

PROJECT 10073 RECORD CARD

1. DATE 2 February 1955		2. LOCATION Miramar NAS, California		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other <u>UNIDENTIFIED</u> ☐ Insufficient Data for Evaluation ☒ Unknown	
3. DATE-TIME GROUP Local <u>1150</u> GMT <u>02/1950Z</u>		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military (Navy)			
7. LENGTH OF OBSERVATION		8. NUMBER OF OBJECTS one		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Observer Navy Comdr, driving vehicle & noticed Navy a/c landing, sighted object below one of the a/c. Obj was falling & motion seemed erratic. However, object descended at a steady rate. White in color highly polished surface. Was definitely reflecting sunlight. Change from white to a reddish-brown color & suddenly accelerated to a tremendous speed. Object left a short brown vapor trail.				11. COMMENTS UNIDENTIFIED	

3 February 1955

From: [REDACTED]
To: Office of Naval Intelligence (Attn: Rm 200 Ft. of Broadway,
San Diego, California)

Subj: Observation of unidentified aircraft

1. At 1150 hours the morning of 2 February 1955, this officer departed NAS Miramar in a private vehicle in route to the U.S. Naval Hospital Balboa Park. Upon leaving the station from the east gate and turning right on highway 395 he proceeded due south. When immediately off the east end of the main runway of the air station this officer observed 2 F7U3 aircraft wing to wing and a FJ3 aircraft intersecting the F7U3 aircraft at a distance of approximately 400 feet on the downwind leg in the landing pattern. A second FJ3 aircraft trailing the first by approximately 500 yards appeared to this writer to have only one landing gear wheel extended. Sensing an emergency, this officer carefully observed the FJ3 in flight, as it leveled off on the downwind leg I observed that both landing gear plus the nose wheel were down. Simultaneously I noted an object immediately aft and somewhat below the FJ3. My first thought was a part of the airplane, possibly the canopy, had been ejected and was falling. The motion of the falling object was somewhat erratic, however it continued to descend at a steady rate of approximately 3 to 500 feet per minute. By this time it was obvious the descending object was not a part of the airplane and that it was considerably beyond the point the aircraft just passed. Being unable to ascertain exactly what the descending object was and not discounting spots before the eyes, dirty windshield of the car and eye strain due to concentration on the landing gear of the aircraft, I raised my glasses, rubbed my eyes, looked away for an instant and again concentrated on the descending object. Insofar as I am able I will attempt to describe the location, altitude, description, coloring etc. It was not possible to determine even a reasonably accurate altitude. However, I should say the object when first observed appeared to be somewhere between 10 and 20 thousand feet, probably closer to 20 thousand and descended 3 to 5 thousand feet from the original observed position, ultimately coming to a complete stand still for a period of 5 to 10 seconds. I was able to determine the object appeared to be an off white in color and with an apparent highly polished surface since there was a bright reflection from the sun. I was further able to determine the object itself was not a reflection due to the fact it was reflecting sunlight. The object if considered as a sphere and from my location estimated at 3 to 5 miles distant at the 5 o'clock position a reddish brown color appeared and at the same time the object practically instantaneously accelerated to a tremendous speed certainly not less than 1000 to 1500 miles per hour. A short vapor trail or exhaust of brown hue remained in the approximate position the object had been in prior to the extremely rapid acceleration. The vapor trail or exhaust quickly dissipated due to a fairly high wind condition. The object took a course of approximately 170 degrees, granting that highway 395

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runs reasonably true north and south at that point. It is with extreme disgust that this officer is unable to give you anything like a realistic dimension. I would hazard a guess the object was not less than 25 to 35 feet in diameter and could conceivably have been 100 feet in diameter. The distance involved and the fact that this officer was unable to force himself to properly evaluate the object precludes a very precise description. I believe the object was of spherical or near spherical shape. Again the distance precluded determining if the object rotated on its axis, or if there were any openings or protrusions. This officer has been serving in Naval Aviation for approximately 26 years and is familiar with the normal illusions one can see in connection with high speed, highly polished or high gloss painted aircraft at high altitudes and other phenomena of a similar nature. The object I observed today was not an aircraft in the normal sense as we apply the term, it was a solid object, a definite mass and was not a reflection or an optical illusion.



COPY

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
18th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
AF DEPOT, BOX 310, MAYWOOD, CALIF.

18D 24-378

2 March 1955

SUBJECT: Unidentified Aerial Object Reported
to Office of Naval Intelligence by
Lt Commander JOHN L. INCERSOLL

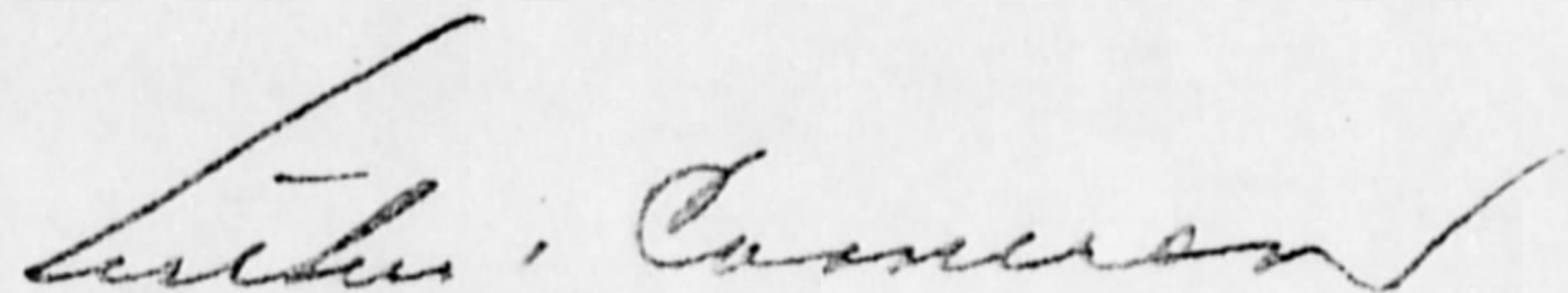
SPECIAL INQUIRY

THRU: District Commander
5th District OSI (IG) USAF
Wright-Patterson AFB, Ohio

TO: Commander
Air Technical Intelligence Center
Wright-Patterson AFB, Ohio

1. Attached are two copies of a self-explanatory memorandum dated 3 February 1955 from Lt Commander [REDACTED] N, addressed to the Office of Naval Intelligence at San Diego, California.

2. The attached is being made available to your Headquarters for such action as you deem necessary and appropriate. No investigation in this matter is contemplated by the 18th District OSI.



ARTHUR T. CAMERON
Colonel, USAF
District Commander

1 Incl. a/n

cc: Dir OSI (w/Incl)

B/L, DO #18, Maywood AF Depot, Cheli AF Sta, P.O. Box 310, Maywood, California,
24-378, Subj: Unidentified Aerial Object Reported to Office of Naval Intelli-
gence by Lt Commander [REDACTED]

5D 24-21-166

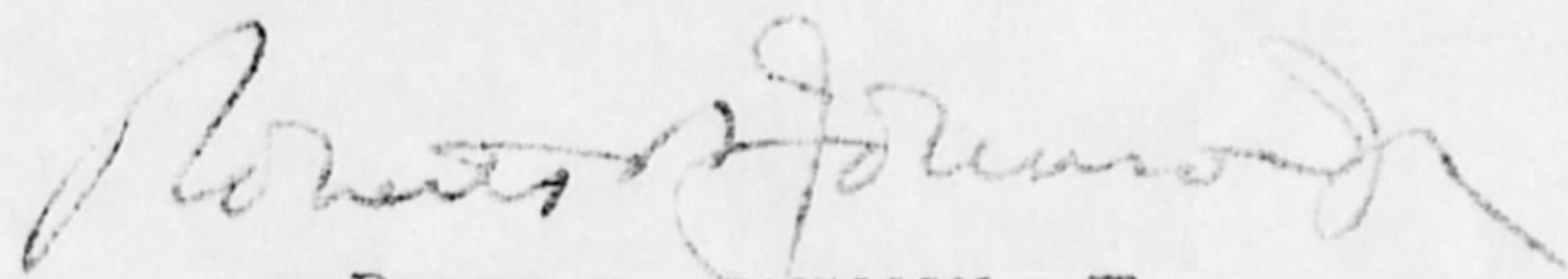
1st Ind

HEADQUARTERS 5TH DISTRICT CSI (IG), Wright-Patterson AFB, Ohio 14 March 1955

TO: Commander, Air Technical Intelligence Center, Wright-Patterson AFB, Ohio
ATTN: ATIAA-2C

Forwarded.

1 Incl
n/c



ROBERTS P. JOHNSON, JR.
Colonel, USAF
District Commander

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Witness

COMMANDANT'S OFFICE
ELEVENTH NAVAL DISTRICT
SAN DIEGO 30, CALIFORNIA

ADDRESS REPLY TO
COMMANDANT
11TH NAVAL DISTRICT
AND REFER TO:
1122/Gt
A3/MM
Ser 9052/1122
22 April 1955

29

From: Commandant, ELEVENTH Naval District
To: [REDACTED], 35 76, ADEC, P6, USNFR
[REDACTED],
San Diego, California

Subj: Observation of Unidentified Object

Encl: (1) U.S. Air Force Technical Information Sheet
(2) Self-addressed envelope

1. The Air Technical Intelligence Center, Wright Patterson Air Force Base, Ohio has received a narrative report completed by you on 3 February 1955, of an unidentified aircraft. The report was comprehensive and well prepared, however, to facilitate Wright Patterson Air Force Base in performing an analysis of the incident, it is requested that you complete the enclosed "U.S. Air Force Technical Information Sheet" and return it to the Commandant, ELEVENTH Naval District for forwarding to the Commander, Air Technical Intelligence Center, Wright Patterson Air Force Base, Ohio.

2. The enclosed self-addressed envelope is for your convenience.

J. T. RASTALLIS
By direction

Copy to
→ Air Technical Intelligence Center, Wright Patterson AFB, Ohio



ROUTING
COORDINATION

OFFICIAL FILE COPY
10073
ELECTRONICS BRANCH
Office of Record

ATIAE5/CAH/wm/69216

Case file

21 MAR 1955

ATI

ATIM-1

SUBJECT: (Uncl) Observation of Unidentified Object

ATING

TO: Office of Naval Intelligence
ATTN: Rm 200 Ft. of Broadway
San Diego, California

ATIMS

1. The Air Technical Intelligence Center has received a narrative report completed on 3 February 1955 by LCDR [REDACTED] USN, [REDACTED], subject: Observation of Unidentified Aircraft. LCDR Ingersoll stated he observed the object at 1150 hours on 2 February 1955, just outside the Miramar Naval Air Station, California.

ATIMX

2. The report was comprehensive and well prepared, however, to facilitate this Center in performing an analysis of the incident, it is requested that LCDR [REDACTED] be asked to complete the inclosed, "U.S. Air Force Technical Information Sheet."

ATIR

3. It is further requested that upon accomplishment of the sheet, it be returned directly to the Commander, Air Technical Intelligence Center, ATTN: ATIAE-5, Wright Patterson Air Force Base, Ohio.

FOR THE COMMANDER

ATIS

1 Incl
Questionnaire

MARY L. STORM
1st Lt. USAF
Assistant Adjutant

ATIA

Albert W. Drepperd TSGT AE-5

*Questionnaire
never returned*

RS

PERM	TEMP	RETENTION PERIOD
DESTROY		
RETIRE		
FILE AUTHORITY		