PROJECT 10073 RECORD CARD

1. DATE
10-11 September 1951

2. LOCATION 1.
Monmouth, New Jersey

3. DATE-TIME GROUP
Local _____
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
Varied

8. NUMBER OF OBJECTS
Single Track

9. COURSE 2.
- - -

10. BRIEF SUMMARY OF SIGHTING
See Case Folder

Case associated with case from Sandy Hook, N.J.

11. COMMENTS
Extensive investigation revealed that the target on 10 Sept was caused by a Balloon. Targets on 11 September were attributed to Anomalous Propogation by Radar analyists.

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

☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft

☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical

☐ Other ~~Anamalous Propogation~~
☐ Insufficient Data for Evaluation
☐ Unknown

ATIC FORM 329 (REV 26 SEP 52)

~~CONFIDENTIAL~~ 7/11/52 RJC

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ATTACHMENT 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 assured 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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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 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 Lover Air Force Base, Delaware. The object appeared to be over Sandy Hook, New Jersey, between 5000 ft. and 6000 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 sighting the object, the pilot started maneuvering 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 18,000 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 3 ft. to 5 ft. in diameter.

At approximately 1112 EDST, 10 September 1951, two balloons were released from the Evans Signal Laboratory, New Jersey, located at 40° 19' N and 74° 04' W. (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 12,000 ft., and would have moved to a position nearly in line with Point Pleasant, New Jersey, and Sandy Hook. (Wind SW 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.)

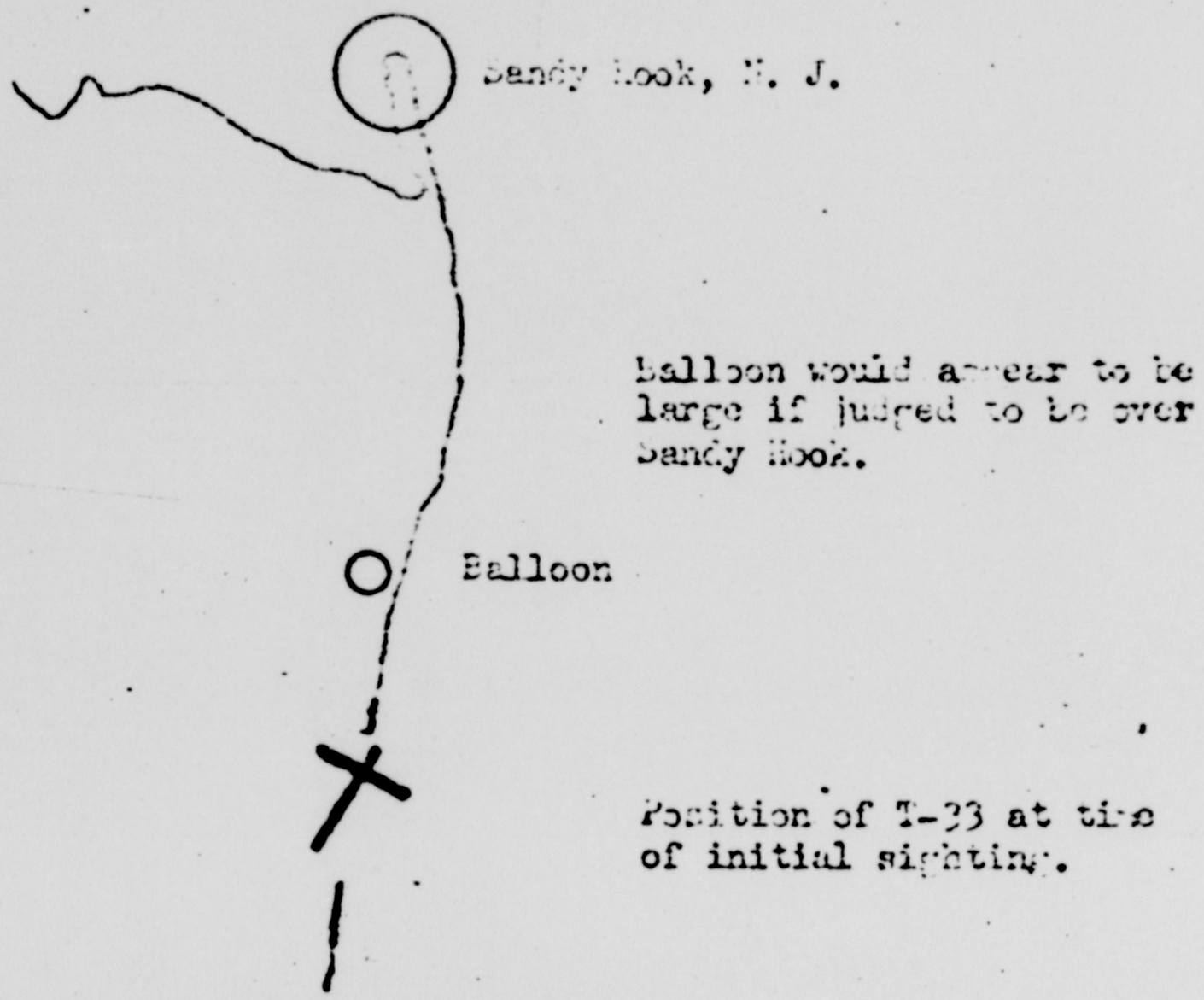


Figure 1. Plan View of Initial Sighting
(not to scale)

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.

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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. [redacted] 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/MPS-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 resorted to. The target was lost in the northeast at a range of about 17,000 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 4[illegible] 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 return, he was in an excited state, accounting for his inability to use full-aided automatic tracking. He admitted he was "highly flustrated" in not being able to keep up with the target using the aided tracking. The weather on 10 September was not favorable for anomalous propagation.

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2. On 10 September 1951, 1515 hours, an SCR 584, serial number 413, tracked a target which moved about slowly in azimuth north of Fort Monmouth at a range of about 31,000 yards at the extremely unusual elevation angle of 1950 mils, (altitude approximately 9?,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 315, 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 AMC was informed that it was a balloon by AMDIN-3 teletype TT-252, dated 5 October 1951, CSAF Item 11, 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 211, that displayed an 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.

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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 arrival in the area.

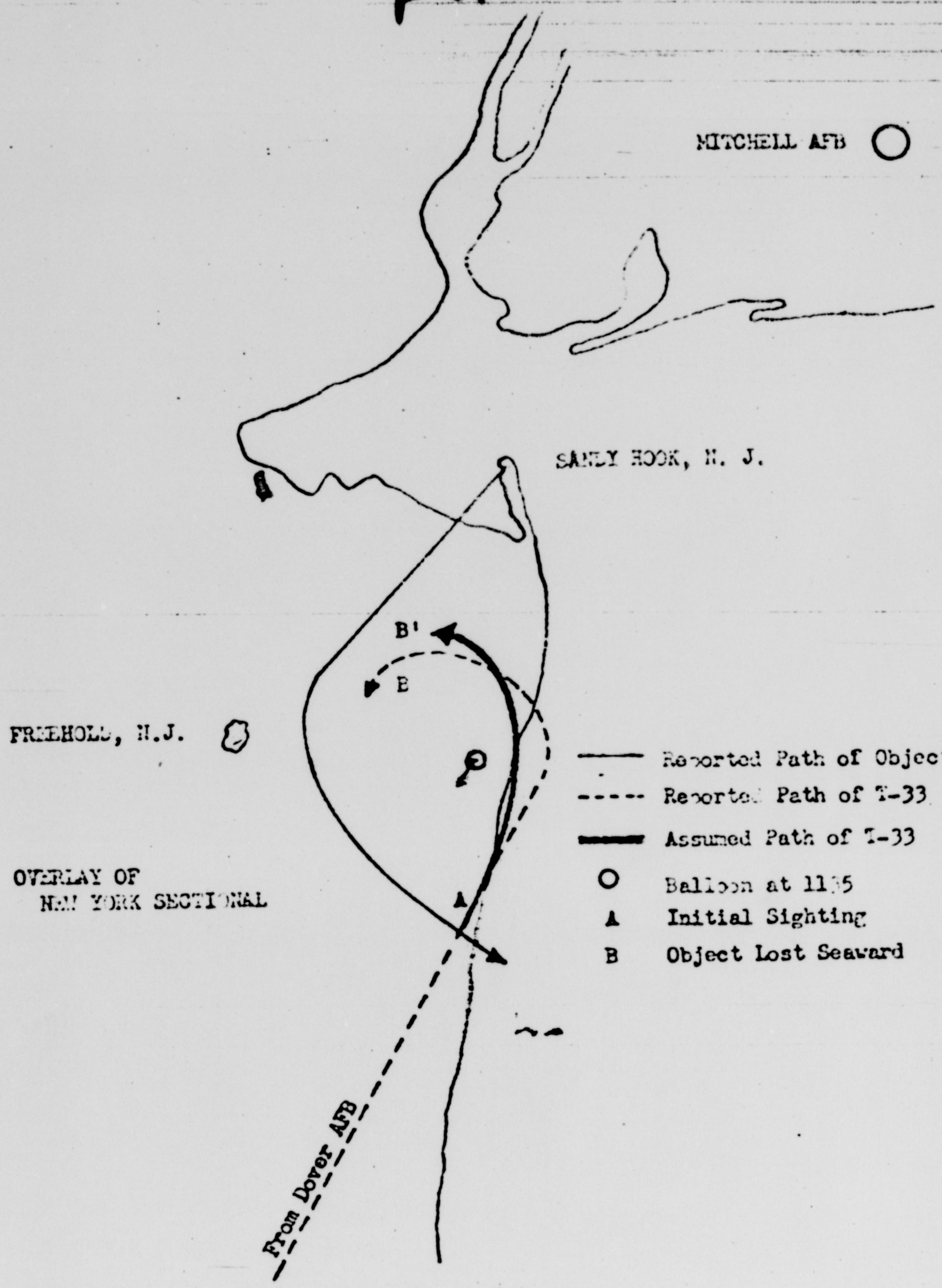
B. The 1110 EST radar sighting on 10 September 1951 was not necessarily a very high-speed aircraft. Its speed was judged only by the operator's inability to use aided tracking and this was possibly due to the operator being excited, and not the high speed of the aircraft.

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

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

E. The 1330 EST 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.

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[redacted]

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SPECIAL REPORT NO. 1

PROJECT GRUDGE

28 December 1951

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

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

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[redacted]

Orch 1

TS-11979

[redacted]

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.

[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 occurence 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 [redacted] 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 18,000 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 resorted to. The target was lost in the northeast at a range of about 14,000 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 [redacted] 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 return, he was in an excited state, accounting for his inability to [redacted]. He admitted he was "highly flustrated" in not being able to keep up with the target using the aided tracking. The weather on 10 September was not favorable for anomalous propagation.

2. On 10 September 1951, 1515 hours, an [redacted], [redacted], tracked a target which moved about slowly in azimuth north of Fort Monmouth at a range of about 30,000 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 [redacted], [redacted], 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 ATIC was informed that it was a balloon by AFOIN-TC telecon TT-252, dated 5 October 1951, CSAF Item [redacted], 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 [redacted] radar set, serial number [redacted], 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 [redacted] 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.

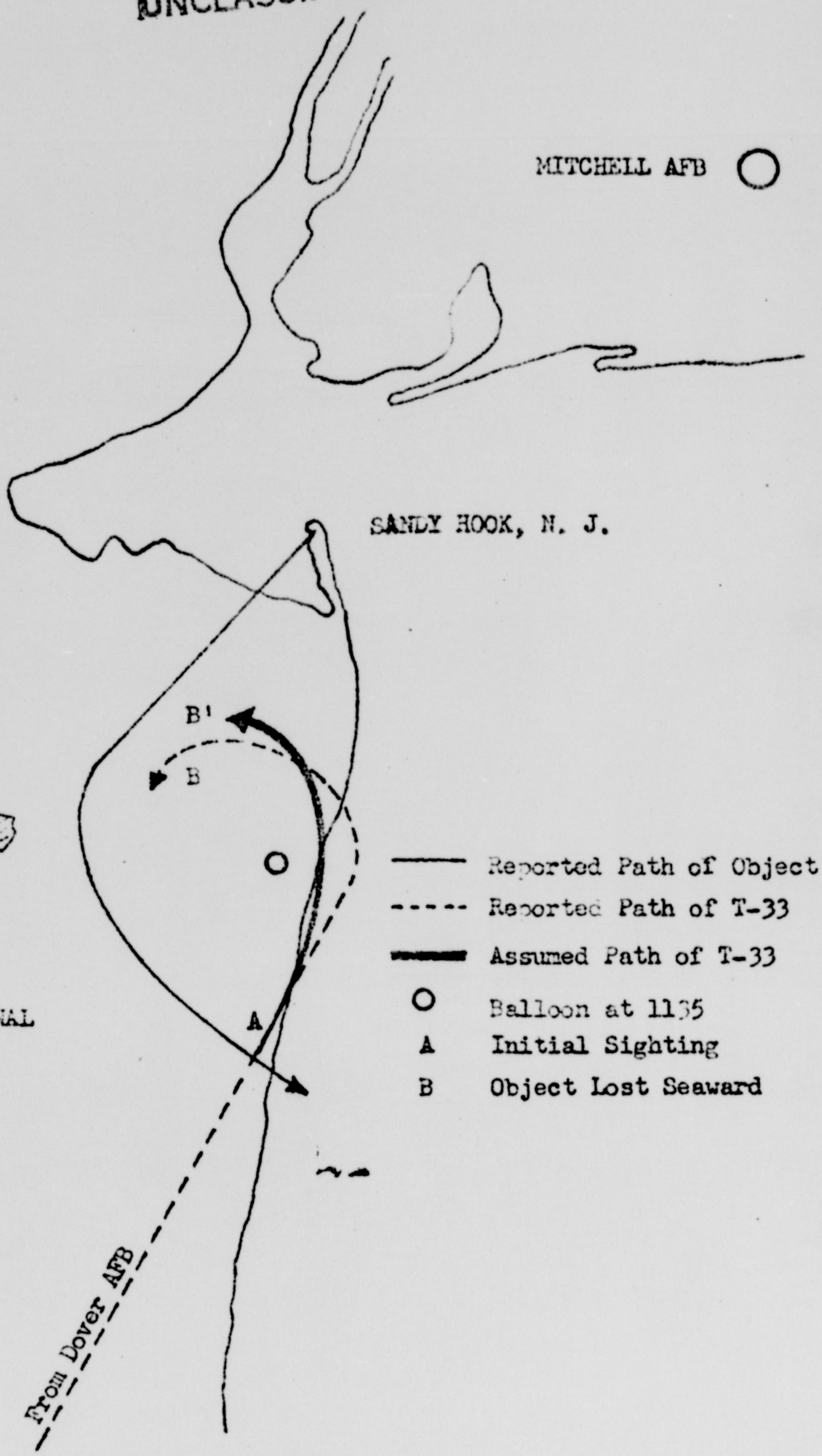
C. The 1515 EDST radar sighting on 10 September 1951 was a weather balloon.

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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[redacted]

[redacted]

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[redacted]

[redacted]

[redacted]

HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE, NEWBURGH, N. Y.

UNCLASSIFIED

INT 350.07

22 SEP 1951

SUBJECT: Unidentified Flying Object

TO: Director of Intelligence
Headquarters USAF
ATTN: Lt. Col. Eriksen
Washington 25, D. C.

1. Inclosed herewith is map referred to in radnote 19/0047Z (Confidential), this headquarters, which replied to your radnote TE-326, 14/2145Z.

2. Third sentence of radnote 19/0047Z should read "Grumman Aircraft would make no comment pro or con when queried on possibility of naval experimental aircraft by Eastern Sea Frontier duty officer."

FOR THE COMMANDING GENERAL:

Robert J. Ortelt

ROBERT J. ORTELT
Capt., USAF
Asst Air Adj. Gen

1 Incl
1. Map

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[redacted]

41°15'

41°00'

40°45'

320 ABL
To Allentown

Colesville
Haines ville
Camp
Dingmans Ferry
Layton
Beemerville
SUSSEX
Sussex
Cottages
Glenwood
Edenville
Warwick
Vernon
Wawayanda Lake
Greenwood Lake
Highland Lake
Monroe
Lafayette
Halsey
Swartswood
Swartswood Lake
Middleville
Newton
Stillwater
Sparta
Plant
Ogdensburg
Beaver Lake
Stockholm
Clinton Res
Lake Owassa
Branchville
Hamburg
Franklin
Cemetery
BRANCHVILLE
Lake Mohawk
Holland
Dake Ridge Res
Milton
Green Pond
Huntsville
Andover
Greendell
Johnsonburg
TRINCA
Lake Hopatcong
Espanong
Hopatcong
Golf course
Mt Arlington
Stanhope
Port Morris
Netcong
Kenvil
Wharton
Dover
Rockaway
Mountain Lakes
Boonton
Cities Res
Parsippany
EAST HANOVER
CALDWELL RADIO
Morris Plains
MORRISTOWN
Golf course
Florham Park
Madison
Convent Brook Res
Mt Tabor
Mt Freedom
Succasunna
Flanders
Chester
Mendham
School
Long Valley
HACKETTSTOWN
Hackettstown
BLOOD LAKE
Budd Lake
Sydd Lake
Vienna
Middle Valley
Altamuchy
Cranberry Lake
Hospital
Athletic field
Golf course
Indiana
AIRCRAFT-RADIO CORP
LINCOLN PARK
Pequest R
Musconetcong River
Black River
South Branch Raritan River
Raritan River
Flat Brook
Paulins Kill
Wallkill R
RED 23
RED 33
DLaW
LAHR
CNJ&E
270
240


RED 32
Wickham Lake
Lake Tiorati
Tomkins Cove
PEEKSKILL
Warwick
Bellvale
Southfields
Sandyfield
Greenwood Lake
Sterling Lake
Tuxedo Lake
Tuxedo Park
Sterling Forest
Thiells
Haverstraw
Ossining
CHRISTIE
Hudson River
Moe
Awosting
Bewitt
Ringwood
Sloatsburg
Ramapo
New City
Congers
West Milford
Monsey
Suffern
Spring Valley
MILLER
NYACK
Mahwah
Nanuet
Nyack
Pearl River
Orangeville
Piermont
Ramsey
Midvale
Wanaque
Oakland
Haskell
Saddle River
Park Ridge
Camp Shanks
Sparkill
Tappan
Butler
Wyckoff
Waldwick
Hillsdale
Northvale
Pompton Lakes
Ridgewood
Westwood
Harrington Park
Emerson
Closter
Pompton Plains
Golf course
Radburn
New Milford
YONKERS
Mountain View
Hackensack
Englewood
Boonton
Singac
Little Falls
Garfield
CALDWELL WRIGHT
EAST HANOVER
Florham Park
Livingston
Essex Falls
Roseland
MONTCLAIR
Oval tower
Towerviley
Stadiums
RR yds
ORANGE
Passaic River
Madison
Carnie Brook Res
Weehawken
LITTLE FERRY
Fleishmanns


PEEKSKILL
Verplanck
Stony Point
Haverstraw
Croton-on-Hudson
Croton Falls
Ossining
New City
Congers
Nyack
Orangeville
Piermont
Sparkill
Tappan
Hastings-on-Hudson
Dobbs Ferry
Ardsley
Irvington
Tarrytown
Sing Sing Prison
Pleasantville
Briarcliff Manor
Mt Kisco
Bedford Hills
New Croton Res
Katonah
Cross River Reservoir
Golf course
Bedford
Baram Lake
Long Ridge
Laurel Road Res
New Canaan
Silvermine
Wilton
Branchville
Georgetown
Vista
Peekskill Hollow Creek
Hudson River
Hackensack River
NYC
Mianus River
Converse Lake
Armonk
Hawthorne
Valhalla
Kensico Res
Rye Lake
Elmsford
Greenburgh
Scarsdale
Mamaroneck
Rye
Amusement park
Port Chester
Greenwich
Greenwich Pt
Shippan Pt
Long Neck Pt
Glenville
Cos Cob
Factory
Hospital
Darien
Large Plant
Norwalk
Stamford
Fairchester
Athletic Field
Noroton
Sheffield Island
FW Air FL H
Bayville
Glen Cove
Oyster Bay
Huntington
Cold Spring Harbor
Huntington Bay
Sands Point
Manhasset
Great Neck
Port Washington
Tops Point
Sea Cliff
Glen Head
East Norwich
Syosset
Top of tank elev 429'
Grassmere
East Hills
Jericho
Hicksville
Westbury
Mineola
Melville
Sanitarium
Flushing
College Point
Whitestone
Bayside
Little Neck
Douglaston
Manhasset Bay
Hempstead Harbor
Oyster Bay
Huntington Bay
Long Island Sound
Mt Vernon
Englewood
Tenafly
Cliffside
Fort Lee
Fort Tryon
Inwood
Yonkers
Tower elev 612'
Stadiums
Stadium
Cemetery
Hospital
Golf courses
Golf course
Tanks
Tank elev 420'
Tank elev 290'
Tank elev 152'
Tank elev 92'
Tank elev 200'
Tank elev 120'
Tank elev 80'
Tank elev 40'
Tank elev 24'
Tank elev 14'
Tank elev 10'
Tank elev 6'
Tank elev 4'
Tank elev 2'
Tank elev 1'
Tank elev 0'
Tank elev -1'
Tank elev -2'
Tank elev -3'
Tank elev -4'
Tank elev -5'
Tank elev -6'
Tank elev -7'
Tank elev -8'
Tank elev -9'
Tank elev -10'
Tank elev -11'
Tank elev -12'
Tank elev -13'
Tank elev

Lambert Conformal Conic Projection

73°15′ 73°00′ 41°15′ 41°00′

Redding
Stepney Depot
Long Hill
Easton
Lake
Trap Falls Res
Huntington
Housatonic R
Orange
West Haven
School
Morris Cove
NEW HAVEN
East Haven
Stack
Trumbull
Nichols
Hiamlock Res
Saugatuck R
Aspetuck
Weston
Golf course
Stratford
460
Devon
Milford
NY NH & H
Prospect Beach
Woodmont
Pond Pt
Charles I
BLUE 41
BLUE 66
BRIDGEPORT
BRIDGEPORT RANGE
221 BDR
BRIDGEPORT
L H 48
269 119.7
Stratford Pt
Landship FL
Westport
Fairfield
Southport
Saugatuck
Golf course
Dwenoke
WESTPORT
00 — S 50
Amusement Pk
Cockenoe I
Sheffield I
FL R
FL
RED 21
STRATFORD SHOAL
316
GREEN 5
051°
231°
324°
141°
ISLAND
SOUND
NEW
YORK
Alt FL R & G
Old Field Pt
Crane Neck Pt
Golf course
Miller Place
Sound Beach
Rocky Point
Stack
Setauket
Port Jefferson
AIR MARKER
CG 94
Eatons Pt
SMITHTOWN BAY
Sharoken
Crane Meadow
Gravel pit
Huntington Bay
Golf course
Halesite
Northport
State hospital
Kings Park
Greenlawn
East Northport
Stony Brook
Golf course
Terryville
Radio towers elev of top 560'
B
231°
Y
Middle Island
Disposal plant
Coram
Selden
Centereach
Smithtown Branch
St James
ST JAMES
ISLIP RANGE
U 108.3 ISP
Camp Upton
Yaphank
Lake Ronkonkoma Resort area
Ronkonkoma
Medford
LOCALIZER
Central Islip
Hospital
Filtration beds
Patchogue
Hagerman
Brookhaven
Bellport
Nastic Beach
Continack
CARLL
40 — — 24
BENDER BRENTWOOD
85 — — 15
DEER PARK
78 — — 22
Melville
State hospital
Golf course
Deer Park
Brentwood
Wyandanch
College
REPUBLIC
H 66
120.5
126.18
Bohemia
SAYVILLE
50 — — 30
Golf course
DAVIS
248°
258°
430
502
N
A
S
L
I
G
D
U
Y

C A N A D

120°
114°
108°
102°
96°
90°

KOOTENAI
SEATTLE
GLACIER PARK
WILLISTON
SPOKANE
MINOT
LAKE OF THE WOODS
BUTTE
LA GRANDE
WALLES CITY
FARGO
DULUTH
YELLOWSTONE PARK
RAPID CITY
ABERDEEN
TWIN CITIES
POCATELLO
SALT LAKE CITY
SIOUX CITY
DUBUQUE
CHEYENNE
LINCOLN
DES MOINES
GRAND JUNCTION
DENVER
KANSAS CITY
SALINA
KANSAS CITY
GRAND CANYON
TRINIDAD
WICHITA
TULSA
LOS ANGELES
PRESCOTT
ALBUQUERQUE
OKLAHOMA CITY
LITTLE ROCK
PHOENIX
ROSWELL
DALLAS
FT WORTH
SHREVEPORT
EL PASO
AUSTIN
BEAUMONT
30°
114°
108°


66°
48°
72°
48°
46°
AROOSTOOK
78°
44°
66°
LEWISTON
BURLINGTON
BOSTON
42°
DETROIT
ALBANY
41°
69°
BOSTON
CLEVELAND
NEW YORK
40°
72°
PITTSBURGH
NEW YORK
WASHINGTON
38°
73° 30'
36°
34°
75°
NORFOLK
32°
78°
SAVANNAH
30°
28°
80°
70°
T I C O C E A N
A T L A N

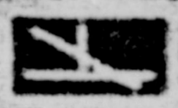
AERONAUTICAL SYMBOLS

AERODROMES

LANDPLANE SEAPLANE

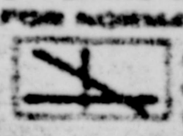
- MILITARY BASE
- CIVIL
- JOINT CIVIL AND MILITARY BASE

OF MAJOR AERONAUTICAL IMPORTANCE



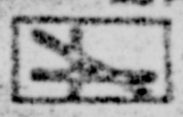
- MILITARY
- CIVIL
- JOINT CIVIL AND MILITARY

OFFERING SERVICES THAT INCLUDE REPAIR FOR NORMAL TRAFFIC AND/OR REFUELING



- LANDING STRIP OR ANCHORAGE

NO PUBLIC SERVICES AVAILABLE



AERODROME DATA

LANDPLANE		SEAPLANE
18	EVEVATION IN FEET	00 EVEVATION IN FEET
L	MINIMUM LIGHTING	L MINIMUM LIGHTING
H	HARD SURFACED RUNWAY	S NORMAL SHELTERED TAKE-OFF AREA
46	LENGTH OF LONGEST RUNWAY TO NEAREST HUNDRED FEET	62 LENGTH OF LONGEST RUNWAY TO NEAREST HUNDRED FEET

HARMON FIELD
18 L H 46
Airport of entry
GCA System
278 125.18

GCA SYSTEM: GROUND CONTROL APPROACH SYSTEM. OTHER CONTROLLED APPROACH SYSTEMS BY APPROPRIATE SYMBOL

278 125.18 2870 CONTROL TOWER TRANSMITTING FREQUENCIES

WHEN A SPECIFIC INFORMATION PERTAINING TO LANDING FACILITY DATA IS NOT AVAILABLE THE RESPECTIVE CHARACTER WILL BE REPLACED BY A DASH (—) 750 L — 32

AIR NAVIGATION LIGHTS

ROTATING LIGHT

ROTATING LIGHT (WITH FLASHING CODE)

ROTATING LIGHT (WITH SECTORS OF COLOR)

FLASHING LIGHT

FLASHING LIGHT (WITH CODE)

OBSTRUCTION LIGHT

MARINE LIGHT

LIGHT SHIP

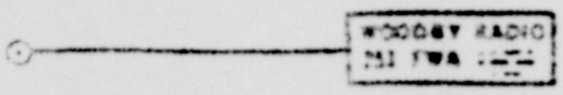
MARINE LIGHT CHARACTERISTICS

F - fixed Fl - flashing Occ - occulting Alt - alternating Gp - group R - red W - white G - green
B - blue (V) - unwatched SEC - sector Bcn - beacon
Marine alternating lights are red and white unless otherwise indicated.
Marine lights are white unless colors are stated.

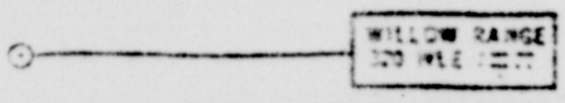
RADIO FACILITIES

USE OF THE WORD RADIO WITHIN THE BOX INDICATES RADIO FACILITIES

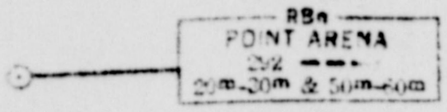
RADIO RANGE (WITH VOICE)



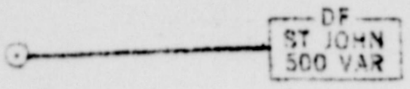
RADIO RANGE (WITHOUT VOICE)



MARINE RADIOBEACON (WITHOUT VOICE)

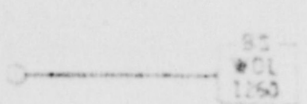


RADIO DIRECTION FINDER (WITH VOICE)

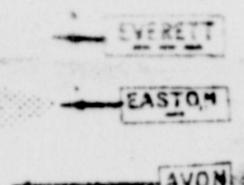


CS

RADIO BROADCASTING STATION



RADIO FAN MARKER BEACONS



RADIOBEACON, NONDIRECTIONAL HOMING

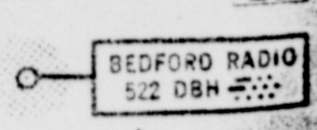


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B	TWX from AFOIN dated 28 Sep 51 (C)
C	Intelligence Reports dated 21 Sep & 26 Sep 51 (C)
D	Investigative Notes
E	Miscellaneous Correspondence (S)
F	Field Investigation Notes 16 Oct 1951

[redacted]

COPY

UNCLASSIFIED

HEADQUARTERS
SIGNAL CORPS CENTER AND FORT MONMOUTH
Fort Monmouth, New Jersey

12 September 1951

1. On 10 September 1951 an AN/MPG-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 12,000 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 resorted to. The target was lost in the northeast at a range of about 14,000 yards. This target also presented an unusually strong return for an aircraft being comparable in strength to that usually received from a coastal ship. The operator initially identified the target as a ship and then realized that it could not be a ship after he observed its extreme speed.

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 approx. 93,000 ft)

3. On 11 September 1951, 1050 hours, two SCR 584's serial numbers 217 and 315 picked up the same target northeast of Fort Monmouth at an elevation angle of 350 to 300 mils at a range of approximately 30,000 yards. (approximate altitude 31,000 ft) 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 fall off to a level below normal return. These changes coincided with maneuvers of the target.

4. On 11 September 1951 at about 1330 a target was picked up on an SCR-584 radar set serial number 315 that displayed unusual maneuverability. The target was approximately over Navesink, New Jersey as indicated by its 10,000 yard range, 6000 ft 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

20 954

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

UNCLASSIFIED

Sect #4

[redacted]

[redacted] C P Y

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 1500 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.

5. The weather was fair when the observations were made on 10 September and cloudy for the 11 September reports.

6. The names and addresses of the men who made the observations are as follows:

Para #1	Pfc [redacted]	Inst Co. #1
Para #2	Pvt [redacted]	Co N
	Pvt [redacted]	Co T
	Pvt [redacted]	Co M
Para #3	W.O. [redacted]	BOQ
	Sgt [redacted]	Co V
	Mr. [redacted]	Neptune, New Jersey
Para #3&4	Pvt [redacted]	Co V
	Pvt [redacted]	Co. Q
	Pvt [redacted]	Co V

/s/t/ JOHN E. DICKERSON
CWO USA
Asst Chief, Radar Br.

[redacted]

CSAF ITEM 2 [redacted] UNCLASSIFIED

TT-246
28 Sept 51
CSAF ITEM 2

FROM AFOIN-V/TC

ON 10 SEPT 51, SEVERAL UNIDENTIFIED OBJECTS WERE SIGHTED BY RADAR AT FORT MONMOUTH, NEW JERSEY, REFERENCE INT 24877, HQ EADF, STEWART AFB, NEWBURGH, NEW YORK. THESE OBJECTS VARIED IN SPEED FROMZERO TO OVER 700 MILES PER HOUR AND WERE SIGHTED AT VARYING ALTITUES UP TO 90,000 FEET. ON SAME DATE, ON UNCONVENTIONAL ~~FLYING OBJECT TRAVELLING AT HIGH SPEED WAS SIGHTED~~ BY PILOTS OF A T-33 OVER SANDY HOOK, NEW JERSEY. THE OBJECT DISAPPEATED OUT TO SEA NEAR ASBURY PARK, NEW JERSEY, AT AN ESTIMATED SPEED OF ONE THOUSAND MILES PER HOUR. REFERENCE RADNOTE 182042Z FROM EADF, STEWART AFB, NEW YORK. IT IS ADVISABLE TO MAKE AN EVALUATION OF THESE INCIDENTS. RECOMMEND A FIELD INVESTIGATION TO OBTAIN A COMPLETE REPORT OF THE INCIDENTS AND RELATED CIRCUMSTANCES. EVALUATIONS AND CONCLUSIONS SHOULD BE FORWARDED TO THIS HEADQUARTERS BY TELECONFERENCE. ATTENTION IS CALLED TO THE FACT THAT THE FIRST ARMY IS INVESTIGATING THE RADAR SIGHTINGS. IMMEDIATE INVESTIGATION MUST BE MADE. FINDINGS MUST BE RELAYED IMMEDIATELY TO THIS

ATIAA

ACTION

[redacted]

UNCLASSIFIED

[illegible] NOT LATER THAN MONDAY 8 OCT 51.

THE FOLLOWING INFORMATION CONCERNING THESE INSTANCES IS QUOTED FOR A PRELIMINARY ANALYSIS TO BE MADE IMMEDIATELY FOR GENERAL CABELL.

FROM HEADQUARTERS EADF STEWART AFB
NEWBURGH NEW YORK

RE CIRVIS MSG, INT 24887, THIS HQ, DT TIME GP 111433Z (USAF SEE ALSO RAD TE-326, 142145Z)

THE FOLG RPT ORIGINATED AT FORT MONMOUTH NJ IS FWDD FOR YOUR INFO:

"1 ON 10 SEPTEMBER 1951 AS AN/MPG-1 RADAR SET PICKED UP A FAST MOVING LOW FLYING TARGET (EXACT ALT UNDETERMINED AT APPRX 1110 HOURS SE OF FORT MONMOUTH AT A RANGE OF ABOUT 12,000 YARDS. THE TARGER APPEARED TO APRS FOLLOW THE COAST LINE CHANGING ITS RANGE ONLY SIGHTLY BUT CHANGING ITS AZIMUTH RAPIDLY. THE RADAR SET WAS SWITCHED TO FULL AIDED AZIMUTH TRACKING WHICH NORMALLY IS FAST ENOUGH TO TRACK JET ACFT, BUT IN THIS CASE WAS TO SLOW TO BE RESORTED TO. THE TGT WAS LOST IN THE NE AT A RANGE OF ABOUT 14,000 YARDS. THIS TGT ALSO PRESENTED AN UNUSUALLY STRONG RETURN FOR AN ACFT BEING COMPARABLE IN STRENGTH TO THAT USUALLY RECD FROM A COASTAL SHIP. THE OPERATOR INITIALLY IDENTIFIED THE TGT AS A SHIP AND THEN REALIZED THAT IT COULD NOT BE A SHIP AFTER HE OBSERVED ITS EXTREME SPEED.

2. ON 10 SEPTEMBER 1951, 1515 HOURS, AN SCR 584, SERIAL NO. 433 TRACKED A TGT WHICH MOVED ABOUT SLOWLY IN AZMUTH N OF FORT MONMOUTH AT A RANGE OF ABOUT

ABILA
Akers/c
Allen

32,000 YDS AT THE EXTREMELY UNUSUAL ELEVATION ABGLE OF 1350 MILS. (ALT APPRROXIMATELY 93,000 FT)

3. ON 11 SEPTEMBER 1951, 1050 HOURS, 2 SCR 584 SERIAL NOS. 217 AND 315 PICKED UP THE SAME TGT NE OF FORT MONMOUTH AT AN ELEVATION ANGLE OF 350 TO 300 MILS AT A RANGE OF APRX 30,000 YARDS. (APPRX ALT 31,000 FT) THE SETS TRACK AUTOMATICALLY IN AZIMUTH AND ELEVATION AND WITH AIDED RANGE TRACKING ARE CAPABLE OF TRACKING TGTS UP TO A SPEED OF 700 MPH. IN THIS CASE HOWEVER BOTH SETS FOUND IT IMPOSSIBLE TO TRACK THE TGT IN RANGE DUR TO ITS SPEED AND THE OPERATORS HAD TO RESORT TO MANUAL RANGE TRACKING IN ORDER TO HOLD THE TGT. THE THT WAS TRACKED IN THIS MANNER ~~TO THE MAXIMUM TRACKING RANGE OF 32,000~~ YARDS. THE OPERATORS JUDGED THE TGT TO BE MOVING AT A SPEED SEVERAL HUNDRED MILES PER HOUR HIGHER THAN THE MAXIMUM AIDED TRACKING ABILITY OF THE RADAT SETS. THIS TGT PROVIDED AN EXTREMELY STRONG ECHO AT TIMES EVEN THOUGH IT WAS AT MAXIMUM RANGE, HOWEVER THE ECHO SIGNAL OCCASIONALLY FELL OFF TO A LEVEL BELOW NORMAL RETURM. THESE CHANGES COINCIDED WITH MANEUVERS OF THE TGT.

4. ON 11 SEPTEMBER 1951 ABOUT 130 A TGT WA PICKED UP ON A SCR 584 RADAR SET SERIAL NO 315 THAT DISPLAYED UNUSUAL MANEUVERABILITY. THE TGT WAS APPROXIMATELY OVER NAVESINK NJ AS INDICATED BY ITS 10,000 YARD RANGE, 6000 FT ALT AND DUR N AZIMUTH. THE TGT REMAINED PRACTICALLY STATIONARY

ON THE SCOPT AND APPEATED TO BE HOVERING.
THE OPERATORS LOOKED OUT OF THE VAN IN AN
ATTEMPT TO SEE THE TGT SINCE IT WAS AT SUCH A
SHORT RANGE, HOWEVER OVERCAST CONDITIONS
PREVENTED SUCH OBSERVATION. RETURNING TO THEIR
POSITIONS THE TGT WAS OBSERVED TO BE CHANGING
ITS ELEVATION AT AN EXTREMELY RAPID RATE,
THE CHANGE IN RANGE WAS SO SMALL THE OPRS
BELEIVED THE TGT MUST HAVE RISEN NEARLY VERTICALLY.
THE TGT CEASED ITS RISE IN ELEVATION AT AN
ELEVATION ANGLE OF APPRX 1500 MILS AT WHICH TIME
IT PROVEDED TO MOVE AT AN EXTREMELY RAPID RATE
IN RANGE IN A SOUTHERLY DIRECTION ONCE AGAIN
THE SPEED ON THE TGT EXCEEDING THE AIDED
TRACKING ABILITY OF THE SCR 584 SO THA MANUAL
TRACKING BECAME NECESSARY. THE RADAR TRACKED
THE TGT TO THE MAXIMUM RANGE OF 32000 YARDS
AT WHICH TIME THE TGT 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.

5. THE WEATHER WAS FAIR WHEN THE OBSERVATIONS
WERE MADE ON 10 SEPTEMBER
AND CLOUDY FOR THE 11 SEPTEMBER RPTS.

6. THE NAMES AND ADDRESSEES OF THE MEN
MADE THE OBSERVATIONS ARE AS FOLLOWS:

MNS PARA 1 PFC [redacted] INST CO NBR 1
PARA 2 PVT [redacted], CO N
PARA 2 PVT [redacted] CO T
PARA 2 PVT [redacted], CO M
PARA 3 W.O. [redacted],

[redacted]

[redacted] CO V

2977

[redacted], [redacted], NEPTUNE, NJ

PARA 3 AND 4 PVT [redacted], CO V.

PVT [redacted], CO Q

PVT [redacted], CO V"

ATTENTION IS INVITED TO THE FACT THAT THE SIGHTING TIME AND LOCATION BY THE FTR PLTS IS VERY CLOSE TO THAT OF THE RADAR OPERATORS AS OUTLINED IN PARA 1 FOR MONMOUTH APT.

FIRST ARMY IS CURRENTLY INVESTIGATING EXPERIENCE LEVEL AND RELIABILITY OF OBSERVING RADAR PERS. INFO WILL BE FWDD UPON RECEIPT BY THIS HQ.

REQUEST ADC AND USAF EVALUATION BE FURNISHED THIS HQ. CG EADF.

[redacted]

NET YOUR RADNOTE TARE EASY THREE TWO SIX X ONE

FOUR SEP FIVE ONE X FOLG IS NARRATIVE OF TARE

DASH THREE PILOT FIRST LT [redacted]

AND SECOND PILOT PAREN BACKSEAT PAREN MAJOR

[redacted]X ONLY EVALUATION MADE THIS OFFICE

INDICATES OBJ MIGHT

POSSIBLY BY EXPER ACFT BELONGING TO

GRUMANN X REPUBLIC OR FAIRCHILD X EASTERN

SEA FRONTIER DUTY OFF WHEN QUERIED ON POSSIBILITY

BAVAL EXPER ACT 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

AND POSSIBILITY THAT OBJ COULD HAVE BEEN

Te 3261

All Repeated in reports

8 Sept

CRUFT REFLECTION & CONVENTIONAL ACFT OR ANY
OTHER OBJ EXCEPT AS DESCRIBED IN [redacted]
ACCOUNT X MAP BEING FWS BY MAIL X FOLG IS NARRATIVE
OF [redacted] QUOTE WHILE PARTICAPATING 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 ZERO THOUSAND FT MAKING GOOD AT FOUR
FIVE ZERO MPH X AT THE TIME OF SIGHTING
OF THE OBJ CMA MAJOR [redacted] WAS MAKING A POSITION
REPORT TO SANTINI CONTROLLER X WHILE MAJOR
WAS MAKING HIS POSITION REPORT I STARTED TIMING
THE OBJECT FR THE TIME I SAW IT AND FOLLOWED
IT IN A DESCENDING TURN TO THE LEFTX ABOUT FOUR
FIVE SECONDS AFTER I FIRST SIGHTED THE OBJ
~~X I CALLED MAJOR [redacted] AND POINTED THE~~
OBJ OUT TO HIM X THE OBJ CONTINUED A PORT
TURN X DISSAPPEARING OUT TO SEA SOUTH
OF ASBURY PARK NJ X FR THE TIME I FIRST SIGHTED
THE OBJECT UNTILL IT DISSAPPEARED X TWO MINUTES
ELAPSED WITH THE OBJ COVERING A DISTANCE OF
ABOUT THREE FIVE MILES X THE SIZE OF THE OBJ
WAS APPRX THAT OF A FTR PLANE THREE ZERO
TO FIVE ZERO FEET IN DIAMETER X THE OBJ WAS
SILVER OR MERALLIC IN COLOR X HAD NO MARKINGS
XEMITTED NO EXHAUST OR TRAIL X MOST OF THE
TIME DURING WHICH I HAD THE OBJ IN SIGHT X IT
APPEARED TO BE CIRCULAR IN SHAPE X HOWEVER
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

THE TIME OF MY OBSERVATION THE OBJ WAS TO MY
LEFT AND CONSIDERABLY BELOW ALY X WHEN
FIRST SIGHTED I WOULD JUDGE THAT IT WAS BETWEEN
FIVE AND EIGHT THOUSAND FEET OVER SANDY
HOOK X AS NOTED ON THE ATTACHED MAP X IT
APPEATED 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 SESCENDING 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 PARALELLING THAT OF THE OBJ UNTILL IT WAS
LOST FROM SIGHT X IN OUR TRNG A 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 APPRX ONE ONE THREE FIVE EASY
DOG TAFT 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 FO 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 [redacted] TO GET 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 [illegible] 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 PARA FOLG
IS NARRATIVE OF MAJOR [redacted] QUOTE
LT [redacted] POINTED OUT THE OBJ TO ME X I SIGHTED
THE OBJ NEAR FREE PORT 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 CLB FR THEIR
~~TIME CHECK X THEY MADE AN~~ EST THAT THE SPEED
OF THE OBJ WAS APRD ONE THOUSAND MILES AN HOUR
X AFTER [redacted] SIGHTED THE OBJ HE BROKE IN ON
THE END OF RADIO CHECK DASH IN [redacted] WAS MAKING
WITH GROUND STA AND POINTED OUT THE OBJ X GROUND
STA OVERHEARD THE COVERSATION
AND [redacted] DESCRIBED THE OBJ TO THE
GROUND STA WHILE IT WAS STILL IN SIGHT UNTILL
IT PULLED AWAY FROM THEM AND OUT OF SIGHT WHILE
[redacted] 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 VISIBEL MEANS OF PROPULSION. THE OBJECT
OBSERVED FOR APPROXIMATELY TWO MINUTES BELOW
AND LEFT OF T-33.
CCC:

AT THE BEGINNING OF THAT LAST RADNOTE

STARTING WITH 182042Z

HERE ISSTHE WAS RPT WAS RPT WAY THE

FIRST THREE LINES SHUD READ

REF YOUR RADNOTE TARE EASE THREE TWO SIX X ONE

FOUR SEP FIVE ONE X FOLG IS NARRATIVE OF

TARE DASH THREE THREE PILOT

END CSAF ITEM 2 /CONFIDENTIAL/

I--PART II

[redacted]

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

	REPORT NO.	PAGE 2 OF 2 PAGES
IR DATE	IR-3-58.E	

On 10 September, Major [redacted] and Lt. [redacted] 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. [redacted] was first to sight the object (1135 EDT) since Major [redacted] was making a position report.

Lt. [redacted] 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 [redacted] 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. [redacted] 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 [redacted] 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.

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

UNCLASSIFIED

AF FORM 112—PART I

[redacted]

RC-539

UNCLASSIFIED (BLANK)

REPORT NO. IR-3-51E

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: UNIDENTIFIED FLYING OBJECT

AREA REFERENCE: USA

FROM (Agency): HQ EADF

DATE OF REPORT: 21 SEPTEMBER 1951

DATE OF INFORMATION: 10 SEPTEMBER 1951

EVALUATION: B-6

PREPARED BY (Officer): LT COL BRUCE K. BAUMGARDNER

SOURCE: EADF

REFERENCES (Control number, directive, previous report, etc., 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 [redacted] and Lt. [redacted] 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 (9004 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.

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

UNCLASSIFIED

1 INCLS

1. Rpt. - 1st Lt. W.S. Rogers
2. Rpt. - Maj. E. Ballard
3. Map
4. Rpt. - Ft. Monmouth

DISTRIBUTION BY ORIGINATOR

2 cys - CG ADC, Ent AFB, Colorado Springs, Colo.
1 cy - CG AMC, Wright Patterson AFB, Dayton, Ohio, ATTN: MCIS

AMC 1095

AF FORM 112—PART I

[redacted]

UNCLASSIFIED (AND)

COUNTRY: U.S.A.

REPORT NO.: IR-2-51E

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: UNIDENTIFIED FLYING OBJECT

AREA REFERENCE: U.S.A.

FROM (Agency): HQ EADF

DATE OF REPORT: 26 SEPTEMBER 1951

DATE OF INFORMATION: 25 SEPTEMBER 1951

EVALUATION: F-6

PREPARED BY (Officer): LT COL BRUCE K. HAUGHARDNER

SOURCE: EADF

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

HQ EADF IR-2-51E, 21 SEPTEMBER 1951, INCL #4, 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. HAUGHARDNER
Lt. Colonel, USAF
Director of Intelligence

_____ INCLS.

UNCLASSIFIED

AF FORM 112—PART II
APPROVED BUDGET BUR. NO.

[redacted]

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Unit)	REPORT NO.	PAGE 2 OF 2 PAGES
HQ USAF	IR-4-[illegible]	

1. All personnel listed in initial report from Ft. Monmouth were students, with the exception of Mr. [redacted]. Mr. [redacted] 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. BARDARDNER
Lt. Colonel, USAF
Director of Intelligence

UNCLASSIFIED

General

See D

A. Reference to weather effecting radar

The following information was obtained from the U.S. weather bureau, Washington D.C. on the Lakehurst N.J. at ~~weather report at Lakehurst~~ 10)30, 10 Sept 1951, ~~Washington, D.C.~~.

Southerly winds, a high pushing out off the coast extending for at least 100 miles north and south of Fort Monmouth area. No precipitation for 600 miles in any direction from Fort Monmouth. A few scattered high x cirus clouds at approximately 25,000 ft. No significant inversion below 16,000 ft. An inversion at 16-17,000 ft of 1°C/thousand increase. ~~An~~ Air was quite moist up to 14,000 ft - no water droplets. No inversion above 17,000 ft up to tropopause (47,000) Temperature 47,000 was - 67°C a ~~total inversion~~ of 2°C up to 60,000 ft. Temperature decreased from -65 °C to 75,000 ft rapidly to -48°C. Didn't get good sounding 2200 EST, however, no significant change occurred - ~~believed difficult~~ evident that would have Nothing ~~believed to~~ give erroneous radar signals.

Weather report at Stewart Air Force Base 10:00 , 11 September 1951.
(No soundings made in the near vicinity of Lakehurst on 11 Sept 1951) N.Y.
Indications of an upper front dissipating in the area West of Newburgh. This front carried weak showers which would appear all along the coast (along a line extending from Sandy Hook to La Guardia). There was a very pronounced inversion at 1000 hrs between 2000 and 2500 ft of about 3°C/1000 ft increase in temperature. Within 75 miles of Fort Monmouth at 1000 there were brief showers (small amount of precipitation traces in the order of 100th inch. Water droplets @ 3-5000 ft. Strata ~~from~~ form decks at 10-14000 ft. Sounding was ended at 42,000 ft.

In general cumulus clouds with considerable density were encountered. Clouds with water droplets at 10,000 ft at 1000 hrs lowering to 2000 ft at 1600 hrs.

Dr. Herbert S. Bennet, EWC, Fort Monmouth, N.J.

Statement of Dr. Bennet

EWC is interested in countering airborne devices. They are limited in scope of operation to anything that can be countered from a ground installation. Their operations pertain to Army operation.

Major Martin, observer at Twin Lights, heard pilots comments on radio at his station. When Bennet heard via commercial radio that pilots observed an object, he contacted Martin to see if an echo was received on radar scope.

Dr. Bennet stated that EWC (Electronics Warfare Corps) was not operating or performing tests that would cause phenomenon as picked up by radar scopes. Dr. Bennet also stated that he was not aware of otherprojects that could cause these radar sightings.

When questioned as to date, Dr. Bennet stated that the incident happened the day before he visited Major Martin. The radio report was on the same day that he made his visit to Major Martin who was in charge of a CPS-6B radar installation. When queried as to possible causes of such sightings he suggested several possibilities.

1. Constant altitude balloon. In order to maintain constant altitude during night and day operation (diurnal variants) it is necessary that the balloon drop ballast at night. If for some reason or other, a faulty release prevented dropping of ballast during night, the balloon would float to a low altitude. This would cause the balloon to deflate on the top which would make it look like a saucer shape when looking down on upper surface. The possibility of the pilots looking down on the object just as the faulty mechanism released the ballast would indicate an increase in vertical velocity. This balloon could be either a General Mills or NYU project. It was Dr. Bennet's belief

that if the balloon was 1000-2000 ft altitude that a PPI scope would not indicate/more than the velocity caused by the horizontal components of wind. the balloon having Therefore, it is not expected that any faulty ballast release would result in high horizontal vdocities. His final analysis was that if high horizontal velocity were indicated on the scope that this would not be the result of a balloon.

Dr. Bennet was querried on signal strength ~~fax~~ of a balloon and would it give signal strength of a B-29 or B-36 at 20,000 yds. He stated that if the balloon was painted silver as many of them are and it was at an altitude of 5000'or ~~m~~ higher, that signal response would be equalto that of a B-29 or B-36 at 20,000 ft. His comment was that in general these ballons were used for soundings of between 30,000 and 110,000 ft (extent of Bennet's knowledge). He also stated that the sun could make a balloon look as if it were oscillating.

2. Combined meteorological and oblique incident wave front.

A wave front such as this could give a signal response giving great apparent speed on a radar scope, even though the actual speed of this wave is low.

Private SSN 3952, Fort Mormouth

Duty requires that as a student must learn how to repair, adjust, and operate radar equipment. Started radar course 7 May 1951. Previous experience is that of a radio repair man. Service dates back to Dec 1950. Graduated from radio and television school (Coyne, in Chicago)

Story as given by Private

One Tuesday (not certain of day of date) morning SCR-584A station #315 having a maximum range of 70,000 yds and capable of aided tracking up to 30,000 yds picked up an object, altitude 0-(10-20) miles, azimuth range of aircraft was 20,000 yds and elevation of 800 miles. azimuth 10-15 degrees. Had trouble keeping object on elevation. Object faded intermittingly. The time was approximately 10-10:30. Time on scope was 5 minutes maximum. Believed this was a good radar day. Blip looked good - good return. PPI gave good bright spot of approximately 1/8 inch and was well defined. Subject knows about anomolous propagation. Subject stated that Pvt saw same object that day.

Remarks:

This set will track up to a speed of approximately 700 mph. A plotting board is not normally used in this particular training course. Antenna is usually checked by sighting on Shrewsbury water tower. Prior to sighting instructor mal-adjusted the radar set, thus setting up a problem for the students. It was necessary for to adjust the klystron, receiver, magnetrons. working schedule was 7:30 to 5:30 and leaves area for chow by 11:20. Believes he went off this set on the 14th Sept. Operator believes set was in good working order since commercial aircraft were sighted and tracked prior to sighting of object.

Private Juan [redacted], SSN 3952, Fort Monmouth

Private [redacted] was a member of a radar training detachment at Fort Monmouth, N.J. He started this course 7 May 1951 and has been in the service since Dec 1950. His course on the SCR-584 was completed approximately 14 September 1951. His work to date in radar encompassed operational and maintenance procedures on SCR-584, NPG-1 and TPL. Has had previous radio and television training in N.Y.

Yes. Story as given by Private
Pvt. [redacted] statement

Has operated and performed all maintenance functions on set No. 315, SCR-584. He is a member in the same crew as Pvt. [redacted]. Believes he is capable and knows what a return of an aircraft looks like. The opinion of the interrogator is that he is not too familiar with aircraft designations since he stated that a DC-4 has two engines, however he gives indications that he can distinguish between reciprocating and jet aircraft. He was outside on the van working on the console of another unit when [redacted] picked up object. He did not observe [redacted] sightings. He was told by another member of the crew that Allen's observed on his radar set a fast moving object. He observed at 1500 two jets, on his radar scope, azimuth was north of radar set location (azimuth 280°) Elevation was low, just above tree level. Went out of van and visually sighted two jets, silver in color, headed east. Opinion of [redacted] was that [redacted] saw a jet. He stated that the radar set was in good working order. He stated that he saw a similar object to that seen by [redacted] at 800 miles elevation and 23000 yds range, azimuth ESE. Could not recall time or date.

Pricate . , Fort Monmouth

Private was a member of a radar training detachment and stationed at Forth Monmouth. His background is that of a student majoring in mathematics at MIT and was to have graduated in the class of 1951.

Story as given by Private .

Private stated that Mr. , an instructor, came out to the set he was working on and instructed him to look out for fast moving objects. He called Mr. shortly after and told him he saw a fast travelling object. This observation was taken as a joke at first by Mr. . Private could not remember the date of this observation, except that it was in the morning and it might have been observed on a Tuesday or a Wednesday, possibly 11 or 12 September.

stated that his set was working satisfactorily and that he picked up the object at 5700 mils azumuth and had a good return on the range scope. He put the set into automatic track and noted that the object travelled in an erratic manner. It was always in range and in the N-NE quadrant. The range was about 20,000 yds and never less than 15,000 yds. Always received a strong echo and wasn't bothered with fading. The object was extremely maneuverable.

estimated that the speed was 500 mph. When questioned as to what he knew of anamolous propogation, he indicated that he knew of this phenomanon but believed there was no indication of this and that weather conditions were negative this particular day for such propogation. He also stated that the signal strength was very strong and there was no variation of amplitude. He couldn't say how fast the object was climbing but estimated that the rate of climb was 9000-27,000 ft per minute. He stated that he thought the object had high acceleration

since the object changed direction or reversed its path in an extremely short time duration. One possible aid to exact date was the fact that some one came in with a newspaper account after the incident.

Information on How Fort Monmouth Students and Instructors were alerted:

PIO, Pete Hoffman, Fort Monmouth received a call from Mr. Zuckerman, Asbury Press; Hoffman believes the time was approximately 1030 and on a Tuesday. Zuckerman wanted to know if the school picked up any saucers in this area. Hoffman then called Capt Mikulas who alerted Mr. , instructor.

TT-252
5 Oct 51
CSAF ITEM 12

ATIAA

UNCLASSIFIED

CSAF ITEM 12 [redacted]

TO ATIAA-2A METSCHER FROM AFOIN-/TC WILLIS

REF AMC ITEM 1, THIS TT. FOLLOWING IS EADF

REPLY: REF TARE EASY THREE FOUR ZERO X RADAR

STATION AT FT MONMOUTH WAS NOT ALERTED BUT

AN INDICATION OF POSSIBLE UNUSUAL OCCURRENCES

WAS GIVEN BY FT MONMOUTH PIO QUERYING STA FOR

UNUSUAL TARGET ON PRECEDING DAY X ONE ZERO SEPT

X AS A RESULT OF NEWS STORY APPEARING IN ONE

ONE SEPT PATERS X PARA OTHER RADAR STATIONS

IN AREA WERE CHECKED X NO UNUSUAL TARGETS

OBSERVED X PARA EXACT LOCATIONS OF RADAR STATIONS

OLN ALL STATIONS WITHIN TWO ZERO ZERO YARDS

OF SEVEN FOUR DEGREES ZERO TWO MINUTES THREE

ZERO SECONDS WEST X FOUR ZERO DEGREES ONE EIGHT

MINUTES FOUR FIVE SECONDS NORTH X PARA REF ONE

ZERO FIVE ZERO HOURS X ONE ONE SPET RADAR

SIGHTING WAS LATER IDENTIFIED AS A WEATHER

OBSERVATION BALLOON X TARGET TRACK WAS VERTICAL

X LATER EXPLODED AND DESCENDED TO GROUND X

PAREN SEE ALSO ITEM ROGER DASH FOUR DASH FIVE

ONE EASY X HQ EADF X DTD TWO SIX SEPT FIVE ONE X

PARA FT MONMOUTH IS AN ARMY TNG STATION X NOT

A PART OF EARLY WARNING NET [redacted]

END CXAF ITEM 12/[redacted]

ACTION

Loc't Radar
200 yds of
74° 02' 30" W
40° 18' 45" N

1050 11 Sept
Sighting identified
as weather Balloon

Target track was
vertical - later
exploded & hit ground

UNCLASSIFIED

JTP 004

PP JEPMC

DE JEDEN 21C

P 2822217

FM COMGENADC ENT AFB COLO SPGS COLO

TO DIR OF INTEL HQ USAF WASH DC

[redacted]/

/RADNOTE/

FOR BURGESS INTEL FROM FREDENBURGH INTEL. REF CIRVIS

NSG FROM HQ EADF, INT 24877, DTG 111433Z, CONCERNING OBJECT SIGHTED AND TRACKED VICINITY OF MONMOUTH NJ, URGENTLY REQUEST EVALUATION THIS INCIDENT AND QUERYING OF ARMY, NAVY, RESEARCH AND DEVELOPMENT, GRUMMAN AND ANY OTHER SOURCE WHICH MAY BE ABLE TO THROW LIGHT ON PHENOMENON REPORTED.

CFN... 24877 111433

[redacted]/

2223Z87

FTS

[redacted]

UYA337

[redacted]12

FM JCBNF

DE UEGLZ 26

P 81?4?Z

FM LTCOL HH ROSENGARTEN FTMONMOUTH NJ

TO WRIGHT PATTERSON AFB DAYTON OHIO

WD GRNC

F.R COL HIGHLAND AFOIN-ATIA IMMEDIATE ATTENTION REQUEST THAT CAPT JAMES OF ELECTRONICS MEET COL ROSENGARTEN IN AFOIN-TC BY 1200 1ST OCT WILL CALL YOU APPROX 1200 1ST OCT PRIOR TO GIVING EVALUATION MISSION SO FAR SUCCESSFUL IN THAT PERSONNEL INTERROGATION SHEDS DIFFERENT LIGHT ON THE MATTER

OPN 1021 1ST 1200 1ST

DI/CBRIZ

ATIC — INFO — OCT 1 — OY — B

-I OCT 1021 TO 20

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:

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 surface 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 123 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 " " "
2320 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 Schmoldesk, OIR-V/TC)

K. Norman

ITEM 1 AMC [redacted]
FROM LT H METSCHER ATIAA-2A
TO TCB COL WILLIS

[redacted]

UNCLASSIFIED

TT-252
5 Oct 51
AMC ITEM 1
ATIAA-2A/METSCHER

WILL YOU SEND DOWN EADF'S ANSWER TO YOUR 1 OCT 51 QUERY ON RADAR SIGHTINGS FOR USE IN EVALUATION OF FORT MONMOUTH INCIDENT?

END ITEM 1 AMC [redacted]

INFORMATION

[redacted]

UNCLASSIFIED

[redacted]

UNCLASSIFIED

AUTH: CO, ATIC
BY: M.R.Rosegarten
DATE: 5 Oct 51

CO, ATIC

419302 Oct 51 [redacted]

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 balloons were released at 1112 and acquired to 1232:

a. Are times EDST?

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

Cite ATIAA-2a CHUDOX in reply.

519-1

[redacted]

515-14439 0

1 1

UNCLASSIFIED

Lt. Henry Metscher
ATIAA-2a
6-5376

MURRAY S. STURGIS, Capt, USAF
Air Adjutant General

UNCLASSIFIED

B4
1- ATI-Action
2- ATI-INFO
3-
4-MCAGXM21

[redacted] 19 OCT 51 [redacted] OCT 19 07:02

C-1 [redacted] ROUTINE

FROM CSIGC SIGGE-M-1 FOR AFOIN-ATIAA-2A GR DGE. WASHDC 192113Z

TO CGAMC WPAFB DAYTON OHIO

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

Cite
DA 84493

For SIGGE-M-1

UPNSC 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 IVL DURING ASCENT NOT RPT NOT AVAL

190950Z

AT-8363-515-150361-ATIAA2A
DA-84068-515-144090-A-ATI
515-152378-

Sig-ATI

[redacted]

UNCLASSIFIED

UNCLASSIFIED

'51 OCT 15 13:43

NO 29 15 OCT 51

C-1 [redacted] ROUTINE

FM CSIGCSIGCE-4-3 DEPT OF THE ARMY WASH DC 1300387

TO CG AMC WPAFB OHIO

Cole

DA 84068

mrs 1-ATI- 1-ATI- 4-McNeaxM21- ACTION INFO

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

15/0421Z

060110Z - AT-8057 - 515-144 370 - ATIAA

515-14-4079 - 4 - 1

[redacted] Info - ATI

UNCLASSIFIED

[redacted]

1951 NOV 1 02:28 UNCLASSIFIED

NBR 33 1 NOVEMBER 51

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

C-1 [redacted] ROUTINE

JM

TO CG AMC WPAFB DAYTON OHIO FOR ATIAA-C

1 - ATI - Action
PC-2 - ATI - INFO
3 -
4 - MCAGXM21

Cite DA 85663

Info ATI

FROM SIGCE-4.

ACTION COPY

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

518-160190-1

UNCLASSIFIED

[redacted]

UNCLASSIFIED

ATIC

NBS6

WPF258

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

[redacted] 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.

[redacted]5/2140Z OCT JEPHQ

UNCLASSIFIED

Unidentified Flying Objects

TO: ATIA FROM ATI DATE 9 Oct 51 1

Mr. Monaker/mb
59210/B 263

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

1 Incl
Wire, R 052817Z, fr
Hq USAF

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

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

Lt. Cummings/peg
65376/B 2630/P D9

1. An evaluation will be prepared and forwarded by telecon to TCS, 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 APOIN 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.E.Hotcher
DATE: 15 Oct 51

CO, ATIC

1519002 Oct 51 [redacted]

Priority X Priority X

Office of the Chief, Signal Officer
U.S. Army, Rm No. 2D-256, The Pentagon
Washington 25, D. C.
RADIO I E

Director of Intelligence, Hq USAF
Washington 25, D. C.
RADIO P E

Per SIGOB-A. On 2 Oct 51, Mr. Kastner, HRC, 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-7/TC for use in an evaluation for Director of Intelligence.

Can you supply following:

a. Are times EST?

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

Cite AFOIE-ATIAA-2m Cradge in reply.

[redacted] 1

UNCLASSIFIED

Lt. H. Hotcher
ATIAA-2m 65376

HERBERT S. STREETS, Captain, USAF
Adj Adjutant General

UNCLASSIFIED

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

2513002 Oct 51

CO, ATIC

Routine

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

X

Cite DA 81403

[redacted]

For: SIGGS-A-1. Reference: Cite DA 81403. Request confirmation on balloon launching in Fort Monmouth, New Jersey area on 10 September 1951. Our information is that two large balloons 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-Cruise in reply.

513-152378-A

UNCLASSIFIED

Lt. L. J. Ruppelt/pmg

ATIAA-2c

51261

HUBERT S. STRENGTH, Captain, USAF
Air Adjutant General

3 pet., 1951 30 Sept 51

Following is a p[redacted]ral transcropt of an interrogation of Lt. and Maj. ., of the 148th Fitr Interceptor Sq., pf Dover, Delaware. The interrogation was a ccom plished by Lt. Col. N. R. Rosengarten and ist Lt Jerry W, Cummings , 1125th Field Activities Group, Air Tecynical Intelligence Center, Air Technical Intelligence Co mmand.

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

Altho ugh these men had been previously interr ogated by ~~the Air~~ ERDL STEWART Fld. D[redacted]nd (Col. Ba umgartner of A-2, Newburgh ~~Fld~~) the i nformation 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 conserning the incident.

Mostly about how story got out

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 CGI (CPS-5) became aware of the existence of a fast flying object when inadvetantly the intercom communication of the initial sighting by P ilot to Maj. 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 Pulot 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 altho8gh this is not certain.

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

3 . 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 unanthorized sources u nder others, and that there was only one instance of possible a ccess by persons who ~~xxx~~ 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 roug object at very high speed while he was driving to them from the A?C to operations onn landing. The name of the ~~EM~~ OFFICER 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

s ince this was a local flught 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 ~~[illegible]~~ not advised concerning action. Their only response was laughter. Time 1200, approximately, 10 Sept 1951.

d. Since Maj returned to Do ver, Lt , while a t Mitchell ops tooka call for the major. This call, at about 1500 was from a man identifying himself as Major Barron, public information officer. He what it was that the s ubjects saw. Lt. rela ted location, ground track, description, time of sighting, duration of sighting, and color.

Maj Barron allegedly did no qualify himlself except as PIO. H e then stated that this sounded like good newspaper story material and that he was sending a newspaper man (newspaper name forgotten) over to operations to get the story from Lt. . He is further said to have advised Lt. Rogers that he was personally clearing this information for release . Maj Barron did not provide a means of identifying or establishing the individual who was to come to see Lt. . Then Maj Barron asked how long Lt. Roges would be at Mitchell, and was told some hours.

About half an hour after the telphone call from Maj Barron, a man in civilian cloths (description not recalled) entered operations and asked the operat ons clerk for Lt. . Lt was at this time looking for the telephone of the base security officer, but failed to find, and did not subsequently report this incident, due to subsequent event s.

The civilian introduced himself as a newspaper man, name and affiliation unknown, and ~~[illegible]~~ stated that Maj Barron had sent him to get a tory. He asked what Lt. had see n.

Lt. informed the man that he must call Maj Barron to get a repeat on his claerance. This the man did, failing to locate at the PIO office, but succeeding at the officer's mess. The conversation between the vivilian and M part on the other end of the line ended, and the civilian informed Lt. t at everything was o all right, that he was cleared to receive the information on the authority of Maj Ba rr on.

Lt took the civilian to the operations map, and showed the georgaphic location of the sighting, the ground tranck, the elapsed time, the color, shape. They went from the operations map to a sectional-mounted-map near the weather office for better explanation due to larger scale. The civilian asked Lt what he thought he had seen, and was told that it was an object which Lt had never seen before .

Then the civilian asked if it was a flying saucer and again Lt replied he did not know what it was. Then the civilian asked whether it was a weather balloon, and was told no, that the weather balloons cannot travel so fast as the object sighted.

At this point an unidentified civilian, carrying a 4x5 Spee dgraphuc, w/ flash gun and with lens and bellows open approached and stated that he wanted a picture of L in front of the operations map. Lt stated that the two men behaved as if they were working together, but that they exchanged no greeting and names were not used to his recollection. Then

Lt demurred, saying that it was probably illegal for the civilian to photograph the map. The photographer answered that he 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 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 left Mitchell for Dover that evening.

d. On 11-12 Sept 1951, exact date indeterminable at this moment, NBC called Maj 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 answer relayed by Pay b to Maj 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 , who told Lt East to say he was not there.

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

g. About 20 September, 1951, Robert Johnson of Republic Avaiation called Maj and asked for permiss ion to visit him to discuss the incident they had reported. Maj 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 and Major . 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 WPA FB personnel would soon arrive to interrogate, and that Brewster thought the objects were electrically oropelled. Brewster citef names of epople that had reported similar objects previously.

h. Until the interrogation reported here was made, there were no further inquiries made of Lt or Major concerning their sighting of 19 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 Lt had determined that Samworth had negative results in attempting to track are negated by . Neither he nor Maj know whether Samworth tracker or whether Samworth got a return on the object in question.

16 October 1951

The purpose of the information recorded on this wire recording is to [illegible] results of a field investigation accomplished by Col N. R. Rosenstiel and Lt. E. W. Cumings 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. [illegible] Telecon Item CSV 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 [illegible]'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 as 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. quitting 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 Pennington and Mr.

formity was [illegible] by Mr. Bryant went to the Electronics Branch and learned that the stated balloon had arrived some years in length and it was [illegible] by Electronics Branch and Mr. Zimmerman. The decision was made about after that meeting was broke so 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 Mr. Bebeil and then MADS, Mc, 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 Roesgarten 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 Roesgarten 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 Mirmmuro. The presons interrogated were as follows: PFC [illegible], Pvt [illegible], Pvt [illegible] Pvt [illegible] Mr. [illegible] Mr. [illegible]

Capt McNicholas Dr. Bennett; Col Murnaughan; Agent Deborn; Agent and Chief Reed, both of [illegible] and consequently, Lt [illegible] and Major [illegible] of Dover Air Force Base, pilots concerned; Major Marvin, Commanding Technical Officer [illegible] Twin Light Radar station; Staff Sgt Hall[illegible], Monitor radar box channel, Twin Lights Radio Station, and incidental individuals. Reference to basic CFAS, Item No. 2 of the telecon of 28 September 1951 will show the names of 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 tactical operations. They maintained no carting 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 SCR 584-A Type. The students were charged for determining the malfunction causes and eliminating these causes. If the students were successful in eliminating the causes and peaking their set to higher radiation efficiencies, 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.

Now some of these students had backgrounds which were suitable as scientific subjects for interrogation and others had a lack of such backgrounds. As an example, one individual Pvt. [redacted] was found to have language difficulties and little or no formal education background. On the other hand, however, Pvt. [redacted] was a mathematics major at Massachusetts Institute and Technology and would have graduated in the class of 1951 in the spring if it had not been for his untimely induction in the fall of 1950. Although [redacted] was interrogated along with [redacted] others with qualifications as bad as [redacted] or worse were not interrogated in that it was considered their value was not commensurate with the time required to talk to them. However, persons were contacted from each set cited in CSAF Item 28 No. 2 so that a representative study of the findings were had. The time element is important and will be concerned with at this moment. All operation of the radar sets by the students ceases at about 11:20 a.m. in that lunch formation begins at 11:30. Even though the students may be interested in what they are reading on the scope, they may not continue their operation practice hour because of military requirements. Further, the time is of particular insignificance to the students excepting lunch hour in that they are in a crowded schedule and this is a typical psychological problem of a student in a military course. They cannot even remember the days with accuracy although considerable time was spent to get independent statements from them in this concern. There are two exceptions to this study of events existing in the persons of Mr. [redacted] a civilian instructor for their students who has actual practical experience in World War II operation of radar sets in Florida. A second individual is PFC Crop although he has no practical experience from World War II has similar practical experience

[redacted] preparatory and now commercial instructor at Fort Monmouth where he is actually [redacted] in that capacity now. PFC [redacted] was operating an MPG type set [illegible] and consequently his information and that of Mr. [redacted] are somewhat more reliable data than that of the students. No purpose seems to be served in detailing the [illegible]ts of the interrogations of these men but rather we will go at once to the items of USAF 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, [redacted] n., PC-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 [redacted] 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 in magnetic north field approximately with experimental error of the situation may set it upon. PFC [redacted] was making a demonstration for some [illegible] or 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 frustrated 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 at about 700/hpt. Because of the circumstances of the demonstration he finally 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 PPC [redacted] 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 PPC [redacted] and other personnel there which eliminates interference effects. Note that no pit 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. PPC [redacted] began operation on this instance at approximately 11:15 and the operation was ended by 11:18 approximately. This is E.S.T. 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 interrogation began in which the target was picked. This story interrogation by PPC [redacted] was high azimuth rate target traveling north bound up the Jersey course from Atlantic. 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. PPC Clark upon interrogation stated that he intended to say operator found a target where location of ship is usually found and realized it was not

a ship. Now finding on reinterrogation of PFC 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 , 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 and Lt , 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 ANSCR 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 dissemination of balloons. So much for Item 2, Paragraph 2.

Paragraph 3. On 11 September 1951 at 1050 hours, two SCR 584 Serial nos 217 and 315 picked up the same target north of Ft. Monmouth at an elevation angle of 3.5° to 325 to 10 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. the instructor previously mentioned and Pvt the MIT graduate, previously mentioned. Pvt and a crew of two other men were training a radar set which was in operation at the particular moment just prior to the signal received at 1050 hours. The instructor, Mr. 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 and the other two men were among the students who were notified. Another instructor went directly to SCR [illegible] No. 217 put it on the air. It had previously been warmed up that morning. At once Pvt and his crew announced to Mr that they had a target high speed and strong. Mr. investigated and observed the target himself on the scope, noticed the azimuth and went directly to set 217 searched to 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. 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° azimuth and varied 250 to 90 in azimuth. During turns the blip 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 sited tracking by assisting the operation by applying torgue to the hand wheel. C-2 whose age is 31 is at least a 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 evaluation. Only the indications are given here. Very little sensible information could be

solicited from Pvt and his crew due to the difficulties of time having elapsed and the students 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 and his crew are identified with No. 4, SCR Serial No. 315. Mr. 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 and his crew. Pvt , Pvt of this crew were interrogated. It developed that Pvt 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 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 [redacted] flying as observer, and Lt [redacted] 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 [redacted] 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 [redacted] or made a voluntary statement to press and that [redacted] made his statement to the press only when he was directed to do so by Major Barren, Base PIO, and this is according to [redacted] 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 1730 to 2330 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

station overheard a radio check and ~~conversations~~ between the pilots which is discussed in detail in other reports inclosed in the folder. He reports that the ~~conversation~~ was an ~~exciting~~ one and verified roughly the statements [redacted] 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 party, that is Col Rosengarten and Lt Cummings chartered an airplane at Red-stone 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

telled 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. Whelden 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 Conry, 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. In 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 [illegible] 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 [redacted] and Major [redacted] 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 . 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 will admit a larger size even up to B-17 dimensions. As to speed, and 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 oblate, 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 , the T-33 pilot, (a) the subject was circular in shape changing after banking to elliptical. Conclusion: Oblique 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 8-17 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 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 previously are essentially those which we can stand firmly upon.

OCTOBER 1951 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
1	Ellington AFB, Texas	Military	Astro (VENUS)
2	Columbus, Ohio	Graduate Physicist	UNIDENTIFIED
2	White Sands, New Mexico	Military	Astro (METEOR)
2	White Sands, New Mexico	Military	Astro (METEOR)
2	White Sands, New Mexico	Military	Astro (METEOR)
3	Kadena, Okinawa	Military (RADAR)	UNIDENTIFIED
9	Terre Haute, Indiana	[redacted]	UNIDENTIFIED
9	Paris, Illinois	[redacted]	Insufficient Data
10	St Croix Falls, Wisconsin	[redacted]	A/C
11	Neubiburg, Germany	[redacted]	Balloon
11	Minneapolis, Minnesota	Multiple(Ground & Air)	UNIDENTIFIED
14	Lowell, Massachusetts	[redacted]	Insufficient Data
16	Whidbey Island, Washington	Military(Air & Ground)	Astro (VENUS)
16	Anchorage, Alaska	[redacted]	A/C
18	38.48N 123.16E (Yellow Sea)	Military Air V&R	A/C
19	Lenoir City, Tennessee	[redacted]	Insufficient Data
21	62N 15W (Atlantic)	Dr. [redacted]	Insufficient Data
21	Battle Creek, Michigan	[redacted]	Balloon
22	North Truro, Massachusetts	Military (RADAR)	Insufficient Data
22	North Truro, Massachusetts	Military (RADAR)	Insufficient Data
28	Buena Vista, Colorado	Military	Astro (METEOR)
30	Four Corners, Colorado	[redacted]	Astro (METEOR)
31	Point Barrow, Alaska	[redacted]	Other (SEARCHLIGHT)
Oct	Gonzales, Texas	[redacted]	Other (TUMBLEWEED)

EXTRACT FROM STATUS REPORT #__1__

DATE: 1 Oct 51

TIME (Local): 0415

LOCATION: Webster, Texas

LENGTH OF TIME OBSERVED: 2 Hrs.

SOUND: None

SPEED: Stationary

ALTITUDE: Low

HEADING: None

SOURCE: Airman

ACTION OR COMMENTS: No investigation

DESCRIPTION OF INCIDENT: Brilliant white light at a low altitude. Was generally stationary.

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 1 OF 1 PAGES
Intelligence, 3605th Nav Tng Wg, Ellington AFB, Houston, Texas	IR-5-51	

Statement of Sgt. [redacted] 49TH AC&W

At about 0415, 1 October 1951, my infant son woke me up wanting to come to my bedroom. When he came down to my room there was a very bright light right outside my window which is on the East side of the house. I live about three-fourths of a mile North West of Webster, Texas. The object seemed to be semi-stationary. When I first saw it at about 110° from my window and about one-half a mile away and 400' to 500' altitude.

I did not go back to sleep and observed the object until about 0700 at which time it disappeared by rising almost vertically. The time it began rising was about 0630. During the time of observation the object moved up and down like a yoyo about a half dozen times. The range of ascent and descent was approximately 100 feet.

One time (about 45 minutes to 1 hour after I first sighted the object) it went north at a very high rate of speed similar to rate of movement of a humming bird. It went approximately ½ mile north then returned to same relative position at a lower altitude.

The light was so bright that I was unable to see any shape or form, but the object seemed to be sending out constant rays of light similar to a diamond glittering. There was no smoke nor sparks as if a fire was burning. There was no sound. The light was the most brilliant, whitish-blue light I have ever seen. The main light was approximately 12 inches across and total size including rays, was about 3 or 4 feet, in diamenter, although the rays cause the shape to appear to vary. I was first observing the object through a window screen, but at about 0530 I went outside my home and observed the object for about 30 minutes.

At 0430 I woke my neighbors to use their telephone. I phoned the base to get someone to come see the object. The Base Telephone Operator gave me O.D's number, but phone was answered by the Base C.Q. who said OD was not available. I told C.Q. reason for my call and he suggested I call Base Operations then had my call transferred to Base Operations. A Sgt. answered the telephone at Base Operations and said A.O. was not available. I told the Sgt. what I was seeing and he said in so many words-"All I can tell you is that Wright Patterson is experimenting with a project that involves Ellington".

Witneses other than myself were my wife, Mrs. [redacted] and my neighbor, Mrs. [redacted]rd.

[redacted]
Sergeant, USAF

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

PAGE TWO NLR 31 27 OCT 51

INFO. WHEN REPORT OF IR-3-51 CAME IN, INFORMANTS OF 1-3-51 WAS OBTAINED INTERROGATION OF INFORMANTS OF IR-3-51 FOLLOWED. C. NEGATIVE. NO RADAR OPERATIONAL IN THIS AREA DURING THE TIME OF EITHER REPORT. C. CHECK WITH WING OFFICER OF THE DAY, WING NCS CHARGE OF QUARTERS, AIRDROME OFFICER, BASE OPERATIONS DUTY AIR OFF, 2 TOWER OPERATORS, BASE TELEPHONE OPERATOR ON DUTY DURING PERIOD COVERED BY IR-3-51 FAILED TO REVEAL OTHER WITNESSES OR TO ESTABLISH IDENTITY OF SERGEANT INFORMANT IS ALLEGED TO HAVE TALKED TO AT BASE OPERATIONS. NOR WERE WE ABLE TO ESTABLISH THE FACT INFORMANT HAD TALKED TO ANYONE OTHER THAN WING NCS CHARGE OF QUARTERS. D. NO ASTRONOMERS WORKING IN HOUSTON AREA DURING THE TIME OF THE REPORTS. E. NO REPORTS. F. NEGATIVE.

AF-AFCS-515-152249-ATI

515-152249-A-2

[redacted]

[redacted]

INFO. WHEN REPORT OF 18-3-51 CAME IN, INFORMANTS OF 1-3-51 WAS OBTAINED INTERROGATION OF INFORMANTS OF 18-3-51 FOLLOWED. A. NEGATIVE. NO RADAR OPERATIONAL IN THIS AREA DURING THE TIME OF EITHER REPORT. C. CHECK WITH WING OFFICER OF THE DAY, WING HQS CHARGE OF QUARTERS, AIRBORNE OFFICER, BASE OPERATIONS DUTY AIR OFF, & TOWER OPERATORS, BASE TELEPHONE OPERATOR ON DUTY DURING PERIOD COVERED BY 18-3-51 FAILED TO REVEAL OTHER WITNESSES OR TO ESTABLISH IDENTITY OF SERGEANT INFORMANT IS ALLEGED TO HAVE TALKED TO AT BASE OPERATIONS. NOR WERE WE ABLE TO ESTABLISH THE FACT INFORMANT HAD TALKED TO ANYONE OTHER THAN WING HQS CHARGE OF QUARTERS. D. NO ASTRONOMERS WORKING IN HOUSTON AREA DURING THE TIME OF THE REPORTS. E. NO REPORTS. F. NEGATIVE.

AF-AFOSI-515-15 2447-AFI

515-15 2447-A-2

[redacted]

AF FORM 112—PART I
APPROVED 1 JUNE 1948

(CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
U.S.A.	IR-5-51	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

Unidentified Celestial Phenomenon

AREA REPORTED ON	FROM (Agency)
Webster, Texas	Wing Intelligence, Ellington Air Force Base

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
7 October 1951	2 October 1951	F-2

PREPARED BY (Officer)	SOURCE
William F. Hester Jr., Captain, USAF	Sgt. W[redacted]

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

Ltr Hq USAF, AFOIC-CC-1, 8 Sep 50, Reporting of Information on Unconventional Aircraft

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.*)

Report of unidentified light, thought to be a Celestial Phenomenon, as seen by Sgt. Wilfred D. Thorne at about 0415, 1 October 1951.

The following weather prevailed for 1 October 1951:

See - 26 Aug 57
Ellington AFB
Redwoods 26 Oct 57
for info

Ø425C 015 156/67/62[illegible]7/998
Ø525C 015 156/66/62[illegible]3/998
Ø625C 06KH 156/11/59[illegible]3/998/ FEW AC E
Ø725C 06K 159/69/6Ø[illegible]4/999

COMMENTS of Reporting Officer:

1. Informant is NCOIC of Security for his section. He is 27 years old, an intelligent appearing person who doesn't appear to be highly excitable. His story was told in a calm straightforward manner. He is a rated civilian pilot (license No. [redacted] rated commercial pilot, Ratings - Airplane Single & Multi-Engine land, Flight Instructor - Airplane).

2. A further check with M/Sgt. [redacted] at Base Operations revealed a Pfc. [redacted] was on duty at Base Operations at the time Sgt. [redacted] called the Base. An information copy of Sgt. [redacted]'s statement was given to S/[redacted], local O.S.I. Detachment, who asked that Pfc. [redacted] not be contacted regarding his statement about the Wright-Patterson experiment that involves Ellington Air Force Base until his (OSI) office gets an answer to a check they are making.

3. A check of the Air Almanac showed Venus to have been in about the same compass position of the object seen by informant at the time covered by this report.

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

APPROVED:

1 INCLS.

Statement - Sgt. [redacted]

W. F. HESTER JR.
Captain, USAF
Intelligence Officer

* 3382

DISTRIBUTION BY ORIGINATOR Hq Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio; Hq Flying Training Air Force, Waco, Texas; OSI Detachment, Ellington Air Force Base, Houston, Texas; 149th AC&W Squadron, Ellington Air Force Base, Houston, Texas

7-2112-24

[redacted] 27 OCTOBER 51

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

C-1 [redacted] ROUTINE CRYPTO PRECAUTION APPLIES

UNCLASSIFIED

TO AMC WPAFB DAYTON OHIO

INFO CS USAF WASH D C

1951 OCT 27 02:10

CD-1774

INFORMATION COPY

REFERENCE AFOIN-ATIAA-2C YOUR MESSAGE NOR AT 0505 191951Z ANSWERS ARE AS FOLLOWS: A. IR-4-51 REPORTED TO WING PUBLIC INFORMATION OFFICE 27 AUG 1951. WING INTELLIGENCE WAS PRESENT FOR INTERVIEW OF INFORMANTS BY PUBLIC INFORMATION OFFICE. WING INTELLIGENCE INSTRUCTIONS ON THIS SUBJ WERE DATED 6 SEPT 1950. LOCAL OFFICE OF SPECIAL INVESTIGATION ADVISED WING INTELLIGENCE THEY HAD MORE RECENT INSTRUCTIONS TO NOT HANDLE FUTURE REPORTS OF ASTRONOMICAL PHENOMENA. WING INTELLIGENCE RECEIVED COPY OF PUBLIC INFORMATION OFFICE REPORT OF INTERVIEWS AND FILED IT WITHOUT ACTION. 24 SEPT 1951 WING INTELLIGENCE RECEIVED [illegible] 22 SEPTO REVISION WHICH MADE OUR THE INSTRUCTIONS FOR REPORTING THIS

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED