

PROJECT 10073 RECORD CARD

1. DATE <u>16 Apr 52</u>		2. LOCATION <u>Madison, Wisconsin</u>		12. CONCLUSIONS	
3. DATE-TIME GROUP Local <u>2015 CST</u> GMT <u>17/0215</u>		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☒ Possibly Aircraft	
5. PHOTOS ☐ Yes ☒ No		6. SOURCE <u>civilian</u>		☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
7. LENGTH OF OBSERVATION		8. NUMBER OF OBJECTS <u>5 or 6</u>		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Yellowish white color. Semi-circular. Make sharp turn and climb. A/c was in area but report seems to indicate these were not seen.				11. COMMENTS In semi-circular formation. Traveling at high rate of speed. Radar operational at 0228 Fighters vectored, no results. Negative results from astronomers.	

SAC

K243-6018-1
 16-30 APR 1952
 RETURN TO
 Director
 Aerospace Studies
 ATTN: Archives Div
 Maxwell AFB, ALA.

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P. A/C

FM CG 176 FTR INTCP SQ MADISON MUNICIPAL ARPT WISC

TO CG ADC ENT AFB COLO ATTN DI

CG AMC WP AFB OHIO ATTN MCIS

CITE 176 FISC455

INFORMATION

1. } ATIAA
2. }
3. ATIA
4. Central files

REF ABCL 200-1 UNCONVENTIONAL A/C REPT, (A) DISC-SHAPED

5 OR 6 IN FORMATION (B) 16/2000C TO 16/2030C (C) VISUAL

(D) MADISON WISCONSIN, NNW AND WEST (E) NONE (F) CLEAR,

LITTLE WIND (G) NONE (H) NONE (I) NONE

(J) NOT KNOWN X DETAILED REPT FOLLOWS

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752-8080-7

COUNTRY U. S. A.		CLASSIFIED		(LEAVE BLANKS:	
AIR INTELLIGENCE INFORMATION REPORT					
SUBJECT Report of Unusual Flying Objects					
AREA REPORTED ON Vicinity of Madison, Wisconsin			FROM (Agency) 755th AC&W Sqn. Williams Bay, Wisconsin		
DATE OF REPORT 25 April 1952		DATE OF INFORMATION 16 April 1952		EVALUATION F-3	
PREPARED BY (Officer) Capt Douglas A. Neilson, Intell Officer			SOURCE Individuals as listed below		
REFERENCES (Control number, directive, previous report, etc., as applicable) ADC Letter 200-1, dated 11 April 1951					
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)					
On 16 April 1952, Capt R W Campbell, senior controller on duty, received a call from 176th Fighter Squadron Operations, Trux Field, Madison, Wisconsin that a Mr. [REDACTED] on, Wisconsin had telephoned them that he had observed 5 or 6 objects in the sky, almost straight up and slightly to the west. The time: 20:15 CST. They were semi-circular in shape and formation, glowing with a yellowish - white light. Neither sound nor exhaust was noted. They were on a heading of approximately 090° traveling at a high rate of speed; altitude not determined. After a few seconds the object(s) made a sharp left turn in a North NW direction and gained altitude rapidly, as they disappeared the lights seemed to fuse or come together. The sighting was verified by his friend, Mr. [REDACTED] Both observations were made by the naked eye. At the time Capt Campbell received the call (02:25Z) our radar station AN/CPS-6B was off temporarily due to preventive maintenance, but Capt Campbell brought it operational in about three minutes to obtain radar observation, with negative results. There were some F-80 type aircraft in the vicinity which he directed to investigate, with no results. He then took a flight of F-86 Type aircraft at 30,000 ft over area; sighted nothing. The weather by teletype was: VHR, clear and better than 15 Miles visibility, temp 53°, dew point 36°, wind WNW at 4 MPH, barometric pressure 30.22 A check with the local airlines placed a Northwest Airlines Flight 425, of that date, enroute from Chicago to Minneapolis, Over Lone Rock, Wisconsin at 20:08 CST, and again by LaCrosse, Wisconsin at 20:30 CST, therefore this flight could not have been the object sighted. No other airline flights in the vicinity. In checking with the Yerkes Observatory, Williams Bay, Wisconsin, and with the Washburn Observatory at the University of Wisconsin, Madison for any meteorological display, there was nothing unusual recorded.					
INCL. DECLASSIFIED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10 APPROVED: [Signature] for DOUGLAS A NEILSON Captain, USAF Intelligence Officer					
DISTRIBUTION BY ORIGINATOR					
2 cys - CG, AMC, Wright Patterson AFB, Attn: MCIS 1 cy - CG, ADC, Ent AFB, Attn: Deputy for Intelligence 1 cy - CG, EADF, Stewart AFB, Attn: Director of Intelligence 1 cy - CG, 30th Air Division, Willow Run Airport, Attn: Dir of Intell 1 cy - Director of Intelligence, Hq USAF, Washington 25, D.C.					

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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APPENDIX VI

Madison, Wisconsin - 16 April 1952

I. DESCRIPTION OF INCIDENT

This incident is cited not so much because it is outstanding but because of the excellent attempt at identifying the object by ADC units.

2015 CST: Civilian telephoned fighter operations of Truax Field to report that he had just sighted a formation of yellowish-white lights traveling at a high rate of speed on a heading of 90°.

2020 CST: Fighter operations called AC and W Squadron. The radar was closed down for preventive maintenance but was operational within three minutes. A flight of F-80's were directed to investigate and returned with negative results. A flight of F-86's were sent to 30,000 ft., also returned with negative results.

In addition to this the AC and W Squadron Intelligence Officer checked all airline flights and checked two observatories for any unusual astronomical displays. Results were negative.

II. STATUS OF INVESTIGATION

It is possible that the observer saw either the F-80's or F-86's over Madison, since they were in the area, however, the source reported no sounds. The objects were also reported to have turned very sharply and climbed at a high rate of speed. Jet aircraft far enough away not to be heard would normally not appear to make a sharp turn and fast climb.

III. CONCLUSIONS

Source possibly observed jet aircraft in area and the apparent high speed and rate of climb was an illusion.

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