

PROJECT 10073 RECORD CARD

1. DATE 21 November 1957		2. LOCATION Houm, Alabama		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical	
3. DATE-TIME GROUP Local _____ GMT 21/0600Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☒ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☒ Yes ☐ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION not given		8. NUMBER OF OBJECTS one		9. COURSE down	
				☒ Other false returns ☐ Insufficient Data for Evaluation ☐ Unknown	
10. BRIEF SUMMARY OF SIGHTING Radar picked up target 15 miles long and 10 miles wide. Civil airplanes were unable to pick up target.				11. COMMENTS Lacking any visual observation of so huge an object, it must be considered a false return.	

PARAPHRASE NOT REQUIRED DECLASSIFIED
CATEGORY B ENCRYPTION - PHYSICALLY
ALL INTERNAL REFERENCES BY DATE
PRIOR TO DECLASSIFICATION - NO UNCLASSIFIED
REFERENCE IF THE DATE/TIME GROUP IS 000

UNCLASSIFIED

NBR 20694

24 NOV 57

AC PRIORITY

FM COMDR 657 ACWRON HOUM ALA 5 NOV 57 TDTG 230335Z BOOK MSG
TO COMDR ATIC WP AFB OHIO

OPS 001L. FOR CIC STEWART AFB NEWBURGH.
EDUCATE M-126, 22 NOVEMBER 57. OBSERVATION TIMES FROM
21 NOVEMBER 57 0600Z TO 0850Z OR 0001 TO 0250 CENTRAL STANDARD
TIME. WILLIAM H STUCD SECOND LT UNITED STATES AIR FORCE
AO 3055619 OF 657 ACFT CONTROL AND WARNING SQUADRON MADE DUE
OBSERVATION. THE GEO REF OT THIS STATION IF FJO 3340.
STAFF SERGEANT SHENKLEBURG, AIR FORCE SPECIALITY CODE 27350,
STAFF SERGEANT STEWART, AIR FORCE SPECIALITY CODE 27350 AND
AIRMAN FIRST CLASS WRIGHT, AIR FORCE SPECIALITY CODE 27350.
ALL OBSERVED THIS TRACK. SERGEANT SHENKLEBURGS EXPERIENCE 5 YEARS,
SERGEANTS STEWARTS EXPERIENCE 4 YEARS AND AIRMAN WRIGHTS
EXPERIENCE 2 AND 1 HALF YEARS. 11 FROM THIS STATION VISUALLY OBSERVED
THE TARGET. NO KNOWN VISUAL OBSERVATIONS WERE MADE BY ANYONE.
SCOPE PHOTOS WERE TAKEN WITH A PICTURE BEING TAKEN EVERY 15
MINUTES DUE TO TARGETS LOW SPEED. THE FIS WILL BE FORWARDED AT A
LATER DATE. THE TRACK NUMBER WAS QD59. THE TARGET HAD A SPEED.

1) 4E4
2) 4-4X20
ABD

DOWNGRADED AT 2 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DO NOT RECLASSIFY

UNCLASSIFIED

Classification Cancelled
(or changed to UNCLASSIFIED)
Auth *Quantanilla* LT COL, USAF
By *ITDPT (UFC)*
Date *24 Jan 69*
AFR 205-1 para 1-1.1b

PAGE TWO

55 KNOTS. THE TOP OF HEIGHT RANGE INDICATOR INDICATION WAS 16, 000 FEET AND THE AVERAGE BEING 12, 00 FEET. SEE REMARKS SECTION. NO ACFT WERE SCRAMBLED ON THIS TRACK. CIVIL AERONAUTICS ADMINISTRATION HAD BEEN NOTIFIED OF THE SITUATION AND 2 COMMERCIAL AIRLINERS PASSING 35 MILES NORTH OF THE TRACK SEARCHED OVER IT ON THEIR RADAR EQUIPMENT WITH NEGATIVE RESULTS. IT SHOULD BE CONSIDERED THAT THIS WAS AT A TIME WHEN THE TRACK WAS ONLY 30 MILES FROM THIS STATION AND IT HAD BECOME VERY WEAK AND WAS BEGINNING TO FADE INTO THE GROUND CLUTTER. IT ALSO WAS AT A MUCH LOWER ALTITUDE AT THIS TIME. WE FIRST PICKED UP THIS TARGET I TALKED TO BOTH SHORTHORN (747 AIRCRAFT CONTROL AND WARNING SQUADRON) AND GOATEE (653 AIRCRAFT CONTROL AND WARNING SQUADRON). THEY BOTH HAD RADAR CONTACT AND BOTH ASSUMED TO BE WEATHER. I DID NOT BECOME CONCERNED WITH THE TRACK UNTIL WE HAD OBSERVED IT FOR A WHILE AND IT HAD MOVED ABOUT 40 MILES TOWARDS THIS STATION. AT THIS TIME BOTH THE OTHER SITES HAD LOST CONTACT WITH IT DUE TO RANGE. LIEUTENANT BECK WAS ON DUTY AT 747 AIRCRAFT CONTROL AND WARNING SQUADRON AND LT CAHILL AT 653 AIRCRAFT CONTROL AND WARNING SQUADRON. THE TARGET WAS OBSERVED ON MPS-7 AND MPS-14 RADAR EQUIPMENT. THE SEARCH SCOPES WERE UPA-35 AND OA-175.

DOWNGRADED TO UNCLASSIFIED
DECLASSIFIED ON 12 YEARS
DOD DEL 2000

UNCLASSIFIED

UNCLASSIFIED

PAGE THREE

THE HEIGHT RANGE SCOPE WAS OA-270. NO MAINTENANCE DIFFICULTIES HAD BEEN ENCOUNTERED RECENTLY. A THYRATHRON TYPE MODULATOR IS USED IN BOTH SETS. THE AUTOMATIC FREQUENCY RADAR CONTROL CIRCUIT WAS OPERATING PROPERLY. THIS STATION EXPERIENCES THE USUAL INTERFERENCES ENCOUNTERED IN RADAR AND ALL PERSONNEL ARE FAMILIAR WITH IT. ALL PERSONNEL ARE FAMILIAR WITH AP ON THE EQUIPMENT USED. THERE WAS NO AP EXTENDING THE GROUND CLUTTER AT THE TIME OF THE OBSERVATION. THE TARGET WAS MUCH LARGER THAN NORMAL TRAFFIC RADAR RETURNS. WHEN FIRST OBSERVED IT WAS 10 MILES IN DIAMETER AND AS IT APPROACHED THIS STATION IT ELONGATED, BECOMING 15 MILES LONG AND 10 MILES WIDE. NO OTHER TARGETS WERE OBSERVED NEAR THIS ONE. I INTERROGATED MODETEL ON IDENTIFICATION FRIEND OR FOE LOOKING FOR STRATEGIC AIR COMMAND AIRCRAFT WITH NEGATIVE RESULTS. PLANNED POSITION INDICATOR TYPE SCOPES WERE USED GIVING A STRONG SIGNAL AT FIRST. TO BETTER OBSERVE THE TARGET I OFF CENTERED AND EXPANDED OUT A UPA-3 TO A RANGE OF 50 MILES. THE SIGNAL WAS LIGHT YELLOW IN ITS ENTIRE AREA WITH GROUPS OF SMALL INTENSE SPOTS. THE SIGNAL BECAME WEAKER WHEN IT REACHED LAND AND IN THE END BEFORE IT FADED IN THE GROUND CLUTTER THE SIGNAL WAS NOTHING BUT A GROUP OF SMALL INTENSE SPOTS. A SCAN RATE OF 5 REVOLUTIONS PER MINUTE WAS USED. THE FREQUENCY OF THE SEARCH WAS 1296 MEGACYCLES AND THE RANGE INDICATOR 2785 MEGACYCLES. REMARKS: THE REASONS FOR MY CONCERN ON THIS TRACK WERE (1) IT SEEMED UNLIKELY THAT THIS WAS WEATHER MOVING SO FAST AND ALL

--DOWNGRADED AT 1 YEAR INTERVALS; UNCLASSIFIED
DECLASSIFIED AT 10 YEARS.
DOD 100-100-100

UNCLASSIFIED .

PAGE FOUR

STATIONS WERE FOLLOWING CLEAR WEATHER, (2) THE POSSIBILITY OF CHAFF WAS CONSIDERED BUT THE HEIGHT RANGE INDICATOR INDICATION WAS 12, 000 FEET LONG AND 10 MILES WIDE MAKING IT SEEM UNLIKELY TO BE CHAFF. FURTHERMORE, CHAFF SURELY WOULD HAVE DISPERSED MORE IN THE DISTANCE IT TRAVELLED UNDER OBSERVATION. AN OTHER UNUSUAL FACT WAS THAT IT STEADILY DECREASED IN ALTITUDE ENDING UP AT ABOUT 3000 FEET BEFORE IT FADED. IT ALSO SLOWED TO 30 KNOTS UPON REACHING LAND. 3 HOURS AFTER THE TRACK HAD FADED IT WAS DISCOVERED THAT THE CURVATURE OF EARTH CORRECTION ON DUE HEIGHT RANGE INDICATOR WAS NOT FUNCTIONING PROPERLY. THIS MAKES OUR ALTITUDES IN ERROR. THE ERROR INCREASED WITH RANGE. BY EXPERIMENTATION I FOUND THE ERROR TO BE 15, 000 FEET AT THE RANGE OF INITIAL PLOT. THEREFORE, THE INITIAL RANGE MUST HAVE BEEN 31, 000 FEET INSTEAD OF 16, 000 FEET. THE ALTITUDES CLOSER IN THE STATION ARE SUFFICIENTLY ACCURATE



UNCLASSIFIED

DOWNGRADED AT 5 YEAR INTERVALS;
DECLASSIFIED AT 12 YEARS.
DOD DIR 5200.10

Inclommes Removed
(No Classification)

Request for Analysis - Electronic UFO Reports

AFCIN-4E L

AFCIN-4E4

25 NOV 57

Attn: Col. Hoffman

1. Request that the attached radar reports, together with scope plots and photographs be reviewed, and an analysis be made by comment attached on separate sheets.
2. Radar UFO report on TTHs carries a "Priority" classification. The other (Plots and Photos) has resulted in queries from the 1st Quarter USAF regarding our findings.
3. With regard to the latter report - a cursory plot indicates that the "UFO blips" appeared within a 1 to 3 miles radius of the radar unit intermittently for three hours, yet it appears that no attempt was made to visually identify, or check on the cause of signal.
4. This office should like to bring to your attention, that in contrast to previous periods where only an occasional radar UFO would be received, a large number are now being submitted. These will be submitted after a screening and unsuccessful analysis by this office.
5. In accordance with suggestions made in conferences with Mr Bryant last July, field units have been advised that all possible data together with scope photos conclusions are to be made. Current reports indicate that this is being complied with.

Incl/SF TTHs 737-31737-1

2. Ltr. dt 14 Nov 57 w/8 photos + charts

[Signature]

Multi
DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

UNCLASSIFIED

FILE NO.

SUBJECT

UFO Report T57-31737

TO AFCIN-4E4

FROM AFCIN-4E1

DATE 17 Dec 57

COMMENT NO. 1

ATTN: Capt. Gregory

AFCIN-4E1a/V. D. Bryant/jc
72131/Bldg 263-D/Rm 8

1. The subject report, submitted by 657 ACWRON, Houma, Alabama, refers to a target "15 miles long and 10 miles wide". Lacking any visual observation of so huge a target, and inability of airborne radars to pick up the target (while searching the area for it) at 35 miles, it must be considered as obviously a false return on the radar. Just what caused this false return is not known, and while the weather may not move fast, the results of such weather changes frequently do move at very high rates of speed, due to reflections, and the angles at which the signals are reflected. Returns such as the one under discussion usually are due to phenomena brought about by some weather condition. The fact that no aircraft were scrambled for such an unusual target indicates there must have been compelling doubts in the minds of the operating personnel as to the authenticity of the subject targets.

1 Incl

Inc Msg dtd 24 Nov 57

CITE: OPS 001L, T57-31737

Cys 1 & 2

Gordon C. Hoffman
GORDON C. HOFFMAN
Colonel, USAF
AFCIN-4E1

DOWNGRADED AT 5 YEAR INTERVALS;
DECLASSIFIED ON 2 YEARS;
DDO DIR SECURIO

UNCLASSIFIED

Classification Cancelled

(or changed to UNCLASS)

Auth *Gordon C. Hoffman, Lt COL, USAF*

By *JTD (WFO)*

Date *24 Apr 69*

AFR 265-1 para 1-126

Page 1 of 1 Pages

Cy 1 of 4 Cys

DD FORM 96

1 FEB 60

REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

16-54801-6 ★ U. S. GOVERNMENT PRINTING OFFICE