

PROJECT 10073 RECORD CARD

1. DATE 22 Dec 1951		LOCATION Columbus Ohio		12. CONCLUSIONS ☐ Was Balloon ☒ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local 1030 GMT 22/1530Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☒ Air-Visual ☐ Ground-Radar ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION 1 to 1½ Minutes		8. NUMBER OF OBJECTS 1		9. COURSE ESE	
10. BRIEF SUMMARY OF SIGHTING Pilot saw flash in WNW. Object appeared to be a/c without tail section. Position of object was 5 miles east of Columbus, Ohio at 20,000 ft. Object moving East in opposite direction of a/c piloted by observer. Object sighted for 1 minute and lost in sun. Could not re-locate object. Observer's a/c at 15,000 ft air speed 225 Knots. Assumed object speed in excess of 300 MPH. No sound. Clear sky.				11. COMMENTS Probably balloon sighting. SEE "HELL ROARER" FOLDER FOR POSSIBLE EXPLANATION ALSO	

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166TH FIGHTER-INTERCEPTOR SQUADRON
142D FIGHTER-INTERCEPTOR GROUP
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

3 Jan 52

27 December 1951

SUBJECT: Information on Unconventional Aircraft

TO: Commanding General
Air Materiel Command
ATTN: MCIS
Wright-Patterson AF Base
Dayton, Ohio

1. In compliance with Air Defense Command Letter 200-1 dated 11 April 1951 and in lieu of AF Form 112 the following information is submitted;

a. The object appeared to be an airplane of unknown size without a tail section and was silver in color. No trail or exhaust was seen and the propulsion system was undetermined. The observer was flying in the opposite direction and the object appeared to be travelling at a speed greater than 300 miles per hour. No sound was heard and the object continued to tumble or roll until it was lost in the sun.

b. Object was sighted at approximately 1030Z on 22 December 1951 and was observed for approximately one (1) minute.

c. The object was observed visually from the air. The observer was flying in an F-84C type aircraft at approximately 15,000 feet with an indicated air speed of 225.

d. The observer was approximately five (5) miles east of Columbus, Ohio heading west at an altitude of 15,000 feet when the object was first sighted. The object was at two o'clock high from the observer, heading in an easterly direction at an altitude of at least 20,000 feet.

e. The high degree of reliability of the observer is shown in the fact that he is a jet fighter pilot with approximately 1700 flying hours and served a tour of duty in the Pacific theatre of operations during World War II.

f. The sky was clear at time of sighting.

g. None.

h. None.

i. Observer started to turn to give chase but object was lost in the sun.

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Hq 166th FIS, Subj: Information on Unconventional Aircraft

27 Dec 51

j. Although other squadron aircraft were flying in the local area none were in the immediate area of the sighting.

2. Enclosed with this report is a statement of the observer concerning the sighting of the object.

Carl E. Breathwit

CARL E. BREATHWIT
Major USAF
Commanding

1 Encl
Observer's Statement

Copy to:
CG, Air Defense Command
ATTN: Dir of Intell

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166TH FIGHTER-INTERCEPTOR SQUADRON
142D FIGHTER-INTERCEPTOR GROUP
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

27 December 1951

STATEMENT ON SIGHTING
OF
UNCONVENTIONAL AIRCRAFT

At approximately 1030 hours on 22 December 1951 I was flying locally at 15,000 feet. I observed an object which appeared to be an aircraft without a tail section either tumbling or rolling. Position of the object was about five (5) miles east of Columbus, Ohio heading east at an altitude of at least 20,000 feet. I was piloting an F-84C type aircraft in the opposite direction.

Checks were made on Easy and Fox channels but all squadron pilots stated that they were not in that area and at that altitude. The object was about two o'clock high to me, rolling or tumbling at a high rate of roll. I observed ten or more rolls in a period of one (1) minute when I lost it in the sun. It was rolling when I lost it.

When I first sighted it I started a turn in an attempt to intercept the object, but it was lost in the sun. Further search failed to bring the object in sight.

The speed appeared to be about that of a jet fighter. It did not gain or lose altitude. When last seen it was heading in an east-south easterly direction.

Walter J. Koby
WALTER J. KOBY
Captain, USAF
166th Ftr-Intcp Sq

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WIND

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22 December 1951

1000 E

<u>Altitude</u>	<u>Direct</u>	<u>Velocity</u>
2000'	260°	20 K
4000'	270°	30 K
6000'	270°	50 K
8000'	270°	35 K

1600 E

<u>Altitude</u>	<u>Direct</u>	<u>Velocity</u>
10,000'	280°	55 K
12,000'	290°	60 K
14,000'	290°	70 K
16,000'	280°	75 K

REQUEST FOR AUTHORIZATION OF LONG DISTANCE TELEPHONE CALL

1. APPROVAL NO. 13	2. DIVISION, OFFICE, SECTION & BRANCH AFOIN-ATIAA-2c	3. TEL. ACCT. NO. 541	4. DATE 10 Jan 52
5. NAME OF PERSON TO MAKE CALL: Lt J. K. Rothstein		6. EXT. NO. 6-5376	7. SYMBOL ATIAA-2c
8. NAME & LOCATION OF ACTIVITY TO BE CALLED: 166th Fighter Interceptor SQD, Lockbourne AFB, Columbus, Ohio		9. PERSON TO BE CONTACTED: Intell. Officer	10. EST. DURATION OF CALL (MIN.) 5
11. SUMMARY OF SUBJECT MATTER TO BE DISCUSSED: Unidentified aerial object and appointment to interview witnesses.			
12. REASON WHY OTHER MEANS OF COMMUNICATION CAN NOT BE USED: Time element.		13. SIGNATURE OR INITIAL OF APPROVING OFFICER:	

ROUTING

JOINT MESSAGEFORM

MUNICATIONS CENTER NO.

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SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CO, ATIC

TO: Weather Records Processing Center
Weather Bureau Office
400 Post Office Building
Chattanooga 2, Tenn.
RADNOTE

INFO:

Request information regarding balloon released Columbus, Ohio, 22 Dec 51,
at approximately 1000 EST. Please state exact time of release and position of
balloon at intervals between 1015 and 1130 EST.

DATE-TIME GROUP

121500Z Jan 52

PRECEDENCE
FOR:

ACTION

Routine

INFORMATION

☐

BOOK MESSAGE

☒

ORIGINAL MESSAGE

☐

MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES

☒ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

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T52-1173

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

Lt J. E. Rothstein/vs

SYMBOL

ATIAA-20

TELEPHONE

54261

OFFICIAL TITLE

ARMETH T. FIELD, Capt, USAF
Asst Air Adjutant General

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D

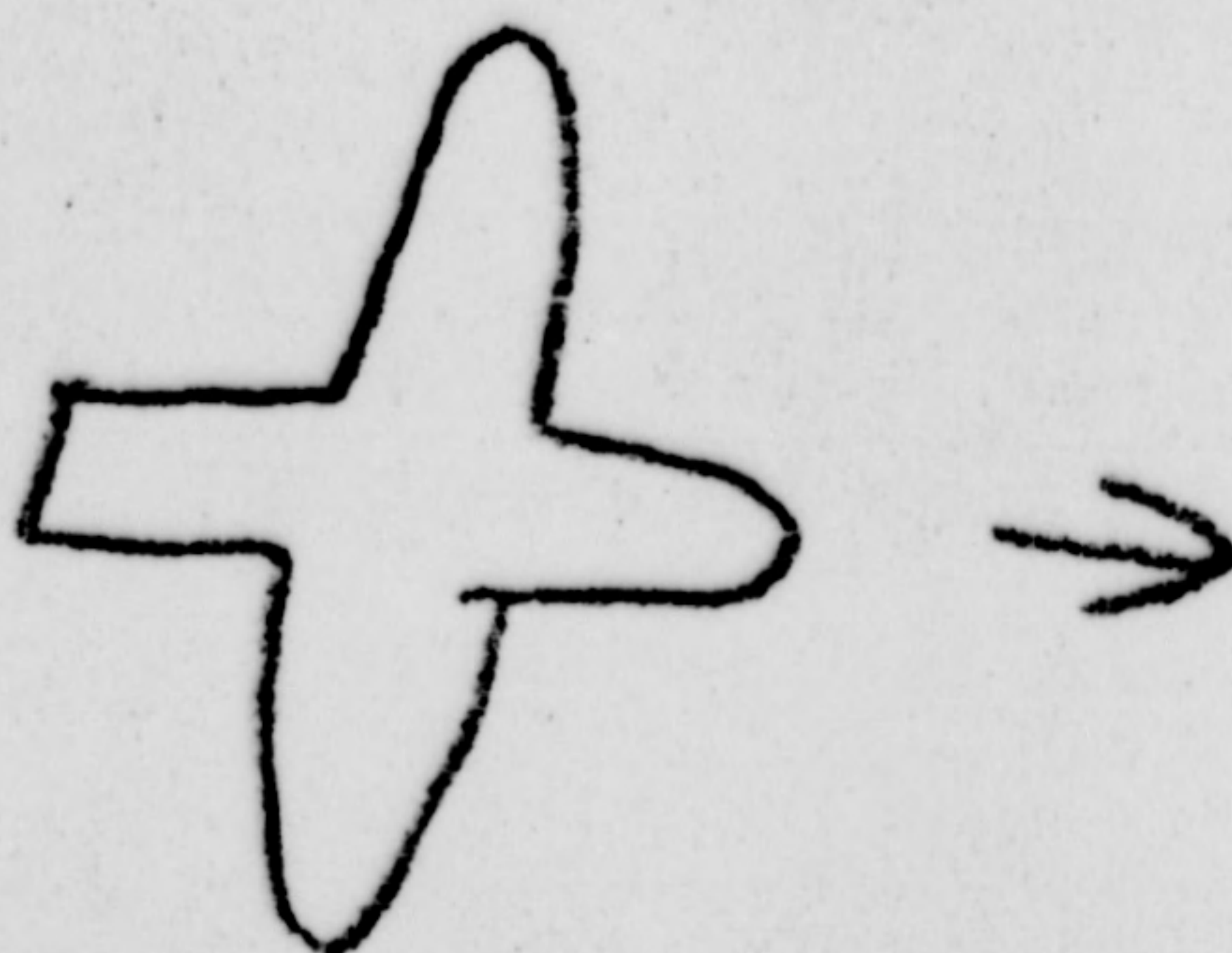
FORM
1 OCT 49

173

REPLACES NME FORM 173, 1 MAY 49
WHICH MAY BE USED

1. Date object was observed 22 December 1951
2. Time object was first seen 1030
3. Place from which you observed the object Air - near Columbus, Ohio
4. How was object observed (naked eye, binoculars, etc.) Eye
5. What were you doing when the object was first observed? Flying
6. What attracted your attention to the object? Flashing
7. Path of object.
 - a. Direction from which object appeared (degrees or direction) WNW
 - b. Direction in which object disappeared (degrees or direction) ESE
 - c. Elevation object appeared (degrees above horizon) ---
 - d. Elevation object disappeared (degrees above horizon) ---
 - e. Shape of flight path of object (straight and level, arched, etc.) Straight
 - f. How did object disappear (grow dimmer, go out suddenly, etc.) Lost in sun
8. Length of time the object was observed 1 - 1 1/2 min.
9. Description of object.
 - a. How many objects were seen? One
 - b. Apparent size of object? F-84 at 25,000 ft.

- c. Apparent speed of object? F-84
- d. Apparent altitude of object? At least 25,000 ft. if F-84 size
- e. Shape of object? F-84 without tail
- f. Color of object? Silver
- g. Did object perform any maneuvers, if so describe Rolled 7-10 times
(like pencil rolled) 5/sec. roll or faster.
- h. Did object make any sound, if so describe None audible
- i. Were any tails or trails seen No tail
- j. Draw sketch



10. Clouds.

- a. Were any clouds in sky at time of observation None
- If so, how much of sky was covered (overcast, scattered, etc.) CAVU

- b. Did object pass above, below, or near any clouds ---
- c. Did object reflect light on the clouds ---

11. What is your occupation Jet Pilot

12. Any details that cannot be fully explained by the above questions. ---

Description of object is based on observer's experience with F-84's in
flight. Speed of observer's plane indicated air speed 180 MPH which

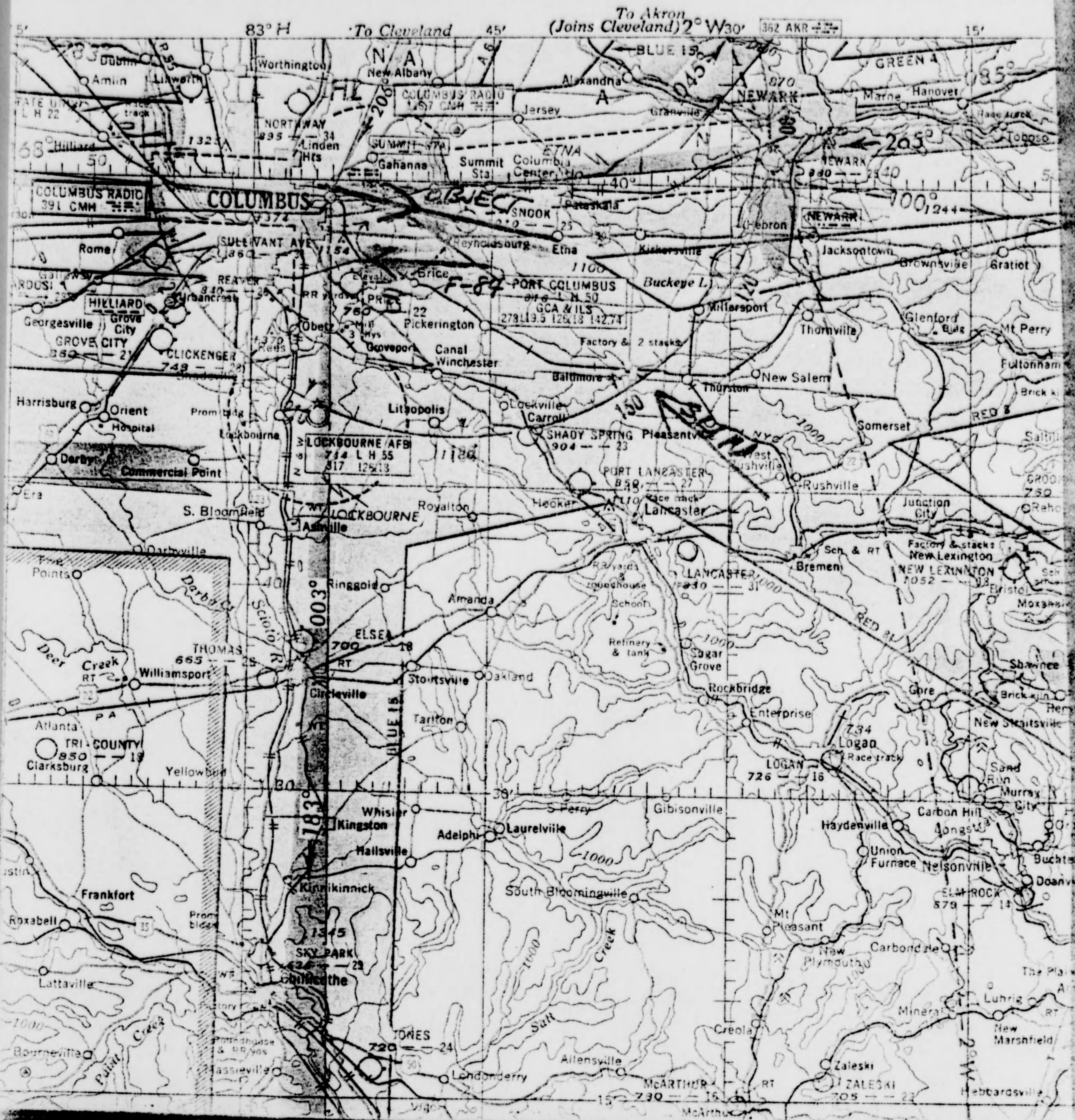
increased to maximum in turn. Object lost in sun after turn. Bank angle
of observer in turn 45° . Winterized F-84 has tail section painted which would
eliminate flashing in sun.

Name

Address

Date

ELEVATIONS IN FEET



	Leavenworth	38°43'-83°03'	Com.	535	80	Major	2	2350	Boundary	Allway landings. Irreg. attend.
Reedsville, W. Va.	Arthurdale	39°30'-79°49'	Com.	1720	80		1	1640		Attend. week-ends & holidays
Reynoldsburg, Ohio	Snook Field	39°58'-82°47'	Com.	1010	80	Major	2	2500		
Romney, W. Va.	Romney	39°22'-78°44'	Priv.	750			2	1500		
Sabina, Ohio	Sabina	39°29'-83°35'	Com.	1030	80	Major	All way	2700		
Scott Depot, W. Va.	Frazier	38°27'-81°55'	Priv.	700			1	1930		Emergency field
Shenandoah, Va.	Shenandoah	38°28'-78°37'	Com.	950	80		2	1950		
Sleepy Creek, W. Va. (Hancock, Md.)	Potomac Air Park	39°41'-78°10'	Com.	400	80	Minor	1	2600	Bdy. on prior req.	Intermittent attend.
South Charleston, W. Va.	South Charleston SPB	38°21'-81°45'	Com. Seapl.	560	80	Major		7900	Flood	Floats, haulout
Spencer, W. Va.	Roane County	38°47'-81°20'	Mun.	954	80		1	1730		
Springfield, Ohio	Crabill	39°53'-83°46'	Com.	1040	80, 91	Major	3	2900	Rway. on prior req.	
Springfield, Ohio	Springfield Mun.	39°51'-83°50'	Mun.	1049	80, 91	Minor	3	5500H	Runway	
Staunton, Va.	Staunton Mun.	38°11'-79°00'	Mun.	1300	80, 91	Major	3	2560		
Stockport, Ohio	Ervin	39°33'-81°47'	Priv.	680			1	1900		
Summersville (Canvas), W. Va.	Canvas Field	38°16'-80°48'	Priv.	2000			1	1250		
Summersville (Sparks), W. Va.	Koontz Field	38°14'-80°56'	Priv.	1575			1	2100		
Sutton, W. Va.	CAA Site 21	38°41'-80°39'	Inter.	1264			1	3100	Boundary	
Waynesboro, Va.	Augusta	38°02'-78°59'	Priv.	1420			1	2445		Use at own risk, emerg. only
Waynesboro, Va.	Valley	38°05'-78°52'	Com.	1275	80	Major	2	2900		
Waynesboro, Va.	Waynesboro	38°05'-78°56'	Com.	1450	80		2	2600		Closed, constr.
Waynesburg, Pa.	Greene County	39°54'-80°08'	Mun.	1100	80, 91	Major	3	3000	Strip on prior req.	
Webster Springs, W. Va.	Harper	38°29'-80°24'	Com.	2700			1	1000		Emergency field
Wellston, Ohio	Wellston	39°04'-82°32'	Com.	710	80		1	2800		
Weston, W. Va.	Louis Bennett Field	39°05'-80°28'	Mun.	1020			2	3400		
Weston (Lightburn) W. Va.	Woodford Field	39°07'-80°27'	Priv.	1060			1	1400		
Wiley Ford, W. Va. (Cumberland, Md.)	Cumberland Mun.	39°36'-78°46'	Mun.	780	80, 91	Major	3	5790H	Rway. on request	
Winchester, Va.	Winchester Mun.	39°08'-78°08'	Mun.	700	80	Major	2	2250	Strip on req.	
Winfield (Poca), W. Va.	Clark Field	38°27'-81°50'	Com.	600	80	Major	1	2560		
Winfield, W. Va.	Honaker	38°32'-81°52'	Com.	550	80		1	1850		
Woodsfield, Ohio	Woodsfield	39°45'-81°08'	Mun.	1220	80		1	1900		Att. week-ends
Xenia, Ohio	Port Xenia	39°41'-83°52'	Com.	1050	80	Minor	1	2000		
Zaleski, Ohio	Zaleski State Forest	39°16'-82°24'	Mun.	705			1	2200		No public services
Zanesville, Ohio	Riverside	39°59'-81°59'	Com.	700	80, 91	Major	1	4000		
Zanesville, Ohio	Zanesville Mun.	39°57'-81°53'	Mun.	901	80, 91	Minor	3	5000H	Runway	

Fuel octane ratings listed by number are those available to civil aircraft, unless otherwise noted.

Military fuel is listed by letter code indicating octane ratings as follows: A+: 115/145, A: 100/130, B: 91/98, C: 73 or 80, J: JP-1, 3

The above listing does not include Air Force aerodromes.

*Joint civil and military operation; Air Force facilities are not listed.

Consult the latest Airman's Guide for changes in data subsequent to date of chart.

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APPENDIX I

Columbus, Ohio - 22 December 1951

I. DISCUSSION OF INCIDENT

On 22 December 1951 at approximately 1030 EST, an F-84 pilot sighted an unidentified object five miles east of Columbus, Ohio. The object, which looked like an aircraft with no tail surfaces, appeared to be rolling on its lateral axis. The object was on a reciprocal heading and higher than the F-86. The pilot made a turn in an attempt to intercept the object but lost it in the sun.

II. STATUS OF INVESTIGATION

At approximately 1000 EST a weather balloon was released from the Columbus Municipal Airport. The wind, which was from the west, would have blown the balloon into the general vicinity of the sighting. More definite information on the balloon launching has been requested.

III. CONCLUSIONS

No conclusions can be made until more information on the balloon launching is obtained.

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STATUS: CONFIDENTIAL

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APPENDIX I

Columbus, Ohio - 22 December 1951

I. DESCRIPTION OF INCIDENT

On 22 December 1951 at 1030 EST, the pilot of an F-84 aircraft observed an unidentified object five miles east of Columbus, Ohio. The F-84 was flying at 15,000 ft. altitude on a heading of 270°. The object was first sighted at two o'clock high. It appeared to be rolling on its longitudinal axis and the shape resembled an aircraft with no tail surfaces. It was on a heading of about 90°.

The pilot observed the object for one and one half minutes during which he made a right turn in an attempt to intercept and identify the object. It was lost when the pilot turned into the sun to follow the object.

II. STATUS OF INVESTIGATION

The pilot of the F-84 was interrogated by project personnel. No new facts were brought out. It was established, however, that the pilot could have observed a balloon launched from Port Columbus Airport at about 1000 EST. The wind was 30 knots from 270° which would place the balloon in the general area of the sighting. The pilot could not pinpoint his location other than about five miles east of Columbus".

III. CONCLUSIONS

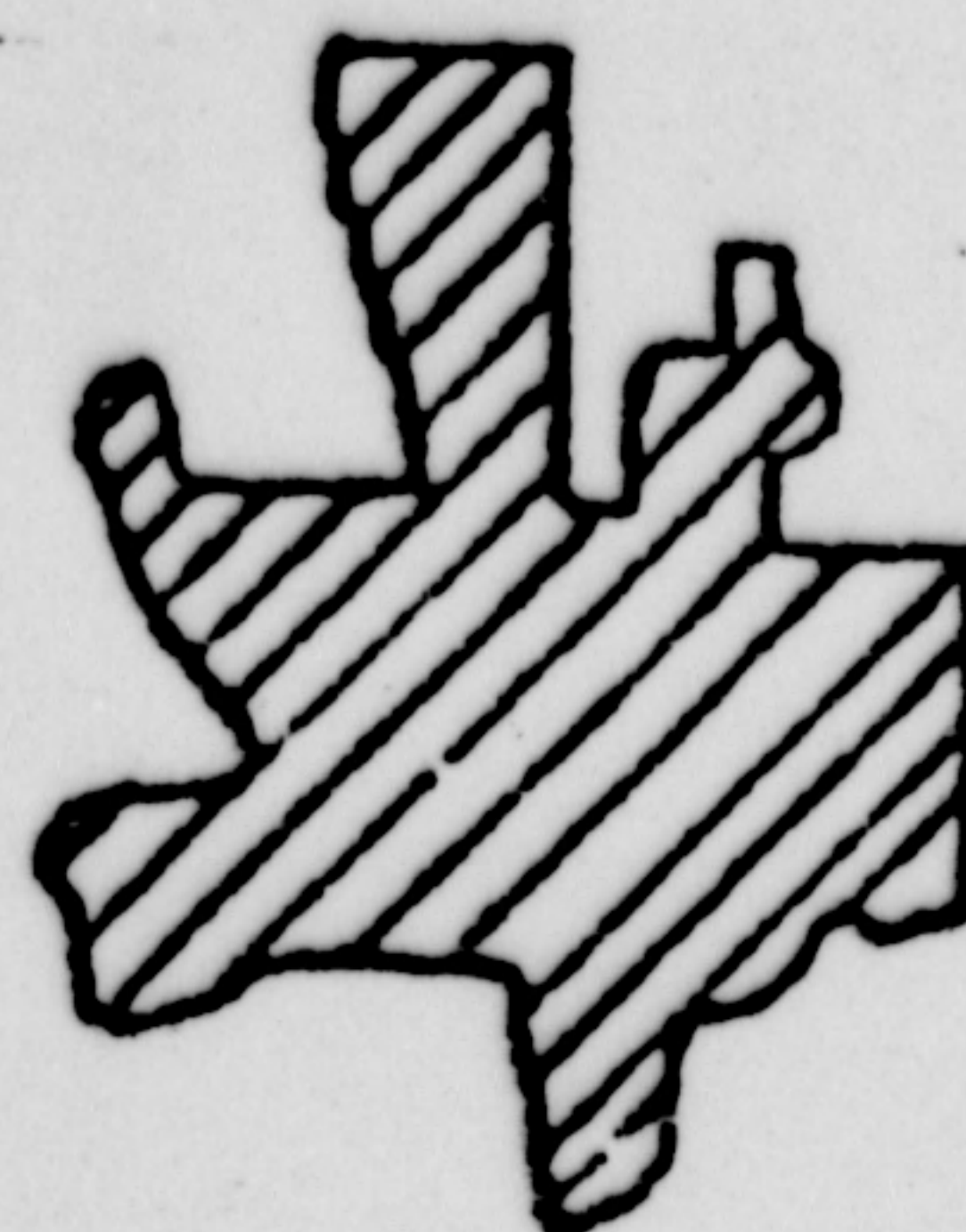
The F-84 possibly sighted a weather balloon launched from Port Columbus Airport. The reported actions of and shape of the object cannot be attributed to a balloon, however, previous reports have indicated that a balloon can be very deceptive when viewed from a high speed aircraft.

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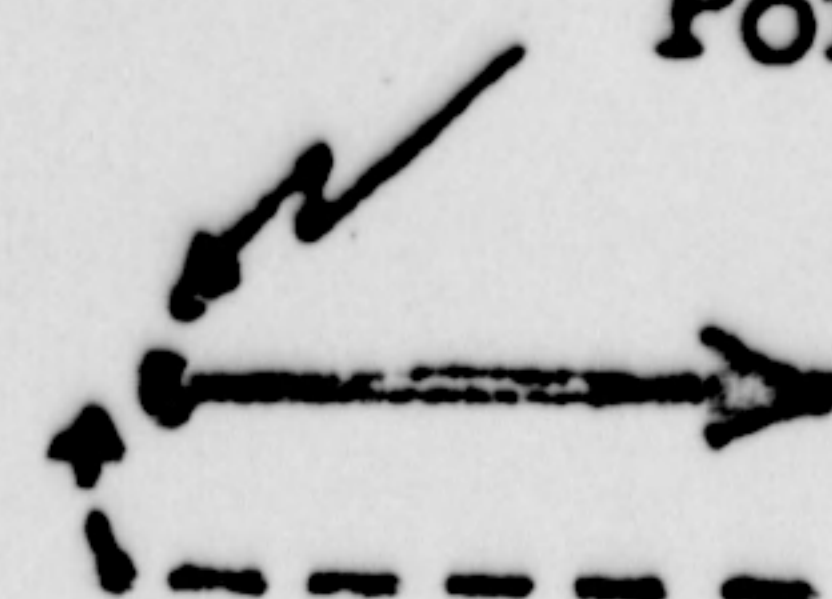
T52-5836

Wind →



Columbus, Ohio

Port Columbus Airport



Sun

———— Balloon Path
----- Estimated Aircraft

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