

UFOB INDEX CARD

1. DATE 7 DEC 1954		2. LOCATION <i>EDINBURGH, NORTH CAROLINA</i> NORFOLK, VIRGINIA		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	
DATE-TIME GROUP Local _____ GMT 072005Z (D)		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE MILITARY			
7. LENGTH OF OBSERVATION 20 SECONDS		8. NUMBER OF OBJECTS ONE		9. COURSE SSW	
10. BRIEF SUMMARY OF SIGHTING SEMI-SPHERICAL SHAPED OBJECT SHARPLY OUTLINED WITH DARK OBJECT SUSPENDED. ENTERED A SLOW CLIMB AT HIGH SPEED.				11. COMMENTS AT FIRST APPEARED TO BE A PARACHUTE OR WEATHER BALLOON. PRELIMINARY REPORTS INDICATE A BALLOON IN A HIGH WIND. THIS SIGHTING BEING INVESTIGATED BY FLT 3-H AT MCGUIRE.	

IN

ACTION

7-53114

RBBS7 -3 DEC 1954 07 45

WPF087

TYA125

TDB068

BT93

EG B40

OO JEPHQ JEDWP BEPW 333

DE BEGC 12B

O 080114Z

FM COMEASTSE

FROM

TO JEPHQ/DIRINT HQ USAF WASHDC

0651Z PA
0707Z PA

Dolo 0732Z

1. *Atta*
2. *Atta-2*
3. *File*

WPA/AIR TECHNICAL INTCEN WPAFB

WPAFB STEWART AFB

EPW/DNI

O 072302Z

FM CNO

INFO CINCLANTFLT

COM EASTSEA FRON

Y 072108Z

FM NAS NORVA

TO CG ADC ENT AFB COLORADO

SECDEF WASHDC

INFO CNO

LE EDENTON

COM FIVE

GRNC

RECEIVED FROM MARINE ACTT BUNO 16851 X 36-50N 76-13W ONE
UNIDENTIFIED OBJECT HEADED SSW 15000 FT EXTREMELY HIGH SPEED
SILVER SPHERICAL SHAPE X VISIBILITY UNLIMITED X VERIFIED BY
PASSENGER 072005Z X PILOT STATIONED ALF EDENTON WILL FILE
AMPLIFYING REPORT ON LANDING EDENTON

16851 36-50N 76-13W 15000 072005Z

007/2110Z DEC BEKA

PAGE THREE BEKAE 02

INTERCEPTION BY MAKING HARD RIGHT TURN IN THE DIRECTION OF OBJECT BUYEE
OBJECT BUT DUE TO EXTREMELY HIGH ACCELERATION OF OBJECT FURTHER
IDENTIFICATION IMPOSSIBLE X PART TEN X NO OTHER AIR TRAFFIC OBSERVED
BY PILOT OR WITNESS AT ALTITUDE EEE AT ALTITUDES INVOLVED

CFN 072108Z 3820PNT1 ^{26 54 382} WY TR EIW0PNT2 ^{16 54 180 200 07/445} QY TR QIP WPP PUQRRTR TV-2
136851 ^{290 20000 36-50} WOP WPPPP EYATPN 76-13W C12 QEEE C45 ^{15000 1200 300 14000} QTPPP WWPP EPP QRPP
^{70 16000 26081 10000 26083}
280 UP QYPPPP WIP IQ QPPPP WYP IE

^{08/0310}
PIXPEQTZ DDC BEKAE

IN

ACTION

6

10 DEC 1954

08 45

9 DEC 54 21 02

1. Attn
3. Attn-2
4. File

Mutti

CORRECTED COPY OF MESSAGE
PREVIOUSLY RELEASED

07/14/54
NORFOLK, VA

WPC214

TYC302

TMB209U

TTR075

BT324

BEK B281

BEKA 133

RR JEPHQ JEDWP UECNR JEPNB UEPDA BEFW BEPQ BEKZF BEKAC BEKNC 151515

CORCY BEKA

RR JEPHO JEDWP UECNR JEPNB UEPDA BEPW BEPQ BEKZF BEKAC BEKHC 101010

DE BEKAE 02

R 080315Z

FM OIC ALF EDENTON

TO JEPHQ.DIR INTEL HQ USAF WASHDC

JEDWP/AIR TECH INTELGEN WRIGHT-PATTERSON AFB /ATTEN AT-1AA-2C/

UECNR/COMMANDER ADC ENT AFF COLORADO SPRINGS

JEPNB/COMMANDER ESTER AIR DEFENSE FORCE STEWART AFB

INFO UEPDA/SECDEF WASHDC

BEPW/CNO

BEPQ/CNC

BEKZF/CG AIRFMFFLANT

BEKAC/COM FIVE NAVDIST

BEKHC/CG SECOND MARAIRWING

BEKHC/CO MCAS CHERRY POINT

BEKAC/CO NAS NORVA

GRNC

FLYOB RPT X PILOT AMPLIFYING REPORT OF UNIDENTIFIED FLYING OBJECT
INCLUDING INFORMATION CONTAINED IN NAS NORVA 072108Z NOTAL X REF
COMFIVE 3820PNT1 OF 26 AUG 54 AND COM EASTERN SEA FRONTIER 382PNT2
OF 16 JUL 54 X PART ONE X WHITE CIRCULAR SEMI-SPHERICAL SHAPE SHARPLY
OUTLINED WITH DARK OBJECT SUSPENDED X AT FIRST APPEARED TO BE OPENED
PARACHUTE OR WEATHERNBALLOON ~~THE~~ DRIFTING SLOW SPEED ~~HEEE~~ SPEED 180 DEGREES
X WHEN CLOSER OBSERVATION WAS ATTEMPTED OBJECT ACCELERATED TO TREMENDOUS
SPEED ENTERING SLOW RATE CLIMB AND SLIGHT COURSE CHANGE TO THE RIGHT
GRADUALLY DIMINISHING IN SIZE AND FINALLY DISAPPEARING ON COURSE ABOUT
200 DEGREES WITHIN TWENTY SECOND ~~EEEE~~ SECONDS X NO OTHER IDENTIFYING
INFORMATION X PART

PAGGE TWO BEKAE 022

TWO X OBSERVED AT 071445R X PART THREE X VISUAL OBSERVATION X OBSERVER
AIRCRAFT MARINE TV-2 BUNO 136851 X 290 KNOTS INDICATED AT 20000
FEET X PART FOUR X OBSERVER AT INITIAL SIGHTING 36-50N 76-13W ABOUT
FIVE MILES SOUTH NAVY NORFOLK RADIO HEADING 012 DEGREES X WHEN FIRST
SIGHTED OBJECT WAS 045 DEGREES RELATIVE TO OBSERVER AT 15000 FEET
ABOUT TWO MILES ESTIMATED X PART FIVE X OBSERVER PILOT CAPTAIN DAYTON
ROBINSON USMC NAVAL AVIATOR EIGHT YEARS WITH ABOUT 2200 HOURS FLIGHT
TIME CONSIDERED TO BE HIGHLY RELIABLE X WITNESS PASSENGER CORJORAL
EEEE PASSENGER CORPORAL EDWIN G CAPONE USMC AIRCRAFT MC EEE MECHANIC AND
CREW MEMBER FOR THREE YEARS WITH ABOUT 300 HOURS FLIGHT TIME EXPERIENCE
X WITNESS CONFIRMS OBSERVERS REPORT S PART SIX X WEATHER CAVU WITH
ESTIMATED WINDS 14000 FEET 280 DEGREES AT 70 KNOTS 16000 FEET 280 AT
81 AND 20000 FEET 260 AT 83 X PART SEVEN X PILOT FIRST INVESTIGATED WITH
THE ASSUMPTION OBJECT WAS A PARACHUTE OR A LARGE WEATHER BALLON BUT DUE
TO IMMEDIATE ACCELERATION OF OBJECT AND ON FURTHER OBSERVATION HE AND THE
WITNESS POSITIVELY DISCOUNTED THESE POSSIBILITIES AND REALIZED THAT
OBJECT WAS CONSIDERABLY LARGER THAN PARACHUTE OR BALLOON X THE SUN WAS
EXTREMELY BRIGHT AND
PILOT CLAIMS HE CONSIDERED REFLECTION FACTOR X PART EIGHT X NO PHYSICA
EVIDENCE SUCH AS FRAGMENTS OR PHOTOGRAPHS OF THE OBJECT EXIST X PART
NINE X ON INITIAL SIGHTING PILOT ATTEMPTED IDENTIFICATION AND THEN

Unclassified

17126

154		31-11003-2	154-11003-2
AIR INTELLIGENCE INFORMATION REPORT			
1703		1703	
N/A		Flight 3-B, 46026 A1SS	
9 Dec 54	7 Dec 54	B-2	
CHESTER E. HANSON, Captain, USAF		See contents below	
HQ 46026 A1SS, 1st A1SSO, 1721, 5 Dec 54, Alt 200-2, 44 NSC 4702 UN 12			

I. CONTENTS:

- PART ONE: Description of sighting by Marine Captain DANNON ROBINSON, Jr.
- PART TWO: Description of sighting by Air Gunner EDWIN C. CARONE
- PART THREE: Weather and Balloon data from EDENBORO, NORTH CAROLINA
- PART FOUR: Weather and Balloon data from NORFOLK, VIRGINIA
- PART FIVE: Weather and Balloon data from FANGORIA AFB, VA
- PART SIX: Opinion of DR. UGO VAN NICH, Director, Princeton Observatory, Princeton, N. J.
- PART SEVEN: Investigation Summary

II. SUMMARY: One unidentified flying object was sighted near MARINE AIRFIELD, EDENBORO, NORTH CAROLINA, 5 DEC 54, at 1945Z Dec 54. The information contained in this report was obtained from persons observing the object, and meteorological data, and information from Princeton Observatory.

III. INVESTIGATOR: Captain CHESTER E. HANSON, A0657289

Chester E. Hanson
 CHESTER E. HANSON
 Captain, USAF
 Officer in Charge

APPROVED BY:

John M. White, Jr.
 JOHN M. WHITE, Jr.
 Colonel, USAF
 Commander

8 (See Individual Reports)

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U.S. GOVERNMENT PRINTING OFFICE: 1964 O-418-111

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT

Flight 3-B, A602D ATSS

3H-0003-2, PART 1

Page 2

of 10

1662

I SOURCE: DANTON ROBINSON, JR., Captain USMC

Age: 29

Length of Service: 8 years Flying Experience

Duties: Material Officer and Pilot

Education: Graduated from University of Alabama in 1958

Qualifications: Flying time, 2200 hours single engine time

Station: Marine Aircraft Group, Fourteen Auxiliary Landing
Field, Edenton, North Carolina

II REMARKS: SOURCE was a tall, well-built, Marine Captain. He gave much thought to each of his answers and appeared to be recalling events as they happened to the best of his ability. In the opinion of the investigator he was a highly reliable source.

III SOURCE'S DESCRIPTION OF ORIGIN: (See Inclosure #1 "Statement of SOURCE" and Inclosure #2, "Completed Form A". Information requested by Paragraph 7d of AFM 200-2 is contained in completed form A).

2 Incls:

1. Statement by SOURCE
2. Completed form A

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(Classification)

AIR INTELLIGENCE INFORMATION REPORT

Flight 2-B, 16025 ADIS

31-III-52, PART 1

Page

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Incl. #1, PART ONE, Remo. 31-III-52

Statement of Captain Dayton Robinson, Jr., USMC

S-T-4-T-1-4-E-N-4

On 7 December 1951, I took off from Edenton, North Carolina for a two hour local flight. Take-off time was approximately 1730 Eastern Standard Time. I headed immediately for Navy Norfolk Radio, heading in on the station with the ADF gear, on a heading of about 015 magnetic. I climbed to 20,000 ft. and leveled off, indicated air speed of 230 knots, weather CAVU except for a lower deck of scattered clouds far out to sea and a trace of high thin clouds. Visibility was excellent due to the large amount of snow and rain the day before the flight. Approaching Norfolk I noticed a slight needle ADF swing to the left and corrected to a heading of 012, assuming I had a wind from the west. As I approached the station I noticed a needle deflection of about 5 because I knew I was about over the station. Looking down on my right I saw main units of the Atlantic Fleet maneuvering in the Bay Area just off shore between Norfolk and D-cant and mentioned the fact that the Navy looked busy to my passenger. Then I next saw what I thought to be a parachute drifting slowly down, 045 to my heading and down. I was approaching the object rapidly and I called my passenger's attention to the "parachute", thinking to myself that possibly someone had bailed out at altitude without a Mayday transmission. I rolled my aircraft into a right bank of approximately 45 with the intention of circling the object. My passenger remarked that the object looked more like a large weather balloon than a parachute and I agreed, telling him that we would investigate. At this time I noticed that the object was accelerating rapidly and moving to the south. I realized that I was watching something new to my experience. I rolled into a steeper right bank and told my passenger to keep the object in sight. By this time the rate of speed and acceleration was astounding and the object was growing smaller as it moved away. At this time I judged the object to be at 15,000 ft. and moving rapidly to the south in a slight climb with a slight curvature of course to the west. Before I could complete 90 of turn both my passenger and I lost sight of the object. I circled the area without regaining contact with the object. My passenger and I discussed all possibilities that we could think of. I decided to report the matter to Naval Air Station, Norfolk, which I did. I tried to duplicate the circumstances of the sighting and we decided that the total time involved was 20-25 seconds and I judged the speed of the object to be 2700 to 3000 mph. To me the object had definite form and depth and I had no feeling of illusion except that I had never seen anything move that fast. The best description I can give is to relate that I was positive I had sighted a descending parachute when I first saw the object. Upon closer observation I decided that the object was at a greater distance than I first thought and I lost sight of the dark object suspended below. I then believed the object to be at 15,000 ft. and considerably larger than I first thought. At all times it appeared circular and the color never changed from the relatively dull white. The object did not seem to be flat. My impression was of some depth, although I never had a good view of the side of the object.

/s/ Dayton Robinson, Jr.
Captain, USMC

S-T-4-T-1-4-E-N-4

TRUE COPY *clerk*
CHESTER B. HANSON
Captain, USMC

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

REPORT NO.	2H-DECEB-2, PART II	PAGE	4	OF	10	DATE	1964
Flight: 3-H, A6026 ATSS							

I. SOURCE: EDWIN G. CAPONE, Cpl, USMC

Age: 22

Length of Service: 3 years

Duties: Air crewman, and Flight line mechanic

Education: High school and 1 1/2 years of college (college unknown)

Qualifications: 300 flight hours as crewmember, 11 months training on Aviation mechanic

Station: Marine Aircraft Group, Fourteen Auxiliary Landing Field, Edenton, North Carolina

III. REMARKS: Cpl. Capone was talkative, ebullient, cheerful man. From the conversation of Marine officers on the Base, this investigator understood that SOURCE is inclined to joke considerably and is considered a "character". In spite of this, investigator considers SOURCE reliable in view of his flying experience and the serious manner with which he answered the questions directed to him.

III. SOURCE'S DESCRIPTION OF OBJECT: (See Inclosure # 1 "Statement of SOURCE" and Inclosure # 2, "Completed Form A". Information required by paragraph 7b of AFR 200-2 is contained in completed Form A.)

2 Inclos-

- 1- Statement of SOURCE
- 2- Completed Form A

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AIR INTELLIGENCE INFORMATION REPORT

Flight 3-H, A6026 ATSS

3H-UC03-2

PART 131

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Inst. #1, PART TWO, Rept. 3H-UC03-2
Statement of Col. Edwin G. Capone, USMC

S-T-A-T-I-S-T-I-C-A-L

While on a routine simulated instrument hop in a TV-2 (136851) my position was to ride and observe the area for other aircraft. While we were approaching Radio NEO with a slight variation to a direct heading (012) I was looking out of the canopy to the left, watching some ship movement in the Norfolk Harbor. I had just finished a complete 180 scan of our position and was looking down to watch the harbor and lower altitudes. Captain Roberson called my attention to an object that he thought was a drifting parachute and upon my changing direction of view I immediately saw an object which was of a flat white color and to my first decision was not a parachute. For a radio type weather balloon, due to the shape, however our conclusion was that it was a parachute and that it was drifting, and perhaps a pilot who had no time to give a "Mayday". So we turned to the right to make an orbit on it and as we approached a 45 bank (as in our movement had been detected) the object picked up speed and in an arching course flew out of sight in a slight rising flight until its size diminished until it could no longer be seen. Our planed orbit completed a full 50 turn when the object disappeared, all consideration was taken as to it being a plane or reflection and this has been ruled out of my mind as it was a very sharp outline and the only plane or reflection from it seemed to come from the object suspended below it. This same suspension was what at first lead us to believe it was a parachute.

/s/ Edwin G. Capone,
Col., USMC

S-T-A-T-I-S-T-I-C-A-L

TRUE COPY:

Chet H.
CHRISTOPHER B. HANSON
Captain, USAF

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO.

Flight 3H, 46026 ATSS

SEC-UNDER-1, PART 1, 6 10 000

I. WEATHER DATA FROM EDENTON, NORTH CAROLINA, GEORGE CATES 2/4/54

- a. Time of Observation: 72130Z Dec 54
- b. No cloud coverage
- c. Visibility: 10 miles
- d. Winds: WNW 9 knots, no gusts
- e. Station pressure: 30.225
- f. Surface temperature: 35.10
- g. Wet Bulb: 31.0
- h. Relative humidity: 63%

II. BALLOON DATA:

- a. One 15 gram balloon was released at 71500Z Dec; however it is believe that due to prevailing winds, balloon would not have remained in vicinity.
- b. No further information on balloons obtained.

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AIR INTELLIGENCE INFORMATION REPORT

Flight 3-B 46026 ATSS	5H-UKOB-2, PART IV	7	6	10	100
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I. WEATHER DATA FROM NORFOLK NAVAL AIR STATION, VIRGINIA, GEORGETOWN 62 12 4357

- Time of Observation: 71350Z Dec 54
- Cloud coverage: Clear
- Visibility: 10 miles
- Thunderstorms: none
- Winds aloft:

5,000 ft.	360	30	Knots
10,000 "	270	30	"
15,000 "	260	50	"
20,000 "	260	50	"
- Temperature lapse rate:

Surface to 2000	2	cent. per 1000 ft.
2000-15,000	1.5	"
15,000-20,000	3	"
- Moisture lapse rates: 0

II. BALLOON DATA FROM NORFOLK NAVAL AIR STATION

- At 71500Z Dec 54 a RAWINSONDE weather balloon was released at Norfolk Naval Air Station. However it is believed that prevailing winds would have taken balloon from that vicinity.
- Similarly a balloon from Greensboro, North Carolina at the same time. It is believed that winds could have drifted the balloon into the area of the sighting of the object.

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AIR INTELLIGENCE INFORMATION REPORT

REPORT NO.	REPORT TO	REPORT BY	REPORT DATE
Flight 3-R, 46026 ATSS	SEC-UNOP-2, PART V	6	14

I. WEATHER OBSERVATION FROM LANGLEY AFB, VIRGINIA, GEORGE GATTS

- Time of Observation: 71930Z Dec 54
- Cloud coverage: Clear
- Visibility: 15 miles
- Thunderstorms: None
- Winds aloft:

5,000 ft	360	30	Knots
10,000 "	270	30	"
15,000 "	260	50	"
20,000 "	260	50	"
- Temperature lapse rate:

Surface	2,000	2	cent per 1,000 ft
2,000 - 15,000	1	"	"
15,000 - 20,000	3	"	"
- Moisture lapse rate: 0

II. BALLOON DATA FROM LANGLEY AFB: No balloons were released at this station.

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(Classification)

AIR INTELLIGENCE INFORMATION REPORT

Form 112-1	REPORT NO.	112	2	3	4	5	6	7	8	9	10
Flight 3-B, 16026 ATSS	38-0003-2, PART VI										

Incl. #1, PART SID, Rept. 38-0003-2
Opinion of Dr. Hoo Van Nijl, Princeton Observatory, Princeton University, Princeton, New Jersey, as related to Lt. Tebo.

STATISTICAL

If, as the captain said, the object was about the size of a dime held at arms length, and it was approximately 2 miles distance from the aircraft, the object must have been in the neighborhood of 50 feet in diameter. Now, an object that distance away from an aircraft would never have been in sight for 20 to 22 seconds if it were going 2,700 miles per hour. The object would not be going faster than 750 miles per hour, if it were 1500 feet below the aircraft, and if the object were lower, it would be going faster, but it would have to be all the way on the ground for the pilot to have observed it for 22 seconds at the speed of 2,700 miles per hour.

Now, according to the angles given by the pilot, and his heading, the sun must have been close to his rear, and as he turned toward the object, the sun would tend to shine less on the part of the object that was seen. This would have a tendency to make the object diminish in size. Also, the object must have been rising, as stated by the angle it was from the horizon at first, (20 - 30), and then to 5°.

Now, as the Capt. Robinson went more into his bank, the object received less and less sun on the side he was looking at, and as the object gave the illusion of getting smaller, it could very easily give the illusion of moving away rapidly.

Another item is the psychological conditioning of first thinking the object is a parachute, and should be moving down. When it is realized that the object is not moving down, after a quick conditioning that it is, a different type movement (such as up, or lateral) would seem extreme to the observer.

We must also take into consideration two other items: No object was reported by other aircraft in the area, or the fleet below. Also, the distance travelled away from the object while the plane was going into its bank to the right.

All of these things combined could add up to the object being a balloon having different types of light thrown on it while the aircraft was turning, a momentarily wrongly conditioned observer, and faulty estimates on distances and speeds. With the balloon this close to the ground, it could be rising very rapidly, although not necessarily at a constant speed.

Jack Tebo

JACK TEBE
2/18, USAF
Asst. CO, Flt. 3-B
16026 ATSS

STATISTICAL

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(Classification)

Unclassified
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

Flight 248, A6026 A1SS	24-0000-2, PART VII	PAGE 10	OF 10
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INVESTIGATOR'S SUMMARY

1. Flight 248, A6026 A1SS, Knoxville, Tennessee, reported no unusual observations at the time of the sighting by GOR Posts and Miller Centers.

2. Since units in the area send up aircraft for two hour tactical flights without clearing with the Flight Service Center, Olmsted AFB, Pennsylvania, no record could be discovered of aircraft in the vicinity at the time of the sighting. However, because of the many flights beginning at Langley AFB, Virginia, Norfolk Naval Air Station, Virginia and Lenoir, North Carolina, it is highly probable that aircraft were in the vicinity at this time.

3. The fact that both observers for a time thought the object was a weather balloon and further that it was possible that weather balloons were in the area indicates a possible answer to the sighting. This theory is bolstered by opinion of Dr. Van Rijk, Part VI, of this report.

Chester B. Rinson

CHESTER B. RINSON
Captain, USAF
Officer in Charge

Comments of Approving Officer:

Evaluation of the combined statements of the two observers, plus the professional opinion of Dr. Deo Van Rijk, tend to support the theory that the sighting was a balloon.

June

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