

PROJECT 10073 RECORD CARD

1. DATE 9 June 58	2. LOCATION Puget Sound area, Washington		12. CONCLUSIONS ☐ Was Balloon ☒ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local _____ GMT 09/1817Z	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Military		☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION 4 mins	8. NUMBER OF OBJECTS one	9. COURSE NW	☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown
10. BRIEF SUMMARY OF SIGHTING Rnd, white obj w/white small dark circle in center. The outer edge of obj appeared darker w/thick edges. Traveling at terrific speed. Obj climbed then descended & closed in on observer, making 4 or 5 small orbits. It finally accelerated & climbed rapidly out of sight. NW. F102 pilot observed pinkish white cylindrical obj between 40,000 to 50,000ft & above. Obj oscillated, appeared to stop, climb, then turn. Pilots stated that obj circled him while around 52,000ft. Investigators showed balloon released in that area; plotted up to 90,000ft & wind generally blowing in direction of obj.		11. COMMENTS Probably a balloon. Detailed analysis in UFO case file.	

ATIC FORM 329 (REV 26 SEP 52)

F

ATIC

11 JUN 58 10 09

1-3 429
3-4X20
JUN 11

SQB496 YDB235CZCQYC832ZCQQB970

RR RJEDDN RJEDSQ

ZDK

DMA042

RR RJWZSB RJEDDN RJEDSQ RJEZHQ

DE RJWZDM 93A

R 092327Z

FM COC 25TH ADIV

TO RJEDDN/COMDR ADC

RJEDSQ/COMDR AIR TECHNICAL INTELLIGENCE CENTER

RJEZHQ/ASST CHIEF OF STAFF INTELLIGENCE HEADQUARTERS USAF

RJEZHQ/OFFICE OF INFORMATION SERVICES HEADQUARTERS USAF

10073 JUN 11 07:54

BT

/U N C L A S/ 25TH CADD TAC F 34

1. A. ROUND
- B. 4 INCHES *AT ARMS LENGTH?*
- C. WHITE WITH SMALLER DARK CIRCLE IN CENTER.
- D. ONE
- E.
- F. VIVID ROUND SHAPED OBJECT WITH DARK CENTER
- G. NONE
- H. NONE
- I. THE OUTER EDGE OF THE CIRCUMFERENCE OF OBJECT APPEARED

PAGE TWO RJWZDM 93A

DARKER WITH THICK EDGES.

2. A. VISUAL SIGHTING OF OBJECT AT TERRIFIC SPEED
- B. 30 DEGREE ELEVATION WHEN I WAS LEVEL AT 40,000.
- C. 60 DEGREE ELEVATION
- D. INITIALLY TRACKING ^N360 DEGREE AND THERE AFTER DOING
SEVERAL 360 DEGREE PORT TURNS
- E. TRACKING NORTHWEST CLIMBING IN 45 DEGREE PITCH, ALTITUDE
ACCELERATING RAPIDLY UNTIL OUT OF SIGHT.

*Mission
due to rate
of closure*

*who was
TRACKING AND
MANEUVERING?
observer
or
object?*

- F. 4 MINUTES *observed for 4 minutes on a
clear day and couldn't
identify the object.*
3. A. AIR-VISUAL
- B. NONE

C. (F-102(1425) 40 MI HEADING 180 SPEED -9 MACH MCCHORD AFB

4. A. 1817Z 1817-8 = 1017

B. DAY (CLEAR)

5. NC 4320

6. A. N/A

B. ~~REDACTED~~ 1 ST LT, USAF

318TH FIS (INTERCEPTOR PILOT)

7. A. ON TOP VFR AT 40 MI

^{SSW}
SURFACE 210/12

PAGE THREE RJWZDM 93A

B. 60-	^{SW} 220/09
100-	^N 010/11
160-	^{NNE} 020/09
200-	^N 360/06
300-	^{ESE} 120/18
400-	^{ESE} 120/15
500-	^{WSW} 240/02
720-	^{NNE} 030/02

C. 1

D. UNLIMITED

E.

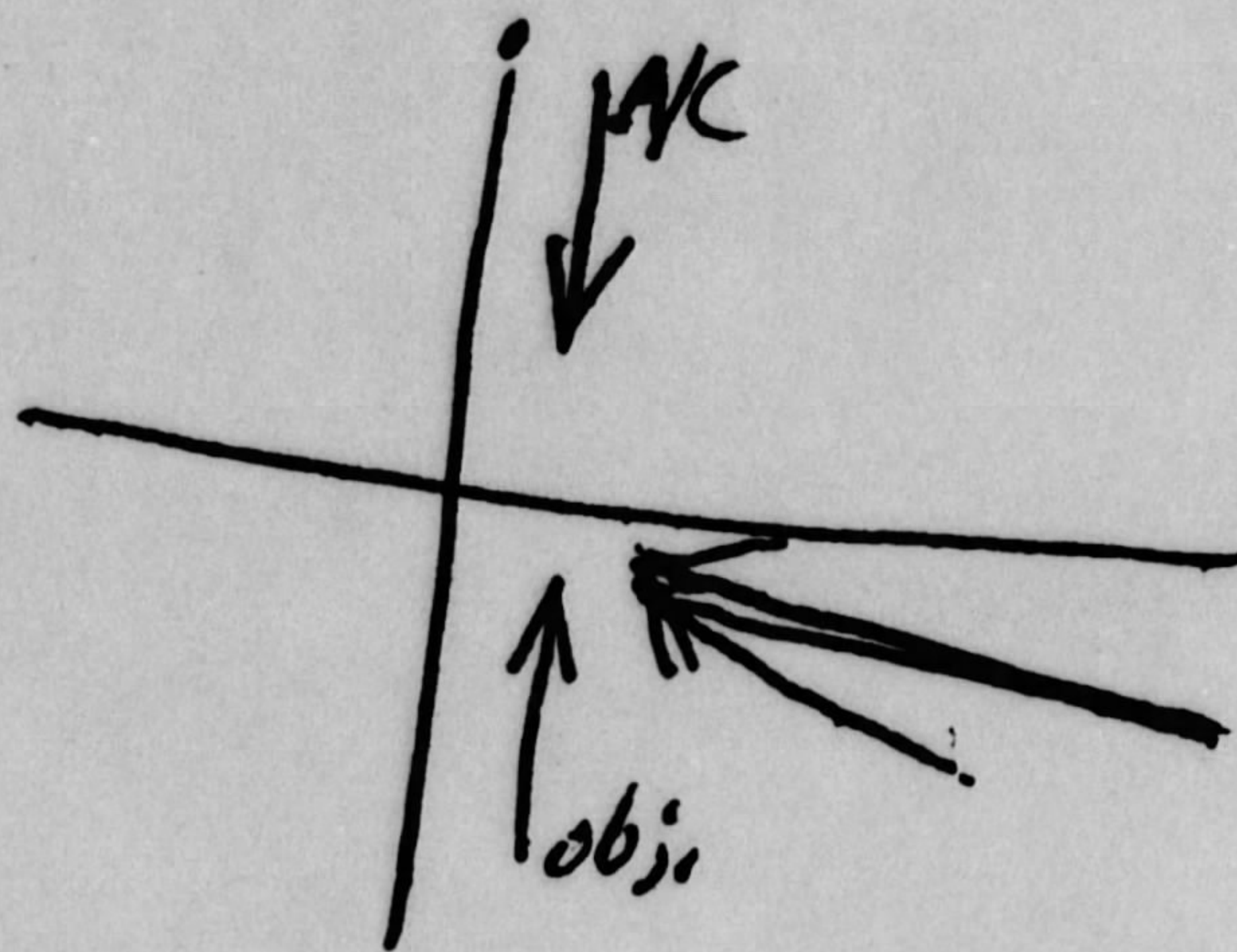
F.

8. SEA WEATHER RELEASED BALLOON AT 09/1800Z EST. HEIGHT OF
BALLOON 40,000 AT TIME OF INCIDENT AND POSSIBLE LOCATION OVER
LOWER PUGET SOUND

9.

10. INTERCEPTOR CLIMBED AT MAXIMUM POWER TO 52 MI MAINTAINING

VISUAL SIGHTING ON OBJECT



11.

12. WHILE FLYING LEVEL AT 40,000' I SPOTTED THIS OBJECT

PAGE FOUR RJWZDM 93A

TRACKING NORTH AT A TERRIFICALLY HIGH RATE OF SPEED. I TURNED TO KEEP THIS OBJECT WITHIN SIGHT. IT APPEARED TO CLIMB AND SLOW DOWN AND DO A LARGE 360 DEGREE ORBIT THEN IT DESCENDED AND STARTED CLOSING IN TOWARD ME. IT THEN MADE 4 OR 5 SMALL ORBITS AROUND ME. AT THIS TIME THE FEATURE OF THE DARK CENTER OF THE OBJECT WAS DISTINGUISHABLE AND ALSO THE BANKING ATTITUDES OF THE OBJECT WERE VIVID. IT FINALLY PITCHED UP 45 DEGREE PITCH ATTITUDE AND ACCELERATED AND CLIMBED RAPIDLY OUT OF SIGHT ON A NORTHWEST HEADING.

BT

10/0013Z JUN RJWZDM

NNNN

D

This is a well known phenomenon of what happens when a pilot examines a balloon at high speed (100 mph) at high altitudes
Rate of closure (a/c on balloon) same appearance of climbing of what also balloon
prob balloon

(2)

- We have*
- (5) Many reports of pilots trying to keep small, moving objects centered while they attempt to maneuver around them on file - which results with the illusion or appearance that the object was moving around the aircraft - instead of vice versa. This invariably happens at very high altitudes where there is no horizon, return or perspective points. Many reports show that pilot stating that the object (balloon) was closing on the aircraft, when actually the balloon was standing still. This could possibly account for pilot's statement object circled around him. Correlating this with his apparent, somewhat doubtful reliability in judging or estimating size and distances (shown here) - this honest mistake or belief on his part is understandable.

ADDITIONAL COMMENTS:

- (6) Check with U.S. Aero Chart #269, discloses that pilot was just South of controlled AIRWAY (AMBER) No. 1 - Running SE and NW, which carries considerable traffic. Although the flight of the object pilot observed closely parallels this traffic airway heading - which would indicate the object was an aircraft - the characteristics, description, flight pattern rule out aircraft, but strongly point out balloons.

On the basis of data given, analysis of the pilots information and his personal reliability check, there is no compelling reason to conclude that the object observed was not probably a balloon.

Analyst's personal comments:

Check: Same old story that pilots are "irrefutable observers; Although better than most, pilots still subject to all the opinions, mistakes, illusions all other observers are heir to.

RTG

UNIDENTIFIED FLYING OBJECT SUMMARY
SUMMARY AND EXTRACT SHEET

Analyst:
George T. Gregory
Capt., USAF

UFOB REPORT # 9-J-58

DATE OF INCIDENT: 9 June 1958

LOCATION OF INCIDENT: NC-4320 (Position approx. midway between Tacoma and Seattle, Washington) TIME: 1817Z (1017 A.M. Local)

SUMMARY OF INCIDENT: Pilot of F-102 aircraft, while between 40,000 to 50,000 ft. alt. at Mach. 9 (600+ MPH) observed a pinkish-white object, cylindrical in shape, whose diameter was approximately 12 times its depth (Comment: believe Source meant length). Pilot was going South (180°), when he observed object moving due North which appeared to oscillate as it moved. Pilot made a left turn. Object continued North. Then it appeared to (Note!) climb, slowdown, then do a left turn. Pilot claims the object then circled his aircraft three times before he descended to lower levels.

It is significant to point out (as a routine "source reliability" check or clue), that pilot gave figures of $3/4$ in. (diameter), $1/16$ in. to $1/32$ in. for depth in estimates. Almost incredible that measurements like this could be given while flying at 600 MPH+. Hairbreadth measurements of this nature require precision rulers, calipers or instruments. !?

INVESTIGATIVE EFFORTS:

- (1) Wind plots for area show winds from SE to NW for 40,000 ft. (consistent with flight path of object at estimated 40,000 feet).
 - (2) Wind plots for area show winds from West to NE for 50,000 ft alt and above (consistent with pilots statement object made large turn at these estimated altitudes).
 - (3) Balloon was released about 20 minutes before sighting, and officially reported to have reached at least 40,000 by U.S. N. Wx Svs. in that area.
 - (4) Other pilots, radar units, others in area did not see anything unusual.
- Pilot states he did not make an effort to check if object was on his radar
- PHYSICAL EVIDENCE: scope (?)

NONE

FINAL ATIC EVALUATION: PROBABLY BALLOON:

- (1) Balloon released 20 minutes before sighting and up in that area.
- (2) Up to est. 40,000 feet object on N-NW track. Wind was blowing in that direction. At est. 50,000 wind shifted, blowing from W-SW up to N-NE (as shown by official check). This would account for change of direction at that altitude (Object therefore was moving with wind, generally).
- (3) Pilot states object oscillated, slowed down, climbed, turned: these are well-known, proven balloon characteristics.
- (4) A word on pilots probable reliability (reporting officer did not evaluate): note estimated measurements given in para. A.2 of report. Most observers from fixed positions on ground cannot estimate within one or two inches.

See U.S. Army Chart
264, 1.

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

UNCLASSIFIED ~~EFTO~~ ^{MEM}

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

MULTIPLE ²ADS
20 JUN 58 21 42235F/3
21/1/58

PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION ROUTINE	BOOK ☐ MULTI ☐ SINGLE ☐	AF	TAC F34	UNCL
INFO ROUTINE				

FROM:

COMDR ATIC

SPECIAL INSTRUCTIONS

~~EFTO~~
MEM

TO: COMDR, 1006th AISS, ENT AFB, COLORADO *REDN*
(INFO) COMDR, DET #5, ^{1006 AISS} GEIGER FLD, WASHINGTON *RWZGR*

~~UNCLASSIFIED~~ ^{MEM} ~~EFTO~~

FROM: AFCIN-4E4

6-1229-E

IN ACCORDANCE WITH PARAGRAPH 6c, AFR 200-2, REQUEST LIMITED TYPE
INVESTIGATION TO OBTAIN MORE INFORMATION ON FOLLOWING UFO SIGHTING.

(REFERENCE TT MESSAGE 25TH CADD TAC F 34.) 1st LT CHARLES J.

SCHARF, 318TH FIS, MCCHORD AFB, WAS FLYING AT 40,000 FEET IN F-102

WHEN HE SIGHTED A ROUND WHITE OBJECT, WITH A DARK CIRCLE IN THE
CENTER, 30 DEGREES ELEVATION ABOVE HIS AIRCRAFT. IT WAS TRACKING

NORTH AND F-102 WAS ON A 180 DEGREE HEADING AT .9 MACH. OBJECT

WAS TRAVELING AT A TERRIFIC SPEED AND F-102 TURNED TO KEEP IT IN

SIGHT. IT APPEARED TO CLIMB AND SLOW DOWN, DO A LARGE 360 DEGREE

ORBIT, THEN DESCENDED AND STARTED CLOSING IN TOWARD THE F-102.

OBJECT THEN MADE 4 OR 5 SMALL ORBITS AROUND THE F-102. IT

FINALLY PITCHED UP 45 DEGREE ALTITUDE AND ACCELERATED IN A CLIMB,

RAPIDLY DISAPPEARED ON A NORTHWEST HEADING. A BALLOON WAS PROBABLY

DATE 19 TIME 1130

MONTH JUNE YEAR 1958

SYMBOL

AFCIN-4E4

TYPED NAME AND TITLE *(if required)*

T/Sgt James O. Bolieu

PHONE 69216

PAGE 1

NR. OF 2

SECURITY CLASSIFICATION

UNCLASSIFIED ~~EFTO~~ ^{MEM}

SIGNATURE

Mary C. Markevich

TYPED (or stamped) NAME AND TITLE

MARY C. MARKEVICH
1st Lt., USAF
Assistant Administrative Officer

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

UNCLASSIFIED EFTO

FROM:

COMDR ATIC

IN AREA AT TIME OF SIGHTING, BUT MANEUVERING OF THE OBJECT RULES
OUT A BALLOON.

EFTO *Shady*

COORDINATION:

AFCIN-4E4

H. A. Miley
Dr. H. A. Miley

DATE *19 June 58*

AFCIN-4E

Mr. N. Post
Mr. N. Post

DATE *6/20/58*

SYMBOL

AFCIN-4E4

PAGE
NR
2

NR OF
PAGES
2

SECURITY CLASSIFICATION

UNCLASSIFIED ~~EFTO~~

INITIALS

Shady

~~Oct 1~~ 1817 29 Jan 38

Jul 1 00 43 '53

1-74E4

25

3-4x2a

Me Din

257-1110

50:20

/UNCLAS/ FROM AISOP 225 PD ATTN AFCIN 4E4 PD UFO PD THE
FOLLOWING MESSAGE IS QUOTED FOR YOUR INFORMATION CLN QUOTE THE
FOLLOWING INFORMATION IS FORWARDED FOR YOUR PERUSAL AND
SUBMISSION TO ATIC PD REFERENCE TT MESSAGE AFCIN 4E4 G
1229-E AND TT MESSAGE 25TH CADD TAC F-34 CMM ONLY THOSE PARTS

OF PARA 14 AFR 200-2. WHICH CONTAIN NEW OR CORRECTED INFORMATION
HAVE BEEN INCLUDED PD A COMPLETE AF FROM 112 WILL FOLLOW PD PARA
15 A (1) PD CYLINDRICAL WITH THE DIAMETER APPROXIMATELY 12
TIMES THE DEPTH PD PILOT THOUGHT OBJECT WAS POSSIBLY THICKER IN
THE CENTER PD THE EDGES APPEARED THICKER BUT MAY

PAGE TWO RJEDDN 105

HAVE BEEN CAUSED BY THEIR DARKER COLOR PD PARA 15A (3) WHITISH
WITH SLIGHT ORANGE TINT PD THE EDGE AND THE CENTER WERE DARKER
PD PILOT FELT ORANGE TINT COULD HAVE BEEN PRODUCED BY REFLECTION

OF SUNLIGHT PD PARA 15 B (4) PILOT WAS ON A 180 DEGREE
HEADING WHEN HE FIRST OBSERVED OBJECT TRACKING NORT AT
TERRIFIC SPEED PD AT FIRST OBSERVATION PILOT ASSUMED OBJECT TO BE
ANOTHER AIRCRAFT CMM HOWEVEK PASSING OBJECT HE OBSERVED FLATNESS
OF OBJECT AND A SLIGHT UP AND DOWN OSCILLATION (SIMILAR TO AN
AIRCRAFT WAGGLING ITS WINGS PD DUE TO RECIPROCAL HEADINGS PILOT
THOUGHT OBJECT PROBABLY WASNOT MOVING OVER MACH 2 OR HE
WOULD NOT HAVE HAD TIME TO OVBERVE OCILLATIO OF OBJECT PD THE
REMAINDER OF THE FLIGHT PATH WAS THE SAME AS REPORT IN PARA 12
CMM TT MESSAGE 25TH CADD TAC F-34 PD PARA 15B (5) OBJECT WAS
HEADING NORTHWEST WITH A 45 DEGREE PITCH AND ACCELERATING RAPIDLY
PD OBJECT DISAPPEARED WITHIN 3 TO 4 SECOND PD PARA 15 D(1)
1817Z CMM 9 JUN 58 PD PARA F (2) [REDACTED] 1ST LT
CMM USAF CMM 318TH FIS (INTERCEPTOR PILOT) PD INDIVIDUAL SEEMED
TO BE INTELLIGENT CAPABLE AND NOT EASILY EXCITED PD 25 YEARS
OF AGE WITH 4 YEARS FLYING EXPERIENCE PD PARA 15 J PD AT THE
TIME OF THE TIME OF THE SIGHTING LT SCHARF WAS ON A

PAGE THREE RJEDDN 105

INTERCEPT MISSION WITH ANOTHER F-102 CMM WHICH WAS ON A SOUTH-
WEST HEADING CMM 15 TO 20 MILES IN FRONT OF LT SCHARF AND HEAD-
ING AWAY FROM THE OBJECT PD A TARGET AIRCRAFT WAS APPROXIMATELY 40
TO 50 MILES SOUTHWEST OF SIGHTING AND HEADING IN A NORTHERLY
DIRECTION PD BOTH OF THE PILOTS WERE NOTIFIED BT LT SCHARF
OF SIGHTING BUT NEITHER PILOT OBERVED ANYTHING PD PARA 15K PD
LT SCHARF HAS HAD FOUR YEARS OF FLYING EXPERIENCE AND IS
ACCUSTIMED TO VARIOKUS TYPES OF REFLECTIONS PD IT IS HIS

OPINION THAT THE OBJECT WAS OF DEFINITE COMPOSITION AND
INTELLIGENTLY GUIDED PD I CAN ADD NO ADDITIONAL

INFORMATION TO VALIDATE OR INVALIDALE LT SCHARFS OBSERVATION

PD THE PORTLAND GOC AD FILTER CENTER HAD (NO) UFO REPORTS FROM 7

THROUGH 13 JUN PD THE 738TH AC&W CONTROLLER IN CHARGE OF LT

SCHARF DURING HIS OBSERVATION WAS UTILIZING IFF EQUIPMENT FOR

TRACKING AND DID (NOT) OBSERVE IF ANY ADDITIONAL OBJECTS APPEARED

ON THE RADAR SCOPE PD DURING HIS VISUAL CONTACT WITH THE OBJECT LT

SCHARF DID (NOT) OBSERVE IF THE OBJECT WAS PICKED UPON HIS RADAR SCOPE

PD PREPARING OFFICER 1ST LT DELLE L FERRIS CMM USAF CMM EXECUTIVE

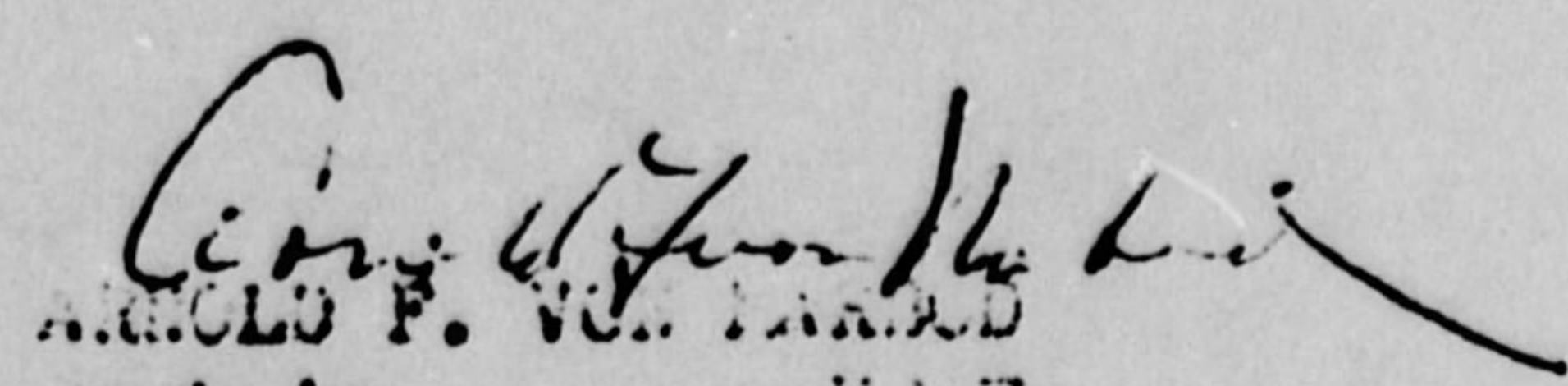
OFFICER CMM DET 5 CMM 1006TH AISS PD UNQUOTE

BT

30/2020Z JUN RJEDDN

✓ Filter Center - 1 Radar
Units - No UFOs!!!?

100 300-9-2000

COUNTRY United States		REPORT NO. D5-UFC-1	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT UFO			
AREA REPORTED ON United States		FROM (Agency) 1006th AIBS, Ent AFB, Colorado	
DATE OF REPORT 27 June 1958	DATE OF INFORMATION 9 June 1958	EVALUATION F-6	
PREPARED BY (Officer) 1st Lt Delle L. Ferris		SOURCE 1st [REDACTED] 318th FIS, 325th Ftr Gp, McChord AFB, Wash.	
REFERENCES (Control number, directive, previous report, etc., as applicable) TT Message AFMIL-4-4 G 1229-2, TT Message 25th [REDACTED] TAC F-34, AFM 200-2			
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 118-Part II.)			
1. This report contains information about a UFO sighting by 1st [REDACTED] interceptor pilot of the 318th FIS, McChord AFB. 2. Distribution: ATIC only. 3. Interviewer: DELLE L. FERRIS 32167-A 1STLT, USAF			
APPROVED			
 ARNOLD F. VOLSTEAD Captain USAF Detachment Commander			
None INCL.			
DISTRIBUTION BY ORIGINATOR			

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	PAGES
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The following format was extracted from paragraph 15, AFR 200-2.

A. Description of Object:

- (1) The Object was cylindrical in shape with the diameter approximately twelve (12) times the depth. The Object appeared to be slightly thicker in the center and around the edges, however observer thought this may have been caused by the darker color at these positions.
- (2) Object was three fourths inches ($3/4"$) in diameter and one sixteenth ($1/16"$) to one thirty second ($1/32"$) in depth.
- (3) Object was whitish with a slight orange tint. Observer thought that the orange tint appeared similar to a reflection of sunlight. The edges and the center of the object were darker.
- (4) One.
- (5) N/A.
- (6) The only discernible features were those described in (1), (2) and (3) above.
- (7) None observed.
- (8) No sound was heard.
- (9) None.

B. Description of Course of Object:

- (1) Visual sighting of object traveling at a high rate of speed.
- (2) From the observation point at 40 M the object was at 30 degrees elevation and heading in a northern heading.
- (3) From the observation point at 52 M the object was at 60 degree elevation and on a northwest heading.
- (4) Pilot was on a one hundred eighty degree (180°) heading when he first observed object tracking north at terrific speed. Upon first sighting the object, observer assumed it was another aircraft, however upon a closer observation he observed flatness of the object and a slight up and down oscillation (Similar to an aircraft waggling its wings). Due to reciprocal heading pilot thought object wasn't moving over each 2. or he wouldn't have had time to observe the oscillation of the object. The pilot made a left hand turn to keep object in sight. The Object continued northward passing to the east of the observer and went almost out of sight; it then appeared to climb, slowdown and do a large left hand three hundred sixty degree (360°) orbit, descending and closing in toward the pilot. The Object then made four (4) or five (5) smaller orbits around the observer. The observer climbed to fifty two thousand (52,000) feet and attempted to keep object in sight by a left turn. During the observer's prolonged turn the object circled the aircraft three (3) times, however at this point the F-102 aircraft, due to loss of speed in climb from forty (40) thousand to fifty-two (52) thousand feet was traveling at a very slow

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Artificially change
if hand detection - check word change from 40- to 50- feet, if any.

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

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rate of speed. During the smaller orbits the object was at an elevation of approximately fifteen (15) degrees; It was during this time that the dark center of the object was distinguishable and the banking attitude of the object was observed.

- (5) The Object proceeded on a northwest heading, increasing its climb to 45 degrees; picking up speed and disappearing in about three (3) to four (4) seconds at a point of approximately sixty (60) degrees elevation.

- (6) Four (4) Minutes. ←

C. Manner of Observation:

- (1) Air visual.
- (2) No optical aids were utilized.
- (3) Aircraft - F-102, identification number - 1425, altitude - 40 M to 50 M, heading of 180°, speed of .9 mach, home station: McChord AFB, Wash.

D. Time and date of sighting:

- (1) 1817Z 9 June 1958. 1817Z - 8 = 1017 A.M. (Local) PST
- (2) Day (Clear).

E. Location of Observer: NC 4320.

F. Identifying Information of Observer:

- (1) N/A.
- (2) [REDACTED], 318th FIS, Interceptor Pilot. Individual appeared to be intelligent, capable, not easily excited and very reliable.

G. Weathers and Winds-Aloft Conditions at time and Place of Sighting:

- (1) Pilot was on top at 40 M with VFR conditions.
- (2) Wind report of nearest AWS or Weather Bureau:

Surface	210	degrees	12 Knots
6,000	220	degrees	09 Knots
10,000	010	degrees	11 Knots
16,000	020	degrees	09 Knots
20,000	360	degrees	06 Knots
30,000	120	degrees	18 Knots
40,000	120	degrees	15 Knots
50,000	240	degrees	12 Knots
80,000	030	degrees	02 Knots

Winds from SE to NW at median altitude of observer's eye.

Ballon made a wide left hand turn at about these altitudes.

Note: Object therefore moved with wind.

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220,000 feet in at 40,000 feet in that location per H. H. (H. H. P.)

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	4	OF	4	PAGES
1006th AISS, Ent AFB, Colorado	D5-UFC-1					

(3) 1.

(4) Unlimited.

H. Sea Weather released a balloon at 09/1800Z. The height of the balloon was estimated at 40000 feet at the time of the sighting with a possible location over Lower Puget Sound.

I. The Interceptor climbed at maximum power to 52 M, maintaining visual sighting on the object.

J. At the time of the sighting Lt [redacted] was on an intercept mission with another F-102, which was on a southwest heading fifteen (15) to twenty (20) miles in front of Lt [redacted] and heading away from the object sighted. A target aircraft was approximately forty (40) to fifty (50) miles southwest of sighting and heading in a northerly direction. Both of these pilots were notified by Lt Scharf of the sighting but neither pilot observed anything. ✓

K. Lt Scharf has had four (4) years flying experience and is accustomed to various types of reflections. It is his opinion that the object was of definite composition and intelligently guided. *✓ Encl*

I can add no additional information to validate *✓* invalidate Lt Scharf's observation.

The Portland GOC AD Filter Center had no UFC reports from seven (7) through thirteen (13) June 1958. The 75th AC&W Controller in charge of Lt Scharf during his flight was utilizing IFF Equipment for tracking and did not observe if any additional objects appeared on the radar scope. During his visual contact with the object Lt Scharf did not observe if the object was on his radar scope.

DELL
DELL L. FERRIS
1st Lt, USAF
Executive

Comment re report:

*Preslighter a interviewer of this incident and
have made more, through checks and investigation
in the case.*

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(CLASSIFICATION)

Unmanned research balloon starts upward, dangling its 70-lb. payload of weather instruments on line from open ring at bottom. Here, soon after launching, it is full only tip of its nose. As it rises, gas expands until at 100,000 feet it fills the entire balloon.

100,000 ft.

Secret Balloons Are

The saucers could be sun reflections on low clouds, or they could be flattened hailstones, gliding down toward the earth.

Then the saucers could be Army weather radio-sonde balloons, fitted with radar reflectors.

An Australian teacher showed his students that with prolonged gazing red corpuscles passed in front of the retina of the eye. As a result they "saw" objects in the sky.

One sure-fire flying saucer that fell to the earth in New Mexico turned out to be a weather balloon. Another, near New York, was just a cluster of balloons carrying cosmic ray equipment.

the Flying Saucers.

Not so! Balloons
only account for the large
majority of so-called saucers
B. a/c, extra, illusions
clouds, etc.

