PROJECT [illegible] RECORD CARD

2. LOCATION: Report

Joliet, Illinois

4. TYPE OF OBSERVATION

DAY

DAY

6. SOURCE

AGC Radar

7. NUMBER OF OBJECTS

1 - 10

8. COURSE

Variable

12. CONCLUSIONS

Radar

10. BRIEF SUMMARY OF SIGHTING

Possibly malfunctioning radar set.

11. COMMENTS

Radar operator unidentified object.
A/C seen at same vertical in direction
which both be visual sighting was made.

30th Air Division considers probably
due to set malfunctioning.

ATIC FORM 329 (REV 26 SEP 52)

AF FORM 112—PART I
APPROVED 1 JUNE 1948

TC [redacted] (CLASSIFICATION)

af 46306 (2)

COUNTRY	REPORT NO.	(LEAVE BLANK)
U.S.A.	UNCLASSIFIED	

AIR INTELLIGENCE INFORMATION REPORT

10

SUBJECT: Report of Unknown Aircraft

AREA REPORTED ON	FROM (Agency)
Northeast Illinois	Radar Mal. 755th AC&W Squadron, Williams, Bay, Wis.

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
7 June 52	3 June 52	A-3

PREPARED BY (Officer): Capt. Douglas A. Neilson

SOURCE: [redacted]

REFERENCES (Control number, directive, previous report, etc., as applicable): EADF Letter 200-1, 18 June 51

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 113—Part II.)

Time: 1527Z

On 3 Jun. 52, an estimated six (6) to ten (10) aircraft were detected by our radar set (AN/CPS 6B) at a GEO. REF. position of DM 3012, on a heading of 310°, altitude of 25,000 feet, and an estimated air speed of 450 M.P.H. [redacted] controller on duty, checked C.A.A. and M.F.S. for flight plan, but they had no flight plan; so he consequently declared an unknown classification on the track, and scrambled Shantung Red, F-86 type aircraft, from O'Hare Field, in Chicago. During the time the track was inbound, the Shantung Aircraft, flying at 29,000 feet, were merged twich with the unknown track, by radar control; however, the fighter aircraft were unable to sight any aircraft, at the position occupied by the unknown track. At 1546Z, position CM 2553, the unknown aircraft turned to heading 140° and followed the lake shore to position CM 5542; the aircraft then turned to heading 090°, maintaing this heading until they reached position DM 3545. At whixh time, they turned to a heading of 120° and maintained this heading until faded at 1616Z, in position GL 1035.

The weather, at the time the fighters attempted intercept, was 30,000 scattered clouds and better than 15 miles visibility. The target indication was very strong on the PPI scope; HRI scope carried indication of from six (6) to ten (10) aircraft.

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DOD DIR 5200.10

APPROVED:

S/ DOUGLAS A. NEILSON
T/ DOUGLAS A. NEILSON
Captain, USAF
Intelligence Officer

COMMENTS
H4 30TH ADIV (DEF), Director of Intelligence:
A total of eight (8) aircraft were scrambled from three (3) different bases but no interception was accomplished due to contact loss without reappearance. Two (2) from Lockbourne AFB, two (2) from O'Hare AFB, and four (4) from Selfridge AFB. No identification was made although all sources were checked.

Study of this incident by representatives at this headquarters concluded that very probably the accurance resulted from arching in the Equipmeat.

INCLS.

(#6) This report issued by AF-U from #6 USAF= FLYING SAUCER file on 18 Oct 54. K.C.

DISTRIBUTION BY ORIGINATOR:
3 Cys. Director of Intelligence, Headquarters, USAF, Washington 25, D. C.
1 Cy. Chief, Air Technical Intelligence Center, Attn: ATIAA-2c, Wright-Patterson AFB, Ohio

UNCLASSIFIED

7-3712

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[redacted] (CLASSIFICATION)

16—55586-2 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1950 O—918331.

PROJECT BLUE BOOK RECORD CARD

1. DATE, TIME [illegible] 20	2. LOCATION Walla Walla, Washington	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DURATION OF SIGHTING [illegible] 2000 250 CACO	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 2 civilian women	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION 10 minutes	8. NUMBER OF OBJECTS 1	9. CAUSE ☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

Brilliant light color.

11. COMMENTS

Brilliant end of cloud [illegible]
of the cloud and disappeared behind
cloud. [illegible]
Reported [illegible] Walla Walla hours
by civilians.

AFOIN FORM 112 (REV 24 SEP 52)

EA

ACTION

RFØ99
WPG1Ø4
YDD1Ø1Z
XYA147
XMX127
XXCØ64
JWPDM Ø62
NMNM JEPHQ JEDWP JEDEN JWPML 444
DE JWPDM 11
NM Ø52Ø3ØZ ZNJ
FM CG 47Ø4TH DEF WG MCCHORD AFB WASH
TO JEPHQ/DIR INTELL HQ USAF WASH DC
JEDWP/ATIC WRIGHT PATTERSON AFB OHIO ATTN: ATIAA-2C
JEDEN/CG ADC ENT AFB COLO
INFO JWPML/CG WADF HAMILTON AFB CALIF
[redacted] D/WI6-173.

1. THE FOLLOWING FLYOBRPT IS SUBMITTED IN ACCORDANCE WITH AFL 2Ø-5:

A. 1. NOT DESIGNATED

2. NOT DESIGNATED

3. BRILLIANT LIGHT

4. ONE

5. NA

6. NA

7. NONE DESCRIBED

8. NONE DESCRIBED

9. NONE DESCRIBED

10. NONE DESCRIBED

11. PULLED OUT OF CLOUDS ACROSS FACE OF MOON.

12. BEHIND CLOUDS.

13. NONE DESCRIBED

B. 1. 2000-2100 PACIFIC STANDARD TIME

2. 4 JUNE 1952

3. TEN MINUTES

C. 1. VISUAL

2. NA

3. NA

4. GROUND

5. NONE

D. 1. HOME, WALLA WALLA, WASHINGTON.

A. 46 DEGREES 04 MINUTES 08 SECONDS NORTH.

B. 118 DEGREES 20 MINUTES W24 SECONDS WEST.

C. NONE.

2. NOT DESIGNATED.

13. NONE DESCRIBED

B. 1. 2000-2100 PACIFIC STANDARD TIME

2. 4 JUNE 1952

3. TEN MINUTES

C. 1. VISUAL

2. NA

3. NA

4. GROUND

5. NONE

D. 1. HOME, WALLA WALLA, WASHINGTON.

A. 46 DEGREES 04 MINUTES 08 SECONDS NORTH.

B. 118 DEGREES 20 MINUTES W24 SECONDS WEST.

C. NONE.

2. NOT DESIGNATED.

E. 1. [redacted] RFD 3, WALLA WALLA, WASH. PHONE

[redacted]

2. UNKNOWN

3. RELATED THIRD HAND TO SENIOR CAA CONTROLLER SCHRIVER, SEATTLE

5 JUNE 52, 0830 PST.

F. 1. 120 OVERCAST 20 BRKS OVC.

2. 280 DEGREES 22 KNOTS 300 FEET, 240 DEGREES 38 KNOTS 35000 FEET.

G. NONE KNOWN

H. NONE

I. NONE

Lt. Col. Hector Quintanilla 4 June 1966
Page 2

had witnessed this, no followup whatever was made. It is [illegible] sort of thing in this case, and in a great many others, that led to the facetious, but somewhat deadly remark by someone that Project Blue Book might be called, not the "Society for the Investigation of Unexplained", (Ivan Sanerson's organization) but rather, "Society for the Explanation of the Uninvestigated". Since 1947, because of lack of funds and adequate personnel, a formidable number of cases were not adequately followed up. I had often pointed out, both to officials in Dayton and in Washington, that a day of reckoning might some day come when the Air Force might be asked to show cause why proper investigations were not made. In this case, for instance, no attempt apparently was made even to find out who "the others" were who had made this sighting. How many? Were they passengers? Were they members of the crew? No attempt even was made to find out the duration of the sighting. In view of all this, it is patently impossible to form any sort of a valid judgment as to what the stimulus that gave rise to this report might have been. To list it as "insufficient information" is incorrect, but it should really be listed as "insufficient information because of lack of followup". A store of information may have been available, but this store was never tapped. Incidentally, how is the case presently carried, unidentified, or insufficient information? The latter would certainly be more appropriate.

3. 4 June 1952, Stuttgart, Germany.

I have rated this a Σ3 C6 meaning puzzling but possibly explanable case of credibility 6, since there were two witnesses technically trained. One witness was a Lieutenant Colonel who was shortly thereafter assigned to the Directorate of Intelligence, Headquarters, United States Air Force. It seems unlikely that they would have been mislead into a misidentification of an F84, and reported instead a very bright light that crossed in front of their aircraft, made fairly tight turns, and then have turned their own aircraft to follow it. Of course, it is entirely possible that it was a gross misidentification on the part of these two experienced pilots and therefore the evaluation of possible aircraft is justified. It is unjustified, however, in the statistics for the year to call it an unquestioned aircraft. To be fair, one might also have designated it "possibly unidentified" and at the end of the year have listed it as "unidentified". I have long inveighed against the unacceptable (and this is to any good statistician) statistics employed by Blue Book over the years in transforming"possibles" and "probables into firm actualities.

Should the files of Blue Book ever be thoroughly examined by competent scientists, this incorrect statistical procedure will surely be pointed out as being most unscientific. Though more cumbersome, the proper thing to do is, of course, to carry in the statistical records the number of, let us say, aircraft, probable aircraft, and possible aircraft cases as separate entries.

4. 5 June 1952, Lubbock, Texas.

Properly classed as unknown. It would be straining things to call these possible aircraft in view of the experience and reliability of both observers. I feel, however, much more information could have been extracted from the original observers. For instance, what did they mean by "lights appeared to be spherical and six inches in diameter?" They estimated the objects to be 40,000 feet high. Did they mean six inches at arm's length, etc? Very obvious information bits have been repeatedly overlooked in these cases. It is obviously too late to go back for this information in 1952 cases, etc., but in view of the continued interest in the UFO phenomenon in this and other countries, it behooves us to correct the mistakes of the past in the investigation of the truly puzzling cases of the present. The great handicap that Project Blue Book works under arises not only from lack of staff in Dayton, but far more importantly, in the gross lack of support at the originating airbases. Also, what is meant by "two objects were approximately 100 yards apart?" At 40,000 feet, this would mean a subtended angle of approximately one-half degree. Things like this could have been checked out by an intelligent interrogation officer.

5. 12 June 1952, Wichita, Kansas.

Ex C6. The past evaluation, "probably balloon" has a low probability, even though a piball was reportedly launched 10 minutes earlier in that general area. There were two witnesses and with the wind 25 miles per hour from the southwest it is unlikely that a balloon could perform the maneuvers as reported. It was stated that the object remained almost motionless for 10 to 15 seconds then moved southwest at a fast rate (against the wind) whereupon it stopped, made several maneuvers, reversed its field until it reached its original position, stopped and took off directly east at an estimated speed of 400 miles per hour, at which time the object changed from globular to saucer-shaped. Observers stated that the object was moving faster than

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[redacted] SECURITY INFORMATION

AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO	(CLASS. MARKING)
Germany	ATI-1091-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object over Stuttgart (Page 1 of 2 pages)

AREA REPORTED ON	FROM (Agency)
West Zone of Germany	HQ, USAFE, ATI Branch

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
14 June 1952	4 June 1952	A-1

PREPARED BY (Officer): GERALD M. JONES, Captain, USAF

SOURCE: [redacted]

REFERENCES (Control number, directive, previous report, etc., as applicable): Air Force Letter No. 200-5

SUMMARY (Brief concise summary of report. Give significance in final one sentence paragraph. List enclosures at lower left. See text of report on AF Form 112—Part II.)

1. Part II of this report is the account of the sighting on 4 June 1952 by [redacted], USAF, of an unidentified flying object in the vicinity of Stuttgart while on routine C-47 training flight.

2. A check with Neubiberg Air Base revealed the information that eight (8) F-84 aircraft departed from Neubiberg during the period 1900Z-1930Z on round robin flights, Neubiberg-Nurnberg-Frankfurt-Stuttgart-Neubiberg. The estimated times en route were from 2 + 00 to 2 + 30 hours. This would put one or more of the aircraft near Stuttgart at the time of the sighting and offer a possible explanation for the reported sighting.

3. This information will be of interest to the Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio, Attention: ATIAA-2C.

APPROVED:

Robert A. Elder
ROBERT A. ELDER
Colonel, USAF
Chief, ATI Branch

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ATI-1091-52

[redacted]

AIR 92600-A

AF FORM 112—PART II
APPROVED 1 JUNE 1949

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SECURITY INFORMATION

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
HQ, USAFE, ATI BRANCH	ATI-1094-52	

1. I was flying the left seat of a Wiesbaden Air Base C-47 on a round-robin flight Wiesbaden-Munich. On return leg from Munich to Wiesbaden, I had just crossed over Stuttgart range station and had completed a turn to heading of 345°. At this time I noticed at 90° to the right of the line of flight what appeared to be a very bright white star. At first I attached no great importance to it but began to wonder which star it could be. It was so bright that I searched the sky for other stars of comparable brilliance. However, because of a moon, nearly full, the stars were fairly dull. Approximately ten seconds later I looked at this same light again and received the impression that it was moving. Looking away and then back again, I discovered that it was moving and on a heading of approximately 270. The light crossed in front of our aircraft at about 7000 feet (2000 feet higher than our altitude at the time) and at a speed as great as or greater than a jet fighter at cruise. The light was white with no beams emanating therefrom, and no sparks, etc., trailing behind it. I was too astonished to do anything but watch it for approximately three seconds. After it had crossed in front of the aircraft and was approximately one mile or two miles west, I drew the attention of the copilot to the object and turned to follow it. At that time the object made a fairly tight turn of approximately 145 degrees and I turned the aircraft to intercept it. The object approached rapidly and the brilliant white light disappeared to be replaced by a bright (much brighter than normal running lights of aircraft) blinking red light, then a blinking green light, followed by the white light again. At this point the object was directly over the city of Stuttgart and I attempted to determine its silhouette outlined against the lights of the city.

2. At this point it is very possible that hallucination enters the situation, for only a fraction of a second was I able to observe its silhouette. It was my impression that the object was circular in shape with white lights on the leading edge. Around the trailing edge was what appeared to be a slight haze similar to that caused by waves of intense heat emanating from jet aircraft, which fogged the lights of the city seen through this haze. The object made a sharp turn to the left on a heading of approximately 270 and disappeared under the nose of the aircraft. At this point I observed the time to be 2107 zebra. I estimate the total time of observation to be not more than three minutes. (ATI COMMENT: [redacted] was the Air Attache in Prague, Czechoslovakia, and has recently been assigned to the Directorate of Intelligence, Headquarters, United States Air Force.)

Gerald M. Jones

GERALD M. JONES
Captain, USAF
ATI Branch

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[redacted]
(CLASSIFICATION)

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PROJECT 10079 RECORD CARD

1. DATE

2. LOCATION

12. CONCLUSION

3. DATE/TIME

4. TYPE OF OBSERVATION

☒ Ground-Visual ☐ Ground-Radar

☐ Air-Visual ☐ Air-Intercept Radar

☐ Was Balloon
☐ Probably Balloon
☐ Possibly Balloon

☐ Was Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft

5. DURATION

6. SOURCE

☐ Was Astronomical
☐ Probably Astronomical
☐ Possibly Astronomical

7. TYPE OF OBSERVATION

2 MINUTES

8. NUMBER OF OBJECTS

1

9. COURSE

☐ Other
☐ Insufficient Data for Evaluation
☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

-- [illegible] color. Oval shape.
[illegible] -- Indeed stay.

11. COMMENTS

UNCLASSIFIED
[redacted]
(CLASSIFICATION)

AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
Korea	52-125	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Sighting of Unknown Luminous object

AREA REPORTED ON	FROM (Agency)
North Korea	Det 1, 6004th AISS, APO 970

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
23 June 1952	17 June 1952	C-3

PREPARED BY (Officer)
1st Lt Bosan Lau

SOURCE
[redacted]

REFERENCES (Control number, directive, previous report, etc., as applicable)
521st MISP IPW Report 1658, Det 1, 6004th AISS IR Form 112, Number 52-124

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 112—Part II.)

This report contains information on sighting of unknown luminous object in vicinity of DT1844 and purported employment of light-type NK aircraft in area of DT176402.

APPROVED:

JEAN H. DAUGHERTY
Colonel, USAF
Director of Intelligence

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[redacted]
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[redacted]
(CLASSIFICATION)

AF FORM 112—PART H
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
Det 1, 6004th AISS, APO 970	52-125	

I. SOURCE AND UNIT IDENTIFICATION:

a. Name: [redacted]; Nationality: North Korean; PW #: 130; Rank: Pvt; Duty: Rifleman; Age: 18; Address: [redacted]

b. Unit: II NK Corps, 13th Div, 21st Regt, 1st Bn, 1st Co, 1st Plat, 3rd Sqd

c. Date, Place and Circumstances of Capture or Surrender: While on guard duty between 112300 and 112400 June 52 Source deserted his unit surrendering on 120530 June 52 to elements of the 6th Co, 2nd Bn, TAFC, 25th Inf Div at DT176381.

2. RELIABILITY OF SOURCE:

Source was rather nervous during the interrogation furnishing frequently contradictory or evasive statements. Later on he regained his composure and tried in earnest to cooperate with the interrogating personnel. His conception of distance, memory of dates and places appears to be rather vague and due to this fact truth of the information submitted by Source cannot be judged. His reliability cannot be judged.

3. OBSERVATION OF SOURCE:

On 5 June 1952 at approximately 2200 hours while Source was on the way from his bunker (vicinity of DT 176402) to the Co latrine he noted a strange luminous stationary object appeared to be suspended approximately five hundred (500) meters above the top of the hill # 1290 (DT1844) which is located in a distance of approximately one (1) km NE from Source's position. Source observed the object for approximately five (5) minutes. He stated that the object was of light-brownish color, luminous, oval shaped, approximately fifteen (15) cm long and five (5) cm wide. The object, when observed by Source, was in a vertical position in relation to the hill. Source attracted the attention of other soldiers present in the area and discussed with them the incident but nobody was able to give any reasonable explanation as to the origin of the object and it's purpose. Approximately three (3) minutes after Source sighted the object it faded gradually in place within 40 seconds it's original color loosing gradually the intensity. Source stated that he had no previous knowledge or did not make previous observation of this object. No further information.

4. HEARSAY INFORMATION REPORTED BY SOURCE:

On 7 June 52 Source and other members of his squad were informed by their squad leader that a light-type NK A/C will be employed every night in the vicinity of DT 176402. Squad leader did not discuss the mission of this A/C nor did he give any description of it with the exception that "the engine noise of this A/C is similar to the noise produced by the engine of a motorcycle and differs substantically from the noise produced by UN A/C". The same leader informed his squad that NK A/C will initiate bombing of UN front lines in the immediate future, but so far no evidence of this promise was observed either by Source or his fellow soldiers in the area. No further information.

INTERROGATOR: A/1C W.C. Redfield

5. COMMENTS OF REPORTING OFFICER:

Information contained in par 3 of this report represents first instance of reporting unknown luminous object by captured enemy personnel interrogated by this detachment.

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AF FORM 112—PART H
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
Det 1, 6004th AISS, APO 970	52-145	

Bosan Lau

BOSAN LAU
1st Lt, USAF
Asst Interrogation Officer

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AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY: United States

REPORT NO. [redacted]

UNCLASSIFIED

(LEAVE BLANK) 423160

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: FLYOBRPT

AREA REPORTED ON: Lubbock, Texas

FROM (Agency): Wing Intelligence Office, Reese AFB, Texas

DATE OF REPORT: 21 June 1952

DATE OF INFORMATION: 5 June 1952

EVALUATION: C-3

PREPARED BY (Officer): Captain Keiffer E. Parker

REFERENCES (Control number, directive, previous report, etc., as applicable): AFL 200-5, 29 April 1952

Mr. [redacted] and [redacted], Lubbock, Tex.

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

Eight (8) unidentified flying objects were observed over Lubbock, Texas on 5 June 1952 from 2300 hours to 2345 hours CST. Sightings were made by Mr. [redacted] and Mr. [redacted] both of Lubbock, Texas.

AFOIN-3A5

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
Wing Intelligence Office Reese AFB, Texas	IR-3-52 [redacted]	

SUBJECT: FLYOBRPT

SOURCE: Information contained in this report was obtained from Mr [redacted], [redacted] Lubbock, Texas and Mr [redacted] Lubbock, Texas. Interview was conducted by Captain [redacted], Wing Intelligence Officer.

1. On 5 June 1952 from 2300 hours to 2345 hours CST, eight (8) unidentified flying objects were sighted. The objects sighted were spherical in shape with no apparent tail surfaces or exhaust. Source estimated the size of each object to be approximately six inches in diameter. He compared them to a very bright star, such as Jupiter, and said that they were a little bit larger. Objects were all uniform in size and color. They gave a constant yellow glow that was quite bright in color.

There were eight (8) objects sighted, all of which were sighted singularly, except for two which appeared together in a trail formation. The two in formation were approximately 100 yards apart. The second object followed the first at a uniform distance until they disappeared over the horizon.

Seven (7) of the objects appeared in the north at approximately 3 o'clock high and disappeared in the south in 1 1/2 to 3 minutes. All objects sighted were flying north to south except for one which flew exactly opposite, south to north. All of the objects pursued a straight and level flight with the last two veering sharply into the southeast. There was no sound connected with any of the objects.

2. Objects were sighted at 3 o'clock due north of observer's home and were seen over a period of 45 minutes. One object was held under observation for two minutes.

3. Objects were viewed with the naked eye and with a pair of 7 X 35 Bausch and Lomb binoculars. Objects viewed through the binoculars appeared the same as when viewed with the naked eye.

4. Observation took place at 3334N and 10248W in the city of Lubbock, Texas. Objects appeared due north of point of observation at approximately 40,000 feet. Estimated altitude was based on a comparison of the objects with the approximate altitude of the B-36 type aircraft that frequently flies over Lubbock, Texas. Source said the objects appeared to be at a higher altitude than the B-36 normally flies.

5. Information concerning the reliability and experience of the observers is rather limited. Mr. [redacted] seemed to be quite familiar with various types of conventional aircraft and both witnesses were very sincere in their efforts to be of service. Prior to sighting the unidentified objects, source had clearly identified two B-25's and one DC-3 type aircraft flying at high altitudes. A check with Reese AFB Operations revealed that there were B-25 type aircraft in the general area at 2001, 2231, 2223, and 1926 hours CST. One C-47 type aircraft departed from Reese AFB at 2037 hours which could have been mistaken for a DC-3.

6. The weather conditions at 2330 hours on 5 June 1952 were: temperature 69 degrees, no ceiling, visibility 15 miles plus with scattered clouds at 12,000 and 25,000 feet, and calm winds (no direction and no velocity).

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.

[redacted]
(CLASSIFICATION)

16—55370-1 U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED

AF FORM 112—PART II
APPROVED 1 JUNE 1948

RESTRICTED SECURITY INFORMATION
(CLASSIFICATION)
UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM: (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
Wing Intelligence Office Reese AFB, Texas	IR-3-52 [redacted]	

7. There was no known meteorological activity or condition to which this sighting could be attributed.

8. Physical evidence such as fragments, photographs, etc. were nonexistent.

9. There was no interception or identification action taken.

10. Two B-25 type aircraft were known to be in the general vicinity at the time of the sighting. One B-25 type aircraft landed at Reese AFB at 2329 hours and another landed at Reese AFB at 2341 hours.

COMMENTS of Preparing and Approving Officer:

Mr. [redacted] and Mr. [redacted] are well educated and highly intelligent individuals. They were very sincere in their efforts to cooperate and assist this organization.

Kelfter E. Parker
KELFTER E. PARKER
Captain USAF
Wing Intelligence Officer

WARNING: 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.

UNCLASSIFIED
RESTRICTED SECURITY INFORMATION
(CLASSIFICATION)

16—58870-1 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1950—O-918132

Should the files of Blue Book ever be thoroughly examined by competent scientists, this incorrect statistical procedure will surely be pointed out as being most unscientific. Though more cumbersome, the proper thing to do is, of course, to carry in the statistical records the number of, let us say, aircraft, probable aircraft, and possible aircraft cases as separate entries.

4. 5 June 1952, Lubbock, Texas.

Properly classed as unknown. It would be straining things to call these possible aircraft in view of the experience and reliability of both observers. I feel, however, much more information could have been extracted from the original observers. For instance, what did they mean by "lights appeared to be spherical and six inches in diameter?" They estimated the objects to be 40,000 feet high. Did they mean six inches at arm's length, etc? Very obvious information bits have been repeatedly overlooked in these cases. It is obviously too late to go back for this information in 1952 cases, etc., but in view of the continued interest in the UFO phenomenon in this and other countries, it behooves us to correct the mistakes of the past in the investigation of the truly puzzling cases of the present. The great handicap that Project Blue Book works under arises not only from lack of staff in Washington, but far more importantly, in the gross lack of support at the originating airbases. Also, what is meant by "two objects were approximately 100 yards apart?" At 40,000 feet, this would mean a subtended angle of approximately one-half degree. Things like this could have been checked out by an intelligent interrogation officer.

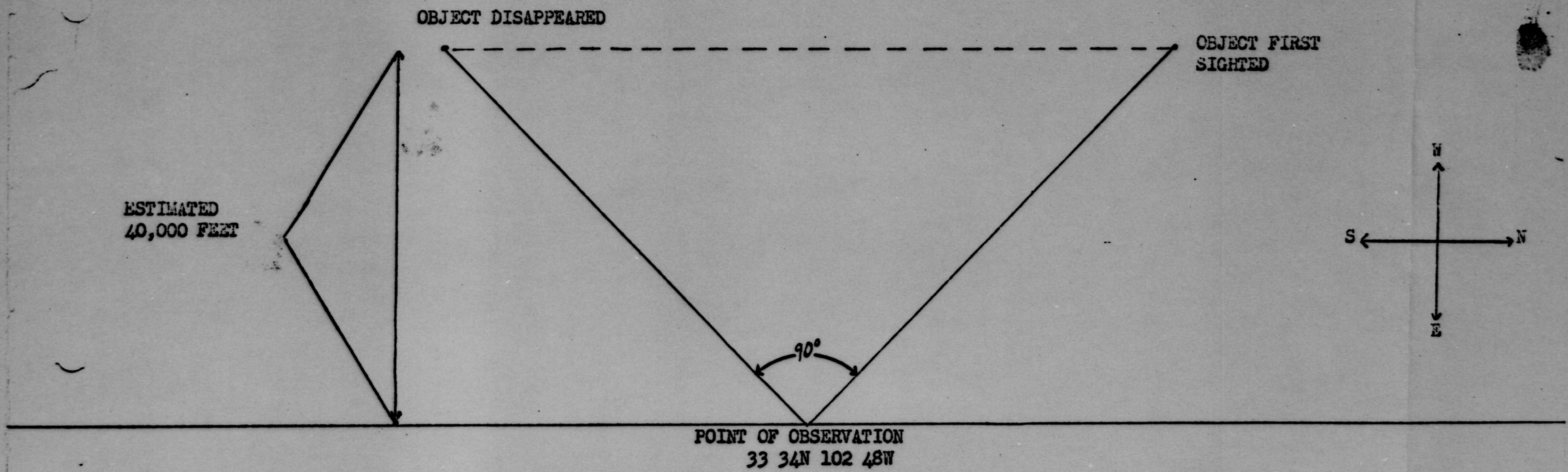
5. June 1952, Wichita, Kansas.

23 C6. The past evaluation, "probably balloon" has a low probability, even though a piball was reportedly launched 10 minutes earlier in that general area. There were two witnesses and with the wind 25 miles per hour from the southwest it is unlikely that a balloon could perform the maneuvers as reported. It was stated that the object remained almost motionless for 10 to 15 seconds then moved southwest at a fast rate (against the wind) whereupon it stopped, made several maneuvers, reversed its field until it reached its original position, stopped and took off directly east at an estimated speed of 400 miles per hour, at which time the object changed from globular to saucer-shaped. Observers stated that the object was moving faster than

47-3118-4

[redacted]

AF473100



[redacted]

UNCLASSIFIED

ACTION

WPB201

YDD173H

WYD143

WMX197

JWFLB 083

PP JEPHQ JEDWP JEDEN JEDST JWFGO 555

DE JWFLB 22

P 191700Z ZNJ

FM CG 3500TH PTW REESE AFB TEX

TO JEPHQ/DIR OF INTEL HQ USAF WASH 25 D.C.

JEDWP/AIR TECH INTEL CEN WRIGHT PATTERSON AFB OHIO

JEDEN/CG ENT AFB COLO SPRINVS COLO

JEDST/CG ATRC SCOTT AFB ILL

INFO JWFGO/CG FTAF WACO TEX

[redacted]/GA435F. ATTN: ATIAA-2

FLYOBRPT. APR 1. EIGHT UNIDENTIFIED FLY OBJ SPHERICAL IN SHAPE, NO APPARENT TAIL SURF OR EXHAUST, APPROX 6 DIAM , EMITTED CONSTANT YELLOW GLOW. PAR 2 PD 2330 HRS 5 JUN 52, LUBBOCK, TEX PAR 3 SEEN WITH NAKED EYE AND 7 BY 35 BOUSCH& LOMD BINOCULARS. 8 OBS SITED, ALL BUT ONE FLEW A STRIGHT AND LEVEL CRSE FC N TO S. THE OTHER OBJ FLEW A CRSE S TO N. OBJS OBSR ONE AND ONE-HALF TO 3 MIN. ALT EST ABVE 40,000FT. OBJS IN VIEW APPROX THRU 90 DEGR ANGLE OF ARC. PAR 4 PT OF OBSERVN 10248 W AND 3334N. OBJS APPEARED DUE N

UNCLASSIFIED

PAGE TWO JWFLB 22

OF PT OF OBSRVN AT APPROX 7Ø DEGR ANGLE AND WERE LOST TO SIGHT AT APPROX A 6Ø DEGR ANGLE DUE S. APR 5. THE OBSR WERE MR. [redacted] AND MR. [redacted] LUBBOCK, TEXAS AND BOTH SEEMED HIGHLY INTEL AND FAMILIAR WITH CONVENTIONAL ACFT AND QUITE SINCERE IN THEIR EFF TO ASST THIS ORGN. PAR 6. WEA COND: SCATTERED CLOUDS AT12,ØØØ AND AT 25ØØØ FT. TEM69 DEGR. VISIBILITY 15 MI. PAR 7 NO KNOWN ACTY OR COND MET OR OTHERWISE WHICH MIGHT ACCT FOR THIS SIGHT. PAR 8 NEGATIVE. PAR 9 NEGATIVE PAR 1Ø TWO B-25 ACFT AND ONE C-47 ACFT ENT THIS VICINITY AT TIME SIGHTED. DELAY IN REPT INCIDENT CAUSED BY ORIGINAL REPT FR MR. [redacted] WHICH WAS A LTR ADDRESSED PERS. TO THE B CONDR WHO WAS ON LV AT THAT TIME. INFO FOR THIS REPT OBTN BY PERS INTERVIEW WITH ABVE 2 OBSR BY THE WG INTEL OFF AT THIS B. REF AFL 2ØØ-6 DTD 29 APR 52.
19/2125Z JUN JWFLB

[redacted]

20 JUN 1952 09 31 Z

Eg-1

5. TYPE OF OBSERVATION

☐ Ground-Radar ☐ Ground-Radar

☐ Airborne-Radar ☐ Airborne-Radar

6. SOURCE

☐ Visual ☐ Radar

☐ Both ☐ Both Visual and Radar

7. LENGTH OF OBSERVATION | 8. NUMBER OF OBJECTS IN COURSE

1 | 1

☐ Other

☐ Insufficient Data for Evaluation

☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

Dirty. [illegible].

11. COMMENTS

[illegible]

[illegible]

[illegible].

AFIC FORM 329 (REV 26 SEP 52)

UNCLASSIFIED

ACTION J

1

ACTION INFOR. | A.G.O. INFOR.

5 PM 6:57

15

UNK

1. ATIAA-2C
2. ATIA
3. Central File

BD234A

WPG243

YDA253

WYC162

WDA286

JWFKDØ82

RR JEPHQ JEDWP JEDEN JEPYB 444

DE JWFKD 43

R Ø617ØZ ZNJ

FM CO 4901ST SPT WG /ATOMIC/ KIRTLAND AFB NMEX

TO JEPHQ/DIR OF INTELLIGENCE HQ USAF WASHDC

JEDWP/AIR TECHNICAL INTELLIGENCE CTR WPAFB OHIO ATTN ATIAA-2C

JEDEN/CG ENT AFB COLO

JEPYB/CG ARDC BALTO MD

[redacted] AQQ-WCKO-6-1 X FLYOBRPT/ ONE RND SHINY OBJECT SIGHTD VISUALLY FR GROUND AT APPROX 1845 MST 5 JUNE SE QUADRANT ALBUQUERQUE X FLYING NORTH AT VERY HIGH SPPED AND ALT X PASSED ABOVE B-29 ON E CRSE AT APPROX 10000 FT X NO NLOUDS ALL QUADRANTS X V VISIBILITY 60 MI WINDS E 20 MPH X OBSERVER S/SGT T. H. SHOREY OF 521 S CEDAR ST ALBUQUERQUE X

Ø6/22222 JUN JWFKD

1-3012-49

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

Cy-1

APPROVED 1 JUNE 1948

UNCLASSIFIED

COUNTRY	REPORT NO.	(LEAVE BLANK)
U.S.	[illegible]-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Objects (FLYOBRPT)

AREA REPORTED ON	FROM (Agency)
Albuquerque, New Mexico	~~Hq 4901st Support Wing (Atomic)~~ Kirtland Air Force Base, New Mexico

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
9 June 1952	6 June 1952	C-3

PREPARED BY (Officer)	SOURCE
Major Roy L. Huddleston, USAF	S/Sgt T.H. Shorey, USAF

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFL #200-5 and TWX AQQ-WCKD 6-1

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 112—Part II.)

One object was observed from the ground at 1845 on 5 June 1952 by S/Sgt T.H. Shorey of 4925th Test Group (Atomic), Kirtland Air Force Base, New Mexico at his home at 521 South Cedar Street, Albuquerque, New Mexico. This address is approximately in the center of the city. The object was round in shape, but of indeterminable size. It had a very shiny luster but neither made noise nor left a trail. Its speed was described by the observer as approximately five or six times that of the F-86. It was first sighted at an angle of 80° to the observer on its north course which involved no apparent maneuvers or change of altitude. The object was observed for approximately six seconds in which time it covered the remaining distance across the horizon. The object crossed above a B-29 or B-50 which was flying on an easterly course at approximately 10,000 feet. It was believed by the observer that the object was at a much greater altitude than the bomber. There were no clouds with 60-mile visibility and easterly winds aloft of 20 MPH. S/Sgt Shorey's duty in the 4925th Test Group (Atomic) is in the engineering field. His observations from the mechanical viewpoint should be credited as fairly reliable. He has had experience in judging altidudes and speeds by observing F-86's in flight with knowledge of their speed and altitude.

APPROVED:

MARION R. McCRACKIN
Lt Col, USAF
Wing Operations & Training Officer

DISTRIBUTION BY ORIGINATOR:

✓ Chief, Air Technical Intelligence Center, ATTN, ATIAA-2c
Wright-Patterson AFB, Ohio

THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.

PROJECT NO. 15 RECORD CARD

2. LOCATION

4. TYPE OF OBSERVATION

5. SOURCE

6. NUMBER OF OBJECTS

1

9. COURSE

12. CONCLUSION

10. SUMMARY OF SIGHTING:

11. COMMENTS:

[redacted]

UNCLASSIFIED

HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA

16

DIMC 350 .1

24 JUN 1952

SUBJECT: Transmittal of SAC IR-34-52.

UNR

TO : Chief,
Air Technical Intelligence Center
Wright-Patterson Air Force Base
ATTN: ATIAA-2c

Transmitted herewith is copy of SAC IR-34-52. Subject: FLYOBRPT. The original of this report has been dispatched to Director of Intelligence, Headquarters USAF, Washington 25, D.C.

FOR THE COMMANDING GENERAL:

Hal E. Bilyeu

HAL E. BILYEU
MAJOR, USAF
Asst Adj Gen

1 Incl
a/s

47-3113-4

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
Air Estimates Division, D/I Strategic Air Command	IR-34-52	

1. A bright red light, appearing round, approximately the size of a 12-quart pail and approximately the density of one landing light on a plane (except that it was red instead of clear) stayed in one place for approximately 4-1/2 minutes, at which time it disappeared at a very high rate of speed, leaving a very short tail. No other objects were visible.

2. Time of sighting: approximately 2300 hours 5 June 1952. Observed for 4-1/2 minutes.

3. Sighting was visual—through open window of automobile not in motion.

4. While observing the object, source was 1-1/4 miles north of the Twin Cables on Highway 75. The object appeared to be at approximately 1,000 feet and 1/4 mile south southwest of the Twin Cables. Object appeared approximately 1 to 1-1/2 miles from source.

5. The other two occupants of the automobile were questioned but did not add to nor deviate from the report by Lt. Soper.

6. Weather was not observed, but it seems there were a few light scattered clouds and almost no wind. Stars were out, shining clear and brightly.

7. No meteorological or other condition was noted to account for sighting.

8. No photographs or physical evidence were obtained of the sighting.

9. No interception action was taken.

10. During the sighting of the object, source saw a plane, type unknown, located due west.

11. CREDIT LINE: This interview conducted by M/Sgt E. J. Driskill, USAF.

COMMENTS OF PREPARING OFFICER:

1. Weather for 2300 5 June 1952: clear, 10-mile visibility, temperature 74, dew point 66, wind calm. Offutt AFB Weather Station recorded an inversion at 500 to 700 feet at 2100 hours.

2. A check with flight service indicated that at 2322 a T-6 arrived from and landed from the southeast; at 2344 a T-11 took off heading into the northwest; and at 2357 a C-47 arrived and landed from the southeast.

3. Source and his wife both stated that the object disappeared after they turned onto the highway and began driving south.

4. 2d Lt. William R. Soper is the Top Secret Control Officer for SAC and has been in this position for approximately 5 weeks. Prior to this, Lt. Soper was a member of the OSI and also worked in the SAC IG office. Lt. Soper has been assigned to Offutt AFB since June 1950. Lt. Soper has 9-1/2 years service, of which 8-1/2 years was as an airman. He was also a test engineer as an airman. He has no flying experiance as an officer. Lt. Soper gave his experience in a straight-forward way and seemed quite convinced that the light he saw was not an aircraft or any object he had seen before.

APPROVED:

ALBERT E. STOLL, JR.
Lt. Colonel, USAF

PREPARING OFFICER:
JAMES C. EGAN, Capt, USAF

STATEMENT OF SOURCE

At 2300 hours on 5 June 1952, the undersigned, his wife Nadenne V. Soper and Valeria Wenninghoff, 1615 Pinkney Street, Omaha, Nebraska, approached highway #75 from Airview, Fort Crook, Nebraska in the undersigned's automobile.

The undersigned looked South to check for approaching cars before pulling onto the highway at which time he noticed a bright red light hovering at approximately 1,000 feet, 1/4 mile South, Southwest of Twin Gables.

This light was very bright and hovered in one spot not varying right or left, nor up or down for approximately 4 to 4½ minutes at which time the light started moving South at a very high rate of speed and disappeared in approximately 2 to 3 seconds.

The undersigned then drove to the SAC Main Gate and informed Lt. Colonel Arthur K. Soball, Staff Duty Officer and T/Sgt L. G. Simmons, Sgt of the Guard, of the incident by telephone.

/s/ William R. Soper
WILLIAM R. SOPER
2d Lt, USAF
Asst Adj General

THIS IS A TRUE COPY OF ORIGINAL REPORT

James C. Egan
JAMES C. EGAN
Captain USAF
Preparing Officer

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.
... BY PERMISSION OF THE DIRECTOR OF

COUNTRY	REPORT NO.	(LEAVE BLANK)
USA	UNCLASSIFIED IR-24-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: FLYOBRPT

AREA REPORTED ON	FROM (Agency)
Offutt Air Force Base, Omaha, Nebr	Air Estimates Division D/I - Strategic Air Command

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
7 June 1952	5 June 1952	C-3

PREPARED BY (Officer)	SOURCE
JAMES C. EGAN, Captain, USAF	William R. Soper 2d Lt., USAF

REFERENCES (Control number, directive, previous report, etc., as applicable)

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 112—Part II.)

1. At approximately 2300 hours on 5 June 1952, 2d Lt William R. Soper saw a bright red light hovering in the air near Offutt Air Force Base.

2. From the evidence received it seems that this incident is of significance to Blue Book Project.

3. The attached report is the result of an investigation made by Intelligence personnel of this headquarters.

APPROVING OFFICER:

ALBERT E. STOLL, JR.
Lt. Colonel, USAF

1 INCLS.

DISTRIBUTION BY ORIGINATOR

UNCLASSIFIED

PROJECT [illegible] RECORD CARD

[illegible]

2. LOCATION

Eoca Chica NAS, Fla.

3. DATE-TIME [illegible]

[illegible]

4. TYPE OF OBSERVATION

☐ Ground-Visual ☒ Ground-Radar

☐ Air-Visual ☐ Air-Intercept Radar

5. [illegible]

☐ Yes

☐ No

6. SOURCE

7. LENGTH OF OBSERVATION

8. NUMBER OF OBJECTS

9. COURSE

10. BRIEF SUMMARY OF SIGHTING

11. COMMENTS

Bob Gin [illegible] of Life called [illegible] advised of this one. We could not find it. [illegible]

Checked with D/I and no record.

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

7-3712-49

ATIC FORM 329 (REV 26 SEP 52)

SU

18

DATA

CSAF IEM 3 (UNCL)

TO ATIAA-2A RUPPELT

FROM AFOIN-2B 3 FOURNET

REF AMC ITEM 5 TT 147 DTD 17 JUN 52

CONTACTED [redacted] OF ONI. THEY HAVE NO RECORD OF OFFICIAL REPORT THIS INCIDENT.

HOWEVER, HE WILL BE ON ALERT FOR IT AND WILL ADVISE US IF ANYTHING COMES IN.

END CSAF ITEM 3 (UNCL)

/

TT 149
18 Jun 52
ATIAA

ACTION

ITEM 5 AMC /UNCL/
FROM LT E J RUPPELT AFOIN-5A-5
TO CAPT FOURNET AFOIN-2B3

WE HAVE BEEN ADVISED THAT THE 6 JUNE 52 NEWSPAPER IN FLORIDA CARRIED A REPORT OF A COMBINATION VISUAL-RADAR SIGHTING FROM THE BOCA CHICA NAVAL AIR STATION IN FLORIDA. DO YOU HAVE ANYONE IN THE NAVY THAT COULD CONFIRM AND GIVE DETAILS?

END ITEM 5 AMC /UNCL/

ZUJ

RR

TT 217
17 Jun 52

INFORMATION

AIAA

HEADQUARTERS
31ST AIR DIVISION
FORT SNELLING, MINNESOTA

6 June 19

17 JUL 1952

WD 319.1

SUBJECT: (Uncl.) Sighting of Unidentified Objects

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio

1. Reference letter your headquarters, AFOIN-ATIAA-5, dated 7 July 1952, the following requested information is submitted:

a. Location of Observer: Latitude 45°10' N
Longitude 93°10' W

b. Location of Firing Point: Latitude 45°04' 52" N
Longitude 93°08' 58" W

c. Direction of Firing: 328°

d. Times of Firing:

5 June 52		6 June 52	
1720-1900	(c)	0014-0107	(c)
1907-1910	(c)	0112-0126	(c)
2012-2036	(c)	0244-0254	(c)
2045-2135	(c)	0305-0316	(c)
2152-2202	(c)	0317-0328	(c)
2213-2234	(c)	0517-0527	(c)

2. Information listed under paragraph 1 a, b, and c above have been plotted as requested on map attached as inclosure 1.

3. Officials of the Twin Cities Arsenal state that it would be impossible for any projectile to reach an altitude of 5,000 feet, due to the fact that 50 calibre weapons are normally fired at a 1°40' elevation above horizontal. Maximum possible elevation is 4°02' elevation.

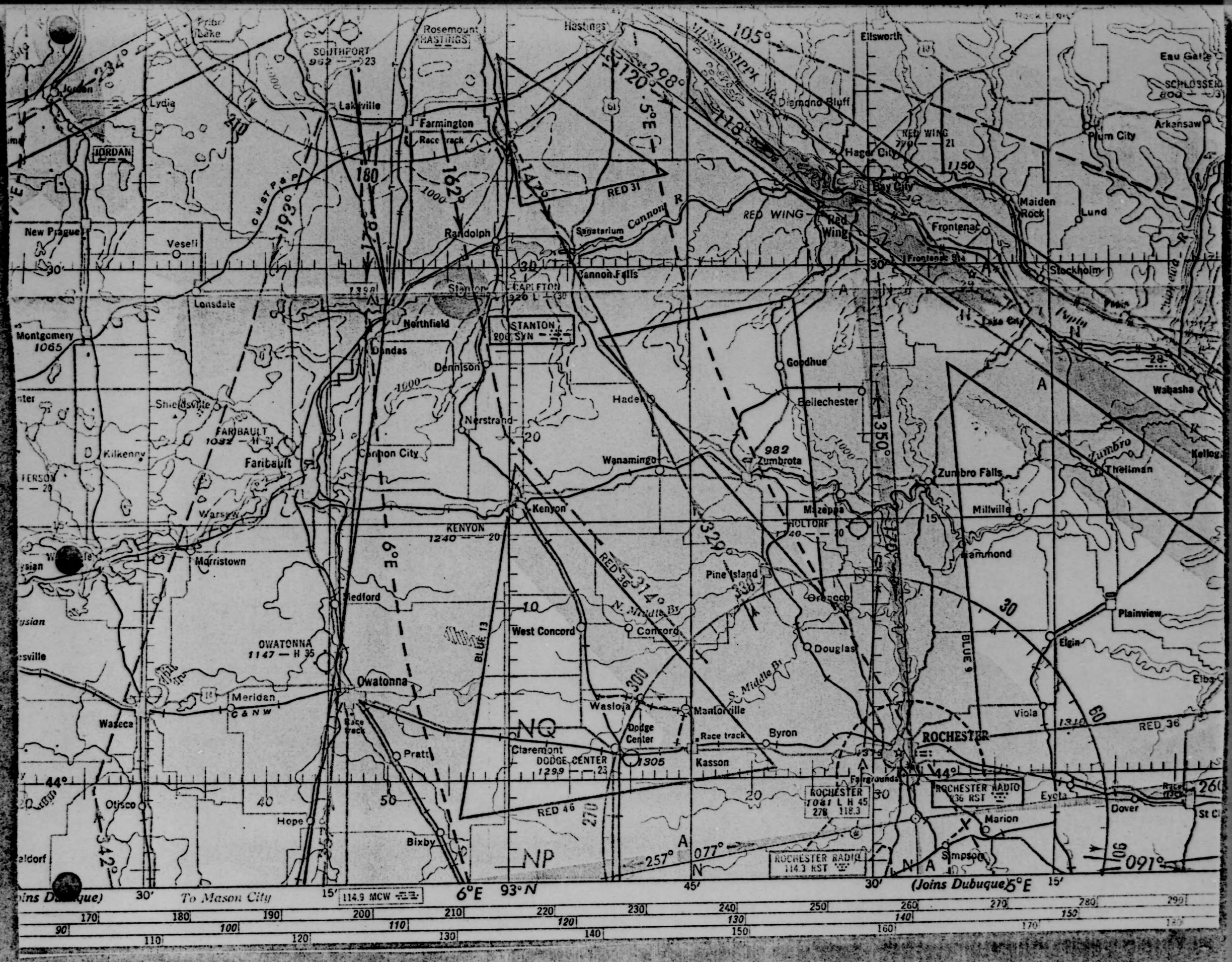
FOR THE COMMANDING GENERAL:

Halbert D Hewitt

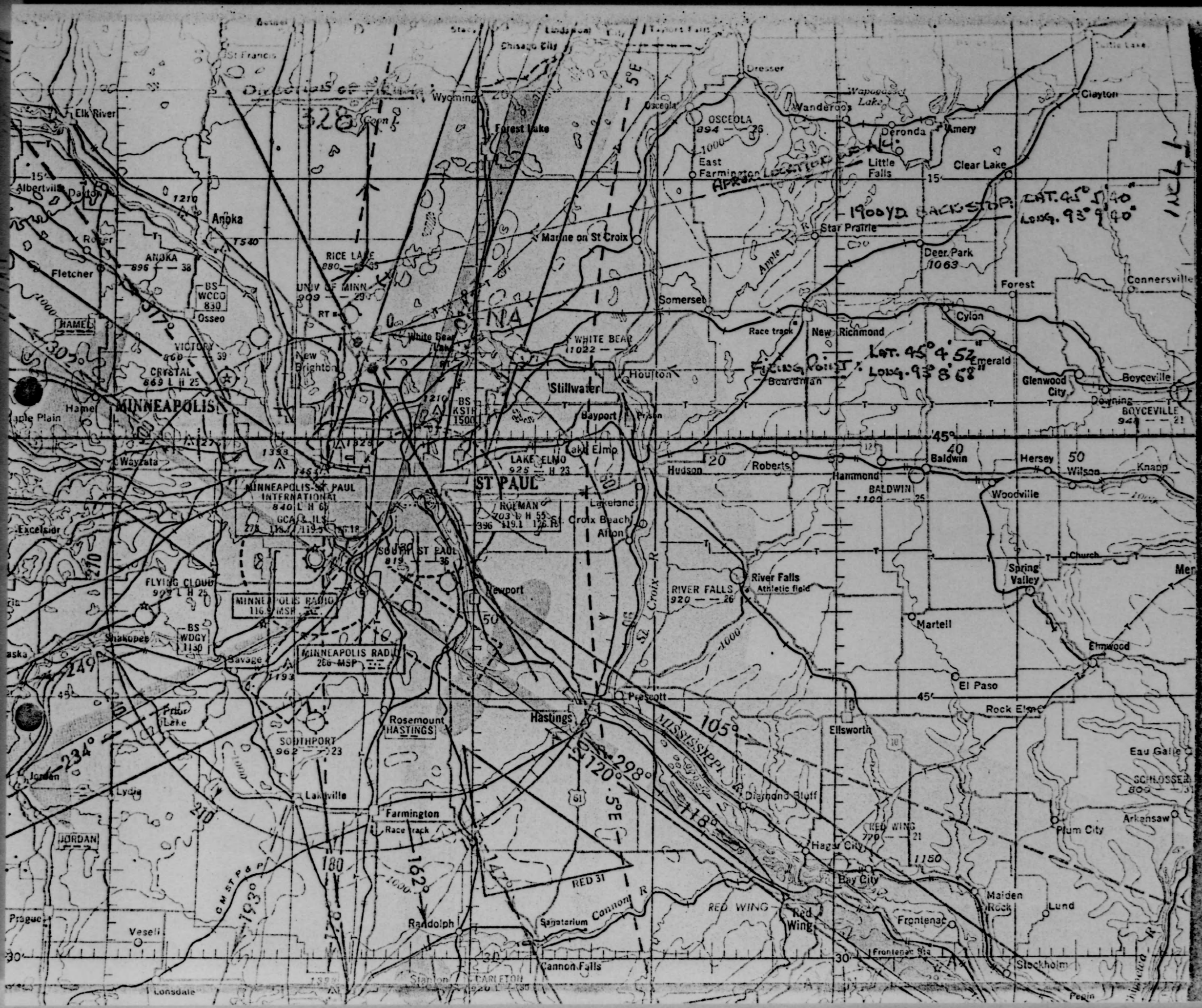
1 Incl
Map, Mpls-St. Paul area

HALBERT B. HEWITT
MAJOR USAF
ADJUTANT

64-3142-4



Prior Lake
Rosemount
HASTINGS
Hastings
SOUTHPORT
962 — 23
Ellsworth
Eau Gatte
SCHLOSSER
Jordan
Lydia
Lakeville
Farmington
Race track
Diamond Bluff
Arkansaw
Plum City
JORDAN
RED WING
770 — 21
Hager City
Bay City
1150
Maiden Rock
Lund
New Prague
Veseli
Randolph
Sanatarium
Cannon R
RED 31
RED WING
Red Wing
Frontenac
Frontenac Sta
Stockholm
Lonsdale
Stanton
CARLETON
920 L — 30
Cannon Falls
Northfield
STANTON
200 SYN
Montgomery
1065
Dundas
Dennison
Goodhue
Lake City
Pepin
Wabasha
Shieldsville
Hader
Bellechester
FARIBAULT
1032 — H 21
Nerstrand
Kilkenny
Faribault
Cannon City
Wanamingo
982
Zumbrota
Zumbro Falls
Zumbro
Thellman
Kellog
Warsaw
Kenyon
KENYON
1240 — 20
Mazeppa
HOLTORF
1140 — 20
Millville
Morristown
Hammond
Pine Island
Medford
Orenoco
Plainview
West Concord
Concord
N. Middle Br
Douglas
Elgin
OWATONNA
1147 — H 35
Owatonna
Meridan
C & N W
Waseca
Wasioja
Mantorville
S. Middle Br
Viola
Dodge Center
Race track
Byron
ROCHESTER
RED 36
Pratt
Claremont
DODGE CENTER
1299 — 23
1305
Kasson
Fairgrounds
ROCHESTER
1041 L H 45
278 118.3
ROCHESTER RADIO
936 RST
Eyota
Dover
Otisco
Hope
RED 46
Marion
Bixby
ROCHESTER RADIO
114.3 RST
Simpson
NQ
NP
(Joins Dubuque)
To Mason City
114.9 MCW
6°E
93°N
5°E
(Joins Dubuque)



Elk River
St Francis
Wyoming
Forest Lake
Chisago City
Osceola
Dresser
Wanderoo
Wapogasset Lake
Deronda
Amery
Clayton
Clear Lake
Little Falls
East Farmington
APROX LOCATION
1900 YD BACKSTOP: LAT. 45° 5' 40" LONG. 93° 9' 40"
Albertville
Dayton
Anoka
Roger
Fletcher
ANOKA
896 — 38
BS WCCO 830
Osseo
HAMEL
VICTORY
860 — 39
CRYSTAL
869 L H 25
Hamel
MINNEAPOLIS
Wayzata
Excelsior
MINNEAPOLIS-ST PAUL INTERNATIONAL
840 L H 65
GCA & ILS
FLYING CLOUD
909 L H 25
MINNEAPOLIS RADIO
116.9 MSP
BS WDGY 1130
Shakopee
Savage
MINNEAPOLIS RADIO
266 MSP
Prior Lake
SOUTHPORT
962 — 23
Jordan
Lydia
JORDAN
Prague
Veseli
Lonsdale
Rosemount
HASTINGS
Lakeville
Farmington
Race track
RICE LAKE
880 — 35
UNIV OF MINN
909 — 29
RT
New Brighton
White Bear Lake
Marine on St Croix
Somerset
WHITE BEAR
1022 — 22
Stillwater
BS KSTP 1500
Bayport
Prison
Houlton
Boardman
Star Prairie
Apple R
Deer Park
1063
Forest
Connersville
Cylon
Race track
New Richmond
Emerald
Glenwood City
Boyceville
Downing
BOYCEVILLE
948 — 21
FIRING POINT: LAT. 45° 4' 52" LONG. 93° 8' 68"
Lake Elmo
LAKE ELMO
925 — H 23
ST PAUL
ROLMAN
703 L H 55
Lakeland
St. Croix Beach
Afton
Hudson
Roberts
Hammond
Baldwin
BALDWIN
Hersey
Wilson
Knapp
Woodville
SOUTH ST PAUL
819 — 36
Newport
St. Croix R
RIVER FALLS
920 — 26
River Falls
Athletic field
Spring Valley
Church
Martell
Elmwood
El Paso
Rock Elm
Prescott
Hastings
MISSISSIPPI R
Ellsworth
Diamond Bluff
Eau Galle
SCHLOSSER
Arkansaw
Plum City
RED WING
770 — 21
Hager City
Bay City
Maiden Rock
Lund
Frontenac
Red Wing
RED WING
RED 31
Cannon R
Sanatorium
Randolph
Cannon Falls
Stanton
CARLETON
Stockholm
Pepin
Frontenac Sta
GM ST P & P
328
317°
302°
249
234°
210
180
193°
162°
147°
120°
298°
118°
105°
5°E
45°
40
50
30

(Joins Duluth)
6°E
93°N
221 DLH
To Duluth
5°E (Joins Duluth)
NB
A
BAY VIEW
Wahkon
Onamia
Hinckley
Markville
Danbury
Brookpark
Quamba
Beroun
Mora
MORA
1012 — — 25
Henriette
Pokegama L
Ogilvie
Grasston
Pine City
Bock
Milaca
Braham
Rush L
Stanchfield
Rush City
Pease
Dalbo
Grandy
Brickton
Race track
Princeton
Cambridge
Harris
North Branch
Isanti
Zimmerman
Rum R
Bethel
St Francis
Stacy
Lindstrom
Chisago City
Center City
Taylors Falls
St Croix Falls
Dresser
Wyoming
Elk River
Coon L
Forest Lake
Osceola
OSCEOLA
894 — 26
East Farmington
Albertville
Dayton
1210
St. Croix R
GRANTSBURG (CAA)
927 L — 42
973
Grantsburg
Buildings
Falun
GRANTSBURG RADIO
172.9 GTG
BURNETT CO
988 L H 39
Yellow L
Webster
Race Track
Big Sand L
Clam L
Hertel
Siren
Lewis
Clam Falls
CAUTION AREA
(C-189)
Frederic
Atlas
Cushing
Luck
Loraine
Bone L
Milltown
Balsam L
Balsam Lake
Centuria
Comstock
1287
Almena
Range
Turtle Lake
Clayton
Wapogassel Lake
Wanderoos
Deronda
Amery
Little Falls
Clear Lake
WIS
MINN
BLUE 9
012°
013°
192°
196°
6°E
5°E
328
1000

INSERT FULL SIGNATURE IN APPROPRIATE BLOCK

CG, CO OR DEPUTY ATI

AIR INSPECTOR ATI-1

SCIENTIFIC ADVISOR ATI-2

COMPTROLLER ATIM

PERSONNEL & ADMIN ATIP

TECH ANALYSIS DIV ATIA

TECH REQ DIV ATIR

TECH SERVICES DIV ATIS

1126TH AISS ATIQ

AIR INTELL OFFICE ATIX

OTHER

ATIC FORM NO. 102 (28 DEC 51)

[redacted]

((

Lt Rothstein, [redacted]/54261

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XXXXXX

IN REPLY REFER TO:
AFOIN-ATIAA-5

SUBJECT: (Uncl) Sighting of Unidentified Objects

TO: Commanding Officer
31st Air Division
Director of Intelligence
Fort Snelling
St. Paul, Minnesota

1. We have received your report of the sighting of unidentified objects by Capt [redacted] and would like some additional information:

a. Exact location the observer sighted the objects. If possible, designate the area on a map.

b. What time were they firing tracers at Twin City Arsenal? The location of the Arsenal on the same map as requested in a and the direction of fire for the firing of 6 June 1952.

2. Your promptness in reporting this incident is greatly appreciated. The fact that you initiated an investigation by contacting the Arsenal is highly commendable and extremely helpful.

FOR THE COMMANDING OFFICER:

DONALD L. BOWER
Colonel, USAF
Chief, Technical Analysis Division

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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CENTRAL FILE COPY [redacted]

EXTRA COPY RETAINED	OFF. SYMBOL	INITIALS

AF FORM 112---PART I
approved 1 June 1948

[redacted]

(Classification)

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Country USA	Report No.	(Leave Blank)

AIR INTELLIGENCE INFORMATION REPORT

Subject: **Unidentified Aerial Object**

Area Reported On: Five (5) miles NNE of Minneapolis		From (Agency): 31ST AIR DIV
Date of Report: 7 June 52	Date of Information: 6 June 52	Evaluation: B-6
Prepared by (Officer): J W Hubbard Capt USAF		Source: observer-Richand Capt USAF

References (Control number, directive, previous report, etc., as applicable): Exempt of ECS

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 112---Part II.)

CONFIRMATION REPORT

A. Shape, indefinite and fuzzy. Size, approximately that of a 40 MM projectile color undulating red to white-each object changed color approximately three times while in view of observer. There were approx. twenty (20) objects sighted within the three minute period of observation. The objects were following in a trail formation, on the same trajectory. They ascended to 5,000 ft and descended to about 500 ft., were they faded from view. No aerodynamic features, exhaust or propulsion system observed. Objects traveling at extremely high velocity, no sound nor apparent maneuvers evidenced. Objects traveling from South to North on the West side of New Brighton Arsnel. Radar Station contact but no objects picked up. Objects were traveling in groups of four or five, with inconsistent spacing (3-5 secs.) between objects and groups. The red and white light noted seemed to be in the tail of object.

B. Objects observed at 0245Z on 6 June 52 within a three minute period of observation.

C. Visual observation from airborne plane (T-6) traveling on a 80° heading at 150 mph at 5,000 ft. a/c turned to heading 360° which parelled track of objects.

D. Location Lat. 45° 10'N; Long 93° 10'West near New Brighton Arsenel. Objects were approx 5,000 ft closing to 1,000 ft from observer traveling South to North at 5,000 ft Altitude.

E. Observer, [redacted] is a rated pilot and has had combat experience on night bombing missions encountering Anti Aircraft heavy projectiles.

F. Weather clear, no clouds nor haze; wind SE at 10 mph.

Distribution by Originator:
1Cy-CG,ADC
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1Cy-chief, ATIC

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[redacted]

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[redacted]

AF FORM 112---PART II
APPROVED 1 June 1948

[redacted]

(Classification)
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AIR INTELLIGENCE INFORMATION REPORT

From (Agency)	Report No.	Page two of two Pages
31ST AIR DIV	one	

G. Negative

H. Negative

I. Contacted Lt/Col Gleason, Security Officer of the Twin City Arsenal and received following information. On 6 June 52 they were firing 50 cal tracer ammunition Max. height 150 ft Max. range 1900 ft. No 20 MM or 40 MM fired.

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[redacted]

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YMX019JEDKF 003

PP JEPHQ JEDWP JEDEN 333

DE JEDKF 06A

P 090800Z ZNJ

ACTION

FM 109TH FIS MPLS MINN

TO JEPHQ/DIRECTOR ON INTELLIGENCE HQ USAF WASH D C

JEDWP/AIR TECHNICAL INTELLIGENCE CENTER WRIGHT-PATTERSON AFB OHIO

INFO JEDEN/CG ADC ENT AFB COLO SPRGS COLO

NL1/CG CADF KANSAS CITY MO

ZEN/CG 31ST ADIV FT SNELLING MINN

[redacted]/109FIS 0141 PD /ATTN JEDWP:ATIAA-2C/ FLYOBRPT

1. FAST MOVING OBJECTS SIGHTED FOLLOWED BY UNDULATING GLOW IN REAR, NO RECOGNIZABLE SHAPE OR SIZE DUE TO DARKNESS. APPROX TWENTY IN GRP FOLLOWING IDENTICAL TRAJECTORIES SOMEWHAT FLATTER THAT THAT OF HIGH SPEED SHELL. NO EXHAUST TRAIL, INDEFINITE SPARTKING IN REAR. SPEED TWO TO THREE THOUSAND MPH, NO SOUND. INTIAL NOTED TRAJECTORY FROM POINT HIGH AND TO RIGHT OF ACFT NOSE DROPPING FROM FIVE THOUSAND FEET WHEN FIRSTNOTED TO FIVE HUNDRED FEET APPARENTLY FLATTING TRAJECTORY AND MAINTAINING ALTITUDE UNTIL DISAPPEARING. APPARENT MASS PRECEDING LIGHT BECAUSE OBJECTS COULD ONLY BE SEEN OUTBOUND FROM OBSERVER. 2. TIME OF

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SIGHTING, 2Ø45C, 3 TO 5 SEC APART WITH APPARENT INCONSISTENT GAPS. TOTAL OBSERVATION TIME 3 MINS. 3. MANNER OF OBSERVATION, VISUAL FROM AIR, FLYING T-6 AT 5ØØØ FT, HEADING EIGHTY DEGREES, TURNED TO 36Ø DEGREES AND PARALLELLED TRACK OF OBJECTS. 4. LOCATION LAT 45 DEGREES 1Ø MINUTES NORTH, LONG 93 DEGREES 1Ø MINUTES WEST FIVE MILES NNE OF MPLS, MINNESOTA. WITH RESPECT TO OBSERVER OBJECTS WERE 5ØØØ FEET CLOSING TO 1ØØØ FEET ON PERPENDICULAR COURSE TO OBSERVERS ACFT AT APPROX 1ØØØ FEET. OBSERVER ALTERED COURSE PARALLELLING COURSE OF OBJECTTS. OBJECTS TRAVELING SOUTH TO NORTH AT 5ØØØ FEET DESCENDING TO ESTIMATED 5ØØ FEET LEVELING TRAJECTORY AND DISAPPEARING FROM VIEW. 5. OBSERVER RATED PILOT. 6. WEATHER CLERA, WIND SE AT 1Ø MPH,, 7. NEBATIVE, 8. NEGATIVE. 9. LOCAL AC&W STATION UNABLE TO TRACK. 1Ø. NEGATIVE.

11/ØØ42Z JUN OVJ

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