

PROJECT 10073 RECORD CARD

1. DATE 28 Oct 52	2. LOCATION PAOLI OKLA		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☒ Probably Astronomical (METEOR) ☐ Possibly Astronomical
3. DATE-TIME GROUP Local 28/1213 CST GMT 29/0013 Z	4. TYPE OF OBSERVATION ☐ Ground-Visual ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☒ No	6. SOURCE USAF Pilot		
7. LENGTH OF OBSERVATION 10 sec	8. NUMBER OF OBJECTS 1	9. COURSE W	☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown
10. BRIEF SUMMARY OF SIGHTING Bright blue glow traveled at jet speed in straight line, burst into fragments. Observed from C-47 USAF crew.		11. COMMENTS 1. See Flyolight, Dallas, Texas same date	

24-185-23

UNCLASSIFIED

(Unclassified) FLYOBRT

Topical Intelligence Div., Deputy Director for Estimates
Directorate of Intelligence, DCS/O

1 NOV 1952

Counter Intelligence Div.
Directorate of Special Investigations, IG

1
Capt Brown/fjm/AFCSI-6
Code 192/X-140

Forwarded herewith for your information is a copy of a Spot Intelligence Report,
dated 5 November 1952, concerning the above subject.

1 Incl
Spt Intell Rpt 5 Nov 52

LUCIUS L. FREE
Lt. Colonel, USAF
Chief, Sabotage & Espionage Branch

*See 16 Apr 53
James Brown, Texas*

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When Incl. No. 1 is (are) withdrawn
or not attached, the classification of
Confidential on this correspondence
will be cancelled in accordance with
the GSA, AFR 205-1.

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~~SECURITY INFORMATION~~

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

District Office No. 23 - Carswell Air Force Base
Fort Worth, Texas

UNCLASSIFIED
SPOT INTELLIGENCE REPORT

AIRMAIL

File: 1-9

5 Nov 52

SUBJECT: Unconventional Type Aircraft Sighted 18.8 miles
Northwest of Jacksboro, Texas, on US Highway
281, 1811 hours, 29 October 1952.

TO: Director of Special Investigations
Headquarters, United States Air Force
Washington 25, D. C.

1. SYNOPSIS Mr. [REDACTED]
Fort Worth, Texas, of unknown reliability, voluntarily reported
seeing an object in the sky while enroute via automobile to Fort
Worth, Texas, at a point 18.8 miles northwest of Jacksboro, Texas,
on US Highway 281, at 1811 hours, CST, 29 October 1952. Object
appeared from the northeast, flying a straight course of approxi-
mately 245 to 250 degrees, at an estimated speed of 750 to 800
miles an hour, at an altitude of approximately 1500 to 2000 feet.
NORTHERN was first attracted to the object by an exhaust flash,
bright orange color, lasting approximately one (1) second, followed
by two (2) other exhaust flashes lasting approximately the same
length of time. The second exhaust flash illuminated the object,
for approximately one (1) second, and was estimated to be 1/8th of
a mile directly in the path of his car. [REDACTED] described the
object as being similar to a discus, circular in shape, or two (2)
table plates laid inverted, one upon the other, approximately
forty (40) to fifty (50) feet in diameter and five (5) or six (6)
feet thick at its center, tapering from the center to a thin-like
leading edge. The object appeared to be gray, or dull aluminum,
in color with black trimmed leading edges. The exhaust left no
smoke trail and disappeared into the twilight, continuing in its
course. No visible identifying markings were observed on the
object, and the weather was clear. The time of day was at dusk,
and headlights of his automobile were not on. At the time, no
traffic, in either direction, was observed, and no activity near
that would cause a reflection in the sky. No visible evidence of
object's flight, and object flew swiftly away, with no seeming
resistance from the elements. The object made no sound audible
above the sound of [REDACTED] automobile.

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Encl 2

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File:

SUBJECT: Unconventional Type Aircraft

2. DETAILS

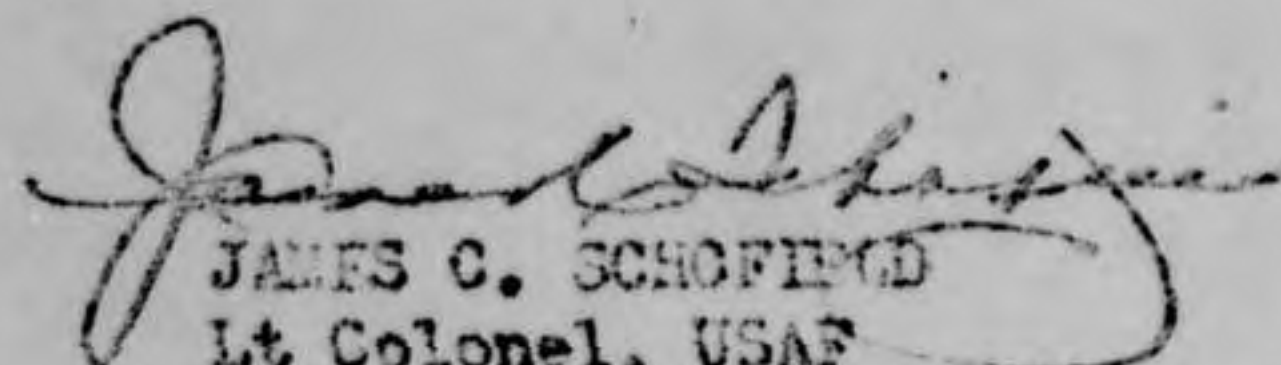
a. Mr. [REDACTED], Fort Worth, Texas, telephonically advised Special Agent Charles J. Eck, this office, that he had sighted an object in the sky while returning to Fort Worth via automobile approximately 18.8 miles northwest of Jacksboro, Texas on U.S. Highway 281, at 1811 hours, 29 October 1952. [REDACTED] requested this agent contact him at his office, located in Room 517, Fort Worth National Bank Bldg., Fort Worth, Texas, for more detailed information.

b. Mr. [REDACTED] was contacted by Special Agent Eck and voluntarily gave a statement concerning the incident and a drawing showing the approximate size and description of the object, copies of which are attached as inclosures to this report.

c. Mr. [REDACTED] also made a drawing giving approximate description and size of this object. This drawing is being retained in the files of the 23rd OSI District, IG, Carswell Air Force Base, Texas.

3. ACTION

No action taken or contemplated by the undersigned. Two (2) copies of this report forwarded to the Commanding General, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, Attention: MCIS, in compliance with AFCSI Letter No. 85 dated 23 October 1950.


JAMES C. SCHOFIELD
Lt Colonel, USAF
District Commander

2 Incls: As Listed.



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STATEMENT OF WITNESS

Ft Worth, Texas
(Place)

10-29-52
(Date)

Charles J. Eckert, Jr. hereby states that I identified myself to be a Special Agent of the Office of Special Investigations, United States Air Force, and that I do hereby voluntarily and of my own free will make the following statement without having been subjected to any coercion, unlawful influence or unlawful inducement, and without any promise or reward, benefit, or any financial having been made to me:

THAT I AM A CAPTAIN IN THE AIR FORCE RESERVE, SERIAL NO A0-72606, AND THAT MY FILE IS NOW WITH THE RESERVE UNIT AT AUSTIN, TEXAS (32).

THAT I SERVED FOR OVER 5 YEARS WITH THE AAF TO THE WHEELON TRAINING COMMAND, THE 2ND AF AND THE 20TH AF, AND, THAT IN ADDITION TO THE TIME I HAVE DONE SOME PRIVATE FLYING. I HAVE ABOUT 1000 HOURS AS AN AIR FORCE RESERVE (1035).

THAT I AM A COLLEGE GRADUATE AND LICENSED TO PRACTICE LAW IN THE STATES OF TENNESSEE & INDIANA.

THAT I HAVE NEVER THOUGHT VERY SERIOUSLY OF "FLYING SAUCER STORIES" UNTIL - THE FOLLOWING OCCURRENCE HAPPENED TO ME YESTERDAY:

WHEN ENROUTE TO FT WORTH VIA AUTOMOBILE A FLASH OF ORANGE LIGHT (IN FRONT AND TO MY LEFT) CALLED MY ATTENTION TO A FLYING OBJECT. ANOTHER FLASH AN INSTANT LATER OUTLINED THE OBJECT AS IT CROSSED IN FRONT OF ME AND A THIRD FLASH WAS SEEN

ARR

AS IT DISAPPEARED INTO THE TWILIGHT.

SHAPE OF THE OBJECT WAS LIKE A DISC, OR, TRUE
TABLE PLATES Laid ^{on} INSTEAD ONE UPON THE OTHER.
SIZE APPEARED TO BE ABOUT 40 TO 50 FEET IN DIAMETER.
ALTHOUGH, I COULD ONLY SEE THE HAZE CLOSEST ME.

COLOR THE LEADING EDGE OR OUTSIDE RING WAS DARK
AND THE SURFACE OF THE OBJECT WAS GRAY OR A
DULL ALUMINUM.

I WAS IMPRESSED BY THE THINNESS OF THE LEADING
EDGE AND THE OBJECT AS A WHOLE, WHICH WAS NO
MORE THAN 5 OR 6 FEET THICK AT ITS CENTER. IT
SEEMED TO BEEHIVE ABSOLUTELY NO WIND RESISTANCE.

THE MOVEMENT THRU THE AIR WAS ACCOMPANIED BY
3 DISTINCT FLASHES OF LIGHT WITHIN MY VISION.
AND ALL OF THESE FOLLOWED A SET PATTERN - THEY
WERE THE SAME LENGTH (APPROX. I SEEMED TO
LASTED ABOUT THAT LENGTH OF TIME. THE
SIZE + SHAPE OF THE FLAME WAS THE SAME
IN EACH INSTANCE. IT APPEARED TO BE CONTINUOUS
ROCKET EXPLOSIONS, RATHER IT MAY HAVE BEEN SOME
JET FLASHES. I SAW NO EXHAUST OR SMOKE
TRAILS BUT A BRIGHT ORANGE FLAME CHIEF

IT FOLLOWS:



3. I WOULD ESTIMATE THE SPEED AT 40 TO 800 MILES PER HOUR FROM WHAT I KNOW OF AIR CRAFT SPEED FROM EXPERIENCE + OBSERVATION.

THERE WAS NO SOUND AUDIBLE ABOVE THE SOUND OF MY AUTOMOBILE.

THE ^{OBJECT} FLEW A STRAIGHT COURSE TOWARD 245°-250° ACROSS MY PATH. WHICH WOULD MAKE IT CROSS HWY 281 (U.S.) 18.8 HIGHWAY MILES FROM THE NW CITY LIMITS OF JACKSBORO, TEXAS AND CAUSE IT TO BE FLYING IN THE GENERAL DIRECTION OF LOVING, TEXAS (HWY 199-STATE) OR, SLIGHTLY N. OF THAT POINT.

I WOULD ESTIMATE THE ALTITUDE AT 1500 TO 2000'

I LOOKED AT MY AUTO CLOCK AND SPEEDOMETER AND THE TIME WAS APPROX 18:11 ON OCTOBER 28, 1952. THE SPEEDOMETER SHOWED IT TO BE 18.8 ^{PER} ROAD MILES NW OF JACKSBORO, AS MENTIONED ABOVE. I SAW THE OBJECT WITH NAKED EYE THRU MY WINDSHIELD AS OUTLINED BY BLAST FLAME.

I WAS APPROX 1/8 OF A MILE FROM THE OBJECT.

I SAW NO IDENTIFYING MARKINGS.

WEATHER WAS CLEAR BUT TIME WAS AT DUSK.

4

Twilight. I NOT HAVE REMEMBERED TURNED ON.
THERE WAS NO TRAFFIC IN EITHER DIRECTION NEARBY
NEAR ME AT THE TIME. NO ACTIVITY WAS OBSERVED THAT
WOULD CAUSE A REFLECTION IN THE SKY.
THE OBJECT LEFT NO EVIDENCE OF ITS PRESENCE
TO MY KNOWLEDGE, BUT FLEW STRAIGHT AWAY, SWIFTLY
AND WITH NO SEEMING RESTRAINT FROM THE EVIDENCE
IT SEEMED TO GO THRU SPACE AS IF IT
WAS IN FLAT SPACE.

OK

I further state that I have read this entire statement, initialed all
pages and corrections, and signed this statement, and that it is correct and
true as written.

[Redacted Signature]

(Signature)

[Redacted Address]

(Address)

Witnesses:
Charles H. [Signature]
John [Signature]
[Signature]

(Address)

Subscribed and sworn to before me this
day of _____ 19__ at _____
a person
authorized by law to administer oaths.

Signature of person administering oath

Typed name of person administering oath

Official character of grade of office

1/10

Fixed
after service

The above training is approximately equal to the report
received like to me on 10-21-44. Statement attached
Dinner was attended to be approximately 10-21-44.

[REDACTED]

Interviewed by
William J. [illegible]
[illegible]

30 Oct 52

88 43

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1. Attn
2. Attn
3. C. files

13

ACTION

RF008

WPC001

YDA197

WYC198

WDA249

JWFPN 60

PP JEDEN JEDWP JEPHQ 333

DE JWFPN 60

P 292200Z

FM CC PERRIN AFB TEX

TO JEDEN/CG ADC ENT AFB COLO SPRINGS COLO

JEDWP/CHIEF AIR TECH INTEL CEN WRIGHT PATTERSON AFB DAYTON OHIO

INFO JEPHQ/DIR INTEL L J/O HQ USAF WASH 25 DC

~~REDACTED~~/GB818K

FLYOB RPT. THIS MSG IN NINE PARTS. PART ONE: ROUND OBJ CMA
BRIGHT BLUE CMA BRIGHTER GLOW ONE SIDE CMA JET SPEED CMA NO SOUND CMA
TVLD STRAIGHT LINE E TO W. DISINTEGRATED INTO FRAG AND DISAPPEARED.
PART TWO: ONE EIGHT ONE THREE CST CMA ONE ZERO SECONDS. PART THREE:
VIS FM C DASH FOUR SEVEN ACFT CMA ALT FIVE FIVE ZERO ZERO FT. PART
FOUR: LOC THREE THREE DEG THREE SEVEN MIN N CMA NINE SEVEN DEG ONE FIVE
MIN W CMA PAOLI CMA OKLA CMA OBJ THREE ZERO DEG RIGHT OF OBSVR CMA
FIVE FIVE ZERO ZERO FT ALT AT UNDET DIS. PART FIVE: OBSEVRD BY USAF
CAPT JACK E MCKINISTER CMA CAPT JOHN R NAU CMA S/SGT G.W. WATSON CMA
ALL PERRIN AFB CMA TEX. ALL RELIABLE. PART SIX: WEA CLEAR CMA VIS ONE
FIVE MI CMA

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

ACTION

MIN W CMA/PAOLI CMA OKLA/ CMA OBJ THREE ^{30°} ZERO DEG RIGHT OF OBSVR CMA
FIVE FIVE ZERO ZERO FT ALT AT UNDET DIS. PART FIVE: OBSEVRD BY USAF
CAPT JACK E MCKINISTER CMA CAPT JOHN R NAU CMA S/SGT G.W. WATSON CMA
ALL PERRIN AFB CMA TEX. ALL RELIABLE. PART SIX: WEA CLEAR CMA VIS ONE
FIVE MI CMA

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

ACTION

UNCLASSIFIED

PAGE TWO JWFPN 60

WING NNW EIGHT KNOTS. PART SEVEN: NEGATIVE. PART EIGHT: NEGATIVE.
PART NINE: CARSWELL AFB CMA TEX FLT CEN NOTIFIED CMA NO INTCP RPTD.
29/2230Z OCT JWFPN

ACTION

cy #1

INFO CY: CHIEF, AIR TECH INTEL CEN
WRIGHT PATTERSON AFB, OHIO

~~SECRET~~ **R7C**
UNCLASSIFIED

HEADQUARTERS
PERRIN AIR FORCE BASE, TEXAS

GB

3 NOV 1952

3021
SUBJECT: KLYOBRPT

TO: Commanding General
Headquarters, United States Air Force
ATTN: Director of Intelligence
Washington 25, D. C.

In accordance with provisions of Air Force Letter
200-5, dated 29 April 1952, attached report is hereby for-
warded.

FOR THE COMMANDING OFFICER:

1 Incl
AF Form 112

E. F. RODRIGUEZ
MAJOR USAF
ADJUTANT

cy Sured
Chief, Air Tech Intel Cen
Wright-Patterson AFB, Ohio

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 18 YEARS
DOD DIR 5200.10

UNCLASSIFIED

~~SECRET~~ **R7C**

~~SECRET~~
RAC
United States

FLYOBREP

Paoli, Oklahoma

Perrin Air Force Base, Texas

30 October 1952

28 October 1952

B-2

Tex.

Lt Col JOHN M. BALLEW, Perrin AFB, USAF Personnel, Perrin AFB, Texas

Air Force Letter 200-5, 29 April 1952

Following report of unidentified object was given by an air crew aboard a C-47 type aircraft consisting of USAF Captain JACK E. McKINISTER, Captain JOHN R. NAU and S/Sgt George W. Watson, on a return routine flight from Enid, Oklahoma to Perrin Air Force Base, Texas, home station. All three crew members are considered reliable. See Part II.

2 Incls:

1. Statement and sketch by Capt JACK E. McKINISTER
2. Statement and sketch by S/Sgt George W. Watson

~~SECRET~~
FORM 112

RAC

R7C

Perrin Air Force Base, Tex.

2

2

(1) The one object sighted was round, bright-bluish in color; it traveled in a straight line from east to west at jet speed, estimated by one of the source, 3/Sgt George W. Watson, to be 600 miles per hour; however, the two officers would not estimate a definite speed, but simply stated "jet speed." There was no distinguishable exhaust but one side of the object was of a brighter blue; however, that side was consistently bright. The object burst into fragments and simultaneously disappeared.

(2) Object was sighted at 1813 hours, Central Standard Time, 23 October 1952. Length of time observed was about ten seconds.

(3) Observation was made visually from a C-47 type aircraft, altitude 5500 feet, speed 150 miles per hour.

(4) Location of observers was 33° 37'N, 97° 15'W over the Canadian river, south of Oklahoma City in Oklahoma. Object was at 5500 feet altitude and traveling east to west in a straight line. None of the crew would estimate the distance of the object from the C-47 aircraft.

(5) All three observers have not previously experienced the sighting of an unidentified object such as described above. The two officers have responsible positions in a flying training group, Perrin Air Force Base, Texas and all three of the observers are considered reliable.

(6) Weather at the time and place of sighting was fair, visibility was fifteen miles with wind from the North, North West at eight knots.

(7) There was no known condition, meteorological or otherwise which would have accounted for the sighting.

(8) There is no known existence of evidence such as fragments, photographs, etc, of the sighting.

(9) At the time of sighting, above crew notified Oklahoma City radio station, Oklahoma of the incident and also reported it to Base Operations, Perrin Air Force Base, Texas, upon landing. This base then notified Carswell Air Force Base, Texas flight center which did not later report an intercept. The sighting crew of the C-47 aircraft also notified Wing Intelligence, Perrin Air Force Base which further reported the sighting as provided for in Air Force Letter 200-5, dated 29 April 1952.

(10) No air traffic was observed in the area at the time of the sighting.

APPROVED:

John M. Ballew
1st Col, USAF

FORM 112

R7C

~~SECURITY INFORMATION~~

RAC

SKETCH



On the night of Tuesday, 28 October 1952, I was pilot of Air Force C-47 No. 9236 returning from Vance AFB, Oklahoma to Perrin AFB, Texas. The aircraft was on a direct course at 5500 feet, maintaining a compass heading of 150°. Take off time from Vance AFB was 1750 hours, Central, at approximately 1813 hours CST an unidentified object traveling at jet speed or faster, was observed. To the best of my knowledge, I reported the following observations to be true and correct. Date 28 October 1952, Time of Observation 1813 hours Central. Place Near Pauls Valley, Oklahoma (See attached chart) Color of Object Bright Bluish Shape of Object Not determined (no tail) Flight path of Object Level flight from East to West Speed of Object Unknown. Estimated to be jet aircraft speed or faster. Altitude of Object 5500 feet to 6000 feet M.S.L. Duration of Observation Estimated 5 to 8 seconds. Characteristics of Object Appeared in level flight and seemed to explode into numerous bright fragments. The ground area in the vicinity where object seemed to disintegrate and disappear showed no evidence of the object striking the earth.

Jack E. McKinster
JACK E. MCKINSTER
Captain, USAF

~~SECURITY INFORMATION~~

~~SECURITY INFORMATION~~

INCL 1.

~~SECURITY INFORMATION~~

R7C



SKETCH: View from Interior of C-47 Aircraft

I, S/Sgt George W. Watson to the best of my knowledge state these facts that follow to be true.

At about 18:15 hours, on the evening of 28 October 1952, I was flying in a C-47 (9236) type aircraft with Capt. JACK E. McKINISTER and Capt. JOHN R. NAU. Capt NAU and myself were watching for aircraft in the area as a safety measure when out of the East came this bright blue light and passed to the West. It disintegrated in midair and disappeared. I couldn't hear a sound for our engines were making noise. The speed seemed to be that of a jet aircraft. We were up about 5500 feet altitude. This happened over Oklahoma.

George W. Watson
George W. Watson AF 14337935
S/Sgt, USAF

~~SECURITY INFORMATION~~

R7C

INCL 2

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

District Office No. 23 - Carswell Air Force Base
Fort Worth, Texas

6
29 Oct 52
Jacksboro, Texas
5 NOV 1952

SUBJECT: Unconventional Type Aircraft Sighted
18.8 miles Northwest of Jacksboro, Texas,
on US Highway 281, 1811 hours, 29 Oct 1952.

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

In compliance with paragraph 2, letter, Department of Air Force, Headquarters United States Air Force, Washington 25, D. C., AFOIC-CC-1, dated 8 September 1950, subject: Reporting of Information on Unconventional Aircraft, forwarded for your information are two (2) copies of Spot Intelligence Report, this District Office, dated 5 November 1952, subject as above.

1 Incl:
As listed (indup)

CC: Hq OSI


JAMES C. SCHOFIELD
Lt Col, USAF
District Commander

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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