

PROJECT 10073 RECORD CARD

1. DATE 3 MARCH 1953	2. LOCATION LUKE AFB, ARIZONA	3. SOURCE AF PILOT	
4. TIME Local 3/1325 MST - 3/2025 0	5. NUMBER OF OBJECTS ONE	6. SHAPE	7. COLOR
8. COURSE W	9. ALTITUDE	10. ANGULAR VELOCITY ° per second	11. PHOTOS ☒ Yes ☐ No
12. TYPE OF OBSERVATION AIR-VISUAL	13. LENGTH OF TIME OBSERVED 10 MINUTES	14. MANEUVERS CONCLUSION: Other - Vapor trail of two unknown type aircraft.	
15. CONCLUSIONS A large condensation pattern began with a smooth knifelike leading edge, developing with a crescent shape, very thin in depth with an irregular trailing edge. The pattern which was observed from an F-84 at 25000 to 30000' traveled at estimated speed of 400 mph on a W course. The pilot stated the object was definitely not a cloud and believed it a vapor trail made by an unseen object. CURRENT STATUS - UNKNOWN (2 July '53) LT. R.M. Olson		16. COMMENTS 1. Observer chased the pattern 50-60 miles taking 30' of gun camera film which was forwarded to ATIC. 2. The most unusual feature was the contrail stayed with the unsighted object and did not extend across the sky. 3. The incident folder & film were sent to Photo Recon Lab, WADC, for analysis. They analyzed it as vapor trail. <i>at A/C Lab. WADC</i> 4. Conclusion: Pattern was vapor trail formed by 2 unknown aircraft at high altitude. (Over)	

5. Various checks for aircraft in area
were made with negative results.

RC 32

WPB016

KYAE26

CXC019

JWPER 014

RR JEDWP

DE JWPER 017M

R 022100Z ZNJ

FM CG AF FLT TEST CEN EDWARDS AFB CALIF

TO CG-ANC WEIGHT PATTERSON AFB OHIO

/R ~~SECRET~~ B/FTIP-4-5-E PD URMSG AFOIN-ATIAE-3-13-E

RESTRICTED CITE PROJECT BLUE BOX PD ONLY POS AC WAS B-36 CMA (9464)

TOOK OFF 0800 HRS 3 MAR 53 FOR 8 HR FLT PD NO REPT NO WAY TO

ESTABLISH IF AC WAS IN THAT AREA CITED URMSG AT THE SPECIFIC

TIME 1325 HRS MST 3 MAR 53 END

02/2228Z APR JWPER

ACTION

UNCLASSIFIED

~~SECRET~~
~~INFORMATION~~

33R51 01 02Z

IE

1. Attn
2. Attn
3. Files

INFOR

1953 APR 2

21:3

~~SECRET~~

1. Would B-36 make this type of vapor trail?
Answer received: Mr Chapman of Photo Recon Lab of
WADC said that the contrail was not from a B-36 A/C
M.G.T.

1 87 01 030101 DOWNGRADED AT 3 YEAR INTERVALS;
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DOD DIR 5200.10

UNCLASSIFIED

lyt

Gun Camera
Focal Length

Distance to Object for Different
Projected Separations of Double Trail

	10 ft projected separation of trails	100 ft	1000 ft
1 inch	.6 miles distant	6 miles	60 miles
3	1.8	18	180
6	3.6	36	360

Assumed
Original
Distance
to Object

Final
Distance
to Object

Rate at which plane overtakes
trail (plane - 560 mph) for
time intervals of 3 min and
6 min between first and last photograph

		3 minutes	6 minutes
1 mile	.7 miles	6 mph	3 mph
10	7	60	30
100	70	600	300
1000	700	6000	3000

I have listed approx 7 minutes

Luke AFB, Arizona

3 March 1953

I. DESCRIPTION

In this instance, the object was never observed, but a high altitude condensation pattern was observed. When first sighted, the contrail was approximately 300-500 feet in diameter. The pattern began with a smooth knife-like leading edge, very thin in depth and with an irregular trailing edge. As the source gave chase, the contrail made a slight dip to the NW and began climbing at 20 degrees. During this maneuver, source and object were at right angles and he observed the pattern to appear as a sharp nosed, very thin object about 300-500 feet long with an irregular, whispy trailing edge. Immediately, a heavy condensation trail began to form and extended for approximately 1000 ft. back, at which point it separated into a double trail which again was approximately 1000 ft. long, ending abruptly. At this time, the object was traveling at an estimated 400 mph true air speed. The most unusual feature was that the contrail stayed with the unsighted object, and did not extend across the sky as in the case of conventional aircraft contrails.

II. DISCUSSION

The contrail was observed by the pilots of three F-84 type aircraft with only one giving chase. This pilot chased the contrail for 50-60 miles before breaking off. A full armament and fuel load was being carried, however, source stated he was closing with the object fairly well. During the chase, this pilot took approximately 30 feet of gun camera film. This film was received in very good condition, and has been analyzed by the photographic laboratory at WADC. Their conclusions are:

a. The white streak photographed is probably a vapor trail from a rapidly moving object of unknown velocity. The object itself is invisible in the photographs.

b. The exhaust vapor trail, apparently from a twin propulsion unit, is more pronounced at the end of the film than at the start, as though the object were accelerating in response to pursuit. The configurations in the trail appear to be due to maneuvers performed by the object.

c. An additional vapor trail, thought to be due to lifting surfaces, is also in evidence, but it dissipates rapidly. This additional vapor trail appears to be centered about the exhaust trail.

d. Within the period of time represented by the film, the photographic plane may have reduced the distance between the object and itself. However, the flight paths are not parallel by a considerable angle, so that the objects distance and velocity with respect to the plane cannot be determined with useful precision.

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18

T53-7362

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Since there was nothing gained by photo-analysis that would actually aid in identifying the object involved, this report is being sent to the Aircraft Laboratory of WADC for further analysis. Until the report is returned from WADC, this incident will be carried by Project Blue Book as unknown.

III. CONCLUSION

Unknown.

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THIS CASE INCLUDES
3 8X10 PHOTOS OF
CONTRAILS

AND
ONE (1) 16 mm film
(see following accession)
~~IN~~ NOT microfilmed

16MM FILM

MARCH 3, 1953

LUKE AFB, ARIZONA

OBSERVER - AIR VISUAL

FILE # 1003382

IN CUSTODY OF AUTO-VISUAL DIVISION

1575

RR JWFDL JEPHQ JEDWP JEDEN JEDST.555

DE JWPUK 36

R 062100Z

FM CG LUKE AIR FORCE BASE ARIZONA

TO JEPHQ/D/I HQ USAF WASH 25 DC

JEDWP/ATIC WRIGHT PATTERSON AFB OHIO

JEDEN/CG ENT AFB COLORADO SPRINGS COLO

JEDST/CG ATRC SCOTT AFB ILL

JWFDL/CG CREWTF RANDOLPH AFB SAN ANTONIO TEX

/R ~~REDACTED~~ /GB208C. FLYOBRPT.

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- (1) CONSEEION PATTERN OBSERVED, TRAVELLING DUE WEST, APPROX 300-500 FEET IN DIAMETER, SPEED 400 MPH TRUE, VARYING IN SHAPE.
- (2) 1325M 3 MAR 53, FOR 10 MINUTES.
- (3) AERIAL OBSERVATION, 25000-30000 FEET, FROM F-34 TYPE A/C.
- (4) EJGE 4525 (GEOREF) AT 25000 FEET TO EJFE 5520 AT 35000 FEET.
- (5) OBJECT SIGHTED BY CAPTAIN RODERICK D THOMPSON, 3600 F T GP, THIS BASE.
- (6) WEATHER: CLEAR VISIBILITY 45 MILES, TEMPERATURE 48 DEGREES, DEW POINT 26. WINDS ALOFT: 30000 FEET-300 DEGREES-35 KN, 45000 FEET-270 DEGREES-50 KN,

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PAGE TWO JWPUK 36

(7) NONE

(8) APPROX 30 FEET GUN-CAMERA FILM.

(9) NONE

Request to see if anything shows up on film if so forward to RTIC

UNCLASSIFIED

ACTION

-9 MAR 1953

11 50 Z

7 MAR 53 04 05 Z

1. Atia
3. Atia
3. C. filan

F-84-GUN CAMERA FILM

RE057

WPD065

YDB060

KYB056E

XXA011

KMA035

XXB031

CXC053

MPUK 047

ATIC
1953 MAR 7
INFOR
10:15

U. S. A.

UNCLASSIFIED

FLYOVERPT

Parker Dam Area

3600 Flying Trng Wing (Intelligence Office)

6 March 1953

3 March 1953

C-3

2/Lt. Louis Curry

Captain Roderick D. Thompson

AFL-200-5, FLYOVERPT, Our Message Form

Report submitted in compliance with AFL 200-5, Department of the Air Force, dated 29 April 1952.

Observation of unidentified flying object by Captain Roderick D. Thompson of this base.

Significance of this report is undetermined.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

APPROVED:

Louis Curry
LOUIS CURRY
2/Lt. USAF
3600 Flying Trng Wing
Intelligence Officer

2
Incl 1 - Statement
Incl 2 - Sketch 1 and 2

Original - D/I, DC3/O, Headquarters USAF, ATTN: AFOIN-3/CC
1 cc - Chief, Air Tech Intel Center, ATTN: AFIAA-2c, Wright-Patterson AFB, Ohio
2 cc - CG, Air Training Command, Scott AFB, Belleville, Illinois
1 cc - CG, Crew Training Air Force, Randolph AFB, San Antonio, Texas

UNCLASSIFIED

3600th Flying Trng Wing
Luke AFB, Glendale, Arizona

2

3

Captain Roderick D. Thompson, instructor pilot, assigned to Luke Air Force Base, reported the sighting of an unidentified object which he and two fellow officers observed while on a training mission.

Investigation by this office produced the following information:

1. Object was never actually observed, but a high altitude condensation pattern was observed. When first sighted, contrail was approximately 300-500 feet in diameter. The pattern began with a smooth, knifelike leading edge, developing into a crescent shape, very thin in depth and with an irregular trailing edge. (ref sketch 1, Incl 2). As the source gave chase, the contrail made a slight dip to the northwest and began climbing at 20 degrees. During this maneuver, source and object were at right angles and he observed the pattern to appear as a sharp nosed, very thin object, about 300-500 feet long with an irregular, wispy trailing edge. (ref sketch 2, Incl 2). Immediately, a heavy condensation trail began to form and extended for approximately 1000 feet back, at which point it separated into a double trail which again was approximately 1000 feet long, ending abruptly. At this time object was travelling at an estimated 400 MPH true air speed. The most unusual feature was the contrail stayed with the unsighted object, and did not extend across the sky as in the case of conventional aircraft contrails.
2. Time of sighting was 1325M hours on 3 March 1953, for a period of 7 - 10 minutes.
3. Manner of Observation: Aerial observation at 25,000 - 30,000 feet from an F-84 type aircraft. Pilot was cruising at 25,000 feet altitude, true airspeed 500 MPH when object was first sighted. A few minutes later, 30,000 feet altitude and 560 MPH was attained and pilot chased object for an estimated 50 - 60 miles before breaking off chase. A full armament and fuel load was being carried, however, source stated he was closing with the object fairly well.
4. Observers position at time of sighting was approximately RJGE 4525 at 25,000 feet on the GEDREF grid, with contrail at ten o'clock high, approximately over RJFB 5520 at 35,000 to 45,000 feet altitude on a heading due west.
5. Sighting was made by Captain Roderick D. Thompson, 3600 Fighter Trng Gp (ftr) Luke Air Force Base, Glendale Arizona. Captain Thompson, an instructor pilot, was leading a flight of three F-84 type aircraft on a simulated combat strike to Nellis AFB. Lt. Jack R. Brasher, and Lt. Thomas W. Hale III, student pilots, were accompanying source and also observed subject contrail. However, these men did not give chase to the sighted object.
6. Weather at 9:30M hours clear, visibility 45 miles, temperature 48 degrees, dewpoint 26. Winds aloft: 30,000 feet - 300 degrees at 35 knots; 45,000 - 270 degrees at 50 knots.
7. No meteorological phenomenon reported.
8. Captain Thompson took approximately 30 feet of gun camera film during the observation.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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STATEMENT

5 March 1953

On 3 March 1953 while leading a flight of three F-84 aircraft on a simulated combat strike to Nellis AFB, convoy #8, I observed a high altitude condensation pattern of an aircraft or object of peculiar and unfamiliar shape and size.

At the time of observation we were cruising at 25000 feet altitude at 500 MPH true airspeed and on a heading of 305° magnetic course. My position was approximately EJJCE 4525 on the GEORET grid, and the pattern first appeared at 10 o'clock high and was estimated to be approximately over EJJFE 5520 at 35 to 45000 feet.

My first view was at about $\frac{1}{4}$ plan view and I estimated it to be about 300 feet in diameter, however, size and distance was difficult to determine since there were no known dimensions or references. I called the object to the attention of my flight but no one was able to identify it. The main peculiarity, other than size, was that the object making the pattern remained invisible, but the pattern began with a smooth knifelike leading edge and developed back into a $\frac{3}{4}$ perfect crescent shape, very thin in depth and with an irregular trailing edge. At this time there were no condensation trails of the familiar type often made by jet or conventional aircraft when flying at altitude, but rather appeared as if an entire wing surface of high sweep-back or circular design was producing a thin condensation from the leading edge back.

I turned toward the object and began a climbing chase at full power. The object made a slight dipping turn toward the northwest and began climbing at about 20 degrees of climb. At this time I was at about right angles and the pattern appeared as a sharp nosed and very thin object with an irregular, wispy trailing edge and about 300 - 500 feet long. Immediately thereafter a heavy condensation trail began to form behind it and extended for perhaps a thousand feet or so back, at which point it separated and a double trail extended for perhaps another thousand feet and then ended abruptly. The contrail stayed with the object and did not extend back across the sky as exhaust contrails generally do.

*Some
app. trails
quite fast.*
I attained 30,000 feet and about 560 MPH true airspeed and chased him for about 50 to 60 miles. I was carrying a full armament and fuel load, however, I was closing fairly well. I estimated his speed at about 400 MPH true. I fired about 30 feet of gun camera film and at this time was over the river just north of Parker Dam. I figured it would take quite a long chase to catch him and that it was probably some craft out of Murco AFB, so I broke off the chase and continued to Nellis AFB.

The object was first observed at about 1325 hours and I chased him for about seven minutes before breaking off. I was unable to get into position for a picture of the plan view, but did get some excellent pictures of the side view.

Neither I nor any member of the flight was able to identify or to actually see the object itself. This statement is submitted only as an incident report of aerial phenomenon observed in flight.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Incl 1

Roderick D. Thompson
RODERICK D. THOMPSON
Captain USAF
Instructor Pilot

UNCLASSIFIED

753-3165-A

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3600th Flying Trng Wing
Luke AFB, Glendale, Arizona

3

3

9. None

10. No other military or commercial air traffic was in the vicinity at time of sighting.

LOUIS CERRY
2/Lt. USAF
Intelligence Officer
3600th Flying Trng Wing

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

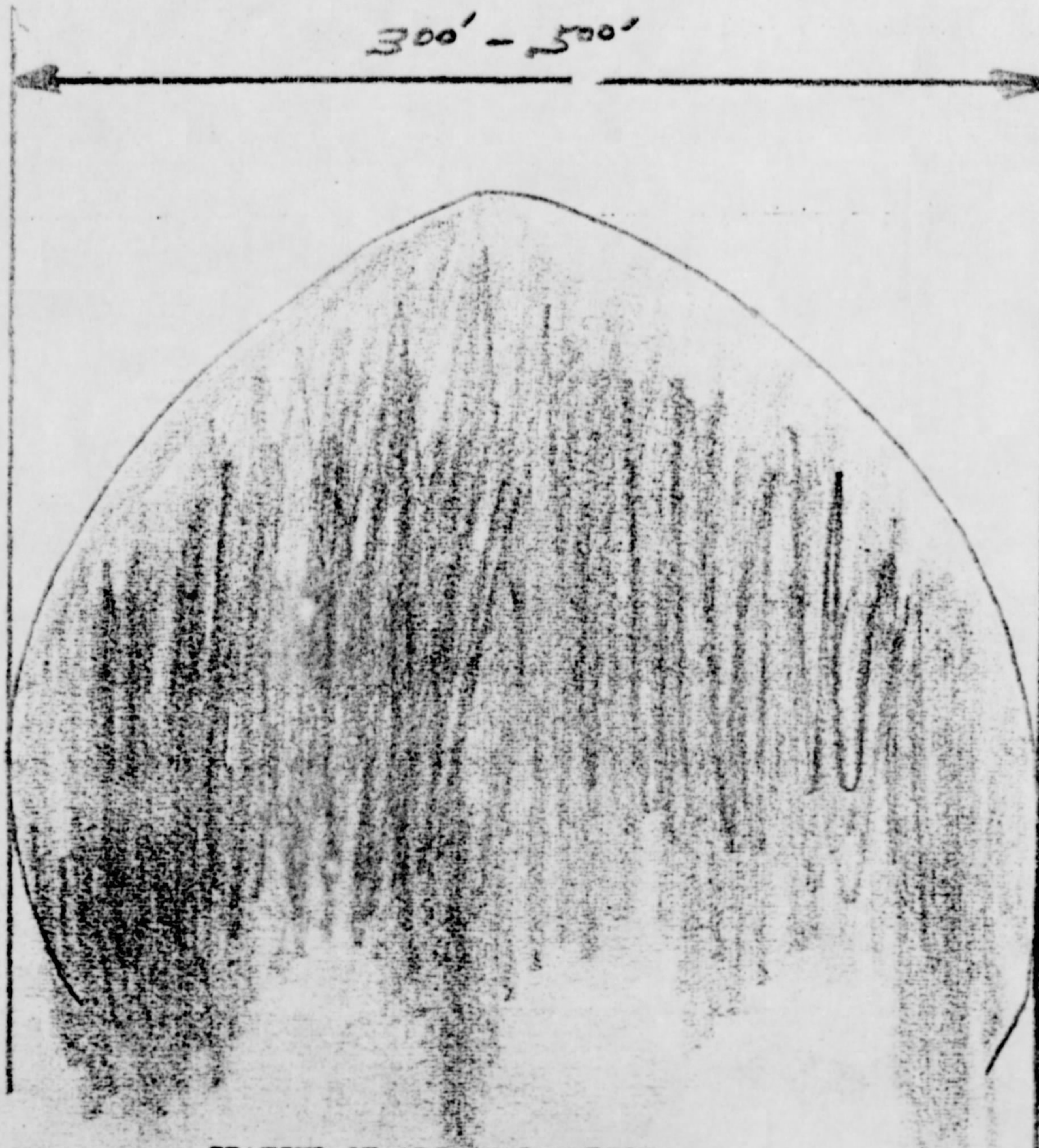
3600th Flying Trng Wing
Luke AFB, Glendale, Arizona

REPORT NO.

PAGE

OF

PAGES



DRAWING OF ORIGINAL SKETCH

Incl 2 (Sketch 1)

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DOD CIR 5200.10

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)
3600th Flying Trng Wing
Luke AFB, Glendale, Arizona

REPORT NO.

PAGE

OF

PAGES



Later



DRAWING OF ORIGINAL SKETCH

Incl 2 (Sketch 2)

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

~~RESTRICTED~~
~~SECURITY INFORMATION~~

UNCLASSIFIED

ACTION

1. Attn
2. Attn
3. C. file

-9 MAR 1953 12 06 Z

7 MAR 53 03 24 z

HS

INFORM

1953 MAR 6
ARTIC
2214

RD249V

WPA064

XYA051

XXF052

CXC042

JWPUK 043

NMNM JEDWP

DE JWPUK 37

NM 062100Z ZNJ

FM CG LUKE AIR FOR BASE ARIZONA

TO CHIEF AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

/R [REDACTED] GB211C. FLYOBRPT : ATTN: ATIAA-2C) MYMSG GB

208C REQUEST SHIPPING INSTRUCTIONS OF FILM TO YOUR HEADQUARTERS FOR
TECHNICAL ANALYSIS.

06/2330Z MAR JWPUK

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DECLASSIFIED AFTER 12 YEARS;
DOD DIR 5200.10 -

Assessed by T. H. K. - I know, it is
my file - will eventually enter it
in the file

[REDACTED]
[REDACTED]

UNCLASSIFIED

Cy1

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

TO: CG LUKE AIR FORCE BASE ARIZONA

INFO:

DATE-TIME GROUP

101300Z MAR 53

SECURITY CLASSIFICATION

PRECEDENCE
FOR:

ACTION

ROUTINE

INFORMATION

☐

BOOK MESSAGE

☐

ORIGINAL MESSAGE

☐

MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☒ NO

REFERS TO MESSAGE:

IDENTIFICATION

GE211C

CLASSIFICATION

~~RESTRICTED~~

UNCLASSIFIED

FROM: AFOIN-ATIAE-3-6-E

Reference your message GE211C, concerning unidentified aerial object sighting by F-84 type aircraft recording object on gun camera film. ATIC requests your base determine if any noticeable object turns up on this film and if so, that the film be forwarded at the earliest possible date to the Air Technical Intelligence Center, Wright-Patterson AFB, Ohio, ATTN: ATIAE-5.

In reply cite Project Blue Book.

COORDINATION:

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DOD DIR 5200.10

UNCLASSIFIED

~~RESTRICTED INFORMATION~~

SECURITY CLASSIFICATION

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

LT R.M. OLSSON/vs

RELEASING OFFICER'S SIGNATURE

SYMBOL

ATIAE-5

TELEPHONE

65365

OFFICIAL TITLE

ROBERT C. BROWN, MAJOR, USAF
AIR ADJUTANT GENERAL

DD

FORM
1 OCT 49

173

REPLACES NME FORM 173, 1 MAY 49,
WHICH MAY BE USED.

16-58222-3 U. S. GOVERNMENT PRINTING OFFICE

ATIAE-5 File

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

DATE-TIME GROUP

RESTRICTED

PRECEDENCE
FOR:

ACTION

INFORMATION

CG ATIC

TO:

CG LUKE AIR FORCE BASE ARIZONA

☐ BOOK MESSAGE☐ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

INFO:

08211C

FROM: AFOLN-ATIAE-3-4-2

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.19

UNCLASSIFIED

Reurmsg 08211C. ATIC has received 30 ft. of gun camera film in reference to sighting of unidentified object by F-4H aircraft. In looking over film several questions arise before determination of object's identity can be attempted. Please include all the following questions and other information on an AF Form 112 as required in AFL 200-5, and forward at the earliest possible date: 1) Although the object on the film does not appear to be a vapor trail, is the pilot of the F-4H completely convinced that it was not a vapor trail? 2) To the pilot, was the object as dark as it appears on the film? 3) How close did the pilot estimate he got to the object? 4) Check local air traffic to determine if possible vapor trails could be cause of the sighting. 5) ATIC feels that a long thin cloud may have caused the sighting. Were there any cirrus cloud formations in the area? What altitude was the cloud deck below the aircraft?

UNCLASSIFIED

ATIAE-5

SECURITY CLASSIFICATION

PAGE 1 3 PAGES

HEADQUARTERS
3600TH FLYING TRAINING WING (FIGHTER)
LUKE AIR FORCE BASE
Glendale, Arizona

13 March 1953

SUBJECT: Project Blue Book

TO: Air Technical Intelligence Center
Wright-Patterson Air Force Base, Ohio
Attention: ATIAE-5

Reference your message of 10 March 1953, Project Blue Book, enclosed
is gun camera film referred to in our message GB 2110.

FOR THE COMMANDING GENERAL:

UNCLASSIFIED

COUNTRY U. S. A.		REPORT NO.	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT FLYOBREP			
AREA REPORTED ON Parker Dam Area		FROM (Agency) 3600 Flying Trng Group (Intel Section)	
DATE OF REPORT 20 March 1953	DATE OF INFORMATION 3 Mar 53 & 19 Mar 53	EVALUATION C-3	
PREPARED BY (Officer) Major William D. Barnes		SOURCE Captain Roderick D. Thompson	
REFERENCES (Control number, directive, previous report, etc., as applicable) AFL-200-5, FLYOBREP, Our Message Form			

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.)

In reply to your TWX, dated 17 March 1953, reference Project Blue Book, the following information is submitted (supplementing Flyobrpt 6 March 1953, Secret):

1. Pilot stated in original statement that it was a vapor pattern. He is positive it was not a vapor condensation formed behind a conventional or jet engine. The vapor pattern covered the entire surface of the object. The three pilots or the camera never saw the actual object.
2. Film is negative. If film were reversed to positive print, it would show as it actually was, i.e., a white vapor or condensation pattern.
3. Without one known dimension size and distance is extremely difficult to estimate. Rough estimate would be five to ten miles.
4. Local flying training was being conducted during time sighting was made. However, sighting was made outside of local flying area and above local flying altitude. The pilot who made the observation states that it could not have been any of the jet models in general use but that it might have been an experimental model from Muroc Lake.
5. Sky was absolutely clear at time of sighting at all altitudes in the visible area. Approximately 100 miles southeast of area broken fog bank layer had tops at 6,000 to 7,000 feet. There were no higher clouds in the area. Pilot states it positively was not a cloud. The pattern he photographed was forming at the time of observation. It had direction and motion at the rate of approximately 400 MPH true air speed.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

APPROVED

William D. Barnes
WILLIAM D. BARNES
Major USAF
3600th Flying Training Group
Intelligence Officer

No INCL.

DISTRIBUTION BY ORIGINATOR

Original & 1 cc to to Chief, Air Tech Intel Center, Attn: AFIAA-2c, Wright-Patterson AFB, Ohio

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

DATE-TIME GROUP

SECURITY

171453 112 53
PRECEDENCE
FOR:

ACTION

INFORMATION

TO:

☐ BOOK MESSAGE☐ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☐ NO

INFO:

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

In reply cite Project Blue Book.

COORDINATION:

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 DOD DIR 5200.10

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DRAFTER'S NAME (and signature, when required)

/L3 R. M. Clason/jos

RELEASING OFFICER'S SIGNATURE

 OFFICIAL TITLE ROBERT C. BRINN, Major, USAF
 Air Adjutant General
DD FORM 173
1 OCT 49
 REPLACES NME FORM 173, 1 MAY 48,
 WHICH MAY BE USED.

13-58923-3 12 U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED

SECURITY

CLASSIFICATION (if any)

DISPOSITION FORM

FILE NO.

SUBJECT

(Uncl) Transmission of Films for Analysis

TO WOLF

FROM ATIAE-5

DATE 15 Apr 53

COMMENT NO. 1

A/IC Futch/vs
65365/B263/P A-30

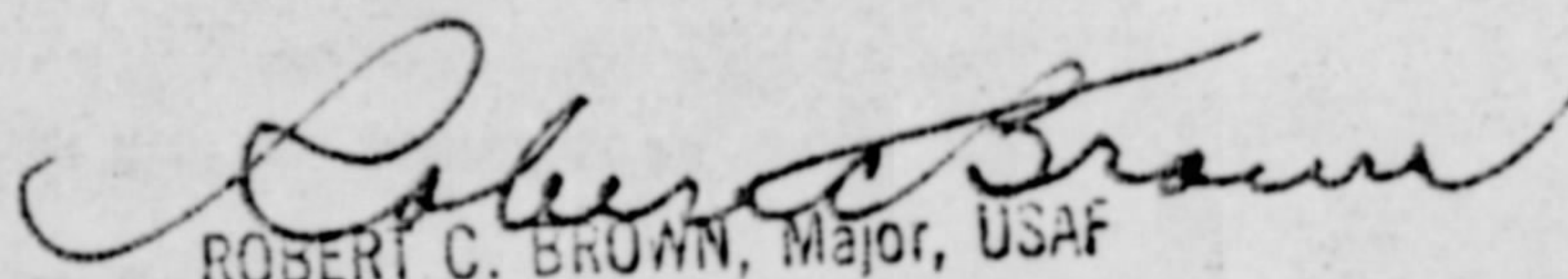
1. Pursuant to conversations that your office had with Mr. Herman of the Air Technical Intelligence Center in October 1952, it is requested that you analyze the inclosed gun camera film of an unidentified aerial object.

2. The film and all the facts on the incident have been carefully examined and ATIC has been unable to conclude the identity of the object. If the object was a vapor trail it seems to us there would have been a gradual decrease in density near the end and a gradual split of the vapor would have occurred.

3. We are also inclosing all the information received on the sighting so that you will be familiar with all the facts surrounding the sighting.

2 Incls

1. Gun camera film
2. File dtd 3/3/53



ROBERT C. BROWN, Major, USAF
Air Adjutant General
Air Technical Intelligence Center

If inclosure / ✓ ✓ Is withdrawn (or not attached), the classification of this correspondence will be downgraded to ~~Secret~~ in accordance with paragraph 25E, AFR205-1.

UNCLASSIFIED

T53-4545

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

FROM: (Originator)

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

DATE-TIME GROUP

232030Z MAR 53

SECURITY CLASSIFICATION

PRECEDENCE
FOR:

ACTION

ROUTINE

INFORMATION

☐

BOOK MESSAGE

☒

ORIGINAL MESSAGE

☐

MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

TO: CG EDWARDS AFB MURDOCK CALIF

INFO:

FROM: APOIR-ATIAE-2-13-53 FOR INTELLIGENCE OFFICER

ATIS contacting your base with reference to an unidentified object sighting made by an F-94 pilot from Luke AFB, Arizona. Time of sighting was 1325 hrs. MST, 3 Mar 53. Pilot shot 30 ft. gun camera film resulting in an object which appears to be a long contrail and this pilot is of the opinion that the object may have been an aircraft from Edwards AFB. ATIS desires to know if any aircraft of your base were in the area of sighting (GEORGE EJOE) between 25,000 to 35,000 ft.

In reply cite Project Blue Book.

YES = B-36

COORDINATION:

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

UNCLASSIFIED

SECURITY CLASSIFICATION

PAGE 1 OF 1 PAGES

RELEASING OFFICER'S SIGNATURE

WRITER'S NAME (and signature, when required)

LT R.M. CLSSES/va

SYMBOL

ATIAE-3

TELEPHONE

65365

OFFICIAL TITLE

ROBERT C. BROWN, MAJOR, USAF
AIR ADJUTANT GENERAL

DD

FORM
1 OCT 49

173

REPLACES NME FORM 173, 1 MAY 49,
WHICH MAY BE USED.

16-58923-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

ATIAE-5 File

85 GUILTY HYPOTHESIS

AUTH: CG WADC

Initials A. N. Turemburg
Date 5 May 1952

SUMMARY

Paper prints from frames of this film clarify the nature of the trail, but fail to show any object at the point where the trail is being generated. In the final sequence, the point of generation is definitely receding from the point of division of the trail, supporting the belief that the trail is indeed a vapor trail from a rapidly moving object. It was found from trial that no measurements of velocity or distance from the camera position can be made with any reliability, because of insufficient reference information in the frames.

The trail itself appears to be a combination of two effects. One is a long dual trail, as though from a twin exhaust propulsion unit. The fork in the trail would then appear to be the result of a steep banking turn, with respect to the camera position, followed by a quick return to nearly level flight. The other trail effect is of shorter duration, a broader trail apparently generated by broad lifting surfaces. As this short trail component dissipates, a dark streak can be seen between it and the exhaust trail, suggesting that the lifting surface is inclined slightly with respect to the camera position.

Near the end of the film, both the length and thickness of the broad trail component increase to roughly twice their size in the earlier frames of the film, suggesting that the photographic plane may have come closer to the object. However, this assumption holds only if the object has not accelerated and is not generating a heavier trail in the later frames. The pilots' report indicates some acceleration, making this assumption somewhat doubtful.

ANALYTICAL PROCEDURES

Motion Picture Projection of the Negative Film.

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53WC-23596A

~~SECRET~~

~~SECURITY INFORMATION~~

UNCLASSIFIED

AUTH: CG WADC

Initials R. H. Hensley

Date 5 May 1953

SUBJECT: (Uncl) Transmission of Films for Analysis

TO ATIAE-5
(No Reply Required)

FROM
WCLFP-2

DATE
Mr. Chapman/hea
31361/B17/P119

COMMENT NO. 2

1. Subject negative motion picture film has been examined as requested, and a brief report of the findings is attached.

2. The object producing the apparent trail is entirely invisible in the photographs. There are no sequences to support the pilots impression of the leading edge shape as viewed from below, confirming his report that no photographs were taken in this position. The photographs confirm his side view impressions.

3. It is doubtful that any further useful information, other than that in the attached report, can be drawn from the film.

2 Incls

1. Gun camera film
2. File dtd 3/3/53
3. Rpt "Analysis of 16mm
Motion Pic Film of
Unidentified Object
Producing Unusual Vapor Trail"


JOHN A. HANCOCK
Lt. Colonel, USAF
Ass't. Chief, Photo Reconnaissance Laboratory
Directorate of Laboratories

IF ENCLOSURES ARE WITHDRAWN (OR NOT ATTACHED) THE
CLASSIFICATION OF THIS CORRESPONDENCE WILL BE CALI-
CELLED IN ACCORDANCE WITH PAR. 23/4 AIR-205-1. *marked Rect*

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~~SECRET~~

5344-22596

~~SECRET~~
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DOD DIR 5200.10

Description of Camera Used.

The F-34 aircraft is equipped with the Type N-9 general purpose 16 millimeter gun camera, which can be set to operate at 16, 32, or 64 frames per second, with corresponding shutter speeds of 1/40, 1/60, and 1/160 sec. It is also provided with an overrun system, which continues to take pictures for 1, 2 or 3 seconds after the trigger switch is released. This provides for photography of strikes made by the guns.

When The trigger switch is released, a black bar appears in the upper left corner of the pictures as the camera continues to operate, indicating the point in the sequence where the gunfire ceased. At the end of the overrun period, the camera shows one or more overexposed frames, and the bar is not visible when the next sequence is triggered. However, the next sequence may be triggered before the overrun period has elapsed, in which case the bar disappears and the camera continues to operate without interruption.

Information from Ten Diameter Paper Enlargements.

Five enlargements to ten diameters were made at points along the film, to see if further information could be obtained. The white vapor trail is clearly outlined in these photographs, but the object producing the trail remains invisible. The start of the trail is sharp, however, confirming the pilot's impression of a leading knife-edge.

These enlargements definitely show a two component structure in the vapor trail. The long part of the trail appears sharp, and is itself a double trail, as from a dual exhaust propulsion unit of some sort. At several points along its length, faint dark traces of clear sky can be seen between the two trails, in addition to the clear division in the trails near the edge of the field of view. This double trail impression is weak, however, because of the grainy structure of the photography at this enlargement.

The other component of the trail is shorter and also broader, as though from a wing or similar lifting surface. This component dissipates rapidly, and is separated from the exhaust component by a perceptible black streak on one side. The short trail appears to be centrally located with respect to the exhaust trail, roughly the same amount being visible both above and below the exhaust trail.

Measurements on the successive photographs show perceptible motion of the object position away from the fork in the exhaust trail. This seems to verify that the streak is indeed a trail, issuing from a rapidly moving object. The dimensions of the broad trail, cannot be measured with any precision, but (there is an indication) that the photographic plane was able to approach the object. It is estimated that the broad trail in the final pictures is almost twice its size in the single print, No. 1, taken near the start of the film. This may (probably) indicate that the photographic plane approached to (about) half the original distance from the object, but the angle between flight paths is not known, and relative velocities cannot be determined with any useful precision.

Attempts to Measure Range of Object Unsuccessful.

An attempt was made to determine the range of a portion of the exhaust trail near the fork. A careful examination of the prints showed no apparent pattern of perspective.

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variations that repeated from one frame to the next. It was proposed to measure the change in apparent dimension of part of this trail that could be identified, and from this to calculate the range, knowing the approximate time elapsed and the speed of the photographic plane. However, the error that had to be allowed in these measurements (exceeded) 100 percent in the final range estimation. This amount of uncertainty, coupled with the unknown flight path angles, prevents any useful estimate of the objects' speed.

Identification of Prints.

Print (1) is a ten diameter enlargement of 3 frames early in the film. Prints (2)-(5) were taken during the last sequence on the film. The timing of this last sequence is derived from the camera data given above.

The following camera cycling intervals were observed on the film during the last sequence:

- (a) 19 frames triggered
- (b) 45 frames of overrun
- (c) 41 frames triggered
- (d) 46 frames of overrun to end of film.

Print (2) was made at the end of (a), print (3) at the end of (b), print (4) at the end of (c), and print (5) at the end of (d). It is concluded that the camera was set for 16 frames per sec, because (a) would probably be too short a triggered run at any higher cycling speed. It was next concluded that the overrun was set for 3 sec, but that the camera was triggered at (c) again, just before the end of the (b) overrun, since no break in object position or altitude can be seen, and since there is no overexposed frame there. Overrun (d) apparently carried to the end of the film.

CONCLUSIONS

1. The white streak photographed is probably a vapor trail from a rapidly moving object of unknown velocity. The object itself is invisible in the photographs.
2. The exhaust vapor trail, apparently from a twin propulsion unit, is more pronounced at the end of the film than at the start, as though the object were accelerating in response to pursuit. The configurations in the trail appear to be due to maneuvers performed by the object.
3. An additional vapor trail, thought to be due to lifting surfaces, is also in evidence, but it dissipates rapidly. This additional vapor trail appears to be centered about the exhaust trail.
4. Within the period of time represented by the film, the photographic plane may have reduced the distance between the object and itself. However, the flight paths are not parallel by a considerable angle, so that the object's distance and velocity with respect to the plane cannot be determined with useful precision.

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RECOMMENDATION

It is recommended that the Aircraft Laboratory be consulted for further analysis of vapor trail shown in this film.

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53 UC-23596A

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DISPOSITION FORM

SECURITY

CLASSIFICATION (If any)

TIC-6-4
1370-1
18 June

FILE NO.

SUBJECT

(Uncl) Transmission of Film

TO

WCISO-2

Attn: Mr. E.V. Argabright

FROM

ATIC

DATE

21 MAY 1953
A/IC M.G. Futch/jos
65365/B263A/PA30

COMMENT NO. 1

1. Pursuant to the telephone conversation your office had with Lt R. M. Olsson of the Air Technical Intelligence Center on 18 May 1953, it is requested that you examine the inclosed negative of gun camera film in order to determine the possibility of the unidentified aerial object being any type of known aircraft.

2. The film was analyzed by the Photo Reconnaissance Laboratory, WADC, as showing the vapor trail of an unknown object. They recommended that your office be consulted for further analysis. The object making the vapor trail was invisible during the entire period of observation.

3. We are also inclosing all the information received on the sighting so that you will be familiar with all the facts surrounding the incident.

2 Incls

1. Gun Camera Film
2. File dtd 3 Mar 53

Barbara P. Hanawalt
BARBARA P. HANAWALT
1st Lt., USAF, Asst. Adj.
Air Technical Intelligence Center

If inclosure 1 and 2 is withdrawn
(or not attached), the classification of this correspondence will
be downgraded to Restricted in
accordance with paragraph

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T53-5895

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(U) Transmission of Film

TO AFIC

FROM WCISO-1

DATE JUN 11 1953 COMMENT NO. 2
Mr. Argabright/ea
26232/B50/R106

The negative gun camera film and the positive prints from the film strips were examined by personnel of this Laboratory who were unable to identify the object forming the traces shown in the photographs. It is suggested that two aircraft rather than one may have formed the traces shown and that the distance may have been sufficiently great to prevent visual detection or register on the film strip.

2 Incls
n/c

E. V. Argabright
ELMORE V. ARGABRIGHT
Chief, Evaluation & Requirements Section
Plans & Operations
Aircraft Laboratory
Directorate of Laboratories

If inclosure 1 and 2 is withdrawn (or not attached), the classification of this correspondence will be downgraded to Restricted in accordance with paragraph 25E, AFR-205-1.

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53WC-23596-C

MEMO FOR LUKE AFB SIGHTING

Project Blue Book personnel discussed the possibility of the vapor trail observed at Luke AFB being formed by a guided missile with the Guided Missiles Section of ATIC on 24 June 1953. The topic of discussion centered around the following questions:

1) Is there a possibility of a missile being in the vicinity of Luke AFB? 2) Will a missile make this type of contrail at an altitude of 35,000'?

The analysts of the Missiles Section stated that the chances are slim for a missile being in the vicinity of Luke AFB. Everytime a missile gets out of hand, it is shot down by planes to prevent its getting outside the testing grounds.

It was agreed that a missile does not make this type of trail at the above mentioned altitude. The analysts expressed their belief of the contrail being caused by two aircraft at a high altitude.

CONCLUSION: Object making the contrail was not a guided missile.

MFG/jos
24 June 1953

ACTION

1 JUL 53 00 22z

pl

RC83

WPE123

XYB137

JWPRH A469

RR JEDWP

DE JWPRH 011

R 302200Z ZNJ

FM COMDR MARCH FLT SV CEN MARCH AFB CALIF

TO COMDR ATIC WRIGHT PATTERSON AFB OHIO

/ ~~REDACTED~~ / UNZ 30-F-3 PD CITE PROJECT BLUEBOOK PD REF
AFCIN-ATIAE-6-22-E A THROUGH CHECK OF POINT TO POINT FLIGHT PLANS
REVEALED NO MILITARY FLIGHTS WERE IN THE LUKE AFB AREA ABOVE 20000
FT AT THE TIME INDICATED PD SMITH COMDR MARCH FLT SV CEN

30/2244Z JUN JWPRH

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3 at
4 files*

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DOD DIR 5200.10

~~REDACTED~~
~~REDACTED~~

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on

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

FROM: (Originator)

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

DATE-TIME GROUP

211745Z JUN 53

SECURITY CLASSIFICATION

RESTRICTED

PRECEDENCE
FOR:

ACTION

INFORMATION

ROUTINE

☐ BOOK MESSAGE☐ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

TO:

Comdr, ATIC

Comdr March AF Base California

INFO:

FROM: AFCH-ATIAE-6-22-53 FOR MARCH Flt Sv Cn (MATS)

On 3 Mar 53 unidentified vapor trails were sighted over Luke AFB by an F-84 pilot. This sighting was transmitted to the Air Technical Intelligence Center as an unidentified aerial object report. An extensive analysis has been done on the gun camera film taken of the vapor trail along with studies of weather conditions at the time of sighting. Local air bases were contacted in reference to local air traffic. No information has been uncovered as yet to indicate aircraft in the area. For this reason ATIC is contacting you and requesting that you determine from your records if any aircraft were in the area on a westerly course and above 20,000' at approximately 1325 MST on 3 Mar 53.

In reply cite Project Blue Book

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DOD DIR 5200.10

COORDINATION:

ATIAE-5

DATE

ATIAE

Lt Olson

DATE

ATIA

Lt Col Johnston

DATE

SENDER'S NAME (and signature, when required)

Lt R. M. Olson/ Joe

SYMBOL

ATIAE-5

TELEPHONE

65365

SECURITY CLASSIFICATION

RELEASING OFFICER'S SIGNATURE

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PAGE 1 OF 1 PAGES

OFFICIAL TITLE

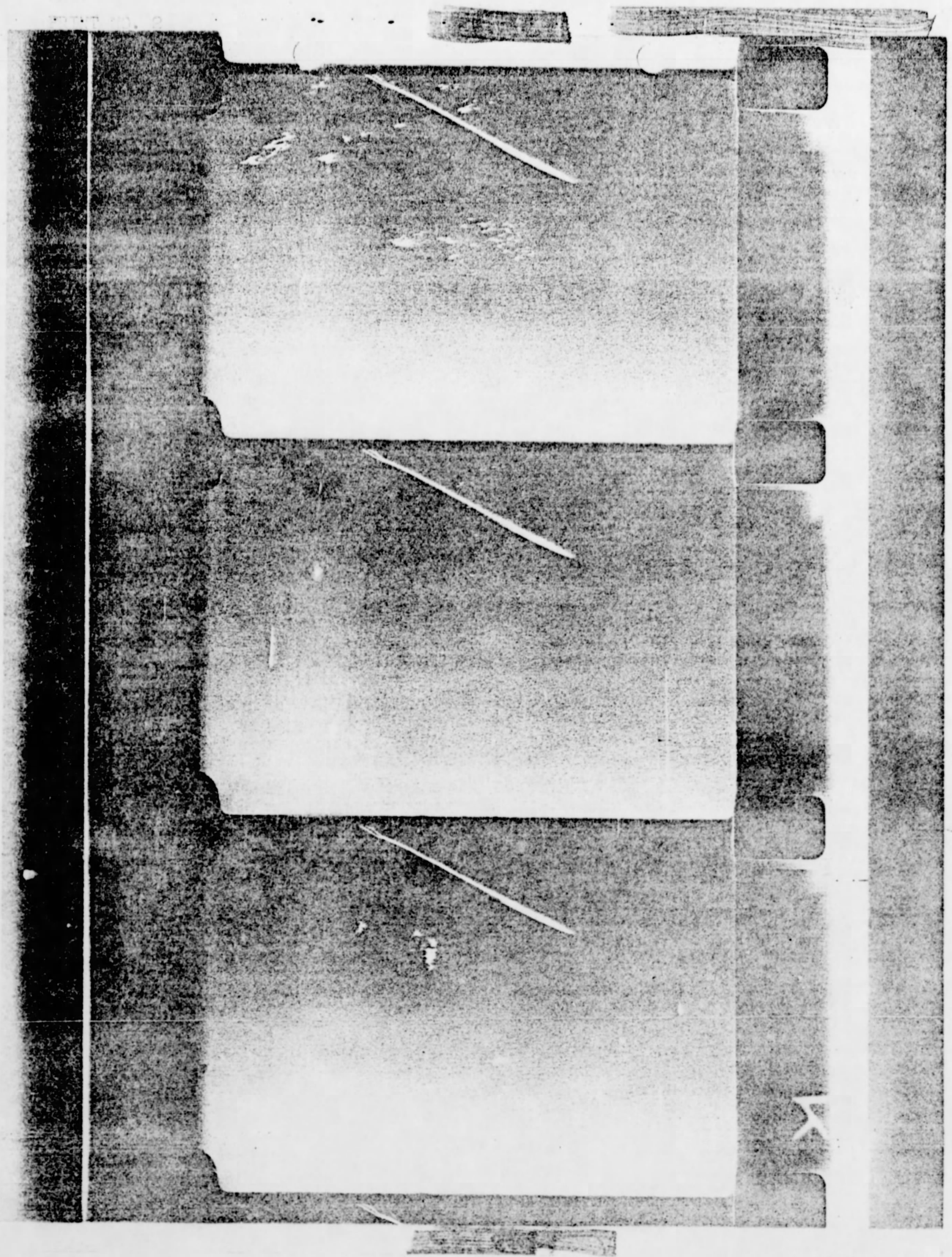
ROBERT C. BRUN, Major, USAF
Adjutant

Information Only
Source: Saucer News

3 March 1953
Luke AFB, Arizona

AIR FORCE RELEASES NEW INFORMATION SHEET: In their latest "Fact Sheet," the Air Force admits that 663 out of the 8,908 cases they have investigated since 1947 still remain unexplained. In general, the Air Force attitude is that whereas there might be intelligent creatures visiting us from outer space, there is no proof of this; and furthermore, the UFOs, whatever they are, do not represent a threat to our national security.

There is one false claim in this Fact Sheet, however. It is stated that "the Air Force has no films, photographs, maps, charts, or graphs of unidentified flying objects. Photographs that have been submitted for evaluation in conjunction with UFO reports have been determined to be misinterpretation of natural or conventional objects. These objects have a positive identification." This allegation contradicts the fact that films taken by the Air Force's own pilots have been classed as "unknowns." A case in point is the film taken on March 3rd, 1953, near Luke Air Force Base, Arizona, as described in detail in Project Blue Book Report No. 7, of which we have the exact text. Also, several motion picture films have been submitted by the public over the years, and after analysis by the Air Force, they have been judged to be genuine movies of genuine "unknowns." Two of these film strips were included a few years ago in the documentary motion picture called "UFO." See James Mel-loden's letter in the middle of Page 5 for more information on this subject.



SECRET

CONFIDENTIAL

[REDACTED]

[REDACTED]

[REDACTED]

59

Point 2

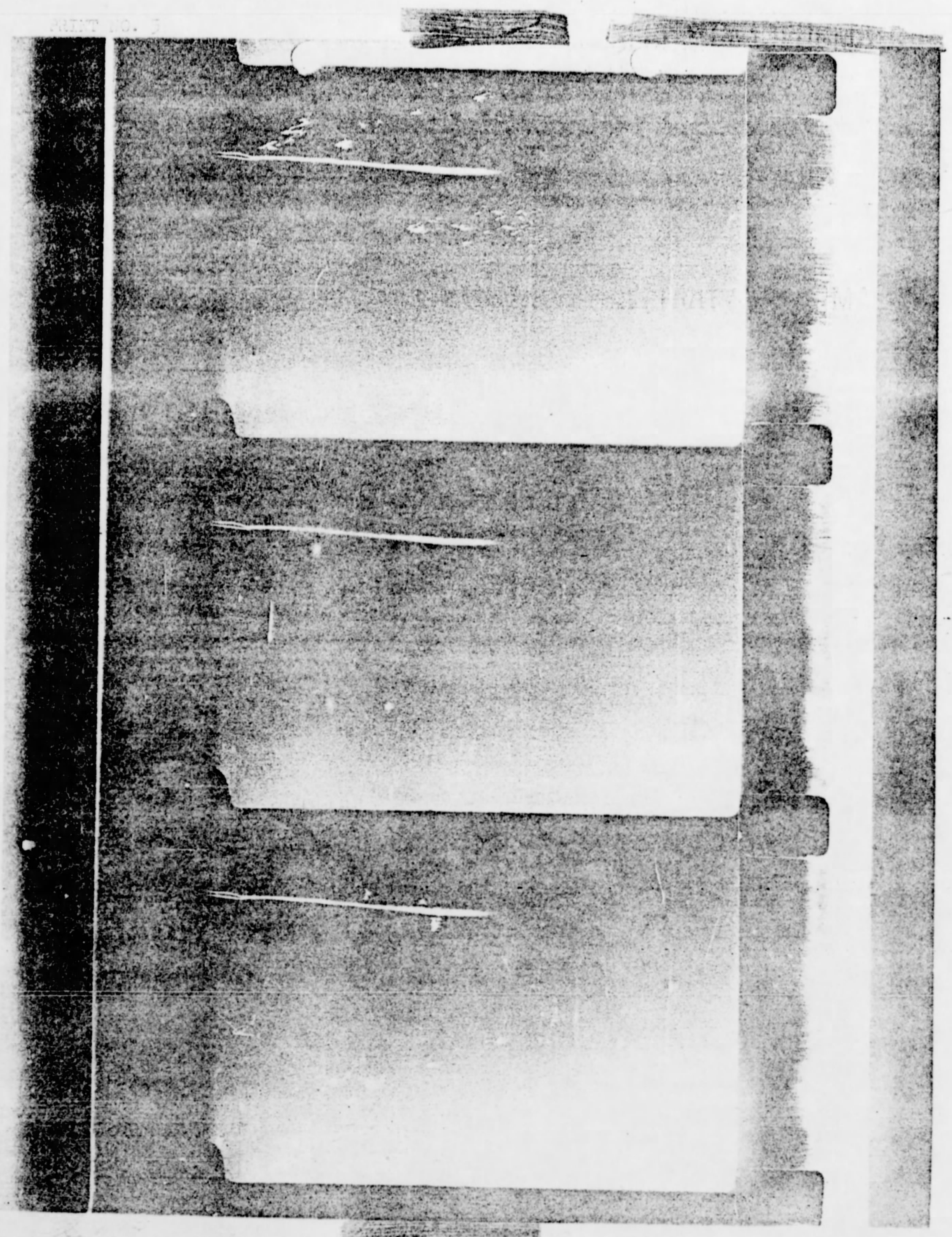
th-2 10X

Sodac

+56 frames (forb)

2

PRINT NO. 3



#2 10X

80 sec

Print ①

⑤ mm D

#2 10X

80 sec

+ 188 frames to end of
film

⑤