawan
Marlboro
Colts Neck
Freehold
Asbury Park
Ocean Grove
Belmar
Spring Lake
Point Pleasant
Toms River
Seaside Park
Seaside Heights
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Mantoloking
Forked River
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Pemberton
Jobstown
Ft Dix
New Egypt
Cookstown
Fort Plains
Farmingdale
Asbury Park
Ashbury Park
Midtown
Downtown
Jersey City
Newark
Elizabeth
Linden
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Coney Island
Flatbush
Helicopter Base
Statue of Liberty
Stadium
Floyd Bennett
Miller Howard
Little Falls
Wayne
Paterson
Clifton
Passaic
Kearny
Harrison
Secaucus
Weehawken
Hoboken
Jersey City
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Richmond Co
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Rockaway
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Caldwell Wright
East Hanover
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Martinsville
Westfield
Shirm
Woodbridge
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Coney Island
Somerville
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Skyhaven
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Red 21
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Red 26
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Amber 3
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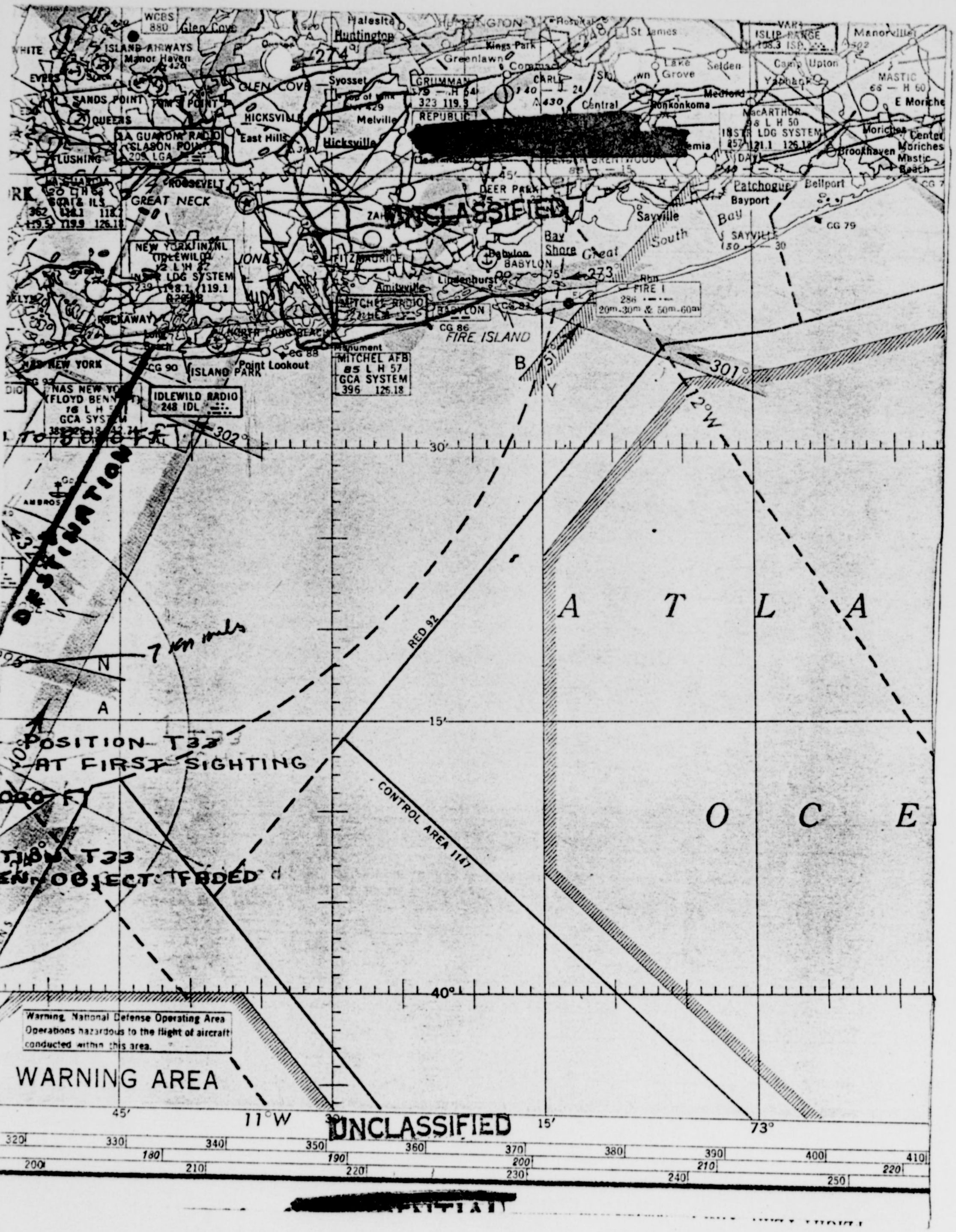

WCBS 880
Glen Cove
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Huntington
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Manor Haven
SANDS POINT
QUEENS
GLEN COVE
Syosset
HICKSVILLE
East Hills
Melville
Hicksville
GRUMMAN
REPUBLIC
Kings Park
Greenlawn
Commack
CARLE
Central
St James
Lake Grove
Selden
Medford
Ronkonkoma
Manorville
Camp Upton
Yaphank
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INSTR LDG SYSTEM
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Brookhaven
FLUSHING
LA GUARDIA RADIO
ISLAND POINT
205 LGA
ROOSEVELT
GREAT NECK
DEER PARK
Patchogue
Bayport
Bellport
Sayville
Bay Shore
Babylon
BABYLON
Great South Bay
SAYVILLE
CG 79
NEW YORK INTNL
IDLEWILD
INSTR LDG SYSTEM
Amityville
Lindenhurst
FITZMAURICE
MITCHEL RADIO
FIRE I
286
20m-30m & 50m-60m
ROCKAWAY
NORTH LONG BEACH
CG 86
FIRE ISLAND
CG 88
Point Lookout
ISLAND PARK
CG 90
NAS NEW YORK
IDLEWILD RADIO
248 IDL
MITCHEL AFB
85 L H 57
GCA SYSTEM
396 126.18
Monument
TO BOSTON
302°
273°
301°
12°W
30'
15'
40°
73°
45'
11°W
DESTINATION
7 nautical miles
POSITION T33
AT FIRST SIGHTING
T33
OBJECT FIXED
RED 92
CONTROL AREA 1147
A T L A
O C E
Warning. National Defense Operating Area
Operations hazardous to the flight of aircraft
conducted within this area.
WARNING AREA
UNCLASSIFIED
320 330 340 350 360 370 380 390 400 410
180 190 200 210 220
200 210 220 230 240 250

TABLE OF CONTENTS

TABS	SUBJECT
A	Release of information released to the press dated 11 September 1951 to Major Smith
B	TWX requesting investigation
C	Letter from IG 1 October 1951
D	Repcrt of Investigation dated 3 October 1951

30 S[illegible]., 1951

Following is a p[illegible]l transcrcpt of an interrogation of Lt. Wilbert S. Rogers and Maj. Ezra NMI Ballard Jr., of the 148th Fitr Interceptor Sq., pf Dover, Delaware. The interrogation was a ccom plished by Lt. Col. N. R. Rosengarten and 1st Lt Jerry W, Cummings , 1125th Field Activities Group, Air Tecynical Intelligence Center, Air Technical Intelligence Co mmand.

The su bjev matter relk tes to the sighting of an unidentified aircraft which the subject officers observe d on 1o Se pt., 1951, while airborn near Sandy H ook, New Jerse y.

Altho ugh these men had been previously interr ogated by the ~~Air Defense Command~~ (Col. Ba ungartner of A-2, Newburgh Fd.) the EADF information which was available from this report was not sufficient in coverage to establish the fa cts of the matter, particularly in regard to the means whereby the information became available to the public. This question was of importance, when it became appa rent that the Fort Monmouth radar school received several telephone calls concerning the incident.

The interr ogation follows:

1. The object was firts sighted over Sandy Hook, and the information available to the interrogators was verified as t rue and complete by the subjects.
2. The question of communication of the information as examined as follows:

a. Between 1135 and 1137 on 10 September, 1951, Samworth GCI (CPS-5) became aware of the existence of a fast flying object when inadvetantly the intercom communication of the initial sighting by P ilot Rogers to Maj. Ballard was transmitted over a radio check-in. It is certain that Samwaorth heard that there was an unidentified object making 7-800mph because at this time Samworth q ueried "What was that."

At this time Pilot Rogers described, giving heading of 120° and an inadvertantly incorrect geographic fix of Seaside Heights instead of Point Pleasant. It is believed that Lt. Carr was on GCI and may have acknowledged although this is not certain.

Immediately after loosing the object, the T-33 Wingman letting down to Mitchell, entered the traffoc pattern alone, and landed immediately. The two officers agree on landing time as 1147 EDST.

b. The question of non-electric communication of this information was next undertaken in the interrogation. (The officers advised that they had been instructed to release information under certain circumstances, had refused unauthorized sources under others, and that there was only one instance of possible a ccess by persons who may were placed to overhear their conversations, as follows:)

a. The driver of a carry-all ma y have heard them say that they saw a roung object at very high speed while he was driving te them from the A?C to operations onn landing. The name of the DRIVER is not known, nor is it known that he could hear their conversath over the truck noise.

b. The officers did not render a report of the sighting to the operations officer at Mitchell, nor did they receive a debriefing since this was a local flight in Z I.

c. The officers advised Col Sprowls and Col Spain, operations and training officers on General Minnie's staff thst they had seen a very high speed unidentified aircraft and were ~~bxxx

LtRogers demurred, saying that it was probably illegal for the civilian to photograph the map. The photographer answered that he had many times taken a picture of people in front of this very map, and a picture was taken. A second picture was taken of Lt Rogers and a Captain (dy officer), posed at a table with the map. The unknown captain did not wish to have his name used, but consented to pose.

The civilians subsequently left.

Lt Rogers left Mitchell for Dover that evening.

d. On 11-12 Sept 1951, exact date indeterminable at this moment, NBC called Maj Ballard at Dover from New York, asking for information pertaining to the incident over Sandy Hook. The major replied that he was sorry not to be able to discuss the matter with them, but transferred them to Lt. Payne, the PIO for clearance. Lt Payne later reported that he thought he distinguished wire-tap beeps, and that he refused release, but offerred to check on possiblitity of obtaining relewase. He called EADF, who called USAF, and the ans wer relayed by Pay h to Maj Ballard was that clearance wasn't forthcoming, and that the matter should be forgotton.

e. Later, a Lt. East at Dover received a call in operations from Associated Press for Maj Ballard, who told Lt East to say he was not there.

f. On 17 EADF ordered Maj Ballard and Lt Rogers to Newburgh for interrogation. 1951

g. About 20 September, ~~1950~~, Robert Johnson of Republic Aviation called Maj Ballard and asked for permiss ion to visit him to discuss the incident they had reported. Maj Ballard said that he was happy to have them come over but that he couldn't discuss the matter with them unless they received authority for him to talk over. Johnson called EADF, and EADF advised the Dover base CO, Col O'Gan that Robert Johnson and Mr Brewster of Republic were authorized to discuss the incident with Lt Rogers and Major Ballard. This discussion proceded with ground track, shape, time of sighting, duration of sighting, color, altitude, and heading. The asked specifically concerning exhaust, and offered several skecthes for identification--none were identifyable. The subjects interrogatec the interrogators, learning that Brewster was studying the matter, that USAF and FBI personnel would soon arrive to interrogate, and that Brewster thought the objects were electrically orcpelled. Brewster citef names of people that had reported similar objects previously.

h. Until the interrogation reported here was made, there were no further inquiries made of Lt Rogers or Major Ballard concerning their sighting of 14 Sept 1951

4. It is perhaps worth mentioning that the additional information received is that the officers have not previously revealed their estimate of speed of 7-800mph to persons questioning, except here, and that only during the inadvertant transmission to Samworth was this speed quoted.

5. Previous reports that LtRogers had determined that Samworth had negative results in attempting to track are negated by Rogers. Neither he nor Maj Ballard know whether Samworth tracker or whether Samworth got a return on the object in question.

Office Memorandum • UNITED STATES GOVERNMENT

TO : Colonel F. L. Dunn
ATI

DATE: 11 September 1951

FROM : MCF

SUBJECT:

Colonel Taylor is making a quick trip to Washington, this afternoon. Before he left he asked that I get this information in your hands.

PEK W. SMITH
Major, USAF
Asst Public Information Officer

Flying Saucer report 11 September 1951

A P-33 Jet fighter landed at Mitchell at 1145 yesterday, the 10th of September, The pilot reported that they had seen in the sky over Sandy Hook a round object moving at a terrific rate of speed. With an arc ~~high~~ like motion it was within their field of vision for about two minutes. They were travelling at 450 miles an hour, at a height of 20,000 feet. The object was approximately 8000 feet below them. They peeled off to take a closer look at it, and chased it to Asbury Park, whence it veered out to sea. They believe that the sun's rays were being reflected from the object because it had that effect, that is it shone, whatever it was. (They reported this to operations officer when they landed, and somehow it got to the ears of one of the local newspapers on Long Island.)

Col T: Yes, you made a release on it, is that correct?

Maj B: I made no release on it, said nothing, but then I got the press inquiries, (I gave them the facts as reported to me by the pilot.) The pilots made no mention of the fact that they saw a flying saucer, but merely reported that they had seen a strange object, moving at a speed they estimate to be in excess of 900 miles an hour, in an arc-like direction, over Sandy Hook. In response to the press inquiries, we gave the facts as reported to us by the (two pilots,) who were by name Lt. W. Rogers, who was piloting ~~the ship at the time, and Capt. B. Ballard, Jr., both of the~~ Fighter Interceptor Wing at Dover.

Col T: Yes, I'm getting it, go ahead.

Maj B: I think I've given you the basic facts of the matter. I don't know how word reached the newspapers here, but as required by regulations, when I was asked to check the story by the press, I checked it, I found out the report to be true and I released the story, as given to me by the pilots.

Col T: All right,may I ask you at this point whether you personally interviewed the pilots?

Maj B: I talked to one of them on the phone, but I didn't see them.

Col T: Was he able to give you any additional description of the object, as to its apparent shape, methods of propulsion, possible construction, and so on?

Maj B: No, he said it was a round object which reflected the sun's rays, indicating a metallic surface. That ~~xxxxxxxx~~ supports simply my interpolation, - they say it reflected rays. - That it was moving in an arc-like direction, they said it was an arc-like movement, not straight, - in an arc, and that when they got approximately 8000 feet from it, it veered, and went out to sea and vanished completely. Now I was told by Lt. Rogers that he communicated with one of the radar set-ups in this vicinity, and asked them to check, and he told me that the response was entirely negative. Nothing appeared on the screen.

Col T: The radar unit did check during the time of operation and did not report anything appearing on the radar scope.

Maj B: That as I remember Lt Rogers conversation with me, - at the time I didn't make any particular note of it but it has since come up, and seems to be important and I believe that's true. Now, Colonel, perhaps you'll want to talkxx to oneof those pilots at Dover. They are at Dover today.

Col T: They are assigned to a fighter interceptor wing at Dover? Is that Dover, Delaware? Dover, Maryland

Maj B: I believe it's Delaware Sir, but I'm not certain

Col T: Yes. What is the designation of their unit, do you know?

Maj B: It was 148th Fighter Interceptor Unit.

Col T: One four eight

Maj B: 148th Fighter Interceptor, yes, - either Wing or Group.

Col T: All right, - we are very glad indeed to have this information and we'll evaluate it here, one reason I wanted to get a complete report from you so that I can turn it over to our Intelligence people here. And we will get in touch with you if we would like to ask you to take any more action on it.

Maj B: All right Sir.

Col T: Meanwhile, I don't see anything else you could have done in the circumstances, concerning the Press. I'm glad to know that no release was initiated, but I can easily

Maj B: I assure you Colonel that my office kxxx said nothing about this story until they were querried by the newspapers.

Col T: That's good. I understand that and that's a very good thing. - I'm glad you hand ed it that way. So we wil. let you know if there is any official action to it here, - meanwhile if you get any additional information please call me again.

MajB: Right Sir, - now can I give you my extension in case you need it?

Col T: If you will Sir, please.

Maj B: It's Extension 3115, or 2221. My full name is Major John Barron.

Col T: All right, - thank you very much indeed.

END

MESSAGEFORM

GE CENTER No.	TRANSMITTING MEANS	PTOGRAPH OR CLEAR TEXT

CALLS	STA. SER. No.	PRECEDENCE	TRANSMISSION INSTRUCTIONS	ORIGINATOR	DATE-TIME GROUP
V	NR	OPERATIONAL IMMEDIATE			

ACTION	INFORMATION	EXEMPT	OPERATING SIGNALS	GROUP COUNT
				GR

SPACE ABOVE FOR SIGNAL CENTER ONLY

FROM: (Originator)
N R ROSENGARTEN LT COL AFOIN-ATIAA-C WPAFB
AUTHORIZED CG FT MONMOUTH NJ

SECURITY CLASSIFICATION
UNCLASSIFIED

ACTION TO:

- HQ 2ND OSI DISTRICT (IG) USAF
  67 BROAD ST NY 4 NY.
-
-

PRECEDENCE FOR

ACTION	INFORMATION
OP	

☐ ORIGINAL MESSAGE

REFERS TO ANOTHER MESSAGE

IDENTIFICATION	CLASSIFICATION

INFORMATION TO:

INFORMATION RECEIVED INDICATED THAT MAJOR BARRON CMA PIO AT MITCHELL AIR FORCE RELEASED CERTAIN INFORMATION TO THE PRESS ON THE 10TH SEPT 1951. IT IS REQUESTED THAT OSI CONDUCT A DETAIL CHECK IMMEDIATELY AS TO HOW MAJ BARRON RECEIVED INFORMATION CMA UNDER WHAT CIRCUMSTANCES 2 MEMBERS OF THE PRESS WERE GIVEN THIS INFORMATION AND UNDER WHAT AUTHORITY PERIOD DID THE PRESS HAVE ANY INFORMATION OF THE INCIDENT PRIOR TO CONTACTING BARRON. DESIRE NAMES AND TIME OF OTHER MEMBERS OF PRESS INFORMED OF INCIDENT. IT IS DESIREABLE THAT EXACT TIME OF EACH CONVERSATION BE VERIFIED, WHERE APPROXIMATE, INDICATE. THIS INFORMATION IS URGENT AS PER COMMAND OF GENERAL CABELL AIR TECH INT WASHINGTON DC AND IS REQUIRED PRIOR TO 0800 1ST OF OCT AT FORT MONMOUTH ATTN LT COL N R ROSENGARTEN CMA AIR TECH INTELLIGENCE HQ USAF OR BY 1200 1ST OCT AT AFOIN-TC TO BE HELD FOR LT COL ROSENGARTEN

SECURITY CLASSIFICATION — AUTHORIZATION

UNCLASSIFIED

SIGNATURE

ORIGINATING AGENCY

SYMBOL	DATE-TIME GROUP	OFFICIAL TITLE	PAGE OF

WD AGO FORM 11-168
15 JUN 1945
This form supersedes WD AGO Form 11-168, 23 Aug 44, and WD AGO Form 801, 12 Mar 43, which are obsolete.
16—45801-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

AF HQ-83 (20 May 44)

HEADQUARTERS UNITED STATES AIR FORCE

UNCLASSIFIED

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	34-

SUBJECT: (Unclassified) UNKNOWN SUBJECT; Release of Information to the Press Concerning an Unidentified Flying Object, 11 Sep 1951 - VIOLATION OF AFR 205-1

TO: Director of Intelligence
Deputy Chief of Staff, Operations

~~FOR OFFICIAL USE ONLY~~ R7C

DATE 1 OCT 1951

COMMENT NO. 1

FROM: Counter Intelligence Div, Dir. of Special Investigations, The Inspector General

Lt. Col. Free/in/53623
AFCSI-6

1. At approximately 0330 hours on 1 October 1951, a TWX was received by OSI, District #2, 67 Broad Street, New York 4, N. Y., from Lt. Colonel Nathan Robert Rosengarten, AFOIN-ATIAA-2, Wright-Patterson AFB, which requested an investigation as to the circumstances surrounding a press release on 11 September 1951 concerning an aerial object observed over Sandy Hook, New Jersey. The article, as released, was substantially as follows:

> Two pilots from Dover AFB, Delaware, reported they saw a strange moving object in the sky over Sandy Hook, New Jersey. The speed of the object was estimated to be in excess of nine hundred (900) miles an hour. The object was in their field of vision for approximately two minutes, and appeared to be moving in an arc like motion. They were unable to state exactly what they saw but certainly saw something. The officers were flying a T-33 and are assigned to the 148th Fighter Interceptor Wing, Dover AFB.

2. Pursuant to the request of Lt. Colonel Rosengarten, Major Bernard Barron, USAF AO-1001292, PIO, 2500th Air Base Group, Mitchell AFB, N. Y. was interviewed on 1 October 1951 by agents of OSI District #2. He stated that Dick Aurelio, a reporter for Newsday, a daily newspaper published at Hempstead, Long Island, N. Y., telephoned at various times on 10 September 1951 in an effort to obtain the story. Major Barron, at first, told Aurelio that nothing had occurred, but Aurelio called back and stated that he was positive that the two officers had sited a mysterious object, at which time Aurelio requested permission to interview 1st Lt. Wilbert F. Rogers, the pilot of the aircraft. Inasmuch as flying objects are not classified information, Aurelio was given permission to interview Rogers. The article, resulting from this interview, appeared in Newsday on 11 September 1951, and apparently was sent to both the Associated Press and United Press because on the morning of 11 September, Barron received telephone calls from various newspapers concerning the incident. The following PIO's were advised of the contents of the interview with Lt. Rogers: 1st Air Force, Continental Air Command, both of Mitchell AFB; Air Materiel Command, Wright-Patterson AFB and Colonel Carter, Field Liaison Section, Director of Public Relations, Headquarters USAF, Washington. The Base Commander at Mitchell Field was also informed of the incident. No one mentioned anything about a possible violation of AFR 205-1. The PIO did not release the story. Major Barron stated that his instructions are to cooperate with

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UNCLASSIFIED

[redacted]

☆ U. S. GOVERNMENT PRINTING OFFICE 16-34288-1

AF HQ-ER (3) May 49

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

UNCLASSIFIED

TALLY NO.	
FILE NO.	34-

SUBJECT: (Unclassified) UNKNOWN SUBJECT; Release of Information to the Press Concerning an Unidentified Flying Object, 11 Sep 1951 - VIOLATION OF AFR 205-1

TO: Director of Intelligence
Deputy Chief of Staff, Operations

DATE

COMMENT NO. (continued)

FROM: Counter Intelligence Div, Dir. of Special Investigations, The Inspector General

Lt. Col. Free/in/53623
AFCSI-6

the Press and, accordingly, when he was requested by Aurelio for permission to interview Lt. Rogers, the request was granted.

3. Mr. Dick Aurelio was interviewed on 1 October 1951, and his story is as follows:

> At about 1400 hours 10 September 1951, he overheard a couple of airmen, rank unknown, talking about a report of an unusual object cited by two pilots who had landed at Mitchell AFB. This conversation was overheard in a diner located at Hempstead, New York. At 1430 hours, 10 September, Aurelio called Major Barron and asked him about a report of an unusual object cited by a Jet aircraft. Barron said he had heard no report but would check and let Aurelio know. Barron checked with Operations and called Aurelio back and told him that he had no information on a Jet landing at Mitchell AFB. Aurelio, apparently, was not satisfied and thought there was some basis for the report he had overheard and conducted a check of his own and called Major Barron back. Aurelio stated that he had spoken to a Lt. Pearson at Base Operations, Mitchell AFB and when Pearson was reluctant to talk, Aurelio thought that something had occurred. Barron checked further and discovered an incident was, in fact, reported by Lt. Rogers and his passenger, who was a Captain Edward Ballard, Jr. At that time Aurelio asked for permission to interview Lt. Rogers, which was granted. Aurelio was accompanied by a photographer who took a picture of Lt. Rogers.

4. An initial report of investigation is being prepared by OSI District #2, which sets forth developments in this matter to date, which will be furnished your Directorate and AMC upon receipt by this office.

WILLIAM M. TURNER
Colonel, U. S. Air Force
Exec, Dir. of Special Investigations
The Inspector General

[signature]

ROY A. ERICKSON
LT COL, USAF
ASS'T EXECUTIVE, SPECIAL INVESTIGATIONS
THE INSPECTOR GENERAL

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☆ U.S. GOVERNMENT PRINTING OFFICE 16 34288 1

[redacted]

DEPARTMENT OF THE AIR FORCE UNCLASSIFIED
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

~~FOR OFFICIAL USE ONLY~~

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

IN REPLY REFER TO: 5D 24-0

R7C

11 October 1951

SUBJECT: NEWSPAPER RELEASE CONCERNING UNCONVENTIONAL FLYING OBJECT - 11 Sep 1951 SPECIAL INQUIRY

[redacted]
Auth: CS, USAF
Init. RAS
Date 11 OCT 1951

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: ATI

1. Attached hereto for your information and any action deemed appropriate are two copies of the report of investigation by Special Agent PAUL L. MC COY, 2nd OSI District, file 24-273, dated 3 October 1951, subject as above.

2. Investigation was predicated upon a TWX from Fort Monmouth, New Jersey, by Lt Colonel ROSENGARTEN, AFOIN-ATIAA-2, to investigate circumstances of release of information to the press by Public Information Officer, Mitchel Air Force Base, New York, on 10 September 1951.

3. Public Information Officer, First Air Force, does not feel there has been a security violation.

4. With the submission of this report, all logical investigative leads have been covered and reported, and the files of the Office of Special Investigations are considered closed in instant case. In order that OSI files may be complete, it is requested that this office be advised of any action taken in this matter.

5. Attention is invited to paragraph 7, AFR 205-1, dated 14 March 1949, which prohibits the disclosure of classified information to unauthorized personnel.

~~FOR OFFICIAL USE ONLY~~ R7C

Reagan A. Scurlock

1 Incl (in dup)
R/I, DO #2, dtd 3 Oct. 51

REAGAN A. SCURLOCK
Lt Colonel, USAF
Acting District Commander

Copy to:
Hq OSI w/o abv incl

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When Inclosure No. 1 is withdrawn or not attached, the classification of [redacted] on this correspondence will be downgraded to [redacted] in accordance with par 25e, AFR 205-1.

[redacted]

2 - 2 pp

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51S-1/7150-A

UNCLASSIFIED

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-273	3 October 1951

REPORT MADE BY
PAUL L. MC COY

REPORT MADE AT
DO #2, 67 BROAD ST.,N.Y.,N.Y.

PERIOD
1, 2 October 1951

OFFICE OF ORIGIN
DO #2, 67 BROAD ST.,N.Y.,N.Y.

STATUS
CLOSED

TITLE

NEWSPAPER RELEASE
CONCERNING UNCONVENTIONAL
FLYING OBJECT - 11 Sep 1951

CHARACTER
SPECIAL INQUIRY

FOR OFFICIAL USE ONLY

REFERENCE
TWX, FMC 0422, FT MONMOUTH, DTD 1 Oct 1951

SYNOPSIS

Investigation requested by Lt Colonel ROSENGARTEN, AFOIN-ATlAA-2, by TWX, FMC 0422. Reporter on NEWSDAY overheard two airmen discussing sighting of strange object in the air off SANDY HOOK, NEW JERSEY, by transient pilots, 10 September 1951. Permission granted reporter to interview pilot by PIO, Mitchel AFB. Story appeared 11 September 1951 in NEWSDAY and released to AP and UP wire service same day. Major BARRON, PIO, Mitchel AFB, stated that permission granted reporter to interview pilots in accordance with Public Relations policy and did not consider information classified. Public Information Officer of 1AF, Assistant Public Information Officer, ConAC, Public Information Officer AMC, and Field Liaison Officer, Public Relations, Hq USAF were advised that story would appear. Reporter AURELIO directed by his editor to obtain interview with pilot. PIO, 1AF does not feel there has been a security violation. Investigation closed.

Unauthorized disclosure of information contained in this report is prohibited and will be considered a violation of AFR 205-1 and AFR 205-6, paragraph 15

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
CO, AFOIN-ATlAA-2	2	Commanding Officer AFOIN-ATlAA-2 Wright-Patterson AFB Dayton, Ohio	FOR OFFICIAL USE ONLY
Hq CSI	2		
DO #5	2		
CG, ConAC (Info)	1		
CG, 1AF (Info)	1		
CO, Mitchel AFB (Info)	1		
File	3		

APPROVED
FRANK P. DUNLEGTON
Colonel, USAF
[redacted] District Commander.

UNCLASSIFIED

AFHQ FORM 15 JAN 49 0-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

DETAILS:

1. Investigation predicated upon a TWX, FMC 0422, from Ft Monmouth, New Jersey, by Lt Colonel ROSENGARTEN, AFOIN-AT1AA-2, to investigate circumstances of release of information to the press by Public Information Officer, Mitchel Air Force Base, New York, 10 September 1951.

AT MITCHEL AIR FORCE BASE, NEW YORK

2. This investigation conducted by Special Agent PAUL L. MC COY.

3. On 1 October 1951, the Public Information Officer, Mitchel Air Force Base, Major JOHN B. BARRON, AO-1001292, was interviewed relative to any press release on 10 September 1951 which may have constituted a violation of security.

4. Major BARRON informed the writer that the only release out of the ordinary was one concerning an unknown object which had been sighted over Sandy Hook, New Jersey, by two pilots flying into Mitchel Air Force Base.

5. Major BARRON was requested to furnish the writer any information which he might have concerning the appearance of a newspaper article which appeared in the 11 September 1951 edition of NEWSDAY, a Long Island daily paper.

6. Major BARRON dictated the following statement concerning the article, in the presence of the writer, to the OSI stenographer:

"1 October 1951

"At 1430 hours, on 10 September 1951, I received a telephone call from Mr. DICK AURELIO, a reporter for NEWSDAY. Mr. AURELIO asked me to check into a report which his newspaper had received, that a strange object had been seen by two pilots from Dover Air Force Base over Sandy Hook, New Jersey.

"I called Base Operations and talked to a Sergeant on duty. He told me that he had no knowledge of such a report.

"I called Mr. AURELIO to tell him we knew nothing about such a report.

"At 1500 hours, Mr. AURELIO again called me and said that he had positive information that two pilots had seen a strange object in the sky. I again called Base Operations. Lt PEARSON, whom I believe to be Assistant Base Operations Officer, confirmed the report that two transient pilots from Dover Air Force Base had seen a strange object in the sky over Sandy Hook.

"I called Mr. AURELIO and informed him that the report of an unknown object being sighted was apparently accurate. He requested that he be permitted to interview the two pilots. In accordance with established Public Information policy, such permission was granted. Mr. AURELIO came to the

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[redacted]

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Base Operations building, where he talked to Lt ROGERS, one of the two pilots, about the incident. The story appeared in NEWSDAY over his by-line on 11 September.

"To the best of my recollection, I then took the following steps: 1) At 0800 hours, 11 September, I initiated a series of telephone calls to apprize my higher headquarters of the fact that a newspaper story would appear about what was called by the reporter to be a "flying saucer" story. I called the Public Information Officer of Hq First Air Force, Major THOMAS ELLINGTON. I then called the Assistant Public Information Officer of Hq Continental Air Command, Captain FRED KIRSTOWSKI. I also called Colonel CARTER of the Field Liaison Section, Directorate of Public Relations, Hq USAF. Colonel CARTER suggested that I call the Public Information Officer of Air Materiel Command, since that Command was officially monitoring information on news stories about flying saucers. Colonel TAYLOR, Public Information Officer, Air Materiel Command, made a recording of my telephone report. On the same morning, Major STANDISH called me from Washington for further details, which I gave him. Also, on the suggestion of Colonel CARTER, I telephoned the Base Operations Officer, Dover Air Force Base, and requested that he have the pilot submit an immediate report to Hq USAF, attention Public Information Office, and to the Public Information Officer of the Air Materiel Command.

"Throughout the 11th of September, I received telephone calls from practically every newspaper and news agency in New York City. My answer to their queries was to this effect, "Yes, two pilots reported that they saw a strange moving object in the sky over Sandy Hook, New Jersey. They reported it as moving rapidly and as describing an arc in its movements." In several cases I was asked for official comment. I declined to comment in view of the Air Force Public Information Office policy. Also, on the morning of the 11th of September, I briefed Base Commander LOUIS M. MERRICK, as to what had happened and my answers to queries.

"At no time did I, or any of my staff, make a release on this story. Our procedure was to answer telephone inquiries in the normal fashion. Since this was not a classified matter, the news was treated in the normal fashion. Facts at our disposal were placed at the disposal of any media representative who called. I also requested the Base Operations Officer to investigate any possible regulation which necessitated a report by his office. The entire story was treated as an unclassified matter. The Public Information Officer felt that since the press had expressed a desire to get the story, and since there was nothing classified about the information, it then became his obligation to present the facts as to what had been reported to him.

"On 11 September, the media representative who queried me on the story were the following:

Mr.GEORGE CARROLL, Aviation Editor for Journal-American
New York Times
Herald Tribune
Daily News
Associated Press
United Press

I received other calls which are not clear in my memory.

UNCLASSIFIED [redacted]

515-147100-E

"The following representation was given to all press inquiries, to the best of my recollection: "Two pilots from Dover Air Force Base have reported that they saw a strange moving object in the sky over Sandy Hook, New Jersey. It was moving at an extremely rapid rate which was estimated in excess of 900 miles an hour. They had the object in their field of vision for approximately two minutes. They reported that it moved with an arc-like motion. They are not able to say exactly what they saw, at the same time they are quite sure that they saw something". At no time did I suggest that the pilots saw a flying saucer. I am fully aware of the Air Force attitude toward flying saucers and would, under no circumstances, suggest to any member of the press that an Air Force pilot saw an object fully identified as a flying saucer."

AT HEMPSTEAD, NEW YORK

7. On 1 October 1951, Mr. RICHARD R. AURELIO, reporter for NEWSDAY who writes under the by-line of DICK AURELIO, was interviewed at his residence, 23 Villa Court Street, Hempstead, New York. In substance, AURELIO stated that he first heard about the unusual flying object 10 September 1951 while in a diner near Mitchel Air Force Base. Two airmen were discussing the landing of a jet at Mitchel, the pilot of which reported seeing an unidentifiable flying object off Sandy Hook, New Jersey. AURELIO stated that he returned to his office and called Major BARRON, Public Information Officer at Mitchel Air Force Base, to verify the information he had overheard. BARRON called him back shortly to inform him that Operations had no information concerning the report of flying saucers or unconventional aircraft.

8. AURELIO then asked BARRON to have the call switched to Operations and he talked to Lt PEARSON. AURELIO stated PEARSON would not answer questions and was reluctant to talk, which led him to believe that PEARSON was withholding information concerning the information which he (AURELIO) had overheard. AURELIO called BARRON again and told him to call PEARSON, that he believed PEARSON had knowledge of what the two pilots had seen. BARRON called back shortly and confirmed the report that two transient pilots had seen a strange object in the sky over Sandy Hook, New Jersey.

9. AURELIO stated that he then requested permission to interview the pilots, which was granted by BARRON. AURELIO then advised his editor of the possibility of a story and was directed to interview the pilots and, if possible, obtain pictures. AURELIO contacted Lt WILBERT S. RODGERS, pilot, a member of the 148th Fighter Interceptor Wing located at Dover, Delaware, who gave him the information which was carried as a story the following day, 11 September 1951. Captain EDWARD BALLARD, Jr., passenger in the aircraft piloted by RODGERS, was not available for interview. AURELIO then returned to his office and wrote up the interview.

10. The following morning the story was released over the wires of the United Press and the Associated Press. AURELIO stated that this made the story available to all newspapers affiliated with the United Press and Associated Press. The information was not released until the morning of 11 September, in order that NEWSDAY would be the first paper to carry the story.

11. AURELIO stated that he would be unable to identify the airmen whom he had overheard in the diner. He was unable to recall their ranks and could only hazard a guess as to where they might work on the Base. His impression was that they were mechanics and were discussing information which they had overheard.

AT MITCHEL AIR FORCE BASE, NEW YORK

12. On 2 October 1951, Major THOMAS W. ELLINGTON, AO-860591, Public Information Officer, Hq First Air Force, was interviewed concerning the news article in question. ELLINGTON stated that he had knowledge of the story in question and that, in his opinion, there had not been a violation of security, since he knew of no regulation or policy which prohibited reporters from writing stories concerning Air Force activities which were unclassified.

13. ELLINGTON was of the opinion that since no regulation or policy existed which set forth instructions of releasing information to the press, unless classified, the instant matter was handled in accordance with AFR 190-6, dated 27 April 1951, title: AIR FORCE PUBLIC INFORMATION PROGRAM.

14. Paragraphs 2b and c of AFR 190-6 are set forth below:

Par 2b: "Air Information: Consisting of the collection, correlation, analysis and dissemination to the public of unclassified information pertaining to the Air Force. This aspect of the program is based on the policy that the full record of the Air Force is available to the American people, subject only to security restrictions and the dictates of good taste."

Par 2c: "Civil Liaison: Consisting of full cooperation with civilian individuals and organizations in matters of mutual interest and responsibility. This aspect of the program is based on the policy that harmonious relations with the civilian population will be maintained."

15. On 2 October 1951, AURELIO called the writer to inform him that a statement which he had stated he would prepare would not be made, since his editor had advised him that any information concerning news items or activities of reporters of NEWSDAY would have to be cleared through the editor of NEWSDAY. No attempt was made to interview the editor.

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16. Since all logical leads have been developed, based upon initial request for investigation, the case is considered CLOSED by this office.

-CLOSED-

UNCLASSIFIED

515-147150-E

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B	TWX dated 11 Sep 51 from 148FIS Letter dated 12 Sep 51 (Initial Report)	(C)
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D	Statements of Lt Rogers and Major Ballard dated 17 Sep 51	(C)
E	Report from EADF dated 18 Sep 51	(C)
F	Intelligence Reports dated 21 Sep and 26 Sep 51	(C)
G	Miscellaneous Balloon Information	(S)
H	Notes of Field Investigation 16 Oct 1951	

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[redacted]

UNCLASSIFIED

This is a special report on the investigation of the sighting of an unidentified aerial object. Special reports such as this will be made on outstanding incidents and in incidents where such a report is requested by higher authority.

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FORT MONMOUTH, NEW JERSEY, INCIDENTS

On 10 and 11 September 1951, a series of both visual and radar sightings were reported from the Fort Monmouth, New Jersey, area.

I. VISUAL SIGHTING BY PILOT AND PASSENGER OF T-33 AIRCRAFT

A. Discussion

At approximately 1135 EDST an unidentified object was sighted by the pilot of a T-33 aircraft, an Air Force Lieutenant, enroute to Mitchell Air Force Base, New York, from Dover Air Force Base, Delaware. The object appeared to be over Sandy Hook, New Jersey, between 5000 ft. and 8000 ft. at 11 o'clock from the aircraft heading. The T-33 was approximately over Point Pleasant, New Jersey, at the time of the initial sighting. Upon seeing the object, the pilot started descending at 360° turn to the left in an attempt to intercept and identify the object. Approximately 45 seconds after the pilot first sighted the object, the passenger, an Air Force Major, who had been making a radio check, sighted the object. The object was then near Freehold, New Jersey, making a 120° turn toward the coast. The pilot continued his 360° turn but the object was lost as it crossed the coast. During the descending turn the speed of the T-33 increased from 450 to 550 mph and the altitude decreased from 20,000 ft. to 17,000 ft. (See inclosed overlay.)

When first sighted, the object appeared to be descending over Sandy Hook, New Jersey. It then leveled out and maintained a constant altitude. The object was round and silver in color but did not reflect the sunlight. At one time during the attempted intercept, it appeared flat. The size was judged to be 30 ft. to 50 ft. in diameter.

At approximately 1112 EDST, 10 September 1951, two balloons were released from the Evans Signal Laboratory, New Jersey, located at 40° 10' N and 74° 04' E. (See inclosed overlay.) These balloons are 7 ft. - 8 ft. in diameter at time of release and expand on ascending. They ascend at an average of 800 fpm and are painted silver for radar tracking. Experienced balloon observers state that when viewed from certain angles they appear to be disc-shaped. At 1135 EDST these balloons would have been at approximately 18,000 ft., and would have moved to a position nearly in line with Point Pleasant, New Jersey, and Sandy Hook. (Wind SSW at 10-15 knots.)

Attempts were made to use the information obtained from the interrogation of the T-33 crew and the data on the balloon launching to prove that the pilot and passenger of the T-33 had observed a balloon. However, not all of the data given was consistent with such a conclusion.

In an attempt to establish the fact that the object was a balloon, a flight path similar to the one given by the T-33 crew was assumed. (See "Assumed Path of T-33" in inclosure.) The T-33 crew was interrogated twice and gave different flight paths and tracts of the object at each one. It is therefore assumed that due to the altitude and speed of the T-33, and the fact

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that crew was intent on watching the object, they could not pin point their ground track any closer than 5 nautical miles and thus it would be feasible to assume a flight path within 5 nautical miles of the given track. Since the two interrogations as to location of the ground tracks differed to some extent, the track marked on a chart included with signed statement is assumed to be most nearly correct.

Referring to the assumed flight path on the inclosed overlay, at A, the object appeared to be over Sandy Hook. It will be noted that a comparatively small object closer to the a/c would appear to be large if assumed to be over Sandy Hook. (See Figure 1.)

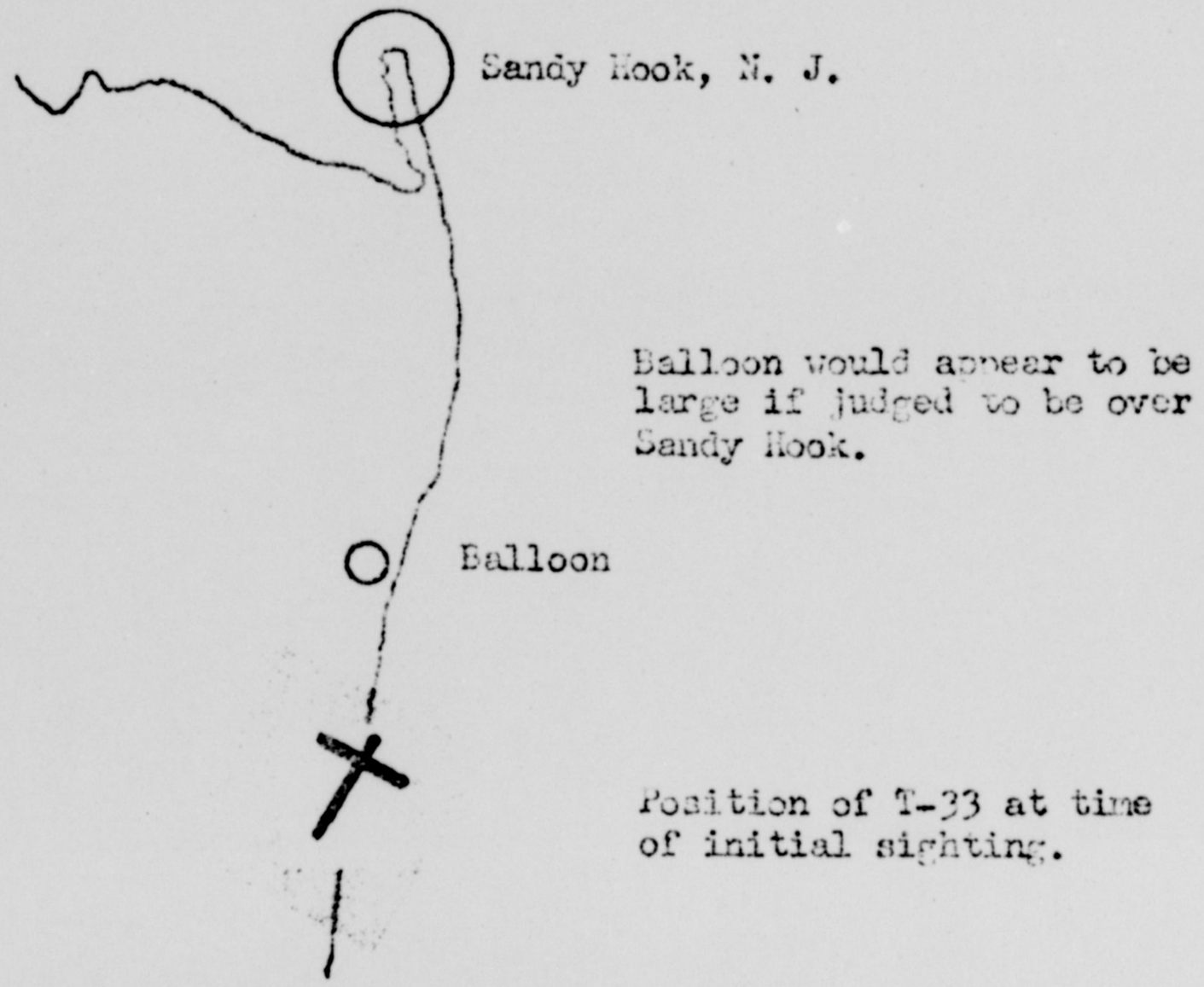


Figure 1. Plan View of Initial Sighting
(not to scale)

As the T-33 approached the balloon, the balloon appeared to be traveling at a high rate of speed. Several seconds must have passed after the initial sighting while the pilot decided that the object was not a conventional a/c and that he should attempt to identify it. During this period, it is assumed that the a/c continued on course making the object appear to be flying straight and level on a reciprocal heading. The fact that the object appeared to be descending when first sighted cannot be explained. The fact that only one of the two balloons was seen can be explained by the fact that the observers concentrated on one balloon and did not notice the other one.

[redacted]

Forty-five seconds after the initial sighting, the passenger noted the object to be turning left near Freehold, New Jersey. This can be explained by the fact that the T-33 was turning and the relative motion caused the balloon to appear to be turning. As the T-33 continued inland, the line of sight changed until the balloon was silhouetted against the sea or sky and being silver blended into the background and was lost. This "disappearance" of balloons is a common occurrence with pilots tracking research balloons.

It is apparent from the above that several assumptions had to be made in order to show that the object was one of the balloons released at Evans Signal Laboratory, but the fact there was a balloon in the near vicinity and the fact that the pilot and observer were not sure of their exact track adds a great deal of credence to the assumptions. However, since assumptions were made, it cannot be concluded that the object was definitely a balloon.

II. RADAR SIGHTINGS FROM FORT MONMOUTH, NEW JERSEY

A. Discussion

All of the radar sightings during this period were made by students at the Fort Monmouth training center. In addition to this, the students involved were taking a maintenance course. The instructor would put certain mechanical or electronic difficulty in the set and let the student find and remedy trouble. If the student became proficient in this phase, he was allowed to operate the set much the same as in tactical operations. No plotting records, logs or data of any type were kept. It should be stressed that these students were maintenance students, not operators.

1. On 10 September 1951 an AN/FPS-1 radar set picked up a fast-moving, low-flying target (exact altitude undetermined) at approximately 1110 hours southeast of Fort Monmouth at a range of about 1,000 yards. The target appeared to approximately follow the coast line changing its range only slightly but changing its azimuth rapidly. The radar set was switched to full-aided azimuth tracking which normally is fast enough to track jet aircraft, but in this case was too slow to be reported to. The target was lost in the northeast at a range of about 12,000 yards.

Upon interrogation, it was found that the operator, who had more experience than the average student, was giving a demonstration for a group of visiting officers. He assumed that he was picking up a high-speed aircraft because of his inability to use full-aided azimuth tracking which will normally track an aircraft at speeds up to 700 mph. Since he could not track the target he assumed its speed to be about 700 mph. However, he also made the statement that he tracked the object off and on from 1115 to 1118, or three minutes. Using this time and the ground track, the speed is only about 400 mph.

No definite conclusions can be given due to the lack of accurate data but it is highly probable that due to the fact that the operator was giving a demonstration to a group of officers, and that he thought he picked up a very unusual radar target, he was in an excited state, accounting for his inability to use full-aided automatic tracking. He admitted he was "highly flustered" in not being able to keep up with the target using the aided tracking. The weather on 10 September was not favorable for any cloud penetration.

[redacted]

2. On 10 September 1951, 1515 hours, an SCR 584, serial number 433, tracked a target which moved about slowly in azimuth north of Fort Monmouth at a range of about 32,000 yards at the extremely unusual elevation angle of 1350 mils, (altitude approximately 93,000 ft.). This was proven to be a weather balloon. It was tracked at the request of the Commanding Officer of the Student Attachment to determine the altitude in order to establish who won a pool concerning what the altitude of a balloon which was sighted might be.

3. On 11 September 1951, 1050 hours, two SCR 584's, serial number 217 and 215, picked up the same target northeast of Fort Monmouth at an elevation angle of 250 to 300 mils at a range of approximately 30,000 yards (approximate altitude 31,000 feet). The sets track automatically in azimuth and elevation and with aided range tracking are capable of tracking targets up to a speed of 700 mph. In this case, however, both sets found it impossible to track the target in range due to its speed and the operators had to resort to manual range tracking in order to hold the target. The target was tracked in this manner to the maximum tracking range of 32,000 yards. The operators judged the target to be moving at a speed several hundred miles per hour higher than the maximum aided tracking ability of the radar sets. This target provided an extremely strong return echo at times even though it was at maximum range, however, the echo signal occasionally fell off to a level below normal return. These changes coincided with maneuvers of the target.

This sighting proved to be a weather balloon. How it was determined is unknown but AFIC was informed that it was a balloon by AFOIN-TC telecon TT-252, dated 5 October 1951, CSAF Item 12, which stated: "Radar sighting was later identified as weather balloon. Target track was vertical. Later exploded and descended to ground."

4. On 11 September 1951, at about 1330, a target was picked up on an SCR-584 radar set, serial number 214, that displayed unusual maneuverability. The target was approximately over Navesink, New Jersey, as indicated by its 10,000 yard range, 6,000 feet altitude and due north azimuth. The target remained practically stationary on the scope and appeared to be hovering. The operators looked out of the van in an attempt to see the target since it was at such a short range, however, overcast conditions prevented such observation. Returning to their operating positions the target was observed to be changing its elevation at an extremely rapid rate, the change in range was so small the operators believed the target must have risen nearly vertically. The target ceased its rise in elevation at an elevation angle of approximately 1,500 mils at which time it proceeded to move at an extremely rapid rate in range in a southerly direction once again the speed of the target exceeding the aided tracking ability of the SCR-584 so that manual tracking became necessary. The radar tracked the target to the maximum range of 32,000 yards at which time the target was at an elevation angle of 300 mils. The operators did not attempt to judge the speed in excess of the aided tracking rate of 700 mph.

It is highly probable that this is an example of anomalous propagation as the weather on 11 September was favorable for this type of phenomenon. The students stated that they were aware of this phenomenon, however, it is highly probable that due to the previous sightings of what they thought were unusual types of aircraft, they were in the correct psychological condition to see more such objects.

III. CONCLUSIONS

A. The unidentified aircraft reported by the T-33 pilots was probably a balloon launched by the Evans Signal Laboratory a few minutes before the T-33 arrived in the area.

B. The 1110 EDST radar sighting on 10 September 1951 was not necessarily a very high-speed aircraft. Its speed was judged only by the operator's inability to use aided tracking and this was possibly due to the operator being excited, and not the high speed of the aircraft.

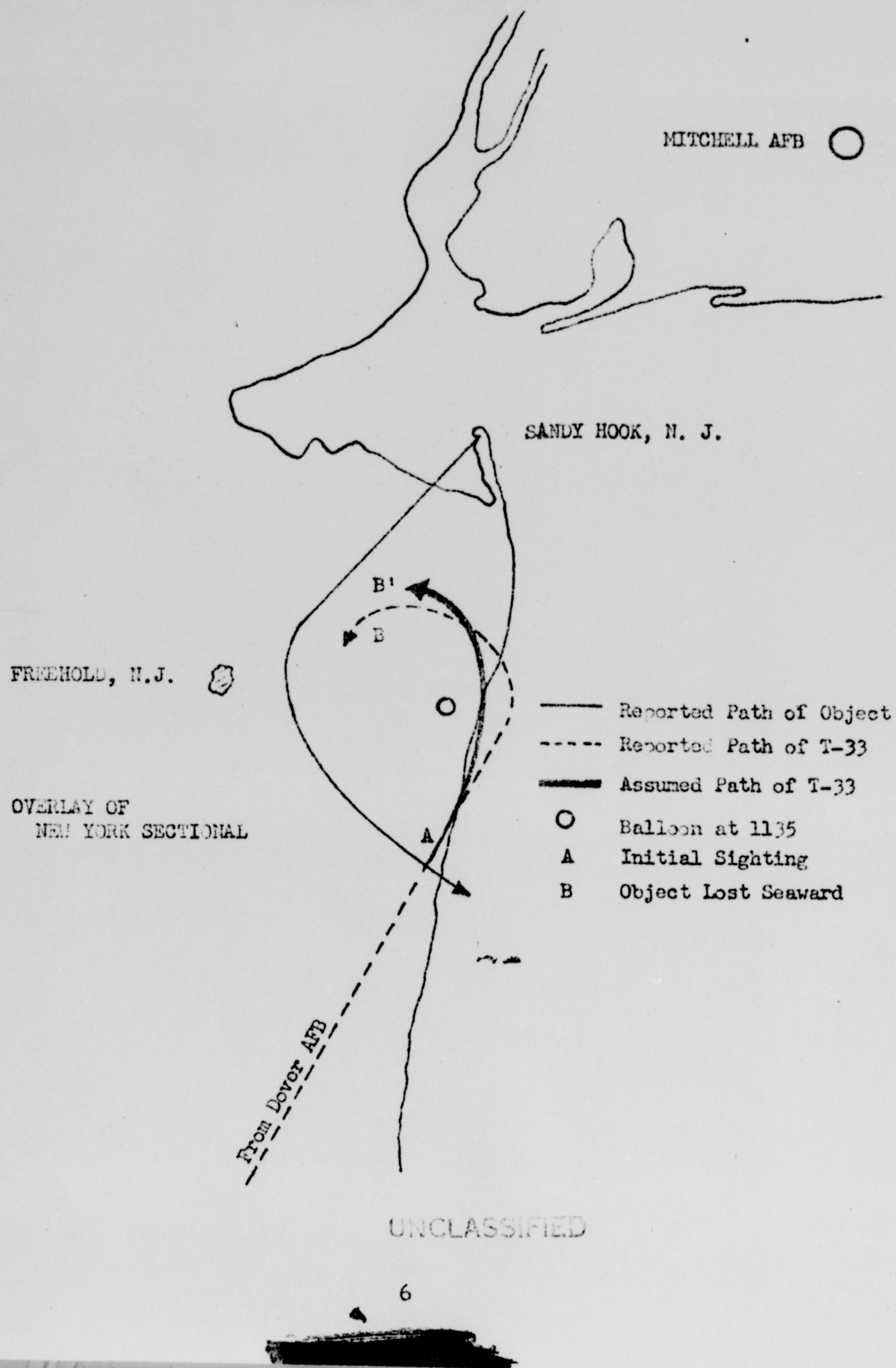
C. The 1515 EDST radar sighting on 10 September 1951 was a weather balloon.

D. The 1050 EDST radar sighting on 11 September 1951 was a weather balloon.

E. The 1330 EDST radar sighting on 11 September 1951 remains unknown but it was very possible that it was due to anomalous propagation and/or the student radar operators' thoughts that there was a great deal of activity of unusual objects in the area.

[redacted]

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Status Report #1

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Appendix VI

FORT MONMOUTH, NEW JERSEY - 10-11 September 1951

On 10 and 11 September 1951, a series of incidents occurred in the area of Fort Monmouth, N. J. An initial sighting of an unidentified object was made on a radar set. Soon after the radar sighting, two Air Force officers in a T-33 aircraft unsuccessfully attempted to intercept an unidentified object. Later several more radar sightings were reported.

Status of Investigation

A complete investigation of this incident was carried out and will be reported in Project Grudge Special Report No. 1. It has been tentatively determined that the T-33 pilots probably observed a balloon that had been launched a few minutes prior to their arrival in the area. Two of the radar sightings were returns from balloons and the others were probably due to weather phenomena and excitement of the student operators due to previous sightings. Only one radar return cannot be explained. The operator who observed this incident assumed the object was traveling over 700 mph because the radar set's automatic tracking would not follow the target. It is possible that the inability to track the object was due to his inability to properly operate the set under mental stress.

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519.1

EDWP F057

WPE244

YDD137

TYB208

JEPHQ G116

PP JEDWP JEDEN 222

DE JEPHQ 90F

P 111825Z ZNJ

SEP 11 21 32
GREEN
ACTION INFOR. A.G.O. INFOR.
SEP 11 PM 5:00

ATIA

FM CO 148TH FTR INTCP SQ DOVER AFB DOVER DEL

TO JEDWP/CG ADC WRIGHT PATTERSON AFB DAYTON OHIOATTN/MCIS

JEDEN/CG ADC ENT AFB COLORADO SPRINGS COLO ATTN/DIR OF INTELL

/R E S T R I C T E D/ BO 50J 1 A ROUND FLAT SHAPE SIZE SAME AS FIGHTER

OR FIGHTER BOMBER CMA NO EXHAUST TRAIL OBSERVES CMA SILVER COLOR

CMA EST SPEED CALCULATED BY DISTANCE/TIME 30 STATUTE MILES IN 2 MIN

PAREN 900 MPH PAREN OBJECT SEEN EDGEWISE ONE TIME SAME PROPORTIONS

AS A DISCUS

B BETWEEN 1135 AND 1140 EDST 10 SEPT DURATION APPROX 2 MIN

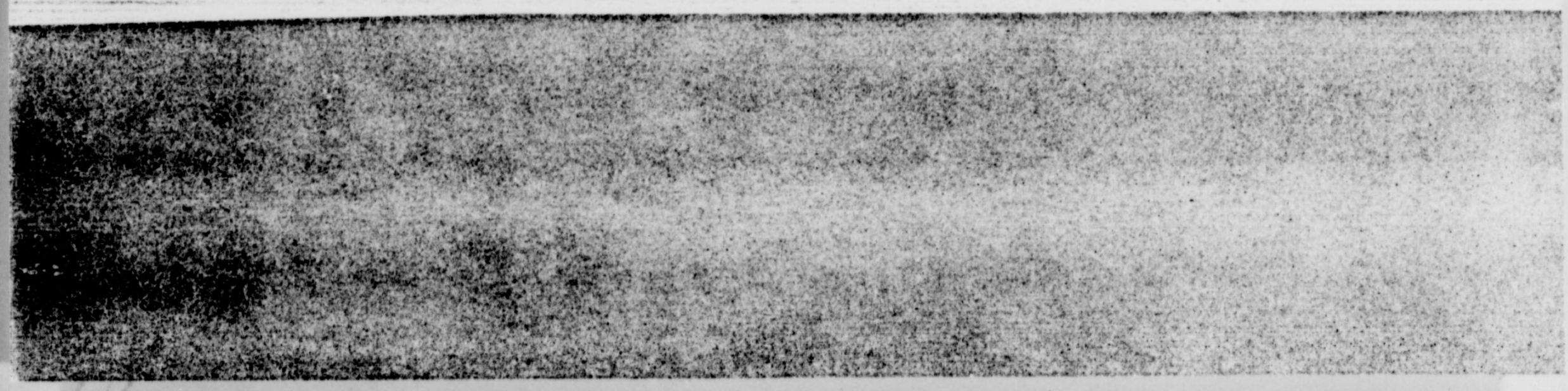
C VISUAL FROM T-33 AT 2900 FT

D FIRST SIGHTED OVER SANDY HOOK AT 8000 FT DIVING TO 5000 FT CMA

T-33 TURNED 180 DEGREES DOVE TO 17000 FT CMA IND A/S 450 CMA OBJECT

PULLED RAPIDLY AWAY

E PILOTS BOTH HAVE EXTENSIVE EXPERIENCE AND COMPLETELY RELIABLE



CAVV

G NO CLOUDS GOOD VISIBILITY

H NONE

I PILOT REPORTED OBJECT TO SAMWORTH AT SANTINI LONG ISLAND-COMTROLLER DID NOT PICK-UP OBJECT IN SCOPE PINTERCEPTION ATTEMPTED BUT NOT SUCCESSFUL BECAUSE OF SPEED OF OBJECT PD LAST SIGHTED GOING OUT TO SEA OFF OF PT PLEASANT N-J END SIGNED GASER

11/19Z SEPT UETX

[redacted]

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HEADQUARTERS
148TH FIGHTER-INTERCEPTOR SQUADRON
DOVER AIR FORCE BASE
DOVER, DELAWARE

12 September 1951

SUBJECT: Reporting of Information on Unconventional Aircraft

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

1. The following report is in accordance with ADC Letter 200-1, Reporting of Information on Unconventional Aircraft:

a. The unidentified object which was sighted at about 1135 DST Monday September 10th was round and flat in shape. The size of the unconventional object is estimated to be the same as a fighter or light bomber, 30-50 feet in diameter. Only one object was sighted and no exhaust or trail was observed at any time. The estimated speed of the object calculated by distance of 35 miles in two minutes. Only one time was the object seen edgewise and it appeared definitely discus-shaped; the rest of the time it was in a port turn, disappearing as it went out to sea.

b. Time of observation was between 1135 and 1140 DST. Duration of the observation was about two minutes.

c. The manner of observation was visual. The object was sighted from an Air Force T-33 which was on a routing training flight from Dover Air Force Base. The T-33 was cruising at 20,000' making good about 450 miles per hour when the object was sighted at least 12,000' below at eleven o'clock position. After making a gradual 180 degree descending turn to 17,000' the T-33 was making good over 500 miles per hour when the object disappeared out to sea.

d. The observers were above and due south of the object when it was first sighted. Observer plane was over Point Pleasant and the object was over Sandy Hook, N. J. when it was first sighted. The object flew southwest over Red Bank and started a gradual port turn to about 120 degrees, crossing just south of Point Pleasant and heading out to sea.

e. The observers were 1st Lt Wilbert S. Rogers and Major Ezra Ballard, Jr. Both men are experienced fighter pilots.

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Hq 148th Ftr Intcp Sq Dover AFB, Del. Subj: Reporting of Information on Unconventional Aircraft

f. Weather sequence for Mitchell Air Force Base at 1130, 10 September was 20,000' and seven mile visibility. Pilot reports CAVU at point of sighting object.

g. No meterological conditions which might account for the sighting existed.

h. No photographs were possible.

i. Observer turned to chase the object but could not stay with it.

j. Local aircraft airborne during the observation is unknown.

Wilbert S. Rogers
WILBERT S. ROGERS
1st Lt USAF

cc: Commanding General
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado
ATTN: Director of Intelligence

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : Colonel F. L. Dunn (4 1)
ATI

FROM : MCF

DATE: 11 September 1951

SUBJECT: ATIAA add to Project file

Colonel Taylor is making a quick trip to Washington, this afternoon. Before he left he asked that I get this information in your hands.

Rex

REX W. SMITH
Major, USAF
Asst Public Information Officer

Flying Saucer report 11 September 1951

A P-33 Jet fighter landed at Mitchell at 1145 yesterday, the 10th of September, The pilot reported that they had seen in the sky over Sandy Hook a round object moving at a terrific rate of speed. With an arc ~~like~~ like motion it was within their field of vision for about two minutes. They were travelling at 450 miles an hour, at a height of 20,000 feet. The object was approximately 8000 feet below them. They peeled off to take a closer look at it, and chased it to Asbury Park, whence it veered out to sea. They believe that the sun's rays were being reflected from the object because it had that effect, that is it shone, whatever it was. They reported this to operations officer when they landed, and somehow it got to the ears of one of the local newspapers on Long Island.

Col T: Yes, you made no release on it, is that correct?

Maj B: I made no release on it, said nothing, but then I got the press inquiries, I gave them the facts as reported to me by the pilot. The pilots made no mention of the fact that they saw a flying saucer, but merely reported that they had seen a strange object, moving at a speed they estimate to be in excess of 900 miles an hour, in an arc-like direction, over Sandy Hook. In response to the press inquiries, we gave the facts as reported to us by the two pilots, who were by name Lt. W. Rogers, who was piloting the ship at the time, and Capt. B. Ballard, Jr., both of the Fighter Interceptor Wing at Dover.

Col T: Yes, I'm getting it, go ahead.

Maj B: I think I've given you the basic facts of the matter. I don't know how word reached the newspapers here, but as required by regulations, when I was asked to check the story by the press, I checked it, I found out the report to be true and I released the story, as given to me by the pilots.

Col T: All right,may I ask you at this point whether you personally interviewed the pilots?

Maj B: I talked to one of them on the phone, but I didn't see them.

Col T: Was he able to give you any additional description of the object, as to its apparent shape, methods of propulsion, possible construction, and so on?

Maj B: No, he said it was a round object which reflected the sun's rays, indicating a metallic surface. That ~~xxxxxxxx~~ supports simply my interpolation, - they say it reflected rays. - That it was moving in an arc-like direction, they said it was an arc-like movement, not straight, - in an arc, and that when they got approximately 8000 feet from it, it veered, and went out to sea and vanished completely. Now I was told by Lt. Rogers that he communicated with one of the radar set-ups in this vicinity, and asked them to check, and he told me that the response was entirely negative. Nothing appeared on the screen.

Col T: The radar unit did check during the time of operation and did not report anything appearing on the radar scope.

Maj B: That as I remember Lt Rogers conversation with me, - at the time I didn't make any particular note of it but it has since come up, and seems to be important and I believe that's true. Now, Colonel, perhaps you'll want to talk~~xx~~ to oneof those pilots at Dover. They are at Dover today.

Col T: They are assigned to a fighter interceptor wing at Dover? Is that Dover, Delaware? Dover, Maryland

Maj B: I believe it's Delaware Sir, but I'm not certain

Col T: Yes. What is the designation of their unit, do you know?

Maj B: It was 143th Fighter Interceptor Unit.

Col T: One four eight

Maj B: 148th Fighter Interceptor, yes, - either Wing or Group.

Col T: All right, - we are very glad indeed to have this information and we'll evaluate it here, one reason I wanted to get a complete report from you so that I can turn it over to our Intelligence people here. And we will get in touch with you if we would like to ask you to take any more action on it.

Maj B: All right Sir.

Col T: Meanwhile, I don't see anything else you could have done in the circumstances, concerning the Press. I'm glad to know that no release was initiated, but I can easily

Maj B: I assure you Colonel that my office ~~knew~~ said nothing about this story until they were querried by the newspapers.

Col T: That's good. I understand that and that's a very good thing, - I'm glad you hand ed it that way. So we wil let you know if there is any official action to it here, - meanwhile if you get any additional information please call me again.

MajB: Right Sir, - now can I give you my extension in case you need it?

Col T: If you will Sir, please.

Maj B: It's Extension 3115, or 2221. My full name is Major John Barron.

Col T: All right, - thank you very much indeed.

END

ASBURY PARK EVENING PRESS

ASBURY PARK, N. J., TUESDAY, SEPTEMBER 11, 1951

Pilot Chases Mystery Ball Over State

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

Sept 57

Pilot Says He Saw Odd Object Speed Over Coast at 900 M.P.H.

By the Associated Press

MITCHELL AIR FORCE BASE, N. Y., Sept. 11.—An Air Force jet pilot reports sighting a mysterious round object speeding about 900 miles per hour over the New Jersey coastline.

The report came yesterday from Lt. Wilbert S. Rogers, 28, attached to the Air Force base at Dover, Del.

Lt. Rogers told officers here about the strange object after landing with Capt. Edward Ballard, jr., as his passenger on a flight from Dover here in a T-33 jet trainer.

"I don't know whether it was a flying saucer," Lt. Rogers said. "But it sure was something I've never seen before."

The World War II veteran from Columbia, Pa., was reminded that various units of the armed forces have knocked down reports of "flying saucers" and that most have been explained as weather balloons.

"This couldn't have been a balloon, because it was descending," he said. "And besides, no balloon goes that fast."

Here's Lt. Rogers' description of what he and Capt. Ballard saw:

While flying over Sandy Hook, N. J., at 450 miles per hour at an altitude of 20,000 feet at 11:35 a.m. (10:35 EST) yesterday, they spotted a white or silver circular object below them at about 12,000 feet altitude moving inland. The object appeared to be about the size of a fighter plane.

As they followed the object, it moved in an arc from Sandy Hook to Red Bank, which is inland in New Jersey, then out to Asbury Park on the coast, and out to sea in a southeasterly direction.

The object disappeared after the Air Force plane had followed it for about 30 miles, getting as close as 8,000 feet to it.

The object did not seem to be fleeing from the Air Force plane, as its speed appeared constant. It had dropped to about 2,000 feet altitude before the two men lost sight of it.

Capt. Ballard left for Dover to report on the occurrence to the 148th Fighter Interceptor Wing, Lt. Rogers said.

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STATEMENT

17 September 1951

While participating in a training flight from Dover AFB, Delaware to Mitchel AFB, New York, over Asbury Park, New Jersey, I sighted an unidentified object over Sandy Hook, New Jersey. I was pilot of a T-33 type aircraft, cruising at 20,000 feet, making good a 450 mph. At the time of sighting of the object, Major Ballard was making a position report to Sam Worth, Controller. While Major Ballard was making his position report, I started timing the object from the time I saw it and followed it in a descending turn to the left. About 45 seconds after I first sighted the object, I called Major Ballard and pointed the object out to him. The object continued a port turn, disappearing out to sea south of Asbury Park, N. J. From the time I first sighted the object until it disappeared, two minutes elapsed, with the object covering a distance of about 35 miles.

The size of the object was approximately that of a fighter plane, 30 to 50 feet in diameter. The object was silver or metallic in color, had no markings, emitted no exhaust or trail. Most of the time during which I had the object in sight, it appeared to be circular in shape, however, at one time I saw it edgewise where it gave a flat appearance. The design of the object could be said to be identical to a discus as is used in track events. I could not say whether or not the object was spinning. Throughout the time of my observation, the object was to my left and considerably below our altitude. When first sighted I would judge that it was between 5 and 8,000 feet over Sandy Hook, as is noted on the attached map. It appeared to be descending when I first saw it at Sandy Hook and appeared to level out in flight just north of Red Bank, New Jersey and continued on at the same altitude until it disappeared. At the point of our first sighting of the object, I started a descending 360 degree turn to the left from 20,000 feet to 17,000 feet, gaining airspeed from 450 mph to 550 mph on a course paralleling that of the object until it was lost from sight.

In our training and daily practice as intercept pilots, we must note accurately the times at which the object of the interception is first sighted. I did this automatically when I first sighted the object over Sandy Hook and noted the time to be approximately 1135 EDT, 10 September1951. Although we were on a direct course for the destination of Mitchel AFB at 20,000 feet at the time of the sighting, I was so amazed at the speed of the object that I immediately started the turn to the left and waited for Major Ballard to get through with the radio conversation he was having with Sam Worth so I could point the object out to him. As soon as he completed the radio check in, I called the object to his attention and we both watched it make a 90 degree turn to the left and kept it under observation together while it covered approximately 20 miles and disappeared out to sea. The object appeared to be banking as its course described a gradual 90 degree turn to the left.

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Added to IR-3-51E

A CERTIFIED TRUE COPY:

J. L. HUDELSON
Major, USAF

s/t/ WILBERT S. ROGERS
1st Lt., USAF

[redacted]

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S T A T E M E N T

17 September 1951

Lt. Rogers pointed out the object to me, I sighted the object near Freeport, N.J. The object was in a bank to the left, turning to approximately 120 degrees. I saw the object was round and silver in color. Lt. Rogers continued a port turn and I lost sight of the object as it disappeared out to sea.

A CERTIFIED TRUE COPY:

J. L. HUDELSON
Major, USAF

s/t/ E. BALLARD JR.
Major, USAF

UNCLASSIFIED

[redacted]

[illegible]

STATEMENT

Page two [illegible]

Lt. Rogers pointed out the object to me, I slightly the object
near Freeport, N.Y. The object was at a peak to the left, turning
to approximately NSL degrees. I was the object was moved and slowly
in color. Lt. Rogers confirmed a bout that and I lost sight to the
object as it disappeared out of sea.

/s/ E. BALLARD JR.
Major, USAF

/s/ L. L. HENDERSON
Major, USAF

A CERTIFIED TRUE COPY:

[redacted] Z | MONTH SEP

FROM EASTERN AIR DEFENSE FORCE, STEWART AFB, NY

REQUIRES PARAPHRASE ☐ YES ☒ NO

TO

T53-12028-A
ATIC-130935

PARAPHRASE NOT REQUIRED NOTIFY CRYPTOCENTER BEFORE DECLASSIFYING

INFORMATION

78014
Cdr. H.E. Cook

Cdr. Schaefer ✓M
75802
5C560

RADNOTE

FOR INT-V/S T.C. ERICKSEN FROM INT-BAUMGARDNER

[redacted]

TE-376

REF YOUR RADNOTE TARE EASY THREE TWO SIX X ONE FOUR SEP FIVE ONE X

FOLG IS NARRATIVE OF TARE DASH THREE THREE PILOT FIRST LT

WILBERT S ROGERS AND SECOND PILOT PAREN BACKSEAT PAREN MAJOR

E BALLARD X ONLY EVALUATION MADE THIS OFFICE INDICATES OBJ

MIGHT POSSIBLY BE EXPER ACFT BELONGING TO GRUMANN X REPUBLIC

OR FAIRCHILD X EASTERN SEA FRONTIER DUTY OFF WHEN QUERIED ON

POSSIBILITY NAVAL EXPER ACFT FROM GRUMANN WOULD MAKE NO COMMENT

PRO OR CON X I INTERVIEWED BOTH PILOTS AND THEY ARE INTELLIGENT

X SERIOUS MINDED OFFS BOTH ABSOLUTELY POSITIVE AS TO WHAT THEY

SAW AND BOTH ABSOLUTELY DISCOUNTING ANY POSSIBILITY THAT OBJ

COULD HAVE BEEN CANOPY REFLECTION X CONVENTIONAL ACFT OR ANY

OTHER OBJ EXCEPT AS DESCRIBED IN ROGERS ACCOUNT X MAP BEING FWD

BY MAIL X FOLG IS NARRATIVE OF ROGERS QUOTE WHILE PARTICIPATING

IN TRNG FLT FR DOVER AFB DEL TO MITCHEL AFB NY OVER ASBURY PARK

NJ CMA I SIGHTED AN UNIDENTIFIED OBJ OVER SANDY HOOK CMA NJ X

I WAS PILOT OF A TARE DASH THREE THREE TYPE ACFT CRUISING AT TWO

UNCLASSIFIED

CLASSIFICATION [redacted]	CRYPTOCENTER NO. 106/19	CRYPTOGRAPHER'S INITIALS CZ/HL/WX	PAGE 1 OF 5 PAGES

30 JAN 50 0-104 PREVIOUS EDITIONS OF THIS FORM MAY BE USED. 30 15813

UNCLASSIFIED

INCOMING CLASSIFIED MESSAGE FORM

CLASSIFICATION [redacted]

PRECEDENCE	ORIGINATOR	DTG

FROM

REQUIRES PARAPHRASE ☐ YES ☐ NO

TO

INFORMATION

ZERO THOUSAND FT MAKING GOOD AT FOUR FIVE ZERO MPH X AT THE TIME OF SIGHTING OF THE OBJ CMA MAJOR BALLARD WAS MAKING A POSITION REPORT TO SANTINI CONTROLLER X WHILE MAJOR WAS MAKING HIS POSITION REPORT I STARTED TIMING THE OBJ FR THE TIME I SAW IT AND FOLLOWED IT IN A DESCENDING TURN TO THE LEFT X ABOUT FOUR FIVE SECONDS AFTER I FIRST SIGHTED THE OBJ X I CALLED MAJOR BALLARD AND POINTED THE OBJ OUT TO HIM X THE OBJ CONTINUED A PORT TURN X DISAPPEARING OUT TO SEA SOUTH OF ASBURY PARK NJ X FR THE TIME I FIRST SIGHTED THE OBJECT UNTIL IT DISAPPEARED X TWO MINUTES ELAPSED WITH THE OBJ COVERING A DISTANCE OF ABOUT THREE FIVE MILES X THE SIZE OF THE OBJ WAS APRX THAT OF A FTR PLANE THREE ZERO TO FIVE ZERO FEET IN DIAMETER X THE OBJ WAS SILVER OR METALLIC IN COLOR X HAD NO MARKINGS X EMITTED NO EXHAUST OR TRAIL X MOST OF THE TIME DURING WHICH I HAD THE OBJ IN SIGHT X IT APPEARED TOBE CIRCULAR IN SHAPE X HOWEVER X AT ONE TIME I SAW IT EDGEWISE WHERE IT GAVE A FLAT APPEARANCE X THE DESIGN OF THE OBJ COULD BE SAID TO BE IDENTICAL TO A DISCUS AS IS USED IN TRACK EVENTS X I COULD NOT SAY WHETHER OR NOT THE OBJ WAS SPINNING X THROUGHOUT THE TIME OF MY OBSERVATION THE OBJ

UNCLASSIFIED

CLASSIFICATION [redacted]	CRYPTOCENTER NO.	CRYPTOGRAPHER'S INITIALS	PAGE 2 OF 5 PAGES

AFHQ FORM 30 JAN 50 0-104 PREVIOUS EDITIONS OF THIS FORM MAY BE USED. 30 15813

[redacted] UNCLASSIFIED

INCOMING CLASSIFIED MESSAGE FORM

PRECEDENCE	ORIGINATOR	DTG Z	MONTH

FROM

REQUIRES PARAPHRASE ☐ YES ☐ NO

TO

INFORMATION

WAS TO MY LEFT AND CONSIDERABLY BELOW OUR ALT X WHEN FIRST SIGHTED I WOULD JUDGE THAT IT WAS BETWEEN FIVE AND EIGHT THOUSAND FEET OVER SANDY HOOK X AS IS NOTED ON THE ATTACHED MAP X IT APPEARED TO BE DESCENDING WHEN I FIRST SAW IT AT SANDY HOOK AND APPEARED TO LEVEL OUT IN FLT JUST NORTH OF RED BANK NEW JERSEY AND CONTINUED ON AT THE SAME ALT UNTIL IT DISAPPEARED X AT THE POINT OF OUR FIRST SIGHTING OF THE OBJ I STARTED A DESCENDING THREE SIX ZERO DEGREE TURN TO THE LEFT FROM TWO ZERO THOUSAND FT TO ONE SEVEN THOUSAND FT X GAINING AIRSPEED FROM FOUR FIVE ZERO MPH TO FIVE FIVE ZERO MPH ON A COURSE PARALLELING THAT OF THE OBJ UNTIL IT WAS LOST FROM SIGHT X IN OUR TRNG AND DAILY PRACTICE AS INTERCEPT PILOTS WE MUST NOTE ACCURATELY THE TIMES AT WHICH THE OBJ OF THE INTCP IS FIRST SIGHTED X I DID THIS AUTOMATICALLY WHEN I FIRST SIGHTED THE OBJ OVER SANDY HOOK AND NOTED THE TIME TO BE APRX ONE ONE THREE FIVE EASY DOG ZARE X ONE ZERO SEPT FIVE ONE X ALTHOUGH WE WERE ON A DIRECT COURSE FOR THE DESTINATION OF MITCHEL AFB AT TWO ZERO THOUSAND FEET AT THE TIME OF THE SIGHTING X I WAS SO AMAZED AT THE SPEED OF THE OBJ THAT I IMMED STARTED THE TURN TO THE LEFT AND WAITED FOR MAJOR BALLARD TO GET

[redacted] UNCLASSIFIED

CLASSIFICATION	CRYPTOCENTER NO.	CRYPTOGRAPHER'S INITIALS	PAGE
			3 OF 5 PAGES

AFHQ FORM 30 JAN 50 0-104 PREVIOUS EDITIONS OF THIS FORM MAY BE USED. 30 15813

UNCLASSIFIED

INCOMING CLASSIFIED MESSAGE FORM

PRECEDENCE	ORIGINATOR	DTG	[redacted]
FROM			REQUIRES PARAPHRASE ☐ YES ☐ NO
TO			

INFORMATION

THROUGH WITH THE RADIO CONVERSATION HE WAS HAVING WITH SANTINI SO I COULD POINT THE OBJ OUT TO HIM X AS SOON AS HE COMPLETED THE RADIO CHECK IN X I CALLED THE OBJ TO HIS ATTN AND WE BOTH WATCHED IT MAKE A NINE ZERO DEGREE TURN TO THE LEFT AND KEPT IT UNDER OBSERVATION TOGETHER WHILE IT COVERED APRX TWO ZERO MILES AND DISAPPEARED OUT TO SEA X THE OBJ APPEARED TO BE BANKING AS ITS COURSE DESCRIBED A GRADUAL NINE ZERO DEGREE TURN TO THE LEFT X UNQUOTE PAR FOLG IS NARRATIVE OF MAJOR BALLARD QUOTE LT ROGERS POINTED OUT THE OBJ TO ME X I SIGHTED THE OBJ NEAR FREEPORT NJ X THE OBJ WAS IN A BANK TO THE LEFT TURNING TO APRX ONE TWO ZERO DEGREES X I SAW THE OBJ WAS ROUND AND SILVER IN COLOR X LT ROGERS CONTINUED A PORT TURN AND I LOST SIGHT OF THE OBJECT AS IT DISAPPEARED OUT TO SEA X UNQUOTE PAR DIR INTEL EADF CONCLUSION CLN FR THEIR TIME CHECK X THEY MADE AN EST THAT THE SPEED OF THE OBJ WAS APRX ONE THOUSAND MILES AN HR X AFTER ROGERS SIGHTED THE OBJ HE BROKE IN ON THE END OF RADIO CHECK DASH IN BALLARD WAS MAKING WITH GROUND STA AND POINTED OUT THE OBJ X GROUND STA OVERHEARD THE CONVERSATION AND ROGERS DESCRIBED THE OBJ TO THE GROUND STA WHILE IT WAS STILL IN SIGHT UNTIL IT PULLED AWAY

[redacted] UNCLASSIFIED	CRYPTOCENTER NO.	CRYPTOGRAPHER'S INITIALS	PAGE 4 OF 5 PAGES

AFHQ FORM 30 JAN 50 0-104 PREVIOUS EDITIONS OF THIS FORM MAY BE USED. 30 15813

UNCLASSIFIED [redacted]

INCOMING CLASSIFIED MESSAGE FORM

PRECEDENCE	ORIGINATOR	DTG Z	MONTH

FROM

REQUIRES PARAPHRASE ☐ YES ☐ NO

TO

INFORMATION

FROM THEM AND OUT OF SIGHT WHILE ROGERS WAS MAKING APRX

FIVE FIVE ZERO MPH.

PILOT DESCRIPTION OF OBJECT WAS AS FOLLOWS: SIZE THAT OF F-86, DISC SHAPED, ROUND AND FLAT, SILVER IN COLOR, STEADY IN FLIGHT WITH NO VISIBLE MEANS OF PROPULSION. THE OBJECT OBSERVED FOR APPROXIMATELY TWO MINUTES BELOW AND TO LEFT OF T-33.

END OF ITEM

UNCLASSIFIED

CLASSIFICATION	CRYPTOCENTER NO.	CRYPTOGRAPHER'S INITIALS	PAGE
			5 OF 5 PAGES

AFH[illegible]0-104 PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

30 JAN 50

30 15813

AF FORM 112 PART I
APPROVED 1 JUNE 1948

[redacted]

RC-539

UNCLASSIFIED

COUNTRY	REPORT NO.	(LEAVE BLANK)
U.S.A.	IR-3-51E	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: UNIDENTIFIED FLYING OBJECT

AREA REPORTED ON	FROM (Agency)
USA	HQ EADF

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
21 SEPTEMBER 1951	10 SEPTEMBER 1951	B-6

PREPARED BY (Officer)	SOURCE
LT COL BRUCE K. BAUMGARDNER	EADF

REFERENCES (Control number, directive, previous report, &c., as applicable)

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.)

On 10 September, Major Ballard and Lt. Rogers were participating in a training flight from Dover AFB, Delaware to Mitchel AFB, New York (Direct), when they spotted an unidentified object over Sandy Hook, New Jersey.

The time was 1135 EDT, and the weather was CAVU. When spotted, the object was at an estimated altitude of 8,000 feet. Flying at 20,000 feet, the pilot immediately made a diving turn in his T-33 and followed and timed the object until it disappeared two minutes later.

Both pilots observed the strange object, which appeared to be the size of an F-86 but much faster (900+ mph), disc-shaped, steady in flight with no visible means of propulsion, and shiny silver in color.

At 1110 EDT a radar station at Ft. Monmouth plotted an unidentified, high speed (above 700 mph) object in approximately the same location.

This headquarters has no information regarding natural phenomena, experimental aircraft or guided missiles that could have caused the observations.

Request USAF evaluation of incident be furnished this headquarters.

FOR THE COMMANDER

BRUCE K. BAUMGARDNER
Lt. Colonel, USAF
Director of Intelligence

4 INCLS.
1 - 2nd Lt W.S. Rogers

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

(Agency)	REPORT NO.	
HQ EADF	IR-3-51E	PAGE 2 OF 2 PAGES

On 10 September, Major Ballard and Lt. Rogers of the 148th Fighter Interceptor Squadron, spotted an unidentified object over Sandy Hook, New Jersey. Their T-33 was at 20,000 feet, the object was well below, heading southwest. Lt. Rogers was first to sight the object (1135 EDT) since Major Ballard was making a position report.

Lt. Rogers followed the object in a diving turn to the left descending to an altitude of about 16,000 feet with the object about 8,000 feet below and to the right of the aircraft. Thereafter he tried to keep a course paralleling, but above, that of the object.

As soon as Major Ballard completed his radio check-in he was notified of the strange object. Both watched it make a 90 degree turn to the left and kept it under observation together while it covered approximately 20 miles before it disappeared out to sea. (Refer to statements of pilots and map.)

Lt. Rogers, in control of the T-33, had the object in sight for about two minutes with the object covering a distance of about 35 miles; Major Ballard had the object in sight for less than a minute. As to the weather and description of the object see attached statements.

On the same date a radar station at Ft. Monmouth reported two targets that were unidentified, traveling over 700 mph, and giving returns that could not be explained as being equipment malfunction, anomalous propagation, or anything but an actual target as described in the attached report. However, the possibility exists that the news item reporting the observation by the fighter pilots could have caused the imaginations of the radar observers to run wild. This is considered remote in viewof the number of observers witnessing the scope returns and the fact that four such incidents are reported in two days. However, the possibility is being investigated and results will be submitted upon receipt.

MILTON L. MERRIMAN
Lt Colonel, USAF
Director of Intelligence

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

UNCLASSIFIED

COUNTRY	REPORT NO.	(CLASSIFICATION)
U.S.A.	IB-1-51E	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

UNIDENTIFIED FLYING OBJECT

AREA REPORTED ON	FROM (Agency)
USA	HQ EADF

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
26 SEPTEMBER 1951	25 SEPTEMBER 1951	B-6

PREPARED BY (Officer)	SOURCE
LT COL BRUCE K. BAUMGARTNER	EADF

REFERENCES (Control number, directive, previous report, etc., as applicable)

HQ EADF IB-1-51E, 21 SEPTEMBER 1951, INCL #1, RPT FT. MONMOUTH

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.)

Further investigation of sighting report from Ft. Monmouth reveals that although the observing personnel state that they had no information of an unidentified flying object being sighted by two fighter pilots of this command on 10 September 1951, they were alerted to the possibility of unusual sightings occurring on their radar scopes.

The fact remains that one experienced observer was present and saw an object travelling more than 700 mph on 11 September in the New York area.

BRUCE K. BAUMGARDNER
Lt. Colonel, USAF
Director of Intelligence

_____ INCLS.

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
HQ EADF	IR-4-51E	

1. All personnel listed in initial report from Ft. Monmouth were students, with the exception of Mr. Norman Meier. Mr. Meier has been a qualified radar observer since 1942 and states he had no knowledge of a "flying saucer" report prior to observation. Further states observed target was not similar to any observation ever made by him.

2. Item listed in paragraph 2, initial Ft. Monmouth report, was later identified as a balloon.

3. Radar sets at Ft. Monmouth were in first class mechanical condition. However, tests will be conducted during hours that sightings were made on 10 and 11 September in order to check possibility of recurrence of targets and/or explanation for same.

4. At variance with paragraph 1, above, is fact that the Ft. Monmouth PIO called the radar section on the morning of 10 September asking "if they had seen anything unusual". A negative reply was received by the PIO; but word-spread throughout the student body that something unusual was going on.

Bruce K. Baumgardner

BRUCE K. BAUMGARDNER
Lt. Colonel, USAF
Director of Intelligence

BALLOONS

20 Oct 1951
rcd at Gen. Cabell's office
& reply to phone queries.

LT. CUMMINGS:-

(1) CALL FROM GENERAL MILLS, MINNEAPOLIS

"Two possibilities of balloon flights launched the 6th Sept. The first possibility: load-down 2015 EST, west of Jacksonville, Illinois - no recovery. It is possible that balloon escaped from load and continued to float. A second load scheduled release 1000 EST, 7 Sept, 410 position, approximately 25 miles south of Pittsburgh. Likelihood remote that these balloons would continue to float 3 days."

(2) CALL FROM Mr KASTNER, RESEARCH/DEVELOPMENT CENTER, SIGNAL CORPS

"10 Sept, EDT:

— 73909 Pentagon —
Miss Edmondsen

0920, lasted 45 minutes
1339, lasted 60 minutes
1933, lasted 82 minutes; ascensional rate was 668 ft per min.
1937, lasted 73 minutes; " " " 668 " " "
2113, lasted 83 minutes; " " " 1000 " " "
2133, lasted 67 minutes; " " " 668 " " "
2249, duration not available.

All balloons 7 to 8 ft in diameter at the surfees before release. No information on how big they got during the ascent.

10 Sept (was repeated)

Two large balloons were released at 1112 and ascended to 1232, bursting altitude 104,000 ft; diameter of balloon at the burst was 39 ft. Another large balloon was released at 1530, and ascended to 1708. The altitude was 116,000 ft, and diameter was 33 ft at burst.

11 Sept:

The first release was at 0930 for 40 minutes; the ascensional rate was unknown. The next one was at 1439, for 38 minutes and the ascensional rate was 1772 ft per minute.

1922 at 73 minutes, 650 ft per minute
1938 at 76 " , 691 " " "
2110 at 89 " , 687 " " "
2141 at 79 " , 681 " " "

All balloons had surface diameters of 7 to 8 feet. The laboratory does not have information on azimuth of balloons."

(Above per Miss Edmondsen, OIN-V/TC)

K. Morgan

UNCLASSIFIED

AUTH: CO, ATIC
BY: H.R.Rosengarten
DATE: 5 Oct 51

CO, ATIC

419302 Oct 51

PRIORITY

x

Office of the Chief
Signal Officer
U. S. Army
Rm No. 2E-258
The Pentagon
Washington 25, D. C.
ATTN: Mrs. Whedon, 2B261

Reference your advice that on 10 Sep 51, two ballons were released at 1112 and ascended to 1232:

a. Are times EDST?

b. Can you fix these ballons in respect to geographic location and general direction of travel at any time during ascent.?

Cite ATIAA-2a GRUDGE in reply.

515-144090

1 1

UNCLASSIFIED

Lt. Henry Metscher

ATIAA-2a

6-5376

MURRAH S. STURGIS, Capt, USAF
Air Adjutant General

RECEIVED

1951 OCT 5 03 00

DIRECTOR

AC/AS INTELLIGENCE

ACTION INFOR

ACTION INFOR

XB66

WPF058

TYC063

JEPHQ F035

RR JEDWP

DE JEPHQ 294A

R 052017Z ZNJ

FM HQ USAF WASH DC

TO CHIEF ATIC WRIGHT PATTERSON AIR FORCE BASE DAYTON OHIO

/R E S T R I C T E D/FROM AFOIN 52254 THE AIR DEFENSE COMMAND HAS REQUESTED A FULL EVALUATION OF THE UNIDENTIFIED FLYING OBJECTS SIGHTED BY BOTH VISUAL AND RADAR OBSERVATIONS NEAR ASBURY PARK, N. J. ON THE TENTH OF SEPTEMBER. IT IS REQUESTED THAT THE FINDINGS OF THE FIELD INVESTIGATIONS JUST COMPLETED BE FORWARDED TO ALL MAJOR COMMANDS, INCLUDING AIR DEFENSE COMMAND AND AOOIN AS SOON AS PRACTICAL. SINCE NUMEROUS REPORTS WILL BE RECEIVED, INVESTIGATED, AND EVALUATED BY BOTH YOUR ORGANIZATION AND THE AIR DEFENSE COMMAND, DIRECT COMMUNICATION IS AUTHORIZED WITH THE AIR DEFENSE COMMAND.

05/2140Z OCT JEPHQ

ATIAA-2a

Unidentified Flying Objects

TO: ATIA FROM ATI DATE 9 Oct 51 1

Mr. Honaker/mb
59210/B 263

Request this office be informed of action taken to comply with the attached wire from AFOIN.

1 Incl
Wire, R 052817Z, fr
Hq USAF

FRANK L. DUNN, Colonel, USAF
Chief, Air Technical Intelligence Center

THRU: ATIA FROM: ATIAA-2a 12 Oct 51 2
TO: ATI

Lt. Cummings/peg
65376/B 263D/P D9

1. An evaluation will be prepared and forwarded by telecon to FBI, as initial action. We await a geographical fix on two large balloons released near Ft. Monmouth before committing the Center.

2. A report, encompassing results of interrogations and substantiating our formal conclusions will be prepared for the indicated distribution of the attached AFOIN teletype. The telecon mentioned above will give an estimated date for release of subject report.

1 Incl
n/c

KENT PARROT, Lt Col, USAF
Chief, Aircraft & Propulsion Section
Technical Analysis Division

UNCLASSIFIED

[redacted]
AUTH: CO, ATIC
BY: H.R.Rosenquist
DATE: 15 Oct 51

[redacted]
151900Z Oct 51

Priority X

Priority X

CO, ATIC

Office of the Chief, Signal Officer
U.S. Army, Rm No. 2E-258, The Pentagon
Washington 25, D. C.
RADNOTE

Director of Intelligence, Hq USAF
Washington 25, D. C.
RADNOTE

For SIGOB-4. On 2 Oct 51, Mr. Kastner, MDC, Signal Corps, advised: "Two large balloons were released at 1112 and ascended to 1232, bursting altitude 104,000 ft; diameter of balloon at the burst was 39 ft. Another large balloon was released at 1530, and ascended to 1708. The altitude was 116,000 ft., and diameter was 33 ft. at burst."

The information was phoned in the clear to a secretary in AFOIN-V/TC for use in an evaluation for Director of Intelligence.

Can you supply following:

a. Are times EDST?

b. Geographical location and direction of travel at any time(s) during ascent?

Cite AFOIN-ATIAA-2a Cradge in reply.

513-150361-

[redacted] 1

UNCLASSIFIED

Lt. H. Metscher
ATIAA-2a 65376

MURRAH S. STURGIS, Captain, USAF
Air Adjutant General

[redacted]

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

UNCLASSIFIED

51 OCT 15 13:43

NO 29 15 OCT 51

C-1 [redacted] ROUTINE

TO CG AMC WPAFB OHIO

DA 84052

SCD GRUDGE. CITE ATIAA-2A, URMSG 060110Z OCT 51 RE 2 BALLOONS RELEASED AT 11121 10 SEP 1951. AIMES GIVEN ARE EDST. DIRECTION OF TVL UNKNOWN

[redacted]

ACTION COPY

UNCLASSIFIED

[redacted]

UNCLASSIFIED

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JM

BT
1- ATI-ACTION
2- ATI-INFO
3-
4- MCAGXM21

NBR 54 19 OCT 51 1951 OCT 19 07:02

C-1 [redacted] ROUTINE

TO CGAMC WPAFB DAYTON OHIO

Office, Chief Signal Officer
Dept of the Army
Washington 25, D.C.

cite
DA 84493 For: SIGGE-M-1

URNSG AT-8363 REPLY TO INFO REQUESTED FURNISHED IN PART IN OUR DA 84068 OF 12 OCT 1951. INFO FOLLOWS: A TIMES ARE EDST B GEORGAPHICAL LOC LONGITUDE 74 DEGREES WEST LATITUDE 40 DEGREES 30 MINUTES NORTH C NO AZIMUTH DATA OBTAINED DURING THESE FLIGHTS THEREFORE DIRECTION TVL DURING ASCENT NOT RPT NOT AVAL

[redacted]

AT-8363-515-150361-ATI-A
DA-84068-515-144098-A-ATI
515-152318-

ACTION COPY UNCLASSIFIED

UNCLASSIFIED

[redacted]
AUTH: CO, ATIC
BY: Lt E. J. Ruppelt
DATE: 25 Oct 51

CO, ATIC

251300Z Oct 51

[redacted]
Routine

Office, Chief Signal Officer
Department of Army
Washington 25, D. C.
RADNOTR

Cite DA 84493 Secret

For: SIGOE-M-1. Reference: Cite DA 84493. Request confirmation on balloon launching in Fort Monmouth, New Jersey area on 10 September 1951. Our information is that two large ballons were released at 1112 EDST from longitude 74 degrees west latitude 40 degrees 30 minutes north. Note this location is in the bay north of Sandy Hook. Refer to ATIAA-Grudge in reply.

51S-152378-A

[redacted] 1 1

UNCLASSIFIED

Lt. E. J. Ruppelt/peg
ATIAA-2c
54261

MURRAH S. STURGIS, Captain, USAF
Air Adjutant General

[redacted]

1951 NOV 1 02:28

IBR 33 1 NOVEMBER 51 UNCLASSIFIED

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

C-1 [redacted] ROUTINE

[redacted]

JM

TO CG AMC WPAFB DAYTON OHIO FOR ATIAA-C

1 - ATI - Action
PLS ATI - INFO

Cite
DA 85663

3 -

4 - MCAGXM-2

Section ATIAA

INFORMATION COPY

FROM SICCE-4.

BALLOONS LAUNCHED FROM EVANS SIGNAL LABORATORY 40 DEGREES 10 MIN TES NORTH 74 DEGREES 4 MINUTES WEST. ACCURACY OF REQUIREMENTS NOT PREVIOUSLY UNDERSTOOD

[redacted]

513-160190-2

UNCLASSIFIED

[redacted]

16 October 1951

The purpose of the information recorded on this wire recording is to summarize results of a field investigation accomplished by Col N. R. Rosengarten and Lt J. W. Cummings between the period of 28 September and 2 October 1951. The material recorded herein in chronological fashion although some organization will be introduced in handling the information derived from persons interrogated in Ft. Monmouth, New Jersey. The trip originated was a receipt at approximately 1400 at Air Technical Intelligence Center of Teletype No. 246, Telecon Item CSAF Item 2. This telecon was sent down from AFOIN-V/TC. The reported sightings on 10 September 1951 and on 11 September 1951 by electronic and visual means of unidentified flying objects. Col Kirkland had been advised early in the morning on 28 September that Gen Gabell's office was desirous of knowing concerning a sighting at Ft. Monmouth, New Jersey. Therefore, the Project Monitor of "Grudge" Project extracted from the files information that had been received on the Ft. Monmouth sighting and related same to Col Kirkland. Now Col Kirkland made a telephone call to Washington and advised me to stand by that fast action would be necessary on this because of the General's personal interest. Therefore, a stenographer was alerted since it was expected that information might be received after working hours were completed or to work over would be necessary to accomplish the mission indicated by Col Kirkland. However, no information reached us until 4 P.M., quiting time. At that moment, Mr. Deyarmond informed that a message had come in that they had sought the Project Monitor and that discussion was being accomplished in Electronics Branch. Consequently, Col Rosengarten and Lt

Note: This is full of errors So use it Cautiously - Errors made in transcribing from wire

Cummings accompanied by Mr. Deyarmond went to the Electronics Branch and learned that the stated telecon had arrived some yards in length and it was being discussed by Electronics Branch and Mr. Zimmerman. The decision was made soon after that meeting was broke up that we had been delayed already two hours and we might as well get into the field because information necessary for evaluation was not present in the communication from TCB, and that other information seemed likely to be had. The decision was then submitted by a request in the subject telecon CSAF Item 2 as follows. It is advisable to make an evaluation of these incidents recommend a full investigation to obtain a complete report of the incident and related circumstances. Evaluations and conclusions should be forwarded to this Hq by teleconference. Immediate investigation must be made. Findings must be related immediately to this Hq not later than Monday, 1 October 1951, following information concerning these instances is quoted for preliminary analysis to be made immediately for Gen Gabell and then EADS, Hq, Stewart Air Force Base interrogations concerning radar and visual sightings are quoted. Now Col Kirkland was contacted and travel orders were written at a late hour in the evening so that Col Rosengarten and Lt Cummings boarded a TWA airplane for New York at about 11:30 that night. About 10 o'clock on Saturday morning Lt Cummings and Col Rosengarten reached Ft. Monmouth, New Jersey, and contacted their G-2 of the Signal Corps station, Ft. Monmouth. Arrangements were made to begin immediate interrogation of personnel concerning electronics sightings through the cooperation of G-2, Base Commander, acting through Col Munnmunro. The presons interrogated are as follows: PFC Clark, Pvt Abelle, Pvt Allen, Pvt Mason, Mr. Hoffman, Mr. Meyer,

in preparation for becoming an instructor at Fort Monmouth where he is actually functioning in that capacity now. PFC Crop (Clark) was operating an MPG type set MPG-1 and consequently his information and that of Mr. Meyer's are somewhat more reliable scope than that of the students. No purpose seems to be served in detailing the results of the interrogations of these men but rather we will go at once to the items of CSAF Item No. 2 in order to discuss the influence of the interrogations on the material presented in these items are the basic teleconference telecon Item No. 1, September 10, 1951, [illegible] p.m., PG-1 radar set picked up a fast moving low flying target, etc. This is ~~under the auspices~~ under the operation of PFC Clark at that time. PFC Clark was operating the set unattended at that time. This set has a nominal range of 12 to 14,000 yds., the set is zeroed in azimuth using a compass on stakes so that 0° for a set in azimuth is magnetic north field approximately with experimental error of the situation may set it upon. PFC Clark was making a demonstration for some visiting non-technical officers at the time he observed Item No. 1. It was his intention to obtain a target to lock the target in on automatic semi-aided tracking and to demonstrate this feature as such, he is successful almost as soon as he started the demonstration of finding a saturation echo on a PPI scope with almost constant target heading, on attempting to lock in a aided tracking. However, he was considerably flustrated by the fact that the aided tracking would not keep up with the object. After several attempts to maintain aided tracking of this target, he determined that the speed was too high for aided tracking of about 700/mph. Because of the circumstances of the demonstration he quickly tried to pass to another target and was finally successful in demonstrating a ground target, namely, the Highlands which lie between the station

and New York City. Interrogator regarded anomalous propagation involving trapping effects and gave negative indications and was verified by other personnel. Weather shows that September 10 in that area was not one favoring anomalous propagation but the September 11 was. We have indications evidenced by PFC Clark was that ground quarter was of a normal nature and was not extending inside of 5,000 yds. prior 3 centimeters set of the MPG type or others were in operation in the area at that station to the knowledge PFC Clark and other personnel there which eliminates interference effects. Note that no pip shape may be discussed here in order to fix the current size of target because of the use of the PPI scope alone and aided tracking was not possible. PFC Clark began operation on this instance at approximately 11:15 and the operation was ended by 11:18 approximately. This is EDST. Maximum duration of sighting approximately 3 seconds at one time although 45 seconds in a row. It could not be verified 10 September 1951 was fixed in the telecon, however, the student with reference to other events would fix this as 11 September or 12 September. This is given a low evaluation. It is believed, in fact it was on September 10. The MPG set had been in operation since 1100, that is warming up, for 15 minutes before the demonstration began in which the target was picked. This story interrogation by PFC Clark was high azimuth rate target traveling north bound up the Jersey course from Belmont. It was lost near Sandy Hook, he said. Following the course line changing the range only slightly but changing azimuth rapidly. The target was lost in the northeast at a range of 14,000 yds. Operator initially identified the target as a ship and then realized it could not be a ship. PFC Clark upon interrogation stated that he intended to say operator found a target near location of ship is usually found and realized it was not

a ship. Now finding on a reinterrogation of PFC Clark independent of the previously accomplished one indicated azimuth variation from 315 to 205°, remember this is magnetic. Notice that the stories are radically different, and it is the opinion that consequence of firm statements by PFC Clark, one must conclude that the track is not that specified by CSAF Item No. 2 nor are they the tract which begins at a heading of about 315 magnetic and changes continuously to about 205 magnetic. This would put the track very similar to that of the object observed by Major Ballard and Lt Rogers, airborne at about that time. There is no more significant information to report of CSAF Item 2, subparagraph 1.

Reference paragraph 2 stating on 10 September 1951, 1515 hours AMSCR 584 T-33 shortly before track-target, etc. It is given an A-1 evaluation that this target was a balloon. It was tracked at the request of the Commanding Officer of the Student Attachment to determine the altitude in order to establish who won a pool concerning what the altitude of the balloon which is sighted might be. The pool was formed by several officers at a risk of $1 a head concerning this target. It is a significant feature here which ties in later with the discussion of balloons. So much for Item 2, Paragraph 2.

Paragraph 3. On 11 September 1951 at 1050 hours, two SCR 584 Serial sets 217 and 315 picked up the same target north of Ft. Monmouth at an evaluation of 315 to 300 miles range of 30,000 yds., etc. The interesting part of this sighting is that it was inspired by alert which was traced to newspapers. It involves further Mr. Meyer the instructor previously mentioned and Pvt Mason, the MIT graduate, previously mentioned. Pvt Mason and a crew of two other men were training in a radar set which was in operation at the particular moment just prior to the signal received at 1050 hours. The instructor, Mr. Meyer, was

advised that he should put all sets into watch in the search in order to watch for unidentified flying objects. In order to do this, he had another instructor point out directly to his students and advise them that they should search at once for unidentified flying objects. Pvt Mason and the other two men were among the students who were notified. Another instructor went directly to SCR 584 set No. 217 put it on the air. It had previously been warmed up that morning. Almost at once Pvt Mason and his crew announced to Mr. Meyer that they had a target high speed and strong. Mr. Meyer investigated and observed the target himself on the scope, noticed the azimuth and went directly to set 217 searched in the proper azimuth for the same target and soon succeeded in finding it. Indication of a target of greater than B-25 size generally of the B-29 size interrupted distinguished from a B-36 size aircraft. Mr. Meyer had personally tracked on several occasions and could distinguish, he said, from a balloon stating that it was definitely not a balloon he had in the scope. Target first appeared at 0^{o} azimuth and varied 250 to 50 in azimuth. During turns the pip would diminish in the manner which was characteristic of jet aircraft at that range. He put the scope on tracking because they would keep the target in aided tracking by assisting the operation by applying torgue to the hand wheel. G-2 Coachmeyer whose age is 31, is at least a B reliability. He is cleared for Secret, however, other weather information showed existance of fronts lying out from Fort Monmouth in such a nature with the radar load projecting downwards would give signals somewhat like the type observed. It is not an evaluation. There is not sufficient data from which to make an evalnation. Only the indications are given here. Very little sensible information could be

solicited from Pvt Mason and his crew due to the difficulties of time having elapsed and the student's being confused by their training program, speaking specifically of a rigid detail and routine to which they are subjected. This should not be construed to be a criticism in that their technical capabilities seem to be unusually great for students showing that their training courses is likely a very good one. Notice that paragraph 3 of basic communication includes two unrelated reports. Pvt Mason and his crew are identified with No. 4, SCR Serial No. 315. Mr. Meyer identified with this Serial No. 217, Item 3. Now it is proper to discuss SCR Set Serial No. 315 of Item 3 identifying this was Pvt Allen and his crew. Pvt Allen, Pvt Abello of this crew were interrogated. It developed that Pvt Allen was operating the set alone at the time he picked up the signal. He did not relate the information that morning to his fellow students but rather waited until that afternoon. Although they were within easy hearing distance at the time he identified the target on the scope, the situation is too confused again in this instance to state specifically any findings. It may be concluded, however, that weather could have had a definite effect upon this target as well. Some question may be introduced concerning why Pvt Allen would fail immediately to notify his fellow members of such an unusual target had he seen it and indeed not mention it during the lunch but wait until that afternoon late in order to reveal it. It is not to be construed as an evaluation again. There is not sufficient data to arrive at a conclusion. The time to be ascribed to paragraph 3 should be approximately 1037 EDST. Interrogation of the student personnel occupied Saturday, Saturday night, and Sunday morning and part of Sunday afternoon. Much time was spent attempting to fix

with greater detail dates, time, and circumstances in order to find something of value. However, it was realized after all this was accomplished, it had been in vain, absolutely too much time had elapsed for human memory to recover the detail necessary for further evaluation. Then, the two pilots, Major Ballard flying as observer, and Lt Rogers who was flying as pilot of a T-33, sighted an unidentified flying object and they flew into Fort Monmouth for interrogation. The story was verified, questioned, analyzed, discussed, and the pilots remained firmly convinced of the details which they had sighted. However, certain circumstances were indications that they did not possess the detail which they claimed concerning a track of the flying object they claimed to have seen. They were interrogated at great length concerning the circumstances whereby this report concerning the flying object they saw reached the press and also a request was ~~made~~ signed for investigation of the base PIO officer at Mitchell Air Force Base, a Major Barren, in order to clarify his part in the activity. It is sufficient to state that neither Ballard or Rogers made a voluntary statement to press and that Rogers made his statement to the press only when he was directed to do so by Major Barren, Base PIO, and this is according to Rogers statement only. An interrogation of the personnel at Twin Lights Radar Station was undertaken and it was learned that Twin Lights was off the air at the time the sightings occurred on 10 September. Visual and radar sightings are referred to in this instance. Operating hours at that time at Twin Lights were 0400 to 0800 and 1700 to 2300 EDST. Therefore, there is no verification from Twin Lights loss of the sighting one way or the other. However, Staff Sgt Pallock who was monitoring channel fox at the

Capt McNicholas; Dr. Bennett; Col Murnmunro; Agent Deborn; Agent and Chief Reed, both of G-2; and consequently, Lt Rogers and Major Ballard of Dover Air Force Base, pilots concerned; Major Markin, Commanding Technical Officer of Twin Light Radar Station; Staff Sgt Pallot, Monitor radar box channel, Twin Lights Radio Station; and incidental individuals. #2 Reference to basic CFAS, Item No. 2 of the telecon of 28 September 1951 will show the names of Clark, Abelle, Mason, and Myer. These individuals were concerned with operations of radar stations from which signals were seen on 10 and 11 September. Now the significant fact learned at Fort Monmouth was that the students were operating radar sets in a training center that these students were not connected with practical operations. They maintained no plotting records and they did not plot and did not log any of their findings. Circumstances were basically that as students who were being trained in maintenance at this training facility and that an instructor put certain mechanical or electronic difficulties into radar sets of the GCR 584-A Type. The students were charged with determining the malfunction causes and eliminating these causes. If the students were successful in eliminating the causes and peaking their set to higher radiation efficiences, early in their phase of the program associated with these sets, they were permitted to operate the sets much the same as a tactical operation for the balance of the period to which they were assigned to a particular set. This is an important item in connection with the following interrogations in that three students were assigned to each set and these three students were required to operate alone, not providing a man for allowing or coordinating by plots. It was considered incidentally desirable by the students to operate the sets as a sort of privilege and they attempted to do this whenever possible.

station overheard a radio check and ~~conversions~~ conversation between the pilots which is discussed in detail in other reports inclosed in the folder. He reports that the ~~conversion~~ conversation was an ~~exciting~~ excited one and verified roughly the statements Rogers and Ballard made concerning what they revealed over the air. He fixed the time as only about 11:45 EDST and could not fix the date. Pallock is evaluated "A" by his personnel. He is cleared for secret. Dr. Bennett was queried concerning possible activities of a countermeasure station in which he works which might have an effect of giving spurious signals to radar sets operating in the area. His answer to these proposals were unqualified negative. He was interrogated by Col Rosengarten and his report is filed in the project folder. Mr. Hoffman, Capt McNicholas, Agent DeBorn, Agent-in-Chief Reid, were all interrogated concerning the circumstances of alerts which were given student operators at that station. Mr. Taylor is not recorded here as available in the project's record folder. Major Martin is Commanding Officer of Twin Lights and gave the information of the hours of which the station was on the air. With some seven hours of sleep, and one or two meals, the infield parting, that is Col Rosengarten and Lt Cummings chartered an airplane at Redbanks Airport for Washington, D. C. at approximately 1:30 P.M. reaching Washington at approximately 3:30 P.M. in time to brief Gen. Gabell's staff and to give a very preliminary rundown of what had been accomplished, to Gen. Gabell himself that evening. The airplane was chartered because although the Signal Corps attempt to use their liaison airplane to take us to Washington, the liaison airplane was torn down for periodic inspection. It would have been necessary to wait until the next day had rail or other transportation been

relied upon. Work continued in Washington and Gen. Gabell wanted to be briefed on Tuesday in detail. We checked with Col Kirkland and learned that he wished us to leave behind in Washington as short and incomplete a record as possible pending our firm commitment to Washington as a power of center commitment at a later date after we had the opportunity to study the data in detail. This we were successful in accomplishing. We did have the work in Washington on Tuesday morning and afternoon in order to determine the possibility for balloon and experimental aircraft situations as the incident reported. Balloon results were, until after we left Washington, negative as were experimental aircraft possibilities. Agencies contacted with this respect were Gen Mills, a Mr. Delein in Minneapolis, Minn., a Mrs. Wheiden of the Signal Corps Research Development Center in the Pentagon, Dr. Jack Holloway, and Dr. Lydel of the Office of Naval Research, Major Vickbena of Mobey Dick Project in the Pentagon, and others incidental in discovering the identity of these project monitors. The weather bureau was contacted for the weather report. Command Post personnel were contacted to determine whether any reports from the Eastern Air Defense Command might have reported any sightings which we did not have. These results were negative. Persons contacted include: Col Lambert, Eastern Air Defense Command, AC&W Officer, at the Pentagon; Col Corry, Command Post Commanding Officer; Lt Col Hubber, Command Post Deputy; and personnel in the message centers. The following conclusions were left with Gen Gabell's staff, Hartford and Bait, and qualified to them as particularly preliminary conclusions. Reference to the telecon message again CSAF Item 2, paragraph 1, we have nothing to the moment. We are attempting to get more

basic information which applies possibly in with the airborne sighting.

Paragraph No. 2 (a) 1 balloon because:

a. Constant altitude.

b. Slow variation in azimuth.

c. Visual observation about the same time at the same altitude by a group of officers.

d. Motive as to the cause for search for that balloon was established as an order from the Commanding Officer of the student attachment.

e. Pip size checks with balloons.

3. Target echoes as described bear the characteristics which closely resemble aircraft. It is based on what we have now. We can't add anything negative. Although it resembles an aircraft, it is not impossible that it is caused by weather phenomena. It is of bleak waves.

4. Weather possibility exists as follows:

a. Stationary target when first detected giving rapid altitude change offers us one solution that fits.

b. It is to be qualified, however, that weather is not as plausible an explanation of a track of 10,000 yds. continuously at 700/mph over south to 32,000 yds. range. It is to be mentioned however, that more accurate experienced observations than those of the students would be required to identify any points of similarity in the actual appearance of aircraft return. Students were able to yield primarily only information concerning the motions of the pip. However, as most preliminary conclusions offered this staff, the airborne sighting of 1st Lt Rogers and Major Ballard follows:

There are counter-indications that it is an attempt by these two officers to gain publicity in that transmission by the pilot to Sansworth were monitored by Twin Lights and it was definitely reported by the monitor that the pilots were excited in describing something which they believed to exist from the sound of their voices. A ground track was established by reference to interrogation a chart made by airborne by Lt Rogers. It is believed that the ground chart which he recorded on that map is correct as the pilots consider it. No statement was made as to whether the pilots are correct but only as they consider it. The range involved cross-section by observation from greater altitude against geographic points on the ground. Upper limited range could thereby be established. A size was reported 30 to 50 ft. in diameter is not a fixed or reliable value. Lt Rogers will admit a larger size even up to B-17 dimensions. As to speed, Rogers and Ballard would not fix a value. They quote only their ground track against the sighting time that is 30 to 50 nautical miles in about two minutes. This shape oblates spheriod the color silver. There were no more observations which we could offer the staff. At the time of this recording, conclusions are something as follows: From the interrogation of Lt Rogers, the T-33 pilot, (a) the subject was circular in shape changing after banking to elliptical. Conclusion: Oblique the speriod in shape the object bank in turning. (b) The objectwas silver in color. Pilot was firm that the object did not reflect the sunlight brightly. (c) The object covered 35 to 50 miles during a two minute period of observation. Conclusion: That with an allowance for misinterpretation, the object makes good speeds greater than 700/mph. (d) The objectcannot be fixed for size except within the lower

bound of 35 ft diameter and upper bound of B-17 diameter. (e) The time of sighting was 11:35 EDST and the object was lost at 11:37 EDST, on 10 September 1951. However, all the foregoing observations concerning the conclusions from the interrogation of Lt Rogers are in the assumption that it is impossible to demonstrate this criteria necessary to establish their sighting as one of a balloon. Now these criteria are considered to be something like the following:

a. Opportunity - that is the presence of a balloon in that geographic area.

b. Similarity - that is points of similarity between balloons and observations made.

c. Absence of a negative component - that is, the pilots themselves verified as a balloon or the subjects who were viewing from the ground did not see a balloon or did see a balloon. However, this could be elaborated upon.

It is believed that essentially that these factors would effect the decision. Now as to opportunity, we have information that the Evans Signal Laboratory released two balloons at 11:12 EDST 10 September, that these balloons were in the air until 12:32 EDST on 10 September and that they burst at 104,000 ft and the diameter of the balloons at burst were 39 ft approximately. It is to be noticed that Evans Signal Laboratory is located at Belmar, N. J. It is considered that opportunity is presented in the time element and in geographic locations regarding points of similarity the following must be considered:

Considering that the pilots disagreed radically, interrogations of A-2 of the EADF and interrogations by ATIC personnel as in their written statements concerning ground tract that they are not sure of more than this fact that the

object was always on their left and that they did not or did assume a parallel heading. Mathematically speaking, this is to say that the object was going in the same direction as the T-33 aircraft was turning and that the object is following a course such that it is always leading the aircraft, that is, out of phase with it, or that the object is traveling in phase inside the circle of the aircraft and indeed that if may even be stationary inside the circle of the aircraft. It is to be noted that the interpretation that the object always lay on the left of the pilot may be that the object was a balloon stationary inside their turning circle. It is also to be noted that the pilots are not sufficiently sure of the ground track to negate this and a calculation concerning what the altitude of a balloon must be are unnecessary and impossible in that the accuracy of the pilot's report is an extremely questionable thing. In fact, there is indication that they cannot fix the alleged ground tract of the object within 10 nautical miles. Note that in terms of speed, this means ten nautical miles in two minutes or five nautical miles per minute or 300 knots per hour if one takes the extreme error between the two observations of ground tract. A point of similarity is that balloons are silvery painted for radar purposes when released from Evans Signal Laboratory. So recon was reported by the pilot. A point of similarity is the shape viewed under proper circumstances that the balloon might have an oblique spheriodal shape. In the light of this information, it is considered that there is strong possibility that the sighting was that of a balloon. However, if it can be disproved without recourse to metaphysics that the object was not a balloon, then it should be considered that the four conclusions presented previously are essentially those which we can stand firmly upon.