

PROJECT 10073 RECORD CARD

1. DATE <u>4</u> <u>5 Dec 52</u>		LOCATION <u>LACKLAND AFB</u> <u>LACKLAND AFB, TEXAS</u>		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 <u>5/20/48 CST</u> GMT <u>6/0248Z</u>		4. TYPE OF OBSERVATION ☐ Ground-Visual ☒ Air-Visual ☐ Ground-Radar ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE <u>AF Pilot</u>			
7. LENGTH OF OBSERVATION <u>8 min</u>		8. NUMBER OF OBJECTS <u>one</u>		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING <u>Unidentified object traveled at high rate of speed climbing rapidly while in a counter-clockwise orbit around Lackland AFB. Object made a headon pass at observer's plane missing a left wing about 50 yards. Object had a bluish light which flickered on and off.</u>			11. COMMENTS <u>1. Observer was unable to give a brief description of the object.</u>		

APPROVED JUNE 1948

UNCLASSIFIED

(CLASSIFICATION)

(LEAVE BLANK)

COUNTRY
United States

REPORT NO.
ATRC IR-PP-52

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
FIJOERPT

AREA REPORTED ON
Laredo, Texas

FROM (Agency) 3640th Pilot Training Wing (A-3 SE)
Laredo Air Force Base, Texas

DATE OF REPORT
15 December 1952

DATE OF INFORMATION
4 December 1952

EVALUATION
RELATIVE B-6

PREPARED BY (Officer)
John J. Wilfong, Major, USAF

SOURCE
1st Lt Robert O. Arnold

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFL 200-5, 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 118-Part II.)

On 4 December 1952 the United States Department of Commerce Weather Bureau, located on Laredo Air Force Base, released a lighted weather balloon at 2053 hours, Central Standard Time. Surface wind and low altitude winds were from the northwest at low velocity. Weather observers did not observe aircraft in the vicinity of balloon. Neither tower nor other aircraft observed light.

2053 CST
6
2053
2053
02530

FOR THE COMMANDING OFFICER:

James W. Bryant
JAMES W. BRYANT
Captain, USAF
Ass't Adjutant

1 INCL.

1. Sketch of object's flight path

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

DISTRIBUTION BY ORIGINATOR
4 copies Commanding General
Flying Training Air Force
Waco, Texas

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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.

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Laredo Air Force Base, Texas	ATRC IR-PP-52	2	3	

1. On the night of 4 December 1952, 1st Lt Robert O. Arnold was flying locally in a T-28 type aircraft for the purpose of completing AFR 60-2 requirements. After flying in the local area for approximately two hours, Lt Arnold returned to the airfield to enter traffic and land. Student training in T-33 Jet aircraft was in progress and the landing period was in session. Lt Arnold received this information from the tower and therefore remained aloft until the landing period was over so that he might enter normal traffic and land.

2. While waiting for permission from the tower to land, Lt Arnold circled the field in a counter clockwise manner and observed the Jet aircraft in the pattern and landing from an altitude of 6000'. After approximately 45 minutes of holding aloft, Lt Arnold ascertained there were only three Jet aircraft remaining in traffic. A surveillance of the immediate area around the field to see if any other aircraft remained aloft was made by Lt Arnold to determine how much longer he would be required to hold before landing. It was at this time he noticed a rapidly moving blueish light at approximate traffic altitude (1500' to 2000'). It was approximately 8 o'clock low to his position, which was about two miles southeast of the base at 6000', and the light appeared to be over the Heights residential area, directly southwest of the base, and traveling on a southeasterly course. Lt Arnold considered the object to be a fourth Jet aircraft still outside the traffic pattern until he noticed the absence of position, passing, and fuselage lights.

3. At this point, Lt Arnold steepened his turn to the left to keep the object in sight. The object continued on a southeasterly course until approximately six miles southeast of Lt Arnold's position, which was approximately where he had originally sighted the object. At this time the object rose immediately to Lt Arnold's altitude of 6000' and began a wide sweeping counter clockwise orbit of the Air Base. The terrific speed of the object still led Lt Arnold to think it was a Jet aircraft until he realized from previous Jet experience that the speed should have been considerably dissipated after such a maneuver. At a position approximately three miles north of the airfield in the objects orbit it immediately descended to approximately 1500 to 2000' again and continued its orbit to the left around the city of Laredo, Texas, until it reached approximately the center of the business district, at which time the object made a very rapid flitting ascent due south to approximately 15,000'. The rate of climb was terrific. At this point, the object was approximately 6 to 8 miles southwest of Lt Arnold's position (which was directly over the ramp on a southerly heading). The object then turned eastward and immediately descended to Lt Arnold's altitude of 6000' again and proceeded eastward until approximately 6 miles southeast of the base again and it seemed to stop as if it were hovering, going straight away or coming straight toward Lt Arnold's aircraft. At this time, Lt Arnold added full power and declined the pitch of his aircraft to proceed directly south-eastward toward the object. Lt Arnold's intentions were merely curiosity. Approximately two seconds after this action was taken by Lt Arnold, the object appeared to close at a terrific rate in a head on approach. At approximately 100 yards in front of Lt Arnold's aircraft, the object seemed to waver slightly in a vertical plane as if determining on which side of his aircraft to pass. The object passed very closely off the left wing of Lt Arnold's aircraft within a distance of 50 yards and Lt Arnold noted a blurred reddish-blueish haze of undetermined size and shape, but definitely no larger than his aircraft. This action happened so rapidly that Lt Arnold was unable to take any evasive action. Immediately after the object passed, Lt Arnold broke sharply to the left in order to keep the object in sight. The object rapidly made a flitting ascent again to approximately 15000' and circled to the left and began to descend as if positioning itself for another pass on Lt Arnold's aircraft. At this point, out of sheer fright, Lt Arnold turned off all his running lights and spiraled steeply to the left, keeping the object in sight, and leveled off at 1500'. At this time the object seemed to level off from its circling descent towards Lt Arnold's aircraft, turn sharply to the right on a southerly heading and made another rapid flitting ascent into the atmosphere until out of sight.

DOWNGRADED AT 3 YEAR INTERVALS

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Laredo Air Force Base, Texas	REPORT NO. ATAC IR-PP-52	PAGE 3 OF 3 PAGES
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4. The object was observed by Lt Arnold for approximately seven minutes and the exact time of the head on pass was 2053. The object has been referred to as an object because it was identifiable only by the small, flickering blueish light by which the observer was able to track its flight path. The size of the light was described by the observer as approximately 1/2 the size of the glow emitted by a normal position light on a T-33 type aircraft. Its speed was estimated to be in excess of 500 MPH, and its maneuvers, which consisted mainly of rapid flitting ascents and descents, were unusually outstanding because they were certainly not conventional.

5. The observer parked his aircraft on the Laredo Air Force Base ramp at exactly 2105 and shortly thereafter reported the incident to the proper authority.

6. Sketch of observer's flight path and the object's flight path is attached.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

On the night of December 4, 1952, a frightened Air Force pilot landed at Laredo, Texas. Since actual names are deleted in clearing intelligence reports, I call him Lt. Earl Fogle.

Twelve miles from the field, Fogle told air-base officers, a blue-lighted object had almost crashed into his fighter. It had been no accident. The strange device had raced head-on at his lighted F-51. At the last instant, it had flipped to one side, streaking by at terrific speed.

Badly shaken, Fogle watched it flash up in a vertical climb. After a moment, the object turned, circling back as if for another pass. Fogle hastily switched off his lights, nosed

down in a steep spiral. The unknown machine dived to 2,000 feet. Apparently missing Fogle's plane in the dark, it circled toward Laredo air base, then swiftly turned away. Again climbing straight upward, the machine disappeared in the night.

Three years before, many Air Force officers would have scoffed at Fogle's report. He was not ridiculed now. For two hours, intelligence officers grilled him on every detail. Did the UFO (unidentified flying object) seem to be piloted or under remote control? What was its size and shape? Its speed compared with a jet? Did the blue light blink or pulsate? On and on went the questions, worked out by the Air Technical Intelligence Center to identify UFO types. Then secret reports were put on the wires for the ATIC at Dayton, Ohio, and intelligence headquarters in Washington, D. C.

The intelligence report of the Laredo encounter was cleared for me by Albert M. Chop, the Air Force civilian expert on UFO's. Two years before, as acting press chief at Dayton, Chop had learned most of the flying-saucer story from Project Bluebook. When he transferred to the Pentagon, he had become the Air Force press specialist on flying saucers.

(The Air Technical Intelligence Center summary of the Laredo incident was seen by a Look researcher in September after Major

Keyhoe's book was in print. It followed the Keyhoe version in substance but commented: "ATIC believes that it was an aircraft and that the maneuvers were exaggerated." The official conclusion on the case was: "Possible aircraft.")

UNCLASSIFIED

Lackland Air Force Base, Texas.

5 December 1952

I. Description of Incident

While orbiting over Lackland AFB a T-28 type aircraft sighted an unusual blue light of about half the intensity of the normal glow emitted by a T-33 position light. The time of sighting was approximately 2048 CST under clear weather conditions with the wind at 6,000 feet from 15 degrees at 25 knots. The object's maneuvers consisted of a counter-clockwise orbit over the air base, an apparent pass on the T-28 and finally an irregular rapid ascent and disappearance to the south. The pilot of the observing aircraft attempted an interception but overshot. The object was not sighted after 2056 CST.

II. Discussion of Incident

Student flying in jet type aircraft was in progress at the time of sighting. The observing pilot saw these aircraft and could not have confused them with the unidentified object. A scheduled balloon launch from Lackland AFB was set for approximately 2100 CST, very close to the time of sighting. In addition, the orbiting climb of the object as well as its general southerly heading (which ties in with the winds aloft) indicate that the unknown was probably a balloon. Project Blue Book has had many reports in the past of known balloons apparently intercepting investigating aircraft.

III. Conclusion

Probably a balloon.

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

CASE #1

24

On the night of 4 Dec 52 an Air Force pilot was flying locally in a T-28 type a/c. It was at this time he noticed a rapidly moving bluish light at approximate traffic altitude (1500' to 2000'). It was approximately 8 o'clock low to his position, which was about 2 miles SE of the base at 6000' directly SW of the base traveling on a SE course. The pilot considered the object to be a 4th jet a/c outside the traffic pattern until he noticed the absence of position, passing, and fuselage lights. The pilot steepened his turn to the left to keep the object in sight. The object continued on a SE course until approximately 6 miles SE of his position which was approximately where he had originally sighted the object. At this time the object rose immediately to the pilot's altitude of 6000' and began a wide sweeping counter clockwise orbit of the base. The terrific speed of the object still led the pilot to think it was a jet aircraft until he realized from previous jet experience that the speed should have been considerably dissipated after such a maneuver. At a position approximately 3 miles N of the air field in the object's orbit, it immediately descended to approximately 15,000' to 1500 to 200' again and continued its orbit to the left around the city of Laredo, Texas, until it reached approximately the center of the business district, at which time the object made a very rapid flitting ascent due S to approximate 15,000'. The rate of climb was terrific. At this point, the object was approximately 6 to 8 miles SW of the pilot's position (which was directly over the ramp on a S heading). The object then turned Eastward and immediately descended to the pilot's altitude of 6,000' again and proceeded Eastward until approximately 6 miles SE of the base again and it seemed to stop as if it were hovering, going straight away or coming straight toward the pilot's aircraft. At this time the pilot added full power and proceeded directly SE toward the object. The pilot's intentions were merely curiosity. Approximate 2 seconds after this action was taken by the pilot, the object appeared to close at a terrific rate in a

CASE # 1 (contd)

head-on approach. At approximately 100 yards in front of the pilot's a/c the object seemed to waver slightly in a vertical plane as if determining on which side of his aircraft to pass. The object passed very closely off the left wing of the a/c within 50 yards distance and the pilot noted a blurred reddish-blueish haze of undetermined size and shape but definitely no larger than his a/c. This action happened so rapidly that the pilot was unable to take any evasive action. Immediately after the object passed, the pilot broke sharply to the left in order to keep the object in sight. The object rapidly made a flitting ascent again to approximately 15,000' and circled to the left and began to descend as if positioning itself for another pass on the pilot's a/c. At this point, out of sheer fright, the pilot turned off all his running lights and spiraled steeply to the left, keeping the object in sight and leveled off at 1500'. At this time the object seemed to level off from its circling descent towards the pilot's a/c, turned sharply to the right on a S heading and made another rapid flitting ascent into the atmosphere until out of sight. The object was observed by the pilot for approximate 7 minutes and the exact time of the head-on-pass was 2053. The object has been referred to as an "object" because it was ^{identifiable} ~~identified~~ not only by the small, flickering blueish light by which the observer was able to track its flight path, the size of the light was described by the observer as approximate 1/2 the size of the glow emitted by normal position light on a T-33 type aircraft. Its speed was estimated to be in excess of 500 MPH and its maneuvers, which consisted mainly of rapid flitting ascents and descents, were unusually outstanding, because they were certainly not conventional. The observer parked his a/c on the Laredo AB ramp at exactly 2105 and shortly thereafter reported the incident to the proper authority.

ATTC COMMENT: ATTC believes that it was an a/c and that the maneuvers were exaggerated.

YDC391

WYA135

WMA143

WWCC31

JWFMB C336

PP JEPHQ JEDWP JEDEN JWFGO 444

DE LAREDO 262/JWFMBX 32

P 052130Z ZNJ

FM CO LAREDO AFB TEX

TO JEPHQ/DIRECTOR OF INTELLIGENCE HQ USAF WASH 25 DC

JEDWP/AIR TECHNICAL INTELLIGENCE CENTER WRIGHT-PATTERSON AFB OHIO ATTN

CLN ATIAA-2C

JEDEN/CG ENT AFB COLORADO SPRINGS COLO

JWFGO/CG FTAF WACO TEX

AF GNRC

/ R. [REDACTED] /M303M. FLYOBRPT. 7-C1. OBSR IS UNABLE TO
DESCRIBE SHAPE CMA SIZE CMA OR COLOR OF OBJ. THERE WAS ONE OBJ OF
UNDETERMINABLE AERO-DYNAMIC FEATURES CMA NO EXHAUST OR PUPLN SYS WAS
DISSEMINABLE CMA SPEED OF THE OBJ WAS EST TO BE IN EXCESS OF 500
MPH. NO SOUND WAS AUDIBLE CMA AND ITS MANEUVERS CONSISTED OF RAPID
C OF ALT WHILE IN A GENERAL COUNTER CLOCKWISE ORBIT AROUND LAFB
THE CITY OF LAREDO CMA TEXAS AND NUEVO LAREDO CMA MEXICO PLUS A HEAD-ON
PASS AT THE OBSR ACFT AT AN ALT OF 6000 FT AND NO FURTHER THAN 50 YARDS
OFF THE OBSR LEFT WG WHEN PASSING. THE MANNER OF DISAPPEARANCE
WAS A RAPID FLITTING ASCENT ON A SOUTHERLY HEADING INTO THE ATM
UNTIL OUT OF SIGHT. ONE UNUSUAL FEATURE WAS A BLuish COLORED LIGHT

CCC LINE THREE CP EIGHT SHD RD PRPLN RPT PRPLN

2048 CST
0248 Z

PAGE TWO JWFMBX 32

WHICH CONT TO FLICKER SIMILAR TO THE ARC LIGHT EMITTED BY AN ELEC WLDR IN OPR. THE APPARENT SIZE OF THE LIGHT WAS EST AT APPRX 1/2 THE SIZE OF THE NORMAL GLOW EMITTED BY A PSN LIGHT ON A T-33 TYPE JET ACFT.

2. TIME OF SIGHTING BY THE OBSR WAS APRX 2048 CEN CMA THE TIME OF THE AGGRESSIVE PASS WAS EXACTLY 2053 CEN AND THE OBJ DISAPPEARED INTO THE ATM AT APPRX 2056 CEN.

3. OBSR WAS MADE FROM A T-23 TYPE ACFT TVL IN A COUNTER CLOCKWISE ORBIT AROUND LAFB AT AN ALT OF 6000 FT AND AN A/S OF 180 KNOTS. THE OBJ WAS SIGHTED WITH THE NAKED EYE.

4. GEOGRAPHICAL LOC OF OBSR WAS LATITUDE NORTH 27 DEGREES 33 MIN LONGITUDE ~~EAST~~ ^{west} 99 DEGREES 27 MIN IN A COUNTER CLOCKWISE ORBIT AROUND LAFB TEX.

5. OBSR IS A 1ST LT IN THE AIR FORCE AND HAS BEEN A RT PLT FOR 5 1/2 YRS.

6. THE SKY COND WAS CLEAR AND THE WINDS AT THE OBSR LEVEL WERE FROM 15 DEGREES AT 25 KNOTS.

7. NONE

8. NONE

9. OBSR KEPT OBJ IN SIGHT DURING PD OF OBSR MERELY OUT OF CURIOSITY UNTIL OBJ MADE AN AGGRESSIVE HEAD-ON PASS AT THE BOSR WHICH MAY BE



PAGE THREE JWFMBX 32

TERMED AN INTCP.

10. STU JET FLY WAS IN PROGRESS AT LAFB AND APRX THREE JET ACFT
REMAINED IN TRAFFIC PLUS THE OBSR ACFT WHICH WAS HOLDING ALOFT PENDING
TWR PERMISSION TO ENT TRAF AND LAND.

CCC LINE 20 GP 10 PAGE WTWO SHD RD OBSR RPT OBSR

05/2151Z DEC JWFMBX

*Wire sent requesting Balloon data, A/c paths,
etc. be included in 112.*

cy!

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

FROM: (Originator)

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

DATE-TIME GROUP

101700Z DEC 52

SECURITY

PRECEDENCE
FOR:

ACTION

INFORMATION

ROUTINE

☐ BOOK MESSAGE☐ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

303M

CLASSIFICATION

TO:

CG ATTC

CG LAREDO AFB TEXAS

INFO:

FROM: AFOIN-ATIAA-12-4-E

Reference your message 303M dated 052130Z Dec 52 FLYOBRPT. Request following data be incorporated in AF Form 112 that is required by AFL 200-5. If AF Forms 112 are unavailable, the report may be put in letter form.

1. Sketch of track of T-28 and apparent track of the reported light. Show position of light and aircraft at intervals.
2. Exact time of launch, general path, type, and lighting of any civilian or military weather balloons launched in the area. A balloon is scheduled to be launched at 2100 CST.
3. Did balloon observers note any aircraft near their balloon?
4. Did tower or other aircraft in the pattern see the light?

COORDINATION:

ATIAA _____

ATIA _____

SECURITY CLASS

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

CAPT E.J. RUPPELT/vs

RELEASING OFFICER'S SIGNATURE

SYMBOL

ATIAA-5

TELEPHONE

65365

OFFICIAL TITLE

ROBERT E. KERNELL, JR., COAS
AIR ADJUTANT GENERALDD FORM 173
1 OCT 49REPLACES NME FORM 173, 1 MAY 48,
WHICH MAY BE USED.

16-55923-3 ★ U. S. GOVERNMENT PRINTING OFFICE

ATIAA-5 File