

PROJECT 10073 RECORD CARD

1. DATE 15 Dec 52	2. LOCATION GREENSBORO, NORTH CAROLINA	3. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☒ Possibly Balloon
4. DATE - WE GROUP Local 15/0925EST GMT 15/1425Z	5. TYPE OF OBSERVATION ☐ Ground Visual ☐ Ground Radar ☒ Air Visual ☐ Air-Intercept Radar	6. Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
7. PHOTOS ☐ Yes ☒ No	8. SOURCE AF Pilot	9. Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
10. LENGTH OF OBSERVATION 20 seconds	11. NUMBER OF OBJECTS One	12. COURSE N
13. BRIEF SUMMARY OF SIGHTING Bright silver spherical object traveling at an unestimated speed was sighted at 11 o'clock high to 6 o'clock high where observer lost visual contact. Observer was flying at 2500' traveling 300 mph.		14. COMMENTS

~~SECRET~~
UNCLASSIFIED

Hurstville, South Carolina

15 December 1952

I. Description of Incident

At 0915 EST an RF-80 over this location visually sighted a circular silver object about the size of a half-dollar. Object was seen for a period of 10 to 15 seconds and apparently was oscillating, losing and gaining altitude alternately. The pilot was on a 270° heading at 15,000 ft. and saw the unknown at a relative bearing of 330° at approximately 30,000 ft. The weather was clear with CAVU conditions.

II. Discussion of Incident

Since this sighting occurred 10 minutes before a similar one at Greensboro, North Carolina, the possibility of the two pilots actually seeing the same object has been looked into. The following conclusions have been drawn: The objects could not have been a single weather balloon launched at Hurstville, South Carolina, because the prevailing winds for the general area were from 360° at 75 knots, or blowing directly against a free floating object and carrying it south of the original observation point, nor north. Secondly, the objects could not have been a single jet aircraft traveling from Hurstville north to Greensboro. The distance is 115 miles between sightings and the sightings were 10 minutes apart thereby necessitating a ground speed of 690 mph. With a general wind from the north blowing at 75 knots at 25,000 ft. it seems unlikely that a jet could hit this speed. Furthermore the description of the unknown as "round and silver" from experienced fighter pilots indicates that the objects probably were not jets. Although there was much local air traffic in both sightings, aircraft has been eliminated as a possibility for the above reason.

Both sightings occurred within an hour of a scheduled rawinsonde weather balloon release at Greensboro, North Carolina, and an unscheduled release around the Hurstville area. Taking the descriptions given of both objects, which are, incidentally, very characteristic of balloon observations received by ATIC, the conclusion reached is that the object seen at Hurstville was possibly a balloon. At Greensboro probably a balloon.

III. Conclusion

Possibly a balloon.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD 11

~~SECRET~~
UNCLASSIFIED

~~SECRET~~
3. 4 10
Greensboro, North Carolina

15 December 1952

I. Description of Incident

An RF-80 in flight over Greensboro sighted a spherical object with a bright silver color at about 0925 EST on 15 December 1952. It moved from a 12 o'clock high position to 6 o'clock high when the pilot lost contact with the unknown. Pilot was on a north heading at 25,000 feet traveling at 300 mph.

II. Discussion of Incident

Two aircraft from Shaw AFB were in the area at the time of sighting as was a balloon released from the weather station at Greensboro. The pilot probably could have recognized the aircraft but a silver, round, weather balloon might not be so easily recognized due to its small size. It appears that the latter explains the cause for this sighting.

III. Conclusion

Probably a balloon.

DOWNGRADED AT 3 YEAR
DECLASSIFIED AFTER 12 -
DOD DIR 5200.10

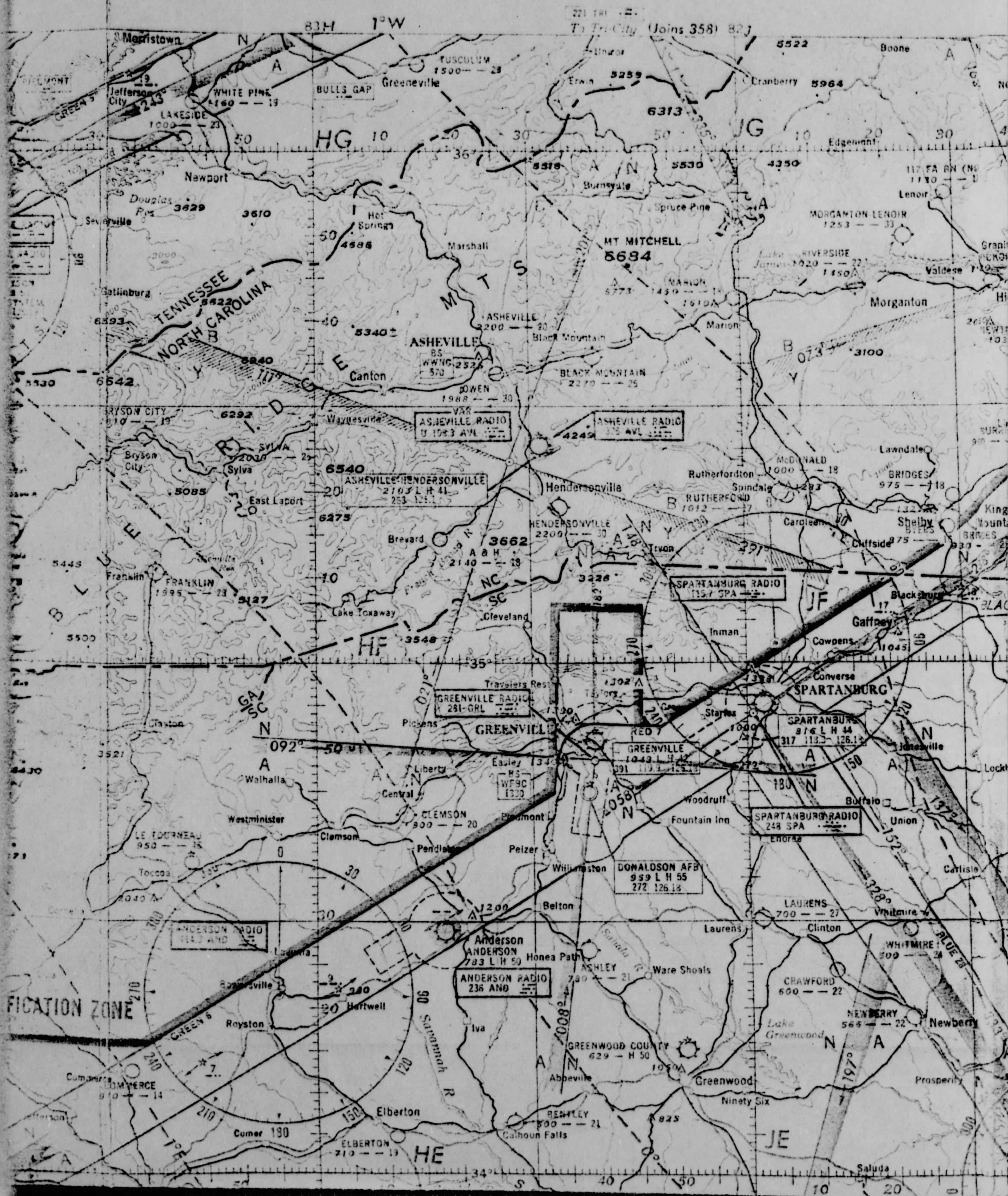
T53-3695

26

~~SECRET~~
UNCLASSIFIED

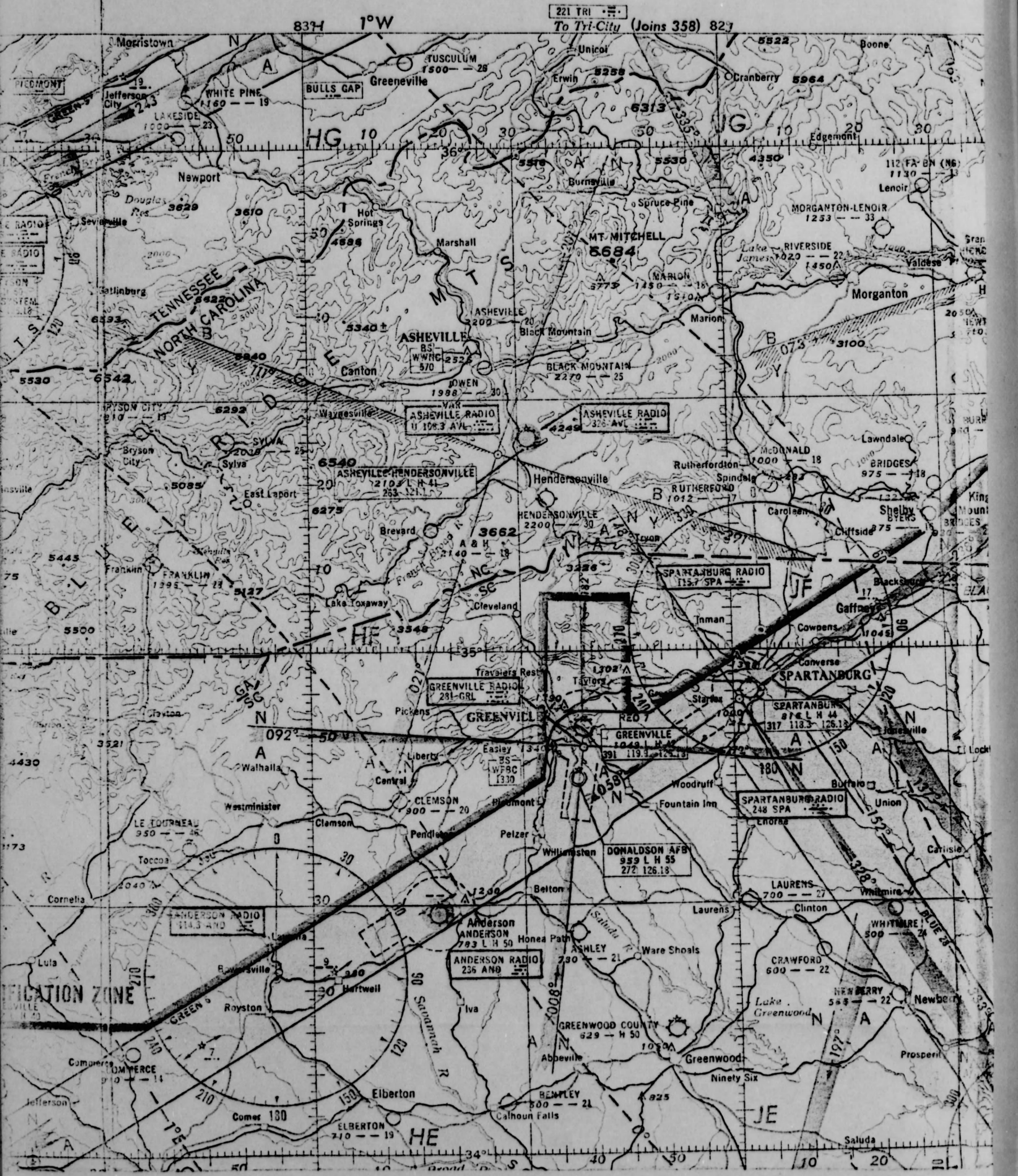


Complied to ICAO Standards
For ICAO number add 2000 to the chart number.

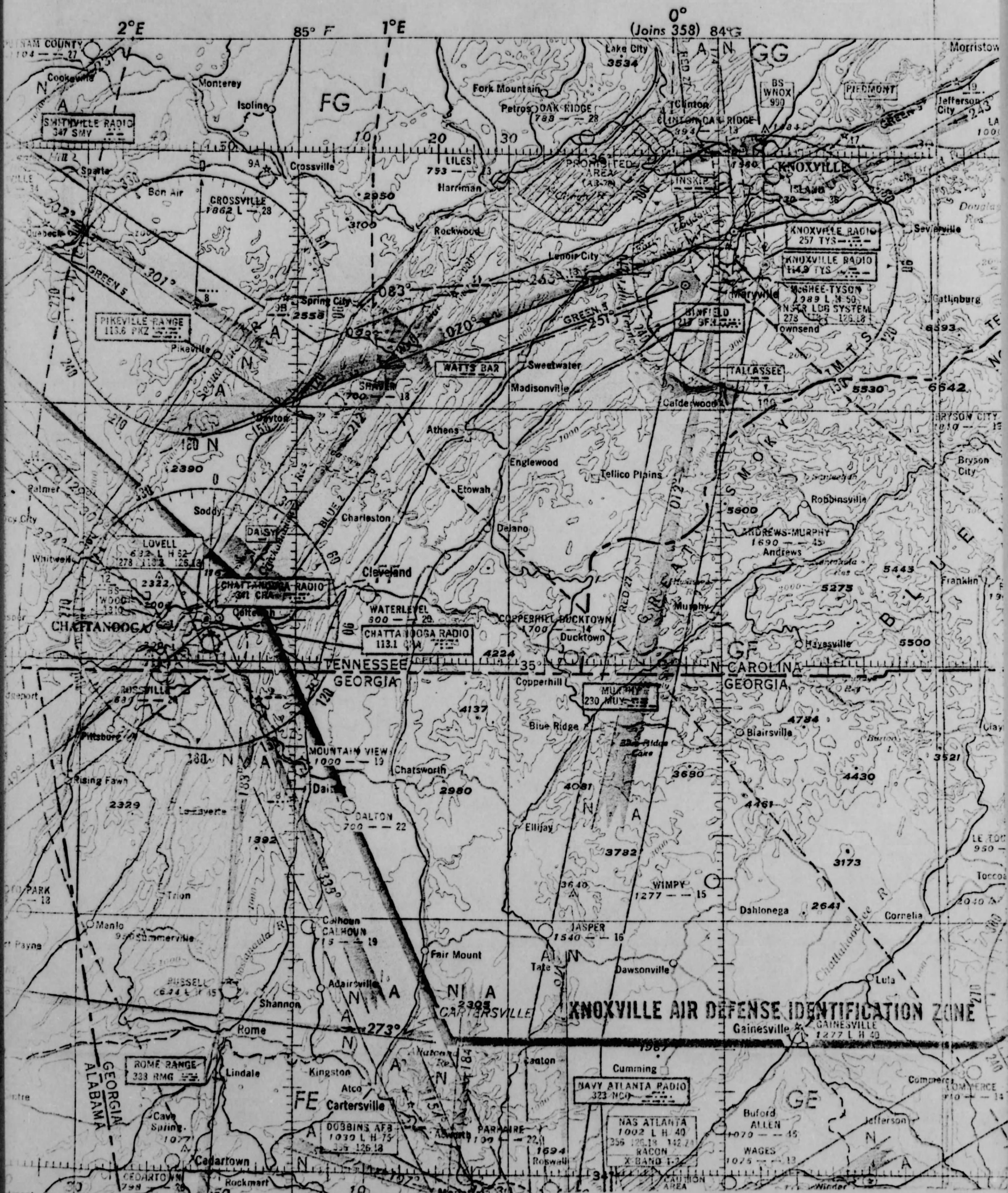


RONAUTICAL CHART

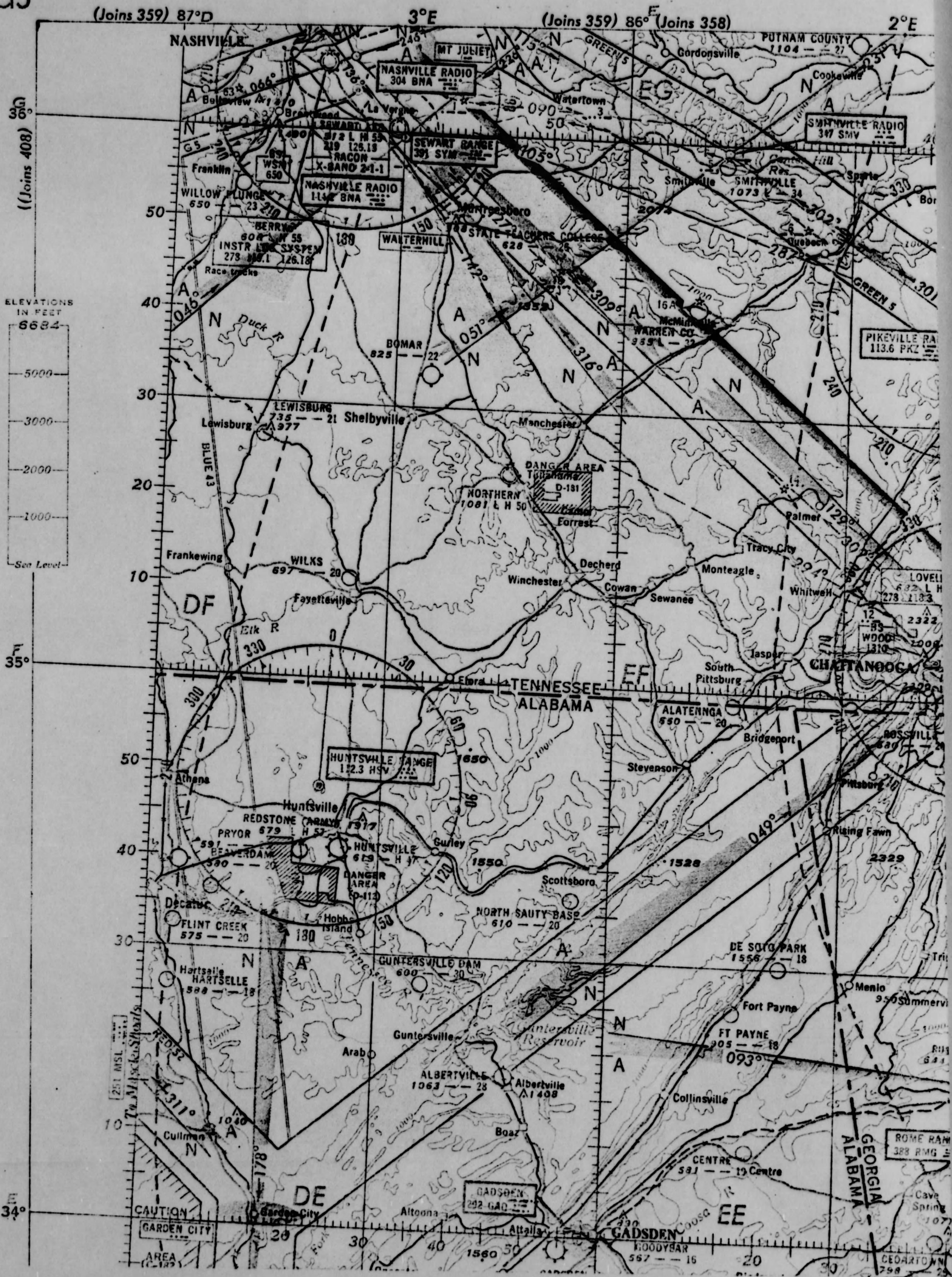
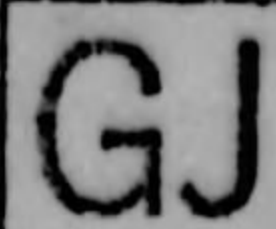
Compiled to ICAO Standards
For ICAO number add 2000 to the chart number.

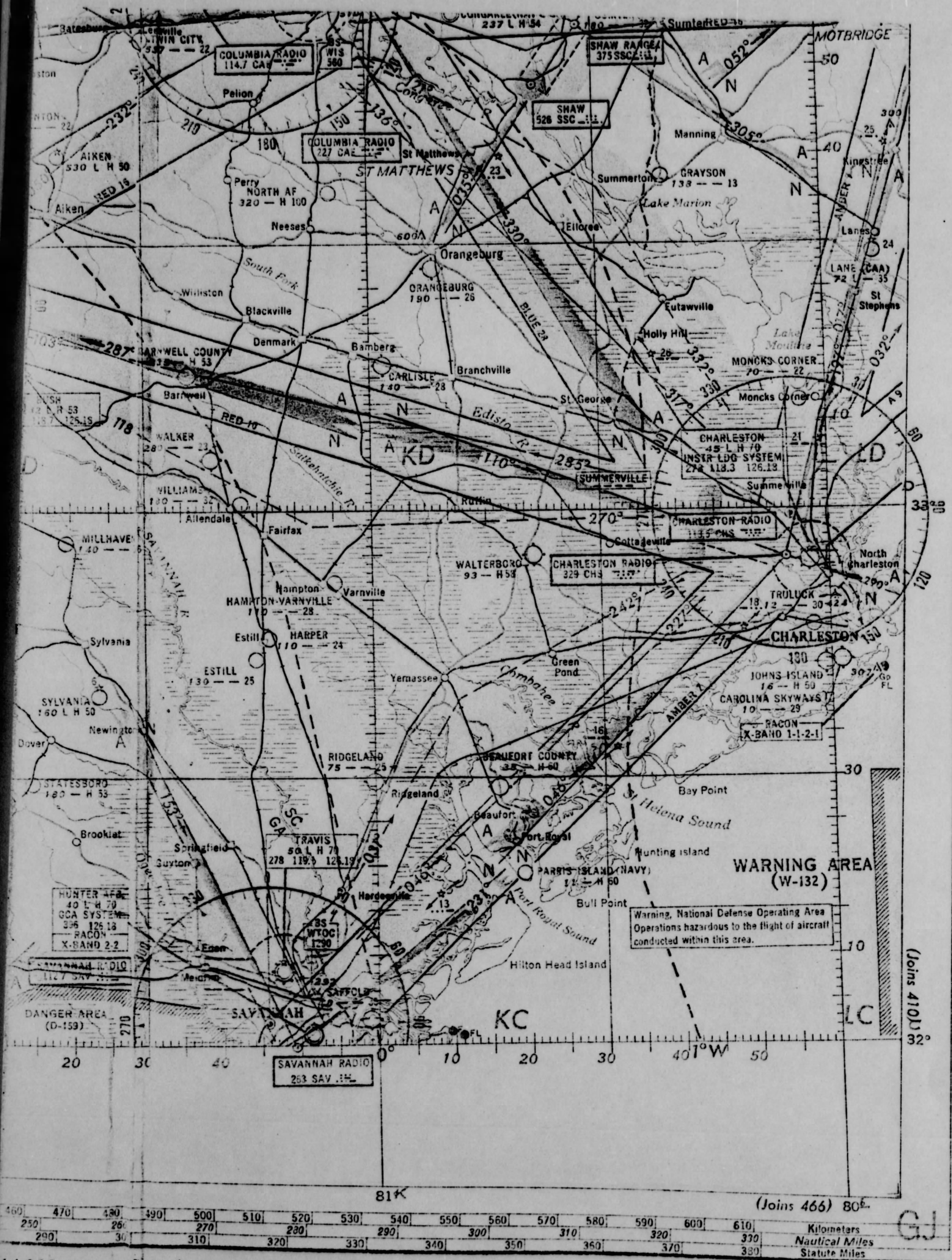


WORLD AERONAUTICS



(409) GREAT SLOKY MOUNTAINS





1:1,000,000

REF 51

Date of magnetic information 1950
Consult Coast and Geodetic Survey Radio Facility
Charts and Civil Aeronautics Administration Airmen's
Guide for changes in aeronautical information
chart after August 26, 1951
Next scheduled edition, February 1952

GREAT SMOKY MOUNTAINS (409)
UNITED STATES
U.S. AIR FORCE (OUTED)

Kilometers
Nautical Miles
Statute Miles

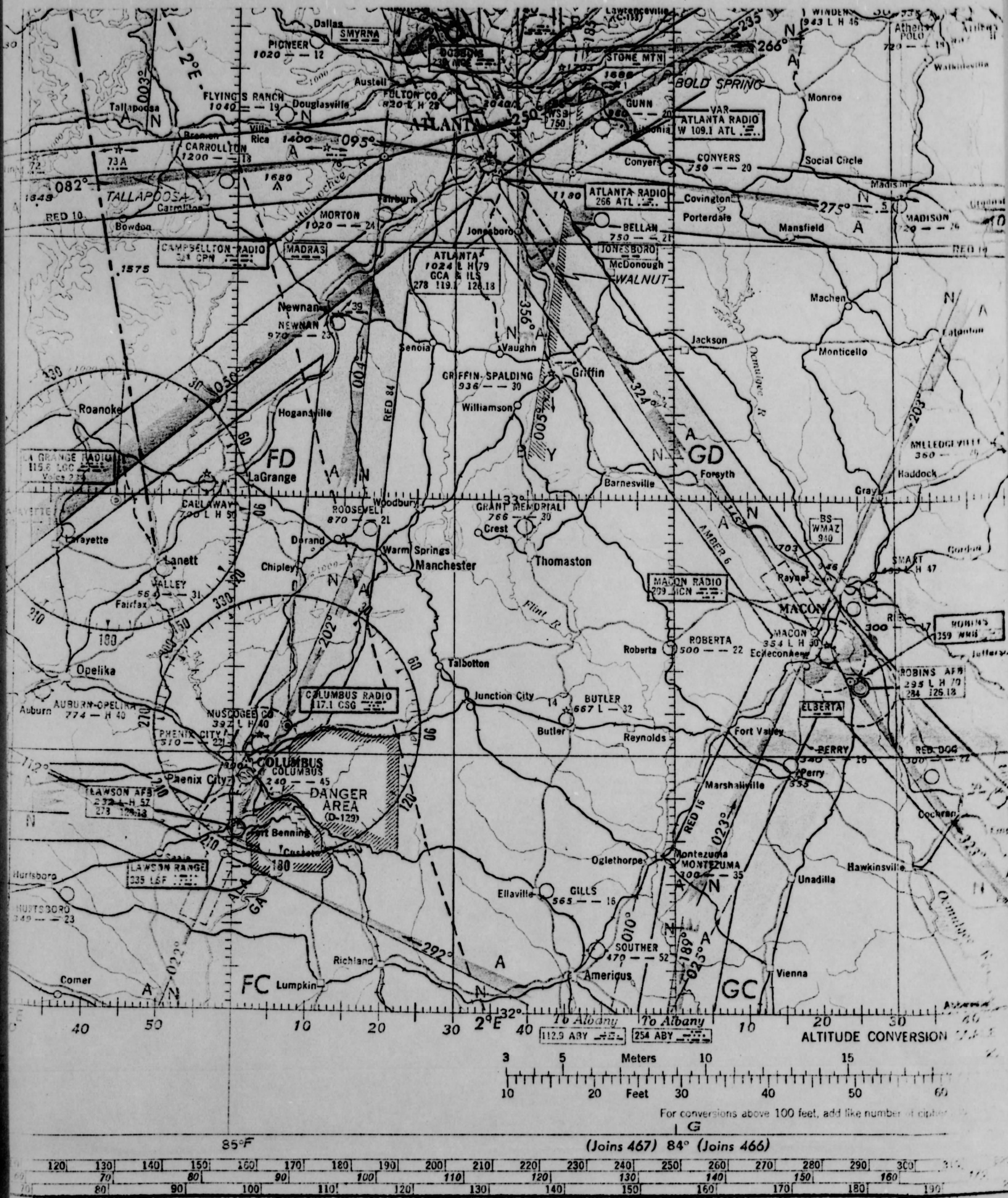
GJ



NOTE: It is requested that users of this chart indicate corrections and additions which come to their attention and notify "THE DIRECTOR, U.S. COAST AND GEODETIC SURVEY, WASHINGTON 25, D.C." VERY HIGH FREQUENCY (VHF) PRINTED IN BLUE BLUE TINT INDICATES AIR TRAFFIC CONTROLLED AREAS

SCALE 1:1,000,000
GEOREF 8-51

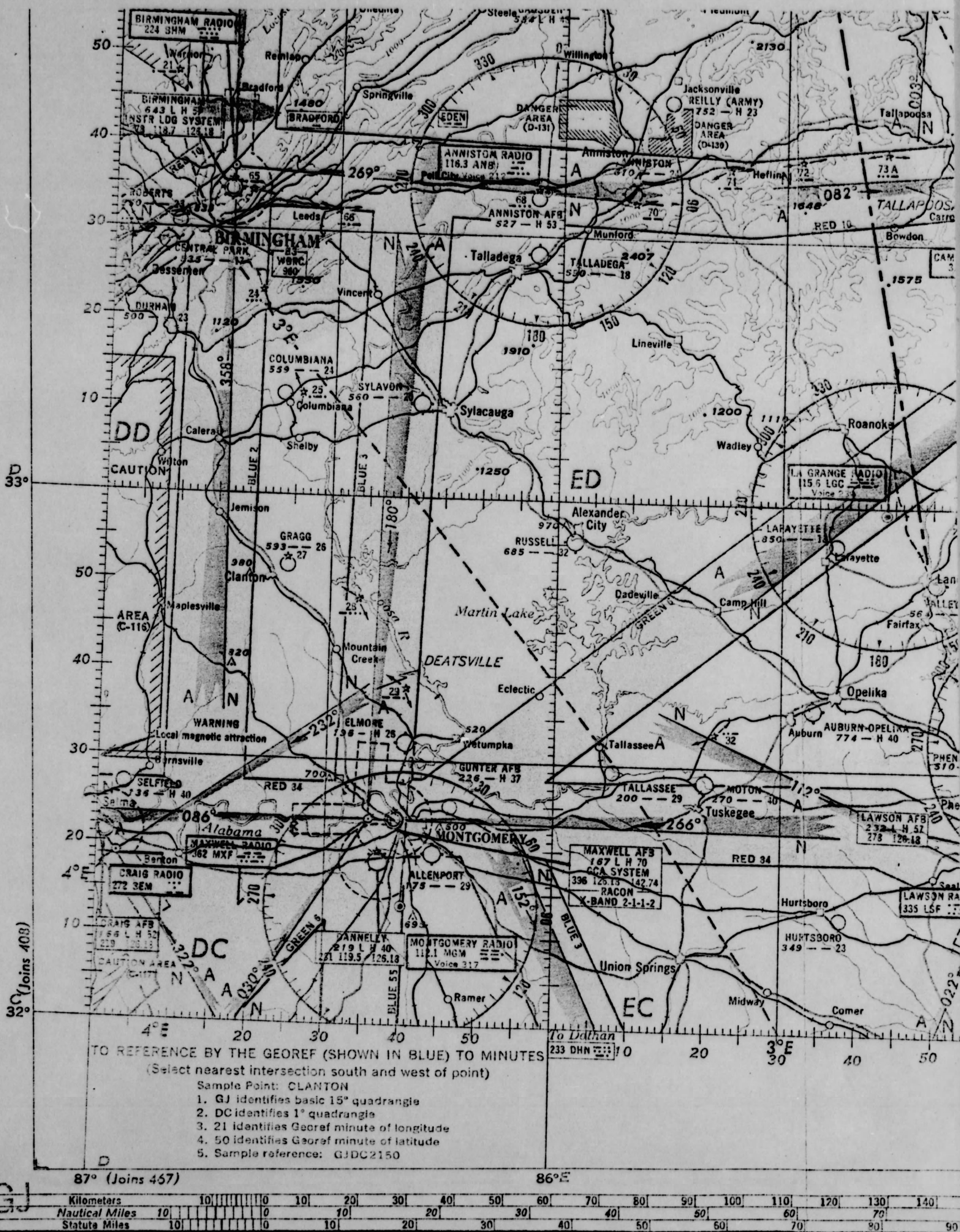
Date of magnetic Consult Coast and G Charts and Civil Aeronautics Guide for changes in aer chart after August 2 Next scheduled e



Compiled and printed at Washington, D.C. by the U. S. Coast and Geodetic Survey
under authority of the Secretary of Commerce
1945
Revised JULY 1951

B 03 R 6



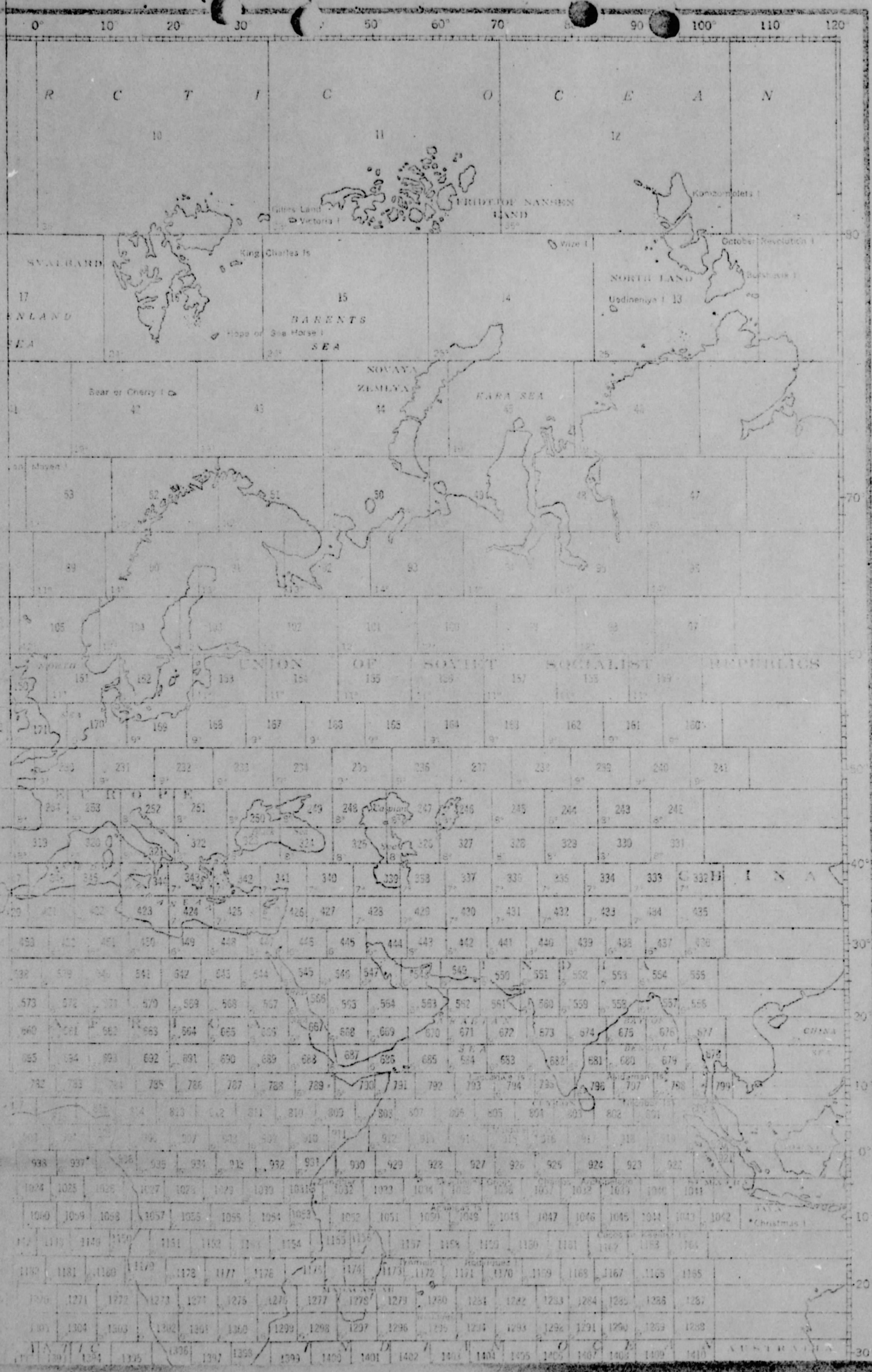


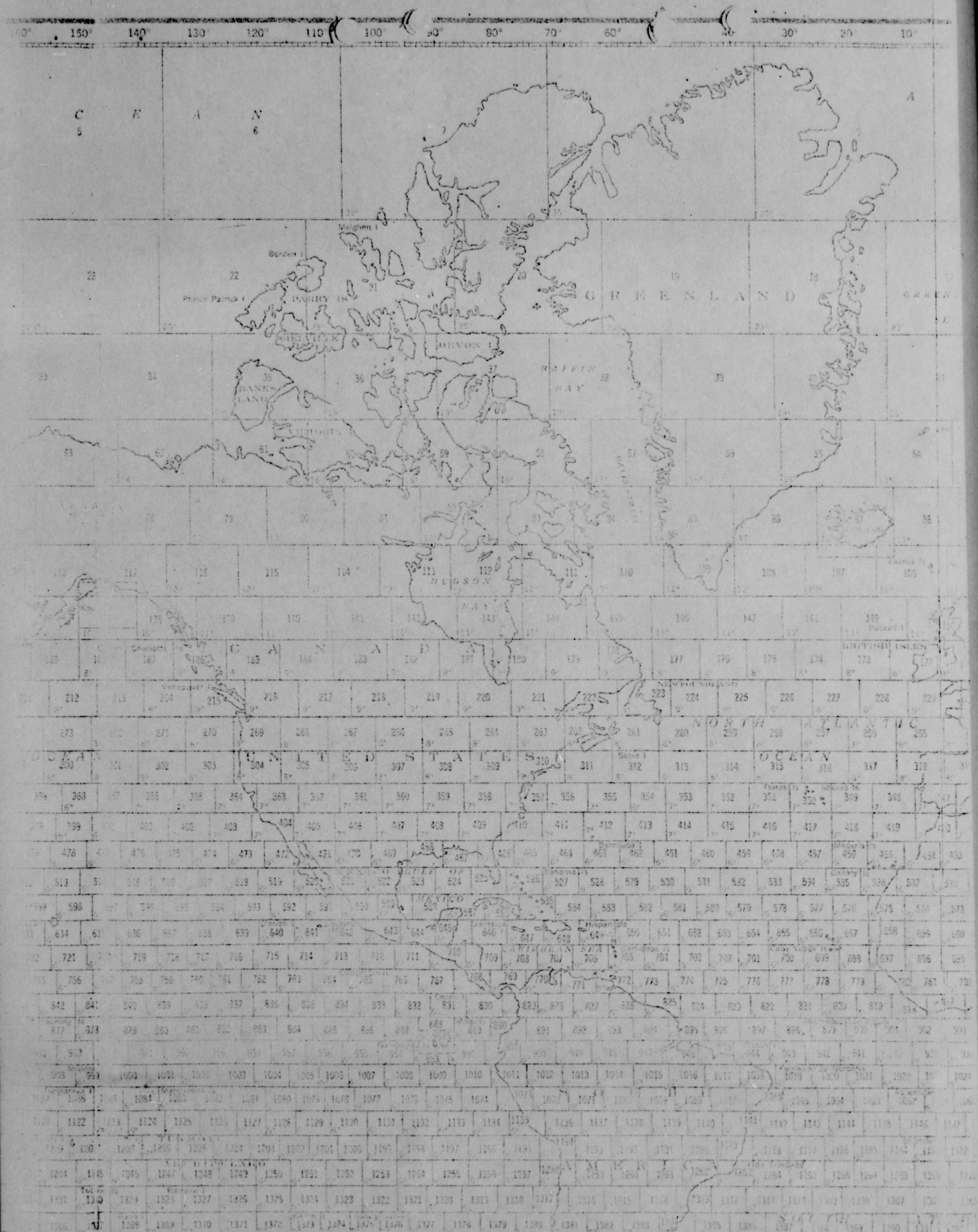
(409)

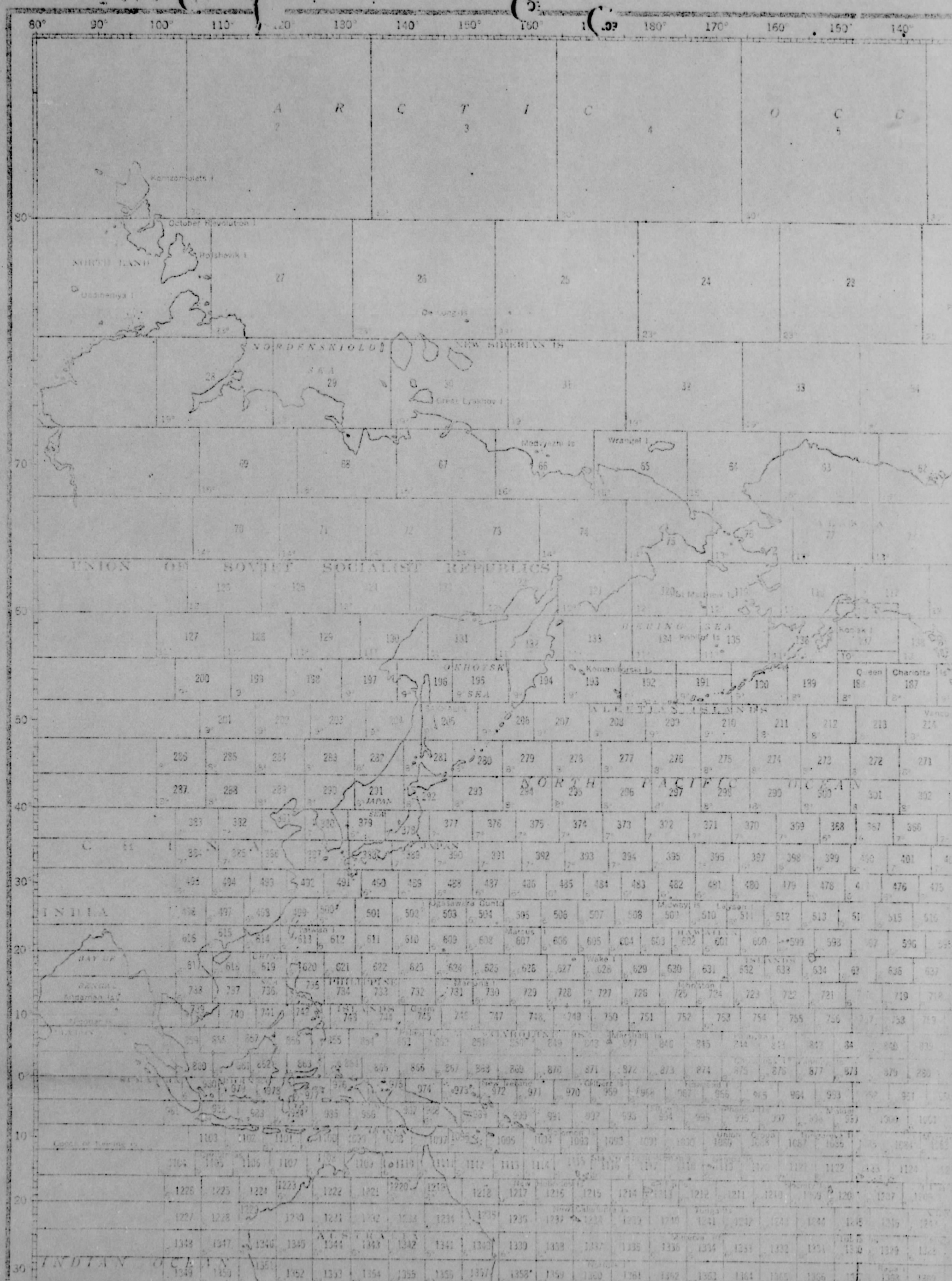
PRICE 25 CENTS

THIRTEENTH (ON Aug 26, 1951)

Principal Sources: U. S. Geological Survey, U. S. Army Corps of Engineers, U. S. Air Force, U. S. Dept. of Agriculture, Civil Aeronautics Administration and the U. S. Coast and Geodetic Survey.







AERONAUTICAL SYMBOLS

AERODROMES

LANDPLANE SEAPLANE

		MILITARY BASE	OF MAJOR AERONAUTICAL IMPORTANCE
		CIVIL	
		JOINT CIVIL AND MILITARY BASE	
		MILITARY	OFFERING SERVICES THAT INCLUDE REPAIRS FOR NORMAL TRAFFIC AND/OR REFUELING
		CIVIL	
		JOINT CIVIL AND MILITARY	
		LANDING AREA OR ANCHORAGE	NO PUBLIC SERVICES AVAILABLE
		LANDING STRIP (MILITARY)	

AERODROME DATA

HARMON FIELD
10 L H 48
Airport of entry
GCA SYSTEM
278 125.18

LANDPLANE	
78	ELEVATION IN FEET
L	MINIMUM LIGHTING
H	HARD SURFACED RUNWAY
46	LENGTH OF LONGEST RUNWAY TO NEAREST HUNDRED FEET

SEAPLANE	
00	ELEVATION IN FEET
L	MINIMUM LIGHTING
S	NORMAL SHELTERED TAKE-OFF AREA
62	LENGTH OF LONGEST RUNWAY TO NEAREST HUNDRED FEET

NAS ANACOSTIA
00 L S 62
2870

GCA SYSTEM-GROUND CONTROL APPROACH SYSTEM, OTHER CONTROLLED APPROACH SYSTEMS BY APPROPRIATE SYMBOL
278 125.18 2470 CONTROL TOWER TRANSMITTING FREQUENCIES
WHEN SPECIFIC INFORMATION PERTAINING TO LANDING FACILITY DATA IS MISSING, THE RESPECTIVE CHARACTER WILL BE REPLACED BY A DASH (-) 152 -- H 40

AIR NAVIGATION LIGHTS

ROTATING LIGHT	★	FLASHING LIGHT (WITH CODE)	★
ROTATING LIGHT (WITH FLASHING CODE)	★	OBSTRUCTION LIGHT	★
ROTATING LIGHT (WITH COURSE LIGHTS)	★	MARINE LIGHT	★
FLASHING LIGHT	★	LIGHTSHIP	★

MARINE LIGHT CHARACTERISTICS

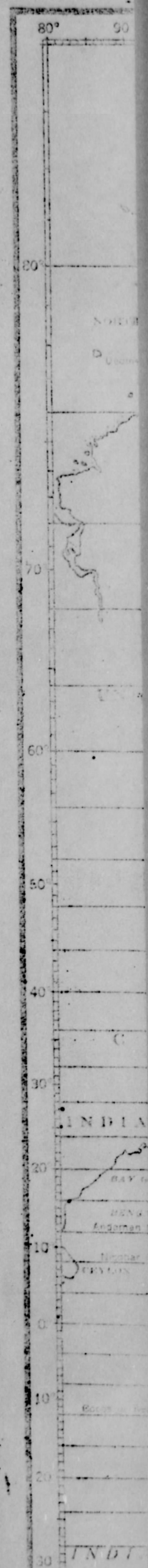
F - fixed FL - flashing Occ - occulting Alt - alternating Gp - group R - red W - white (U) - unswitched SEC - sector sec - second G - green B - blue

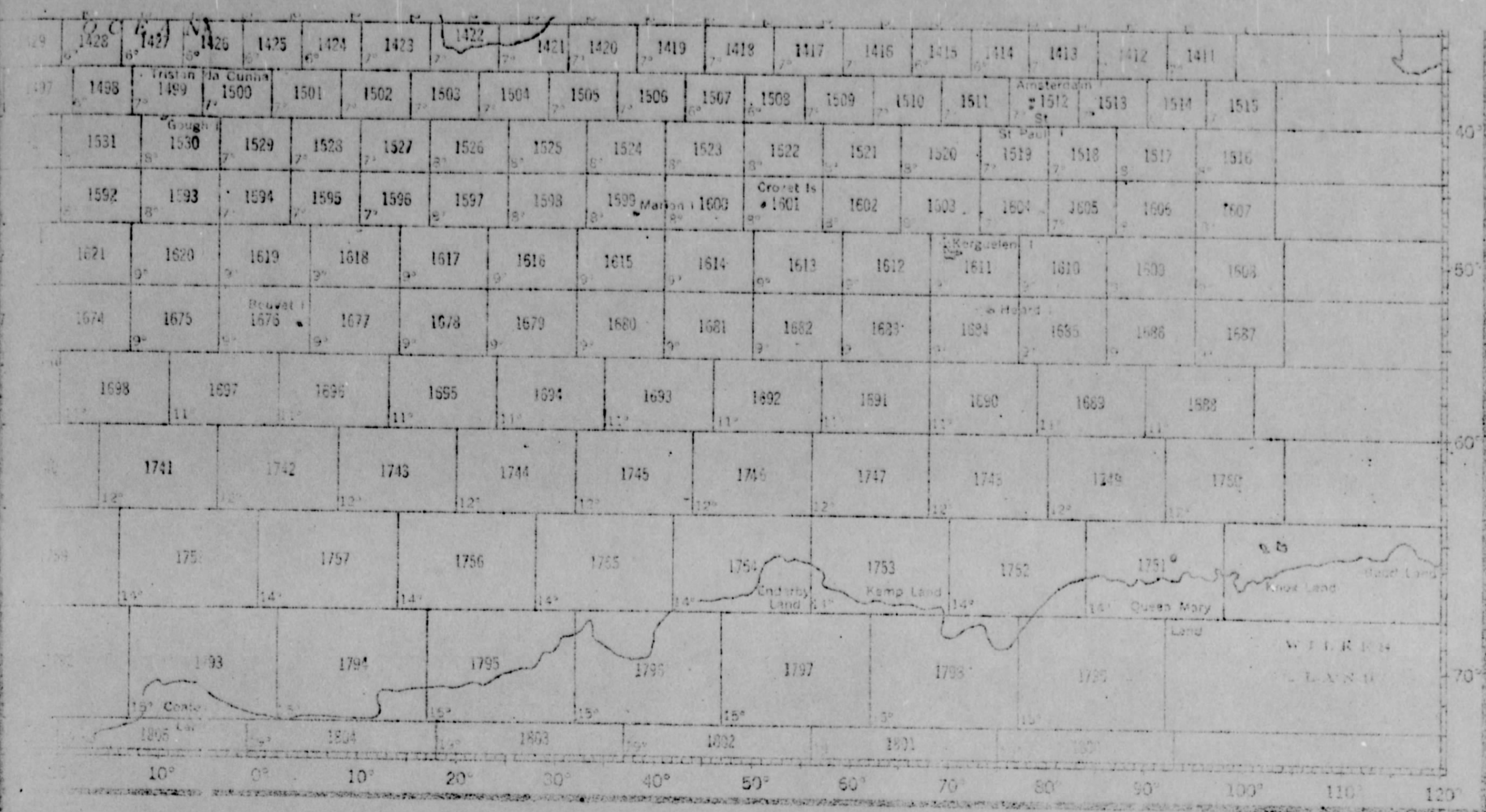
Marine alternating lights are red and white unless otherwise indicated.
Marine lights are white unless colors are stated.

RADIO FACILITIES

USE OF THE WORD "RADIO" WITHIN THE BOX INDICATES VOICE FACILITIES

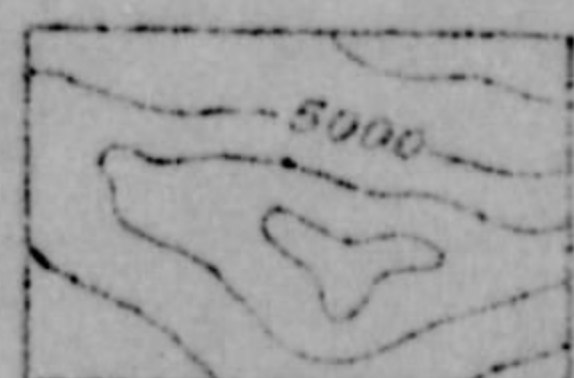
RADIO RANGE (WITH VOICE)	WOODBY RADIO 251 FWA	RADIO BROADCASTING STATION	85 WOL 1260
RADIO RANGE (WITHOUT VOICE)	WILLOW RANGE 320 WLE		EVERETT
MARINE RADIOBEACON (WITHOUT VOICE)	POINT ARENA 292 30m-30m & 60m-60m	RADIO FAN MARKER BEACONS 200 watts	EASTON
VHF RADIO DIRECTION FINDER (WITH VOICE)	KODIAK DF HOMER 121.5	RADIOBEACON, NONDIRECTIONAL HOMING	AVON
HF RADIO DIRECTION FINDER (WITH VOICE)	McGRATH AIRWAYS 2912 4220	REPORTING POINT	BRANT



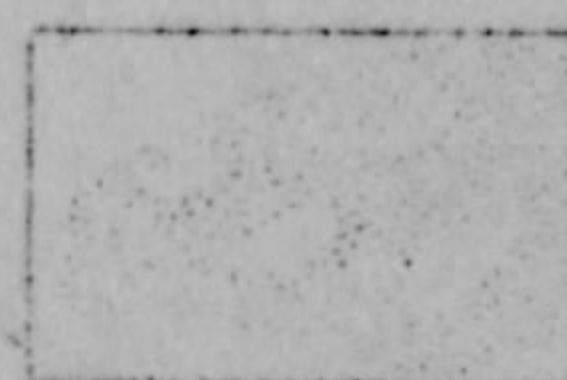


RELIEF FEATURES

LAKES
(PERENNIAL & NON-PERENNIAL)

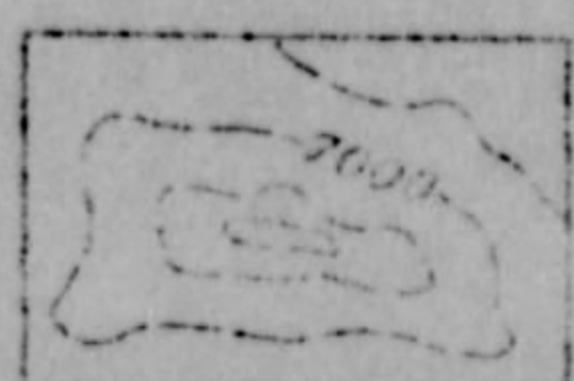


CONTOURS

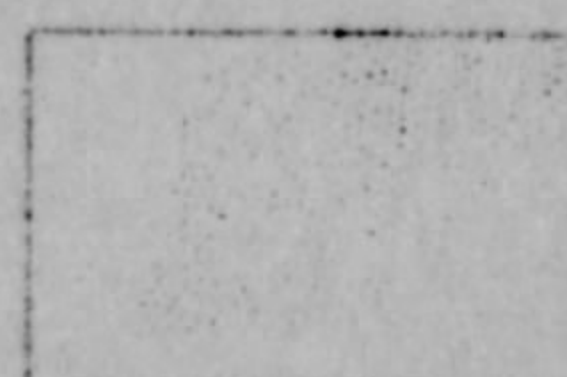


SAND DUNES

GLACIER



APPROXIMATE CONTOURS

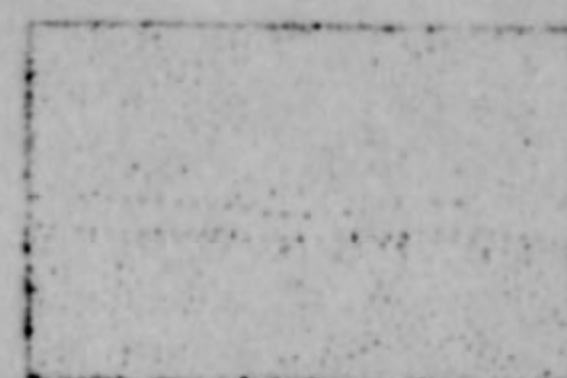


SAND AREA

SALT PANS
(EVAPORATORS)



HACHURES

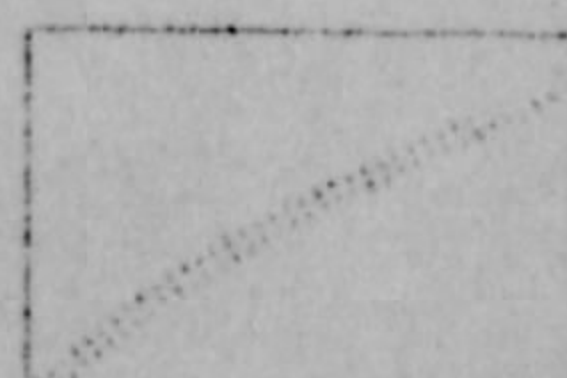


SAND RIDGES

RICE FIELD



BLUFF, CLIFF OR ESCARPMENT

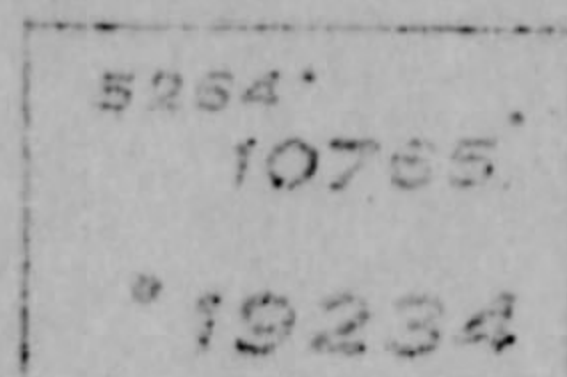


LEVEE OR ESKER

SPRING
WELL
WATER HOLE
RESERVOIR



LAVA FLOW

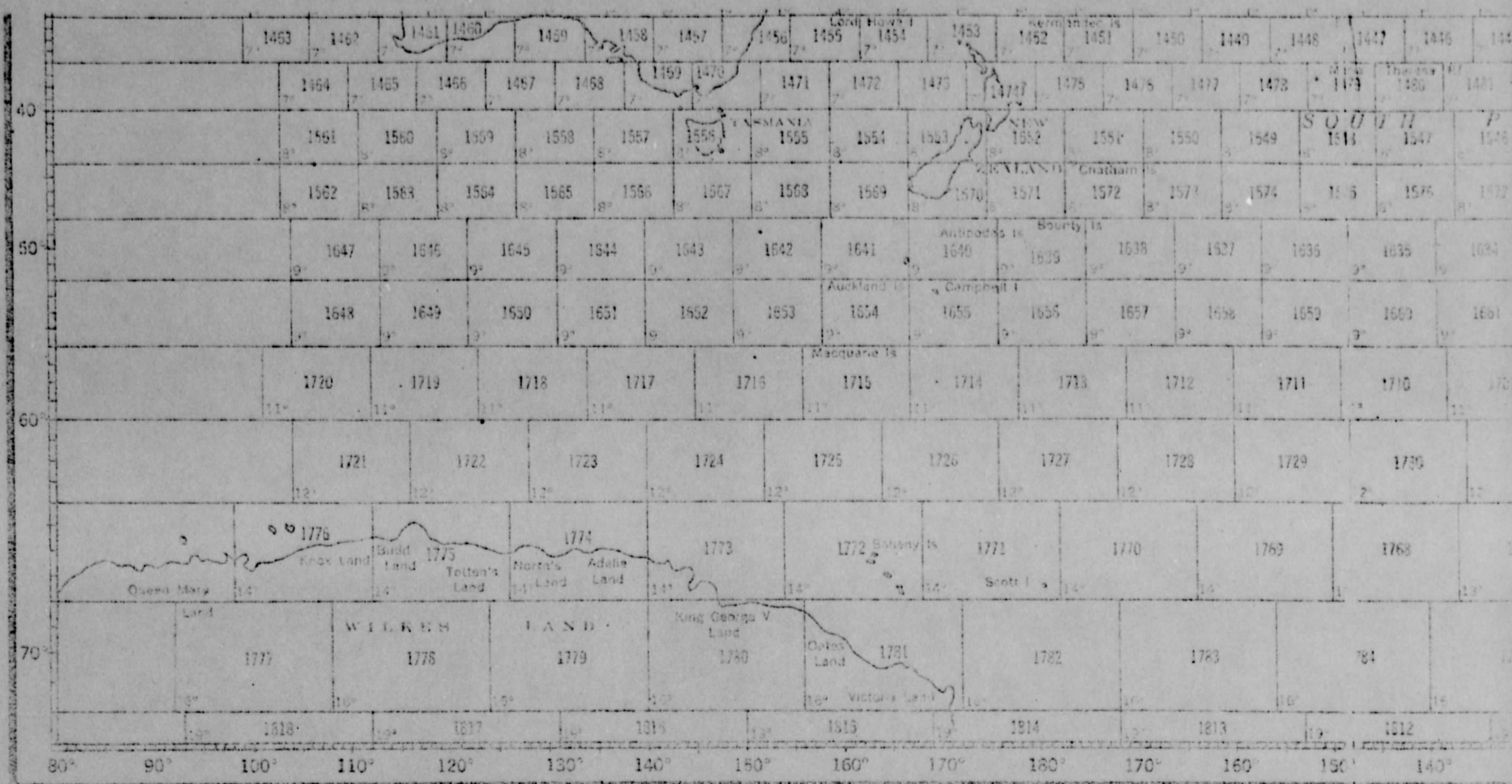


SPOT ELEVATIONS (IN FEET)

HIGHEST ELEV ON CHART (IN FEET)

FEATURES

- RAILROAD (SINGLE TRACK)
- RAILROAD (MULTIPLE TRACKS)
- RAILROAD (ABANDONED)
- HIGHWAY (DUAL LANE)
- HIGHWAY (ONE LANE)
- HIGHWAY (UNIMPROVED)
- TRAIL
- WATER TOWER
- WINDMILL



WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

To insure that the airman has the latest information available, U. S. World Aeronautical Charts are revised at six-month periods and the Alaskan World Aeronautical Charts are revised at twelve-month periods. The time of the next scheduled printing is shown on the face of the chart below the date of the aeronautical information.

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1. Aeronautical charts, maps and publications distributed by the Aeronautical Chart Service are indexed or listed in the current edition of the USAF "Catalog of Aeronautical Charts and Related Publications."

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a. Outside Continental United States:

(1) USAF activities are to submit requisitions thru the supply channels designated by the Theater Commander for maintenance and distribution of aeronautical charts and maps.

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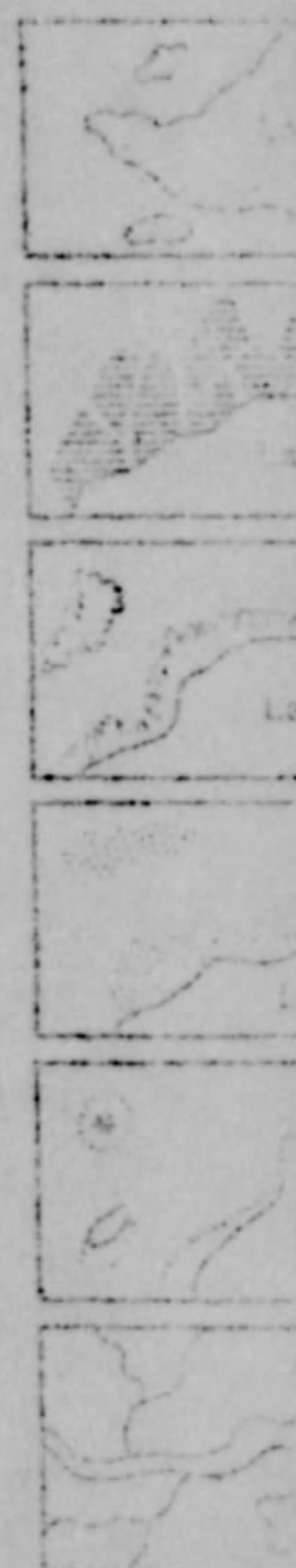
3. Requirements for Special Purpose Maps and Charts.

a. Maps and charts for special purposes, specific missions, and also those maps and charts published by other Government agencies, which are not listed in the principal types of aeronautical charts, in the current edition of the USAF "Catalog of Aeronautical Charts and Related Publications," must be requested from the Department of Defense, Aeronautical Chart Service, USAF, Washington 25, D. C., and, if available, when not readily available, a requisition is to be submitted to the service, production and publisher.

b. Information regarding cloth reproduction of certain selected aeronautical charts and maps may be obtained on request to Headquarters, Aeronautical Chart Service, USAF.

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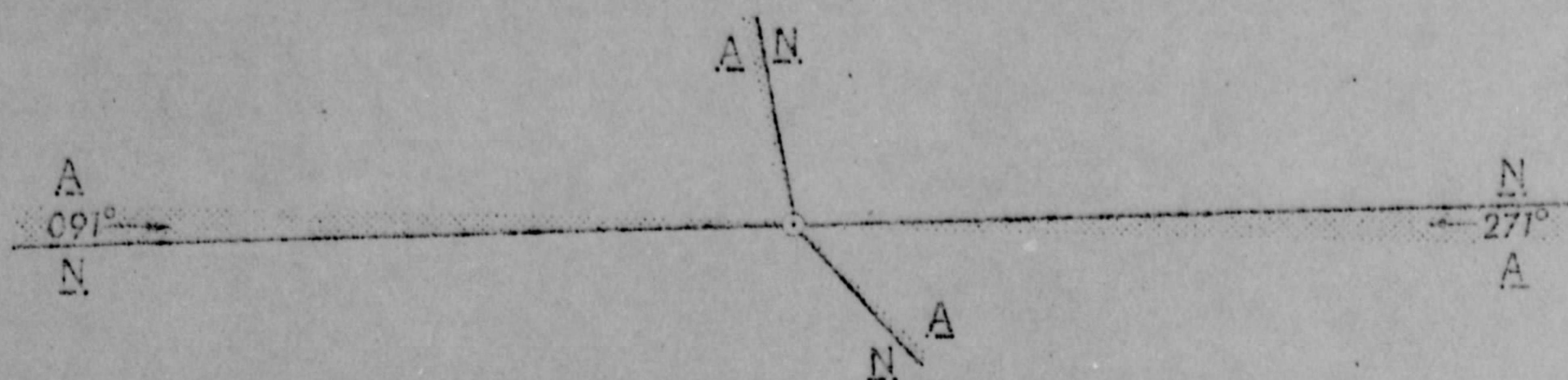
RADIO COMMUNICATION STATION
(WITH VOICE)

CS
GOWEN RADIO
4735

RADAR BEACON

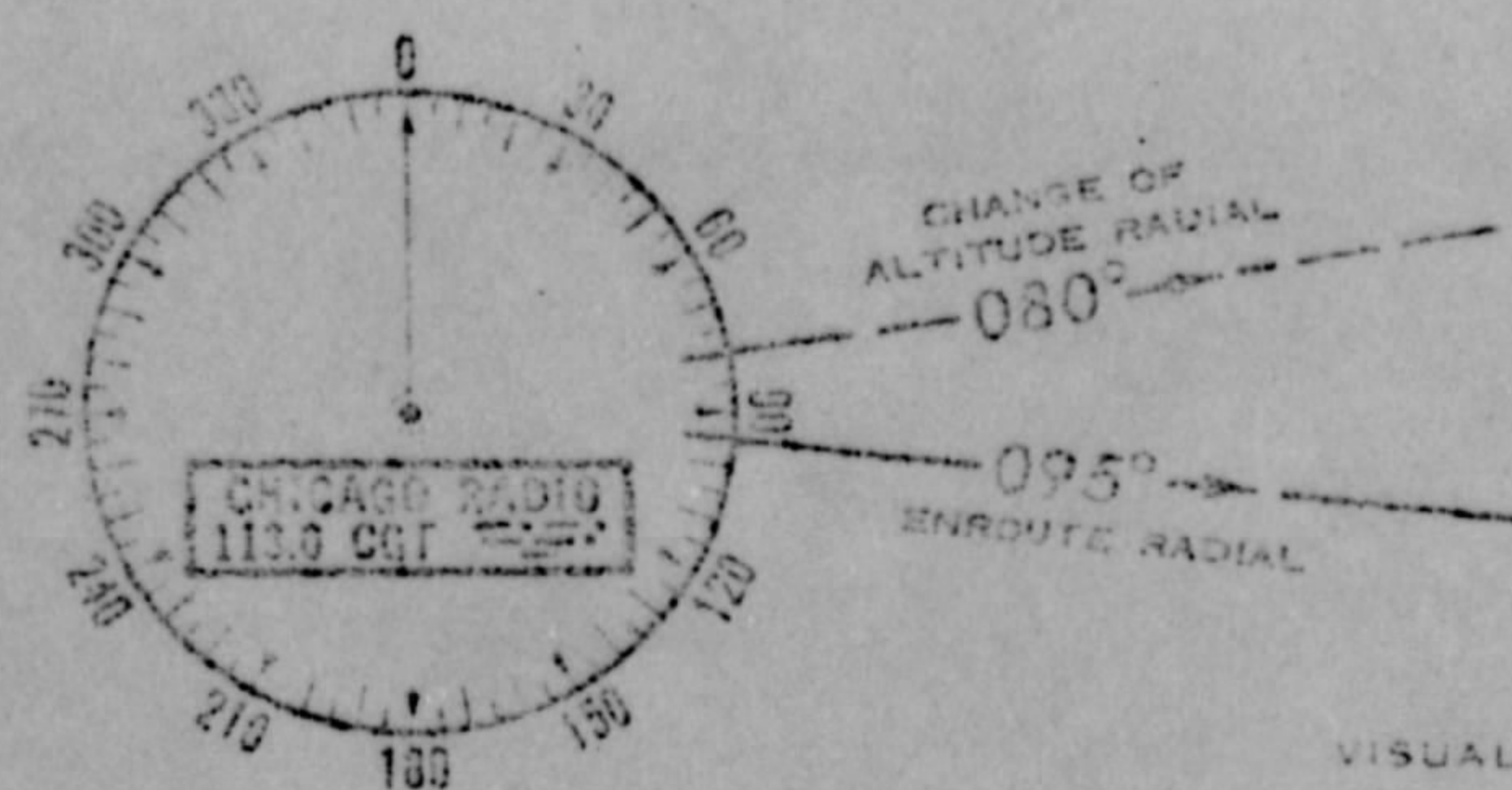
RACON
X-BAND 2-1-2-1

AURAL RANGE



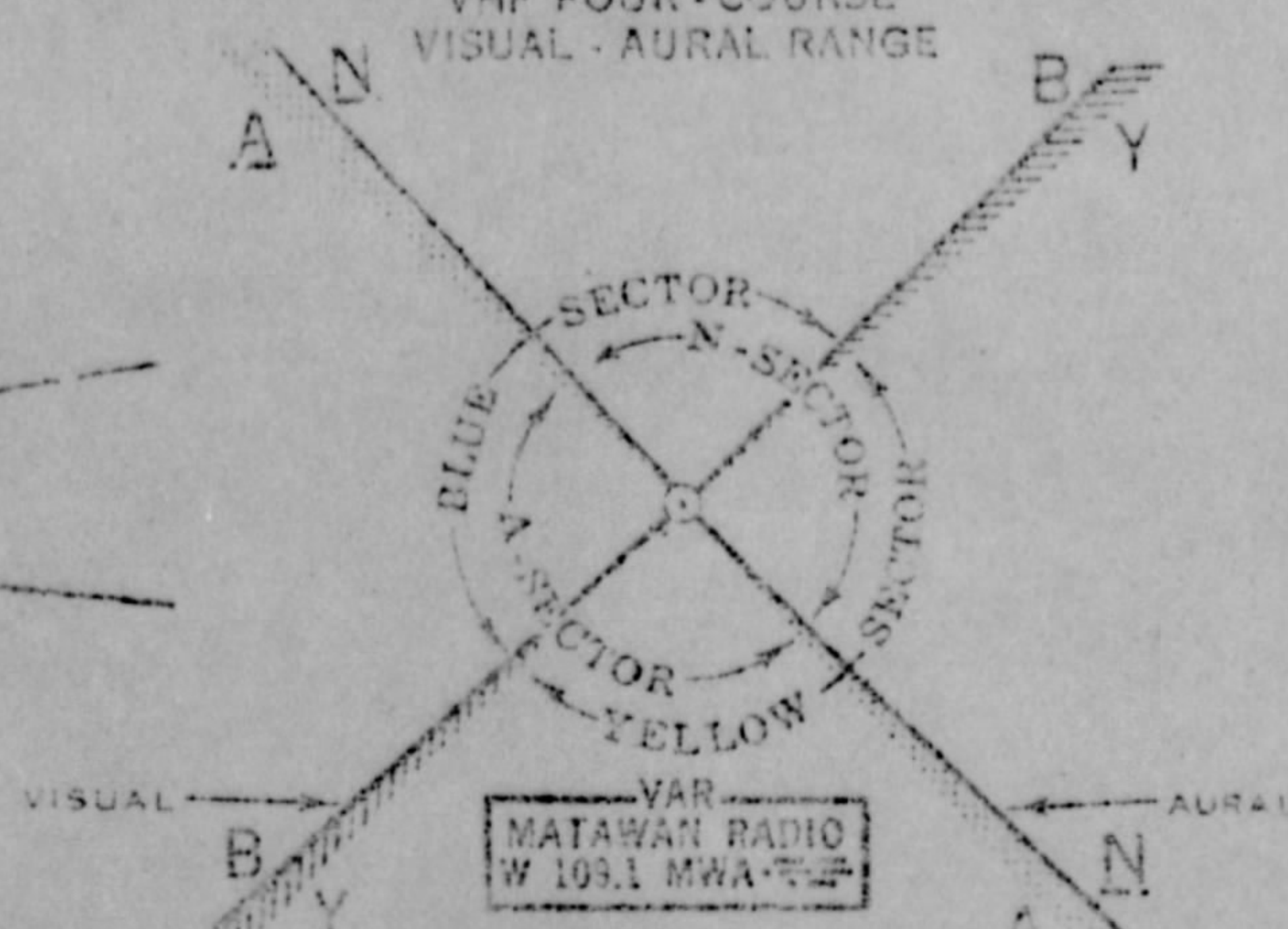
The heavy line indicates the "N" quadrant. The bearings shown are magnetic and the magnetic variation at the position of the ground station is used for computing them.

VHF OMNI-DIRECTIONAL RANGE



Bearings are magnetic from station.
Radius of circle is 15 nautical miles.

VHF FOUR-COURSE VISUAL-AURAL RANGE



MISCELLANEOUS

MOOPING MAST --- PROMINENT TRANSMISSION LINE ---

ISOSONIC LINE OR ISOSONAL --- 24°E ---

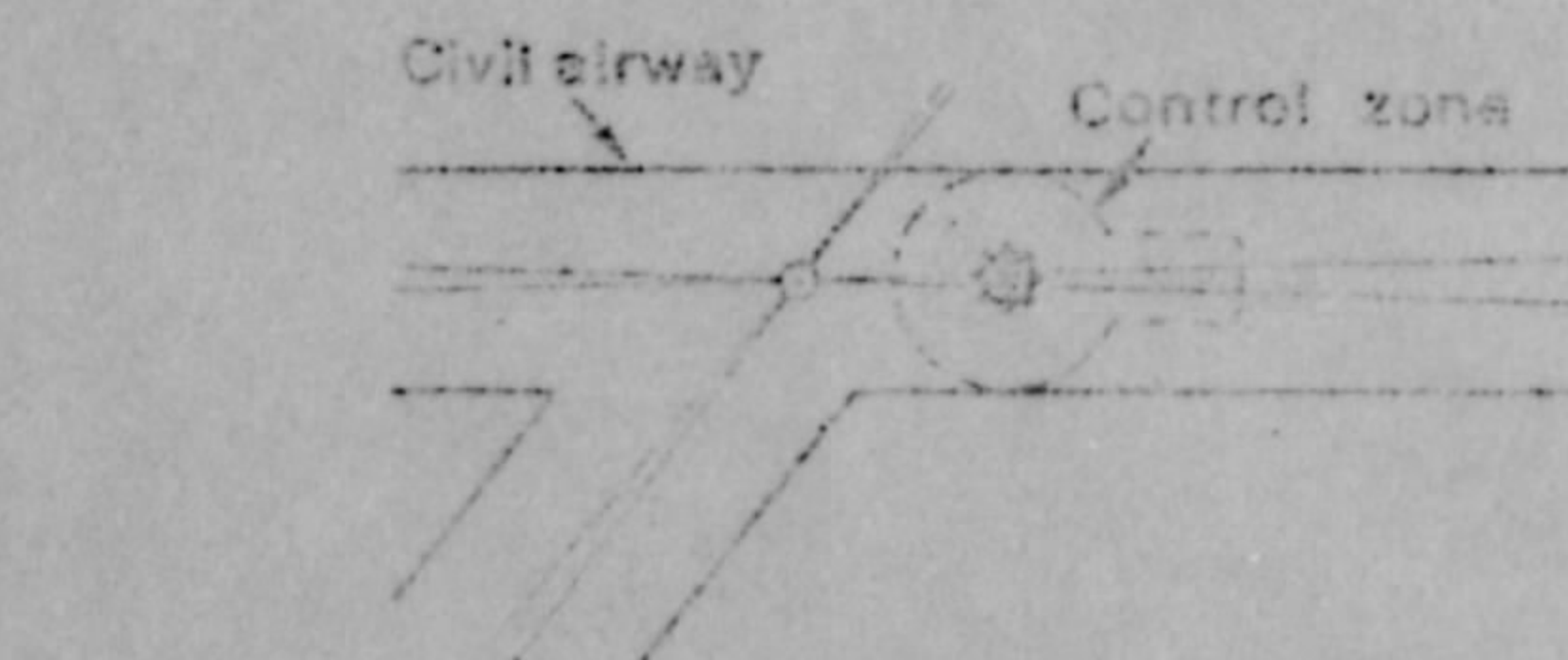
OBSTRUCTION (NUMERALS IN ITALIC INDICATE ELEVATION ABOVE SEA LEVEL OF TOP) --- 1100

CIVIL AIRWAY-LIMIT OF --- AMBER 2 (TRAFFIC CONTROLLED) (TRAFFIC UNCONTROLLED)

PROHIBITED AREA ---

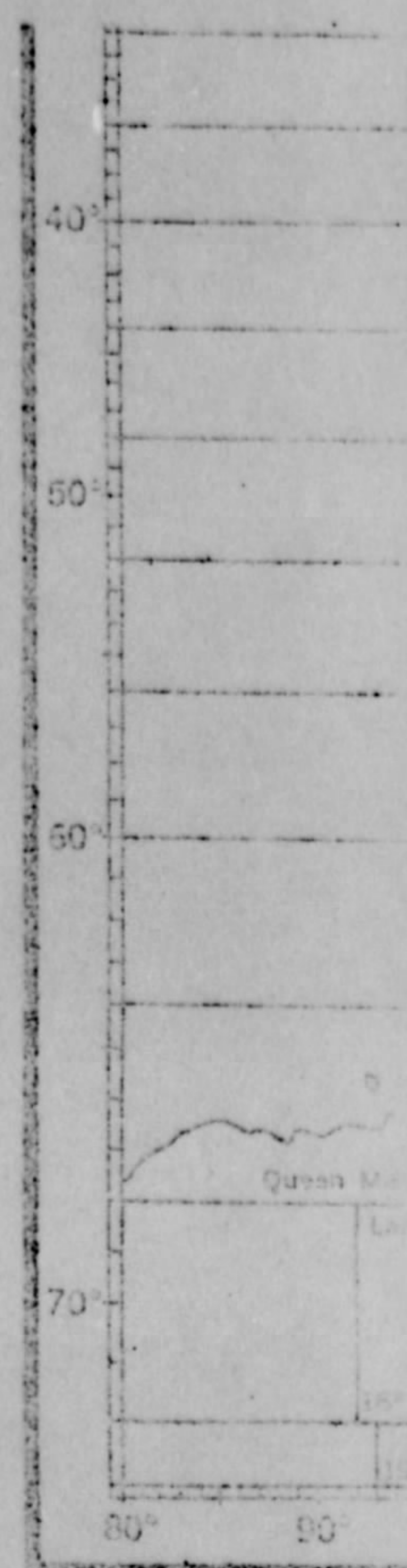
DANGER RESTRICTED OR WARNING AREA ---

CAUTION AREA ---



BLUE TINT INDICATES EXTENT OF ALL CONTROLLED AREAS

Scale 1:1000,000 or 1 inch = 100 miles



WC

To insure that
periods and the
printing is shown
Chart users are

Authorized agent
out the United States
25, D. C.

1. Aeronautical
current edition of

2. Requisite
a. Outside

(1) U
C

(2) T
C

b. Within
to be submitted to
Ving, or Command
Operations Officer
at all times but not

3. Requisite
a. Maps

of Aeronautical
Charts will
and public

b. Inter
to Head

Onshore

a. A
with the

approved with

OPERATIONAL IMMEDIATE

15 DEC 1952 22 29 Z

1. Alfa
2. Alpha
3. C files

ATTC
INFOR
19 DEC 1952 17:44

RE089

WPB127

YDC069

VYC140

VMX037

JESDD 049

OPOP JEPHQ JEPLG JEDWP JEDEN JESDF 555

DE JESDD 26

OP 152000Z

FM CO THREE SIX THREE TACRECONWG SHAW AFB SC

TO JEPHQ/DIR OF INTELL HQ USAF WASH DC

JEDWP/AIR TECH INTELL CEN WRIGHT PATTERSON AFB OHIO

JEDEN/CG ENT AFB COLO SPRINGS COLO

INFO JEPLG/CG TAC LANGLEY AFB VA

JESDF/CG NINTH AF POPE AFB NC

/ R [REDACTED] RWOI 0503 PD ACTION ATTN CLN ATIAA-2C PD

FLYCBRPT FOL INFO SBMD ICW PAR 7C AFL 200-5 DTD 29 APR 52 PD

1. OBJ APPEARED TO BE SPHERICAL WITH TWO PROJECTIONS ON TOP PD SIZE

UNK CMA COLOR A BRIGHT SILVER CMA NO VAPOR TRAIL OR EXHAUST CMA PRPLN

SYS OR SPEED UNDETERMINED OBJ WAS SIGHTED AT ONE ONE ZERO ZERO HIGH TO

ZERO SIX ZERO ZERO WHERE OBSV LOST VIS CONTACT PD

2. ZERO NINE TWO FIVE EASTERN CMA ONE FIVE DEC FIVE TWO PD APRX TWO ZERO SECONDS PD

3. VIS FR TWO FIVE ZERO ZERO ZERO CMA SPEED APRX THREE ZERO ZERO MPH CMA

ROMEO FOXTROT EIGHT ZERO PD

25000
12 hrs. - 3 hrs.
3 000 mph
100-80 in the

UNK CMA COLOR A BRIGHT SILVER CMA NO VAPOR TRAIL OR EXHAUST CMA PRPLN

SYS OR SPEED UNDETERMINED OBJ WAS SIGHTED AT ONE ONE ZERO ZERO HIGH TO
ZERO SIX ZERO ZERO WHERE OBSV LOST VIS CONTACT PD

2. ZERO NINE TWO FIVE EASTERN CMA ONE FIVE DEC FIVE TWO PD APRX TWO ZERO
SECONDS PD

3. VIS FR TWO FIVE ZERO ZERO ZERO CMA SPEED APRX THREE ZERO ZERO MPH CMA
ROMEO FOXTROT EIGHT ZERO PD

*Sighted by
daytime.*

12 hrs. - 3 hrs.

3 0074.1h.

*0925
5
1425*

PAGE TWO JESDD 26

4. ~~OVER GREENSBORO CMA NORTH CAROLINA ON HEADING OF NORTH PD~~

5. LT USAF PILOT RELIABLE PD ~~621~~ WEA CLEAR CMA NO RESTRICTION TO VIS PD

7. NONE

8. NONE

9. NONE

10. SEVERAL SHAW BASED ACFT IN AREA PD

15/2137Z DEC JESDD

TO: JEPHQ/DIR
FROM: JEPHQ/DIR

INFO:

REF:

NOTE:

1. JEPHQ/DIR TO JEPHQ/DIR

2. JEPHQ/DIR TO JEPHQ/DIR

3. JEPHQ/DIR TO JEPHQ/DIR

4. JEPHQ/DIR TO JEPHQ/DIR

END

OPERATIONAL IMMEDIATE

NR

1. Atci
2. Atci
3. C. files

RA089

WPB124E

YDB266

VYA105

VNY085

JASDD 048

OPOP JEPHQ JIPLG JEDWP JEDEN JESDF 555

DE JESDD 25

OP 152206Z

FM CC THREE SIX THREE TACRECONWG SHAW AFB SC

TO JEPHQ/DIR INTEL HQ USAF WASHDC

JEDWP/AIR TECH INTEL CE (WRIGHT PATTERSON AFB OHIO)

JEDEN/CC ENT AFB COLO

DEC 15 17:00
INFOR
DEC 15 22:22
M-16
Z

INFO JEPLG/CG TAC LANGLEY AFB VA

JESDF/CG AF NINE POPE A NC

AT [REDACTED] RWOI 0534 PD FLYOBRPT FOL INFO SBMD ICW PAR 7C

AFL 233-5 DTD 29 APR 52 PD

1. ONE CIR SILVER OBJ APPEARED SIZE HALF DOLLAR FR DIS TEN MILES PD
APPEARED TO BE OSCILLATING AND LOSING AND GAINING APRX THREE ZERO ZERO
ZERO FEET AT RT FIVE ZERO ZERO ZERO FEET PER MINUTE PD
2. ZERO NINE ONE FIVE EASTERN CMA ONE FIVE DEC ONE NINE FIVE TWO PD
APRX ONE ZERO TO ONE FIVE SECONDS PD
3. VISUALLY FR ONE FIVE ZERO ZERO ZERO FEET CMA SPEED APRX THREE ZERO
ZERO MPH IN ROMEO FOMTROT EIGHT ZERO PD
4. OVER HARTSVILLE SOUTH CAROLINA ON HEADING TWO SEVEN ZERO DEGREES

PAGE TWO JESDD 25

PD OBJ SIGHTED RELATIVE BEARING APRX THREE THREE ZERO DEGREES CMA DIS
APRX ONE ZERO MILES CMA ALT THREE ZERO ZERO ZERO ZERO FEET PD

5. PILOT CMA MAJ CMA USAF CMA RELIABLE PD
6. WEA CLEAR NO RESTRICTION TO VISABILITY PD

7. NONE

8. NONE

9. NONE

10. CONSIDERABLE AIR TRAFFIC IN LOCAL AREA PD

13/2124Z DEC JESDD

UNCLASSIFIED

Hastelle flight

COUNTRY	REPORT NO.	(LEAVE BLANK)
United States		
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT		
Report of Unidentified Flying Object		
AREA REPORTED ON	FROM (Agency)	
SE - Shaw Air Force Base, South Carolina	363d Tactical Reconnaissance Group	
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
17 December 1952	15 December 1952	B-3
PREPARED BY (Officer)	SOURCE	
Captain John E. Sandstrom	Major R.W. Gray and 1/Lt. R. Williams	
REFERENCES (Control number, directive, previous report, etc., as applicable)		
Message, 363d Tactical Reconnaissance Wing BWOL 0503, 0504		

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.)

An unidentified flying object was sighted on 15 December 1952 in the North Carolina - South Carolina area by pilots from Shaw Air Force Base.

This report is significant due to the fact that the same, or similar objects were sighted by two qualified Tactical Reconnaissance pilots within ten minutes of each other.

4 Incls:

1. Statement by Major R.W. Gray
2. Statement by 1/Lt. R.H. Williams
3. Diagram of object as seen by 1/Lt. Williams
4. US MAC Chart showing location of sightings.

APPROVED BY:

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

Roger K Rhodamer
ROGER K RHODAMER
Major, USAF
Operations Officer

Evaluation:

*No apparent tie-up between object seen at
Hastelle, S.C. and one seen at Charleston
N.C. 10 minutes later. It appears that in
both cases the pilots sighted two separate weather
balloon flights.*

INCL.

Director of Intelligence, Hq, USAF, Washington 25, DC
Chief, Air Technical Intelligence Center, ATTN: ATIA A-2c, Wright-Patterson AFB, Ohio
Info Cpy to: Director of Intelligence, Hq, Ninth Air Force, Pope AFB, Ft Bragg, N.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.—
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AIR INTELLIGENCE INFORMATION REPORT

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363d Tactical Reconnaissance Gp		1	1	1

Major Gray:

On 15 December 1952 while flying straight and level at 15,000 ft, as number two man in a two ship formation (2RF-80's), I observed an unidentified object at 11 o'clock high position. The time was approximately 0915 and we were heading west over Hartsville, S.C. at the time of sighting. I first noted the object by its silver color, reflections from it, and its oscillating movements. I was flying close formation at the time, approximately 300 mph, off of the right wing of the lead aircraft and observed a reflection approximately 6" to 12" above the leader canopy. At first I thought that it was another aircraft doing "Lazy Eights" at 30,000 ft or higher; however, from past observations of aircraft doing this maneuver at high altitudes, I decided that it was rising and falling too fast to be another aircraft. I called it to the attention of the flight leader, but he did not observe it. About that time we went into a bank, and I lost sight of the object and did not observe it again.

Since it was some distance away, I could not determine too much about it. However, from my position it appeared about the size of a 50 cent piece and I felt that it was at least 10 miles away. As a rough estimation, it appeared to be loosing and gaining about 3,000 ft. at a rate of about 5,000 ft. per minute. It appeared circular in shape, but distance precluded an accurate description.

Shortly thereafter another two ship element reported an unidentified object. Recognizing their call sign as two pilots in my squadron, I requested that they try to get a good observation since I too had noted it.

1/Lt. Williams:

I was in a flight of two RF-80's flying north at approximately 300 mph at 25,000 ft. I spotted an object over Greensboro, North Carolina. It was first seen at 11 o'clock high (approximately 35,000 ft.) and it made an arc around to our 6 o'clock position. I called it to the leader's attention and he also spotted the object. Time was 0925. It was observed for approximately 45 seconds. Speed and size unknown. The object was bright silver in color and appeared to be spherical in shape with two projections on top.

I was undetermined whether the object was moving or hovering after it went to our 6 o'clock position. We did not try to intercept the object.

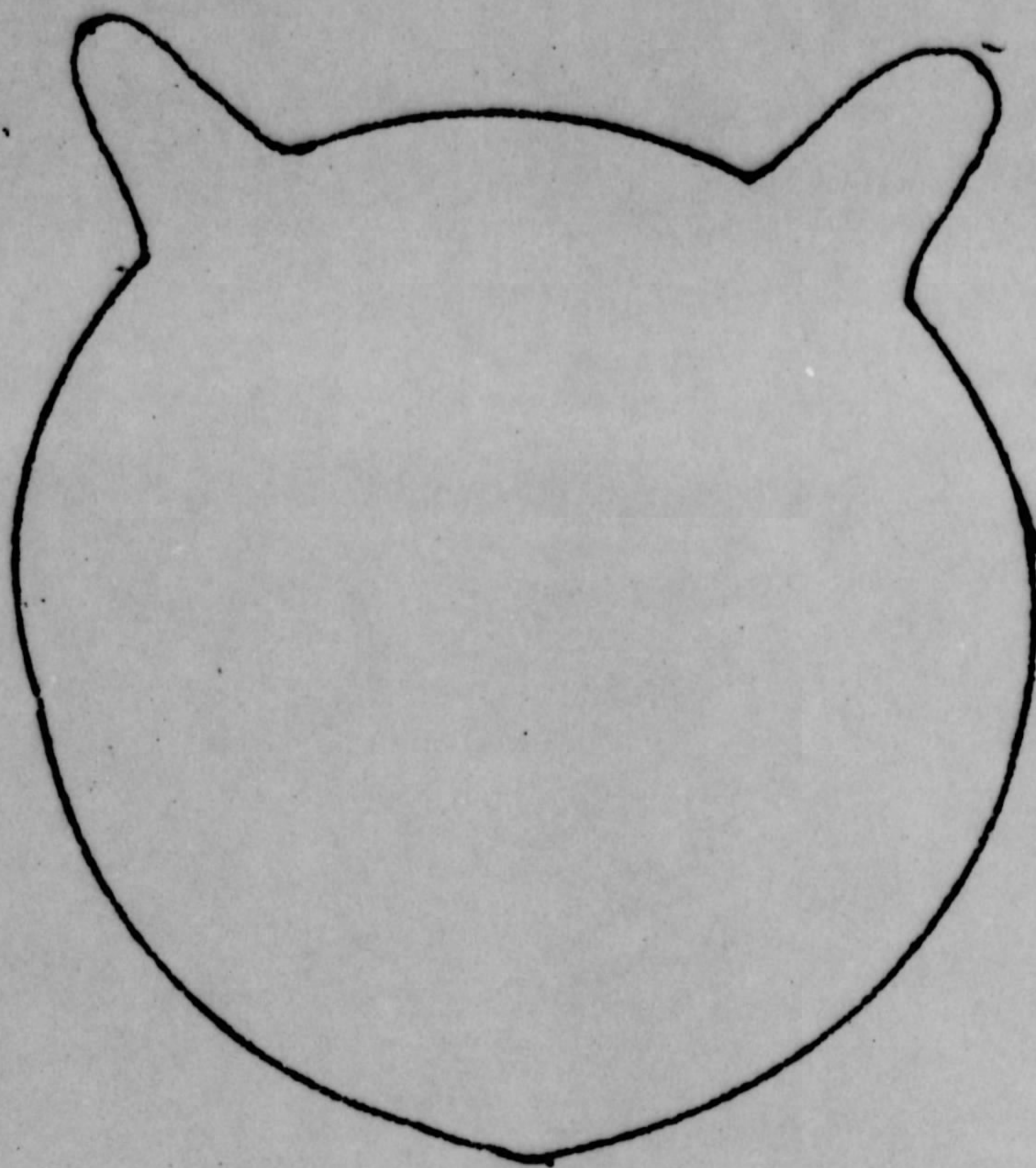
Winds aloft at this time were reported at 360° at 75 knots.

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

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Diagram of object as seen by Lt. Williams

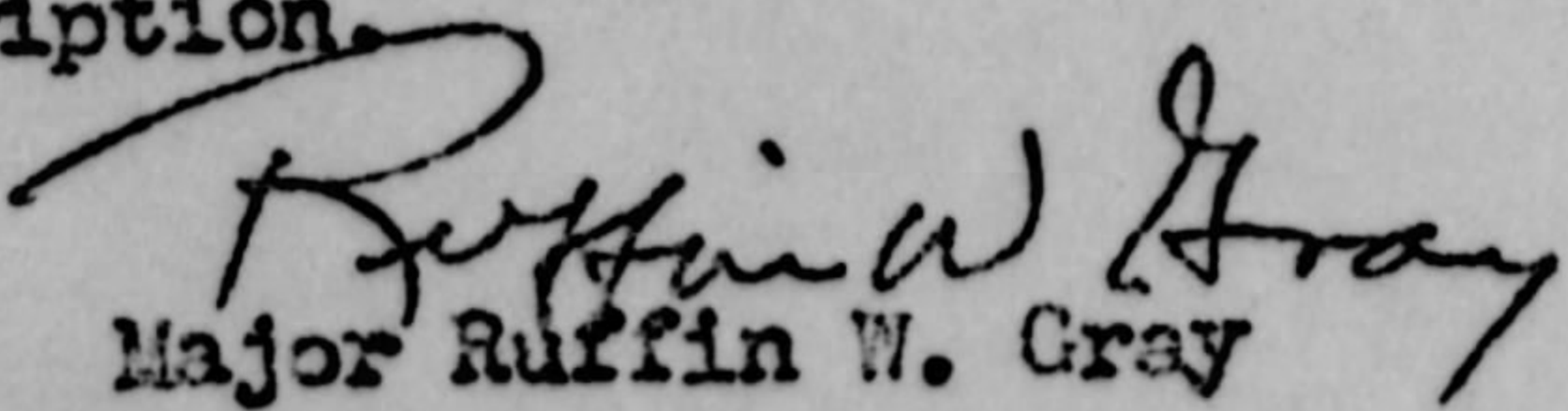


STATEMENT CONCERNING UNIDENTIFIED FLYING OBJECTS

On 15 December 1952 while flying straight and level at 15,000 feet, as number two man in a two ship formation (2 RF-80's), I observed an unidentified object at 11 o'clock high position. The time was approximately 0915 and we were heading west over Hartsville, S. C. at the time of sighting. I first noted the object by it's silver color, reflections from it, and its oscillating movements. I was flying close formation at the time, approximately 300 MPH, the right wing of the lead aircraft and observed a reflection approximately 6" to 12" above the leader's canopy. At first I thought that it was another aircraft doing "Lazy Eights" at 30,000 feet or higher; however from past observations of aircraft doing this maneuver at high altitudes, I decided that it was rising and falling too fast to be another aircraft. I called it to the attention of the flight leader, but he did not observe it. About that time we went into a bank and I lost sight of the object and did not observe it again.

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Major Ruffin W. Gray

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Robert H. Williams
1/Lt. Robert H. Williams

This eliminates the possibility that both objects sighted was the same balloon. The objects could not have been a single jet seen flying north because it covered 115 miles in 10 minutes or:

$$\frac{10 \text{ m}}{115} \text{ or } \frac{60 \text{ m}}{X = 690}$$

$$10X = 6900$$

$$\begin{array}{r} 115 \\ 65 \\ \hline 6900 \end{array}$$

$$\begin{array}{r} 690 \\ 10 \overline{) 6900} \\ \underline{60} \\ 90 \\ \underline{90} \\ 0 \end{array}$$

a speed of 690 m.p.h. This is too fast for a jet bucking strong headwinds from the north.

Conclusion: unknown

Analysis of Two Sightings:

1.) 0915 EST - Hartsville, S.C.

2.) 0925 EST - Greensboro, N.C.

~~100 nautical miles~~

115 miles between Greensboro & Hartsville.

8 knots
10 m.p.h.

75 knots

Winds 75 knots per hour from 360°

93 m.p.h.

$8 \times 75 = 600$

$x = 93 \text{ m.p.h.}$

$8 \overline{) 750}$
93
72
30
24

m.p.h. balloons
spiral if
object was
rainbow

Object would have traveled 6 miles in 30 min

2175

13
12

Object would have traveled

23 miles in 15 min

2175

" " " " 11.5 miles in 7 min

2123

2
1
2

23.0
+ 11.5

34.5 in 10 minutes

Object sighted at Greensboro would have traveled 34.5 miles in 10 minutes. The object seen at Hartsville is located 115 miles away from Greensboro.

Most important factor eliminating the possibility of both objects sighted being one in the same: Object was seen first at Hartsville at 0915 and would have had to have gone against the 360° northerly wind to be seen at Greensboro.