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PROJECT BLUE BOOK

Roll 13

Case Files of Individual Sightings

File Nos. 1673(pt.)-1836

July 28-August 5, 1952

THE NATIONAL ARCHIVES
NATIONAL ARCHIVES AND RECORDS SERVICE
GENERAL SERVICES ADMINISTRATION

WASHINGTON: 1976

-0926

Washington, D. C. - 1449 EDT 28 July 52

(As telephoned to OIN-2A2 on 28 July 52)

1. A pin-point silver reflection travelling "very, very fast". Disappeared over clouds travelling in assumed SE direction.

2. 1449 EDT 28 July 52. Observed very briefly.

3. Visual with naked eye from ground.

4. Observer standing at River Entrance of Pentagon, Washington, D. C. Object estimated to be at 045 bearing and 80 deg. elevation travelling S.E.

5. [redacted], civilian clerk employed in Hq. USAF, reliability unknown. Phone at work: [redacted]

(SEE 19. JULY, 1952, SILVER SPRINGS, MD.)

47-3711-21

AF FORM 112—1, ART I
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
~~UNITED STATES~~	TAC IR-11-52	AF 487911

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: FLYOB RPT

AREA REPORTED ON	FROM (Agency)
Williamsburg, Virginia	Langley Air Force Base, Virginia

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
31 July 1952	28 July 1952	

PREPARED BY (Officer)	SOURCE
Wing Intelligence	Mr. [redacted]

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

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.)

Flying object, described as bluish light, sighted 2230 EST 27 July flying West and then Northwest of home of Mr. [redacted] who lives East of Williamsburg. The object was sighted visually from the ground by Mr. [redacted] and his wife.

INCLS.

T-3712-41/ATIC 2

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]

(CLASSIFICATION)

(C)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 1 OF 1 PAGES
Langley Air Force Base, Va.	TAC IR-11-52	

1. Flying object, described as bluish light sighted 2230 EST 27 July in vicinity of Williamsburg, Virginia. Object sighted visually by Mr. and Mrs. [redacted]n from the yard of their home just East of Williamsburg. When first sighted, object was directly over Mr. [redacted] home and heading West. Light rose, then disappeared and reappeared twice in the same position; finally moving rapidly Northwest before disappearing for good. The light was reported to be very high, though the observers made no attempt to estimate the actual altitude.

2. The time of sighting was 2230 EST. Length of sighting unknown.

3. The sighting was visual.

4. At time of sighting, Mr. and Mrs [redacted] were standing in the yard of their home just East of Williamsburg, Virginia. Altitude and size of object unknown.

5. Observers were Mr. [redacted] Williamsburg photographer and Mrs. [redacted]. Mr. [redacted]s home address is [redacted] Colonial Park (just East of Williamsburg, Virginia).

6. Langley AFB, Va. weather: clear and ten miles visibility. Richmond weather: 6500 scattered, visibility eight miles, Altimeter 996, temperature 80°.

7. No unusual activity or condition reported.

8. No physical evidence.

9. No interception or identification action taken. Report of sighting was not made until 1030 EST 28 July.

10. There was no report of any air traffic in the area.

APPROVED:

Alfonse R. Russo

ALFONSE R. RUSSO
2d Lt USAF
Intelligence Officer

VI. ATIAA
2. ATIA
3. C. Files

[redacted]

ACTION

09 11

RC77

WPG062

YDB111

TYE223

TDC069

JEPLG A103

FP JEPHQ JEDWP JEDEN 333

DE JEPLG 07A

P 281700Z ZNJ

FM 4430 AB WG LANGLEY AFB VA

TO JEPHQ/DIR INTELLIGENCE HQ USAF WASH 25 DC

JEDWP/AIR TECH INTELLIGENCE CENTER ATIAA-2C WRIGHT PATTERSON AFB OHIO

JEDEN/CG ENT AFB COLO SPRINGS COLO

ZEN/CG TAC AIR COMMAND LANGLEY AFB VA

/[redacted]I 7-328 PD FLYOBRPT PD BLUE COLORED FLYING OBJECT

SIGHTED 2230 HOURS EST 27 JULY OVER WILLIAMSBURG VA PD SHIGHTED VISUALLY

FROM HIS HOME BY [redacted] CMA [redacted] CMA COLONIAL PARK

WILLIAMSBURG CMA VA PD CMA PHOTOGRAPHER PD OBJECT STATIONARY WHEN

FIRST SIGHTED CLN DISAPPEARED AND REAPPEARED IN THE SAME PLACE TWICE

CMA MOVED RAPIDLY WEST BEFORE FINAL DISAPPEARANCE PD ALTITUDE AND SIZE

UNKNOWN PD LANGLEY WEATHER CLN 2228 OBSERVATION CMA CLEAR AND TEN MILES

CLN RICHMOND WEATHER CLN 6500 SCATTERED CMA VISIBILITY EIGHT MILES PD

RPT NOT MADE TO THIS BASE UNTIL 1030 EST THIS DATE PD WRITTEN REPORT

FOLLOWS PD

28/1815Z JUL JEPLG

Cy 1

OBSR CMA CAPT MOORE CMA TECH SGT ROSNER CMA RADAR SCOPE INTERPRETERS
CMA ONE NINE ZERO NINE DASH SEVEN AACS DET CMA VERY RELIABLE PD
PAR SIX CMA WEATHER AT ONE NINE TWO FIVE ZULU CMA CLEAR CMA VIS
TWELVE MILES CMA TEMP EIGHT SEVEN DEGREES CMA DEW PT SIX ONE CMA
QSURFACE WIND ESE CMA THREE KNOTS CMA FEW CUMULUS CLOUDS TO WEST AT
QFOUR ZERO ZERO ZERO FT CMA WINDS ALOFT CLN ONE ZERO ZERO ZERO FT
CMA ONE ZERO ZERO DEGREES CMA SIX KNOTS SMCLN TWO ZERO ZERO ZERO
FT CMA ONE ZERO ZERO DEGREES CMA FOUR KNOTS SMCLN THREE ZERO ZERO
ZERO FT CMA CALM SMCLN FOUR ZERO ZERO ZERO FT CMA THREE TWO ZERO
DEGREES CMA TEN KNOTS SMCLN FIVE ZERO ZERO ZERO FT CMA THREE
THREE ZERO DEGREES CMA ONE FIVE KNOTS PD PAR SEVEN CMA NEGATIVE PD
PAR EIGHT CMA NEGATIVE PD PAR NINE CMA NEGATIVE PD PAR TEN CMA NO
ACFT IN RPTD AREA PD RPT TWO CLN FOLG IS SUBMTD IAW PAR SEVEN
COCA PD PAR ONE CMA ONE OBJECT CMA RET ECHO ON SCOPE MUCH LARGER IN
AREA THAN ORDINARY ACFT CMA WAS FUZZY IN APPEARANCE CMA OBJECT MOVED
IN EAST DIR CMA APRX ONE TWO MILES CMA STOPPED AND HOVERED TWO
MIN CMA RESUMED FLT AND DISAPPEARED OFF RADAR SCOPE AT EXTREMELY
HIGH SPEED PD PAR TWO CMA APRX ONE NINE FIVE ZERO ZULU CMA OBSR
FOUR MIN PD PAR THREE CMA SAME AS RPT ONE PD PAR FOUR CMA LANGLEY
AFB CMA THREE SEVEN DEGREES FIVE MIN NORTH LAT CMA SEVEN SIX DEGREES
TWO SIX MIN WEST LONG CMA NORTH OF OBSR CMA APRX ONE TWO MILES CMA

HEADING IN EAST DIREC( )ELOW FIVE ZERO ZERO ZERO (PD PAR FIVE CMA
SAME AS RPT ONE CMA PLUS MR [redacted]

IN EAST DIR CMA APRX ONE TWO MILES CMA STOPPED AND HOVERED TWO
12
MIN CMA RESUMED FLT AND DISAPPEARED OFF RADAR SCOPE AT EXTREMELY
1950Z
HIGH SPEED PD PAR TWO CMA APRX ONE NINE FIVE ZERO ZULU CMA OBSR
FOUR MIN PD PAR THREE CMA SAME AS RPT ONE PD PAR FOUR CMA LANGLEY
AFB CMA THREE SEVEN DEGREES FIVE MIN NORTH LAT CMA SEVEN SIX DEGREES
TWO SIX MIN WEST LONG CMA NORTH OF OBSR CMA APRX ONE 12M TWO MILES CMA

5000
HEADING IN EAST DIREC(BELOW FIVE ZERO ZERO ZERO (PD PAR FIVE CMA
SAME AS RPT ONE CMA PLUS MR [redacted]
CONTRACTOR TECH FOR RADAR EQUIP CMA VERY RELIABLE PD PAR
SIX CMA SAME AS RPT ONE PD PAR SEVEN CMA NEGATIVE PD PAR EIGHT
CMA NEGATIVE PD PAR NINE CMA NEGATIVE PD PAR TEN IMA NO ACFT IN
RPTD AREA PD
29/1907Z JUL JEPLG

Cy 1

UNCLASSIFIED

T

WPC192

YDA215

TYD256

TDB147

JEPLG A171QQ

09 52 ACTION

1952 JUL 29 21 03

PP JEDEN JEDWP JEPHQ 333

1DE JEPLG 51D

P 291800Z ZNJ

FM CG TAC LANGLEY AFB VA

TO JEPHQ/DIR OF INTELLIGENCE HQ USAF WASH DC

JEDWPWXAIR TECH INTELLIGENCE CENTER WP AFB OHIO

JEDEN/CG ENT AFB COLO SPRINGS COLO

/[redacted] TNECO 7-1511 PD ATTN CLN ATIAA-2C PD

QQFLYOBRPT IAW AF LTR 200PNT5 DTD TWO NINE APR 52

QFIVE TWO CMA FOLG IS SUBMTD IAW PAR SEVEN COCA PD RPT ONE CLN PAR

ONE CMA ONE OBJECT SIGHTED CMA SPEED APRX TWENTY SIX HUND MPH

CMA OBJECT DISAPPEARED FR RADAR SCOPE APRX EIGHT MILES FR PT OF

OBSR PD PAR TWO CMA OBSR AT ONE NINE THREE ZERO ZULU CMA APRX

TWO MIN PD PAR THREE CMA OBSR BY RADAR CMA ALFA NECTAR SLASH

METRO PAPA NECTAR SLASH ONE COCA PD PAR FOUR CMA LANGLEY AFB CMA

THREE SEVEN DEGREES FIVE MIN NORTH LAT CMA SEVEN SIX DEGREES TWO SIX

MIN WEST LONG PD OBJECT EIGHT TO ONE FIVE MILES SOUTH CMA

HEADING NORTH CMA BELOW FIVE ZERO ZERO ZERO FT PD PAR FIVE CMA

UNCLASSIFIED

TENTATIVE

OBSERVERS QUESTIONNAIRE - 4794.00

SECTION A

1. When did you see the object:

1.1 Date: 27 (Day) Sept (Month) 52 (Year)

1.2 Time of Day: 9 (Hrs.) 30 (Min.) A.M. or (P.M.) (Circle One)

1.3 Time Zone: (Circle One):

a. (Eastern)
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. (Daylight Saving)
b. Standard

1.4 Circle one of the following to indicate how certain you are of your answer to the above question 1.2:

a. (Certain) Absolutely
b. Fairly certain
c. Not very sure
d. Just a guess

2. Where were you when you saw the object:

[redacted] (Postal Address) W. Hyattsville (City or Town) Md - (State) US. (Country)

Additional Remarks: Vicinity University Lane, N.H. Ave & Riggs Rd

3. Where were you located when you saw the object:

(Circle One): a. Inside a building
b. In a car
(c.) Outdoors
d. In an airplane
e. At sea
f. Other _____

3.1 Were you:

(Circle One): a. In the business section of a city?
(b.) In the residential section of a city?
(c.) In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

4. How did you happen to notice the object? Brilliance, change of color and Similarity to flashing (Red-white) wing lights of aircraft

5. When did you report to some official that you had seen the object?

29 (Day) Sept (Month) 52 (Year)

SECTION B

6. What were you doing at the time you saw the object? In Yard, watering a Transplanted Tree during the cool of night.-

6.1 What had you been doing for the 30 minutes before you saw the object? Try to list the activity or activities and the approximate amount of time spent on each.

Watching television, I believe-

7. Were you moving at any time while you saw the object? (Circle One):

Yes or (No)

IF you answered YES, then complete the following questions:

7.1 What direction were you moving?

(Circle One): a. North e. South
b. Northeast f. Southwest
c. East g. West
d. Southeast h. Northwest

7.2 How fast were you moving? _____ miles per hour.

7.3 Did you stop at any time while you were looking at the object?

(Circle One): (Yes) or No

8. What direction were you looking when you first saw the object?

(Circle One): a. North e. South
b. Northeast f. Southwest
c. East g. West
(h.) Northwest

8.1 What direction were you looking when the object disappeared?

(Circle One):

a. North
(b) Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
(h.) Northwest ←

8.2 Circle one of the following to indicate how certain you are of your answer to the above question and preceding question (8 and 8.1).

(a.) Certain Absolutely
b. Fairly certain
c. Not very sure
d. Just a guess

9. Were you wearing eye glasses when you saw the object? (Circle One):

(Yes) or No

10. How was the object seen?

(Circle One):

a. Through window glass
b. Through windshield
c. Through binoculars
d. Through telescope
e. Through theodolite
f. Through sunglasses
(g.) Through open space
h. Other _____

11. What do you remember about the weather conditions at the time you saw the object?

11.1 CLOUDS (Circle One)

(a.) Clear sky
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

11.2 WIND (Circle One)

a. No wind
(b.) Slight breeze
c. Strong wind
d. Don't remember

11.3 WEATHER (Circle One)

(a.) Dry
b. Fog, Mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

11.4 TEMPERATURE (Circle One)

a. Cold
b. Cool
c. Warm
d. Hot
e. Don't remember

SECTION C

12. Estimate how long you saw the object? _____ Hours 35 Minutes _____ Seconds

12.1 Circle one of the following to indicate how certain you are of your answer to Question 12:

(a) Certain
b. Fairly sure
c. Not very sure
d. Just a guess

13. Did the object look: (Circle One) Solid or Transparent
A distant light, moving very slowly, showing white with red tinges -

14. Did the object at any time:

(Circle One for each question)

14.1	Change direction?	(Yes)	No	Don't know
14.2	Change speed?	Yes	(No)	Don't know
14.3	Change size? (Brilliance	(Yes)	No	Don't know
14.4	Change color?	(Yes)	No	Don't know
14.5	Break up into parts or explode?	Yes	(No)	Don't know
14.6	Give off smoke?	Yes	No	(Don't know)
14.7	Change brightness?	(Yes)	No	Don't know
14.8	Flicker, throb, or pulsate?	(Yes)	No	Don't know
14.9	Remain motionless?	Yes	(No)	Don't know

15. Did the object give off a light? (Circle One): (Yes) No Don't know

15.1 IF you answered YES, what was the color of the light? Basic white, with -

16. Tell in a few words the following things about the object?

16.1 Sound None -

16.2 Color See above -

17. IF there was MORE THAN ONE object, then how many were there? _____
Draw a picture of how they were arranged and put an arrow to show the direction they were traveling.

18. Did the object at any time:

18.1 Move behind something? (Circle One) (Yes) No Don't know

IF you answered YES, then tell what it moved behind.

High Trees on horizon -

18.2 Move in front of something? (Circle One) Yes [No] Don't know

IF you answered YES, then tell what it moved in front of.

18.3 Blend with the background? (Circle One) Yes [No] Don't know

19. Which of the following objects is about the same actual size as the object you saw? (Circle One):

a. Pea
b. Baseball
c. Basketball
d. Bicycle wheel
e. Office desk
f. Automobile
g. Small airplane
h. Large airplane
i. Dirigible
j. Other _____

Appearance of aircraft lights at two mile range -

19.1 Circle one of the following to indicate how certain you are of your answer to Question 19.

(a.) Certain
b. Fairly certain
c. Not very sure
d. Uncertain

20. Try to tell the following things about the object:

20.1 How high above the earth was it? ? feet.
20.2 How far was it from you? ? feet or _____ miles.
20.3 How fast was it going? ? miles per hour.
20.4 Circle one of the following to indicate how certain you are of your answer to the above questions:

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

Object moved through 30° of horizon in 35 minutes -

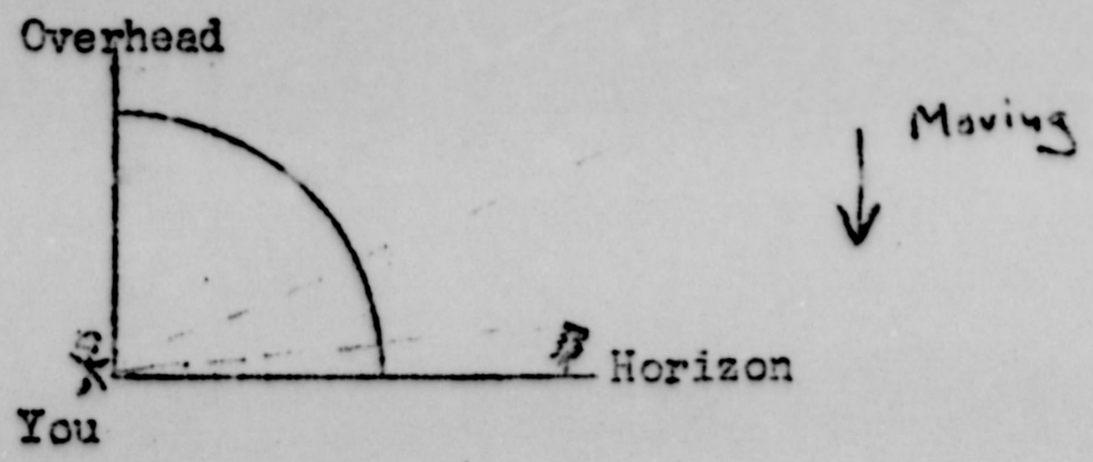
21. How did the object disappear from view?

(Circle One): a. Suddenly
b. Gradually
c. Other _____
d. Don't remember

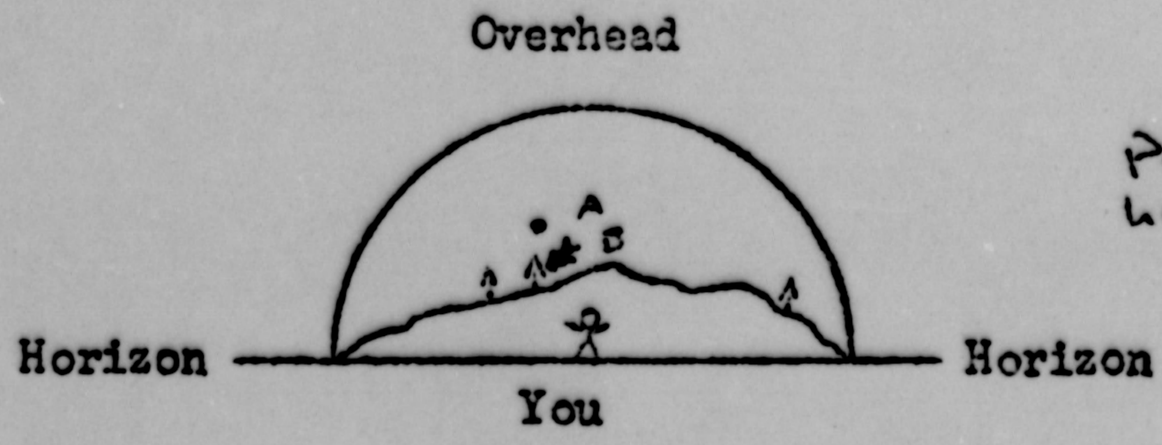
c. moved behind trees -

SECTION D

22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you first saw it. Place a "B" to show where it was when you last saw it.



23. In the following sketch place an "A" at the position the object was when you first saw it, and a "B" at its position when you last saw it.



Point A 30° above horizon & trees

24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.

object moved From above horizon toward horizon
moving possibly 5° North & East during its descent.

25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw and place an arrow beside the drawing to show the direction the object was moving.

No shape - merely the light -

SECTION E

26. Was this the first time that you have seen an object like this?

(Circle One): Yes or No

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones? See attached Report-

27. In your opinion what do you think the object was and what might have caused it?
Possibility of baloon with light for optical Tests at NOL (A was overruled - Dr. [redacted] of NOL advises No such objects originating there -

28. Give the following information about yourself:

NAME [redacted] (Last Name) [redacted] (First Name) [redacted] (Middle Name)

ADDRESS [redacted] (Street) W. Hyattsville (City) ___ (Zone) Md - (State)

TELEPHONE NUMBER [redacted]

What is your present job? Contract [redacted], Bu Ships Navy

Age 39

Sex M

29. Was anyone else with you at the time you saw the object?

(Circle One): Yes or No

29.1 IF you answered YES, did they see the object too?

(Circle One): Yes or No

29.2 Please list their names and addresses:

[redacted] Hyattsville, Md - (will Submit Report).

Mrs. [redacted] (wife) - Observed for only a short period

30. Please add here any further comments which you believe are important. Use additional sheets of the same size paper, if necessary.

Careful observation of path was observed by "aiming" ove
a neighbors T.V. Antenna from a fixed point - There i
absolutely No doubt concerning direction, Time and
description. —

When object was close to Horizon, Naval observatory w
Called, A Mr. [redacted] searched the sky
could not see it due to object being so low in hori
by that time - I have examined the sky in the same sp
since the sighting and confirmed that it isn't a star -

If object is again seen, I plan to drive Several
miles to see if position appears to be fairly clos
or at great distance -

This is second sighting and the damned thing h
me curious - If it is seen again, Mr. Seagroves
I are going to really try to (1) photograph and
determine distance, by Triangulation.

N. Y. Times
July 30, 1952

Air Force Debunks 'Saucers' As Just 'Natural Phenomena'

Intelligence Chief Denies a Menace Exists —'Objects' Believed to Be Reflections, but 'Adequate' Guard Will Be Kept

By AUSTIN STEVENS
Special to THE NEW YORK TIMES.

WASHINGTON, July 29—Air Force headquarters skimmed away into the broken dishware bin today the latest wave of "flying saucers." It called them "natural phenomena" and announced through high-ranking general officers that henceforth the Air Force would treat reports of the disks with "adequate but not frantic" attention.

Bedeviled by a new series of sightings of mysterious glowing objects in the air over the Capital and elsewhere, the Air Force called a press conference at the Pentagon to give out what information it had.

At the end of one hour and twenty minutes of exchange between a large group of reporters and the Air Force's chief "saucer" students, Maj. Gen. James A. Samford, Chief of Intelligence, agreed to the following summary of his views:

¶ So-called "flying saucers" constitute no menace to the United States.

¶ None of the several thousand "saucer" reports checked by the Air Force in the last six years has disclosed the existence of any material flying object, except where the report emanated from an observer's sighting of a United States plane or missile and his mistaking it for something else.

¶ The United States has nothing in its arsenal of weapons, either existing or developmental, that has an unlimited speed and no mass, characteristics attributed to many alleged "saucers."

¶ Radar is capable of playing tricks for which it was not designed; so is the human eye.

Appearing before the press in by no means a scoffing mood but, instead, in an agreeable atmosphere of willingness to discuss everything they knew, the Air Force officials said they considered it the service's "obligation" to continue to investigate saucer reports.

Continued on Page 10, Column 1

General Samford insisted, in the face of recent reports here from both skilled pilots and radar operators who had sighted "objects," that the great need in "saucer" investigation was a method of measurement. Even trained pilots, whose word is not doubted, he indicated, are not capable of properly assessing the make-up of the fiery objects that they have been reporting.

Out of today's conference emerged a favorite theory, but one that the experts conceded did not answer everything.

It is that in the kind of weather that has existed here—hot and humid—there is created something known as a temperature inversion. This, it was explained, is the existence of a layer of cooler air stretched between two hot layers. This condition can cause certain reflections of light for both the human eye and the far-from-infallible radar screen, which was designed to detect solid objects.

For example, ground lights during inverted temperature periods might very well appear reflected in the clouds as globes of light. These reflections could be picked up both by airborne pilots and by ground operators of radar apparatus, according to General Samford and the staff of specialists he brought to the news conference.

Third Time in Ten Days

Three times in the last ten days, it was disclosed, the Capital area has reported flying objects, some stationery, others moving at various speeds.

141-32-41

The latest report came today from operators of the Civil Aeronautics Administration radar apparatus at National Airport, who said their equipment had picked up numerous objects from 2:30 to 6 A. M. A spokesman said as many as twelve unidentified objects had appeared on the radar screen at one time but that "no visual sightings were made." Consequently, he added, the near-by Andrews Air Force Base was not notified and no jet fighter's were dispatched to investigate.

General Samford's staff attempted to explain the supposedly moving objects as sightings of separate phenomena.

As an example of how ground objects or lights can be reflected into the clouds and mistakenly identified, one Air Force expert told of a pilot who nearly crashed his plane into the ground while chasing an "object" that had appeared in his airplane's radar screen.

The Air Force experts said that although they had run down more than 1,000 supposed sightings of "saucers" or other objects in recent years, only 20 per cent of the reports from creditable sources remained unexplained.

Recalling that signs in the sky of one sort or another dated at least to Biblical times, General Samford said that one reason for the "saucer" flurries was undoubtedly the great increase in man-made activity in the air. He also cited "jumpiness" because of war fears and, without quite saying so, the desire of some persons to seek publicity.

He also said that a trained Air Force pilot, or an experienced radar operator, assigned to chase "saucers" or define them on his radar screen, also were subject to "curiosity stimulus" that would result in overemphasis.

No Geographical Pattern Seen

General Samford, who was joined in the discussion by Maj. Gen. Roger Ramey, Operations Chief of the Air Force, said that he was satisfied not only that none of the "saucer sightings" represented the flight of any vehicle, missile or anything else material but also that the geographical pattern of the sightings represented nothing significant.

That there have been a large number of so-called "sightings" around such installations as those of the Atomic Energy Commission, General Samford attributed to the "sensitiveness" of the areas and the staff. It did not follow, he said, that the reports from critical defense areas were any more accurate or reliable than those received from an Iowa cornfield.

It was also brought out that radar had for many years been picking up "blips" on its screens created by other things than aircraft.

In announcing that its investigation of "saucer" phenomena would go forward, the Air Force said that it was purchasing 200 relatively inexpensive cameras equipped with defraction grids that, when focused on light phenomena, would disclose the source of the light.

Consideration also is being given to the purchase of a special telescope with a wide angle lens that could photograph large sections of the sky and show up the appearance of light phenomena.

"Sightings" Increase Here

Special to THE NEW YORK TIMES.

WHITE PLAINS, N. Y., July 29 —The Air Raid Filter Center here, clearing house for information from observation posts in twenty-six counties of the New York area, reported an increase today in the discovery of "unidentified airborne objects" since the 139 posts of the area had gone on 'round-the-clock duty July 14.

Headquarters of the Eastern Air Defense Force near Newburgh, in command of this center and others, replied that strange objects in the air had been reported in the last twenty-four hours in southwestern Indiana, Jersey City, Plainfield, N. J., and Tarrytown.

"In the nomal performance of its assigned mission," the headquarters said, it sends fighter intercept aircraft aloft "whenever unknown aerial objects are detected in its area with sufficient definiteness to warrant attempted interception."

Investigating Off Florida

KEY WEST, Fla., July 29 (AP)— Navy officials said today "we're investigating thoroughly" reports of a fiery object that streaked across the sky Saturday evening. A destroyer escort was sent to sea, but officers would not elaborate.

"Missiles" Over the Bahamas

Special to THE NEW YORK TIMES.

NASSAU, the Bahamas, July 29 —From a remote settlement here where the people probably never heard about "flying saucers" came a report today that about two weeks ago a group of persons had seen flying objects "streaming across sky." They described them as noiseless, whiter and much faster than any plane, and spoke of them as guided missiles.

'SAUCER' A 'RADAR GHOST'

Phenomenon, Well Known to Navy, Is Due to Layers of Warm Air

By WILLIAM L. LAURENCE

Mirages on the radarscope, which have started the latest mass delusion about the "flying saucers," are phenomena that became well known to the Navy in World War II.

These deceptive "radar ghosts" have led warships to shell an empty ocean in the belief that they were firing at an enemy. They are sometimes produced by a layer of warm air, and a wag in scientific circles here remarked yesterday that such a layer of superheated air might have just arrived over Washington from the Chicago political conventions.

The effect of atmospherie ir-

regulafities on radar waves was the subject of a special study during the war by the Wave Propagation Committee of the Joint Chiefs of Staff, of which Prof. Donald H. Menzel, Harvard University astrophysicist, was chairman.

The explanation for the widespread rumors and credulity about the myth of the "flying [illegible]" must be sought, however, not in the realm of the physical sciences, but in the sphere of mass psychology. No matter what evidence may be presented to debunk them, the rumors will continue to spread for a time until the novelty wears off and the public takes up a new fantasy.

Fashions in Fantasies

There are fashions in fantasies, depending on the times and the seasons. In the Nineteen Twenties there was the Loch Ness Monster in Scotland, which was "seen" by hundreds. In the Gay Nineties, the newspapers were filled with reports about a mysterious cigar-shape "airship" allegedly "seen" over many parts of the country.

It was believed for a time that the present mystery of the so-called flying saucers had been cleared up by Dr. Urner Liddel, Chief of the Nuclear Physics Branch of the Office of Naval Research.

In February, 1951, he announced that what had been described as "flying saucers" were plastic, unmanned sounding balloons with diameters of a hundred feet, called "skylooks." The balloons had been sent up as high as twenty miles since 1947 (the year when "flying saucers" were first rported) for the purpose of gathering information about cosmic rays and the upper atmosphere.

Dr. Liddel and his scientific colleagues had examined hundreds of reports about "flying saucers," and they found that nearly all came from honestly mistaken persons. Sunlight reflected by an aircraft, wind-blown objects, light on a weather balloon, a running light on a plane, a meteor, the planet Uranus in certain positions accounted for what honest observers believed were "saucers."

NEW YORK
Herald Tribune

Wednesday, July 30, 1952

1952

Strange Objects in the Air

The mystery of the unidentified objects reported in the night skies near Washington, D. C., may be approaching a long-awaited solution. The radar "sightings" announced during the past week by the Traffic Control Center at Washington National Airport we are told by higher supervisory officials probably were nothing more than trucks or buses traveling on a nearby highway. Whatever is to be said of earlier cases, marching formations of illuminated objects high in the sky may have been only the reflection of city lights against unusual cloud formations caused by excessively hot and turbulent air over Washington. In fact, all sorts of theories are being put forward by experts in various fields to explain as one or another group of natural phenomena the whole spate of flying saucer reports which have been puzzling the nation for the last five years.

The most recent reports from the nation's capital, quite naturally, excited especial interest. This is partly because the new objects were "detected" within unusually bold proximity to the Pentagon, which is supposed to have the responsibility of protecting the country from undesirable visitants from the skies, and partly because the flying things were, for the first time, said to have been actually seen on the radar scope. Moreover, the Air Force ordered into the air jet fighter interceptors to investigate whatever it was the radar "saw." While no contact was made, one jet pilot did say he chased a formation of lights ten miles ahead of him and was soon outdistanced.

Now the air research and development branch is investigating with a new type camera which breaks down any source of luminosity into its component parts in such a way as to give a pretty good idea of its origin. In the mean time, the Air Force is said to be calling in top civilian scientists to get their best explanations. Patient and persistent effort by the Air Force to observe and analyze the curious phenomena with all scientific means available could soon yield profitable answers. So let the Air Force go to it.

NEW YORK WORLD-TELEGRAM AND SUN, TUESDAY, JULY 29, 1952.

The Electronic Eye Doesn't Lie—

Washington Radar Observer Relates Watching Stunts by Flying Saucers

Witness Tracked Them for Hours

Harry G. Barnes, who wrote this eye-witness account of tracking "flying saucers" on radar exclusively for NEA Service and the World-Telegram and Sun, has been with the Civil Aeronautics Administration for nine years. For the last five years, he has been working on radar traffic control.

By HARRY G. BARNES.

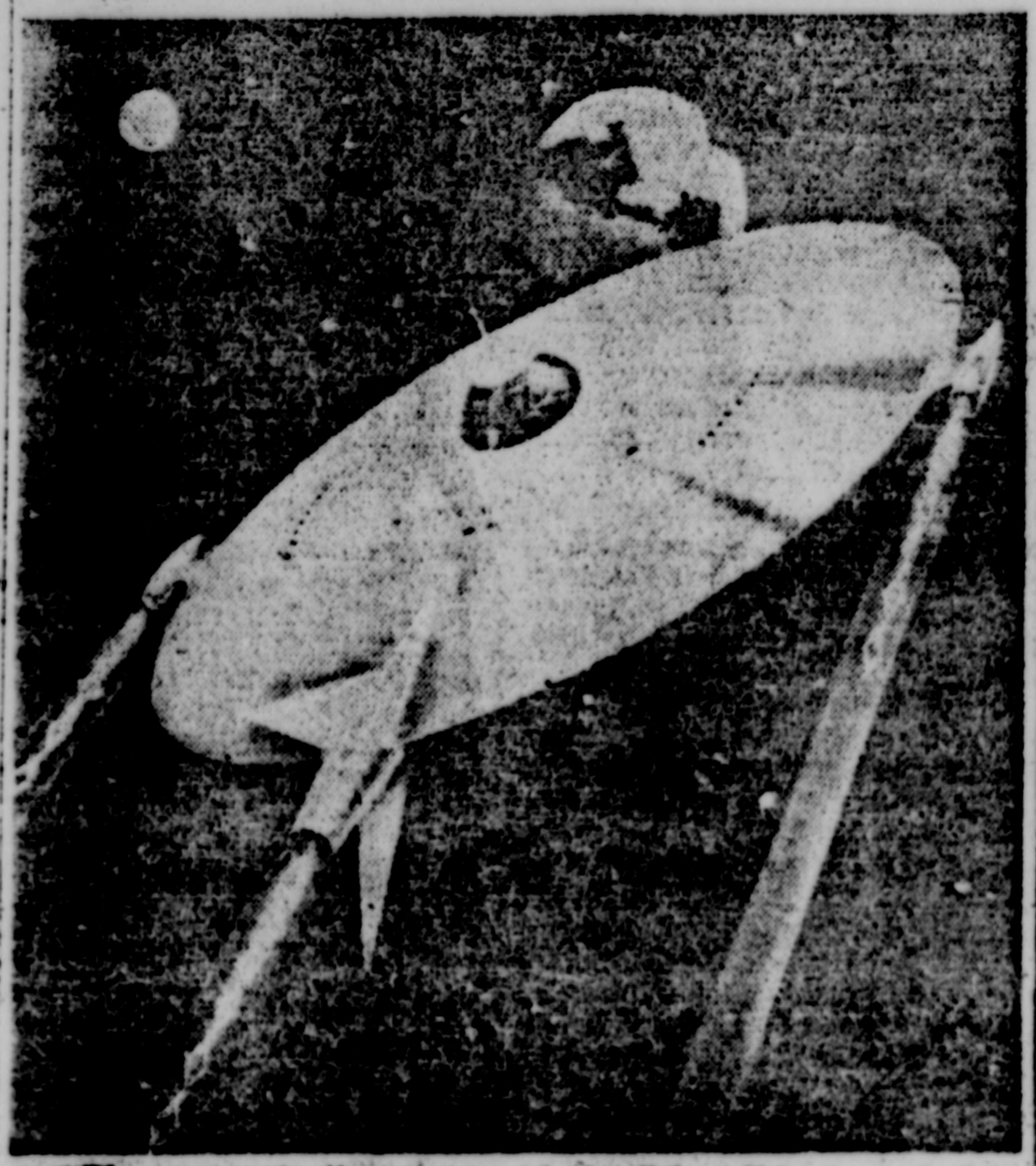
WASHINGTON, July 29. — Shortly after midnight on July 19, Ed Nugent called me over to the radar scope and laughingly said:

"Here's a fleet of flying saucers for you."

As it turns out now, Ed could very well have been stating an absolute fact.

I am a senior air route traffic controller for the Civil Aeronautics Administration and was in charge of the air route traffic control center that particular night at National Airport.

Our shift had been on duty about 40 minutes. Eight men were on this particular shift. It was a normal night for flying. The sky was cloudless, no storms were approaching. Air traffic was light, as usual for that period. I think those facts are important in connection with what came later.



The answer to the mystery of the flying disks is anybody's guess. Alex Tremulis, of Chicago, a designer of autos, jet planes and guided missiles, offered this drawing as his conception of what one might look like. United Press Photo.

No Known Craft Could Match 'Em

Things in a Cluster.

The things that caused Ed to call me over to the scope were seven pips clustered together irregularly in one corner. The scope is 24 inches in diameter and the pips showed up as pale violet spots. Ordinarily they represent aircraft in the air. The radar we were using scans a 70-mile radius.

The seven pips indicated that the objects were in the air over an area about nine miles in diameter, 15 miles south-southwest of Washington. We knew immediately that a very strange situation existed. First, from all the information we had at hand, we knew that the spots were not aircraft, at least not friendly aircraft.

That left three possibilities—enemy aircraft, some unexplained flying objects, or something wrong with the radar. We tracked the seven pips for about five minutes and quickly determined that they were moving between 100 and 130 miles an hour.

Movements Radical.

But their movements were completely radical compared to those of ordinary aircraft. They followed no set course, were not in any formation, and we only seemed to be able to track them for about three miles at a time.

The individual pip would seem to disappear from the scope at intervals. Later I ralized that if these objects had made any sudden burst of extremely high speed, that would account for them disappearing from the scope temporarily.

After five minutes of watching the strange pips, I asked Jim Copeland and Jim Ritchey, two experienced radar controllers, to check our observations. They confirmed our findings. Then I called the airport control tower to see what the radar showed there. The radar operator verified us instantly.

Air Force Notified.

At this time I notified the Air Force of our observation. We kept the Air Force informed of subsecuent observations, which continued for approximately the next six hours, until after daylight, when we could no longer distinguish the objects from other aircraft.

These are the important events of those six hours:

During the first hour the objects had moved over all sectors of our scope. That meant that they had been over the restricted areas of Washington, including the White House and Capitol.

At the first opportunity Mr. Ritchey called Capital Airline pilot Capt. S. C. Pierman, a veteran of 17 years of flying. Mr. Ritchey asked Mr. Pierman, who had just taken off, to look for the objects we were watching on the scope. He agreed to do this.

'There's One, There It Goes.'

All of a sudden his voice came over the radio:

"There's one, and there it goes."

He described it as just a bright light, moving faster than a shooting star at times.

His subsequent descriptions of the movements of the objects coincided with the position of our pips at all times while in our range.

During the next 14 minutes he reported that he saw six such lights. He said they had no tail, no recognizable shape and were just bright lights in the dark sky.

Each sighting coincided with a pip we could see near his plane. When he reported that the light streaked off at high speed, it disappeared on our scope, for the apparent reason I have cited.

While he was giving us reports of his sightings, he was on a course from Herndon, Va., to Martinsburg, W. Va.

One other commercial pilot reported seeing a light off his left wing which we saw as a pip on the scope. He was coming in for his landing and the tower scope reported the same radar sighting. The light disappeared on our scope and from his view about four miles before he touched his wheels down.

During the whole period of observation we could detect no pattern to the movement of these oojects. However, they did seem to become most active around the planes we saw on the scope. We did not see the pips in any recognizable formation at any time.

Altitude Not Shown.

The radar we were using does not show altitude and it is faintly possible that the objects could have been in a vertical formation without our recognizing it.

At one time toward daybreak we counted 10 objects over Andrews Field, just outside of Washington. We sighted seven originally. Most of the time we could count eight of them.

The only recognizable behavior pattern which occurred to me from watching the pips was that they acted like a bunch of small kids out playing. It was heiter skelter, as if directed by some innate curiosity. At times they moved as a group or cluster, at other times as individuals over widely scattered areas.

Speaking personally, and not officially for CAA, I would like to make these additional comments:

Radar is strictly an electronics device. It has no imagination. It reports only what it sees. The equipment was in perfect operating order during that period.

There is no other conclusion I can reach but that for six hours on the morning of the 20th of July there were at least 10 unidentifiable objects moving above Washington. They were not ordinary aircraft. I could tell that by their movement on the scope.

I can safely deduce that they performed gyrations which no known aircraft could perform. By this I mean that our scope showed that they could make right angle turns and complete reversals of flight.

Nor in my opinion could any natural phenomena such as shooting stars, electrical disturbances or clouds, account for these spots on our radar.

Air Force Took 2 Hours to Start 'Objects' Hunt

Defends Time Lag in Putting 2 Jets on Trail, Denies Any Lack of Alertness

By C. B. Allen

WASHINGTON, July 28.—Air Force officials admitted today that it took more than two hours to "scramble" a pair of jet fighter interceptors over Washington Saturday night after radar observers reported up to a dozen "unidentified objects" flying through the skies in the vicinity of the capital. They denied, however, that this indicated any lack of alertness by the Air Force in its role as the nation's first line of defense.

In an almost identical episode a week ago, the Air Force decided against sending up its interceptors to investigate similar "objects," reported by the Civil Aeronautics Administration's radar operators at Washington National Airport, because Air Force radar observers at near-by Andrews Field were wholly unable to confirm the C. A. A. "sightings."

This time, the Andrews Field radarmen started getting unidentifiable spots before their eyes on their fluorescent viewing 'scopes nearly fifteen minutes before the C. A. A. again sounded the aerial alarm—but, for reasons which still have both groups of observers baffled, the Air Force radarmen failed completely to locate the "objects" where the C. A. A. men said they were.

In the midst of this intra-governmental radar confusion, members of the Air Transport Pilots Association began to express growing doubts as to the infallibility of the radar traffic control system recently installed by the C. A. A. and the scheduled air lines in this area. Larry Cates, Washington representative of the group, said it had been "criticized in the past for not fully accepting" ground controlled approach (G. C. A.) radar as an independent bad-weather landing aid, but that "it could be dangerous if two radar systems can't agree about what's flying around over them."

More "Flying Saucers"

Meanwhile, The Associated military observers, as well as "hundreds of civilians," said they had seen three "flying saucers" flying over south-central Indiana between midnight and dawn today and had watched their gyrations for "several hours." The witnesses were identified as including state troopers from Indianapolis, Seymour and Connersville and Army and Air Force observers at Camp Atterbury. One trooper at Seymour was quoted as saying, "The things were so weird I hesitate even to talk about them."

This account quoted Robert Wolfe, civil defense director at Franklin, twenty-five miles south of Indianapolis, as saying one of the objects he saw was bluish, one white and the third orange; that they sailed into view from the south, east and north, respectively, and "chased each other all over the sky" before they finally disappeared. Mr. Wolfe reported the phenomenon to his filter-center post and his account was relayed within five minutes to a radar observation center in Michigan.

In Washington's return engagement with "unidentified aerial objects"—which both the C. A. A. and the Air Force pointedly abstained from calling flying saucers—the military service's radar observers reported their first sighting at 8:54 p. m. and the C. A. A.'s at 9:08. Air Force officials said the C. A. A. radar men reported their observations to the Air Force's military flight services at Olmstead Field, Middletown, Pa., but failed to call the Air Force command post in the Pentagon, which is the operating nerve center of this service.

C. A. A. spokesmen insisted that the routine by which it makes such reports is "classified" and would not confirm the Air Force's assertion that its report went to Middletown. All the C. A. A. would say was that it had followed "the prescribed and correct procedure." It added that it didn't know whether this had anything to do with the fact that it was 11:25 p. m. before the Air Force finally got a pair of interceptors from its Newcastle, Del., base over the Washington area.

The fighters appeared on the C. A. A.'s radar and were radio-vectored by the operators toward several of the "unknown objects." One of the pilots reported sighting four lights about ten miles in front and slightly above him but said he was unable to overtake them before they vanished. On a later attempt to close with another of the "objects," he reported a "steady white light" about five miles ahead of him and ten miles east of Mount Vernon, but said it disappeared after about a minute.

Aug 28, 1952

Andrews Field radar observers said they sighted their first group of ten or twelve "unknowns" at 8:54 p. m. and reported the observation at 9:03 "through regular channels" to the Air Defense Command. They said this group of objects remained in the Washington area for more than an hour.

During this period C. A. A. radar observers at Washington National Airport were in frequent telephone communication with the Andrews Field radar station and tried repeatedly to tell Andrews where to look for the mysterious "objects" they were seeing. On all attempts, the Air Force said, the Andrews Field observers found nothing in the quadrant of their scopes where the C. A. A. told them to look.

Air Force authorities pointed out today that the Air Defense Command had been on a twenty-four-hour alert for many months. They explained, however, that the A. D. C. did not order planes into the air immediately on the basis of reports and rumors of which it had no verification, and that the alert was concerned basically with activity in the air not primarily linked with "flying saucer" reports.

The first pair of interceptors remained in the Washington area until 12:15 a. m. Sunday. A second pair replaced them at 1:40 a. m. and remained until 2:20.

"No further contacts, either visual or radar, were made by the Air Force planes," service spokesmen said, "although the 'unknowns' were apparent on the C. A. A. radar scope."

W.T. & S. July 29, 1952.

cooler tonight. Tomorrow fair and pleasant. Wea

NEW YORK, TUESDAY, JULY 29, 1952

Ghost Sky Riders Prowl for 6 Hours Over Washington

By the United Press.

WASHINGTON, July 29.—Mysterious objects swooped over the nation's capital again early today, but no jet planes from the Air Defense Command were sent aloft to chase them.

The Civil Aeronautics Administration's traffic control center reported that its radar picked up the objects for about six straight hours this morning.

The CAA said it did not alert the Air Defense Command be-

A radar man tells how he tracked a fleet of flying saucers over Washington. Read this exclusive account on Page 7.

cause it was unable to get visual confirmation from commercial airline pilots. The Air Force said it failed to pick up the tell-tale blips on its Andrews Base radar screens.

What a Blip Is.

A blip is a small, electronic dot on the radarscope indicating that something is interfering with the radio field set up by the radar transmitter. An expert usually can tell whether the dot is a plane, a cloud or some other object. A bird in flight is not picked up because of its small size.

Only yesterday the Air Defense Command had ordered jet pilots to take off instantly in pursuit of any such object sighted anywhere in the country.

The objects spotted today, a CAA official reported, were traveling 100 to 120 miles an hour in a 10-mile arc around the capital. They were sighted between Herndon, Va., and Andrews Air Force Base in Maryland.

3 to 12 Seen at Once.

The CAA official said there were as many as eight to 12 of the objects on the radarscope simultaneously. They were observed from 1:30 a.m. to 6 a.m.

It was in the same Virginia-Maryland area where radar screens recorded the strange objects the past two Saturday nights, setting off a new rash of flying saucer rumors in the capital. The objects last Saturday had led to pursuit by jet planes.

The Air Force, meanwhile, called in top scientists today to find out what flying saucers really were.

Top Scientists Called In.

Air Force brass has decided to get to the bottom of the mystery. Forsaking an earlier attitude that "there ain't no such animal," they are enlisting top scientists in a new study, it was learned.

The Air Force will rely primarily on physicists for its flying saucer Red objections.

Mysterious Sky Riders Return to Washington

(Continued From Page One.)

investigation. This is in line with a tentative opinion already reached in some Air Force circles that variously described mystery objects in the sky actually are physical phenomena, however imperfectly understood up to now, rather than actual flying disks.

No Threat to Defense.

A high Air Force officer, who informed the United Press of these developments, said: "We are fairly well convinced that the so-called flying saucers are not anything posing a threat to the air defense of the United States."

Air Force spokesmen insisted there was no military secrecy veiling the quest for saucer data. Any seeming reluctance to give out information was based unhappily on ignorance, not on military security, they said.

A Five-Year Saga.

Observers who have followed the saucer saga through five years asserted with renewed vigor that the glowing, vari-colored objects sighted visually all over the land, and recently by radar, were not secret aircraft, weapons developments or of inter-planetary character.

Sightings so far unexplained and increasingly regarded as physical phenomena "show a pattern which would indicate that the objects are being controlled by a reasoning body," the Air Force said.

Film Shows Strange Light Over New York

Special to World-Telegram and Sun.

JERSEY CITY, July 29.—Air Force and Civil Defense authorities were studying with great interest today a photograph taken early yesterday of a mysterious light that seemed to hover over Manhattan before disappearing to the northeast.

The picture was taken shortly after midnight by August Roberts, of 443 Ogden Ave., one of a team of air raid spotters in the tower atop Sixth Precinct headquarters.

Two lights show on the film, one the unknown object and the other the light on the tower of the Metropolitan Life Insurance Co. building at Madison Ave. and 23rd St., New York.

The other two observers, George Conger, of 444 Bergen Ave., and James Lyden, of 405 Armstrong Ave., also saw the light hang stationary in the sky for a full minute and then move off.

26 JUL 52

Jets Ordered To Hunt Down Flying Saucers

Washington, D. C., July 28 (U.P.).—The Air Defense Command alerted jet pilots today to take off instantly in pursuit of any "flying saucers" sighted anywhere in the country.

It acted after F-94 jets unsuccessfully chased "glowing white lights" seen in this area Saturday night. Mysterious objects also had been spotted the previous Saturday.

The new batch of saucer reports included unexplained appearances on radar screens, but the Air Force remained skeptical. It said the reports have shown "no pattern which would indicate the objects are being controlled by a reasoning body."

Reports Under Study.

Statements by "eyewitnesses," including Air Force and commercial pilots, are being studied and evaluated here and at Wright-Patterson Air Force Base, Dayton, Ohio. Meanwhile, interceptor jets are ready to go aloft at any time.

"The Air Defense Command's mission is air defense of the United States and it is vitally interested in anything unidentified that flies in the air," a spokesman said.

Saucer stories have been pouring in to the Air Force recently from all sections of the nation. The commanding officer of the Air Force filter center at South Bend, Ind., said today that he has been spending "a couple of hours a day" studying such reports.

Some Believed Colored.

Some of the Indiana reports described the objects as colored. The ones reported seen here were white.

The Air Force said it has received more than 1,000 saucer reports in the past few years but "only a small percentage of those received from reliable sources remain unexplained."

It said the unexplained ones could be "misinterpretations of various conventional objects, a mild form of hysteria, meterological phenomena or hoaxes."

60 Here Tell Of Saucers

During the last 10 days, more than 60 reports of flying saucers have been made to the Mitchel Air Force Base from all parts of the metropolitan area, the base reported yesterday. The reports were forwarded to Wright-Patterson Air Force Base, Dayton, Ohio, for evaluation, a spokesman said.

- 26·27 JUL 52

1952

Glowing Globs Evade Jets in Capital Race

By the United Press.

WASHINGTON, July 28.—Jet planes made a futile attempt to intercept mysterious glowing objects that streaked over the capital for the second consecutive weekend.

The Air Force, which always has maintained a skeptical attitude about flying saucers, said today it was investigating the unidentified objects as glowing white lights, that were spotted by radar and then visually by Air Force and commercial pilots Saturday night.

Probing 'Flying Saucers.'

"We have no concrete evidence that they are flying saucers. Conversely, we have no concrete evidence that they are not flying saucers," an Air Force spokesman said.

The spokesman said the reports had been relayed to intelligence officers in the Pentagon and to the Air Force technical intelligence center at Wright Patterson Air Force base, Dayton, Ohio—center for the investigation of flying saucer reports.

Seen in Radar Screens.

The Civil Aeronautics Administration traffic control center, located at the National Airport across the Potomac River from Washington, first picked up the mysterious objects on its radar screens at 9:08 p.m. Saturday. In the next four hours before the objects disappeared, the CAA reported as many as 12 of the unidentified objects appeared on the radarscope at the same time.

Two jets from the Newcastle, Del., Air Force base gave chase from about 11:25 p. m. until 12:15 a. m. Sunday. One of the pilots reported spotting the objects twice but was unable to overtake them. Two other jets went aloft at 1:40 a. m. and remained in the air until 2:20 a. m.

Civilian pilots also reported seeing the "lights" on four occasions from 9:15 p. m. to 10:46 p. m., all in the vicinity of Washington.

July, 1952

26 Jul 52

Jets Chase, Fail to Catch 'Objects' Seen Over the Capital on Radar

WASHINGTON, July 27 (AP)—The Air Force said today jet fighter planes had made an effort to intercept unknown objects in the sky over Washington last night after they had been spotted by radar, but no direct contact was made.

It was the second time within a week that unidentified objects had been radar-observed in the vicinity of the nation's capital.

The Air Force said that at 9:08 p. m. the Air Route Traffic Control Center, operated by the Civil Aeronautics Administration, picked up by radar "between four and twelve unidentified objects over the Washington vicinity."

The C.A.A. notified the Air Force and two jet fighter interceptor planes were ordered up to make a check from a base at Newcastle, Del., ninety miles from Washington.

These pilots appeared on the C. A. A. radarscope at 11:25 p. m. and were guided in on several of the unknown objects.

The Air Force said in its statement. "One of the jet pilots reported sighting four lights in front approximately ten miles and slightly above him but he reported he had no apparent closing speed. They disappeared before he could overtake them." Later the same pilot reported a steady light that disappeared in about a minute.

Sighting of the unidentified things in the sky by radar indicates something with substance was involved, not only light. It could, however, be small or large, as radar is capable of picking up a bird in flight. Radar also can detect such things as cloud formations.

The two jets left the area at 1:40 a. m. Two additional jets sent out later stayed in the vicinity until 2:20 a. m.

The Air Force said no further contact, either visual or by radar, was made by the planes, although the "unknowns" were still apparent at 2:20 a. m. on the C. A. A. radarscope.

Herald Trib. 1952

26 Jul 52 ..

D. G. Jones, Graf, 1952

JETS FAIL TO CATCH 'OBJECTS' IN CHASE

Pursue Lights Over the Capital After Radar Gives Warning —No Contact Is Reported

By The Associated Press.

WASHINGTON, July 27—The Air Force said today that jet fighter planes had made an effort to intercept unknown objects in the sky over Washington last night after the objects had been spotted by radar, but that no direct contact had been made.

July 26

It was the second time within a week that unidentified objects had been observed in the vicinity of the nation's capital, but no planes were sent up on the previous occasion, last Monday.

The Air Force said that at 9:08 o'clock, Eastern Daylight Time, last night the Air Route Traffic Control Center, operated by the Civil Aeronautics Administration, had picked up by radar "between four and twelve unidentified objects over the Washington vicinity."

The C. A. A. notified the Air Force and two jet fighter-interceptor planes were ordered up to make a check. These planes came from a base at New Castle, Del., about ninety miles from Washington.

The jet pilots themselves appeared on the C. A. A. radarscope at 11:25 P. M. and were guided in on several of the unknown objects.

The Air Force said in its statement: "One of the jet pilots reported sighting four lights in front, approximately ten miles and slightly above him, but he reported he had no apparent closing [overtaking] speed. They disappeared before he could overtake them."

The sighting of the unidentified objects in the sky by radar indicated that something with substance was involved, not only light. Radar, which detects objects by radio, can "pick up" such things as cloud formations.

The Air Route Traffic Control Center made several further attempts through its radar observation of the unidentified objects to guide the jets to a contact. The efforts were unsuccessful, the Air Force said, until about 11:19 P. M., when the same pilot who had reported the first visual contact again reported sighting what he described as "a steady white light." The light disappeared within a matter of one minute, the Air Force said.

The C. A. A. radar operator at the traffic control center, located at the Washington National Airport, calculated the unknown object's position at about ten miles east of Mount Vernon, Va., which is near the airport.

The two jets left the area at 1:10 this morning, but two additional jet aircraft were sent over and they stayed in the vicinity for forty minutes.

The Air Force said that no further contact, either visual or by radar, had been made by the planes, although the "unidentified objects" were still apparent at 2:20 A. M. on the radarscope.

Object Over Iowa Called Planet

IOWA CITY, Iowa, July 27 (AP)—An astronomer at the State University of Iowa reported today that a spark-shooting object seen in the sky by southeast Iowans "most likely was the planet Jupiter."

The astronomer, Prof. C. C. Wylie, head of the university's astronomy department, said he had seen the planet about 1:30 A. M. today after having been notified by the Iowa City Police Department.

"I was told they'd had reports of something in the sky," Professor Wylie said, "and what I saw was Jupiter, which at this time of year is quite bright and rises about 1 A. M.

"I assume that some of the other reports referred to Jupiter too, although it is possible some people saw another star or even a meteor."

The Fort Madison police had reports of flying objects that shot off fire and bobbed up and down in circles. A highway patrolman in the Fort Madison area said the object "looked like a star at first" and was shooting off blue and red lights, going in circles.

Professor Wylie said that Jupiter, more than 800,000,000 miles from the earth, or any star, when rising above the horizon, would appear to be shooting off multi-colored sparks.

- 0926

Washington, D. C. - 1449 EDT 28 July 52

(As telephoned to OIN-2A2 on 28 July 52)

1. A pin-point silver reflection travelling "very, very fast". Disappeared over clouds travelling in assumed SE direction.

2. 1449 EDT 28 July 52. Observed very briefly.

3. Visual with naked eye from ground.

4. Observer standing at River Entrance of Pentagon, Washington, D. C. Object estimated to be at 045 bearing and 80 deg. elevation travelling S.E.

5. [redacted], civilian clerk employed in Hq. USAF, reliability unknown. Phone at work: [redacted]

(SEE 17, JULY, 1952, SILVER SPRINGS, MD.)

7-3112-41

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

13 (4)

COUNTRY	REPORT NO.	(LEAVE BLANK)
UNITED STATES	TAC IR-11-52	04 487911

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: FLYOB RPT

AREA REPORTED ON	FROM (Agency)
Williamsburg, Virginia	Langley Air Force Base, Virginia

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
31 July 1952	28 July 1952	

PREPARED BY (Officer)	SOURCE
Wing Intelligence	Mr. [redacted]

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

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.)

Flying object, described as bluish light, sighted 2230 EST 27 July flying West and then Northwest of home of Mr. [redacted] who lives East of Williamsburg. The object was sighted visually from the ground by Mr. [redacted] and his wife.

7-3712-41 ATIC 25232

_____ INCLS.

DISTRIBUTION BY ORIGINATOR

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[redacted]

U.S. GOVERNMENT PRINTING OFFICE 16-67833

[redacted]

(CLASSIFICATION)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 1 OF 1 PAGES
Langley Air Force Base, Va.	TAC IR-11-52	

1. Flying object, described as bluish light sighted 2230 EST 27 July in vicinity of Williamsburg, Virginia. Object sighted visually by Mr. and Mrs. [redacted] from the yard of their home just East of Williamsburg. When first sighted, object was directly over Mr. [redacted]s home and heading West. Light rose, then disappeared and reappeared twice in the same position; finally moving rapidly Northwest before disappearing for good. The light was reported to be very high, though the observers made no attempt to estimate the actual altitude.

2. The time of sighting was 2230 EST. Length of sighting unknown.

3. The sighting was visual.

4. At time of sighting, Mr. and Mrs. [redacted] were standing in the yard of their home just East of Williamsburg, Virginia. Altitude and size of object unknown.

5. Observers were Mr[redacted], a Williamsburg photographer and Mrs. [redacted]. Mr. [redacted]s home address i[redacted]Colonial Park (just East of Williamsburg, Virginia).

6. Langley AFB, Va. weather: clear and ten miles visibility. Richmond weather: 6500 scattered, visibility eight miles, Altimeter 996, temperature 80°.

7. No unusual activity or condition reported.

8. No physical evidence.

9. No interception or identification action taken. Report of sighting was not made until 1030 EST 28 July.

10. There was no report of any air traffic in the area.

APPROVED:

Alfonse R. Russo

ALFONSE R. RUSSO
2d Lt USAF
Intelligence Officer

[redacted]

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[redacted]

(CLASSIFICATION)

16—55870-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

V. ATIAA
2. ATIA
3. C. Files

ACTION 09 11

INFOR. A.G.O.I. INFOR.

28 PM 5:24

2C77

TPG Ø62

YDB111

TYE223

TDCØ69

JEPLG A1Ø3

FP JEPHQ JEDWP JEDEN 333

DE JEPLG Ø7A

P 2817ØØZ ZNJ

FM 443Ø AB WG LANGLEY AFB VA

TO JEPHQ/DIR INTELLIGENCE HQ USAF WASH 25 DC

JEDWP/AIR TECH INTELLIGENCE CENTER ATIAA-2C WRIGHT PATTERSON AFB OHIO

JEDEN/CG EMT AFB COLO SPRINGS COLO

ZEN/CG TAC AIR COMMAND LANGLEY AFB VA

/[redacted]I 7-828 PD FLYOBRPT PD BLUE COLORED FLYING OBJECT

SIGHTED 2238 HOURS EST 27 JULY OVER WILLIAMSBURG VA PD SHIGHTED VISUALLY

FROM HIS HOME BY [redacted] CMA [redacted] CMA COLONIAL PARK

WILLIAMSBURG CMA VA PD CMA PHOTOGRAPHER PD OBJECT STATIONARY WHEN

FIRST SIGHTED CLN DISAPPEARED AND REAPPEARED IN THE SAME PLACE TWICE

CMA MOVED RAPIDLY WEST BEFORE FINAL DISAPPEARANCE PD ALTITUDE AND SIZE

UNKNOWN PD LANGLEY WEATHER CLN 2228 OBSERVATION CMA CLEAR AND TEN MILES

CLN RICHMOND WEATHER CLN 65ØØ SCATTERED CMA VISIBILITY EIGHT MILES PD

RPT NOT MADE TO THIS BASE UNTIL 1Ø3Ø EST THIS DATE PD WRITTEN REPORT

FOLLOWS PD

28/1815Z JUL JEPLG

OBSR CMA CAPT MOORE CMA TECH SGT ROSNER CMA RADAR SCOPE INTERPRETERS
CMA ONE NINE ZERO NINE DASH SEVEN AACS DET CMA VERY RELIABLE PD
PAR SIX CMA WEATHER AT ONE NINE TWO FIVE ZULU CMA CLEAR CMA VIS
TWELVE MILES CMA TEMP EIGHT SEVEN DEGREES CMA DEW PT SIX ONE CMA
QSURFACE WIND ESE CMA THREE KNOTS CMA FEW CUMULUS CLOUDS TO WEST AT
QFOUR ZERO ZERO ZERO FT CMA WINDS ALOFT CLN ONE ZERO ZERO ZERO FT
CMA ONE ZERO ZERO DEGREES CMA SIX KNOTS SMCLN TWO ZERO ZERO ZERO
FT CMA ONE ZERO ZERO DEGREES CMA FOUR KNOTS SMCLN THREE ZERO ZERO
ZERO FT CMA CALM SMCLN FOUR ZERO ZERO ZERO FT CMA THREE TWO ZERO
DEGREES CMA TEN KNOTS SMCLN FIVE ZERO ZERO ZERO FT CMA THREE
THREE ZERO DEGREES CMA ONE FIVE KNOTS PD PAR SEVEN CMA NEGATIVE PD
PAR EIGHT CMA NEGATIVE PD PAR NINE CMA NEGATIVE PD PAR TEN CMA NO
ACFT IN RPTD AREA PD RPT TWO CLN FOLG IS SUBMTD IAW PAR SEVEN
COCA PD PAR ONE CMA ONE OBJECT CMA RET ECHO ON SCOPE MUCH LARGER IN
AREA THAN ORDINARY ACFT CMA WAS FUZZY IN APPEARANCE CMA OBJECT MOVED
IN EAST DIR CMA APRX ONE TWO MILES CMA STOPPED AND HOVERED TWO
MIN CMA RESUMED FLT AND DISAPPEARED OFF RADAR SCOPE AT EXTREMELY
HIGH SPEED PD PAR TWO CMA APRX ONE NINE FIVE ZERO ZULU CMA OBSR
FOUR MIN PD PAR THREE CMA SAME AS RPT ONE PD PAR FOUR CMA LANGLEY
AFB CMA THREE SEVEN DEGREES FIVE MIN NORTH LAT CMA SEVEN SIX DEGREES
TWO SIX MIN WEST LONG CMA NORTH OF OBSR CMA APRX ONE TWO MILES CMA

HEADING IN EAST DIREC[redacted]ELOW FIVE ZERO ZERO ZERO [redacted] PD PAR FIVE CMA

CONTRACTOR TECH FOR RADAR EQUIP CMA VERY RELIABLE PD PAR

SIX CMA SAME AS RPT ONE PD PAR SEVEN CMA NEGATIVE PD PAR EIGHT

CMA NEGATIVE PD PAR NINE CMA NEGATIVE PD PAR TEN IMA NO ACFT IN

RPTD AREA PD

29/1907Z JUL JEPLG

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JEPLG A171QQ

PP JEDEN JEDWP JEPHQ 333

1DE JEPLG 51D

P 291800Z ZNJ

FM CG TAC LANGLEY AFB VA

TO JEPHQ/DIR OF INTELLIGENCE HQ USAF WASH DC

JEDWPWXAIR TECH INTELLIGENCE CENTER WP AFB OHIO

JEDEN/CG ENT AFB COLO SPRINGS COLO

/[redacted]/ TNECO 7-1511 PD ATTN CLN ATIAA-2C PD

QQFLYOBRPT IAW AF LTR 200PNT5 DTD TWO NINE APR

QFIVE TWO CMA FOLG IS SUBMTD IAW PAR SEVEN COCA PD RPT ONE CLN PAR

ONE CMA ONE OBJECT SIGHTED CMA SPEED APRX TWENTY SIX HUND MPH

CMA OBJECT DISAPPEARED FR RADAR SCOPE APRX EIGHT MILES FR PT OF

OBSR PD PAR TWO CMA OBSR AT ONE NINE THREE ZERO ZULU CMA APRX

TWO MIN PD PAR THREE CMA OBSR BY RADAR CMA ALFA NECTAR SLASH

METRO PAPA NECTAR SLASH ONE COCA PD PAR FOUR CMA LANGLEY AFB CMA

THREE SEVEN DEGREES FIVE MIN NORTH LAT CMA SEVEN SIX DEGREES TWO SIX

MIN WEST LONG PD OBJECT EIGHT TO ONE FIVE MILES SOUTH CMA

HEADING NORTH CMA BELOW FIVE ZERO ZERO ZERO FT PD PAR FIVE CMA

UNCLASSIFIED

ACTION

OPERATIONAL IMMEDIATE

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WPE055

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VDA104T

TYB122

JEPHQ B074

OPOP JEDWP JEDEN 222

DE JEPHQ 1A

OP 311200Z ZNJ

FM HQ USAF WASH DC

TO JEDWP/ATIC WPAFB OHIO

JEDEN/CG ENT AFB COLORADO

[redacted]/AFOIN 54777 FLYOBRPT-1 ONE OBJECT SIGHTED CMA SHAPE AND SIZE INDETERMINABLE CMA SILVER COLORED CMA WITH TWO INCADESCENT HEAD-LIGHT CMA NO AUDIBLE SOUND OR TRAIL VISIBLE CMA APPEARED TO BE IMMOBILE. 2. SIGHTED AT 1840 EDT FOR APPROXIMATELY TWO MINUTES. 3. OBSERVED VISUALLY WITH THE AID OF 50 MM BINOCULARS. 4. OBJECT OBSERVED FROM A POINT ABOUT TWO MILES SOUTH OF BOLLING AFB WASH DC 5. OBERSVER WAS LEO D. CARL CMA CAPT CMA USAF. RELIABILITY AND EXPERIENCE UNKNOWN. 6. UNKNOWN 7. UNKNOWN. 8. NEGATIVE. 9. NEGATIVE 10. OBSERVER STATED THAT HE WAS WATCHING AN AIRPLANE LAND AT BOLLINGS AFB WHEN THE OBJECT CAME INTO VIEWM

31/1222Z JUL JEPHQ

1952 JUL 31

ATIC

INFO

30 JUL 14

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V. 8 Tips

2. 8 Tips

3. C. Files

32

Det 3 Maj

14-3.113-41

-10 33

Manasses, Virginia - 2130 EDT 30 July 52

(Telephoned to OIN-2A2 on 31 July 52)

1. Recurring "flashes of light", terrific speed, traveling from assumed South towards Washington, D. C. (eastward).

2. 2130 EDT 30 July 52. Observed briefly.

3. Visual with naked eye from ground.

4. Observers at home, Manassas, Virginia. Four people saw object or objects.

5. Mrs [redacted] Manassas, Virginia, and 3 friends or family.

(SEE 11 JULY, 1952, SILVER SPRINGS, MD.)

14-3712-41

7-

HEADQUARTERS
1100TH MAINTENANCE AND SUPPLY GROUP
BOLLING AIR FORCE BASE
WASHINGTON 25, D.C.

ABN20A/MEM/alm

333

4 August 1952

SUBJECT: Request for Investigation

TO: Commanding Officer
4th District
Office of Special Investigation
Bolling Air Force Base
Washington 25, D. C.

1. Colonel Willis, Air Force Intelligence, Pentagon, Code 131, Extension 75419, requests that we deliver the following exhibits consisting of a one-piece aluminum tubing approximately 47 inches long by 1 inch in diameter and a spring loaded plunger. The spring loaded plunger assembly was attached to the aluminum tubing when found and was removed by Colonel Willis. These exhibits were investigated by experienced personnel of the 1100th Maintenance and Supply Group and could not be identified.

2. Colonel Willis informs us that the exhibits were found approximately four miles from Washington, that they are known to have fallen from the sky and that observers stated that a loud shrieking noise accompanied the falling object. They further stated that the object was very hot when picked up. Colonel Willis requests that the exhibits be examined from a laboratory viewpoint to determine the source of the odor in the inside of the tubing and the material that is discolored on the outside of the tubing.

3. This headquarters does not enter into this investigation in any way other than the determination that it is not known what part of an aircraft the exhibits are and for the purpose of forwarding the items to the OSI for further investigation. All future reports on these items should be made direct to Colonel Willis.

FOR THE COMMANDING OFFICER:

MALCOLM E. MUSSLER
Lt Colonel, USAF
Executive Officer

4TH DISTRICT OFFICE, OSI-IG
BOLLING AIR FORCE BASE
WASHINGTON 25, D. C.

4 August 1952

SUBJECT: ALUMINUM TUBING HAVING SPRING LOADED PLUNGER WHICH FELL FROM SKY IN THE WASHINGTON AREA.

TO: DISTRICT COMMANDER

1. This is to certify that the undersigned agent received a one-piece aluminum tubing approximately 47 inches long by one (1) inch in diameter; which tubing had a spring loaded plunger.

2. This object was delivered to the undersigned by A/2 CLAIR L. THOMPSON, AF 17330614, 1100th M & S Group, Bolling AFB at 1219 hours on 4 August 1952.

3. THOMPSON received this object from MALCOLM E. NUSSLER, L/ COLONEL, USAF, Executive Officer of the 1100th M & S Group, Bolling Air Force Base on 4 August 1952 at 1140 hours.

William P. Deegan

WILLIAM P. DEEGAN, SA OSI (IG)
DO #4, Bolling AFB

SECURITY INFORMATION

DISPOSITION FORM

SECURITY CLASSIFICATION (If any) [redacted]

FILE NO.

SUBJECT Results of Examination of Tube, Plunger, and Spring. PPS 100. Project 10073, "Blue Book". (Restricted)

TO ATIAA
ATTN: Capt. E. J. Ruppelt

FROM ATIAS

DATE 11 Sept 52

COMMENT NO. 1
Mr. Naugle/bfw
53164 B263/PLOD

1. In compliance with your request for analysis of parts, the following preliminary information is submitted:

NAME OF PART	COMPOSITION
Tubing	3S
Spring	Carbon steel, cadmium plated
Washer	2S
Plug Parts	17S and 24S
Deposit and odor	Parafin hydro-carbon mixed with animal waxes--similar to child's crayons. Not yet definite.

2. The parts examined cannot be identified as aircraft components of any kind. The piece of 3S tubing with thin threads would do well to hold its own weight while in flight. It is possible that the assembly could be part of a crop duster. This and the deposit have not been definitely determined as yet.

3. This information was obtained by Capt. McGovern at Stork on 9 Sept 52. Analysis will be submitted by a letter from Stork on completion.

NICHOLAS POST
Acting Chief, Associated Equipment Branch
Technical Analysis Division
Air Technical Intelligence Center

[redacted]

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED

16—54801-3 U. S. GOVERNMENT PRINTING OFFICE : 1952 O - 936875

Washington, D. C. - 31 July/ 1 Aug 52

(As telephoned to CIN Duty Officer 1 Aug 52)

1. "Coffin-like" object with another object suspended a few feet below, all surrounded a bright white light. No sound. Moved back and forth. Size stated as "equal to cedar chest". 2nd sighting egg-shape object.

2. 2300 EDT, 31 July to 0100 EDT 1 Aug 52. Second sighting at 2135 EDT 1 Aug 52.

3. Presumed visual from ground.

4. From home (see below). Object stated to be "between home and Wardman Park Hotel".

5. Mrs [redacted], N.W., Washington, D. C. (Phone [redacted]).

(SEE 11 JULY, 1952, SILVER SPRINGS, MD.)

14-31.2-41

TENTATIVE
OBSERVERS QUESTIONNAIRE 3737.04

SECTION A

1. When did you see the object:

1.1 Date: 27 (Day) 9 (Month) 57 (Year)

1.2 Time of Day: 1 (Hrs.) 50 (Min.) (A.M.) or P.M. (Circle One)

1.3 Time Zone: (Circle One):

(a) Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): (a) Daylight Saving
b. Standard

1.4 Circle one of the following to indicate how certain you are of your answer to the above question 1.2:

(a) Certain
b. Fairly certain
c. Not very sure
d. Just a guess

2. Where were you when you saw the object:

[redacted] Centreville (City or Town) Va (State) Fairfax (County)

Additional Remarks: 1½ miles S. of Chantilly Va
[redacted]

3. Where were you located when you saw the object:

(Circle One): a. Inside a building
b. In a car
(c) Outdoors
d. In an airplane
e. At sea
f. Other _____

3.1 Were you:

(Circle One): a. In the business section of a city?
b. In the residential section of a city?
(c) In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

4. How did you happen to notice the object? Had an radio call from a citizen making a complaint

5. When did you report to some official that you had seen the object?

21 (Day) 9 (Month) 52 (Year)

SECTION B

6. What were you doing at the time you saw the object? standing

6.1 What had you been doing for the 30 minutes before you saw the object? Try to list the activity or activities and the approximate amount of time spent on each.

eating at a diner received a telephone call to go to complainants home.

7. Were you moving at any time while you saw the object? (Circle One):

Yes or (No)

IF you answered YES, then complete the following questions:

7.1 What direction were you moving?

(Circle One):
a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

7.2 How fast were you moving? ____ miles per hour.

7.3 Did you stop at any time while you were looking at the object?

(Circle One): (Yes) or No

8. What direction were you looking when you first saw the object?

(Circle One):
a. North
b. Northeast
(c.) East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

8.1 What direction were you looking when the object disappeared?

(Circle One):
a. North
b. Northeast
(c) East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

8.2 Circle one of the following to indicate how certain you are of your answer to the above question and preceding question (8 and 8.1).

(a) Certain
b. Fairly certain
c. Not very sure
d. Just a guess

9. Were you wearing eye glasses when you saw the object? (Circle One):

Yes or (No)

10. How was the object seen?

(Circle One):
a. Through window glass
b. Through windshield
c. Through binoculars
d. Through telescope
e. Through theodolite
f. Through sunglasses
(g) Through open space
h. Other _____

11. What do you remember about the weather conditions at the time you saw the object?

11.1 CLOUDS (Circle One)

(a) Clear sky
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

11.2 WIND (Circle One)

(a) No wind
b. Slight breeze
c. Strong wind
d. Don't remember

11.3 WEATHER (Circle One)

(a) Dry
b. Fog, Mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

11.4 TEMPERATURE (Circle One)

a. Cold
(b) Cool
c. Warm
d. Hot
e. Don't remember

SECTION C

12. Estimate how long you saw the object? 8 Hours _____ Minutes _____ Seconds

12.1 Circle one of the following to indicate how certain you are of your answer to Question 12:

a. Certain
b. Fairly sure
c. Not very sure
d. Just a guess

13. Did the object look: (Circle One) (Solid) or Transparent

14. Did the object at any time:

(Circle One for each question)

14.1	Change direction?	Yes	No	Don't know
14.2	Change speed?	Yes	No	Don't know
14.3	Change size?	Yes	No	Don't know
14.4	Change color?	Yes	No	Don't know
14.5	Break up into parts or explode?	Yes	No	Don't know
14.6	Give off smoke?	Yes	No	Don't know
14.7	Change brightness?	Yes	No	Don't know
14.8	Flicker, throb, or pulsate?	Yes	No	Don't know
14.9	Remain motionless?	Yes	No	Don't know

15. Did the object give off a light? (Circle One): Yes No Don't know

15.1 IF you answered YES, what was the color of the light? white

16. Tell in a few words the following things about the object?

16.1 Sound none

16.2 Color white light

17. IF there was MORE THAN ONE object, then how many were there? 1
Draw a picture of how they were arranged and put an arrow to show the direction they were traveling.

18. Did the object at any time:

18.1 Move behind something? (Circle One) Yes No Don't know

IF you answered YES, then tell what it moved behind.

18.2 Move in front of something? (Circle One) Yes No Don't know

IF you answered YES, then tell what it moved in front of.

18.3 Blend with the background? (Circle One) Yes No Don't know

19. Which of the following objects is about the same actual size as the object you saw? (Circle One):

a. Pea
b. Baseball
c. Basketball
@ Bicycle wheel
e. Office desk
f. Automobile
g. Small airplane
h. Large airplane
i. Dirigible
j. Other _____

19.1 Circle one of the following to indicate how certain you are of your answer to Question 19.

(a) Certain
b. Fairly certain
c. Not very sure
d. Uncertain

20. Try to tell the following things about the object:

20.1 How high above the earth was it? Don't know feet.
20.2 How far was it from you? Don't know feet or _____ miles.
20.3 How fast was it going? Don't know miles per hour.
20.4 Circle one of the following to indicate how certain you are of your answer to the above questions:

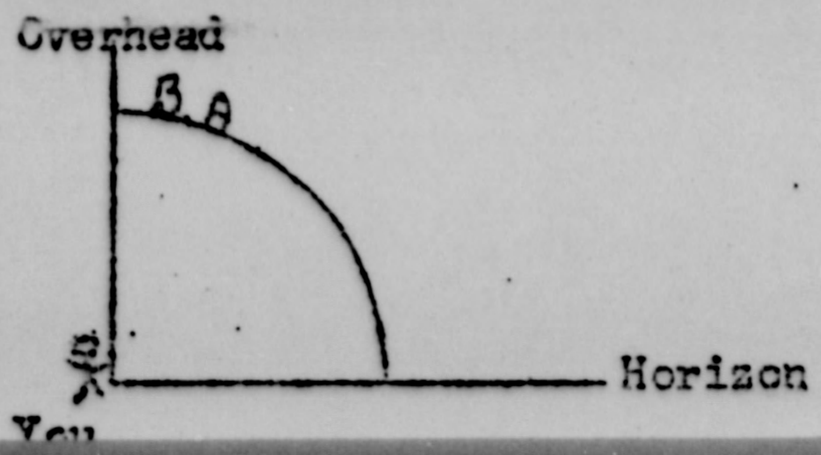
a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

21. How did the object disappear from view?

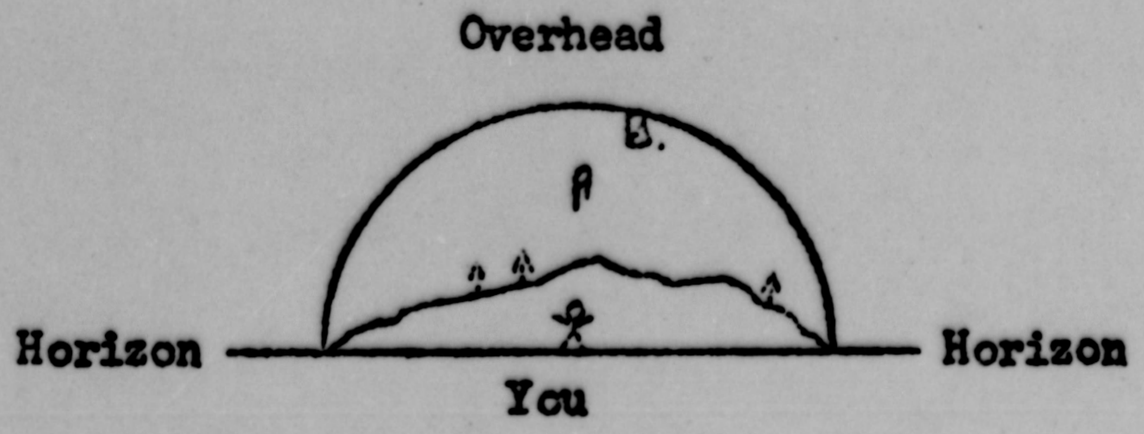
(Circle One): a. Suddenly
(b) Gradually
c. Other _____
d. Don't remember

SECTION D

22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you first saw it. Place a "B" to show where it was when you last saw it.



23. In the following sketch place an "A" at the position the object was when you <u>first</u> saw it, and a "B" at its position when you <u>last</u> saw it.



24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.

25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw and place an arrow beside the drawing to show the direction the object was moving.

Have no idea what shape object was.

SECTION E

26. Was this the first time that you have seen an object like this?

(Circle One): Yes or No

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones?_____

27. In your opinion what do you think the object was and what might have caused it?

Have no Idea

28. Give the following information about yo[redacted]f:

NAME [redacted] (Last Name) [redacted] (First Name) [redacted] (Middle Name)

ADDRESS _____ (Street) McLean (City) _____ (Zone) Va. (State)

TELEPHONE NUMBER [redacted]

What is your present job? [redacted] Fairfax Co. Va.

Age 34

Sex M

29. Was anyone else with you at the time you saw the object?

(Circle One): Yes or No

29.1 IF you answered YES, did they see the object too?

(Circle One): (Yes) or No

29.2 Please list their names and addresses:

[redacted] Fairfax Va.
[redacted] Herndon Va.
[redacted] Herndon Va

30. Please add here any further comments which you believe are important. Use additional sheets of the same size paper, if necessary.

Sgt [redacted] mc Lean Va.
Pvt [redacted] Falls Church Va.
Pvt [redacted] Rt. I Herndon Va.
Pvt [redacted] Herndon Va.

Comments by Maj Fawcett (ACSI-DAV):

Interviewed [redacted] on 17 Sep 52. He is of average intelligence, sincere but rather hazy about his observation.

He agrees in general with sketch #25 of Mr. [redacted] and description of object given by letter, however he agrees only because he has no vivid impression of what he saw.

He was operating the spot light on the police car when it was shone towards the object. He does not claim that the object started to descend when the spot light turned on it, but does state that it stopped "flicking" and remained bright for 3-4 minutes, then went out altogether before the spot light was turned off. It reappeared about 15-20 minutes after spot light was turned off.

[redacted]

TENTATIVE
OBSERVERS QUESTIONNAIRE 3737.03

SECTION A

1. When did you see the object:

1.1 Date: 22 / 1 / 65
Day / Month / Year

1.2 Time of Day: 0100 ____
Hrs. Min. (A.M.) or P.M. (Circle One)

1.3 Time Zone: (Circle One):

a. (Eastern)
b. Central
c. Mountain
d. Pacific
e. Other CST

(Circle One): (a.) Daylight Saving
b. Standard

1.4 Circle one of the following to indicate how certain you are of your answer to the above question 1.2:

(a.) Certain
b. Fairly certain
c. Not very sure
d. Just a guess

2. Where were you when you saw the object:

____ / Cortland / Va / ____
Postal Address / City or Town / State / Country

Additional Remarks: ____

3. Where were you located when you saw the object:

(Circle One): a. Inside a building
(b.) In a car
(c.) Outdoors
d. In an airplane
e. At sea
f. Other ____

3.1 Were you:

(Circle One): a. In the business section of a city?
b. In the residential section of a city?
(c.) In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other ____

4. How did you happen to notice the object? I was flying my ...

I was first struck the object

5. When did you report to some official that you had seen the object?

22 / 4 / 52
Day Month Year

SECTION B

6. What were you doing at the time you saw the object? Piloting Plane

Operating

6.1 What had you been doing for the 30 minutes before you saw the object? Try to list the activity or activities and the approximate amount of time spent on each.

Piloting plane

7. Were you moving at any time while you saw the object? (Circle One):

(Yes) or (No) (Partially both)

IF you answered YES, then complete the following questions:

7.1 What direction were you moving?

(Circle One): (a. North, b. Northeast, c. East, d. Southeast, e. South, f. Southwest, g. West, h. Northwest)

7.2 How fast were you moving? 35 miles per hour.

7.3 Did you stop at any time while you were looking at the object?

(Circle One): (Yes) or No

8. What direction were you looking when you first saw the object?

(Circle One): (a. North, b. Northeast, c. East, d. Southeast, e. South, f. Southwest, g. West, h. Northwest)

8.1 What direction were you looking when the object disappeared?

(Circle One): (a. North, b. Northeast, c. East, d. Southeast, e. South, f. Southwest, g. West, h. Northwest) (Different objects)

8.2 Circle one of the following to indicate how certain you are of your answer to the above question and preceding question (8 and 8.1).

(a. Certain, b. Fairly certain, c. Not very sure, d. Just a guess)

9. Were you wearing eye glasses when you saw the object? (Circle One):

Yes or (No)

10. How was the object seen?

(Circle One): (a. Through window glass, b. Through windshield, c. Through binoculars, d. Through telescope, e. Through theodolite, f. Through sunglasses, (g.) Through open space, h. Other _____) (Partial both)

11. What do you remember about the weather conditions at the time you saw the object?

11.1 CLOUDS (Circle One)

a. Clear sky
b. Hazy
(c.) Scattered clouds
d. Thick or heavy clouds
e. Don't remember

11.2 WIND (Circle One)

(a.) No wind
b. Slight breeze
c. Strong wind
d. Don't remember

11.3 WEATHER (Circle One)

(a.) Dry
b. Fog, Mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

11.4 TEMPERATURE (Circle One)

a. Cold
(b.) Cool
c. Warm
d. Hot
e. Don't remember

SECTION C

12. Estimate how long you saw the object?

_____ Hours _____ Minutes _____ Seconds

12.1 Circle one of the following to indicate how certain you are of your answer to Question 12:

(a.) Certain
b. Fairly sure
c. Not very sure
d. Just a guess

13. Did the object look: (Circle One) (Solid) or Transparent

14. Did the object at any time:

(Circle One for each question)

14.1	Change direction?	(Yes)	No	Don't know
14.2	Change speed?	(Yes)	No	Don't know
14.3	Change size?	(Yes)	No	Don't know
14.4	Change color?	(Yes)	No	Don't know
14.5	Break up into parts or explode?	Yes	No	Don't know
14.6	Give off smoke?	Yes	No	Don't know
14.7	Change brightness?	(Yes)	No	Don't know
14.8	Flicker, throb, or pulsate?	Yes	No	Don't know
14.9	Remain motionless?	(Yes)	No	Don't know

15. Did the object give off a light? (Circle One): (Yes) No Don't know

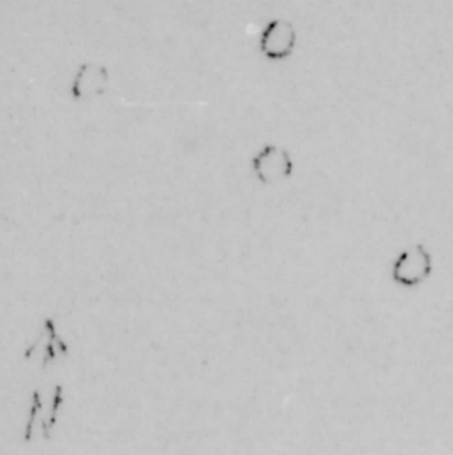
15.1 IF you answered YES, what was the color of the light? white

16. Tell in a few words the following things about the object?

16.1 Sound Hum

16.2 Color White

17. IF there was MORE THAN ONE object, then how many were there? 1
Draw a picture of how they were arranged and put an arrow to show the direction they were traveling.



18. Did the object at any time:

18.1 Move behind something? (Circle One) (Yes) No Don't know

IF you answered YES, then tell what it moved behind.

18.2 Move in front of something? (Circle One) (Yes) No Don't know

IF you answered YES, then tell what it moved in front of.

_____

18.3 Blend with the background? (Circle One) Yes (No) Don't know

19. Which of the following objects is about the same actual size as the object you saw? (Circle One):

(a.)	Pea	f.	Automobile
(b.)	Baseball	g.	Small airplane
(c.)	Basketball	h.	Large airplane
d.	Bicycle wheel	i.	Dirigible
e.	Office desk	j.	Other _____

19.1 Circle one of the following to indicate how certain you are of your answer to Question 19.

(a.)	Certain	c.	Not very sure
b.	Fairly certain	d.	Uncertain

20. Try to tell the following things about the object:

20.1 How high above the earth was it? _____ feet.
20.2 How far was it from you? _____ feet or _____ miles.
20.3 How fast was it going? _____ miles per hour.
20.4 Circle one of the following to indicate how certain you are of your answer to the above questions:

a.	Certain	c.	Not very sure
b.	Fairly certain	(d.)	Just a guess

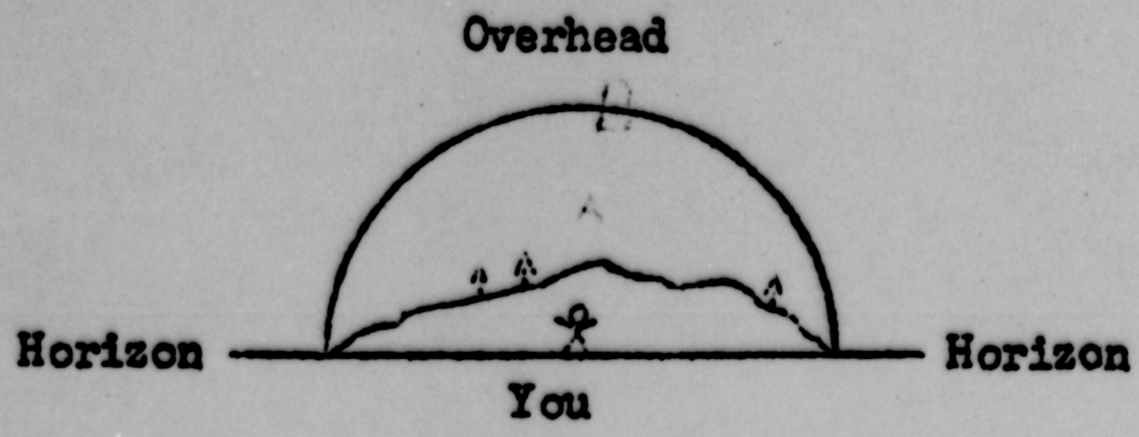
21. How did the object disappear from view?

(Circle One): (a.) Suddenly c. Other _____
b. Gradually d. Don't remember

SECTION D

22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you first saw it. Place a "B" to show where it was when you last saw it.

23. In the following sketch place an "A" at the position the object was when you <u>first</u> saw it, and a "B" at its position when you <u>last</u> saw it.



24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.



25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw and place an arrow beside the drawing to show the direction the object was moving.



SECTION E

26. Was this the first time that you have seen an object like this?

(Circle One): (Yes) or No

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones?_____

27. In your opinion what do you think the object was and what might have caused it?

No idea of what it may have been.

28. Give the following information about yourself:

NAME: [redacted] First Name Middle Name

ADDRESS: [redacted] Street City Zone State

TELEPHONE NUMBER: [redacted]

What is your present job? Fairlee County Policeman

Age 22

Sex M

29. Was anyone else with you at the time you saw the object?

(Circle One): (Yes) or No

29.1 IF you answered YES, did they see the object too?

(Circle One): Yes or No

29.2 Please list their names and addresses:

Sgt John Burke
Sgt Allen Burke
Sgt Allen Shell

30. Please add here any further comments which you believe are important. Use additional sheets of the same size paper, if necessary.

[redacted] Re: [redacted] Clifton, Va. with personal interview by Maj. [redacted] AFOSI-7AV on 27 Sep 52)

TENTATIVE
OBSERVERS QUESTIONNAIRE 3737.02

SECTION A

1. When did you see the object:

1.1 Date: 27 / Sep / 52
Day / Month / Year

1.2 Time of Day: Initially between 0030 & 0100 (A.M.) or P.M. (Circle One)
Hrs. / Min.

1.3 Time Zone: (Circle One):

a. Eastern
b. Central
c. Mountain
d. Pacific
e. Other _____

(Circle One): a. Daylight Saving
b. Standard

1.4 Circle one of the following to indicate how certain you are of your answer to the above question 1.2:

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

2. Where were you when you saw the object:

[redacted] / Clifton / Va. / USA
Postal Address / City or Town / State / Country

Additional Remarks: Located approx. 1 mile south of Centreville, Va. on Route 645.

3. Where were you located when you saw the object:

(Circle One): a. Inside a building
b. In a car
c. Outdoors
d. In an airplane
e. At sea
f. Other _____

3.1 Were you:

(Circle One): a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _____

4. How did you happen to notice the object? Brightness in sky. Attracted attention (glancing away from lighted windows of house)

5. When did you report to some official that you had seen the object?

77 (Day) Sep (Month) 57 (Year)

SECTION B

6. What were you doing at the time you saw the object? Standing still— had gone outside to check on peculiar odor.

6.1 What had you been doing for the 30 minutes before you saw the object? Try to list the activity or activities and the approximate amount of time spent on each.

Had gone to town to get gas for trucks. Drove home (sat in car for about 5 minutes listening to music on radio). In house about 5 mins— had started to undress.

7. Were you moving at any time while you saw the object? (Circle One):

Yes or (No)

IF you answered YES, then complete the following questions:

7.1 What direction were you moving?
(Circle One):
a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

7.2 How fast were you moving? ____X____ miles per hour.

7.3 Did you stop at any time while you were looking at the object?

(Circle One): Yes or No X

8. What direction were you looking when you first saw the object?

(Circle One):
a. North
b. Northeast
(c. East)
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

8.1 What direction were you looking when the object disappeared?

(Circle One):

a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

8.2 Circle one of the following to indicate how certain you are of your answer to the above question and preceding question (8 and 8.1).

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

9. Were you wearing eye glasses when you saw the object? (Circle One):

Yes or No

10. How was the object seen?

(Circle One):

a. Through window glass
b. Through windshield
c. Through binoculars
d. Through telescope
e. Through theodolite
f. Through sunglasses
g. Through open space
h. Other _____

11. What do you remember about the weather conditions at the time you saw the object?

11.1 CLOUDS (Circle One)

a. Clear sky
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

11.2 WIND (Circle One)

a. No wind
b. Slight breeze
c. Strong wind
d. Don't remember

11.3 WEATHER (Circle One)

a. Dry
b. Fog, Mist, or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

11.4 TEMPERATURE (Circle One)

a. Cold
b. Cool
c. Warm
d. Hot
e. Don't remember

SECTION C

12. Estimate how long you saw the object? 2½ - 3 Hours ____ Minutes ____ Seconds

(practically continuously)

12.1 Circle one of the following to indicate how certain you are of your answer to Question 12:

a. Certain
b. Fairly sure
c. Not very sure
d. Just a guess

13. Did the object look: (Circle One) Solid or Transparent

14. Did the object at any time:

(Circle One for each question)

14.1	Change direction?	Yes	No	Don't know
14.2	Change speed?	Yes	No	Don't know
14.3	Change size?	Yes	No	Don't know
14.4	Change color?	Yes	No	Don't know
14.5	Break up into parts or explode?	Yes	No	Don't know
14.6	Give off smoke?	Yes	No	Don't know
14.7	Change brightness?	Yes	No	Don't know
14.8	Flicker, throb, or pulsate?	Yes	No	Don't know
14.9	Remain motionless?	Yes	No	Don't know

(as it trave

*

15. Did the object give off a light? (Circle One): Yes No Don't know

15.1 IF you answered YES, what was the color of the light? Yellow to white (like de

16. Tell in a few words the following things about the object?

16.1 Sound None

16.2 Color Starts off reddish as dim yellow & gradually progresses to brilliant bright (scintillating like a diamond)

17. IF there was MORE THAN ONE object, then how many were there? Up to 5 at on
Draw a picture of how they were arranged and put an arrow to show the direction they were traveling. — no formation as steady grou

Largest object moved along slowly along fairly steady path (generally E to W direction); smaller objects moved all around with no set pattern in N – S direction generally, but zig-zagging. (Concentrated his observation mainly on large object).

18. Did the object at any time:

18.1 Move behind something? (Circle One) Yes No Don't know

IF you answered YES, then tell what it moved behind.

---

* See "major envelope" on sketch p. 6.

18.2 Move in front of something? (Circle One) Yes (No) Don't know

IF you answered YES, then tell what it moved in front of.

18.3 Blend with the background? (Circle One) Yes (No) Don't know

19. Which of the following objects is about the same actual size as the object you saw? (Circle One):

a. Pea
b. Baseball
c. Basketball
d. Bicycle wheel
e. Office desk
f. Automobile
g. Small airplane
h. Large airplane
i. Dirigible
j. Other auto headlight + [illegible] small objs about [illegible] size

19.1 Circle one of the following to indicate how certain you are of your answer to Question 19.

a. Certain
(b. Fairly certain)
c. Not very sure
d. Uncertain

20. Try to tell the following things about the object:

20.1 How high above the earth was it? 5 miles ~~feet.~~
20.2 How far was it from you? ? feet or ? miles. (doesn't k
20.3 How fast was it going? ? miles per hour.
20.4 Circle one of the following to indicate how certain you are of your answer to the above questions:

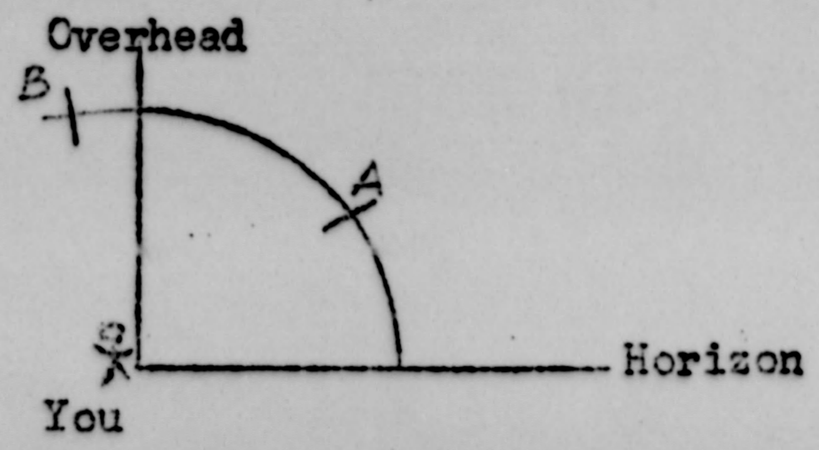
a. Certain
b. Fairly certain
c. Not very sure
(d. Just a guess)

21. How did the object disappear from view?

(Circle One): a. Suddenly
b. Gradually
c. Other Quit looking - ob
d. Don't remember
some relativ
brilliancy

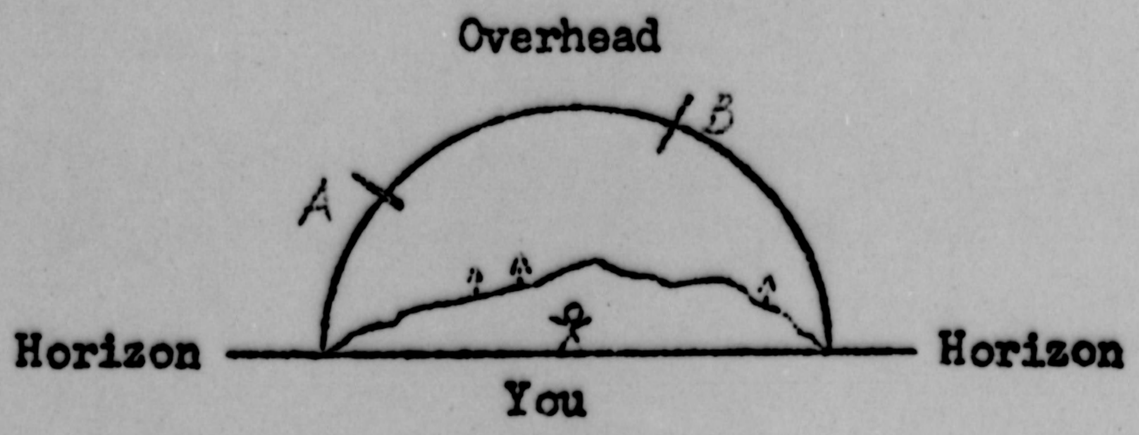
SECTION D

22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you first saw it. Place a "B" to show where it was when you last saw it.

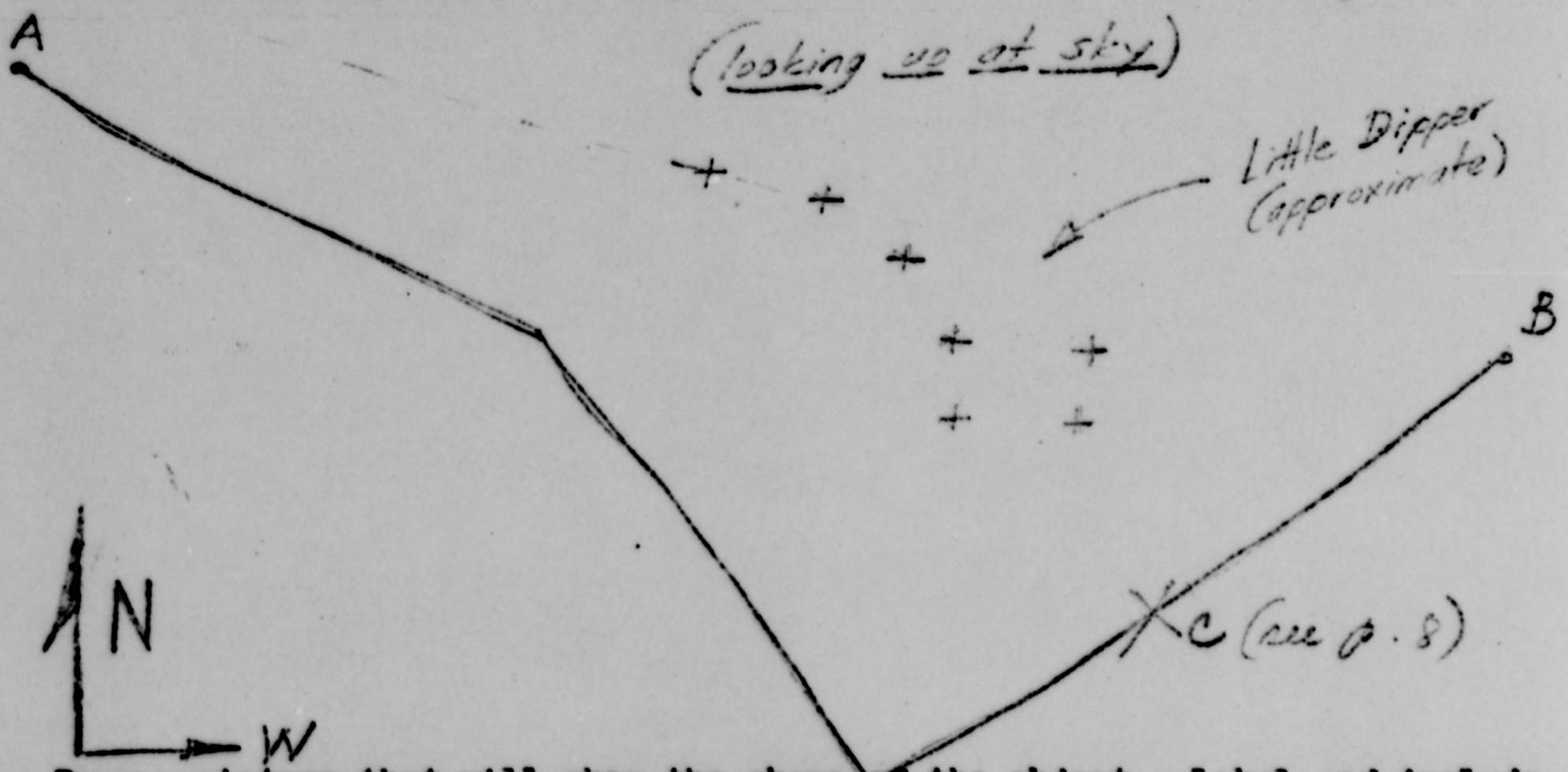


* Correct, since he states it was almost directly overhead, 5 miles up

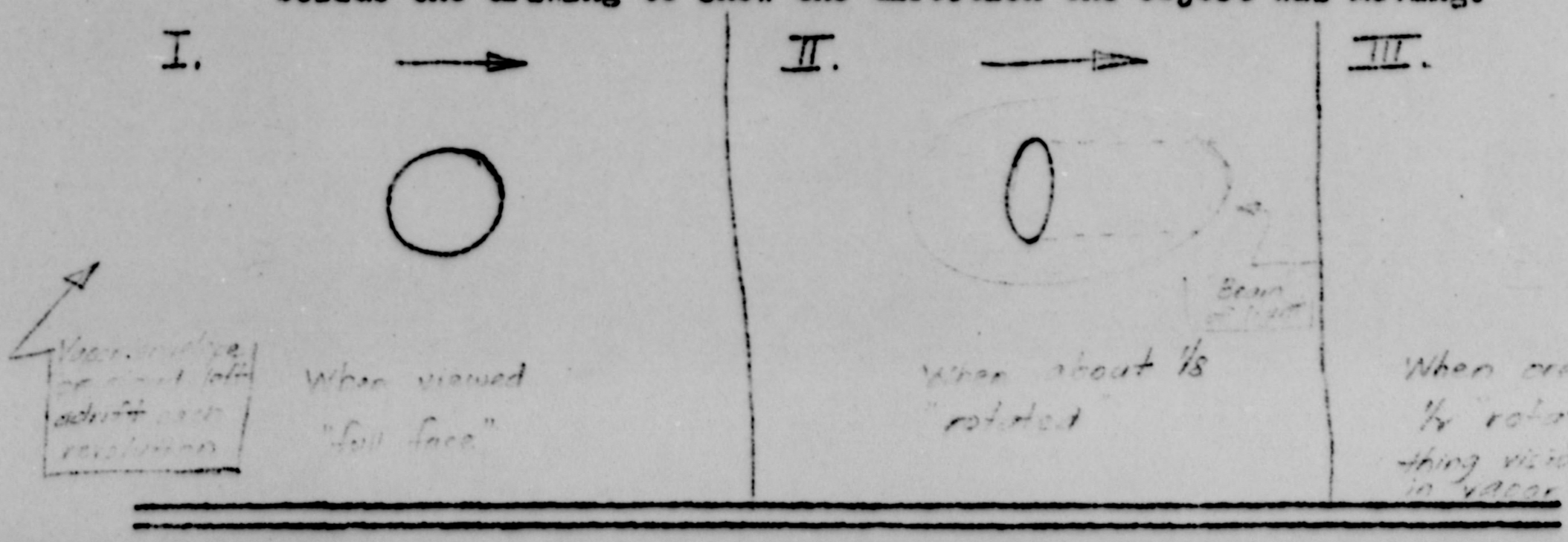
23. In the following sketch place an "A" at the position the object was when you <u>first</u> saw it, and a "B" at its position when you <u>last</u> saw it.



24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.



25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw and place an arrow beside the drawing to show the direction the object was moving.



SECTION E

26. Was this the first time that you have seen an object like this?

(Circle One): (Yes) or No

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones?

27. In your opinion what do you think the object was and what might have caused it?

Some sort of mechanical aerial device.

28. Give the following information about yourself:

NAME [redacted] (Last Name) [redacted] (First Name) [redacted] (Middle Name)

ADDRESS [redacted] (Street) Clifton (City) — (Zone) Va. (State)

TELEPHONE NUMBER [redacted]

What is your present job? Operating engineer (Construction)

Age 38

Sex M

29. Was anyone else with you at the time you saw the object?

(Circle One): (Yes) or No

29.1 IF you answered YES, did they see the object too?

(Circle One): (Yes) or No

29.2 Please list their names and addresses:

Mr. H[redacted] } see separate question
Fairfax County Police officers

30. Please add here any further comments which you believe are important. Use additional sheets of the same size paper, if necessary.

(1) Observer gained impression that object rotated (presumably about a horizontal axis), hence the change in shape (see sketch #6) and the fact that it was not visible at times. He compares this to a slow blinking with an estimated cycle of revolution of 15 secs. He states that all objects exhibited this characteristic, although his estimate is valid only for the large object since he concentrate on it nearly the entire 2½ - 3 hours.

(2) Observer further relates that police turned on spot light (on car) and shone it in direction of large object (when at point C on sketch #4, p. whereupon object ceased "revolving" or blinking, i.e. it remained steady in illumination, and started to descend. Police became frightened and turned spot light off, whereupon object resumed original altitude, "revolving" and course.

Comments by Maj Fournet:

Although Mr [redacted] is slightly below average in intelligence, he appeared very sincere and delibe in recalling his experience. Also, he was quit adamant about the details observed. Believe he should be since he stood outside about hours knowing he had to get up at 0430 to g to work. Believe the major data herein is relia and relatively accurate (Agent must time in direction, ap

[redacted]

BASE HOUSING OFFICE
ANDREWS AIR FORCE BASE
WASHINGTON 25, D. C.

28 July 1952

SUBJECT: Report of Incident during tour of duty as Airdrome Officer on the night of 26 July 1952.

TO: Operations Officer

I received a telephone call from Lt. Carlson, Andrews Approach Control, at approximately 2054 hours, advising they were picking up unidentified objects on their radar screen.

I called Flight Service at 2057 hours, and they advised Washington Control was also plotting approximately 10 to 12 unidentified objects on their radar screen.

I called Thorndyke at 2103, spoke to Sgt. Sutfin, and gave him the above information.

At 2115 hours I received a call from Capt. Austin at Flight Service who advised as follows-:

Report received from National Airlines, Flight 42, that he had sighted 2 unidentified lights, that appeared to glow like cigarettes, south of Washington. At the time he was flying at 1700 ft., and the lights appeared to be way above him. He estimated the lights were moving at about 100 m.p.h. Pilot was Capt. [redacted] Nat'l. Airlines out of Jacksonville, flying a lockheed lodstar. Stewardess on - board the plane advised she also sighted one of the objects.

Capt. [redacted] Flight Service, estimates sighting was made at approximately 2015 hours.

At 2121 hours I called Thorndyke and gave the above information to Sgt. Sutfin.

At 2205 Flight Service called, initials AN, advising they were still carrying objects on scope, and that objects appeared at times to reverse their course. They further advised they were receiving reports of a number of sightings but were unable to get exact locations. One sighting was Nat'l. Airlines, flight 12, Pilot [redacted] who reported seeing light clusters, a number of them appeared to be blue. They had no further information on this sighting.

[redacted]

Another pilot, Eastern Airlines flight 606, flying a Constellation, report unidentified object over Florence, S. Carolina, at about 22,000 ft. He stated it was a steady white light moving at a high rate of speed. Flight Service also advised they had received another report from a pilot flying at 5500 feet who reported he saw unidentified objects below the aircraft. They were unable to supply further information on this report.

At 2223 hours, Flight Service, initials AN, called to advise that radar had picked up two unidentified objects over Bettsville, Md. One objectwas 5 mi. East Southeast of Andrews Range; the other was over Mt. Vernon. Two additional objects were observed six miles southeast of Herndon, Va.

At 2230 hours I called Thorndyke and gave the above information to Capt. Paquette.

/s/ Samuel S. Palmer
SAMUEL S. PALMER
1st Lt., USAF
Base Housing Officer

A TRUE COPY

CLYDE E. MAHAFFEY JR.
WCJC, USAF
Admin. Operations Officer

[redacted]

S-T-A-T-E-M-E-N-T

Andrews AFB.,
Wash 25, D.C.
29 July 1952

(26 July 1952)

On the shift 1600Z to 2300Z I was serving as senior controller at Andrews Radar Approach Control. At 2022Z Wash Center called reference to unidentified targets on radar.

So many calls from and to WARTC, Terminal Control, Thorndyke, ADW GCA, ADW TWR, Anacostia TWR & operations were involved that I had no time to actually observe the scope except for intermittant periods of time. Some targets were observed, the extent of which has been related in detail by T/Sgt H. Spiewakowski.

I gathered over the phone and radio excerpts of a conversation concerning a B-25 which about 2120 was directed to the immediate vicinity of the targets. To the best of my knowledge the pilot of the aircraft saw nothing. WARTC Center undoubtedly has details on this incident.

Also about 2200 jets which were sent I presume by authority of Thorndyke appeared in the Washington area and worked WARTC or Terminal Control on "A" channel 135/135.9. These aircraft were also directed by radar to targets but to the best of my knowledge saw nothing.

/s/ Lt Norman V. Carlson
1st Lt USAF
AO 1692383

A TRUE COPY

CLYDE E. MAHAFFEE JR.
WOJG, USAF
Admin. Operations Officer

[redacted]

DISPOSITION FORM

Prof - 10075

SUBJECT: (RESTR) Determination of Anomalous Propagation [illegible]
Target of Unidentified Origin on 20 and 26/27 July 1952

FROM: Actg Dir

DATE: 29 Aug 52

TO: Capt. Ruppelt

1. A study of the various reports regarding the subject radar observations does not allow a positive and final explanation to be made. This is due to the fact that practically all radar reports of unidentified and/or unconventional targets do not have the factual and scientific data necessary for analysis in more available. However, the information available, together with weather data, does allow a plausible explanation as to the possible cause of the unidentified targets.

2. The general trend or tone of the available reports of the subject targets indicate a possible anomalous (bending) propagation (temperature inversion and/or moisture lapse) effect on the radiated electromagnetic waves of the radar set, thereby aiding in detection of ground targets which are not normally seen. Excerpts from available reports which indicate the possibility of detection of ground targets due to a modification of anomalous propagation effects are as follows:

a. "Sporadic."

b. "Intermittent."

c. "Capable of dropping out of the pattern at will."

d. "Creeping appearance."

e. "Just disappeared from scope."

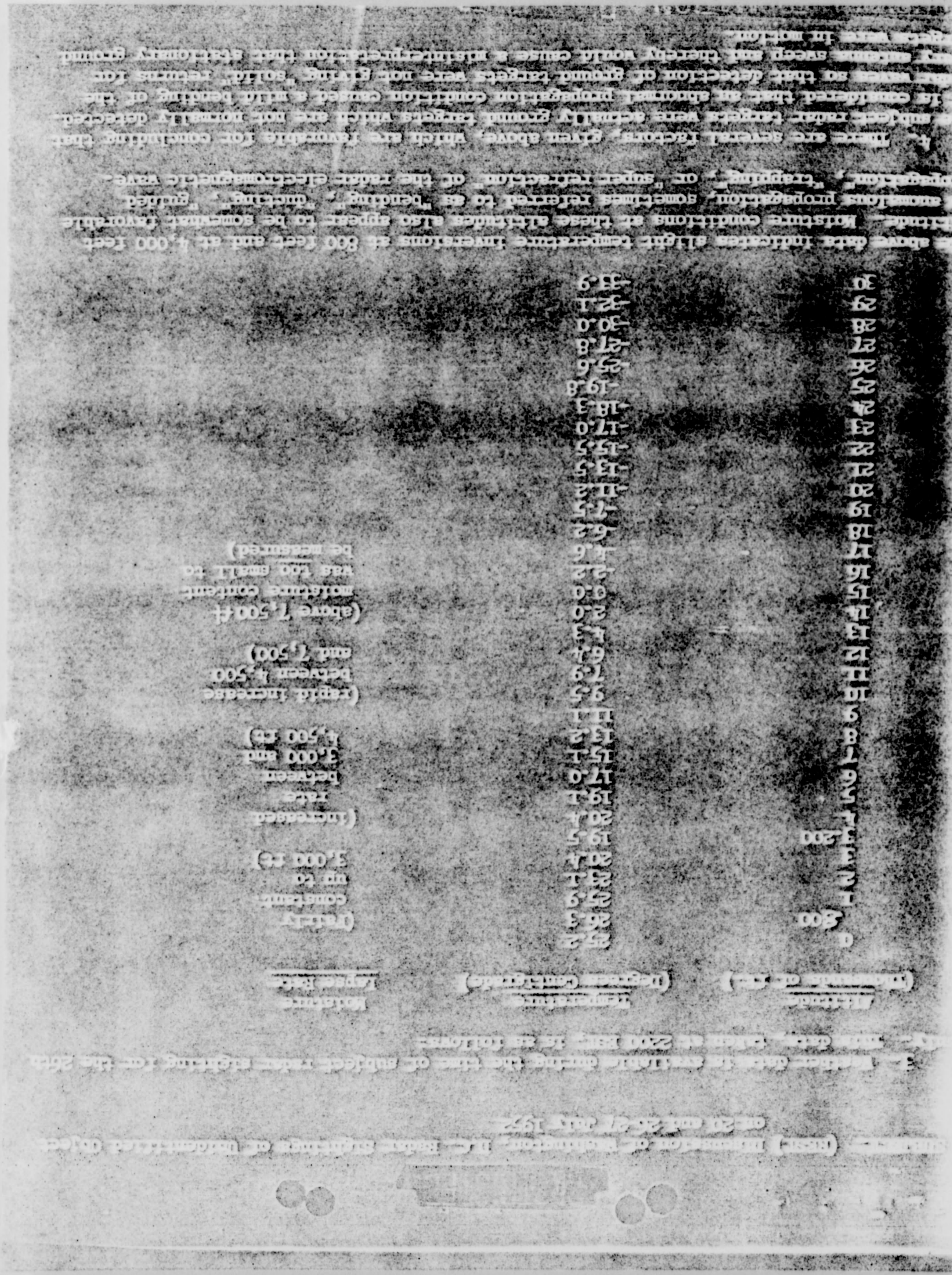
f. "Solid."

g. "Unidentified targets have been picked up from time to time over the past few months, but never before were there so many as were experienced on the nights of 19/20 and 26/27 July 52."

h. The lengths of time that targets appeared and the time of day, 0005 to 0530 EST (20 July 52) and 2050 to 0000 EST (26 July 1952), both indicate a favorable characteristic of anomalous propagation.

i. Reported "formation" of targets could be due to the fact that prominent ground targets, such as, power poles, buildings, etc. are usually grouped in some type of regular pattern and would maintain this grouping on the radar indicator.

SECRET INFORMATION



SUBJECT: (RESTRICTED) Discussion at Washington, D.C. Radar Sightings at Intermediate Ranges on 20 and 26-27 July 1952

1. Very strong ground return signals have been previously observed on the operation of the AN/CPS-1 type radars, located in Florida, out to ranges of about 150 statute miles.

JOHN E. [illegible], Major, USAF
Chief, Electronics Branch
Technical Analysis Division

July 22, 19

Air Force After D. C. 'Saucers'

The Air Force's top field expert on "flying saucers" has been called to Washington to investigate reports that 7 to 10 "unidentified aerial objects" were tracked by radar over Andrews Air Force Base early Sunday. He is expected to arrive here today.

Radar-equipped all-weather jet interceptors based at Andrews Field to protect the Capital didn't get off the ground when National Airport asked them to go up and contact the "saucers." The News was told today. Allegedly, pilots weren't available.

The Navy sent jets up from Norfolk when Andrews couldn't make it. But they failed to make contact with the mysterious objects.

VERY SLOW

The Air Force announced last night that:

●Seven to ten objects appeared on the radar screen in the Air Route Traffic Control Center at National Airport. They appeared to be over Andrews. They appeared on one section of the screen, then showed up seconds later on another part, traveling in an entirely new direction. They moved at only 100 to 135 miles an hour—very slow for saucers.

●A Capital Airlines pilot, Capt. C. "Casey" Pierman, watched the lights for about 12 minutes as he flew from Washington to Martinsburg, W. Va.

●Another Capital pilot said a brilliant light followed his plane from Herndon, Va., to within four miles of National Airport.

HIGH

Meanwhile, a Marine pilot told the United Press he saw "two green objects—like shooting stars without tails—shooting straight across the sky at terrific speed and a very, very high altitude" over Quantico, Va., on the night of July 10.

Capt. Pierman, who has flown in this area for 17 years, was asked by the airport tower to keep an eye out for the objects when they showed up on the radar screen.

He was flying at 180 to 200 mph toward Martinsburg, W. Va., he said, when he saw six lights.

An Air Force plane [illegible] to the Air Force [illegible] only [illegible] in the Soviet Union [illegible] Air Force knows nothing about it. [illegible] could [illegible] the request to try to intercept them.

He said the report that Navy jets went up from Norfolk is [illegible] true.

THE BRASS

Capt. E. J. Ruppelt, the Air Force's [illegible] Technical Intelligence Center and the [illegible] on the [illegible]

[illegible] and so on, and it will be [illegible] over to top men in the fields of aerodynamics, physics and other related subjects.

The Air Force has scheduled [illegible] top scientific brains in the country almost at its beck and call [illegible] might say, to help it figure this thing out.

The report that Andrews had no jet pilots available and that Navy jets from Norfolk were sent up to intercept the objects came [illegible] News from an Operations [illegible] Anacostia Naval Air Base [illegible] said Anacostia was notified of the objects when they were over Andrews, but was not asked for help because no interceptor jets are based there.

Recent attempts to explain "saucers" as optical illusions have been shaken by recent radar [illegible] Thousands don't show up on the radar screen.

7-37?-41

SKY OBJECTS SEEN ON SCOPE AT D.C. AIRPORT

Data Turned Over To Air Force

The Air Force last night was investigating reports that from seven to ten unidentified aerial objects were picked up by radar operators at National airport early Sunday.

This is believed to be the first time that the mysterious "flying saucers" have been detected by radar since hundreds of such objects were sighted several years ago.

'Copter Chases Scare

Meanwhile, thousands of northwest Washington residents last night were alarmed by a Navy helicopter which trailed a large light on a 150-foot cable over the Naval observatory, Thirty-fourth street and Massachusetts Avenue northwest.

The airport traffic control center said another airliner, Capital-National Airlines Flight 610, reported observing a light following it from Herndon, Va.

"This information has been relayed to the proper Air Force authorities and the Air Force is investigating the matter," the announcement said.

Earlier, the Air Force said it is receiving flying saucer reports this summer at a rate of 100 a month higher than at any time since the initial flood of sightings in 1947.

Radar Spots Air Mystery Objects Here

Echo Shows on Screen At National Airport—Pilots See Odd Lights

The Air Force disclosed last night it has received reports of [illegible] radar violation by unidentified aerial objects—perhaps a new type of "flying saucer"—over the vicinity of the Nation's Capital.

For the first time, so far as known, the objects were picked up by radar—indicating actual substance rather than mere light.

They were described as traveling at a slow 100 to 130 miles per hour—instead of the incredible speed attributed to earlier saucers—although at times they shot up and down.

The objects also were described as hovering in one position.

The Air Force said it has received only a preliminary report, and therefore does not know why no attempt at interception was made.

The air traffic control center at Washington National Airport reported its radar operators picked up eight of the slow-moving objects about midnight last Saturday. They were flying in the vicinity of nearby Andrews Air Force Base.

The center said Capital Airlines Flight 807, southbound from National Airport, reported seeing seven objects between Washington and Martinsburg, W. Va., at 2:15 a. m., the same night.

Capital Airlines said the pilot, Capt. "Casey" Pierman of Detroit, 17 years with the company, described the objects in these words:

"They were like falling stars without tails."

Company officials said the airport picked up radar "blips"—contact with aerial objects—and asked Capt. Pierman to keep a watch out for any unusual objects in the sky.

Pierman, then flying at normal cruising speed of 180 to 200 m. p. h., reported the objects were traveling with "tremendous vertical speed"—moving rapidly up and down—and then suddenly changing pace until they seemed to hang motionless in the sky.

The airport traffic control center said another airliner, Capital-National Airlines Flight 610, reported observing a light following it from Herndon, Va.

"This information has been relayed to the proper Air Force authorities and the Air Force is investigating the matter," the announcement said.

Earlier, the Air Force said it is receiving flying saucer reports this summer at a rate of 100 a month higher than at any time since the initial flood of sightings in 1947.

Observers [illegible] on the ground [illegible] Hall said the [illegible] observations on the [illegible] between 2,000 and 8,000 [illegible]

However, Hall said the [illegible] story did not establish any [illegible] week over the weekend and could offer no help in explaining the unidentified objects or lights.

The strange objects moved up and down and horizontally at between 100 and 135 miles per hour, appeared on radar screens at the Air Route Traffic Control center, a civil aeronautics administration bureau at the airport, at approximately 3:15 a.m. Sunday, CAA said. The saucers were moving across the skies in the vicinity of Andrews Air Force base, the report declared.

Pilots See Objects

At least two airline pilots said they saw the objects at about the time they were picked up by radar operators.

Capital Airlines flight 807, outbound from National airport, reported seven lights between Washington and Martinsburg, W. Va. In addition to moving up and down rapidly, the objects were said to have hovered in one position, the carrier said.

Another pilot on Capital National Airlines flight 610 said a mysterious light followed his plane in from Herndon, Va., to within four miles of National airport.

Sees Strange Light

A woman spotter here with "Operation Skywatch," the round-the-clock ground observer operation, said she saw a "strange light" that looked like an "orange circle" hovering over the western part of Washington about midnight Saturday.

Mrs. Hazel Gordon, of 11 Forty-ninth St. SE., reported sighting the object a few minutes after she left her observation post. Two spotters on duty at the time, however, did not see the object.

The filter center at Baltimore, which receives reports of unidentified planes from this area, announced that no sightings were made in that area, and that the saucers were seen [illegible]

Capital Planning [illegible] to its operations [illegible] the objects as [illegible] flights are phenomenal speed. He expressed surprise [illegible] their great vertical speeds [illegible] planes that [illegible] comets or falling stars when they shoot down into power dives.

Radar Spots Objects

The pilot's report was relayed to CAA, which turned it over to the Air Force. The [illegible] Air Force and section at Wright Field, [illegible] Ohio, devoted to studying flying saucer reports.

Similar reports of the mysterious objects over the Washington area [illegible] All were seen [illegible] Andrews Air Force Base [illegible] Air Force.

A Defense Department spokesman [illegible] meanwhile [illegible] explanation may be [illegible] that the objects [illegible] from a foreign nation or a [illegible] by planes or as a result of some [illegible] research in this country. [illegible] Pentagon [illegible] Intelligence officers [illegible] that many [illegible] reports which could not [illegible] out that the [illegible] them.

Reports Stepped Up

The Air Force revealed that flying saucer reports this summer are coming in at a rate higher than at any time since the initial flood of sightings in 1947. Reports are averaging about 100 a month in the current outbreak. Second greatest volume was during November and December 1948.

Pentagon intelligence officers explained that saucer reports are more abundant at this time of the year. They said many of the sightings are weather balloons, natural celestial phenomena, optical illusions or other similar things. There is no evidence, however, that the saucers are from a foreign nation or a result by planes or as a result of some [illegible] research in this country. [illegible] Pentagon [illegible] Intelligence officers [illegible] that many [illegible] reports which could not [illegible] out that the [illegible] them.

Jets Poised For Pursuit; Saucer Peril Discounted

Unexplained Objects Over Capital Believed Physical Phenomena But Planes Are Alert

By John G. Norris
Post Reporter

Air Force jet interceptor planes are on the alert to take off in chase of any further "flying saucer" manifestations, a spokesman said yesterday, despite the continued belief they are some sort of physical phenomenon.

Units of the Air Defense Command have no new or special orders to intercept saucers," the spokesman said, but they will pursue any unexplained glowing lights or radar "blips" as part of their mission to protect the United States against any threat from the skies.

Officials conceded there was a delay in getting jet fighters over Washington's airspace one night after radar observers reported "unidentified objects" in the air near the Nation's Capital, but they deny any lack of alertness on the part of the Air Defense Command.

Sharp Differences in Reports

There was a sharp difference of opinion in the reports of radar operators at Andrews and in version of what the jet pilots saw. Radar experts said the objects moved at a slow rate of speed, or no more than 100 miles an hour, the Air Force report said.

One of the jet pilots reported sighting four lights in front of him approximately 10 miles and steadily above him but he reported he had no apparent closing speed. They disappeared before he could overtake them.

A week ago the scope at National Airport recorded a similar array of little dots, and two airline pilots reported well-defined objects which danced up and down and then disappeared.

WASHINGTON Post
July 29, 1952

Identity Seen Important

A week earlier Air Defense officials decided against sending up interceptor to investigate similar reports from CAA radar operators at the Washington National Airport. Then Air Force radar operators at Andrews Air Base were unable to confirm the CAA sightings.

Last Saturday, however, Andrews operators also saw unidentifiable blips on their radar scopes. But the two different sightings failed to place the objects in the same place at the same time.

Many top-ranking Pentagon officials were inclined to discount these latest "saucer sightings." A high Navy officer suggested they were a revisitation of the ghosts of Nansie Shoto.

He referred to the rash of spots which appeared on radar screens on many ships lying off Nansie Shoto in 1945 during the Battle for Okinawa, causing repeated "alerts" and calls to "general quarters." Never fully explained, they were believed generally to have been caused by sea gulls or "electronic mirages" from the many radar sets operating in the area.

Disowned by Navy

"Certainly, these latest manifestations have not connected with anything the Navy is doing," said the Navy official who asked that his name not be used. "Perhaps it's due to the heavy use of TV during the conventions."

An Air Force official suggested the spots on the Washington area radars might have been caused by "windows" dropped by high-flying B-36 bombers in air defense exercises which have been under way for the past two weeks in the northern part of the United States. Windows are strips of tinfoil let loose by attack bombers to cause spots on radar screens and confuse intercepting fighters.

It was considered possible the slicks might have been blown south despite the fact that the prevailing winds prevail to east over the United States.

Other Pentagon officials also denied that the recent appearances of unexplained lights and radar spots are connected with any experiments or tests conducted by the armed forces.

A high-ranking Air Force spokesman summed up the situation this way:

"If any Air Force activity or project sponsored by the Air Force is conducting any experiments or tests which could even remotely account for the many

Defenses Weakened, Lieut. Gen. Stratemeyer Says

Navy Admiral Is Also Concerned

Gen. Stratemeyer said the Air Force would know about it because of the necessity of maintaining coordination in anything affecting the air defense of the United States, which is our responsibility.

"What may they be? We don't know, but we can say this: The Air Force is fairly well convinced there is nothing in the phenomena to indicate that it is a menace to the country. So, and while we cannot discount entirely that they are visitations from a foreign country or an other planet, we lean more to the view that they are physical phenomena which we don't know enough about to [illegible]. Nothing More Seen

One thing I would like to do is dispel the notion that we are [illegible] that we [illegible]

A spokesman for the Navy Observatory said observers there had seen nothing in the skies Saturday night except the [illegible] seen on the radar scopes. Observatory officials [illegible] ments under way last week involving a helicopter and balloons, but the CAA was informed of these and [illegible] held on Saturday.

The Rev. Francis Heazel, astronomer at Georgetown University, told the Washington Post he had been watching through the telescope on a clear night recently and had seen nothing except the Navy Observatory experiments. He declared many of the flickering colored lights reported in late [illegible] undoubtedly were [illegible] through the Earth's [illegible] which has been [illegible] recently.

Sylvanus Jones, [illegible] in the State Department's passport division, said a small ball which [illegible] floated around in space and eventually disappeared. It was positive [illegible] time, but [illegible] said.

The CAA [illegible]

WASHINGTON POST
DATE JUL 28 1952

Jets Ready to Chase Lights

24-Hour Alert Ordered After Second Appearance Here

Jet interceptor planes of the Eastern Air Defense Command are on stand-by round-the-clock orders today to take off immediately if any more mysterious lights show up in the sky or on a radar screen.

Four jets were sent up to investigate the strange lights Saturday night—the second Saturday in a row they have appeared—but only one saw them and he couldn't catch them. They just disappeared before he could close in. None were reported last night.

"We have no evidence they are flying saucers," an Air Force spokesman said. "Conversely, we have no evidence they are not flying saucers.

"We don't know what they are," he added.

Whatever they are, information about them is considered "highly classified" by the Air Force.

7,000 FEET UP

The lights were spotted on radar for the second time Saturday night at Andrews and at the CAA Air Route Traffic Control Center at National Airport. CAA said the objects traveled at "predominantly lower levels"—about 7,000 feet—and varied from 4 to 12 in number.

They were seen on the radar scope at the airport from 9:08 p. m. until 3 a. m. Andrews' radar picked them up from 8:30 p. m. until about midnight. Their speed was plotted at 35 to 90 miles an hour.

Two F-94 jets from the Air Defense Command squadron at New Castle, Del.—capable of 600 miles an hour—were sent up at 11:25 p. m. One of the pilots spotted four lights near Andrews but could not overtake them before they disappeared. He saw another steady white light about 10 miles east of Mt. Vernon but that, too, faded before he got there. He said the lights lasted no more than two minutes.

SIMILAR TO AIRCRAFT

Two other jets took off on a second flight but they didn't see the lights.

CAA said the objects on the radar screen at National Airport ruled out any possibility of clouds or some other weather disturbance. They were "analogous to targets representing aircraft in flight," he said.

CAA said it notified many pilots in the area to be on the look-out for the objects "but a good many of the pilots in the area couldn't see anything such as we were describing to them."

A CAA tower man said none have been spotted since Saturday night "but until they start following IFR (instrument flight rules) and start calling in for a clearance I won't get alarmed."

SCIENTISTS ARE CONVINCED

Several scientists who stumped for an explanation of "flying saucers" today said they are convinced the mysterious objects really exist.

"I definitely believe the objects sighted over Washington were not a figment of someone's imagination," said Russell Farnsworth, president of the U. S. Rocket Society, a reputable organization devoted to the study of rocket travel. He said "there is a possibility" they are interplanetary space ships.

Dr. J. Allen Hynek, an astronomer at Ohio State University, said he thinks the persons who have reported seeing the "saucers" were not just letting their imaginations get the best of them. He said he was convinced these persons saw something—"some type of object or phenomena."

One scientist, who asked that his name be withheld, speculated that the "saucers" might be experimental aircraft developed by the U. S.

If this is the case, he said, "it's time the Government quit playing jokes on the people."

He said he thought it "slightly fishy" that many reports of the objects come from the general area of Washington and atomic proving grounds in New Mexico.

Fiery Objects Outrun Jets Over Capital

Investigation Veiled In Secrecy Following Vain Chase of 'Blips' Guessing Night Sky

By Paul Sampson
Staff Reporter

Military secrecy veils an investigation of the mysterious, glowing aerial objects that showed up on radar screens in the Washington area Saturday night for the second consecutive week.

A jet pilot sent up by the Air Defense Command to investigate the objects reported he was unable to overtake glowing lights flowing near Andrews Air Base. The CAA reported the objects traveled at predominantly low levels—about 1700 feet.

Air Force spokesmen said yesterday they could report only that an investigation was being made into the sightings of the objects on the radar screens in the CAA Air Route Traffic Control Center at Washington National Airport and on two other radar screens. Methods of the investigation were classified as secret, a spokesman said.

"We have no evidence they are flying saucers; conversely we have no evidence they are not flying saucers. We don't know what they are," a spokesman added.

The same source reported an expert from the Air Technical Intelligence Center at Wright-Patterson Air Force Base, Dayton, Ohio, was here last week investigating the objects sighted July 19.

The expert has been identified as Capt. E. J. Ruppelt. Reached by telephone at his home in Dayton yesterday, Ruppelt said he could make no comment on his activity in Washington.

Capt. Ruppelt confirmed that he was in Washington last week, but said he had not come here to investigate the mysterious objects. He recalled he did make an investigation after hearing reports of the objects, but could not say whether he had been informed of the meeting of the

Another Air Force spokesman said here yesterday the Air Force is taking all steps necessary to evaluate the reports of the mysterious objects. This spokesman explained that someone goes to the control center at the time of the sightings and did whatever is necessary to make the proper evaluations.

Asked whether the radar equipment might have been malfunctioning, the spokesman said radar, like the compass, is not a perfect instrument and is subject to error. He thought, however, the investigation would be made by persons acquainted with the problems of radar.

Two other radar screens in the area picked up the objects. An employe of the National Airport control tower said the radar scope there picked up very weak "blips" of the objects. The tower radar, however, is of far short ranges and is not so powerful as that at the center. Radar at Andrews Air Force Base also registered the objects from about 8:30 p. m. until midnight. Andrews' radar located them about seven miles south of the base.

A traffic control center spokesman said the nature of the signals on the radar screen ruled out any possibility they were from clouds or some other weather disturbance.

"The returns we received from the unidentified objects were similar and analagous to targets representing aircraft in flight," he said.

The objects—"flying saucers" or what have you—appeared on the radar scope at the airport center at 9:08 p. m. Varying from four to 12 in number, the objects were seen on the screen until 3 a. m., when they disappeared.

At 11:25 p. m., two F-94 jet fighters from the Air Defense Command squadron at Newcastle, Del., capable of attaining 600-mile-per-hour speeds, took off to investigate the objects.

Airline, civil and military pilots described the objects as looking like the lighted end of a cigaret or a cluster of orange and red lights.

One jet pilot observed four lights in the vicinity of Andrews Air Force Base, but was not able to overtake them, and they disappeared in about two minutes.

The same pilot observed a steady white light 10 miles east of Mount Vernon at 11:49 p. m. The light, about five miles from him, faded in a minute. Four lights also were observed in the Beltsville, Md., vicinity. A [illegible]

Visible in Two Ways

Although unidentified objects have been picked up on radar before, the incidents of the last two Saturdays are believed to be the first time they have been spotted on radar—while visible to the human eye.

Besides the pilots who [illegible] Saturday saw the lights, a woman living on Mississippi ave. se. told The Post she saw a "very bright light streaking across the sky toward Andrews Base about 11:45 p. m. Then a second object [illegible] a comet whizzed by and [illegible] seconds later a third passed in a different direction," Miss Suitland, she said.

Radar operators plotted the speed of Saturday night's "visitors" at from 35 to 90 miles an hour, but one pilot reported faster speeds for the lights he saw.

The jet pilot reported he [illegible] no apparent closing speed when he attempted to reach the lights he saw near Andrews. This means the lights were moving at least as fast as his top speed—a maximum of 600 miles per hour.

One person who saw the lights when they first appeared in this area did not see them last night. He is W. W. Chambers, an engineer at Radio Station WRC, who spotted the lights while working early the morning of July 20 at the station's Hyattsville tower.

Chambers said he was sure he had seen the lights because he had been skeptical about flying saucers before. Now, he said, he sort of wonders and worries about the whole [illegible].

Leon Davidson of South Lang st., Arlington, [illegible] engineer who [illegible] extensive study of [illegible] as a hobby, [illegible] pons of saucers [illegible] been [illegible].

Davidson [illegible] Air Force [illegible] saucers [illegible] position [illegible]

Sky Spotter Has Called Flying Objects

IOWA CITY, [illegible]—Astronomer C. C. Wylie of the State University [illegible] planet and now [illegible] here, he may [illegible] series is not to [illegible]

Air Force Admission On Saucers

By Drew Pearson

While the politicians have been wrestling the non-political Eisenhower administration, some other people, including the Air Force, have been watching with increasing interest the mysterious rash of flying saucers.

Furthermore, the Air Force, long skeptical about flying saucers, has now made some official and important admissions.



PEARSON

ADMISSION NO. 1 is that they have now detected something that looks like flying saucers on radar, at the same time that people have claimed they saw flying saucers. In other words, flying saucers are not just cloud freaks or hallucinations. If so, they could not be detected on radar screens.

ADMISSION NO. 2 is that flying saucers could possibly be space ships from another planet. The reason for this admission is that it will soon be possible for us to build a space ship to visit the moon if we are willing to spend the money for research and construction.

Our current research into atomic power and supersonic speeds already has progressed so far that it is definitely known such a ship can be built, but the big expense would come from creating atmosphere inside the ship to support human life while traveling from one planet to the other.

Therefore if we are this close to interplanetary travel, Air Force officers admit that a more advanced civilization could be keeping this planet under surveillance through flying saucers.

ADMISSION NO. 3—It has not been announced, but scientific observation posts have been set up in New Mexico, where we are testing guided missiles to track flying saucers also. A number of flying saucers have been seen in the Southwest, and since trained specialists are already on the job in that area with the latest scientific gadgets, the Air Force has ordered them to watch [illegible] and track them [illegible]

Radar Spots Flying 'Saucers' Over D.C. Again

Unidentified Objects Seen Again on Radar Screen at Airport

New sightings of unidentified objects zoomed on the National Airport radar early today, but efforts to track them down proved fruitless.

The Civil Aeronautics Administration said that one to 12 "blips" appeared on the Air Traffic Control Center screen off and on between 2:30 and 6 a.m.

They were fainter than the sightings of the past two Saturday nights, but they appeared in the same general vicinity over Herndon, Va., and Andrews Air Force Base and seemed to be traveling at from 90 to 120 miles per hour.

Not Confirmable

Unlike the other two instances of radar detection, it was impossible to get confirmation of anything unusual from airline pilots. An Eastern Air Lines pilot directed to the area about 3 a.m. saw nothing out of the ordinary.

For this reason, CAA did not alert the Air Force as it did last Saturday night, and no jet planes were sent to the scene. The radar screen at Andrews, which picked up objects Saturday, revealed nothing this morning.

On Saturday a National Airlines pilot reported seeing two lights which looked like a lighted cigar or cigarette and faded out when approached. A United Air Lines pilot saw a reddish yellow light seven miles south of Herndon at about 1,200 feet. A CAA pilot spotted two blue lights northwest of Beltsville and five white lights near Andrews.

New Unidentified Objects Sighted on Airport Radar Screens Today — Page A-2

Air Force Experts Called

As [illegible] to [illegible] radar performance, the Air Force called experts from Dayton, Ohio, to confer on the mystery.

"We don't know the answers positively and there's no use pretending that we do," said a spokesman. "We are studying the reports of the sightings of unidentified objects which were spotted on radar screens at National Airport over the week end.

"The only thing we can say is that these reports are being studied by the best technicians and that we are attempting to answer inquiries to the best of our ability."

Jets Take Off Late

The sightings over the week end brought about the dispatch of [illegible] jet interception planes to [illegible] for the objects. But actually the jets did not take off from their New Castle (Del.) base until nearly two hours after the radar watcher at National Airport first saw the unexplained objects on his screen. The delay was caused by the fact the reports were relayed to a flight control [illegible] Pa., instead of through the command post at the Pentagon.

Capt. E. J. Ruppelt from the Air Technical Intelligence Center at Dayton, and one of the experts on saucers, was expected to arrive here today for a conference with officials on the new [illegible]

Meanwhile, the Air Force [illegible] several years [illegible] have studied and [illegible] thousands of [illegible] 90 per cent of [illegible] reliable [illegible]

Those Flying Things May Prove To Be Only Weather Balloons

Maybe those alleged flying saucers spotted by Washington area radars are nothing more formidable than weather balloons.

Air Weather Service officials at Andrews Air Force Base offered this as a possible explanation today in clearing up another little mystery. This involved a five-foot [illegible] thing covered in tinfoil which was discovered by a woman near Martinsburg, W. Va.

The "thing" had been [illegible] to a balloon and then to [illegible] [illegible] to determine wind speed and direction. Usually such balloons burst and the [illegible] objects drift to earth on little parachutes.

The balloons sometimes [illegible] from their normal [illegible] feet diameter to 9 feet. The [illegible] feet is meant to [illegible] and does. The balloons are [illegible] as fast as 100 to 125 miles an hour. They go up at [illegible] 1,000 feet a minute.

[illegible] the vicinity [illegible] been spotted [illegible] the [illegible] Pentagon [illegible]

Our Town Was Buzzed Again

Those mystery objects swooped in over the Capital again today as an aroused Air Force called in top scientists to find out what flying saucers really are.

The Civil Aeronautics Administration traffic control center reported that its radar picked up the objects for about six straight hours early this morning.

The objects, a CAA official said, were traveling about 100 to 120 miles an hour in a 10-mile area around the Capital, between Herndon, Va., and Andrews Air Force Base.

CHANGE OF WIND

It was in this same area that radar screens recorded the strange "targets" the past two Saturday nights, setting off a new rash of flying saucer rumors in the capital.

Top Air Force brass has decided to get to the bottom of the mystery, making an earlier attitude that there ain't no such animal obsolete by enlisting top scientists in a major new saucer study, it was announced today.

A CAA official said the control tower radar first started picking up the strange "blips" about 1:30 a. m. and that they continued showing up on the radarscope until 6 a. m. today. At some times, he said, there were as many as eight to 12 of the objects on the scope at the same time.

COULDN'T CLOSE IN

A pilot aboard an Eastern Air Lines Constellation was directed to look on the objects at about 3 a. m. but he reported he saw no lights despite a 15-mile visibility. The CAA official said the objects disappeared from the radar screen when the plane was in the area where they had been tracked and "then came in behind him."

No jets from the Air Defense Command were sent up to chase the objects as on Saturday. Then a pilot reported sighting "steady white lights" but said his 600-mile-an-hour jet was unable to "close in."

Asked why the Air Defense Command had not been alerted, the CAA official said "We were too busy with other things and besides those objects weren't hurting anybody."

The Air Force will rely primarily on physicists, for its flying saucer investigation. This is in line with advice already reached in Air Force circles that the mystery objects in reality are physical phenomena imperfectly understood rather than actual

THE WHATZITS

IN the belief that the strange objects sighted over our town may be experimental aircraft developed by the United States, a scientist suggests that if this is the case "it's time the Government quit playing jokes on the people."

We believe most Americans will share this view.

Objects reflected on radar screens and repeatedly reported by experienced, reputable airmen cannot be laughed off as figments of the imagination. So what are they?

It is incredible—as well as an unsettling thought—that our Air Force, with all of its facilities, hasn't been able to identify these objects in the two years or longer during which they have been sighted in various parts of the country.

If these so-called saucers involve experiments cloaked by military secrecy, it is time to take off that cloak in the larger interests of national sanity. There are enough real dangers in the world without the unnecessary addition of imaginary gremlins from Mars.

And if a satisfactory explanation of this mystery isn't forthcoming soon, many people are likely to accept the theory that we are indeed menaced by [illegible] back from another planet.

On the other hand, if the airmen and scientists in the employ of the Government actually do not know what these objects are, then let there be no more hesitation in our scientific and military efforts until they do come up with the right answers.

Makes You Wonde



Even so, it seemed to me that I had a [illegible] with Maj. Keyhoe. I don't suppose [illegible] quite so scary as the unknown. Cause [illegible] to imagine things. So with no [illegible] will try to tell you exactly what the major [illegible]

AFTER a distinguished wartime career [illegible] Corps flyer, he became an aviation writer. [illegible] let him to do a little piece about [illegible] magazine. It caused such a sensation in [illegible] circles that he later wrote the best-seller "Flying Saucers Are Real." All other authorities [illegible] round now to agree with him and no longer [illegible] get the suggestion from the Pentagon that [illegible] saucers are hallucinations, and probably [illegible] that.

Maj. Keyhoe, who has tracked down dozens of [illegible] stories and talked to their pop-eyed tellers [illegible] commercial aviators), said there were three [illegible] about saucers:

They are a natural phenomenon growing out [illegible] atomic explosions.

They are [illegible] secret developments [illegible] the United States or Russia.

They are exploratory vehicles from a far-[illegible] civilization on another planet.

No. 1 he discounts because the saucers [illegible] horizontally, they maneuver at [illegible] possibly not human, but still [illegible] sent chunks of gray matter.

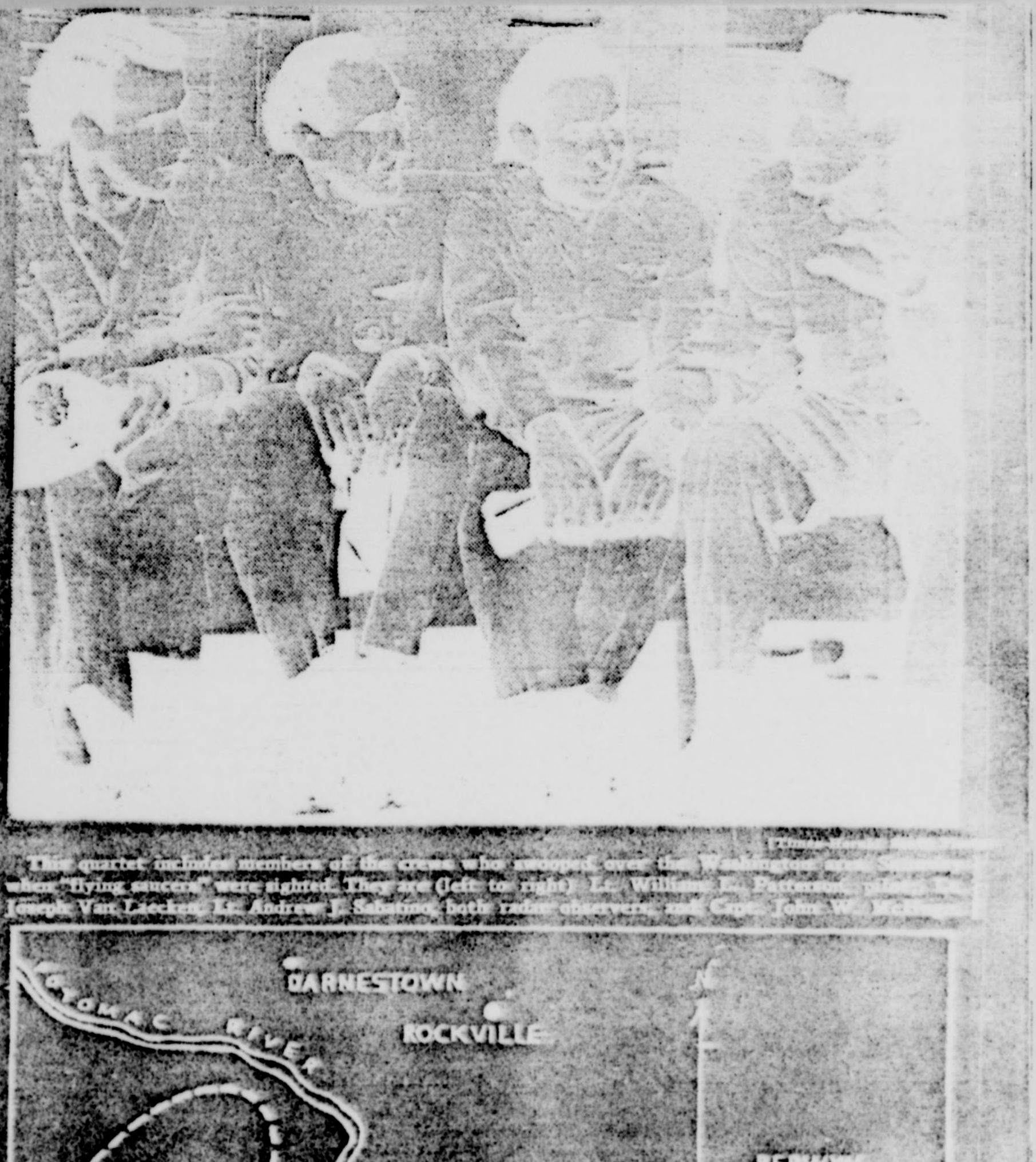
The second theory, Keyhoe [illegible] likewise, because men [illegible] well. If the Russians had such a [illegible] used it before now, he continues, while if we [illegible] developed it, at least some of our high brass would [illegible] something about it.

That leaves No. 3, or what he calls the extraterrestrial theory.

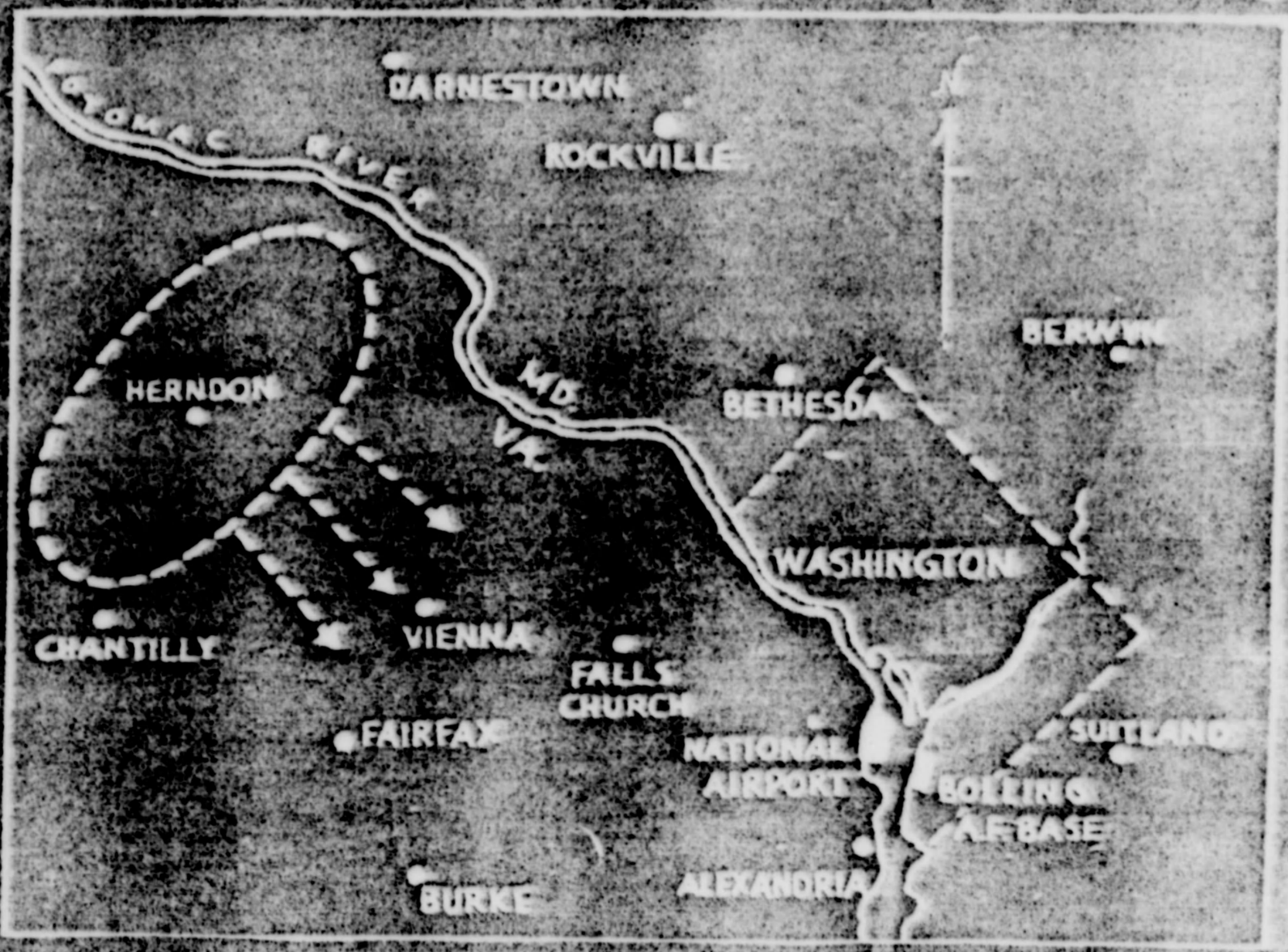
I CAME to the latter conclusion reluctantly, he said, because none of the other theories [illegible] known facts. This one does. I believe further that these so-called saucers are unmanned and [illegible] from afar, perhaps by radio from a space ship [illegible] high that it cannot possibly be detected.

The saucers fly at hundreds of miles per hour, sometimes make right-angled turns without slowing, it must be added. No human or even human [illegible] structure could withstand such suddenly developed pressures.

Maj. Keyhoe said that more than 1000 flying saucers [illegible] have been logged by the Air Force, but that others have not been reported because those who saw them kept quiet for fear of being ridiculed. The general [illegible] seem to be in the shape of [illegible] cone on end. This has caused them [illegible] something that was disk-shaped. At [illegible]

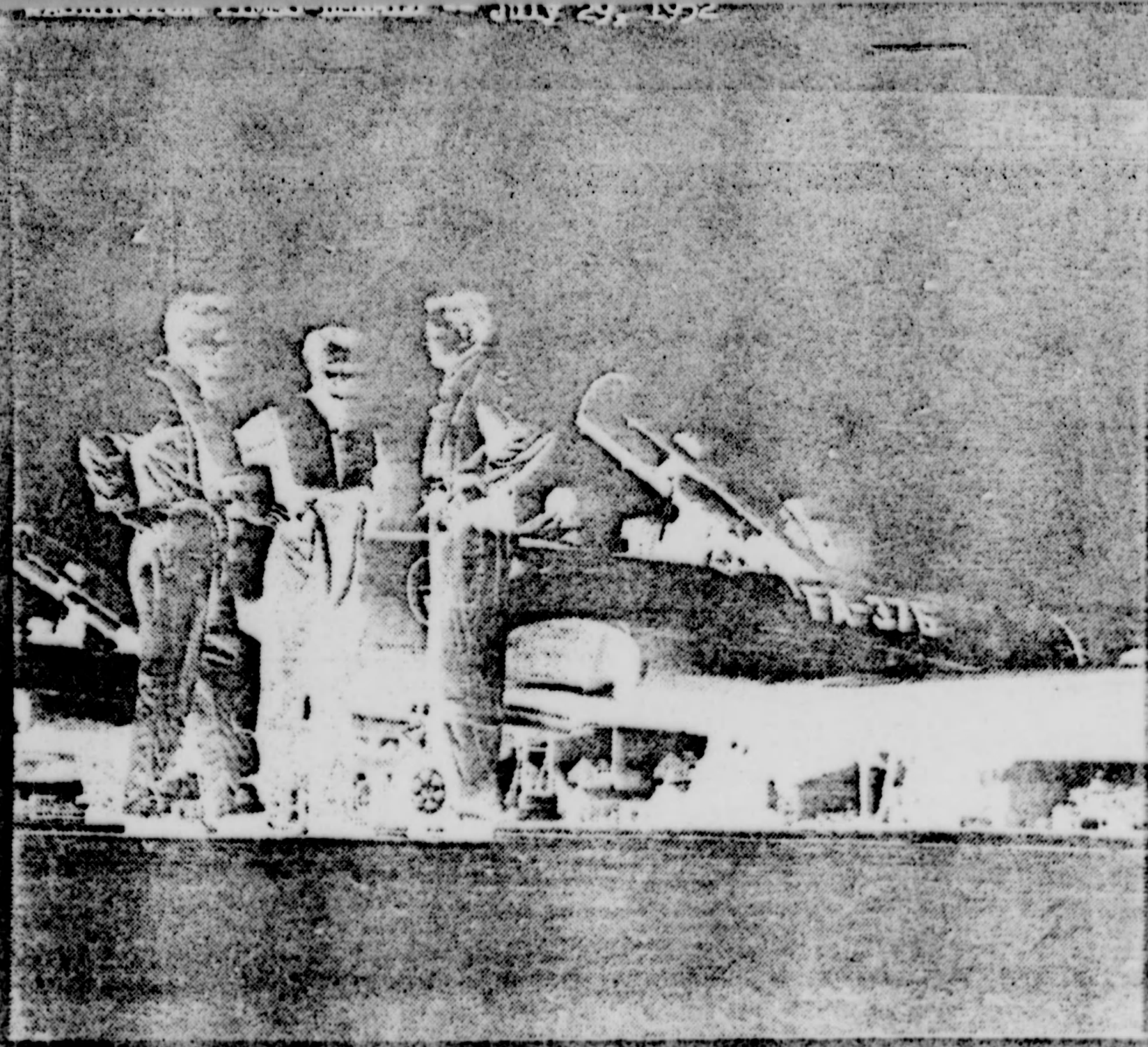


The quintet of pilots members of the crew who [illegible] when "flying saucers" were sighted. They are (left to right) Lt. William B. Patterson, Joseph Van Dieckren, Lt. Andrew J. Sabatino, both radar observers, and Capt. John W. [illegible]



The above map shows where "flying saucers" have been observed in the Washington area. Four objects were seen near Herndon (dotted oval) July 20 and six days later 12 more were [illegible]. All disappeared in a southeasterly direction.

JET CREWMEN AND RADAR OBSERVERS POISED FOR ACTION



by Byrd Fergerson]

Their waiting F-94s in the background, these jet crewmen talk things over on the flight line. All veteran jet fighter crewmen, members of the 142d Fighter Interceptor squadron, the men are (left to right) Lt. F. Lamar Watson, Lt. John Hagin and Capt. John C. Casey.



Airways operations specialists James M. Copeland (left) and James M. Ritchey, both of Alexandria, man the radar scope on which they saw the unidentifiable "blips" commonly labeled "flying saucers." They are shown at the CAA Air Route Traffic Control center.

...ean Weapon, Defense Says

...

...TSON

...partment of defense an... flatly denied today that any ... unidentified aerial ob... ...ington have been spotted on ... Washington area ra... Andrews reports.

...denial came on the heels ... reports of radar tracking ... to 12 flying "saucers" ... spent more than five hours ... ...ng in a 10-mile arc at the ... of the Nation's Capital.

...has been suggested that what ... have been seeing is the re... of some of our own secret ...ments—guided missiles, or ... types of planes or flying ...ns. This is emphatically not ...ue," said an official Penta... announcement.

Again Seen on Radar

...ne of the three military ...ments nor any other agency ... government is conduct... experiments classified or ...se with disc-shaped fly... objects which could be a ... for the reported phenom... said the statement.

...latest invasion of "sau... came today when radar ... at National Airport picked ... to 12 unidentified aerial ... The CAA traffic control ... reported its screens picked ... up between 1:30 a.m. and ...

Never Than 100 M.P.H.

...CAA spokesman said the ... were traveling between ... 120 miles an hour in an ...ound Washington between ..., Va., and Andrews Air ... base.

...International News Service ... today the A.F. is turning ... type camera to help ... saucer mystery. An Air ... spokesman said it photo... "luminous phenomenon." ... the principle employed by ...mers in determining the ...tion of stars (usually ... the analysis. Maj. Gen. ... Santoni, chief of A.F. ... said the new type ... have been ordered and ... distribution to jet fighter ...

WASHINGTON
TIMES-HERALD
JUL 29 1952

Because there was no visual sightings, the CAA spokesman said, interceptor jets were not summoned.

He said civilian pilots in the area were asked to inspect the unidentified aerial objects. Because they could not make visual contact with them, Air Force interceptors at New Castle, Del., were not summoned.

The Air Force issued an official statement designed to quell public alarm created by the unidentifiable clusters of objects that have been reported by radar operators and area pilots.

Answers From "Experts"

To attempt to answer the many questions directed to it, the Air Force today scheduled a special Pentagon news conference. An A. P. announcement said "saucer experts" from the air technical intelligence center at Dayton, Ohio, will be there to answer questions. The intelligence men were summoned here after jet interceptor fighters from New Castle air base attempted to close in on mysterious objects over Andrews field here last Saturday.

Air Force attention has centered on Washington during the past week as a result of two appearances of "saucers" in the area. The first visitation was on the early morning of July 20, when four or five unidentifiable "blips" were seen on National airport radar.

Seeking Explanation

The second manifestation occurred Saturday night when 12 objects appeared on both the National airport and Andrews Air Force base radar screens. Jet pilots from New Castle, Del., roared into the area to find them. One pilot chased a "light" but could not overtake it.

It was disclosed last night for the first time that there was a two-hour delay between the first sightings of the objects Saturday night and the dispatch of the jets to Washington.

Meanwhile, radar operators at National airport who saw both visitations on the air route traffic control radar screen heightened the mystery by disclosing that in both instances the "saucers" alternately disappeared and reappeared.

This was seen as obviating any possibility that the "saucers" were unscheduled conventional aircraft. It also wrecked another theory that the mysterious visitors were nothing more than lighted weather balloons.

The pilot then flew close enough to make visual contact with the objects, which he described as "bright lights, like stars, only much larger and brighter." Ground observers in the area also saw the objects.

Storm clouds were in the area, leading to speculation that the objects might be lightning reflected by distant clouds. But Air Force officials said lightning could not be spotted by experienced observers.

Pentagon scientists admitted themselves baffled by the Washington visitations. The radar readings eliminated the possibility the objects were optical illusions or heat reflections from the ground.

The scientists agreed there was some force that had created the images.

"Nature plays many tricks and we are just beginning to discover some of the mysteries of the upper atmosphere," one scientist said. "We should be frank and admit that we know very little about cosmic rays and electro-magnetic forces that might possibly be creating these things people see in the sky."

Yesterday's Air Force statements emphasized all available evidence points away from any conclusion that the "saucers" are being controlled by a "reasoning body."

"During the past few years, over 1,000 sightings of unidentified flying objects have been reported to the Air Force," the Pentagon statement said.

"Of this number only a small per cent of those received from reliable sources remain unidentified. The remainder of these reports could be accounted for as misinterpretations of various conventional objects, such as aircraft, astronomical phenomena or hoaxes.

All Being Analyzed

"Of the unexplained sightings it can be stated that they appear in a haphazard fashion and show no pattern which would indicate that the objects are being controlled by a reasoning body.

"Due to the recent publicity given to flying saucer sightings, a large number of reports have been received by the Air Force during the last few months.

"Preliminary evaluation of these reports does not indicate that they differ from those received in the past few years or that they actually represent a threat to the United States. Nevertheless, each report is being given a most careful analysis."

Coincident with the Air Force announcement was another "saucer" scare near Indianapolis, Ind. There, three "saucers" were seen by State police and personnel at nearby military bases who watched a "dogfight" just before dawn.

No radar sightings of the objects was reported and interceptors were not sent into the area. But the Air Force district center at South Bend was notified of the phenomenon.

Jets Ordered To Hunt Down Flying Saucers

Washington, D. C., July 28 (U.P.)—The Air Defense Command alerted jet pilots today to take off instantly in pursuit of any "flying saucers" sighted anywhere in the country.

It acted after F-94 jets unsuccessfully chased "glowing lights" seen in this area Saturday night. Mysterious objects also had been spotted the previous Saturday.

The new batch of saucer reports included unexplained appearances on radar screens, but the Air Force remained skeptical. It said the reports have shown "no pattern that would indicate the objects are being controlled by a reasoning body."

Reports Under Study

Statements by eyewitnesses, including Air Force and commercial pilots, are being studied and evaluated here and at Wright-Patterson Air Force Base, Dayton, O.

Meanwhile, interceptor jets are ready to go aloft at any time.

The Air Defense Command's mission is air defense of the United States and it is vitally interested in anything unidentified that flies in the air, a spokesman said.

Saucer stories have been pouring in to the Air Force recently from all sections of the nation. The commanding officer of the Air Force base at South Bend, Ind., said today that he has been spending a couple of hours a day investigating such reports.

Some Believed Colored

Some of the Indiana reports described the objects as colored. The objects reported seen here were white. The Air Force said it has received more than 1,000 saucer reports in the past few years, but only a small percentage of those received from reliable sources remain unexplained.

It said the unexplained ones may be misinterpretations of conventional objects, a form of hysteria, meteorological phenomena or hoaxes.

60 Here Tell Of Saucers

During the last 10 days more than 60 reports of flying saucers have been made to the Mitchel Air Force base from all parts of the metropolitan area, the base reported yesterday. The reports were forwarded to Wright-Patterson Air Force Base, Dayton, Ohio, for evaluation, a spokesman said.

'Flying Saucers' Will Between Rumor and Fact

By Robert E. Nichols

Washington

How coy it is for one to take a story with a small element of mystery and by letting imagination and the typewriter keys ramble where they will, come up with a fascinating yarn that packs a mountain of interesting reading—but has only half-truths or no truth at all.

Take flying saucers for example.

"Why don't you tell the truth?" I asked a companion at a Pentagon news conference. "You've sifted the evidence the same as I. You have talked to the pilots and the radar operators. You're intelligent and you know as well as I the Department of Defense is hiding nothing essential from us."

Yet Los Angeles had five days of flying saucer alarms. Washington is deep in its second week of similar apprehensions. Saucer accounts have been stealing front-page display with the Democratic convention.

"Get wise," he said. "The public loves a mystery. Why spoil it?"

There you have reason No. 1 for the continuance of the flying-saucer mystery.

Reports Jump

The fact is, there is nothing new at all about the saucer reports except perhaps that with the United States radar warning net going into round-the-clock action all over the country backed by an army of amateur watchers as well, the saucer warnings have jumped up to almost 100 a day. Because the Air Force has responsibility for patroling American skies, it cannot afford to ignore them.

One of the cardinal rules of military intelligence is to consider all possibilities that have any bearing on a commander's decision of where to meet a threat. And one day the Russians can be expected to produce an intercontinental missile. Each report is given a most careful and complete analysis.

I've read more than 300 samples. Preliminary evaluation of the current items does not indicate that they differ in any way from those received in the past few years.

"How about the radar angles?" someone may ask. Border operators reported good blips that were exactly as good as those that appear when planes are in the vicinity.

No one will deny this, even though the radar-scopes of the pursuing planes that took off after the sighted objects over Washington could not pick up anything at all.

Blips Explained

The answer is well known to physicists and operators of radar operations. Sometimes blips are caused by practice use of "window," the long coils of aluminum foil thrown out of planes during war to confuse enemy radar of air movements. But most of the time these pseudo blips are caused by the presence of ionized clouds in the atmosphere, especially when the pursuit [illegible] approaching [illegible]

[illegible] intelligence [illegible] small per cent of [illegible] explained. [illegible] conventional objects [illegible] of hysteria, meteorological [illegible] hoaxes. Or the [illegible] planes [illegible] that they [illegible] fashion [illegible] which would indicate that the objects are being controlled by a reasoning body.

Pentagon Probe

Recently Thomas K. Finletter, secretary of the Air Force, and other top Air Force officials met for a special briefing on Air Force saucer investigations over the past five years. The secretary sums up the briefing as follows: "No concrete evidence has yet reached us either to prove or disapprove the existence of the so-called flying saucers."

Reached just a few moments ago, as the story goes to press, a harried Pentagon [illegible] repeats again what I am sure is a fact: we have no really [illegible] evidence, nothing [illegible] to go on than we have [illegible] along. Any [illegible] will be given [illegible] complete analysis.

What more can we do? [illegible] to convince people [illegible] not trying to [illegible] we feel there is [illegible] to believe there [illegible] flying saucers [illegible]

AF Thinks 'Saucers' Friendly, Eager to Identify Them

Knowing What They Aren't, Narrows Down the Field

WASHINGTON
DAILY NEWS
July 30, 1952

The Air Force today has said—as publicly and convincingly as it could, thru some of its top generals—that—

- It doesn't know what "flying saucers" are.
- It's trying harder than ever to find out.
- Washington's "saucers" probably are just so much hot air.

But as far as Air Force experts are concerned, saucers are NOT—

- Ours.
- Any foreign nation's.
- Extra-terrestrial.
- A menace to the U. S.
- Flying saucers.
- Mere figments of the imagination.

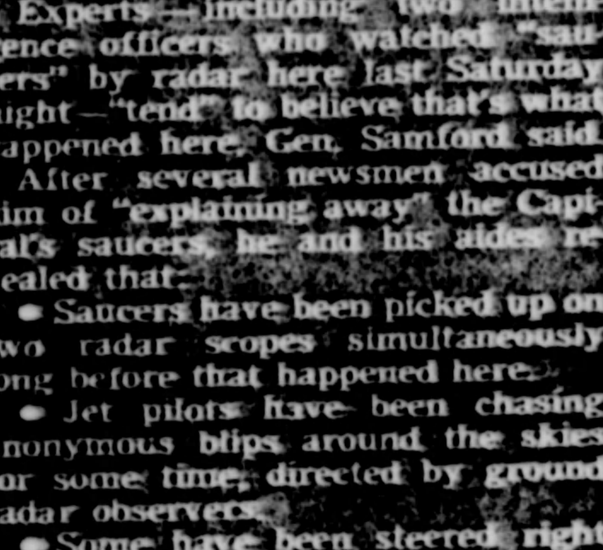
Aside from the birds, planes, rockets, missiles, balloons, clouds, stars, optical illusions, meteors and ball-lized light globes that earnest observers have turned into saucers, the Air Force has "too many reports from credible observers of incredible things" to drop "saucers" without further investigation, it said.

SPECIAL CONFERENCE

It presented a shiny array of facts at a specially called Pentagon press conference yesterday to tell the world these things.

Maj. Gen. John A. Samford, director of intelligence, served as pilot. Maj. Gen. Roger Ramey, chief of operations, took the controls when Gen. Samford got stuck.

Capt. E. J. Ruppelt, top field investigator of saucer reports—and officers and civilians filled in as experts on intelligence collecting, analysis of data, use of camera and telescope, and the wanderings of light and radar waves—one of the headaches in the saucer-analysis business.



GEN. SAMFORD

Washington's saucers were rather promptly shot down by the General as hot air.

OLD STUFF

Reports of unexplained aerial objects date back to Bible days, Gen. Samford said, but—

Man is doing more now and the opportunity to observe has been greatly enhanced. Our ability to observe doesn't seem to have advanced in any way nearly as well as our ability to observe.

It leaves us in a dilemma.

Our present course of action is to give it that attention that it very likely warrants—adequate attention but not frantic attention.

When warm air masses move over cooler air masses, a layer of warm air formed in between seems to "bend" radar and light waves back toward the ground, he said.

Experts—including two intelligence officers who watched "saucers" by radar here last Saturday night—"tend" to believe that's what happened here, Gen. Samford said.

After several newsmen accused him of "explaining away" the Captal's saucers, he and his aides revealed that—

- Saucers have been picked up on two radar scopes simultaneously long before that happened here.
- Jet pilots have been chasing anonymous blips around the skies for some time, directed by ground radar observers.
- Some have been steered right into what turned out to be flocks of "hostile, unidentified" birds.
- One pilot "locked on" to a "target" with his radar, turned a downward corner and almost plowed himself a field before he found his radar beam was being bounced off a cloud, into the ground and back at him in the first recorded electronic switch on Tinker-to-Evers-to-Chance.
- One of the six jet pilots who went up over Washington "locked on" to a "mysterious flying light" and almost rammed it before he learned it was his buddy in another jet.
- There's a lot to be learned about radar.

NOTHING FROM AIR

Gen. Samford said there have never been any airborne radar sightings of "saucers," which beef up his theory that waves from the ground are bent back toward the ground.

Radar has tracked objects "many times" from "zero to fantastic speeds" but none of these has been run down.

About 25 per cent of Air Force's 1000 to 2000 "saucer" reports came from military pilots and about 8 per cent from airline pilots, Gen. Samford said.

ORDER EQUIPMENT

But not even these contained accurate measurement of size, speed, altitude, direction, etc. Now Air Force is switching from the "shotgun approach" of collecting masses of reports to an attempt to get accurate measurements, so scientists will have something to work with, the General said.

This includes—

- Ordering over 200 cameras rigged with diffraction grids that should help show chemical composition of any light source.
- Investigation of use of a photographic Schmidt telescope that could monitor the sky over the whole Northern Hemisphere.
- More study of radar's behavior.

SOME PHENOMENA

"We believe now that the unexplained reports are due to some phenomena—meteors, atmospheric light aberrations and so on—that we don't fully understand," Gen. Samford said.

"We also believe most of this can be understood eventually by the mind of man, which [illegible]

WASHINGTON TIMES-HERALD
July 30, 1952

Study Photo

By John G. LUCAS
Times-Herald Staff Writer

The Air Force is checking the authenticity of a photograph which purports to show five flying saucers in formation over Salem, Mass.

The picture was taken by Coast Guardsmen at Salem last Thursday about 10 a.m.

It was flown to Coast Guard headquarters in Washington and then turned over to the Air Force Base, Dayton, O., where flying saucer reports are investigated and evaluated. I saw it yesterday in the Pentagon.

Capt. E. J. Ruppelt, the Air Force's flying saucer expert, had it in his briefcase—out of sight and unmentioned—thruout a 90-minute press conference in which Maj. Gen. John A. Samford, Air Force Intelligence chief, discounted recent saucer sightings over Washington. Capt. Ruppelt still had it in his briefcase when he took a plane for Dayton an hour later.

EGG SHAPED

In the picture the flying saucers—if that's what they are—appear egg-shaped white objects with wavy edges suspended in air. If the photograph can be accepted at face value, it is the first daylight picture of flying saucers. Altho several photographs of what purport to be flying saucers have been taken in the past, all were snapped at night. The Air Force invariably has explained them away as meteors, rockets or bursting fireballs.

Altho the sky is light in the photo, the white objects which may be flying are easily distinguishable. They somewhat resemble, but could not be confused with, clouds. There are several buildings in the foteground.

SKEPTICAL

Capt. Ruppelt, who has spent several years checking and plotting flying saucer reports, said he is skeptical. Attempts have been made to hoodwink him in the past and he believes nothing which cannot be proved.

He points out that a single photograph was submitted. There was no negative. That invariably happens, he said. The Air Force has yet to get hold of a negative of a flying saucer picture.

Capt. Ruppelt said he has asked the Coast Guard to obtain the negative and forward it to him at Dayton.

Without questioning anyone's integrity, Capt. Ruppelt said his first impression was that the picture is a fake. He said the alleged saucers appear to have been painted in. They are somewhat irregular wavy edges indicate as much, he said.

I wouldn't know, Capt. Ruppelt is a trained observer, who makes it his business to look for such things. [illegible]

WASHINGTON TIMES-HERALD
July 30, 1952

'NOT CURIOUS OVER SAUCERS,' SAYS EINSTEIN

Top Savant Replies To Pastor's Query

Dr. Albert Einstein, the nation's foremost scientist, is not at all interested in flying saucers.

He said as much [illegible] letter to the Rev. Dana Gardner of Los Angeles, who had written the scientist asking his opinion of the saucer reports.

Einstein's reply, received [illegible] Since those people have been coming [illegible] things. What [illegible] and [illegible] to [illegible] Sincerely yours, A. Einstein.

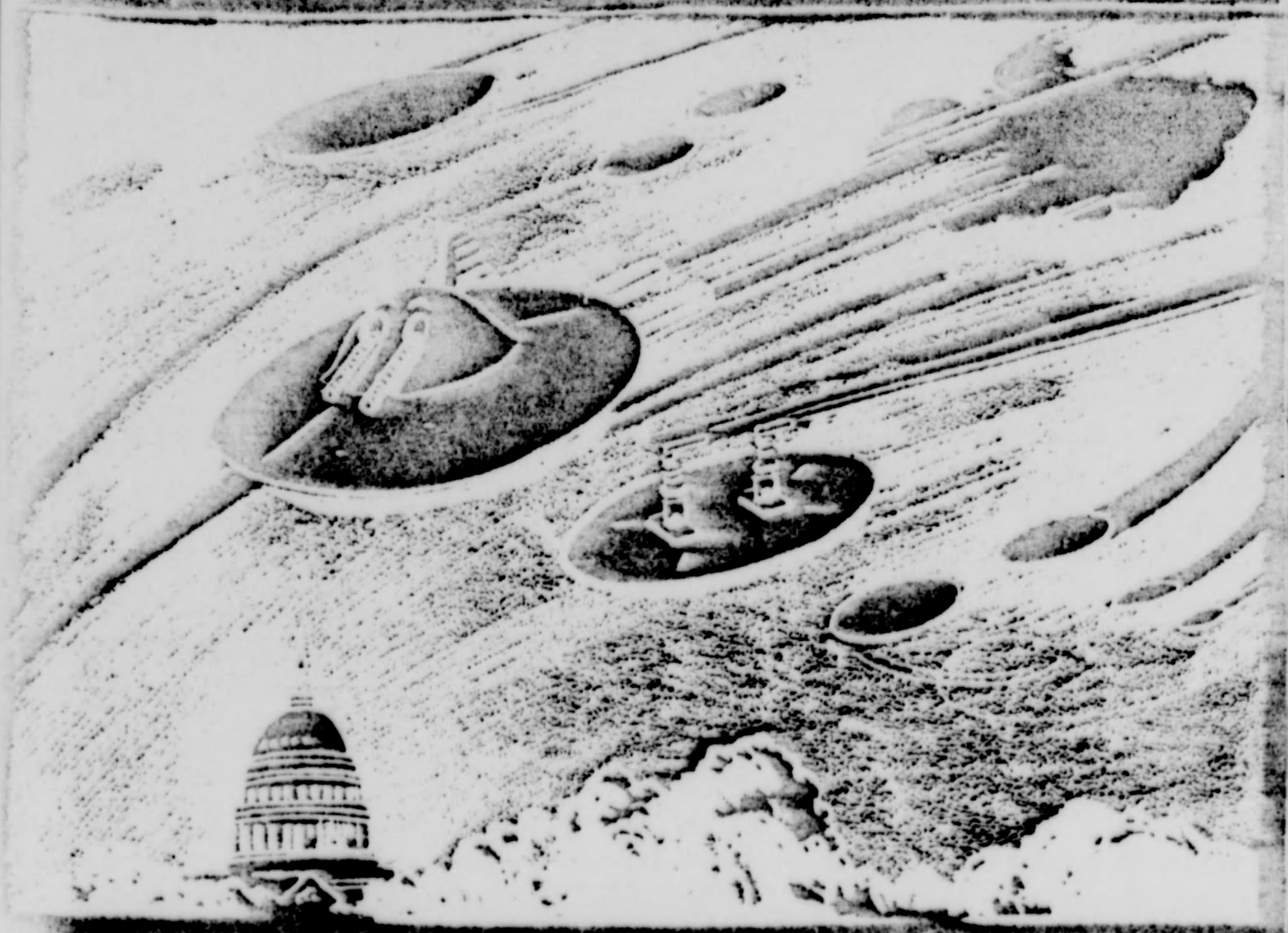
[illegible] continues to be [illegible] The [illegible] [illegible] photograph of what [illegible] saucer over [illegible]

[illegible] police [illegible] [illegible] [illegible] reported seeing the saucer [illegible] the time Roberts took the picture.

After examining the picture, Foley promptly released it for publication and turned over copies to two Air Force officers who were sent to Jersey City by Maj. Frederick B. Johnson, in charge of the Westfield radar station to which all air activity is relayed by spotters.

The picture shows a bright, somewhat cylindrical object which was moving, Roberts says, from north to south or down Manhattan Island. Its color was bright orange, Roberts said. Opposite the saucer a smaller white [illegible] appears on the print.

Are These What You Saucer?



[Drawing by C. H. Wetzel]

The Times-Herald presents what may be one of the most definitive views ever obtained of flying saucers as they wheel their way over the nation's capital. Seen close up, the whirling discs are awe-inspiring sight, according to the Times-Herald artist who was able to capture their every puff and turret in pen and ink before a policeman told him to move on. The temperature was 98.

...rage, Says A.F. Officer Of 'Saucers'

BY ROBERT R. DENNY

...chief of Air Force intelli... yesterday labeled Washing... "flying saucers" as heat ... but said his staff will ... new inventions to study future ... here and elsewhere in the ...

...officer, Gen. John A. Sam... told a Pentagon press con... he is "satisfied in my own ... that the three local appear... of mysterious objects within ... days resulted from atmos... conditions.

...while, the Pentagon an... ...ced today that no new sight... of "saucers" were reported in Washington area last night or ...

... experts from the Air Technical Intelligence cen... Wright-Patterson field ... O., said false radar images ... are created by a type of ... "temperature inversion" ... the dec...

Theory Discounted

The "bent" beams reflect ground objects. Such phenomena result from the "same type of hot, humid weather you've been having around here lately," Samford said.

A check with the District weather bureau disclosed last night that the temperature inversion which creates the type of air mass under discussion occurred July 20, last Saturday night, and early yesterday—all three times the "saucers" appeared on radar here.

Samford said scientific research has established that the theory that the "saucers" are visitors from space must be discarded unless it can be believed that the objects lack mass and are capable of unlimited power.

Neither of these conditions—a lack of mass and limitless acceleration—have been fulfilled by scientists working on aircraft design, Samford declared.

Earlier, Maj. Gen. Roger M. Ramey, Air Force director of operations, disclosed for the first time that F-94 jet interceptors were sent streaking into the Washington area on both Saturday nights that the "Saucers" were reported by radar men.

New Devices

Samford told ... that the Air Force is organizing ... out research in the field of ... phenomena and has ... inventions to ... wide.

One is a special "... grid" camera, of which about ... have been manufactured, that will disclose the source of lights that are photografed in the skies. The device will tell whether light's source is gaseous or of some other nature.

Another is the Schmidt telescope, which can photograph the entire hemisphere on a single plate. The telescope is not yet in production but soon will be available.

The small cameras, according to the plan, will be given to qualified persons at strategic spots. From the pictures, it can be determined whether the objects are ... or ...

Samford said photographs taken every night by ... show a complete lack of things that would have to be there on ... for many days if some other ... were approaching from ... planet.



[Times-Herald Staff Photo]

This was the scene yesterday as Air Force experts conferred at the Pentagon on the flying saucer riddle. Seated are Maj. Gen. Roger Ramey, director of AF operations (left), and Maj. Gen. John A. Samford, director of intelligence. Standing, from left, are Capt. Roy L. James, Capt. Edward J. Ruppelt, Col. Donald L. Bower and H. L. Griffing, all of Wright-Patterson AF base, Toledo, Ohio.

False "Blips" Recorded

James said the creation of false "blips" by temperature inversion is well known among experienced radar men.

At the same time, a Harvard university professor has developed a now widely-held theory that these same temperature inversions reflect lights that cause additional confusion.

James said that substantiation of this theory was supplied, in one instance, by an Air Force pilot who had been sent aloft to chase a "saucer." The pilot "locked on" to the object and followed it closely, James said.

Then he suddenly found that he was flying into the ground. He recovered, re-located the object aloft, and did the same thing twice again, narrowly avoiding a crash each time.

Each of the three times, James said, the pilot almost struck the ground at the same spot. This would indicate that the light he saw was some kind of ground reflection heightened by the refracting air layer, James asserted.

Samford said birds in flight have added to the problem created by atmospheric pranks.

On one occasion, the general said, a flight of interceptors roared aloft to overtake a formation of unidentified objects seen on radar screens.

The "intruders" turned out to be a flock of ducks, he said.

James said a naval "battle" was fought during World War II because a temperature inversion created the appearance of an enemy fleet on radar screens.

Samford said that altho the Air Force does not believe the theories of "saucer" proponents, it has a "very definite obligation to analyze and study things that appear in the skies that might comprise a menace to the United States."

He said the Air Force had received nearly 2,000 "saucer" reports since 1947 and succeeded in explaining 80 per cent of them. The balance, he said, concerned "incredible things seen by credible observers."

Devices Lacking

"The difficulty in identifying these things is the lack of measuring devices that can convert the information into something manageable," Samford declared.

The Air Force has hopes that the new cameras will provide such measuring data, he said.

"In the interim," the officer said, "We will devote adequate, but not frantic, attention to this problem."

Ramey told reporters that the two-hour delay between last Saturday night's radar detection of 12 objects and the dispatch of jets from New Castle, Del., resulted from an operations officer's decision.

The officer in charge of dispatching the planes did not do so immediately, Ramey said, because the objects were forming a "sporadic pattern" on National airport and Andrews Air Force base radar "and could be tracked accurately."

However, jets later were sent into the area. One plane spotted a light which it followed for a short time. Then the illumination disappeared.

Ramey said that New Castle sent six sorties in all to the Washington area on the two Saturday nights. The first Saturday display featured four or five unidentified radar "blips" on the National airport radar.

Yesterday's early morning visitation comprised eight or 12 "saucers" which swooped and bounced about on the radar screens for five hours before vanishing into space.

WASHINGTON [illegible] TIMES — JULY 30, 1952

Aviation's own story

How Radar Spotted Whatzits That Air Force Couldn't Find

HARRY G. BARNES

Senior Air Traffic Controller, Civil Aeronautics Administration

Written for NEA Service

Shortly after midnight of the 19th of July Ed Nugent called over to the radar scope and joked:

"Here's a fleet of flying saucers for you."

As it turns out, Ed could very well have been stating a fact.

I am a senior air route traffic controller for the Civil Aeronautics Administration. I was in charge of the air route traffic control center on that particular night at National Airport.

SCANS D. C. AIRSPACE

Part of our job is to constantly monitor the skies around the National Capital with the electronic eye of radar for purposes of controlling air traffic.

Our shift had been on duty about 30 minutes. Eight men were on this particular shift. It was a normal night for both flying and weather. The sky was cloudless. No storms were approaching. Air traffic was light, as is usual for that period. These facts are important in connection with what came later.

MYSTERIOUS PIPS

The "things" which caused Ed to come over to the scope were seven pips clustered together irregularly in one corner. The scope is 24 inches in diameter. The pips show as pale violet spots. Ordinarily they represent aircraft in the air. The radar we were using scans a 60-mile radius.

The seven pips indicated that the objects were in the air over an area about nine miles in diameter, 15 miles south-southwest of Washington. We knew immediately that a most strange situation existed. First, from all the information we had at hand we knew that the spots were not aircraft—at least, not identified friendly aircraft.

THREE POSSIBILITIES

That left three possibilities: something wrong with the radar, enemy aircraft or some unexplained flying objects. We tracked the seven pips for about 5 minutes. We quickly determined that they were moving between 100 and 130 miles per hour, as we could observe them.

Also, their movements were completely radical compared to those of ordinary aircraft. They followed no set pattern, were not in any formation, and we only were able to keep track of them about three miles at a time. Individual pips would seem to fade from the scope at inter-

Later I realized that if these objects had made any sudden bursts of extremely high speed, that would account for them disappearing from the scope temporarily. Our radar is only designed to track known types of aircraft or objects in the air at speeds known to all of us.

After five minutes of watching the strange pips I asked Jim Copeland and Jim Ritchey, two experienced radar controllers, to check our observations. They confirmed our findings. Then I called the airport control tower to see what the radar showed there. The radar operator verified the same thing instantly.

At this time I notified the Air Force of our observation. This is a regular procedure, but some parts of it are secret. I am not at liberty to explain it in detail.

But we kept the Air Force informed of subsequent observations which continued for approximately the next six hours, until after daylight when we could no longer distinguish the objects from other aircraft.

Early Sunday morning is an especially busy time for both private flying and military reserve flying.

Before notifying the Air Force of our findings, our technicians had carefully checked the equipment to make certain that it was operating perfectly.

These are the important events of the next six hours:

● During the first hour the objects had moved over all sectors of our scope. That meant that they had been over the restricted areas of Washington including the White House and Capitol.

● At the first opportunity, Ritchey contacted Capital Airline pilot Capt. S. C. Pierman, a veteran of 17 years of flying. Shortly after taking off, Ritchey asked Pierman to look for the objects we were watching on the scope. He agreed to do this.

● All of a sudden his voice came over the radio which we could all hear, with the words:

"There's one, and there it goes."

He described it as just a bright light moving much faster than a shooting star at times.

Some of the other pilots we contacted reported that they were able to see the objects. I had the distinct feeling that some of them were just unwilling to discuss the subject over the radio.

However, one other commercial pilot did finally confirm seeing a light off his left wing while on a west as he passed over the scope. He was coming in for his landing and the tower operator reported the same radar sighting. The lights disappeared on our scope and from his view about four miles before he touched his wheels down.

During the whole period of observation we could detect no pattern to the movement of these objects. We did not see the pips in any recognizable formation at any time.

However, they did seem to become most active around the planes we saw on the scope.

The radar we were using does not show altitude, and it is faintly possible that the objects could have been in a vertical formation without our recognizing it.

At one point [illegible] we counted the objects over Andrews Field, just outside of Washington. We sighted seven quite easily. Most of the time we could count eight or more.

The only recognizable behavior pattern which occurred to me from watching the pips was that they acted like a bunch of small kids out playing. It was helter-skelter as if directed by some innate curiosity. At times they moved as a group or cluster. Other times as individuals over widely scattered areas.

Other than some information in connection with our communications with the Air Force, which is classified, the above is a complete factual description of the important events which took place during those six hours. These facts I have set forth in my official report to CAA.

Speaking personally, and not officially for CAA, I would like to make these additional comments:

Radar is strictly an electronic device. It has no imagination. It reports only what it sees. The equipment was in perfect operating order during that period.

There is no other conclusion I can reach but that for six hours on the morning of the 20th of July there were at least 10 unidentifiable objects moving above Washington.

NOT USUAL [illegible]

They were not ordinary [illegible]

Fighter Pilots of New Castle Stay Alert for More Saucer Reports

By [illegible]

[illegible] Capitol [illegible] Base, Md., [illegible] Air Force considers [illegible] unidentified objects in the sky [illegible] normal phenomena, but it [illegible] Capitol's growing family of [illegible] ing saucers from Washington [illegible] fighter pilots at this base are [illegible] set to ferret them out.

They are members of the [illegible] Fighter-Interceptor Squadron [illegible] ing F-94 all-weather night-fighters [illegible] equipped with radar. This group, [illegible] made up mostly of men from the [illegible] District area, is on temporary duty [illegible] at New Castle from its home station, Andrews Air Force Base, Md.

The flyers are acting with the 142d Fighter-Interceptor Squadron in maintaining a 24-hour alert, lately especially concerned with keeping strange things out of the sky over the Washington area.

Trick Reflection Cited.

The Air Force says that whatever has been seen probably can be traced to the trick reflection of light. But nobody has called off the 121st, and it stands ready to investigate when the alarm buzzer rings in the readyroom at New Castle.

Last Sunday morning, after two pilots of the 142d went aloft on orders to find out what those now-famous things were over Andrews, two men of the 121st took over the early dawn patrol. They were Capt. John C. Lang, of 7812 District Heights Parkway, District Heights, Md., and Capt. Francis Evans, of 1101 Barnaby street S.E.

Not Easily Deluded.

They cruised at 1,500 feet in their F-94's over Mount Vernon, where the alleged sky phantoms were supposed to be operating. Experienced combat pilots, they were not easily deluded by the flying ectoplasm. Here is Capt. Lang's report:

"I saw two little patches of clouds. And also a lot of shooting stars. I even quipped to National Airport's Control Center about all those 'Stars Over Alabama.' I thought 'Meteors Over Maryland' was better. And mass hallucinations even better than that."

Lights On Horizon.

He even mentioned the possibility that the illusion of a stationary sky saucer could be created by lights on the horizon, or by the upturned headlamps of an automobile.

The 121st also includes men like First Lt. Lawrence H. Botelet, 1680 Thirty-second street N.W.; First Lt. Norman H. Todd, 1638 V street S.E.; Second Lt. Wayne W. Wilson, 5365 Pumphrey Drive, Forestville, Md.; Capt. G. H. Holland, 4715 Falls Stone avenue, Chevy Chase, Md.; Capt. C. M.

Another Strange 'Blip' Seen on Radar Here; Check Finds Nothing

Pentagon Says 'Saucers' Are Natural Phenomena Caused by Inversion

By John A. Giles

Another of those unidentified objects showed up on a Washington radar screen last night—the kind of object the Air Force now flatly says is not a flying saucer, but a natural phenomenon.

The latest and lone visitation was spotted at the National Air-

Fighter Pilots of New Castle Stay Alert for More Saucer Reports. Page C-6.

port traffic control tower about 1 a.m., from 9 to 12 miles southsouthwest of that point.

The observer asked a passing aircraft to investigate. Result: No lights, no saucers, no spaceships. Nothing but space.

The only things supported were the words of Maj. Gen. John A. Samford, chief of Air Force intelligence, who yesterday told a Pentagon press conference:

"In my own mind, I am satisfied that the recent Washington sightings were caused by temperature inversion, but it is my obligation to learn more about it. It is our problem to give adequate attention, but not frantic attention, to such reports.

"We have found nothing associated with the sightings to show them vehicles, materials or missiles directed against the United States."

Gen. Samford and a group of Air Force intelligence, operations and technical officers explained in de-

(continued next page)

[illegible]

July 30, 1952

The Unending Saucers

[illegible] Actually, the calm is altogether understandable. After all, wholly apart from the [illegible] exhausting televised proceedings of the recent political conventions, the American people have lived through a great many alarms and excursions since that October night in 1938 when Orson Welles made large numbers of them half panicky with his radio broadcast of a Martian invasion from Mars. Between then and now a lot has happened to the wells of human credibility. Wars, multiple crises, revolutions, revelations, the atomic race, persistent international tensions, a host of astounding inventions and potentialities and the cumulative effect of unbelievables that have come to pass in these years so upended the world that we have become rather inured to almost anything—including flying saucers.

Maybe these objects really [illegible] are a new type of secret weapon [illegible] or another country [illegible] by the Russians [illegible] by visitors from outer space. Whatever their true nature, however, the fact remains that the American public at large seems quite unshaken and unimpressed by them. And this indifference is the stronger because of findings by the Air Force that only a small fraction of the reports have yet to be explained and that the rest have been accounted for as [illegible] optical illusions, a misinterpretation of [illegible] natural meteorological phenomena, misinterpretation of various conventional objects, like weather balloons and radar screen [illegible] by flying birds. In the circumstances, business fails to lend itself to the [illegible] don that the Martians [illegible] 1938.

This non-excitable frame of mind is a good thing for Americans to have—[illegible] to the extent that it seems to be creating [illegible] civil defense and [illegible] observers for Operation [illegible] of many who [illegible]

WASHINGTON POST — JULY 30, 1952

(Continued)

Flying Saucer Hobby Leads to a Theory



LEON DAVIDSON
... has some ideas on saucers

Some hobbyists collect stamps; others, match book covers, even teabag tags.

Leon Davidson, of 804 S. Irving st., Arlington, Va., is more up to date. He collects reports on flying saucers.

He began his side interest in mid-1949, in personal dissatisfaction with the Air Force's findings after investigation of flying saucer reports.

Today he has analyzed those reports, and almost everything since published on flying saucers. He has some conclusions and some fixed ideas.

First, he said, official denials to the contrary, the saucers are most likely Navy-developed missiles, either piloted or ground-controlled, or both, and jet-propelled.

Davidson thinks the Navy is laughing up its gold-braided sleeves at the Air Force. And he thinks at least one Air Force official knows it. Else why, he asked, would an (unidentified) Air Force official suddenly change the designation of its flying saucer investigation from "Project Sign" to "Project Grudge"?

Agreed on Radar Indications

Gen. Samford and his fellow officers agreed such conditions can produce strong indications on a radar screen—such have been observed here recently—and that they are likely to occur during hot, humid weather such as Washington has experienced in recent weeks.

At one point Gen. Samford observed that "radar has been getting good observations of things radar is not supposed to observe."

He said the military constantly is learning new things about radar and its ability to observe objects, but he added this knowledge is far from complete.

The conference was called for the specific purpose of answering questions and telling what the Air Force knows and has learned about the current crop of reported sighting of unidentified objects in the air.

2,000 Reports Evaluated

Gen. Samford, along with members of the staff of the Air Technical Intelligence Center at Dayton, Ohio, outlined the continual study and evaluation of some 2,000 reports received in the last six years.

All agreed to one thing in connection with the study, as put by Gen. Samford:

"It reveals no pattern that shows anything remotely consistent with anything associated with danger to the United States."

Most of the reports have been disposed of "to our satisfaction" as aircraft, hoaxes, natural phenomena, light reflections or balloon formations, the general said.

Maj. Gen. Roger Ramey, director of Air Force operations, recalled that, on one occasion, fighters were dispatched on one sighting to find only a flock of geese.

Lack of Reported Direction

But there remains about 20 per cent of the reports which for one reason or another are still unexplained. This might be caused by lack of complete information, such as direction of flight.

Gen. Samford said the Air Force feels an obligation to learn more about aerial sightings that have not been explained as either natural phenomena or physical causes, such as unidentified aircraft or even the flocks of birds.

He said the Air Force has ordered 200 cameras with reticulation grids, which can be distributed to still unselected observation points.

Reports of objects in the skies are not new, Gen. Samford pointed out, recalling that they go back to Biblical times.

Despite the Air Force's soothing explanation, reports of flying "things" still persisted. In Enid, Okla., Sid Eubanks, 50, a Wichita (Kans.) salesman, said a huge saucer, traveling at terrific speed, swooped over the highway, completely reversed directions and disappeared.

The object appeared as first a yellow-green, then yellow-brown streak about 400 feet long, and the pressure nearly threw his car off the road, Mr. Eubanks said. A policeman to whom he told the story said the salesman was still trembling.

At Elkton, Md., Mrs. Harry Mann, jr., said she saw a silvery round object explode and drop in a puff of smoke. Elkton is about 14 miles from the Army Proving Ground at Aberdeen, where new type military equipment is tested.

All's Quiet Along the Potomac On the Flying Saucer Front

The flying saucer front in Washington was relatively quiet yesterday, although reports of sightings from other parts of the country still come in.

An unidentified object showed up on the radar at the air traffic control tower at the National Airport at 1 a. m. yesterday. A CAA spokesman said the object was regarded as routine, but a nearby plane was asked to check it. The plane found nothing.

Meanwhile, Maj. Gen. Roger Ramey, Air Force operations chief, identified little strips of tinfoil found near the Upper Marlboro race track as "chaff" or "windows," dropped by bombers about 8 a. m. Sunday during current Air Defense exercises. He said the tinfoil did not cause the "blips" on radar screens here Saturday night.

The report of saucers over Washington has stirred up similar reports from other cities. An orange disk over Baltimore, egg-shaped white objects over Salem, Mass., a yellow-green saucer near Enid, Okla., and an "oscillating star" all have been reported in the past two days.

Air Force Examines Coast Guard Photo

DAYTON, Ohio, July 30 (AP).—The Air Force has a copy of a Coast Guard picture—taken in daylight—which shows four unidentified aerial objects, Capt. E. A. Ruppelt disclosed today.

He will make no estimate of the picture's value until he gets the negative, Ruppelt said. He did say the picture was of the type which easily could have been faked. He did not say it was.

The picture, he said, was taken through a screened window at 9:35 a. m. (EDT) July 16 at Salem, Mass.

Ruppelt described the objects as irregularly egg-shaped and white, three of them in stair-step position with the fourth object below the center one in the trio.

An attempt now is under way to locate the negative to determine whether it was tampered with before the print was made, Ruppelt said.

Washington, D. C. - 2 Aug 52

(As telephoned to OIN Duty Officer 3 Aug 52)

1. Brilliant cigar-shaped white light.

2. 2030 EDT 2 Aug 52. Observed for 3 seconds.

3. Presumed visual from ground.

4. Presumably at home (see address below). Object traveling South over Potomac River.

5. [redacted]d, Alexandria, Va. (Phone: [redacted]

(SEE 17 JULY, 1952, SILVER SPRINGS, MD.)

Vic Washington, D. C. (?) - 2 Aug 52

(As relayed from Bolling AFB by telephone to CIN Duty Officer 2 Aug 52)

1. Greenish light, oval shape.

2. Unknown. (called in by Bolling at 2345 EDT 2 Aug 52). Observed for "short time".

3. Presumed visual from ground.

4. Unknown. Presumably vicinity Bolling AFB.

5. [redacted], address unknown.

Rejects

R

(SEE 11 JULY, 1952, SILVER SPRINGS, MD.)

1/2

-12

Washington, D. C. - 2 Aug 52

(As telephoned to ODN-2A2 on 4 Aug 52)

1. Reddish light, a bit larger than stars in Big Dipper, flickering (not as steady as a star). Observed to dart back and forth at irregular intervals in horizontal plane through a distance equal to about 10 to 20 times its diameter. At one time it appeared to describe a small loop.

2. 2300 to 2345 EDT 2 Aug 52. Observed continuously for 10 minutes at outset, then another 10 minutes in middle of period and finally another 10 minutes at end of period. Remainder of intervening time spent in going to street level from house roof and back to roof.

3. Visual with naked eye from surface.

4. At home (see address below). Using fixed points of reference observer estimated that object was initially due West at elevation of about 45 deg. and "over Great Falls of the Potomac". Object said to have moved to North during period of observation and was finally observed in approximately the NNW at same elevation. Still visible when observation discontined.

5. [redacted], [redacted]isconsin Ave, N.W., Washington, D.C. (Phone [redacted] Observer sounded extremely sincere and gave impression of being conscientiously aware that it was his duty to report his observation. At times during the conversation his voice betrayed what appeared to be a belief that he had witnessed a momentous occasion. His description of the method which he had employed to obtain these facts bolstered the impression of sincerity. Second observer who was met on street and with whom incident was discussed briefly is unknown.

6. As reported by the observer, weather was clear with a 3/4 bright moon in S.W.

(See 11 July 1952, Silver Springs, Md.)

13

Washington, D. C. - 2 August 52

(As telephoned to OIN Duty Officer 2 August 52)

Multiple report:

1. (a) Yellow light size of star. Moved from horizon to overhead and disappeared.

(b) Light which moved across sky.

2. (a) Time unknown (called in at 2300 EDT 2 Aug 52)

(b) " " (" " " 2315 EDT 2 Aug 52)

Observed for 10 minutes.

3. (a) & (b) Presumed visual from ground.

4. (a) & (b) Not stated.

5. (a) Maj. Tulin (further info not obtained)

(b) [redacted] Washington, D.C.

Project

D

(SEE 17 JULY, 1952, SILVER SPRINGS, MD.)

Washington, D. C. - 3 August 52

(As telephoned to OIN Duty Officer 3 Aug 52)

1. Bright light.

2. 0132 to 0210 EDT 3 Aug 52.

3. Presumed visual from ground.

4. Presumably from home (see address below). Object stated to be "in sky East of capital".

5. [redacted] Sheridan St., N. Arlington, Va. Reliability unknown.



(SEE 17 JULY, 1952, SILVER SPRINGS, MD.)

14-2112-7

18

Meteor (?): Washington, D.C. - 2100 EDT 3 Aug 52

Mr. [redacted] of [redacted] New Mexico Ave., N.W., Washington, D.C. (civilian employee of Army G-3, Pentagon) reported on 4 Aug that he had observed what he knew to be a meteor at 2100 EDT 3 Aug from his home. He described it as white, falling slightly and disintegrating. Observation was made while facing West.

Comment: This may account for some sightings at this time around Washington and attached as separate reports. There were also numerous reports of sightings at this time in the local press.

Reject

R

(SEE 19 JULY, 1952, SILVER SPRINGS, MD.)

27.

Washington, D. C. - 2105 EDT 3 Aug 52

(As telephoned to OIN Duty Officer 3 Aug 52)

1. Object "like a light bulb".

2. 2105 EDT 3 Aug 52.

3. Presumed visual from ground.

4. From home (see below). Object traveling NE to SW, very low.

5. Miss [redacted], Embassy Apt, [redacted] Washington, D. C. (Phone AD 2842)

Generals...

See attached report "Meteor (?): Washington, D. C. - 2100 EST 3 Aug 52".

30

Arnold, Md. - 2105 EDT 3 Aug 52

(As telephoned to OIN Duty Officer 3 Aug 52)

1. Glowing ball with tail (like acetylene torch) traveling at high speed. Resembled comet.

2. 2105 EDT 3 Aug 52. Observed for about 1 second.

3. Presumed visual from ground.

4. From Worcester on Severn (a school near Arnold, Md.). Object traveling ENE to W.

5. Mr [redacted] (further info not obtained). OIN Duty Officer comments that Yeager sounded like he was drunk.

Generals

See attached report "Meteor (?): Washington, D. C., 2100 EDT 3 Aug 52".

31

Huntington, Va. - 2045 EDT 3 Aug 52

(As telephoned to USAF Command Post 4 Aug 52)

1. Extremely bright light with orange tail. Appeared to go straight up.

2. 2045 EDT 3 Aug 52.

3. Presumed visual.

4. Vicinity Huntington, Va. Object traveling North to South.

5. Mr. [redacted], presumably of Huntington, Va.

General:

See attached report "Meteor (?): Washington, D. C. - 2100 EDT 3 Aug 52".

Forestville, Md. - 4 (?) Aug 52

(As telephoned to OIN Duty Officer at 0112 EDT 4 Aug 52)

1. Dim glowing orange light, some movement (unspecified). No sound. Red light also mentioned.

2. Presumably shortly before 0112 EDT 4 Aug 52.

3. Presumed visual from ground.

4. Forestville, Md. Object apparently in direction of Andrews AFB.

[redacted] of Forestville, Md. (Phone [redacted]

Reject



(SEE 17 JULY, 1952, SILVER SPRINGS, MD.)

27 JULY 1952 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
27	Columbus, Ohio	Military	Aircraft
27	Red Oak, Iowa	Multiple	Insufficient Data
27	Triton Beach, Maryland	[redacted]	Insufficient Data
27	Ripley,New York	Civilian	Balloon
27	Manhattan Beach, California (CARDS MISSING)	[redacted]	
27	Lincoln, California	[redacted]	Aircraft
27	Selfridge AFB, Michigan	Military	UNIDENTIFIED
27	Hamilton AFB, California	Civilian	Balloon
27	Bakersfield, California	[redacted]	Insufficient Data
27	Helena, Montana	Civilian	Insufficient Data
27	Wichita Falls, Texas	[redacted]	UNIDENTIFIED
27	Spokane, Washington	Military	Insufficient Data
27	Sunland, California	[redacted]	Insufficient Data
27	Dayton, Ohio (CARDS MISSING)	[redacted]	Astro (STARS/PLANETS)
27	Portland, Oregon	Civilians	Insufficient Data
27	Dayton, Ohio	[redacted]	Aircraft
27	Bailey, Colorado	[redacted]	Insufficient Data
27	Millbrae, California	[redacted]	Aircraft
27	Lynwood, California	Multiple	Insufficient Data
27	Alemeda,California	Military	Aircraft
27	Wichita, Kansas	Military	Balloon
27	Seattle, Washington	[redacted]	Astro (METEOR)
27	Bellville, Illinois	Military	Other (RADAR INTERFERENCE
27	Dallas, Texas	[redacted]	Insufficient Data

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCE	EVALUATION
27	Palo Alto, California	[redacted]	

27 Jul Washington DC area (Folder)