

PROJECT 10073 RECORD CARD

1. DATE 24 Sep 52		2. LOCATION CHARLESTON W VA		12. CONCLUSIONS	
3. DATE-TIME GROUP Local 24/1530 EST GMT 24/2030 Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Ground -Visual ☐ Air-Intercept Radar		☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☐ Insufficient Data for Evaluation ☒ Unknown	
5. PHOTOS ☐ Yes ☒ No		6. SOURCE B-29 Aircrew			
7. LENGTH OF OBSERVATION		8. NUMBER OF OBJECTS Many		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Bright, metallic-appearing particles observed by B-29 at 19000' streaking past in slipstream of plane. Streaks were visible at considerable distance approaching plane, but nothing hit surfaces of a/c.		11. COMMENTS			

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Unusual Phenomena Observed by Aircrew

Eastern USA

Intelligence Division, Hq MATS,
Andrews AF Base, Washington 25, D. C.

16 October 1952

24 September 1952

F-0

D. F. Hammerlund, Major, USAF

USAF Pilot

ack

1. A pilot report of an unusual nature involving phenomena observed by crew members of a B-29 while on a flight 24 September 1952 south of Charleston, W. Va., was received by Detachment 7, 4th Weather Group, Griffiss Air Force Base, Rome, New York. The number and home station of the aircraft and the names and organization of the crew members were not included in the report forwarded to Hq Air Weather Service and sent from that headquarters to Hq MATS.

2. The report is as follows:

- check for weather*
- a. Date: 24 September 1952
 - b. Time: 1530E
 - c. Location: 50 miles due south of Charleston, West Virginia
 - d. Type of Aircraft: B-29
 - e. Indicated Altitude: 19,000 feet
 - f. Altimeter Setting: 30.26 inches (Hg)
 - g. Indicated Airspeed: 190 knots
 - h. Remarks: The aircraft was on a track of 350 degrees toward Charleston, West Virginia. When 100 miles south of that city members of the crew observed bright, metallic-appearing particles streaming past the aircraft. The particles were visible from all observation points in the plane and were observed by all crew members. The particles appeared to be pencil-point in width and variable in length from a tiny flash to a streak over three feet long. These flashes and streaks were visible at a considerable distance approaching the plane and at a distance of 80 to 100 feet to the sides of the plane. Nothing was observed to hit the plane (wing edges, windshields, props, or plane surface) but flowed smoothly past the plane. Scanners could see the particles in the slipstream and to the rear of the plane. It was agreed that the streaks were in the form of a bright, white light and no spectrum was observed at any time. There was no turbulence and no condensation trails. The indicated free air temperature was -10.0°C , corrected for altitude to -6.0°C . There were no clouds encountered but cirrus type clouds were visible in the distance, both to the east and west of flight path, at an estimated 22,000 feet and at least 10 to 15 miles from the flight path. The phenomenon was observed for a distance of 50 miles and ended approximately 50 miles south of Charleston, West Virginia. Approximately one hour earlier (1430E) the plane had covered the same path outbound from Charleston, West Virginia, on a track of 170 degrees and the phenomenon was not observed.
- how many?*

Intelligence Division, Hq
MATS, Andrews AF Base,
Washington 25, D. C.

IR-666-52

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3. The detachment commander and detachment forecaster interviewed the pilot and engineer of the aircraft and also a crew member from the tail section of the aircraft in an effort to correlate the crew's report with known weather phenomena. However, no satisfactory explanations or conclusions were reached. The pilot stated emphatically that the particles were not ice crystals nor were they in any way similar to chaff dropped to disrupt radar observations.

4. The Directorate of Scientific Services, Air Weather Service, reviewed the report and stated that AWS could offer no explanation for the reported phenomenon. It was recommended that the matter be called to the attention of Project Bluebook, Air Technical Intelligence Center.

APPROVED:

D. F. HAMMERLUND
Major, USAF

0 JLL
WILLIAM L. TRAVIS
Colonel, USAF
Chief, Intelligence
Division