

PROJECT 10073 RECORD CARD

1. DATE 24 Dec 52	2. LOCATION DALLAS, TEXAS	12. CONCLUSIONS ☐ Wax Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ FALSE RETURNS ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local 24/121500ST GMT 24/131500	4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☒ Air-Intercept Radar	
5. PHOTOS X 44	6. SOURCE Radar Operators	
7. LENGTH OF OBSERVATION 30 min	8. NUMBER OF OBJECTS One	
9. BRIEF SUMMARY OF SIGHTING Object observed on AN/APG-41 radar scope of E-36 a/c 40 miles E to 80 NE of Dallas, Tex., at 40,000' on decent to 15,000', where it disappeared from scope. Object was observed intermittently for period of 30 minutes. No visual sighting was made. No air traffic was observed during electronic sighting.	10. COMMENTS 1. This report should be sent to Mr. [REDACTED], ATIAE, for ATIC radar analysis as soon as scope photos arrive. 2. Lt [REDACTED] has first-hand info and should be interrogated upon re-turning to WADC. 3. Conflict in report on weather conditions. <i>See HORN COMMENT. SPECIMENS RETURNED</i> <i>incl 3 1/4</i>	

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

UNCLASSIFIED

FILE NO.

SUBJECT (UNCLASSIFIED)

Airborne Electronic Sighting of
Unknown Phenomenon Project 10073

TO ATIAE

FROM ATIAA-5

DATE 16 Jan 53 COMMENT NO. 1

ATTN: Mr. James

Lt Olsson/jos
65365/B263D/PD23

1. ATIAA-5 requests that the inclosed incident of 24 Dec 52, Ft. Worth, Texas, be reviewed and that, if possible, either an analysis or, if the total information is too inadequate, an opinion be given as to the cause of this electronic sighting.

2. One positive transparency copy of 0-15 film picturing some of the phenomenon encountered by the B-36 is also inclosed.

3. If inclosure 1 is withdrawn (or not attached), the classification of this correspondence will be downgraded to UNCLASSIFIED in accordance with paragraph 25E, AFR 205-1.

2 Incls
a/s

E. W. GREGORY II
E. W. GREGORY II, Major, USAF
Chief, Aircraft and Propulsion Branch
Technical Analysis Division
Air Technical Intelligence Center

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

UNCLASSIFIED

Memorandum For [REDACTED]

At 1:30 PM on 15 January 1953, Lt P [REDACTED] called WADC for Lt [REDACTED] to set up a possible interrogation.

Lt [REDACTED] was advised that Lt [REDACTED] would be at Convair, Ft. Worth, Texas, until the latter part of January. Told his office to have him call me as soon as he arrived.

Was the weather good or bad? Certain areas around Dallas had bad weather on 24 Dec 52.

Weather records from 0900Z at Ft. Worth will be requested from Asheville Weather Central to determine if temperature inversions or any disturbing weather phenomenon could have affected the radar sets on the B-36.

An explanation of scope photo can be obtained from WADC - indicated in inclosed TWX.

Two radar sets were:

1. AN/APG-41 = gun laying radar - possibly 10 mile range
2. AN/APS-23 = navigation

AF Form Part II

Ref. T.T. cite no. SORF -12-149-E ; 30/20302/Dec 52

Subject: FLYOBURT

(1) Object not seen visually. The AN/APG 41 radar ^{was} would lock on (a function of the ALO) and track the phenomenon. All personnel ^{available} who ~~were~~ ^{could} visually search the area in front of the aircraft in the direction and distance indicated by the AN/APG 41; ^{only} Nothing could be seen. The AN/APS 23 operator was asked to search the space in front of the B-36 and he reported detecting the phenomenon. The signed comments of both radar operators are attached as inclosure no. 3.

(2) Phenomenon sighted at 1215 ^{CST. (1815 Z)} 24 Dec 52, intermittently for a period of approximately 30 minutes. The exact time shown on the photographs referenced in paragraph (8) is _____ to _____. ~~These photographs are pictures taken of the AN/APG 41~~ indicators "B" and "C" scopes during a period when the AN/APG 41 was tracking the phenomenon.

(3) Phenomenon detected by Radar set similar to AN/APG-41 w/ ALO installed on nose of B-36 equipment flight test aircraft. Phenomenon was detected at same Relative Position by AN/APS-23. For Description of AN/APG-41 and ALO (C-899/APG antenna control) see T.O. no. CO AN 16-30APG41-3. The AN/APG-41 indicator was equipped with an O-15 camera which photographs the B and C scopes, a data card, a frame counter, and a clock. The data card contains six lights, one indicating when the radar set detects a target, another is energized when the radar set locks on a target and another is energized when the Mitchell movie camera is taking pictures. The Mitchell camera ~~was~~ ^{was} mounted on the ^{nose} turret and bore-sighted to the tracking line of the AN/APG 41 antenna. The turret is slaved to the antenna and follows in azimuth and elevation. Although the light on the O-15 film indicated that the Mitchell camera was running, unfortunately the Mitchell film was developed through normal channels and the frames which were taken at the time the phenomenon

was being tracked were rendered useless by poor developing techniques and nothing distinctive could be found on the film.

(4) Phenomenon observed 40 miles E of Dallas, Texas to 80 miles N.E. of Dallas on both N and S. headings at 40,000 feet and on descent to 15,000 ft. in the area surrounding Lake Dallas. Phenomenon was no longer detected below altitude of 15,000 feet. Phenomenon was tracked at distance of 2,000 to 4,000 yards range, appearing intermittently at different azimuth locations, plus or minus 30° and minus 5° to minus 15° elevation. Although an intensive visual search was made phenomenon was not seen by the pilot or any crew member.

The phenomenon was present during the period of time when the F-86 fighters were making simulated attacks against the B-36. It was determined later that the inferior performance ^{at least partially} from the AN/APG 41 was obviously due to the same type of phenomenon that was detected and tracked for 30 minutes after the fighters left the area to return to their base (Bergstrom AFB).

The AN/APG 41 operator's signed statement (incl. 3) and the AN/APG 23 operator's signed statement (incl 4) give further details.

(5) Both radar operators have been operating and flight testing their respective equipment for several years. Radar set AN/APG-41 was ^{THE O-15} instrumented with an O-15 camera (described in (3) above). Film was not clear but does indicate presence and trackability of phenomenon.

The last sentence refers to the O-15 film. The scope face of the AN/APG 41 indicator was slightly out of focus and the pictures that Mr. Osman the operator took in search do not show the phenomenon clearly. A description and sketch of the search presentation of the phenomenon on the scope is included as part of the AN/APG 41 operator's statement Incl. 3)

(6) Weather conditions. Immediate area was clear, nearest cloud formations were approx. 40 miles distant (at the same altitude). There was a cloud deck below the B-36 at about an altitude of 5,000 to 8,000 feet.

(7) AN/APG-23 presentation of phenomenon was similar to recent AF release of PP1 photographs of sightings made over Washington, D.C.

The AN/APG-23 operator's statement gave the details of what he saw on his PP1 scope.

(8) Photographs of AN/APG-41 scope are available. These are the 0-15 films referred to ^{and discussed} in (3) above.

These and the Mitchell films referred to in (3) will be retained by Lt. A.V. Stoutenburg and will be available upon his return to WPAFB, Ohio in February. His office is in the Armaments Laboratory, Building 22 post 28 A phone 20121 or 26235 and the office symbol is WCLGL-1.

(9) Maneuvers were made by the B-36 aircraft to prove trackability of the Phenomenon. By observing the AN/APG-41 antenna position while tracking the phenomenon it was determined that during the B-36 maneuvers the Phenomenon remained on its same apparent course and speed.

The maneuvers consisted of turns, climbs, and dives (to the extent of the B-36's capabilities). The G-41 antenna and turret would move with respect to the B-36 so that they pointed towards a point in space travelling a path parallel and more or less coinciding with the path the B-36 had just departed from. The phenomenon descended at the same rate as the B-36 and maintained a distance of 2000 to 4000 yards ahead of the B-36. Whenever the B-36 established a new heading so that the phenomenon was entirely out of the

search sector of the G-41 antenna. the G-41 would not detect anything for ^{a period of} several seconds up to 2 or 3 minutes. Then suddenly the phenomenon would reappear and the G-41 would again detect and lock on it. See the AN/APG 41 operators statement (intd No. 4) and the aeronautical chart for details.

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

The pilot and other crew members were constantly searching the area in which the G-41 indicated the phenomenon was present. If there was anything large enough ^{to see} or not transparent out there the pilot and other crew members could not find it.

PAGE TWO JWFAF 6B

/4/ PHENOMENON OBSERVED 40 MILES E OF DALLAS TEX TO 80 MILES NE OF DALLAS ON BOTH N AND S HEADINGS AT 40000 FT AND ON DESCENT TO 15000 FT IN THE AREA SURROUNDING LAKE DALLAS. PHENOMENON WAS NO LONGER DETECTED BELOW ALT OF 15000 FT. PHENOMENON WAS TRACKED AT DIS OF 2000 TO 4000 YARDS RANGE APPEARING INTERMITTENTLY AT DIFFERENT AXIMUTH LOCS PLUS OR MINUS 30 DEGREES AND MINUS 5 TO MINUS 15 DEGREE ELEVATION. ALTHOUGH AN INTENSIVE VISUAL SEARCH WAS MADE PHENOMENON WAS NOT SEEN BY THE PLT OR ANY CR/M.

/5/ BOTH RADAR OPRS HAVE BEEN OPRG AND FLT TESTING THEIR RESPECTIVE EQUIP FOR SERVEAL YRS. RADAR SET AN/APG-41 WAS INSTRUMENTED W/ AN 0/15 CAMERA. FILM WAS NOT CLEAR BUT DOES INDICATE PRESENCE AND TRACKABILITY OF PHENOMENON.

/6/ WEA CONDITIONS. IMMED AREA WAS CLEAR NEAREST CLOUD FORMATIONS WERE APRX 40 MILES DISTANT.

/7/ AN/APS-23 PRESENTATION OF PHENOMENON WAS SIMILAR TO RECENT AF RELEASE OF PPI PHOTOGRAPHS OF SIGHTINGS MADE OVER WASHINGTON D C.

/8/ PHOTOGRAPHS OF AN/APG-41 SCOPE ARE AVAL.

/9/ MANEUVERS WERE MADE BY THE B-36 ACFT TO PROVE TRACKABILITY OF THE PHENOMENON. BY OBSERVING THE AN/APG-41 ANTENNA PSN WHILE TRACKING THE PHENOMENON IT WAS DETERMINED THAT DURING THE B-36 MANEUVERS THE PHENOMENON REMAINED ON ITS SAME APPARENT CRSE AND SPEED.

/10/ NO AIR TRF WAS OBSERVED IN THE DALLAS AREA AT THE TIME OF THE ELECTONIC SIGHTING.

30/2200Z DEC JWFAF

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

K

UNCLASSIFIED

DE JWFAF 6B

R 302030Z ZNJ

FM AF PLANT REPRESENTATIVE CONVAIR FTW

TO JEPHQ/DIR OF INTELLIGENCE HQ USAF WASH DC

JEDWP/AIR TECHNICAL INTELLIGENCE CENTER WRIGHTTTECO AFB OHIO

JEDEN/CG ENT AFB COLO

JEDWP/CG AMC WRIGHT PATTERSON AFB OHIO

INFO JWFAF/CO SOAPD FTW

/1/ [REDACTED] SORF-12-149-E AT UNCLASSIFIED

A-2C. SOAPD FOR SOF.

SUBJ FLYOBRPT. THE FOLG INFO IS SBMD IAW AFL 200-5 29 APR 52.

/1/ OBJECT NOT SEEN VISUALLY.

/2/ PHENOMENON SIGHTED AT 1215 24 DEC 52 INTERMITTENTLY FOR
PD CT APRX 30 MIN.

/3/ PHENOMENON DETECTED BY RADAR SET SIMILAR TO AN/APG-41 W/ ALO
[REDACTED] FLY TEST ACFT. PHENOMENON DETECTED AT

RESTRICTED
SECURITY INFORMATION

30 DEC 1952 23

16 7

1. Attn
2. Attn
3. C. files

0

WPG093

YDA151

WYD117

WDC180

WWC093

CBC196

JWFAF 35

RR JEPHQ JEDWP JEDEN 333

DE JWFAF 6B

R 302030Z ZNJ

FM AF PLANT REPRESENTATIVE CONVAIR FTW

TO JEPHQ/DIR CE INTELLIGENCE HQ USAF WASH DC

JEDWP/AIR TECHNICAL INTELLIGENCE CENTER WRIGHTTTECO AFB OHIO

JEDEN/CG ENT AFB COLO

JEDWP/CG AMC WRIGHT PATTERSON AFB OHIO

INFO JWFAF/CO SOAPD FTW

/1/ [REDACTED] SORF-12-149-E AT

UNCLASSIFIED

A-2C. SOAPD FOR SOF.

SUBJ FLYOBRPT. THE FOLG INFO IS SBMD IAW AFL 200-5 29 APR 52.

/1/ OBJECT NOT SEEN VISUALLY.

/2/ PHENOMENON SIGHTED AT 1215 24 DEC 52 INTERMITTENTLY FOR
PD OF APRX 30 MIN.

/3/ PHENOMENON DETECTED BY RADAR SET SIMILAR TO AN/APG-41 W/ ALSO
INSTLD ON NOSE OF B-36 EQUIP FLT TEST ACFT. PHENOMENON DETECTED AT
ALT OF 40000 FT ACFT SPEED 180 MILES PER HR INDICATED. PHENOMENON
WAS DETECTED AT SAME RELATIVE PSN BY AN/APS-23. FOR DESCRIPTION OF
AN/APG-41 AND ALSO SEE TO NO CO-16-30-APG-41-3.

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

TO: AF PLANT REPRESENTATIVE
CONVER FT WORTH TEXAS

INFO:

FROM: AVOI-ATIAA-12-14-E

Reference your FLICHERPT SORF-12-149-E concerning airborne electronic sighting of unidentified aerial object. Project Blue Book desires photos taken by radar set photo camera at the earliest possible date.

In reply cite Project Blue Book.

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

UNCLASSIFIED

SECURITY CLASSIFICATION

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

LT R.N. OLSSON/73

SYMBOL

ATIAA-5

TELEPHONE

65365

RELEASING OFFICER'S SIGNATURE

OFFICIAL TITLE

ROBERT E. KENNEDY, MAJOR, USAF
AIR ADJUTANT GENERAL

DD FORM 1 MAY 49 173

REPLACES WD AGO FORM 11-168, 15 JUN 1945, AND WD AGO FORM 0990,
1 APR 1946, WHICH MAY BE USED.

16-55923-2 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1950-O-875946

ATIAA-5 File

13 JAN 1953 18 03 Z

91C

1 ATIAA

2 ATIC

3 Central Files ATIC

4370
INFOR

1:06

RC122

WPEC85

WYA225

WMC272

CBC298

JWFAF 20

RR JEDWP

DE JWFAF 7B

R 131720Z

FM AF PLANT REPRESENTATIVE CONVAIR FTW
TO JEDWP/CG ATIC WRIGHT PATTERSON AFB OHIO
INFO JWFAF/CG SOAPD FTW

SORFE-1-78-E ATIC FOR PROJECT BLUEBOOK. SOAPD FOR SOIP. URMSG
AFOIN-ATIAA-12-14-E. ONE /1/ POSITIVE TRANSPARENCY COPY OF 8-15
FILM TAKEN OF RADAR "B" AND "C" SCOPES WHILE RADAR WAS TRACKING
UNIDENTIFIED AERL OBJ 24 DEC 52 SENT VIA AIR MAIL 13 JAN 53. ORIG
FILM WILL BE RTND BY WADC REPRESENTATIVE AS REFERRED TO IN WRITTEN
REPT. FOR EXPLANATION OF "B" AND "C" SCOPES CONTACT WCLGL-1 MR A J

WINNELL ARMT LAB TP 26235.

13/1736Z JAN JWFAF

cyl

JOINT MESSAGEFORM

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

TO: AF PLANT REPRESENTATIVE
CONSOLIDATED VULNER A/C CORP FT WORTH TX

INFO:

DATE-TIME GROUP

161350Z JAN 53

SECURITY CLASSIFICATION

PRECEDENCE
FOR:

ACTION

ROUTINE

INFORMATION

☐

BOOK MESSAGE

☒

ORIGINAL MESSAGE

☐

MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☒ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

FROM: AFDIR-ATIAA-1-2-E

DOWNGRADED AT 8 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

ATIC has received your AF Form 112 and one positive transparency copy of 0-15 film relating to airborne electronic detection of unidentified aerial object over Dallas, Texas, area 24, loc 52. We find incident extremely interesting and appreciate your prompt action and thorough reporting. The film and accompanying report are undergoing a radar analysis to determine if any known phenomenon might have caused the unusual radar returns.

Project Blue Book would appreciate any further data you have concerning (1) the altitude of the cloud deck below the sighting a/c; (2) the direction of the cloud bank from the a/c estimated to be 40 miles away; and (3) any additional information as to the identity of the participating F-84s.

Also request that you notify Lt [REDACTED] that when he returns to Wright

UNCLASSIFIED

S. [REDACTED]

SECURITY

RESTRICTED

PAGE

1

OF

2

PAGES

ATIAA-5

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

DATE-TIME GROUP JAN 53

SECURITY CLASSIFICATION

PRECEDENCE
FOR:

ACTION

INFORMATION

☐ BOOK MESSAGE☐ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

TO:

INFO:

Field, if no satisfactory explanation of the sighting has come about, Project Blue Book personnel would be desirous of interrogating him.

In reply cite Project Blue Book.

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

COORDINATION:

ATIAA _____

ATIA _____

UNCLASSIFIED

SECURITY

PAGE

OF

PAGES

DRAFTER'S NAME (and signature, when required)

LT R.M. OLSSON/vb

RELEASING OFFICER'S SIGNATURE

ROBERT E. KENNEDY, MAJOR, USAF

OFFICIAL TITLE

AIR ADJUTANT GENERAL

SYMBOL ATIA-5

TELEPHONE 365

~~SECRET~~
RD151

WPC137

WYD156

CBA111

JWFAF 33

RR JEDWP

DE JWFAF 6B

R 222202Z

FM AF PLANT REPRESENTATIVE COM ~~SECRET~~
TO CG ATIC WRIGHT PATTERSON AFB OHIO

/R ~~SECRET~~ SORFE-1-145-E FOR PROJECT BLUE BOOK. URMSG
AFOIN-ATIAA-1-3-E. /1/ CLOUD DECK BELOW SIGHTING A/C APRX 12 233
FT ALT. /2/ INFO NOT AVAL ON THIS ITEM /3/ F-34S WERE FR BERGSTROM
AFB.

22/2210Z JAN JWFAF

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

~~SECRET~~

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CQ ATIC

TO: AF PLANT REPRESENTATIVE
CONSOLIDATED VULTEE A/C CORP
FT WORTH TEXAS

INFO:

FROM: AFOIN-ATIAA-1-9-E

Concerning the electronic sighting of 24 Dec 52 over Dallas, Texas, ATIC finds that before a suitable analysis can be made it will be necessary to obtain prints from the original C-15 film. The negative copy you have forwarded us unfortunately lacks enough detail.

Therefore, ATIC would appreciate your forwarding 8"x 10" glossy prints of every third frame of the original film.

In reply cite Project Blue Book.

COORDINATION:

ATIAA _____

ATIA _____

UNCLASSIFIED

UNCLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

LT R.H. OLSSON/vs

SYMBOL

ATIAA-5

TELEPHONE

65365

RELEASING OFFICER'S SIGNATURE

OFFICIAL TITLE

ROBERT E. KENNEDY, MAJOR, USAF
AIR ADJUTANT GENERALDD FORM 173
1 MAY 49REPLACES WD AGO FORM 11-168, 15 JUN 1945, AND WD AGO FORM 0990,
1 APR 1946, WHICH MAY BE USED.

16-58923-2 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1950-O-875946

ATIAA-5 File

1953 FEB 5

10:25

ATIC

NR

1. Attn
2. Attn
3. Files

an

RD129

WPS138

WYB207

CBD042

JWFAF 31

RR JEDWP

DE JWFAF 25

R 041740Z

FM AF PLANT REPRESENTATIVE CONVAIR FTW

TO CG ATIC WRIGHT PATTERSON AFB OHIO

SORFE-2-22-E FOR PROJECT BLUEBOOK URMSG AFOIN-ATIAA-1-9-E 8 X

10 GLOSSY PRINTS OF 8-15 FILM FORWARDED THIS DT.

04/1915Z FEB JWFAF

**AIR FORCE PLANT REPRESENTATIVE
CONVAIR — FORT WORTH
SOUTHERN AIR PROCUREMENT DISTRICT
P. O. BOX 371 G. A. P. NO. 4
FORT WORTH, TEXAS**

UNCLASSIFIED

IN REPLY ADDRESS BOTH
ENVELOPE AND COMMUNI-
CATION TO AIR FORCE
PLANT REPRESENTATIVE,
ATTENTION:

SORF

9 January 1953

SUBJECT: FLYOBRPT

**THRU: Commanding Officer
Southern Air Procurement District
ATTN: SOI
3309 Winthrop, P. O. Box 9038
Fort Worth 7, Texas**

**THRU: Commanding General
Air Materiel Command
Wright-Patterson AF Base, Ohio**

**TO: Director of Intelligence
Headquarters USAF
Washington 25, D. C.**

Attached hereto, as Inclosure 1, is FLYOBRPT Report submitted in accordance with par 7, AFL 200-5.

FOR THE AF PLANT REPRESENTATIVE:

**1 Incl
Air Intelligence Information
Report, AF Form 112 w/4 Incls
(in quad)**

Jack M. Rogers
**JACK M. ROGERS
Lt. Colonel, USAF
Deputy AF Plant Representative**

**Cy to:
Chief, ATIC, W-PAFB**

1st Ind

SOIS/SW/sw

IF INCLOSURE NUMBERED, THE CLASSIFICATION OF THIS CORRESPONDENCE WILL BE CANCELLED IN ACCORDANCE WITH PAR. 25E, AFR 235-1.

Hq, SOAPD, 3309 Winthrop, P. O. Box 9038, Fort Worth, Texas 13 Jan 53

**TO: Commanding General, Air Materiel Command, Wright-Patterson AF
Base, Ohio**

UNCLASSIFIED

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

2219

COUNTRY USA	REPORT NO. I	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYOBPT		
AREA REPORTED ON FORT WORTH - DALLAS, TEXAS	FROM (Agency) AFPR, GAP #4	
DATE OF REPORT 6 JANUARY 1953	DATE OF INFORMATION 24 December 1952	EVALUATION
PREPARED BY (Officer) D. V. STOUTENBURG, 2nd Lt., USAF	SOURCE	
REFERENCES (Control number, directive, previous report, etc., as applicable) AIR FORCE LETTER NO. 200-5; TWX CITE NO. SORF-12-149-E, 30/2030Z/DEC 52		

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.)

1. At 1215 hours CST, 24 December 1952, while conducting a flight test of an Automatic Gunlaying Radar set similar to one half of an AN/APG-41 equipped with automatic target acquisition (short title is either ATA or ALO) installed in the nose of the armament flight test B-36 No. 44-92054, an unseen phenomenon was detected and tracked intermittently by the ATA of the AGL Radar set for a period of approximately 30 minutes. The phenomenon was also detected at the same time and approximate position in space by the AN/APS-23 navigation radar installed on the B-36. The B-36 aircraft had completed a portion of a flight test plan which called for simulated attacks by an F-84 fighter. On 24 December two fighters (F-84's) participated in the simulated attack, and they had left the area a few minutes earlier to return to their base. The fighters were being used to evaluate the ATA portion of the AGL Radar set. The AGL radar operator had complained of what he thought was noise. It later became apparent that this "noise" was the same phenomenon as was detected and tracked a few minutes later by both radar sets. The flight plan and report are attached as inclosures 1 and 2.

2. Although nothing could be seen by any of the members of the crew, the following facts dictated that this report be submitted:

- a. The phenomenon was detected by both radar sets.
- b. Its behavior of attempting to remain 2000 to 4000 yards in front of the B-36 during descent from 40,000 to 15,000 feet was unexplainable, and seemed to indicate that something intelligent was guiding it.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

- 4 INCL.
1. Flight Test Plan dtd 12 Dec 52
 2. Report of Test Flight dtd 24 Dec 52
 3. Statement by AN/APG/41 operator
 4. Statement by AN/APS-23 operator

DISTRIBUTION BY ORIGINATOR

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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.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO.

AFPR, GAP #4

PAGE 1 OF 2 PAGES

1. Object not seen visually. Whenever the AN/APG-41 radar would lock on (a function of the ATA), and track the phenomenon, all available personnel then would visually search the area in front of the aircraft in the direction and distance indicated by the AN/APG-41. Nothing could ever be seen. The AN/APS-23 operator would then search the space in front of the B-36, and would always detect the phenomenon. The signed statements of both radar operators are attached as inclosure No. 2 and 3.

2. Phenomenon sighted at 1215 CST (1815Z), 24 Dec 52, intermittently for a period of approximately 30 minutes. The exact time (CST) shown on the photographs referenced in paragraph 8 is 12:52:39 to 12:53:07. These photographs were taken of the AN/APG-41 indicator "B" and "C" scopes during one of the periods when the AN/APG-41 Radar set was tracking the phenomenon.

3. Phenomenon detected by Radar set similar to AN/APG-41 w/ALO installed on nose of B-36 equipment flight test aircraft. Phenomenon was detected at same relative position by AN/APS-23. For description of AN/APG-41 and ALO (C-899/APG antenna control) see TO No. CO AN 16-30APG-41-3. The AN/APG-41 indicator was equipped with an O-15 camera which photographed the B and C scopes, a data card, a frame counter, and a clock. The data card contains six lights, one indicating when the radar set detects a target. Another is energized when the radar set locks on a target, and another is energized when the Mitchell movie camera is taking pictures. The Mitchell camera was mounted on the nose turret, and boresighted to the tracking line of the AN/APG-41 antenna. The turret is slaved to the antenna, and follows in azimuth and elevation. Although the light on the O-15 film indicated that the Mitchell camera was running, unfortunately the Mitchell film was developed through normal channels and the frames which were taken at the time the phenomenon was being tracked were rendered useless by poor developing techniques and nothing distinctive could be found on the film.

4. Phenomenon observed 40 miles East of Dallas, Texas, to 80 miles Northeast of Dallas on both North and South headings at 40,000 ft., and on descent to 15,000 ft. in the area surrounding Lake Dallas. Phenomenon was no longer detected below altitude of 15,000 ft. Phenomenon was tracked at distance of 2,000 to 4,000 yards range appearing intermittently at different azimuth locations plus or minus 30° and minus 5° to minus 15° elevation. Although an intensive visual search was made phenomenon was not seen by the pilot or any crew member.

The phenomenon was present during the period of time when the F-84 fighters were making simulated attacks against the B-36. It was determined later that the inferior performance from the AN/APG-41 was obviously due, at least partially, to the same type of phenomenon that was detected and tracked for 30 minutes after the fighters left the area to return to their base (Bergstrom AFB).

The AN/APG-41 operator's signed statement (Incl. 3) and the AN/APS-23 operator's signed statement (Incl. 4) give further details.

5. Both radar operators have been operating and flight testing their respective equipment for several years. Radar set AN/APG-41 was instrumented with an O-15 camera (described in 3 above). The O-15 film was not clear, but does indicate presence and trackability of phenomenon.

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

UNCLASSIFIED

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The scope face of the AN/APG-41 indicator was slightly out of focus, and the pictures that Mr. [REDACTED], the operator, took in search do not show the phenomenon clearly. A description and sketch of the search presentation of the phenomenon on the "B" scope is included as part of the AN/APG-41 operator's statement (Incl. 3).

6. Weather conditions. Immediate area was clear, nearest cloud formations were approximately 40 miles distant (at the same altitude). There was a cloud deck below the B-36 at a low altitude.

7. AN/APS-23 presentation of phenomenon was similar to recent AF release of PPI photographs of sightings made over Washington, D. C.

The AN/APS-23 operator's statement gave the details of what he saw on his PPI scope.

8. Photographs of AN/APG-41 scope are available. These are the O-15 films referred to and discussed in 3 above. These and the Mitchel film referred to in 3 will be retained by Lt. [REDACTED] and will be available upon his return to Wright-Patterson AFB, Ohio, in February. His office is in the Armament Laboratory, Building 22, Post 28A, Phone 20121 or 26235, and the office symbol is WCLGL-1.

9. Maneuvers were made by the B-36 aircraft to prove trackability of the phenomenon. By observing the AN/APG-41 antenna position while tracking the phenomenon it was determined that during the B-36 maneuvers the Phenomenon remained on its same apparent course and speed.

The maneuvers consisted of turns, climbs, and dives (to the extent of the B-36's capabilities). The G-41 antenna and turret would move with respect to the B-36 so that they pointed towards a point in space traveling a path parallel and more or less coinciding with the path the B-36 had departed from. The phenomenon descended at the same rate as the B-36 and maintained a distance of 2000 to 4000 yards ahead of the B-36. Whenever the B-36 established a new heading so that the phenomenon was entirely out of the search sector of the G-41 antenna, the G-41 would not detect anything for a period of several seconds up to 2 or 3 minutes. Then suddenly the phenomenon would reappear and the G-41 would again detect and lock on it. See the AN/APG-41 operator's statement (Incl. No. 4) for details.

10. No air traffic was observed in the Dallas area at the time of the electronic sighting.

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

UNCLASSIFIED

GOVERNMENT
FORT WORTH DIVISION
ENGINEERING FLIGHT TEST

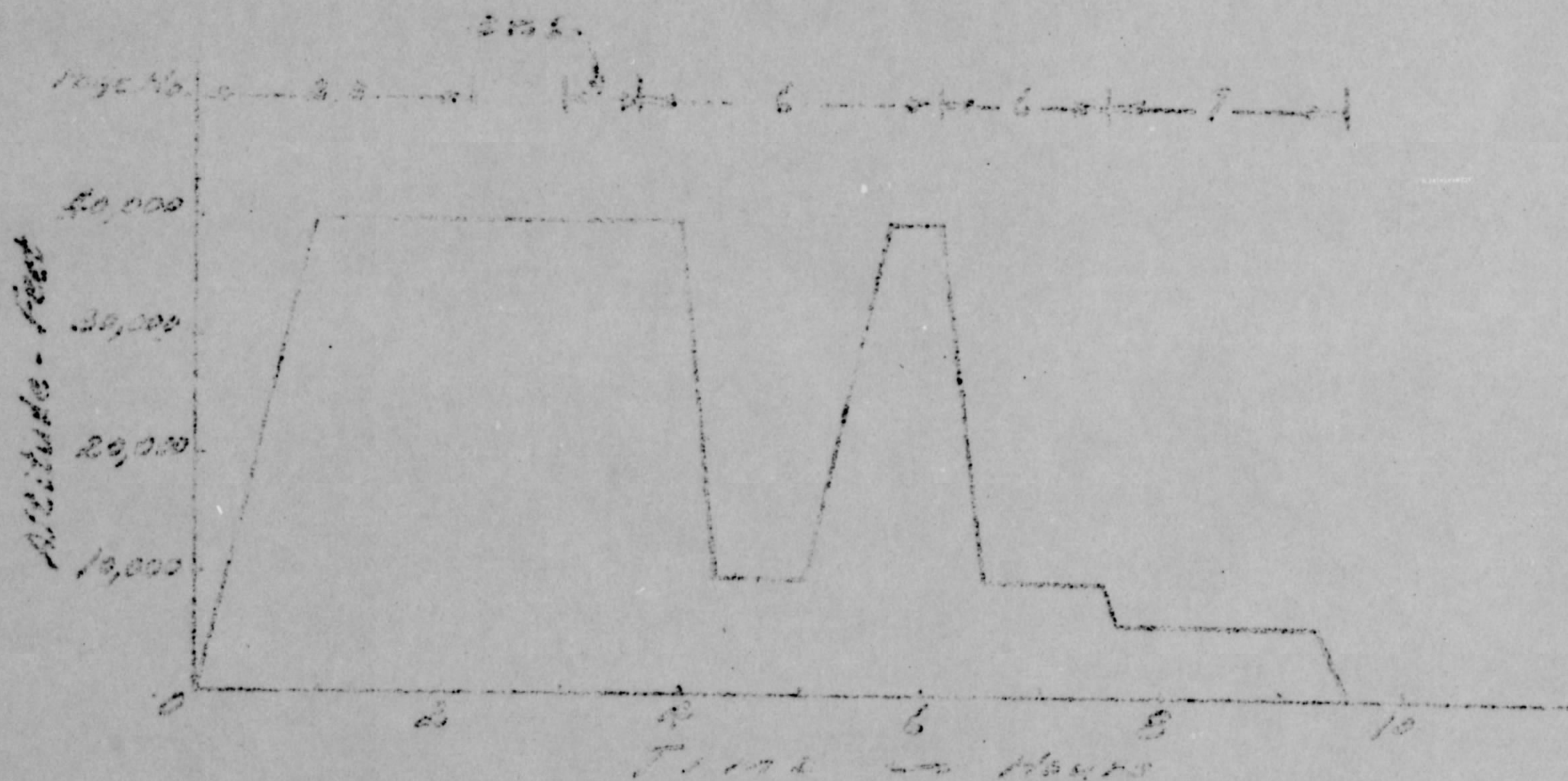
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XX: December 1952

FLIGHT TEST PLAN

AIRPLANE NO. 51 (AF 14-92054) FLIGHT NO. **XXX**
70

TESTS

- I. Air Base Control System Acceptability (F.T.I. #2-1-8)
- II. Ejection Controller Operational Investigation (F.T.I. #1-2-3)
- III. Evaluation of Base Radar (F.T.I. #4-5-15)
- IV. Flight Test of ARH-6 Radio Compass Flush Antenna (F.T.I. #4-8-20-5)
- V. Parabolic Antenna Airspeed Calibration (F.T.I. #8-4-5)
- VI. Evaluation of Removable Ammunition Boxes (F.T.I. #1-1-26)



BY *R. Polach* APPROVED *R. W. Miller*
LTC POLACH
R. W. MILLER
SR. FLIGHT TEST GROUP ENGR.
APPROVED *[Signature]*
USAF

c-635

12
X December 1952

PROCEDURE

1. Establishment of Nose Radar at 40,000 ft.

At 40,000 ft. PA, the B-36 will fly level and the fighter will fly level at 40,000 ft. PA.

1. Establishment of Target Acquisition

The B-36 will fly level at the fighter at 40,000 ft. PA. The fighter will fly level at the same height. The fighter will pull away from the B-36 as the target check is accomplished with the Mitchell camera.

<u>RUN NO.</u>	<u>RANGE (YDS.)</u>
1	1000
2	1500
3	2500
4	3500

Configuration:

Data to be recorded:

B-36 Vio: 150 MPH
Computer: OTC
Anemometer: Track

Wire recorder
Mitchell Camera
O-15 Camera
Photo panel
Oscillograph
PENSARI action

2. Definition of Target Acquisition and Status Tracking
Accuracy at 40,000 ft. PA

The fighter shall attack the nose of the B-36 at 40,000 ft. PA following the prescribed courses below. The nose radar operator shall acquire as soon as possible after detection. Nose Radar Configuration 1/2 18/183-41 with 37A.

U. S. NAVY
FORT WORTH DIVISION
ENGINEERING FLIGHT TEST

12

10 December 1952

Procedure (Cont'd)

1. Procedure for Turret Operational Investigation at 50,000 Ft.
(Cont'd)

STEP	MANOEUVRE	MANOEUVRE
21	LAL	Extending of turret until upper stop is in view position.
22	LAL	Pick up turret from stop position, fire while tracking diagonally on first burst, and return to stop position.
23	LAL	Third burst; fire while tracking diagonally.
24	LAL	Fourth burst; fire while tracking diagonally.
25	LAL	Pick up turret from stop position with sight at broadside. Run turret into aft and then forward azimuth limits, then let turret stop from broadside. Turret should be at -30° during run.
26	LAL	Pick up turret from stop position with sight at broadside. Run turret into upper and then lower elevation limits, then let turret stop from lower elevation limit at broadside position.
27	LAL	Pick up turret at stop position with sight at stop position. Proceed to run the turret up the forward contour limit to the broadside position. Take turret to the aft limit and run turret up the rear contour limit. Let turret stop from broadside.
28	LAL	Take turret up contour limit - high speed paper run.
29	LAL	Take turret to broadside position and approximately -30° in elevation and proceed to bring the system out. The sight should be moved rapidly in a small circular motion.

4. Retract the LAL turret.

5. Place down upper aft system to "STANDBY".

3. 0. H. V. A. 1. 8
 FORT WORTH DIVISION
 ENGINEERING FLIGHT TEST

5-

12

12 December 1952

PROCEEDURE NO. 1

PART B - Targeting and Tracking of a Target
at 30,000 ft. (Post 2)

376.00

TARGET

MANEUVER

6 Turn off the VAC D-C power

7 Open the door from the VAC position

8 UAC Extending of turret until target is in sight at broadside

9 UAC Pick up target from stop position with sight at broadside. Run turret into upper and then lower elevation limits, then let turret stop from broadside. Turret should be at 30° during run.

10 UAC Third turret stop while tracking diagonally.

11 UAC Fifth turret stop while tracking diagonally.

12 UAC Pick up target from stop position with sight at broadside. Run turret into upper and then lower elevation limits, then let turret stop from broadside. Turret should be at 30° during run.

13 UAC Pick up target from stop position with sight at broadside. Run turret into upper and then lower elevation limits, then let turret stop from broadside. Turret should be at 30° during run.

14 UAC Pick up target from stop position with sight at stop position. Proceed to extend turret up to the upper elevation limit to the broadside position. Then let turret stop and run turret up to the upper elevation limit. Let turret stop from broadside.

15 UAC Take turret down to lower elevation limit and stop.

16 UAC Take turret to broadside position and let turret stop at approximately 30° in elevation and proceed to bring the turret out. The sight should be moved rapidly in a

12

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1200 1015

PART D - Evaluation of Removable Ammunition Boxes at 20,000 Ft. 24

December 1952

PROCEDURE

9. Hold the gun.
10. Turn the gun to the right.

PART C - System Accountability at 40,000 Ft.

After a cold check of the gun at 40,000 ft. PA; expend complement of ammunition according to the in-flight gunnery procedure with computer in. It is desired that the gun be fired with most bursts being diagonally and that the gunners watch the gun muzzle rather than the sight during actual firing. Automatic charges and automatic counter is operated on all turrets. If gun stoppage occurs fire on the operative gun before attempting any holdback operation. The holdback will be operated at least two and no more than five times in attempting to clear the gun for further firing. Measure the FAR RH and WAR RH gun temperature (while firing).

PART D - Evaluation of Removable Ammunition Boxes at 40,000 Ft. PA

Expend the tail turret ammunition at 40,000 ft. PA until round counters show 150 or more rounds remaining in each gun. Descend to 10,000 ft. PA, load the spare ammunition aboard to the gun, and conduct a routine check at 40,000 ft. PA. At 40,000 ft. expend all the tail turret ammunition.

PART E - Turret Extended Airspeed Calibration at 10,000 Ft. PA

Descend to 10,000 ft. PA and stabilize the airplane in clear configuration at the following indicated airspeed. When the speed is stabilized, extend the airspeed and record the drag.

U.S. AIR FORCE
 WASHINGTON, D.C.

12
 December 1952

PROBATION REPORT

PART I - SUMMARY OF PROBATION SUPERVISOR'S REPORT

NOTE: This report is to be completed by the Probation Supervisor.

1. Name of Probationer: _____

2. Date of Birth: _____

Probation Number	Probationer's Name	Age	Directional Error
1		23	100
2		24	110
3		25	120
4		26	130
5		27	140
6		28	150
7		29	160
8		30	170
9		31	180
10		32	190
11		33	200
12		34	210
13		35	220
14		36	230
15		37	240
16		38	250
17		39	260
18		40	270
19		41	280
20		42	290
21		43	300
22		44	310
23		45	320
24		46	330
25		47	340
26		48	350
27		49	360
28		50	370
29		51	380
30		52	390

A Probationer is to be given a 100% grade if he is in flight.

OBSERVER

Ike Polhamus

8112 3.0

FAST GUNNER

Osmon

PILOT

G. I. Davis

RADIO OPERATOR

Garlington

CO-PILOT

Rodgerson

CO-PILOT

Keller

CO-PILOT

B.L.Woods

CO-PILOT

2nd Lt.
Stoutenburg

CO-PILOT

Andrews

8112 4.0

8112 10.0

FAST GUNNER

Gabriel

FAST GUNNER

Farish

FAST GUNNER

Holbrook

FAST GUNNER

FAST GUNNER

FAST GUNNER

FAST GUNNER

Johnson

8112 12.0

CONFIDENTIAL

SECURITY INFORMATION

24 December 1952

REPORT OF TEST FLIGHT

B-36D AIRPLANE NO. 51 (AF#14-92054) SER. NO. 70

FLIGHT DATE: 24 December 1952 DURATION: 3 hours
(Max. Alt.: 40,000 ft.)

RESULTS:

1. Evaluation of Nose Radar System

A total of five nose attacks were made at 40,000 ft. PA. cursory inspection of the data indicates that either adjustments affecting maximum detection were not adequate, or that the ARA unit is more sensitive to noise in the nose than in the tail position. In any event, performance of the system was not adequate for defense of the nose of the airplane.

2. Thyatron Controller Operational Investigation

Half of the planned tests at 40,000 ft. PA were accomplished on the controllers. No data while firing were obtained. Data were obtained for the UAL turret only, as the LAL turret would not extend.

DISCUSSION:

All other tests were cancelled because of unsatisfactory weather conditions at the test sites.

1. Evaluation of Nose Radar System

The fighter was obtained on an instrument clearance from its base thereby only allowing approximately 30 minutes for testing with the B-36; then the base cancelled any additional flights. Four nose attacks were made at closure rate of approximately 940 MPH; of the four attacks, two attacks resulted with no target acquisition, one attack resulted in detection at 5,000 yards, with a temporary lock-on at 4,200 yards whereupon lock-on was lost and the target never reacquired. The other high closure rate attack produced a simultaneous maximum detection and automatic target acquisition of 4,000 yards. At a lower closure rate of 760 MPH, the target was detected at 5,000 yards but the ARA unit did not acquire the target until 1,000 yards range, whereupon it released the target almost immediately.

CONFIGURATION:

ARMAMENT

Upper forward turrets were again operative and contained the removable ammunition bar installation.

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SECURITY INFORMATION

C O N F I D E N T I A L
NAVY NORTH DIVISION
ENGINEERING FLIGHT TEST

-2-

24 December 1952

CONFIGURATION (Cont'd)

APPARATUS

The upper aft gun heaters were disconnected and guns lubricated with special oil 55019.

Tail radar AL0 and 0-15 camera was removed and installed in the nose radar system.

Set chrome guns were installed.

The thyatron controller was reinstrumented for the fourth time to obtain base line data at high paper speed.

Nose radar instrumentation was calibrated.

GENERAL

The ailerons have been re-covered with new fabric.

BY A. Polhamus
A. S. Polhamus
Flight Test Engineer

APPROVED

R. W. Miller
R. W. Miller
Sr. Flight Test Group Leader

Project No. NK-471

Distribution: Normal plus

W. H. Stevenson
J. D. Samuelson
B. S. Doherty
C. R. Gurnett
S. O. Chubbuck
John Ford (GE)
Lt. D. Stutenberg (2)

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SECURITY INFORMATION

SUBJECT: FLYOBRPT

Statement by AN/APG/41 operator on 24 day December 1952, Convair flight on ship 44-92054, type B-36

While flight testing AN/APG/41 radar on nose of B-36 054, 12-24-52, I encountered a spurious target during work with fighter aircraft. Thinking that it might be cloud trouble, I asked pilot (C. I. Davis) what kind of cloud cover we had around us. His remarks were "not a cloud in 40 miles." At this time the fighters were dispatched to return to their base. The spurious target again triggered the ALO and made a very firm lock on. At this point I asked the APS-23 operator for confirmation on target. He confirmed that he had seen spurious target at same azimuth position and possibly same range. By this time the target had appeared several times in a pop in and pop out manner at the same range 2000 to 4000 yds but varying in azimuth of 60° to the right or left of the nose of the ship. To assure myself I asked the pilot to maneuver the ship after lock on to prove trackability. This showed target to be very stable and trackable. At this time we had spent some 30 minutes with the target and when we started to descend the target stayed with us down to about 15,000 ft. At this point ground return was triggering my system, and the target was no longer seen. This target did not look like normal return that you get from other aircraft. The only thing that I have ever seen to resemble it was spent 20 MM shell cases which I have tracked before on the APG/41 tail system in same ship.

W. C. Osmon
APG/41 Operator
Dept. 76, Convair

W C Osmon

2-635

SUBJECT: FLYOBRPT

Statement by AN/APS-23 operator, 24 December 1952, Convair flight on ship 44-92054, type B-36.

The APS-23 with C-412 control in lieu of a computer is used as search radar on this airplane. At the time I was requested to aid in detecting the phenomenon I was in search position 40,000 ft. altitude and 36 mile range. I had previously determined also that in level flight, search condition, the best ground return was obtained with -7 to -9 degree antenna tilt. I then reduced range to the stop position which removed the five mile range mark from the scope, and upon this fact I estimated my maximum range on the scope at 4.5 miles. I next switched to Sector-Scan selecting a 120 degree arc dead ahead and by moving antenna tilt to zero position on scale the described targets began to appear. I then found my best target range from zero to 4 degrees. Since the targets were in the same proximity as the AN/APG-41 had indicated, I did not change altitude. In almost every instance I would see the target on my scope by the time the AN/APG-41 had detected and locked on. The AN/APG-41 operator would call out range of lock on, and my range would be comparable to his. On one occasion I detected a second target farther out (approximately one mile), and on several occasions I could see another target 30 to 45 degrees either side of the one he was locked on. On one occasion I switched back to search picked up the target aft of the airplane, and followed it out of 4.5 mile range. These targets were very sharp and with RF gain could be tuned very bright. However, they were unusual in the fact that they did not track in from the edge of the scope but would appear on the scope at a range of two to four miles. They also might remain constant for several sweeps, and then the next sweep they would be gone. Several sweeps later they might reappear. They would disappear at the same time the AN/APG-41 would unlock.

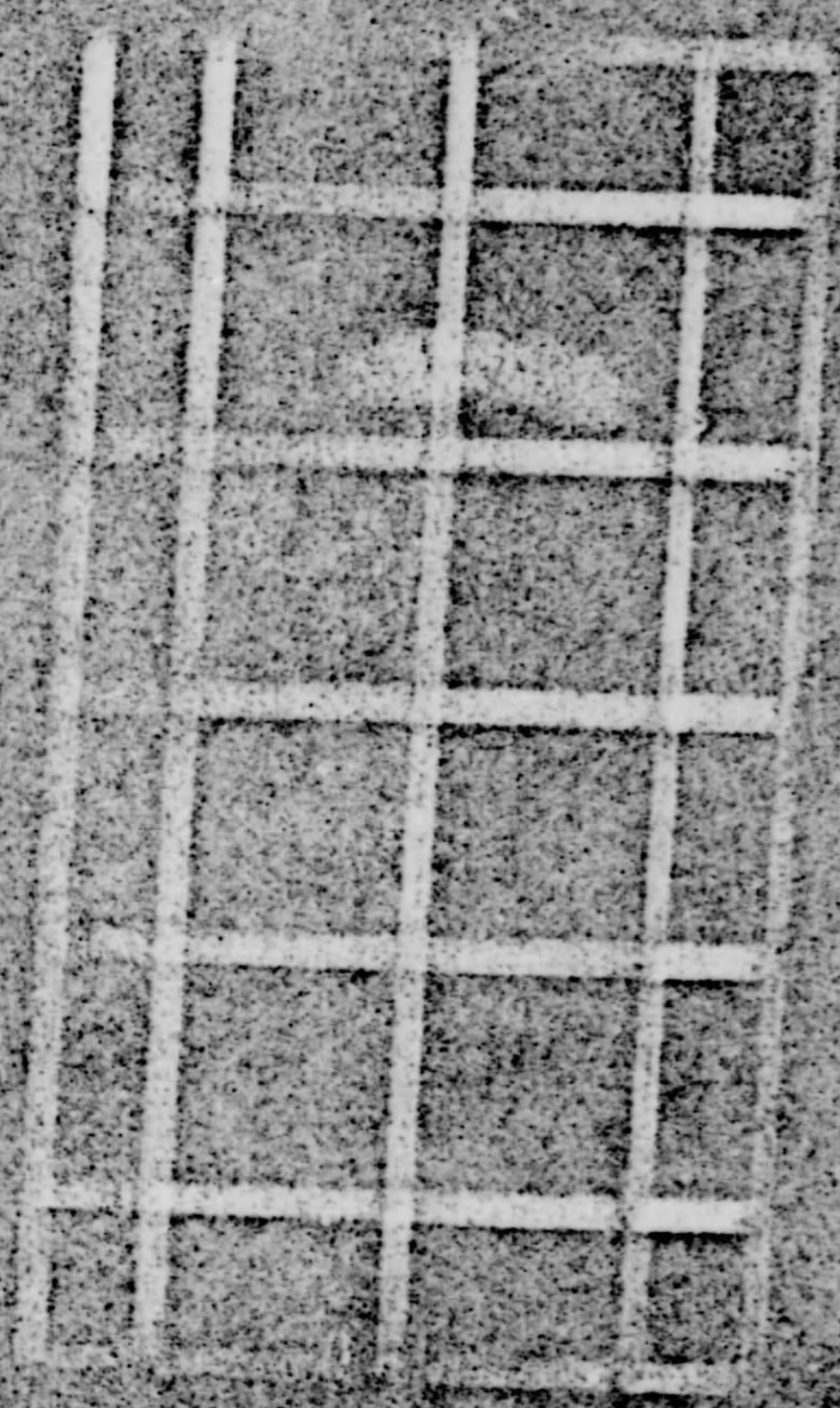
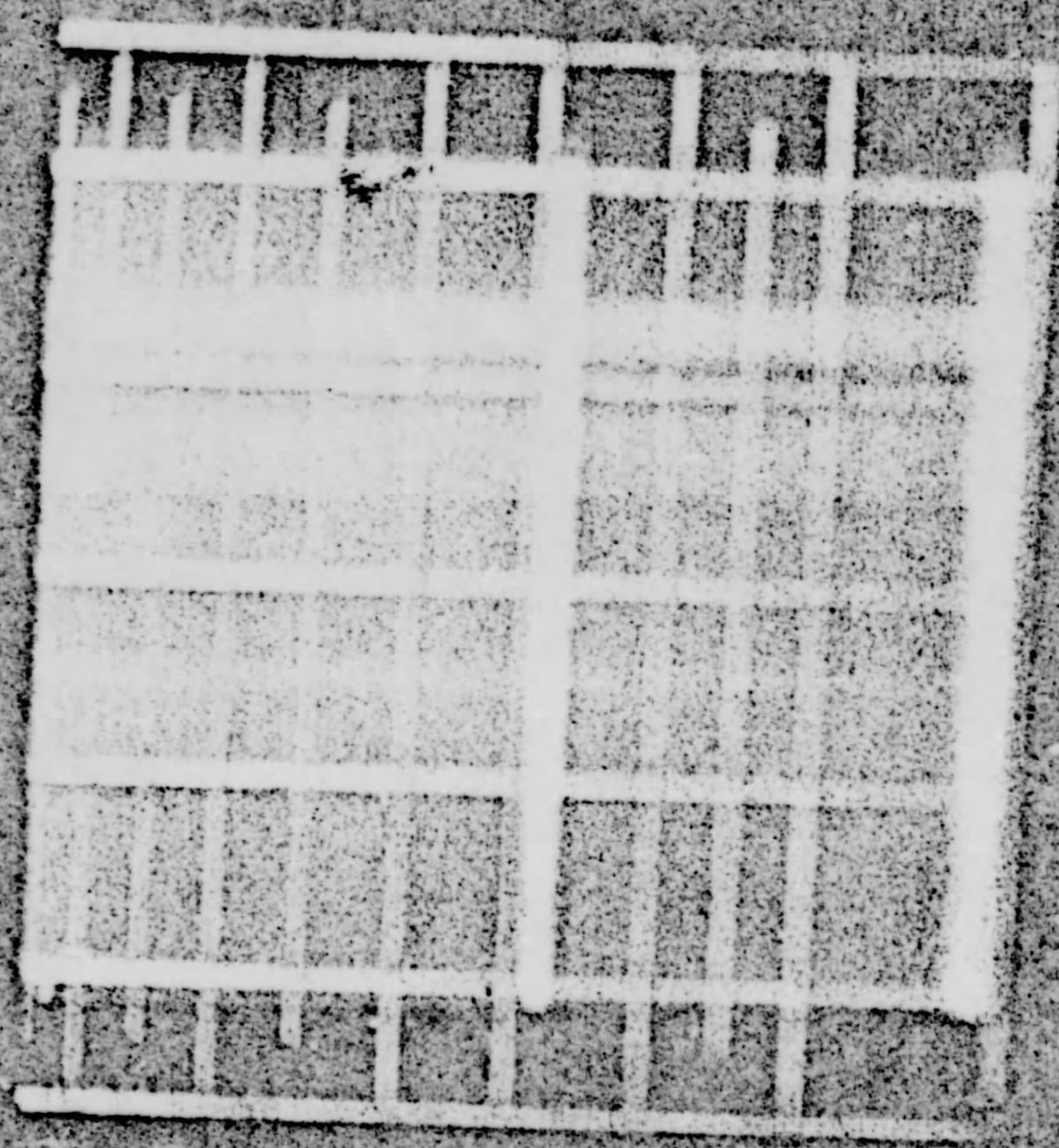
We next checked to see if the two sets were mutually interfering with each other by turning the AN/APS-23 to stand-by position, and alternately turning the AN/APG-41 to stand-by. No interference was observed.

R. O. Garlington
R. O. GARLINGTON
AN/APS-23 Operator
Dept. 12-1

C-635

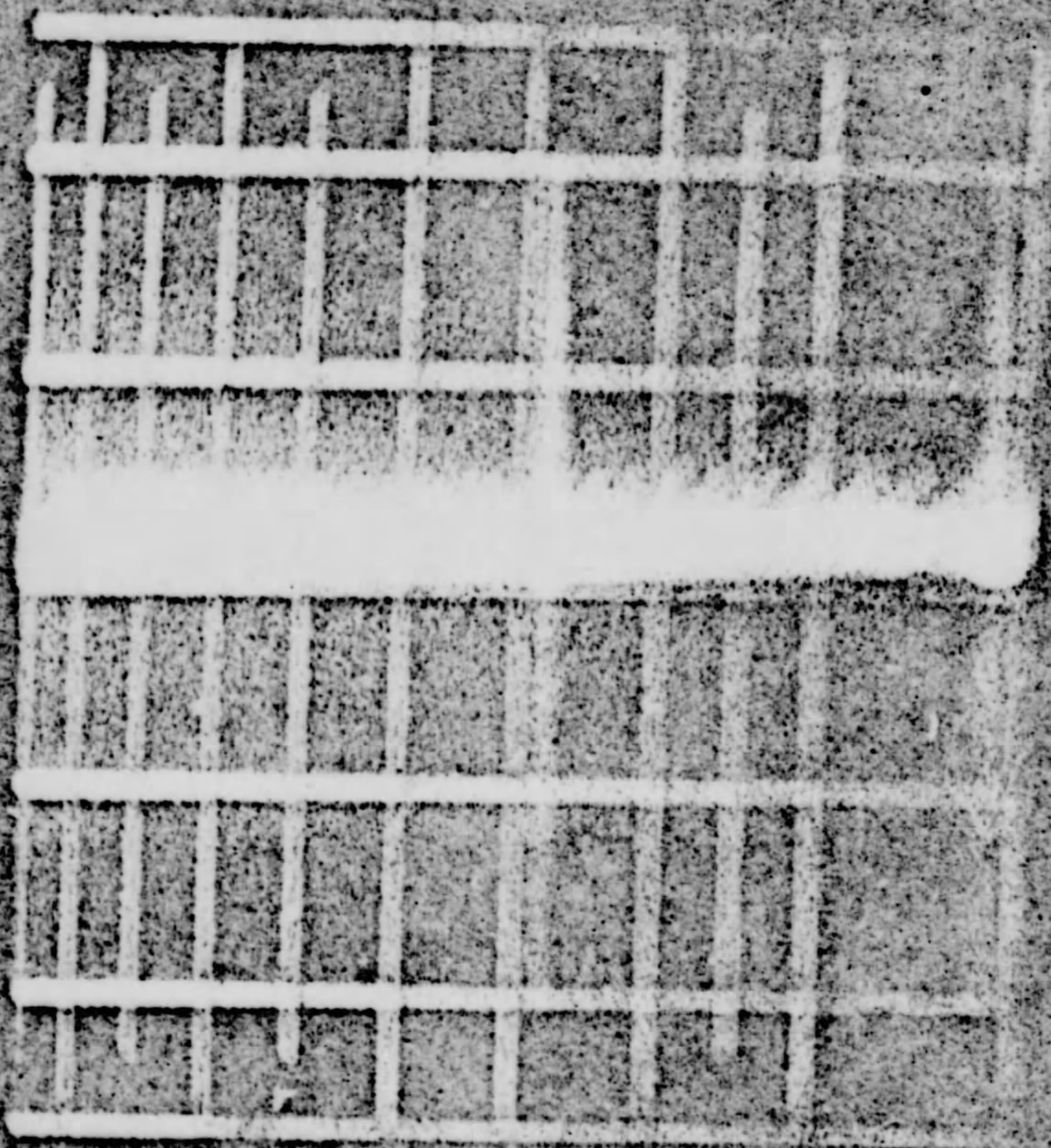
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Twenty Six (26) 8"x10"
photos.



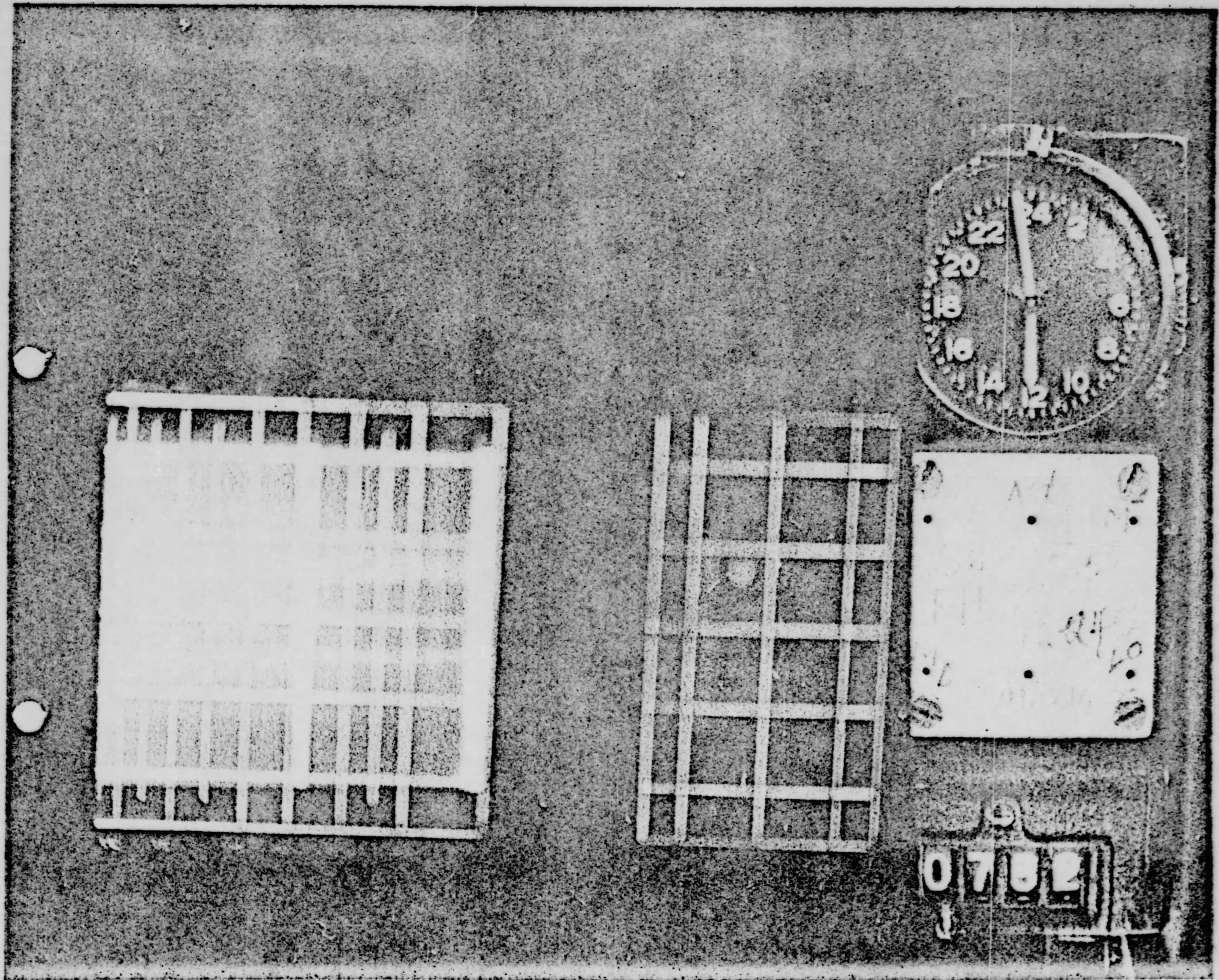
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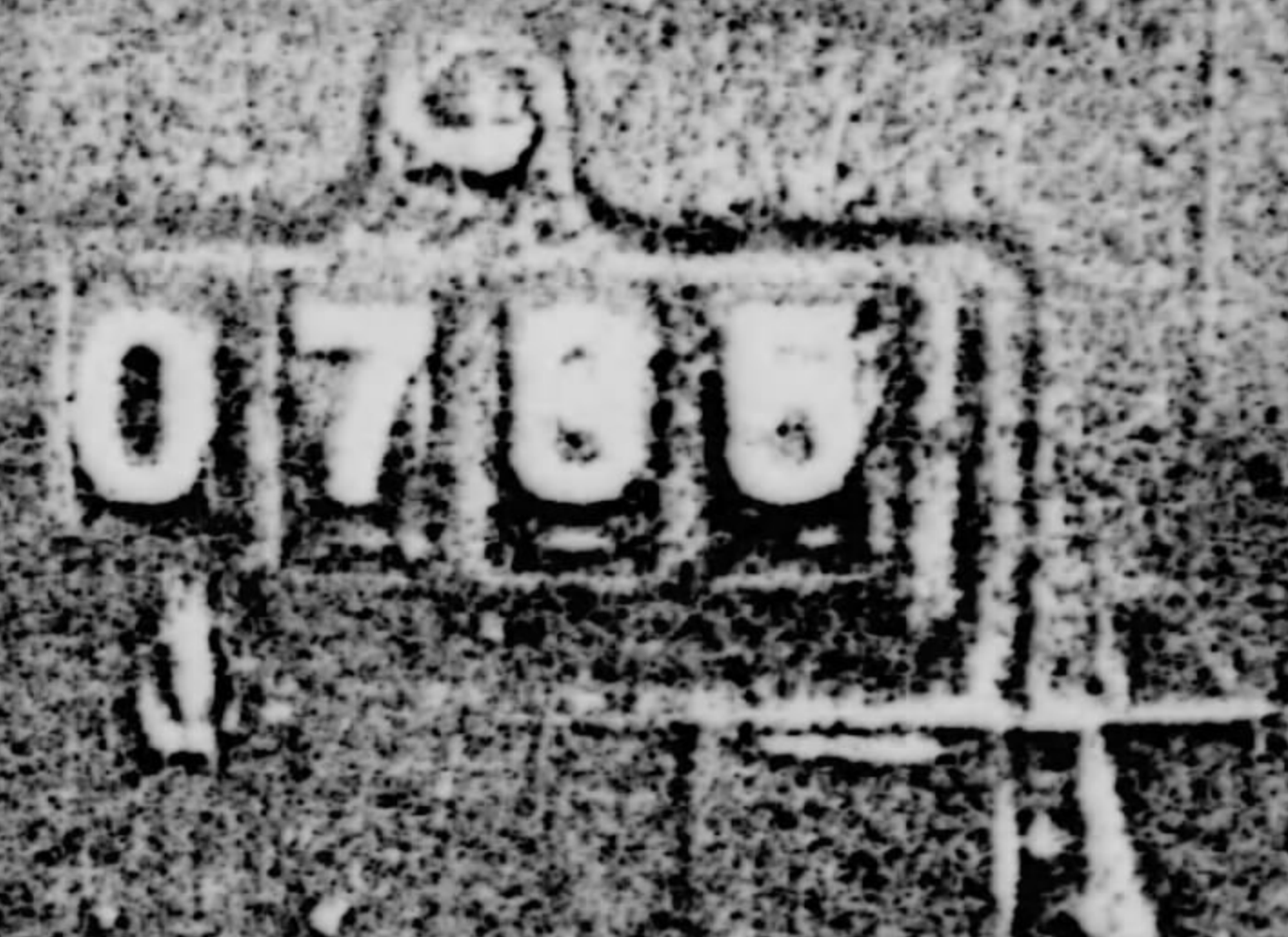
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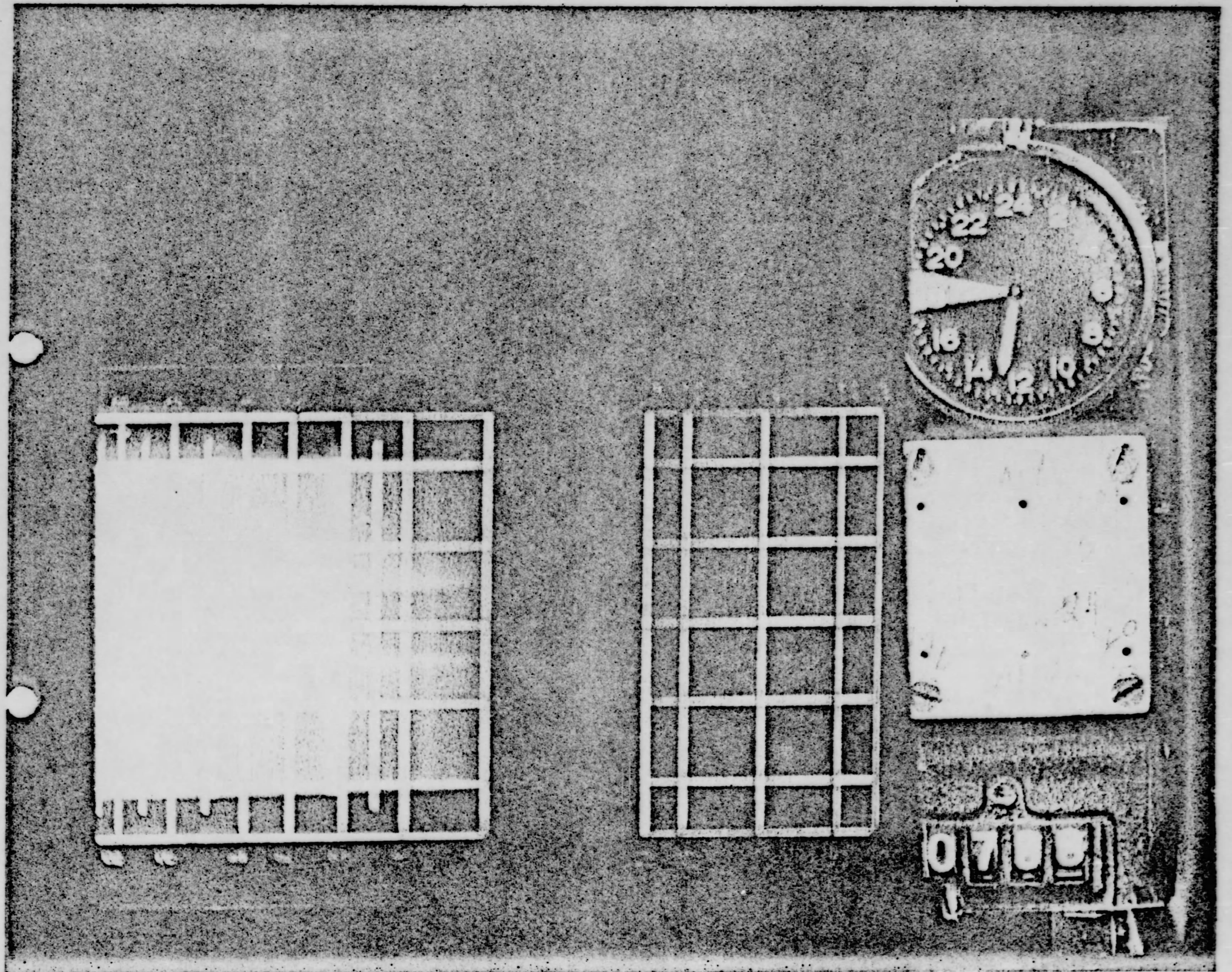
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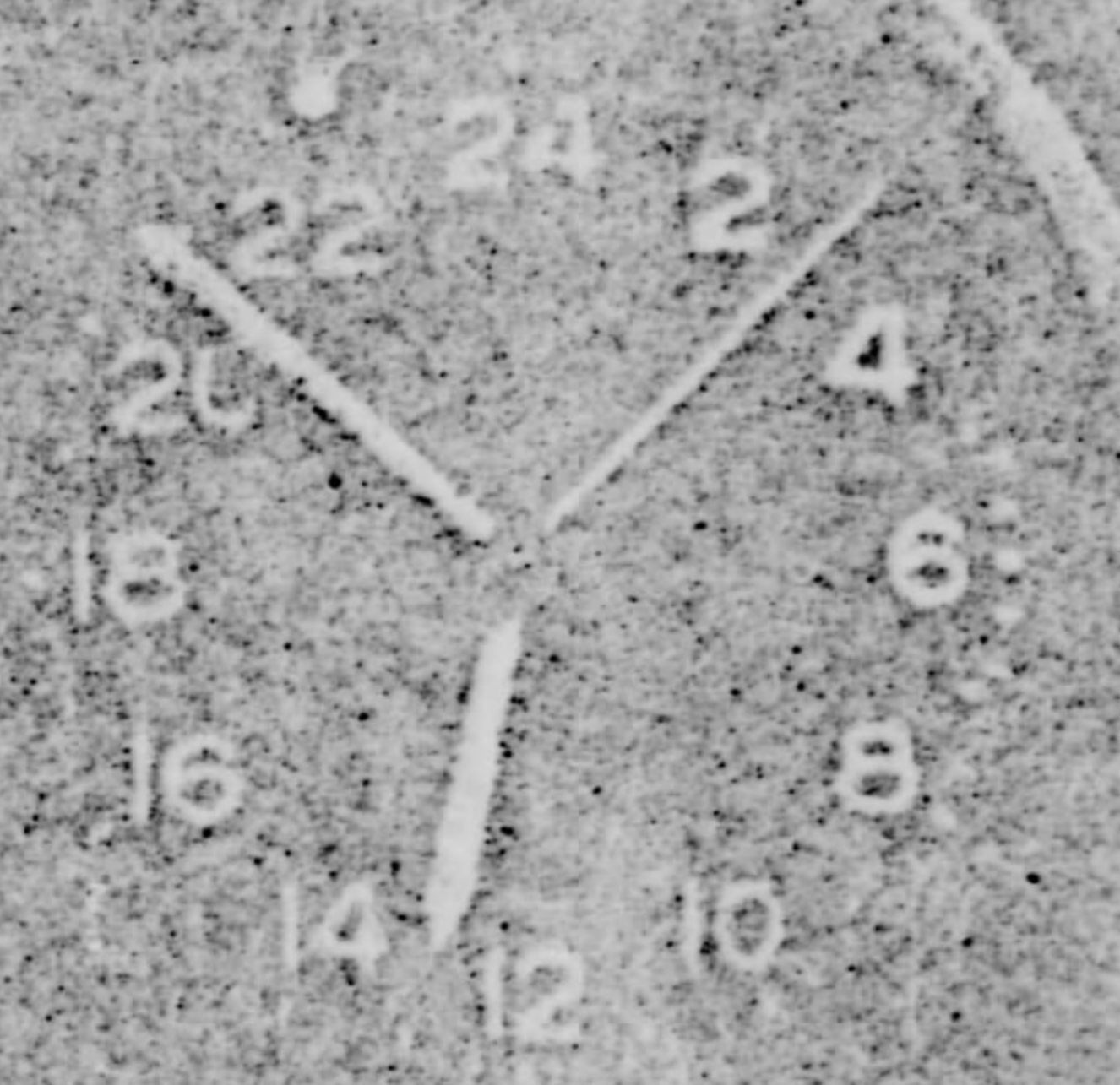




Ad M.
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RIL 70
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ALARM

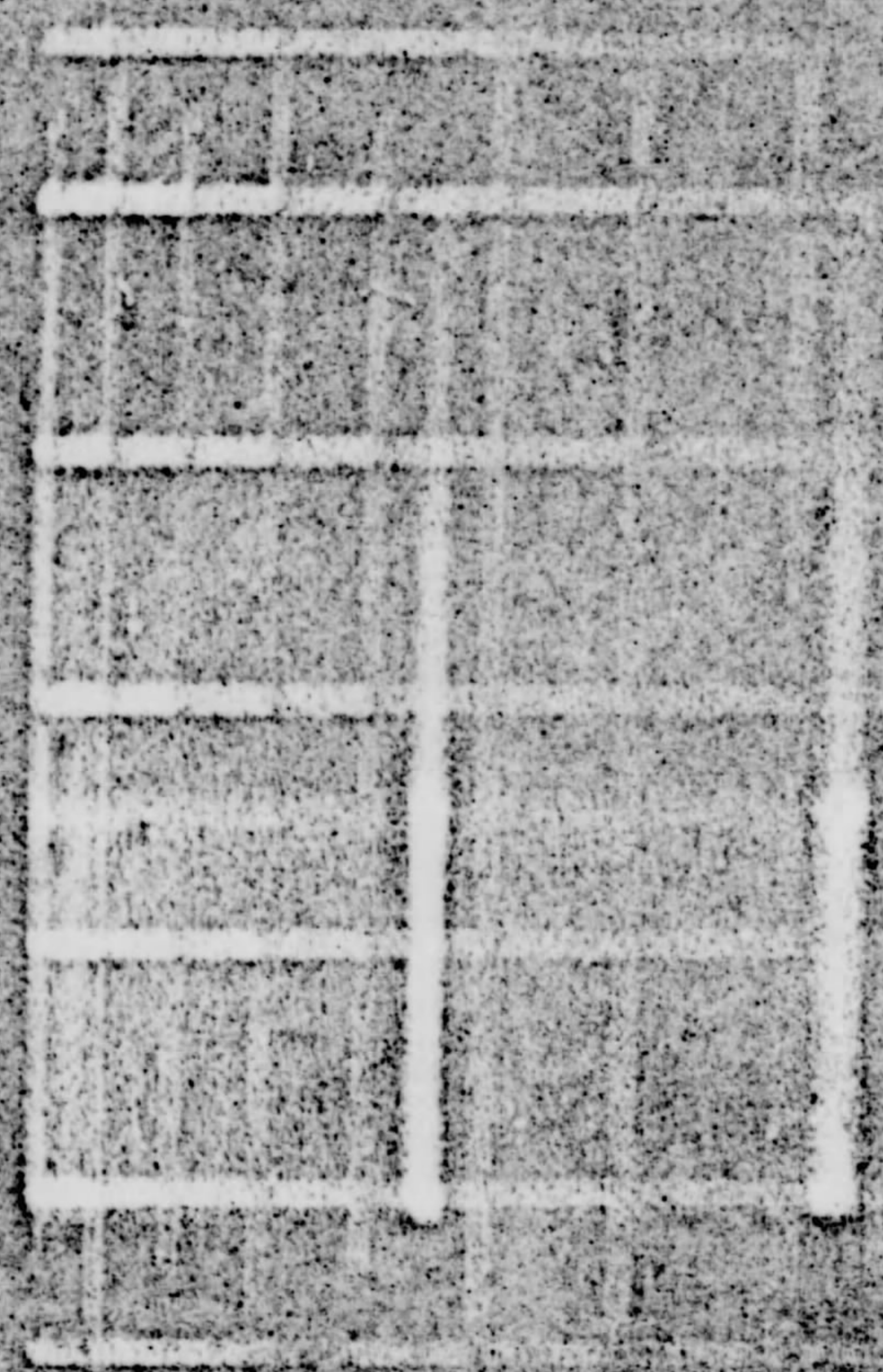






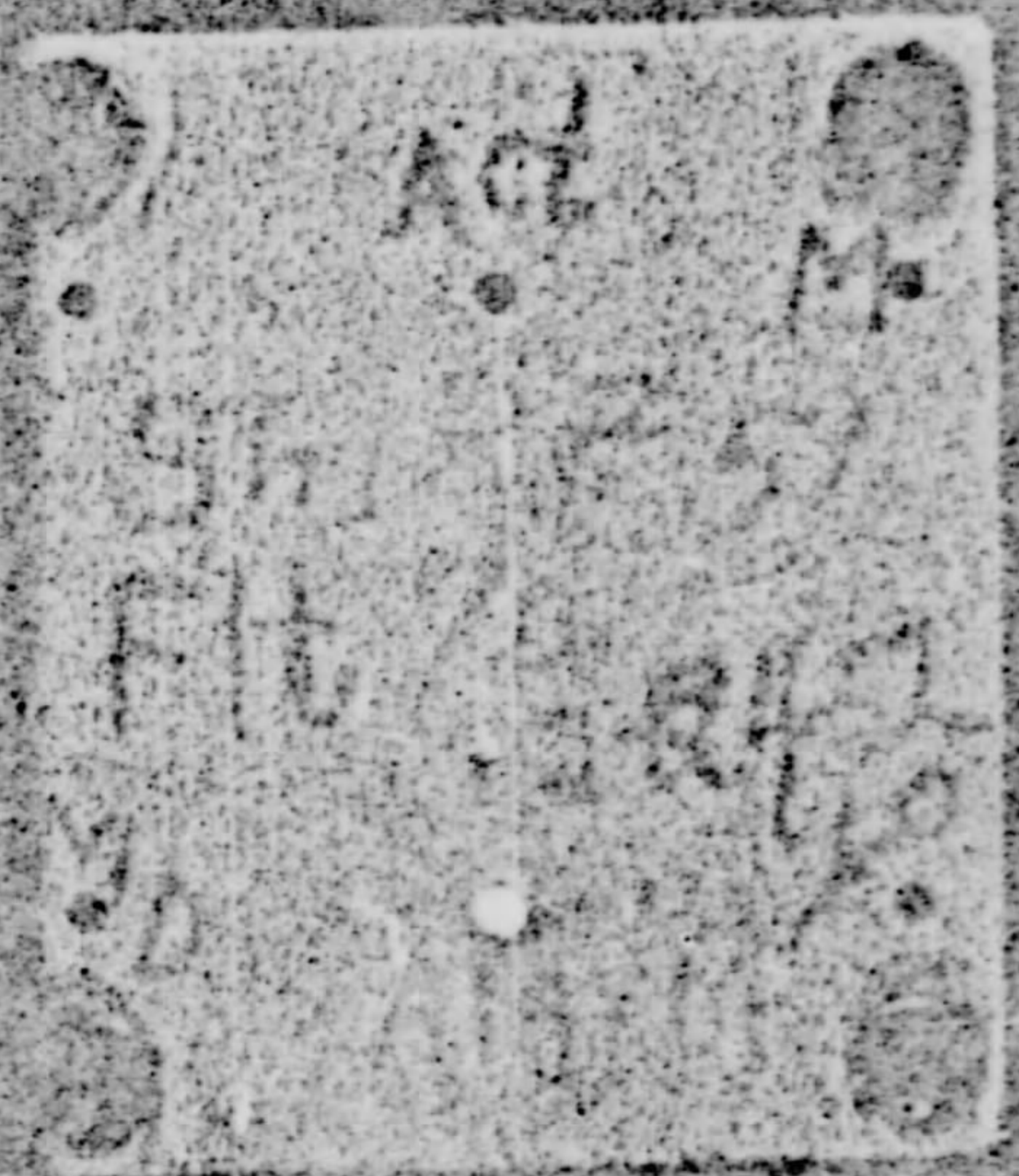
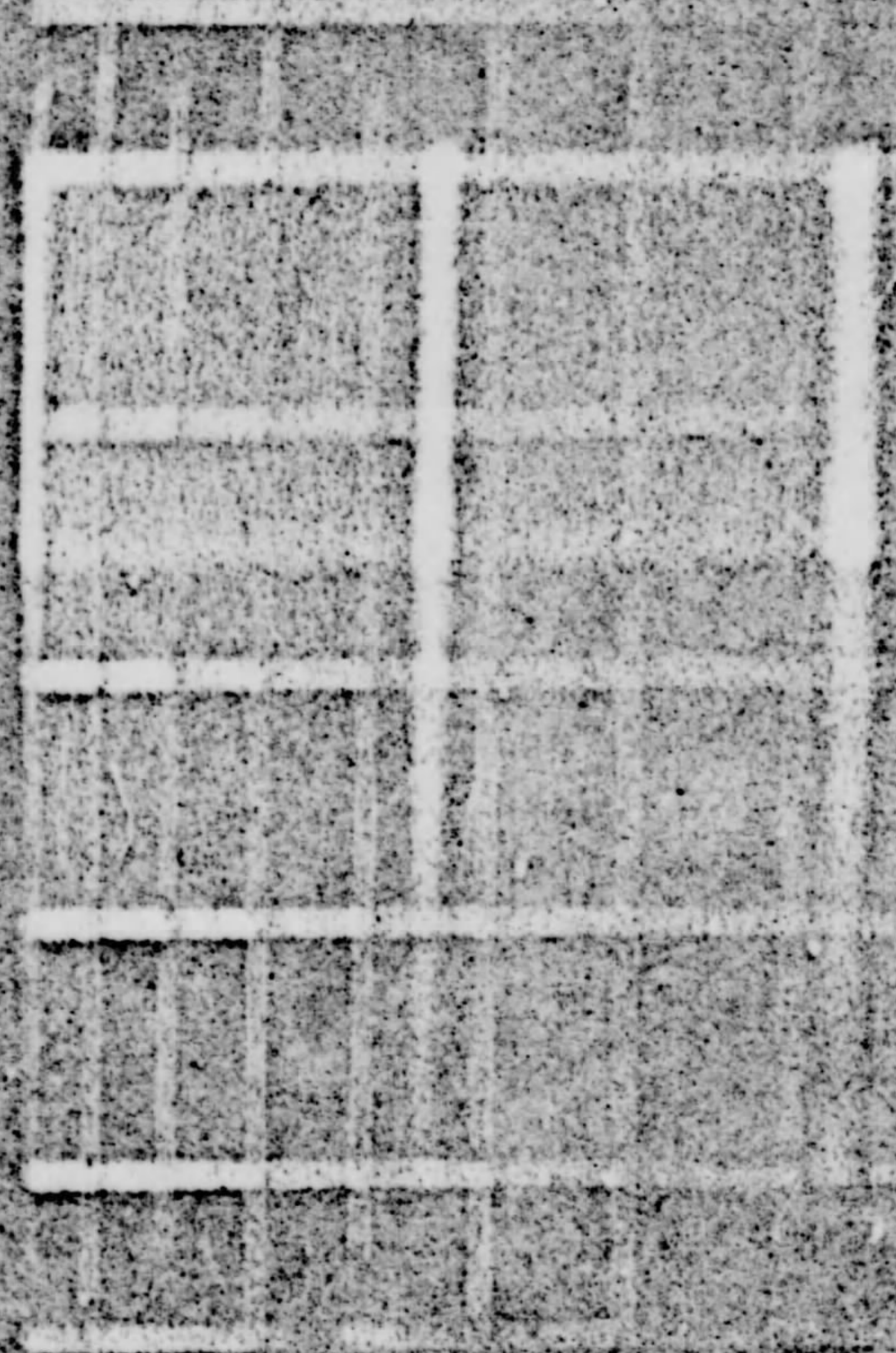
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0741

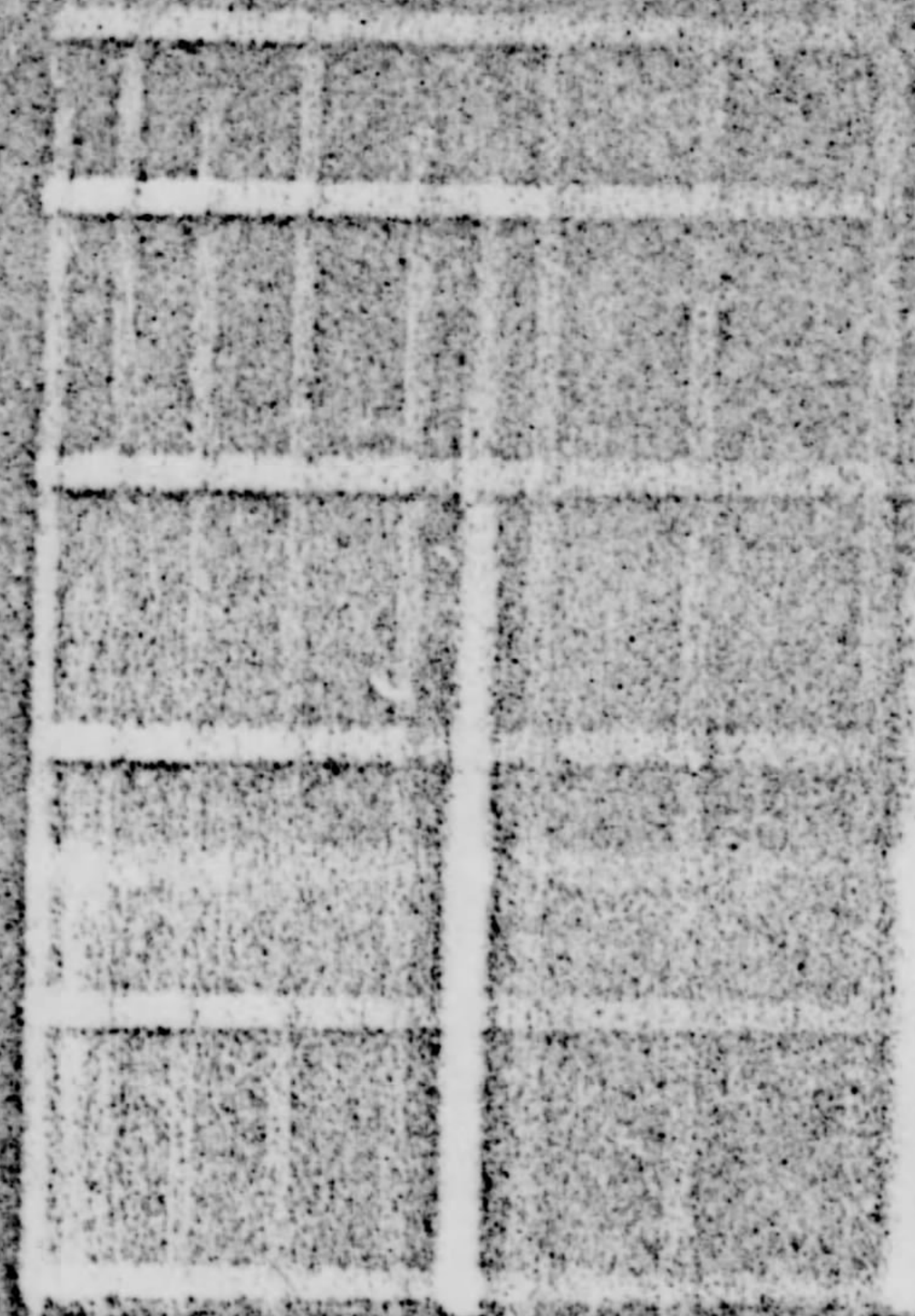


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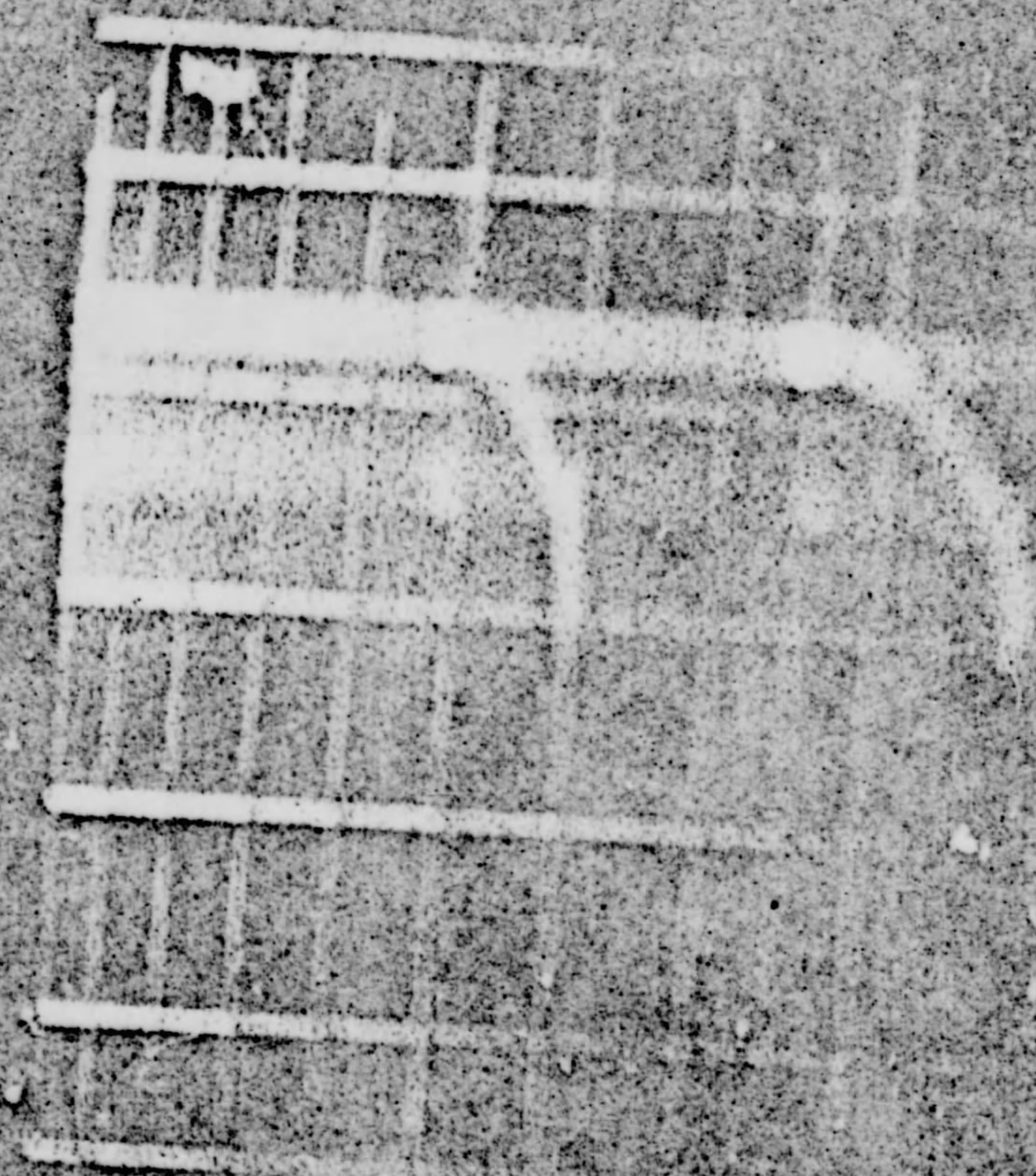
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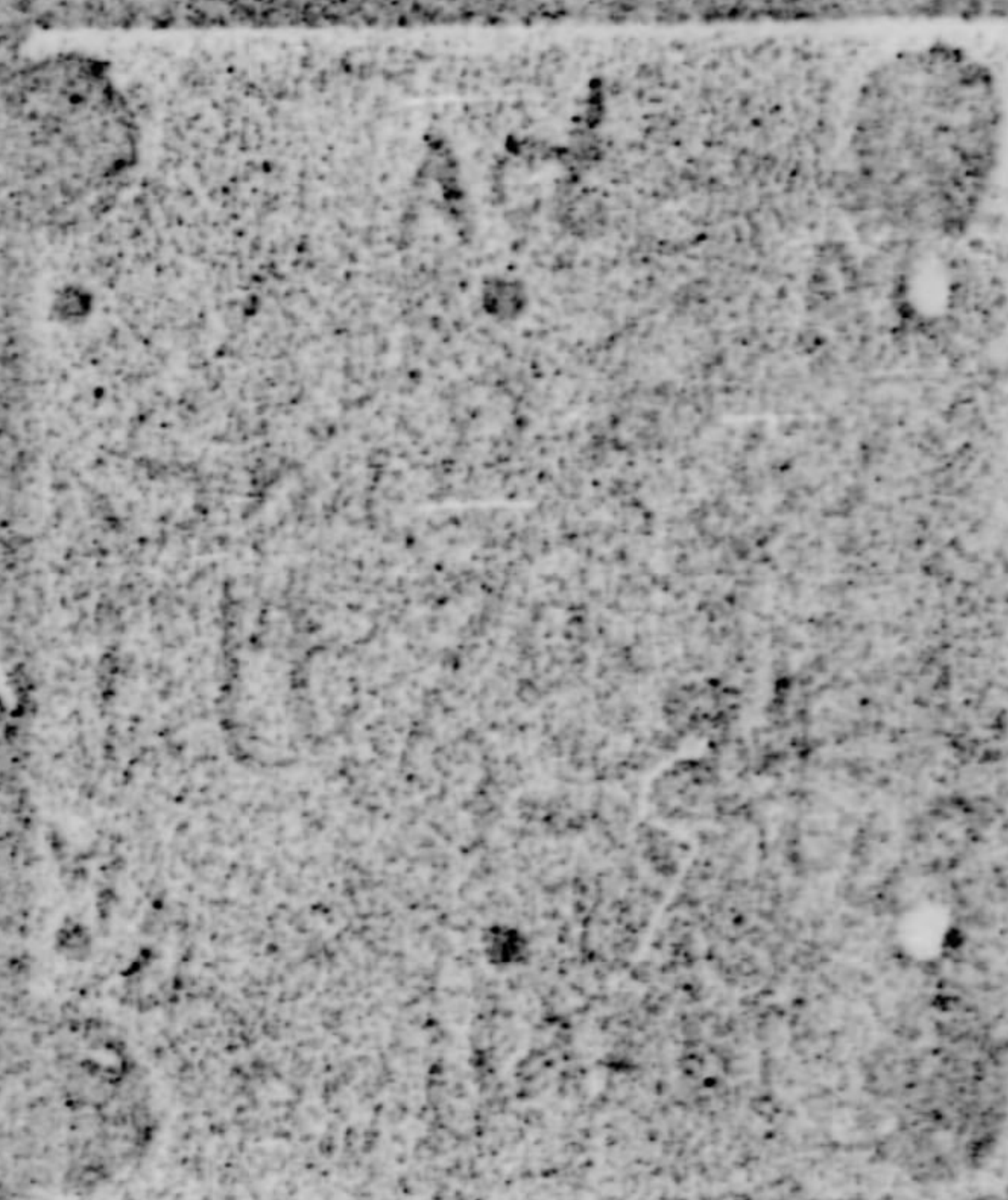
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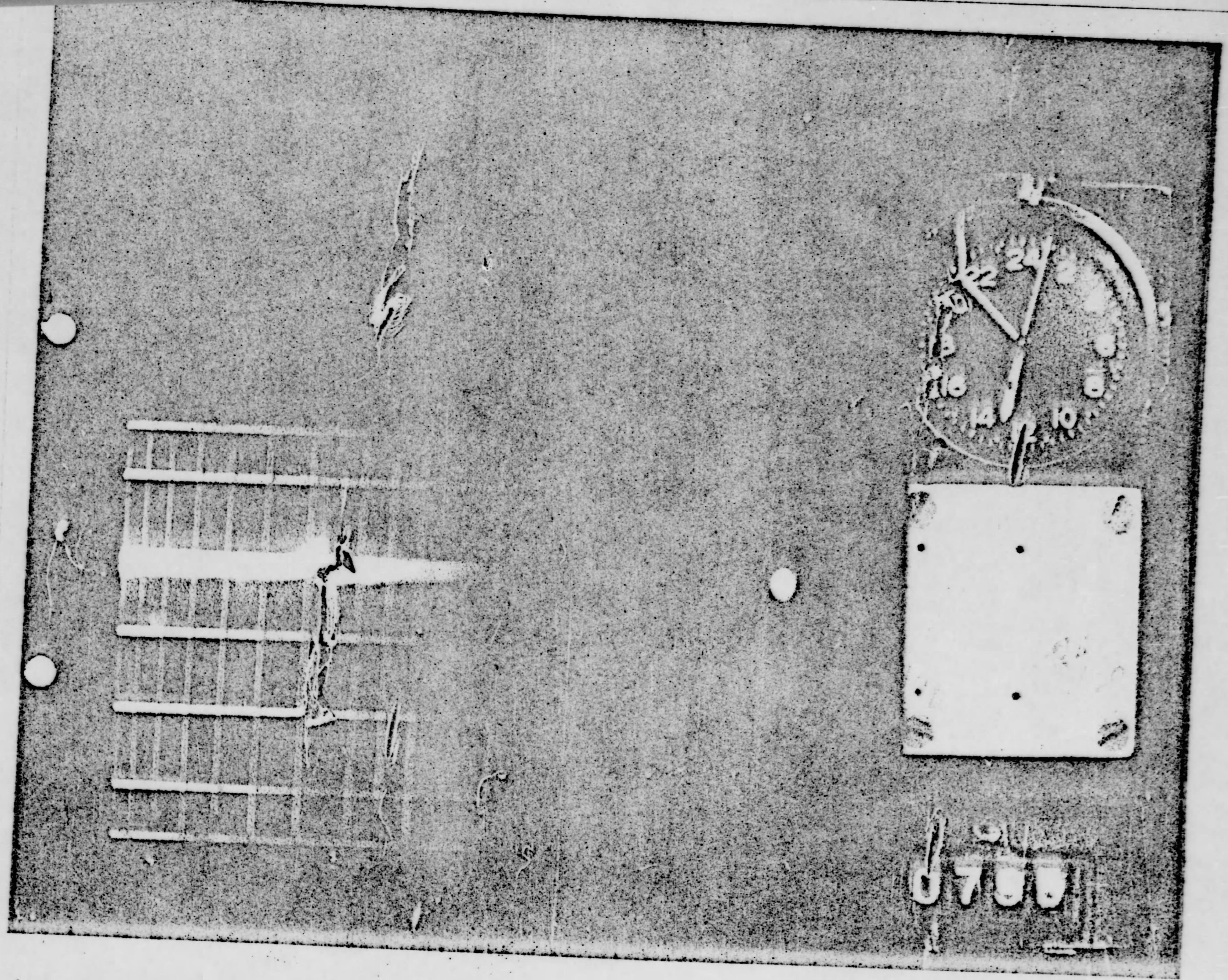
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