

PROJECT 10073 RECORD CARD

1. DATE 9 September 1954		2. LOCATION Seoul, Korea		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☒ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local 1830I - 1840I GMT 09/0930Z - 0940Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION 10-12 minutes		8. NUMBER OF OBJECTS 2		9. COURSE Stationary	
10. BRIEF SUMMARY OF SIGHTING Silver or white in color. No sound. Obj appeared stationary and did not disappear. A/C on scopes. Objects not picked up by ground radar. Made from 2F-36F a/c.				11. COMMENTS Possible weather balloons.	

COUNTRY Korea	REPORT NO. IR-3-54	(CLASSIFICATION) AT10
SUBJECT UFOB		
AREA REPORTED ON Kimpo, Korea	FROM (Agency) 4th Ftr Intep Gp Intelligence APO 76	
DATE OF REPORT 13 September 1954	DATE OF INFORMATION 9 September 1954	EVALUATION B-2
PREPARED BY (Name) James E Bridgett Jr. 2nd Lt. Intell Off		
SOURCE 2 Combt Crew Members (Ftr Pilots)		
REFERENCES (Control number, direction, previous report, etc., as applicable)		

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 112-Part II)

An UFOB was observed between 90930Z and 90940Z. The objects were observed by two pilots. They appeared to be stationary during observation. The pilots were low on fuel so they had to return home before the objects disappeared. Reliability of the pilots may be judged as good.

APPROVED:

[Signature]
CARROLL M. STEPHENSON
Major USAF
Intelligence Officer

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1. AF Form 112 Part II (4cys, 3 pages) Report
2. AF Form 112 Part II (4cys, 2 pages) Statements

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AIR INTELLIGENCE INFORMATION REPORT

UNCLASSIFIED

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 TO: Gp Intelligence APO 76
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1. Description of the object(s)

a. No description as to definite shape of the objects could be determined by the observers.

b. The observers estimated that the objects appeared to be about the size of a pin head held at arm's length and six (6) inches apart.

Note: Mathematical computation using triangulations revealed that the objects were at 59,000 feet above the earth or 25,000 feet above the observers.

c. The objects were either silver or white in color.

d. There were two objects sighted.

e. The objects were abreast each other at about the same altitude.

f. Negative

g. Negative

h. Negative

i. Negative

2. Description of course of object(s)

a. The sun was shining against the objects making them vivid standouts against the sky.

b. The objects were at a 45 degree angle of elevation to the observers. The sun azimuth was approximately 10 degrees.

c. The objects were at about 35 degrees of angle of elevation on a 040 degree course when the observers left the area. The sun azimuth was approximately 8-10 degrees.

d. The objects appeared to be stationary and did not disappear during the time the observers were in the immediate area.

e. The pilots returned to base and the objects had not disappeared.

f. The objects were observed for about ten (10) to twelve (12) minutes.

3. Manner of observation

a. Air Visual

b. N/A

c. The sighting was made from two (2) F-86F aircraft with

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identification numbers of 359 and 416. The aircraft were on a 350 degree heading at 24,000 feet. K-14 (Kimpoe Air Base, Kimpoe, Korea) is the home station of both aircraft.

4. Time and date of sighting

- a. 0930Z-0940Z 9 September 1954
- 1630T-1840T 9 September 1954

b. Light conditions was dusk

5. Location of observer(s)

a. The observers were at CS 5576 (UTM Grid) or about 15 nautical miles northeast of Seoul, Korea at the time of the sighting.

6. Identifying information of observer(s)

a. N/A

- b. 1. Vernon D Hesterman 2nd Lt. 335 FTS Element Leader B-2
- 2. Richard B McWhorter 2nd Lt. 335 FTS Pilot B-2

7. Weather and winds aloft conditions at time and place of sightings

a. The observers reported that winds aloft were about 270 degree 45 knots with a slight haze layer about 20,000 feet. Visibility about 8-10 miles.

b. The weather station at K-14 reported the weather and winds aloft at the time as follows:

- (1) Surface: Calm
- (2) 3,000 feet: 040 degrees at 7 knots
- (3) 6,000 feet: 040 degrees at 5 knots
- (4) 10,000 feet: 120 degrees at 5 knots
- (5) 16,000 feet: 270 degrees at 13 knots
- (6) 20,000 feet: 260 degrees at 20 knots
- (7) 30,000 feet: 260 degrees at 42 knots
- (8) 50,000 feet: 260 degrees at 27 knots
- (9) 80,000 feet: Negative

c. Ceiling: Negative

d. Visibility was 12 miles

e. Amount of cloud coverage: Two tenths at 4,000 - Three tenths at 12,000.

f. Thunderstorms in area: Negative

8. Negative

9. Negative

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10. The aircraft made one horseshoe orbit around and below the object, keeping it in sight.

11. Negative

12. A check of the weather station at K-14 revealed that it is possible for the weather balloon, released from the station at 1730L, to have been in the area at this time. Judging from the direction and velocities of the winds aloft this is possible. However, only one balloon was released and two objects were sighted. No possible explanation on my part can be made as to the cause of the sighting. The TADC in the area could identify the two aircraft, but had no other objects on its scope.

James E. Bridgett Jr.
JAMES E BRIDGETT JR
2nd Lt. USAF
Intelligence Officer

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I was leading a flight of two aircraft on the evening of 9 September 1954 when my wingman sighted two unidentified objects. The mission we were on was a practice scramble from the alert pad. Our take off time was 1745L and our call sign was Hammer 05. We were told by Badger after take off to contact Satan and we were under Satan's control while we made an interception with Bucket 30. A radio contact was not too good with Satan, we went under Badger's control again and made one more intercept with Bucket 35. Badger then gave us a steer to Mama and released us for local flying and tower frequency at about 1815 hours. My wingman and I still had about 1900 pounds of fuel left, so I started a climb to the vicinity Southeast of K-14, heading 060 degrees. I started a left turn at approximately GS 5560 in an effort to return to a direction back to K-14. During this turn, my wingman, (Lt McKibben) called out a bogie at our two o'clock high position. I finally sighted the object at my three o'clock high position. I then rolled out level on a heading of 340 degrees, and the object appeared to be about 60 degrees high. My altitude was 24,000 feet at this time. We went to Blue channel and contacted Badger to learn if they had any unidentified objects on their scope. Badger identified us immediately but evidently had nothing else in our area. I flew the heading 340 degrees until the object moved to about five o'clock position and then started a right turn to a heading of 190 degrees. When I was rolled out on this heading the object appeared to be about 60 degrees high. At this time, I noticed a second object appearing on the horizon. I flew 180 degrees until I had moved past the object and then started a right turn to a heading of 330 degrees. When I rolled out level again, the second object that I had sighted was about 60 degrees high at my three o'clock position. I noticed that the object was approximately two inches on my canopy to the left. We were at 24,000 feet at this time and I believe our turn did not cover a very large radius as our airspeed was only about 175 knots. I flew 330 degrees for a short while and then asked Badger for a steer back to Mama. Badger told us to steer 230 degrees and I started my letdown at this time. Judging from headings down and ground features observed during the flight, I believe the first object was at about GS 6275 and the second at GS 6875. They appeared as small, very bright objects and the appearance did not seem to change at any time that I had them in sight. My wingman saw the first object at about 1830L and we left the area at about 1840L.

VERNON B. HEDGECOCK
2nd Lt. USAF
Element Leader

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On the 9 September 1954 at 1745I hours, myself and Lt. Hesterman were scrambled from the alert pad for a practice intercept mission. I was flying the number two position. We checked in with Badger and then went to Satan's control. We were on a 270 degree heading over the water in the YB area. Satan then ran a practice intercept with us and a flight called Bucket 65. The radio was pretty well cluttered with chatter so it took quite awhile to run the intercept. Satan then released us to Badger. Badger ran another practice intercept with us and Bucket 65. Badger then cleared us to tower frequency for landing after giving us a 080 degree steer to homeplate. When northeast of the field about 30 miles at an altitude of 24,000 feet, I spotted two objects very high above us about 45 degrees up from the horizon. We were in an left turn at the time. I called them out to the leader and he also saw them. We rolled out of the left turn and flew North for about two minutes. The leader called Badger to find out if they had anything on their scope. They said they had two friendly aircraft which were probably us. The time of the sighting was 1830I hours. We rolled into a right turn to a southerly heading. Keeping the objects in sight. We were now at 30,000 feet. Then we rolled into a left turn to a southerly heading. The objects were apparently not moving as they were almost directly above us now at about 75 to 80 degrees up from the horizon. The two objects were silvery white looking and in relation about the size of a pinhead and about 1,000 to 2,000 feet apart. They once in awhile one of the objects would disappear from sight but would eventually return. Badger then gave us a 230 degree steer to the base. We had decided to land as we were getting a little low on fuel. We started letting down and just before we lost sight of the objects, I saw a third object with the other two. It was the same color and size. We then returned to the field and landed at about 1845I hours. We had been in contact with the objects about 10-15 minutes. We reported the incident immediately upon landing. The weather had no effect on the mission. The visibility in the lower levels was not too good, but above 20,000 feet it was good.

Richard B. McKibben
 RICHARD B. MCKIBBEN
 2nd Lt. USAF
 Pilot