

PROJECT 10073 RECORD CARD

1. DATE 12 Oct 52	2. LOCATION HUNGNAM, NORTH KOREA	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other Possible ground light. ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local 12/2100I GMT 12/1200Z	4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	6. SOURCE AF Pilot and radar observer	
7. LENGTH OF OBSERVATION 5 min	8. NUMBER OF OBJECTS one	9. COURSE
10. BRIEF SUMMARY OF SIGHTING Source flying at approx 8000' at speed 160 knots made a left turn. During turn the RO visually observed a reddish-orange ball of light. Pilot speeded up for intercept. Light appeared to descend, fade away to the N at speed twice as fast as a/c. Radar return was negative.		11. COMMENTS

(CLASSIFICATION)

COUNTRY Korea	REPORT NO. 52-269	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Sighting of Unidentified Aerial Object		
AREA REPORTED ON North Korea	FROM (Agency) Det 1, 6004th AISS, APO 970	
DATE OF REPORT 17 October 1952	DATE OF INFORMATION 12 October 1952	EVALUATION B-3
PREPARED BY (Officer) Capt Kenneth E. Ebercole	SOURCE Marine Air Group 33	
REFERENCES (Control number, directive, previous report, etc., as applicable) AF Letter 200-5, dated 29 April 1952		

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.)

At 2100L, 12 Oct 52 Maj. W E Carr, pilot of an F7F, and CWO L D Young, Radar Observer were flying escort CAP at approximately eight thousand (8000) ft, at a speed of one hundred sixty (160) knots and on a heading of zero three zero (030) degrees. Over the water off Hungnam, North Korea (CV8210) they made a left turn to approximately two hundred thirty (230) degrees. While in the turn the RO sighted a reddish orange ball of light at approximately four (4) o'clock position at UTM coordinates CV8400 and at an altitude of seven thousand five hundred (7500) feet. He immediately notified the pilot who also sighted the object at approximately the five (5) o'clock position. It appeared to be from six (6) to eight (8) inches in diameter. The Pilot then made a right turn to intercept this light. The aircraft speed was increased to approximately two hundred twenty (220) knots and the RO attempted to pick up the object on the radar set with negative results. There was no exhaust trail or means of propulsion visible. The crew observed no aerodynamic features.

They then decided it must have been from the ground so they turned back on their original heading. As they turned, the object was again sighted approximately eight (8) to ten (10) miles away and traveling at a speed approximately two (2) times that of their aircraft. They watched it disappear. The light burned for approximately five (5) minutes appearing to descend and fade away to the North. All observations were visual. The weather at the time of the observations was CAVU, visibility was good to exceptionally good. They stated that they had sighted flares in this area on previous missions, but that they had sighted none on this particular mission. However ground lights were observed on this mission before and after sighting the object; but the crew stated that the ground lights did not resemble the unidentified object.

At the time of this observation Major Carr had flown six (6) combat missions in this theater. He was a fighter pilot in WW II with sixty (60) combat missions. CWO Young had completed twenty-one (21) combat missions in this theater.

John H. Cumming

JOHN H. CUMMING
Captain, USAF
Commanding

APPROVED:

3 INCL.

1. Statement of Maj WE Carr
2. Statement of CWO LD Young
3. Map overlay

JEAN H. DAUGHERTY
Colonel, USAF
Director of Intelligence

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CO, 6004th AISS, cy 3

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D/I FEAF Comment:

1. Estimates of size, distance and altitude are vague since no definite reference points were available. Since the object came from behind, and apparently did end up at some distance to the North, it was evidently moving at a speed in excess of the F-7F.
2. A conventional jet tail glow could be visible passing under the observers as the F7F was in the port turn, and since the altitude was not determined, the unidentified could have been outside the radar cone during the attempted interception.

4C *George S. Whitcomb*
CHARLES Y. BANFILL
for Brigadier General, USAF
Deputy for Intelligence

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STATEMENT OF MAJOR W. E. CARR USMC

Flying escort CAP at about 8000 feet we turned port to heading 240 and a large orange ball of light approximately eight inches in diameter appeared on our starboard quarter at approximately 4 o' clock and appeared to be getting larger and coming at us so I turned hard starboard and speeded up for an intercept. At this time our speed was approximately 220 knots. At this time the light appeared very near at approximately 2 to 3 thousand feet and nearly level as we speeded up for it. It appeared to descend and draw away rapidly to a distance of a few miles at a speed twice as fast as ours. The RO called No Joy a few times and after approximately two minutes as we were being drawn away from our escort CAP area we broke it off. The light must have burned a total of 5 minutes appearing to descend and fade away to the north. This object did not resemble any type of flare of which I am familiar with.

s/W. E. Carr
t/W. E. CARR
Major, USMC

A TRUE COPY:

Ernest M. Maygarden
ERNEST M. MAYGARDEN
Major, USAF
Asst Chief, Collection Division
D/I FEAF

Incl #1

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STATEMENT OF CWO L. D. YOUNG USMCR

On 12 October approximately 2100 hours we had been on heading of approximately 030 at 8000 feet at a speed of approximately 160 knots just off Hungham over the water were making a port turn to approximately 230 during turn I noticed a reddish orange ball of light about 6" in diameter through plexiglass as if a plane were flying wing on us in the turn. It was way too bright for wing lights but looked close to us coming from behind at about 5 o'clock seemingly same altitude. No beam or flash like a ground light. Notified pilot. We immediately made a turn back onto course on about 030. I switched to intercept and we chased the light. After approximately 3 to 5 minutes I was unable to pick anything up above or below on my gear on either 5 mile or 10 mile range. As we chased I did not see it of course. Finally decided it must be from ground and we turned back to 230. As we did I again observed it and it was far away say 8 to 10 miles or more and much smaller say 1/3 size or less and was dimmer. Its speed now was approximately twice as fast as ours. It looked as if close to ground approximately 1500 feet yet hill and shore line were 5-10 miles away or more. It just appeared like a red ball floating up there by itself at first, but it traveled from close behind to far away at speed quite in excess of 220 knots. The color appeared reddish orange at first to bluish red at last. It might have been a rocket only it would have to have been fired from above us or over water but there was no flash of flame like from a rocket. I had observed lookout lights flashed in the approximate area before from ground and afterwards in area where the light was last observed. They were lower and a white or yellowish light.

s/ L. D. Young
t/ L. D. YOUNG
CWO, USMCR

A TRUE COPY:

Ernest M. Maygarden
ERNEST M. MAYGARDEN
Major, USAF
Asst Chief, Collection Division
D/I FEAF

Incl #2

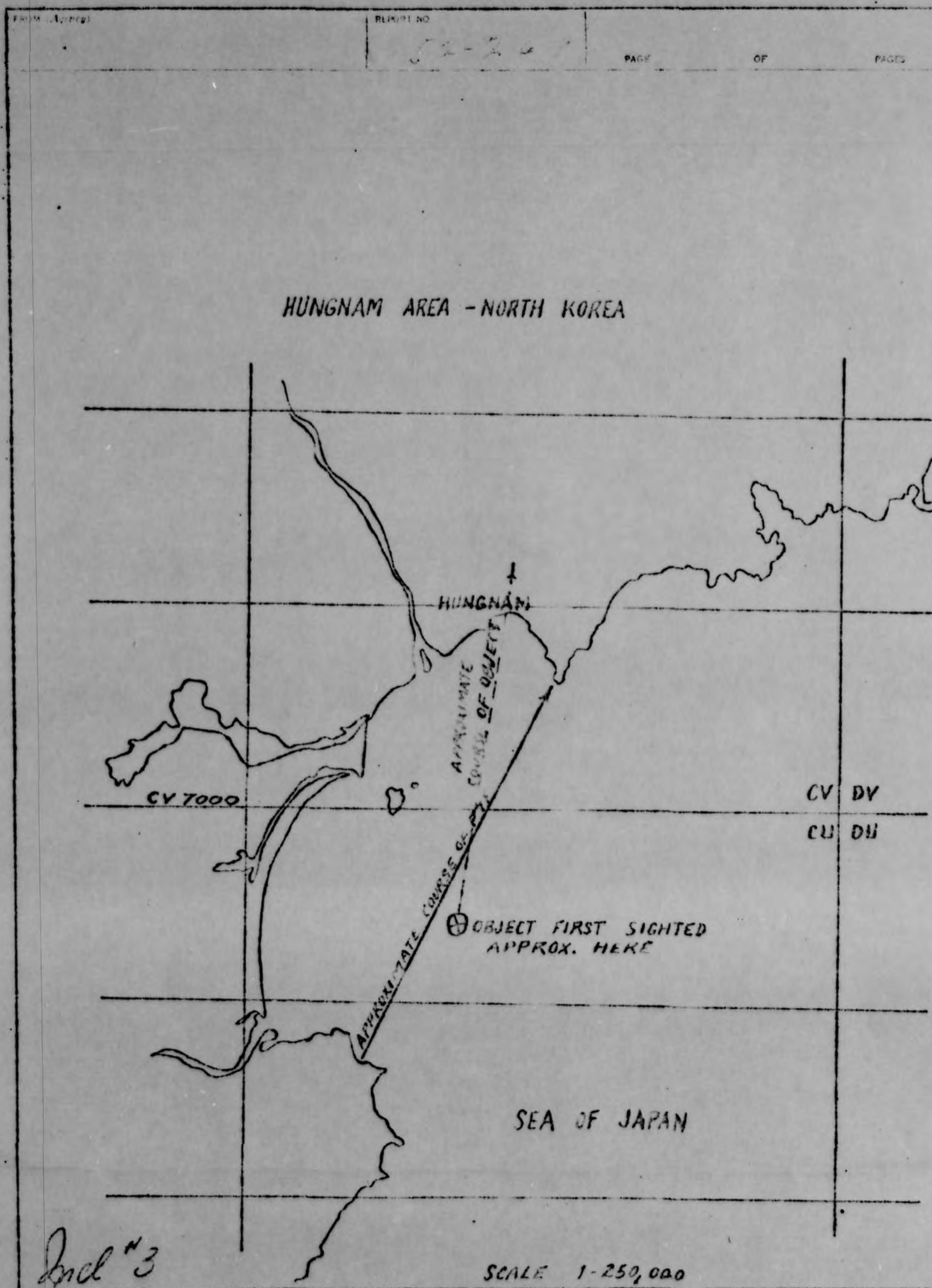
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