

PROJECT 10073 RECORD

1. LOCATION D. 10, Ave. Virginia	
2. SOURCE MILITARY	10. CONCLUSION UNKNOWN
4. NUMBER OF OBJECTS 1	11. BRIEF SUMMARY AND ANALYSIS SEE CASE FILE
5. LENGTH OF OBSERVATION Not stated	
6. TYPE OF OBSERVATION Ground Visual	
7. COURSE Not stated	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

United States

TAC IR-8-52

UNCLASSIFIED

FLYOVERPT

Langley Air Force Base, Virginia

Deputy Chief of Staff, Intelligence,
Hq Tactical Air Command, Langley AFB, Va.

29 July 1952

26 July 1952

~~XXXXXXXXXXXX~~ WOJG, USAF

Captain ~~XXXXXXXXXXXX~~
1909-7 AACS Det. Langley AFB, Va.

AFL 200-5, 29 April 1952

This report covers two (2) unidentified target sightings by members of the 1909-7 AACS Detachment, Langley Air Force Base, Virginia. All persons named in this report are experienced observers and have had considerable experience with radar equipment.

APPROVED:

DONALD M. WACKNITZ
Colonel, USAF
Act'g Deputy Chief
of Staff, Intelligence

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

1 cy sent Chief, ATIC, Attn: ATIAA-2a


UNCLASSIFIED

[REDACTED]
[REDACTED]
UNCLASSIFIED

DCS/I, Bq TAC, Langley AFB, Va TAC IR - 8 - 52

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REPORT I.

At approximately 1430, 26 July 1962, Captain [REDACTED] and T/Sgt [REDACTED] 1909-7 AACCS Detachment, Langley Air Force Base, Virginia, for two minutes on a radar scope observed an unidentified target approaching Langley Air Force Base from the south, from a distance of approximately 15 miles. The unidentified target was observed to be moving extremely fast and disappeared from the radar scope at 8 miles south of Langley Air Force Base. Speed of the target was determined to be approximately 2,600 miles per hour (speed determined by seven (7) sweeps on radar scope). The altitude of the unidentified target was below 5,000 feet. Observation was made on an AN/MPN-1C radar set.

Weather at the time of sightings: Clear, visibility 12 miles, temperature 87°, dew point 61, surface winds ESE at 3 knots. A few cumulus clouds to the west at 4,000 feet.

REPORT II.

At approximately 1450, 26 July 1962, Captain [REDACTED] T/Sgt [REDACTED] 1909-7 AACCS Detachment, Langley Air Force Base, Virginia, and Mr. [REDACTED] Contractor Technician for radar equipment, (AN/MPN-1C), used by this AACCS Detachment, observed for four (4) minutes on a radar scope an unidentified target. This target was observed moving away from Langley Air Force Base in an easterly direction. At a distance of approximately 12 miles the target stopped and hovered for approximately 2 minutes, and then resumed its flight in an easterly direction until it disappeared off the radar scope, approximately 15 miles from Langley Air Force Base.

The speed of this unidentified target was not measured, but was extremely high, (estimated greater than that of any known existing aircraft of the USAF).

Captain ~~XXXX~~, after noticing the unidentified target, telephoned the Langley Air Force Base Control Tower and asked them to scan the eastern skies with binoculars; but no foreign objects were observed.

The maximum effective height at which the AN/MPN-1C radar set can operate is 5,000 feet; therefore, it was assumed that the unidentified target was at or below this altitude. The return echo from this object was much larger in area than that of an ordinary aircraft and was fuzzy in appearance. Captain Moore stated that he had worked with AC&W squadrons in the GCI section, and had never witnessed an object like this on a radar scope before.

Weather same as Report I.

EDWIN S. HOFFMAN
WOJG, USAF
Act'g Director of
Collection

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[REDACTED]

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3113

UNCLASSIFIED

1. AT1AA
2. AT1A
3. C. Files
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23 JUL 1952 10 10 2
1952 JUL 12

RW

RE100M

WPD165

YDB176

ACTION

TYC157

TDB152

JEPLG A116

PP JEPHQ JEDEN JEDWP 333

DE JEPLG 20D

P 261700Z ZNJ ZEX

FM HQ 4430TH AIR BASE WG LANGLEY AFB VA

TO JEPHQ/DIR INTELLIGENCE HQ USAF WASHDC

JEDWP/AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

JEDEN/CG ENT AFB COLORADO SPRINGS COLO

[REDACTED] VOI 7-794 PD ATTN CLN AT1AA-2C PD FLYOBRPT PD BLUE

COLOR FLYING OBJECT SIGHTED 0030 EST 26 JUL AT APPROX 1500 FEET OVER

JAMES RIVER BRIDGE CMA NEWPORT NEWS CMA VA PD SIGHTED VISUALLY FROM

WEATHER STATION ON ROOF DAILY PRESS CMA INC PD 215-17 25TH STREET

CMA NEWPORT NEWS CMA VA PD BY [REDACTED] CMA JR [REDACTED]

[REDACTED] PD OBJECT RELATIVELY STATIONARY CMA NO EXHAUST TRAIL CMA

NO SOUND CMA NO FRAGMENTS CMA SIZE UNDETERMINED CMA LENGTH OF

OBSERVATION APPROX ONE HOUR PD AT 0130 EST OBJECT MOVED SLOWLY OVER BALL

PARK CMA 39TH STREET CMA NEWPORT NEWS CMA VA PD ALTITUDE APPROX 5000

FEET PD COLOR CHANGED RED CMA WHITE CMA GREEN PD STAFF SERGEANT [REDACTED]

DOWNGRADED AT 8 YEAR INTERVALS;
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PAGE TWO JEPLG 20D

~~REDACTED~~ CMA SIX YEARS EXPERIENCE AND A/2C ~~REDACTED~~ CMA ONE YEAR
EXPERIENCE CMA LAFB TOWER OPERATORS ON DUTY CMA SIGHTED VISUALLY AT
0145 EST BLUSISH COLORED OBJECT WEST SOUTH WEST OF TOWER 240 DEGREES
TEN MILES FROM TOWER PD FLYING OBJECT MOVED STRAIGHT UP CMA DISAPPEARING
AT APPROX FIVE THOUSAND FEET PD OBJECT RESEMBLED LIGHTED COTTON BALL PD
LENGTH OF OBSERVATION FIVE TO SIX SECONDS PD TWO F-94S DISPATCHED FROM
SALISBURY ADIZ CMA FORT CUSTIS CMA VA PD AT 0125 EST F-94 MADE RADAR
CONTACT 10 CMA 000 FEET FOR TWO MINUTES WITH FOUR OBJECTS FLYING VICTOR
FORMATION PD SHOOTING STARS SIGHTED IN GENERAL VICINITY BY F-94S AT
0221 EST PD HAMPTON WEATHER CLN 0145 EST CLN CLEAR CMA TWELVE MILES
VISIBILITY CMA WIND CALM CMA TEMPERATURE SEVENTY DEGREES CMA ALTIMETER
30 PNT22 PD WINDS AT SIX THOUSAND FEET OVER NORFOLK CMA VA PD NINE KNOTS
FROM 320 DEGREES PD PIEDMONT LINES A/C PASSED OVER EDGE OF
LAFB AT 0120 EST FROM RICHMOND CMA VA PD TO NORFOLK AIRPORT PD
ADDITIONAL INFORMATION FOLLOWS IN WRITTEN REPORT PD
26/1834Z JUL JEPLG

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23 JUL 1952 10 09

RA005PE007

YDA009

1952 JUL 01 23

1. ATIAA
2. ATIAA
3. C. FILE
ACTION INFO
1952 JUL 26 20:3

TYE002

TMA001

BT03

BGG A172

P JEPHQ JEDWP JEDEN JEPNB JEPLG 555

DE BEGW 7SD

P 261932Z

FM CO 771ST AC W SQDN FT ~~WORTH~~ ^{Eusti} VA

TO JEPHQ/HQS USAF WASH DC

JEDWP/CG WRIGHT PATTERSON AFB OHIO

JEDEN/CG ADC ENT AFB COLO SPRINGS COLO

INFO JEPNB/CG EADF STEWART AFB NEWBURGH NY

JEPLG/CG TAC LANGLEY AFB VA

JEPQW/CG 26TH ADIV DEF ROSLYN NY

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DECLASSIFIED AFTER 12 YEARS.
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~~REDACTED~~ ACGDOH 972 HQS USAF ATTN DIR OF INTELL CIN CMA

WRIGHT-PATTERSON ATTN CLN ATIAA 2C PD FLYOBRPT SMCLN IAW AF LTR

200-5 DTD TWO NINE APR FIVE TWO CMA FOLG IS SUBMTD IAW PAR SEVEN

CHARLIE PD PAR ONE CMA AT LEAST FOUR OBJECTS SIGHTED CMA POSSIBLY

VICTOR FORMATION PD NO AERO DYNAMIC FEATURES CMA TRAIL CMA EXHAUST

CMA PROPULSION SYSTEM CMA SPEED CMA SOUND CMA OR MANEUVERS RPTD PD

OBJECTS RPTD CHANGING COLORS FROM RED TO BLUE TO WHITE PD PAR TWO CMA

FIRST RPT RECEIVED AT ZERO FIVE THREE THREE ZEBRA TWO SIX JULY FIVE. ^{0533Z}

TWO PAREN ALL TIVES THIS MSG FOR SAME DATE PAREN OBJECTS STILL VISIBLE

BY OBSERVER AT ZERO SEVEN FOUR ZERO ZEBRA PD PAR THREE CMA VISUAL FROM

THE GROUND FIRST RPT WAS FROM CIVILIAN CMA OTHER RPTS FROM NAVAL RADAR

CMA LANGLEY AFB TOWER OPERATOR AND USAF FIGHTER PILOTS PD SECOND RPT WAS

PAGE TWO BEGW 79D

0552 Z

AT ZERO FIVE FIVE TWO ZEBRA FROM NAVAL RADAR STATION AT NOB NORFOLK PD
LANGLEY SIGHTING WZS AT ZERO SIX TWO ZERO ZEBRA PD ^{0620 Z} USAF FTR PILOT AT
ZERO SEVEN ZERO ONE ZEBRA PD ^{0701 Z} PAR FOUR CMA CIVILIAN OBSERVER WAS
IN NEWPORT NEWS VIRGINIA CMA THREE SEVEN DEGREES ONE MINUTE NORTH LAT ^{37°01' N}
CMA SEVEN SIX DEGREES TWO FOUR MIN WEST LONG SMCLN MIL OBSERVERS WERE ^{076°24' W}
TOWER OPERATORS AT LANGLEY AFB CMA THREE SEVEN DEGREES FIVE MIN NORTH LAT ^{37°05'}
CMA SEVEN SIX DEGREES TWO SIX MIN WEST LONG SMCLN NAVAL RADAR AT THREE ^{076°26' W} ^{36°56' N}
SIX DEGREES FIVE SIX MIN NORTH LAAT CMA SEVEN SIX DEGREES ONE EIGHT MIN ^{076°18' W}
WEST LONG PD CIVILIAN OBSERVER SAID OBJECTS MOVED IN A NORTHEASTERLY
DIRECTION FOR A DISTANCE OF FIVE MILES PD LANGLEY TOWER OPERATORS
SIGHTED OBJECTS AT TWO FOUR ^{240°} ZERO DEGREES CMA EIGHT MILES FROM TOWER PD
NOB NORFOLK GAVE BEARING OF OBJECTS AS THREE FOUR ^{340°} ZERO DEGREES TEN MILES
PD NAVAL RADAR STATED THEY DETECTED FOUR OBJECTS WHICH SEEMED STATION-
ARY CONTACT WAS MAINTAINED FOR ONLY FOUR MINUTES PD CIVILIAN RPTD
OBJECTS WERE AT TWO THOUSAND FT CMA AND LANGLEY AFB TOWER OPERATORS
REPORTED THEM AT FIVE THOUSAND FT PD BOTH SAID OBJECTS WENT STRAIGHT
UP PD PAR FIVE CMA CIVILIAN OBSERVER IS [REDACTED] FOR [REDACTED]
[REDACTED] PD HE IS NOT A PILOT PD MILITARY PERSONNEL
ARE EXPERIENCED AND QUALIFIED AND THE RELIABILITY THAT SOME OBJECTS
WERE SIGHTED IS PROBABLY TRUE PD PAR SIX CMA WEATHER CLEAR CMA
VISIBILITY TWELVE MILES CMA WINDS ALOFT CMA CALM AND VARYING FROM ONE
ONE ZERO DEGREES CMA ELEVEN KNOTS AT ONE THOUSAND FT TO FROM THREE

PAGE THREE BEGW 79D

SIX ZERO DEGREES CMA FIVE KNOTS AT FOURTEEN THOUSAND FT PD PAR SEVEN
CMA FTR PILOT RPTD SHOOTING STARS IN VICINITY OF PORTSMOUTH VIRGINIA
PD NO OTHER ACTIVITY OR CONDITION OF AN UNUSUAL NATURE PD PAR EIGHT
CMA NONE PD PAR NINE CMA FTRS OF THE ONE FOUR EIGHT FTR SQDN WERE
SCRAMBLED AT ZERO SIX ONE ONE ZEBRA AND REMAINED IN AND SEARCHED
THE AREA UNTIL ZERO SEVEN THREE FOUR ZEBRA PD THEY RPTD ONE ABLE ITEM
CONTACT OF FOUR OBJECTS IN A VICTOR FORMATION PD CONTACT WAS LOST
AFTER ABOUT THREE MINUTES PD NO OTHER SIGHTINGS RPTD BY THE FTRS
EXCEPT THE SHOOTING STARS OVER PORTSMOUTH PD PAR TEN CMA NONE RPTD
FROM ANY SOURCE PD END

26/2145Z JUL BEGW

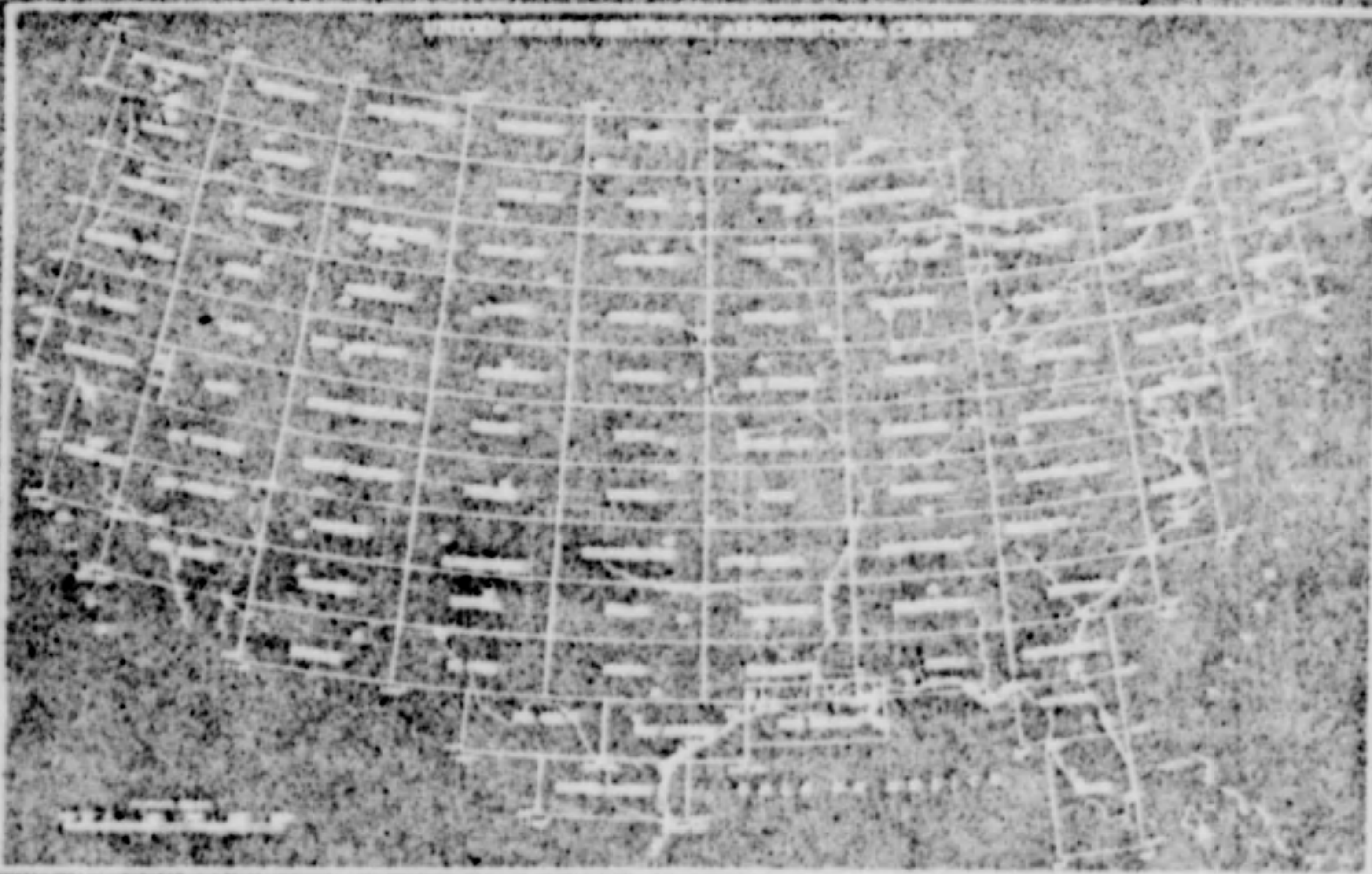
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DOD DIR 5200.10

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UNION

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 1, 1861. It is a formal address, and it is the first of its kind since the signing of the Constitution. The President, James Buchanan, is addressing the Congress, and he is doing so in a very formal and dignified manner. He is discussing the state of the Union, and he is discussing the issues that are facing the country at that time. He is also discussing the role of the President, and he is discussing the responsibilities of the Congress. The letter is a very important document, and it is a very interesting one to read. It gives us a glimpse into the mind of a President, and it gives us a glimpse into the state of the country at that time. It is a document that is worth reading, and it is a document that is worth studying.

1990

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ADDITIONAL AERONAUTICAL PHOTOGRAPHS AND PRINTS IN
THE U.S. COAST AND GEODETIC SURVEY

[illegible]

...the ... of ...

This image is a severely degraded scan of a document page. It features a high level of contrast and is covered in significant noise and artifacts. Faint horizontal lines suggest the presence of text or a table structure. A small, dark, irregular shape is visible near the center-right of the page. The overall quality is poor, making any original content nearly impossible to discern.

SEARCH AND RESCUE

When a search and rescue mission is initiated, the first step is to determine the location of the missing aircraft. This is done by using the last known position and the time of the last communication. The search area is then divided into sectors, and each sector is assigned to a search team. The search teams are then dispatched to their respective sectors and begin the search. If the aircraft is located, the search team will attempt to land the aircraft safely. If the aircraft is not located, the search team will continue to search until the aircraft is found or the search is terminated.

GROUND TO AIR EMERGENCY CODE DISTRESS SIGNALS

Signal	Meaning
Three short bursts of radio transmitter	Mayday
Three short bursts of radio transmitter	Mayday
Three short bursts of radio transmitter	Mayday
Three short bursts of radio transmitter	Mayday
Three short bursts of radio transmitter	Mayday

VISUAL EMERGENCY SIGNALS

Mayday	Three short bursts of radio transmitter	Three short bursts of radio transmitter	Three short bursts of radio transmitter	Three short bursts of radio transmitter
Mayday	Three short bursts of radio transmitter	Three short bursts of radio transmitter	Three short bursts of radio transmitter	Three short bursts of radio transmitter
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PILOT'S GUIDE FOR COMMUNICATING WITH AIRWAY STATIONS

Reference to the National Transportation Safety Board's report on the crash of the TWA flight 2605 on November 1, 1968, is made for information on the use of the word "stand by" in the context of air traffic control.

When a pilot is in contact with an airway station, the pilot should use the following procedures:

USE OF AIRWAY STATIONS. CAA - The Civil Aeronautics Administration (CAA) is the Federal Aviation Administration (FAA) in the United States.

USE OF "RADIO" - The word "radio" should be used when referring to the radio equipment on board the aircraft.

USE OF "AIRCRAFT" - The word "aircraft" should be used when referring to the aircraft itself.

USE OF "ONE THREE SIX FIVE" - The number "one three six five" should be used when referring to the frequency 136.5 MHz.

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NAUTICAL MILES

The following table shows the conversion of nautical miles to statute miles and vice versa. The table is based on the fact that 1 nautical mile is equal to 1.15078 statute miles.

Nautical Miles	Statute Miles
1	1.15078
2	2.30156
3	3.45234
4	4.60312
5	5.75390
6	6.90468
7	8.05546
8	9.20624
9	10.35702
10	11.50780
11	12.65858
12	13.80936
13	14.96014
14	16.11092
15	17.26170
16	18.41248
17	19.56326
18	20.71404
19	21.86482
20	23.01560
21	24.16638
22	25.31716
23	26.46794
24	27.61872
25	28.76950
26	29.92028
27	31.07106
28	32.22184
29	33.37262
30	34.52340
31	35.67418
32	36.82496
33	37.97574
34	39.12652
35	40.27730
36	41.42808
37	42.57886
38	43.72964
39	44.88042
40	46.03120
41	47.18198
42	48.33276
43	49.48354
44	50.63432
45	51.78510
46	52.93588
47	54.08666
48	55.23744
49	56.38822
50	57.53900
51	58.68978
52	59.84056
53	60.99134
54	62.14212
55	63.29290
56	64.44368
57	65.59446
58	66.74524
59	67.89602
60	69.04680
61	70.19758
62	71.34836
63	72.49914
64	73.64992
65	74.80070
66	75.95148
67	77.10226
68	78.25304
69	79.40382
70	80.55460
71	81.70538
72	82.85616
73	84.00694
74	85.15772
75	86.30850
76	87.45928
77	88.61006
78	89.76084
79	90.91162
80	92.06240
81	93.21318
82	94.36396
83	95.51474
84	96.66552
85	97.81630
86	98.96708
87	100.11786
88	101.26864
89	102.41942
90	103.57020
91	104.72098
92	105.87176
93	107.02254
94	108.17332
95	109.32410
96	110.47488
97	111.62566
98	112.77644
99	113.92722
100	115.07800

CONVERSION TABLE

STATUTE MILES TO NAUTICAL MILES		NAUTICAL MILES TO STATUTE MILES	
Statute Miles	Nautical Miles	Nautical Miles	Statute Miles
1	0.868976	1	1.15078
2	1.73795	2	2.30156
3	2.60693	3	3.45234
4	3.47590	4	4.60312
5	4.34488	5	5.75390
6	5.21386	6	6.90468
7	6.08284	7	8.05546
8	6.95182	8	9.20624
9	7.82080	9	10.35702
10	8.68978	10	11.50780
11	9.55876	11	12.65858
12	10.42774	12	13.80936
13	11.29672	13	14.96014
14	12.16570	14	16.11092
15	13.03468	15	17.26170
16	13.90366	16	18.41248
17	14.77264	17	19.56326
18	15.64162	18	20.71404
19	16.51060	19	21.86482
20	17.37958	20	23.01560
21	18.24856	21	24.16638
22	19.11754	22	25.31716
23	20.00000	23	26.46794
24	20.86898	24	27.61872
25	21.73796	25	28.76950
26	22.60694	26	29.92028
27	23.47592	27	31.07106
28	24.34490	28	32.22184
29	25.21388	29	33.37262
30	26.08286	30	34.52340
31	26.95184	31	35.67418
32	27.82082	32	36.82496
33	28.68980	33	37.97574
34	29.55878	34	39.12652
35	30.42776	35	40.27730
36	31.29674	36	41.42808
37	32.16572	37	42.57886
38	33.03470	38	43.72964
39	33.90368	39	44.88042
40	34.77266	40	46.03120
41	35.64164	41	47.18198
42	36.51062	42	48.33276
43	37.37960	43	49.48354
44	38.24858	44	50.63432
45	39.11756	45	51.78510
46	40.00000	46	52.93588
47	40.86898	47	54.08666
48	41.73796	48	55.23744
49	42.60694	49	56.38822
50	43.47592	50	57.53900
51	44.34490	51	58.68978
52	45.21388	52	59.84056
53	46.08286	53	60.99134
54	46.95184	54	62.14212
55	47.82082	55	63.29290
56	48.68980	56	64.44368
57	49.55878	57	65.59446
58	50.42776	58	66.74524
59	51.29674	59	67.89602
60	52.16572	60	69.04680
61	53.03470	61	70.19758
62	53.90368	62	71.34836
63	54.77266	63	72.49914
64	55.64164	64	73.64992
65	56.51062	65	74.80070
66	57.37960	66	75.95148
67	58.24858	67	77.10226
68	59.11756	68	78.25304
69	60.00000	69	79.40382
70	60.86898	70	80.55460
71	61.73796	71	81.70538
72	62.60694	72	82.85616
73	63.47592	73	84.00694
74	64.34490	74	85.15772
75	65.21388	75	86.30850
76	66.08286	76	87.45928
77	66.95184	77	88.61006
78	67.82082	78	89.76084
79	68.68980	79	90.91162
80	69.55878	80	92.06240
81	70.42776	81	93.21318
82	71.29674	82	94.36396
83	72.16572	83	95.51474
84	73.03470	84	96.66552
85	73.90368	85	97.81630
86	74.77266	86	98.96708
87	75.64164	87	100.11786
88	76.51062	88	101.26864
89	77.37960	89	102.41942
90	78.24858	90	103.57020
91	79.11756	91	104.72098
92	80.00000	92	105.87176
93	80.86898	93	107.02254
94	81.73796	94	108.17332
95	82.60694	95	109.32

NAVY DEFENSE IDENTIFICATION ZONES (ADIZ)



These zones are defined by the Department of Defense and are used for the identification of aircraft. The zones are defined by the following boundaries:

- Zone 1: The area between the Gulf of Mexico and the Atlantic Ocean.
- Zone 2: The area between the Atlantic Ocean and the Canadian border.
- Zone 3: The area between the Canadian border and the Arctic Circle.
- Zone 4: The area between the Arctic Circle and the North Pole.

The zones are further divided into sub-zones, which are identified by letters. The sub-zones are defined by the following boundaries:

- Sub-zone A: The area between the Gulf of Mexico and the Atlantic Ocean.
- Sub-zone B: The area between the Atlantic Ocean and the Canadian border.
- Sub-zone C: The area between the Canadian border and the Arctic Circle.
- Sub-zone D: The area between the Arctic Circle and the North Pole.

NAVY DEFENSE IDENTIFICATION ZONES (ADIZ)

The following table provides information on the Navy Defense Identification Zones (ADIZ) and the associated aircraft identification procedures. The table is organized into columns for the zone, the aircraft type, and the identification procedure. The zones are defined by the following boundaries:

- Zone 1: The area between the Gulf of Mexico and the Atlantic Ocean.
- Zone 2: The area between the Atlantic Ocean and the Canadian border.
- Zone 3: The area between the Canadian border and the Arctic Circle.
- Zone 4: The area between the Arctic Circle and the North Pole.

The aircraft types are defined by the following boundaries:

- Type A: The area between the Gulf of Mexico and the Atlantic Ocean.
- Type B: The area between the Atlantic Ocean and the Canadian border.
- Type C: The area between the Canadian border and the Arctic Circle.
- Type D: The area between the Arctic Circle and the North Pole.

The identification procedures are defined by the following boundaries:

- Procedure A: The area between the Gulf of Mexico and the Atlantic Ocean.
- Procedure B: The area between the Atlantic Ocean and the Canadian border.
- Procedure C: The area between the Canadian border and the Arctic Circle.
- Procedure D: The area between the Arctic Circle and the North Pole.

TABLE OF V.H.F. RECEPTION DISTANCES

Frequency (MHz)	Distance (miles)
1.6	100
2.0	150
2.5	200
3.0	250
3.5	300
4.0	350
4.5	400
5.0	450
5.5	500
6.0	550
6.5	600
7.0	650
7.5	700
8.0	750
8.5	800
9.0	850
9.5	900
10.0	950
10.5	1000
11.0	1050
11.5	1100
12.0	1150
12.5	1200
13.0	1250
13.5	1300
14.0	1350
14.5	1400
15.0	1450
15.5	1500
16.0	1550
16.5	1600
17.0	1650
17.5	1700
18.0	1750
18.5	1800
19.0	1850
19.5	1900
20.0	1950
20.5	2000
21.0	2050
21.5	2100
22.0	2150
22.5	2200
23.0	2250
23.5	2300
24.0	2350
24.5	2400
25.0	2450
25.5	2500
26.0	2550
26.5	2600
27.0	2650
27.5	2700
28.0	2750
28.5	2800
29.0	2850
29.5	2900
30.0	2950
30.5	3000
31.0	3050
31.5	3100
32.0	3150
32.5	3200
33.0	3250
33.5	3300
34.0	3350
34.5	3400
35.0	3450
35.5	3500
36.0	3550
36.5	3600
37.0	3650
37.5	3700
38.0	3750
38.5	3800
39.0	3850
39.5	3900
40.0	3950
40.5	4000
41.0	4050
41.5	4100
42.0	4150
42.5	4200
43.0	4250
43.5	4300
44.0	4350
44.5	4400
45.0	4450
45.5	4500
46.0	4550
46.5	4600
47.0	4650
47.5	4700
48.0	4750
48.5	4800
49.0	4850
49.5	4900
50.0	4950
50.5	5000
51.0	5050
51.5	5100
52.0	5150
52.5	5200
53.0	5250
53.5	5300
54.0	5350
54.5	5400
55.0	5450
55.5	5500
56.0	5550
56.5	5600
57.0	5650
57.5	5700
58.0	5750
58.5	5800
59.0	5850
59.5	5900
60.0	5950
60.5	6000
61.0	6050
61.5	6100
62.0	6150
62.5	6200
63.0	6250
63.5	6300
64.0	6350
64.5	6400
65.0	6450
65.5	6500
66.0	6550
66.5	6600
67.0	6650
67.5	6700
68.0	6750
68.5	6800
69.0	6850
69.5	6900
70.0	6950
70.5	7000
71.0	7050
71.5	7100
72.0	7150
72.5	7200
73.0	7250
73.5	7300
74.0	7350
74.5	7400
75.0	7450
75.5	7500
76.0	7550
76.5	7600
77.0	7650
77.5	7700
78.0	7750
78.5	7800
79.0	7850
79.5	7900
80.0	7950
80.5	8000
81.0	8050
81.5	8100
82.0	8150
82.5	8200
83.0	8250
83.5	8300
84.0	8350
84.5	8400
85.0	8450
85.5	8500
86.0	8550
86.5	8600
87.0	8650
87.5	8700
88.0	8750
88.5	8800
89.0	8850
89.5	8900
90.0	8950
90.5	9000
91.0	9050
91.5	9100
92.0	9150
92.5	9200
93.0	9250
93.5	9300
94.0	9350
94.5	9400
95.0	9450
95.5	9500
96.0	9550
96.5	9600
97.0	9650
97.5	9700
98.0	9750
98.5	9800
99.0	9850
99.5	9900
100.0	9950

U.S. WEATHER BROADCASTS AND TRANSMISSIONS

The following table provides information on the U.S. Weather Broadcasts and Transmissions. The table is organized into columns for the broadcast type, the frequency, and the transmission time. The broadcast types are defined by the following boundaries:

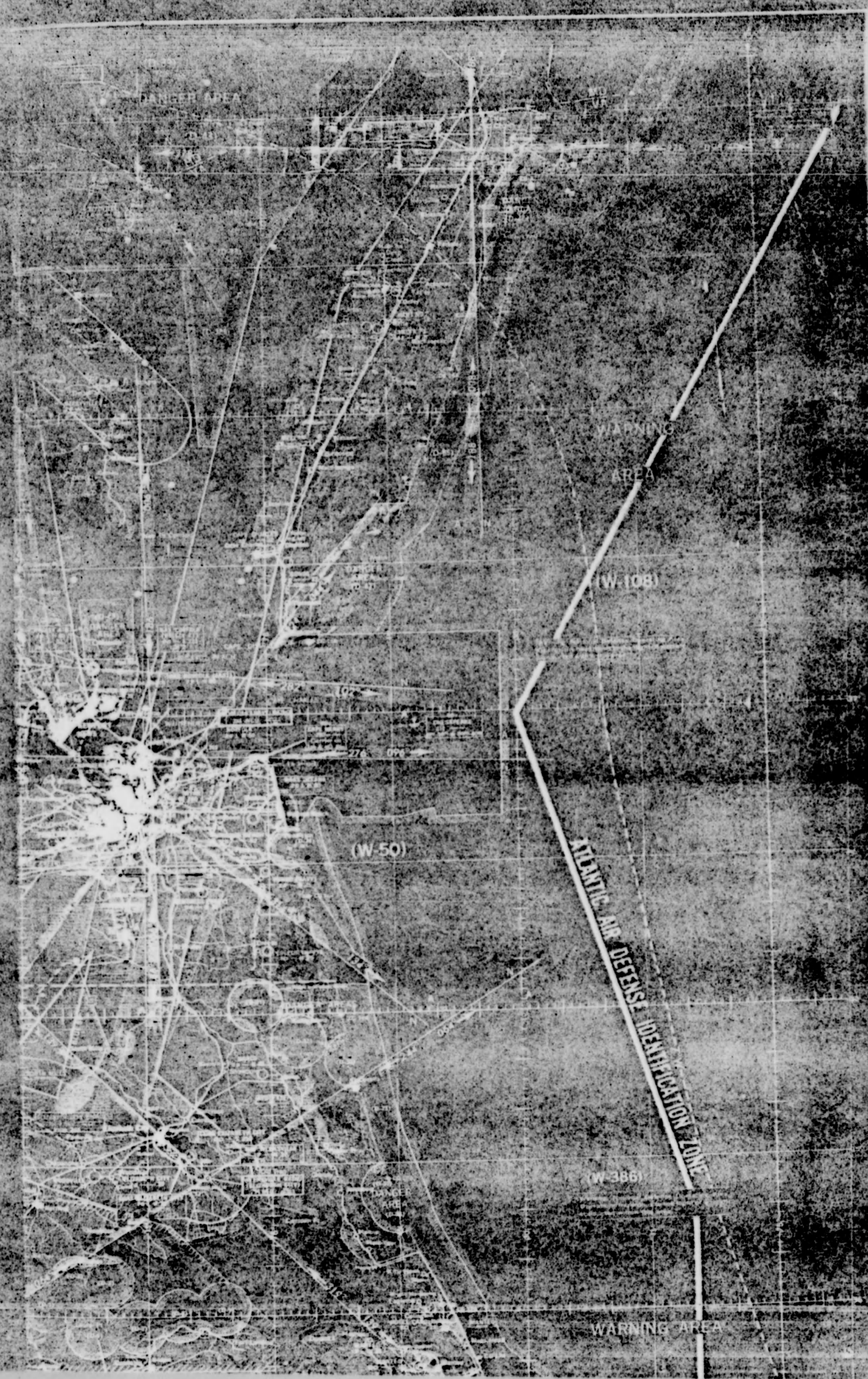
- Type A: The area between the Gulf of Mexico and the Atlantic Ocean.
- Type B: The area between the Atlantic Ocean and the Canadian border.
- Type C: The area between the Canadian border and the Arctic Circle.
- Type D: The area between the Arctic Circle and the North Pole.

The frequencies are defined by the following boundaries:

- Frequency A: The area between the Gulf of Mexico and the Atlantic Ocean.
- Frequency B: The area between the Atlantic Ocean and the Canadian border.
- Frequency C: The area between the Canadian border and the Arctic Circle.
- Frequency D: The area between the Arctic Circle and the North Pole.

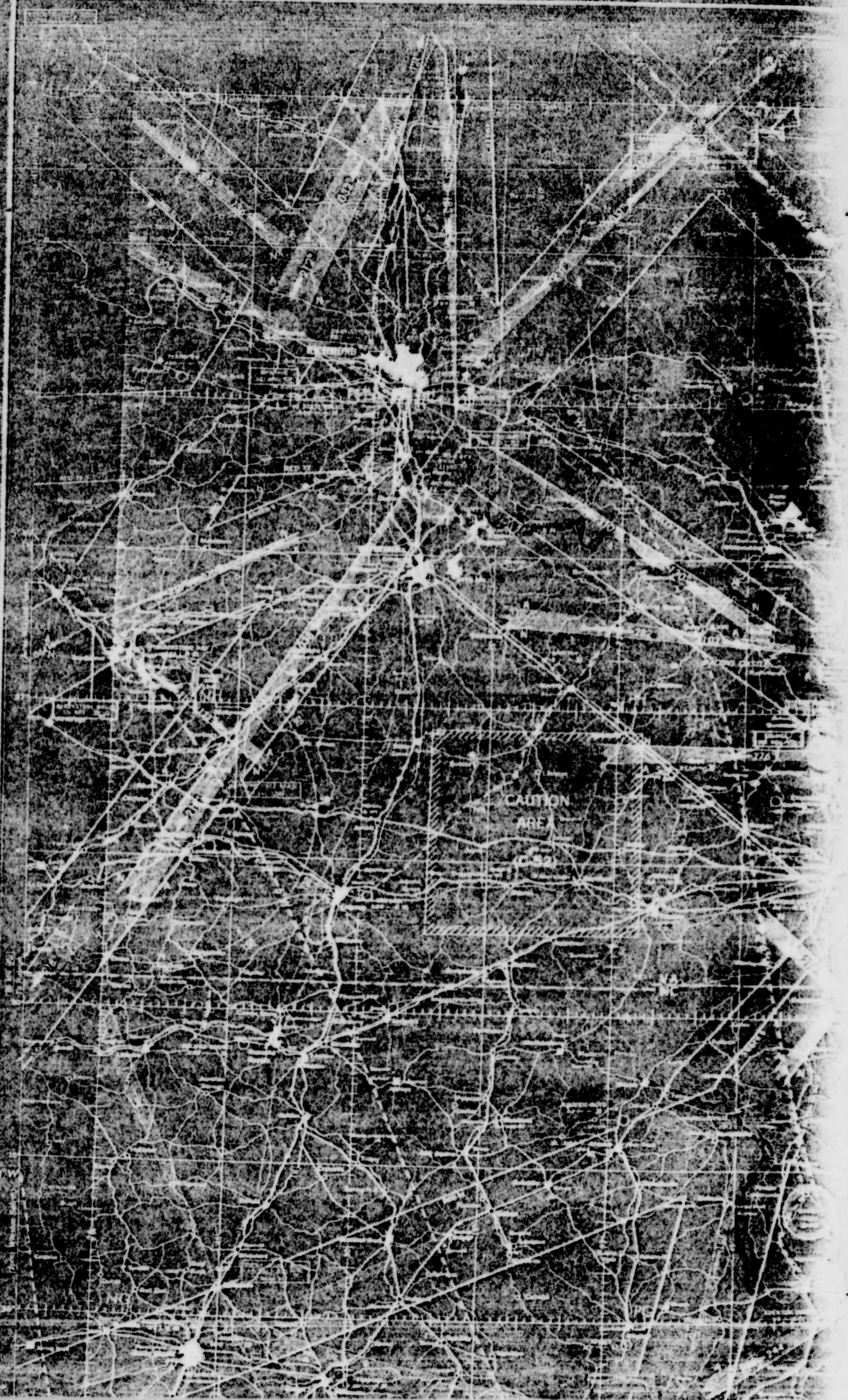
The transmission times are defined by the following boundaries:

- Time A: The area between the Gulf of Mexico and the Atlantic Ocean.
- Time B: The area between the Atlantic Ocean and the Canadian border.
- Time C: The area between the Canadian border and the Arctic Circle.
- Time D: The area between the Arctic Circle and the North Pole.

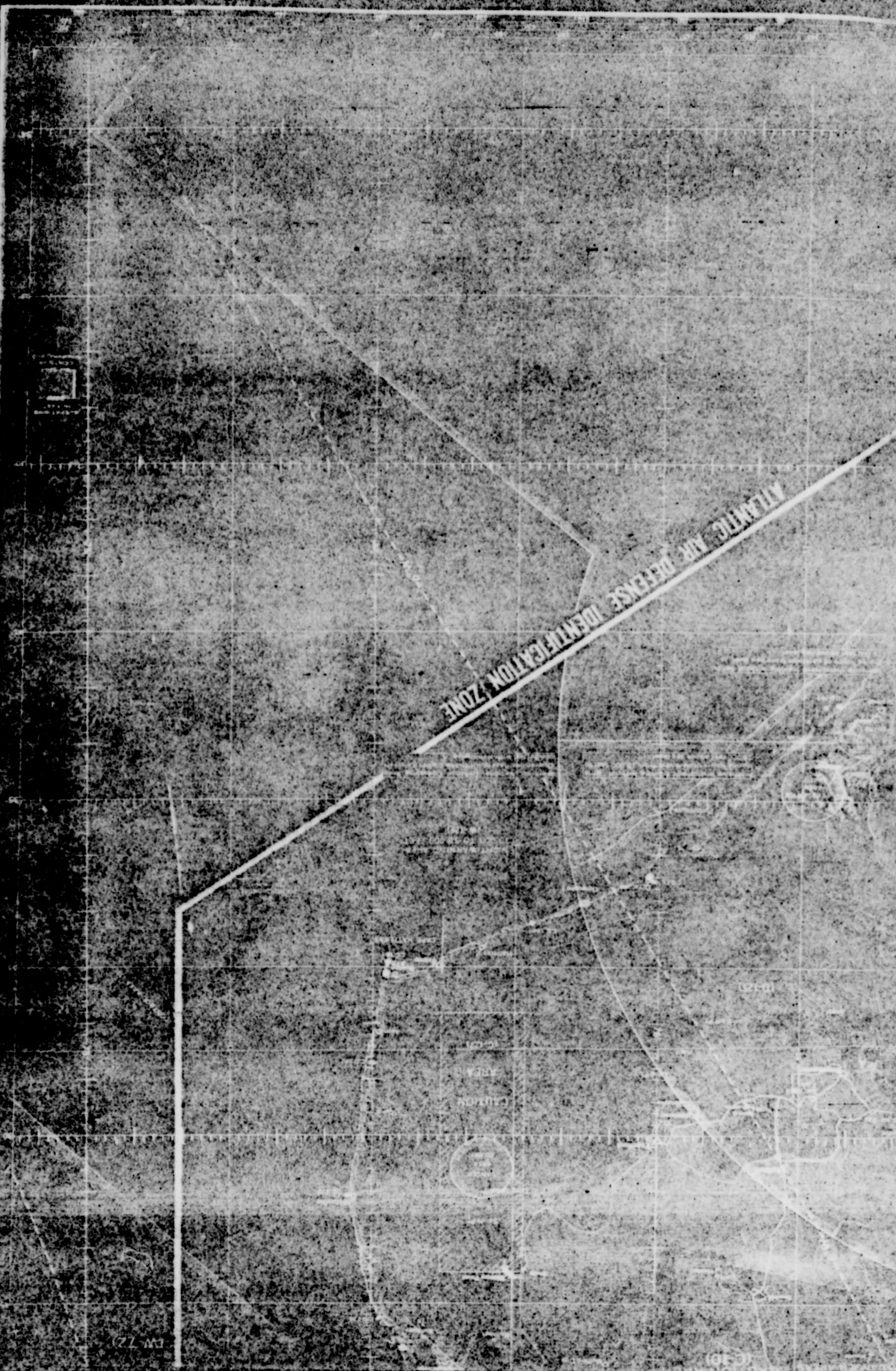


NOTICE

1951

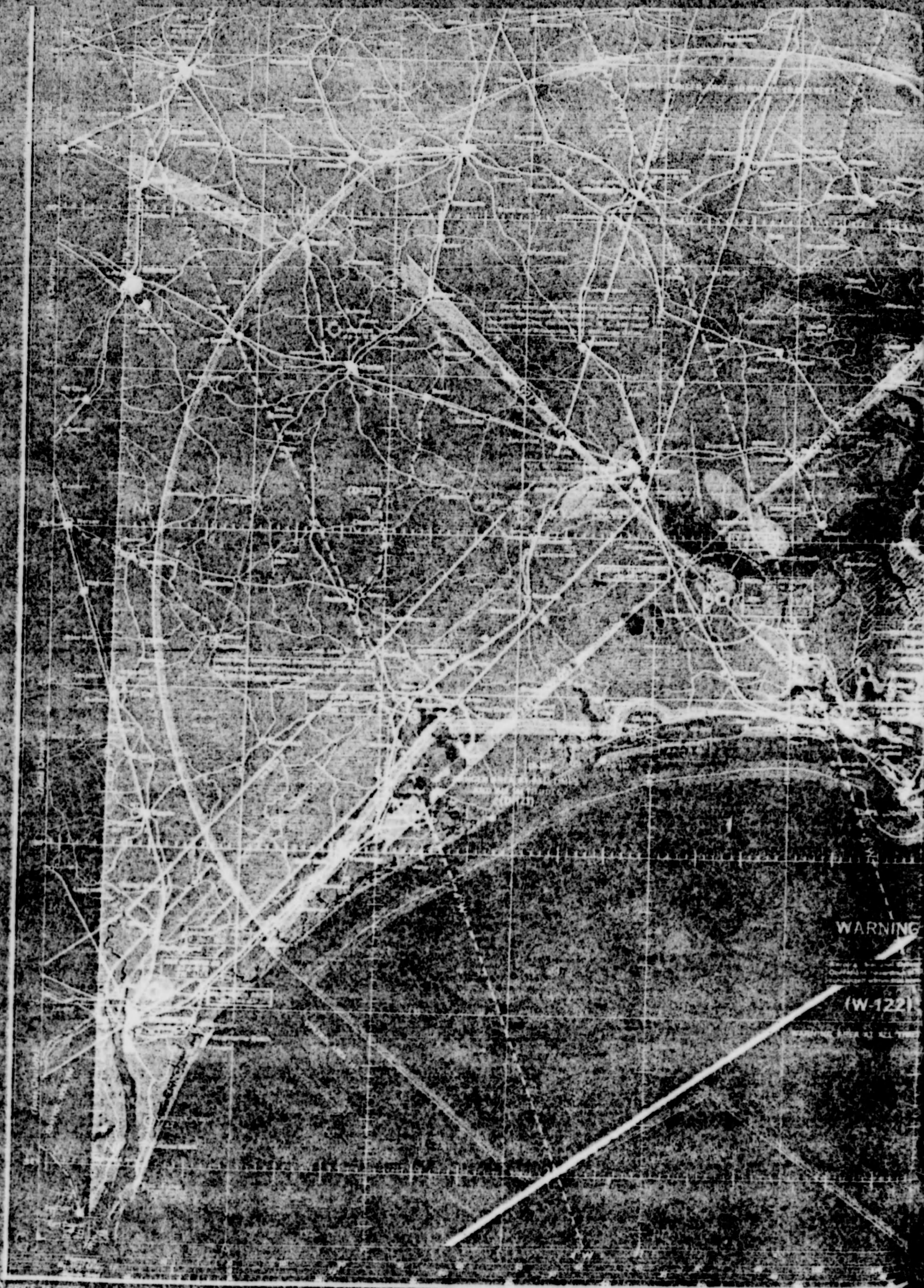


NAVYAL AIR CHART
NO. 1000



1000

(1000)



WARNING

(W-122)

NORFOLK, VIRGINIA

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

Langley Air Force Base, Va.

REPORT NO.

TAC-IR-10-52

PAGE

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OF

PAGES

These objects were sighted at 3 different times by 3 different groups of people. Hence each paragraph is written under 3 different sub headings. Sub heading a applies to sighting made by civilian. Subheading b applies to sighting made by the two airmen. Sub heading c applies to sighting made by crews of F-94's.

1.

a. Luminous, rotating, flying object was sighted 0015 EST 26 July at approximately 1500-2000 feet over James River Bridge, Newport News, Va. It was sighted visually from weather station on roof of Daily Press, Inc., 215-17 25th St., Newport News, Va., by a ~~XXXXXXXXXX~~. The object was alternately bright silver, red and green, "resembling a rotating mirror chandelier." Object was relatively stationary, no exhaust trail, no sound, no fragments, size undetermined. Observer stated that from where he stood, object appeared to be the size of a marble. The length of observation was two hours and fifteen minutes. Object remained in same position over James River Bridge for thirty minutes, then moved slowly over Ball Park, 39th St., in an easterly direction and gradually rose to approximately 5000 feet. (0130) 15 to 20 people called the Daily Press to report sighting of the object.

b. Two airmen on duty at Langley AFB Observation Tower, sighted visually a bluish colored object moving WSW of tower 240 degrees ten miles from tower. Flying object moved straight up, disappearing at approximately 5000 feet. Object resembled lighted cotton ball. Length of observation five to six seconds. It is believed that this object is the same one sighted by observer in 1 a above. Airmen stated that from their position in the tower, object appeared to be the size of a pea.

c. Two F-94's were dispatched from Salisbury ADIZ, Ft. Custis, Va., at 0125 EST and made radar contact with 4 objects flying Victor formation.

2. The times of sighting were:

- a. 0015 to 0230 EST (W. is evidently watching when FTR's came over)
b. 0145 EST (for from 5 to 6 seconds)
c. 0125 EST (for 2 minutes)

3. Sightings were made from:

a. Weather station on roof of Daily Press Building, Newport News, Va., looking Northwest toward James River Bridge (visual sighting).

COUNTRY UNITED STATES	REPORT NO. TAC 1R-10-52	(LEAVE BLANK) 01-483997
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYOBJRPT		
AREA REPORTED ON Newport News, Virginia	FROM (Agency) Langley Air Force Base, Virginia	
DATE OF REPORT 30 July 1952	DATE OF INFORMATION 26 July 1952	EVALUATION
PREPARED BY (Officer) Wing Intelligence	SOURCE Mr. [REDACTED]	
REFERENCES (Control number, direction, 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.)

Luminous, rotating, flying object, alternately bright silver, red and green, sighted 0015 EST 23 July 1952 over and near Newport News, Virginia. Object was sighted visually from the ground by Mr. [REDACTED] who was standing atop the Daily Press Building, Newport News, Virginia, S/Sgt [REDACTED] and A/2c [REDACTED], Langley AFB, Virginia, who were on duty in the Langley Control Tower at time of sighting. Object was also picked up on radar screen of two F-94 interceptors sent to investigate. Pilots were unidentified. Object remained in sight of Mr. [REDACTED] until 0230 EST.

*1R
12 June 1952*

DOWNGRADED AT 3 YEAR
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5206.10

1 INCL.

(MAP)

FILED IN OIN-123

*W/initial 10
AT 15 D 13
7-15-52*

DISTRIBUTION BY ORIGINATOR

AIC 752

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

Langley Air Force Base, Va.

REPORT NO.

TAC-IR-10-52

PAGE 1

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PAGES

These objects were sighted at 3 different times by 3 different groups of people. Hence each paragraph is written under 3 different sub headings. Sub heading a applies to sighting made by civilian. Subheading b applies to sighting made by the two airmen. Sub heading c applies to sighting made by crews of F-94's.

1.
a. Luminous, rotating, flying object was sighted 0015 EST 26 July at approximately 1500-2000 feet over James River Bridge, Newport News, Va. It was sighted visually from weather station on roof of Daily Press, Inc., 215-17 25th St., Newport News, Va., by a [REDACTED]. The object was alternately bright silver, red and green, "resembling a rotating mirror chandelier." Object was relatively stationary, no exhaust trail, no sound, no fragments, size undetermined. Observer stated that from where he stood, object appeared to be the size of a marble. The length of observation was two hours and fifteen minutes. Object remained in same position over James River Bridge for thirty minutes, then moved slowly over Ball Park, 39th St., in an easterly direction and gradually rose to approximately 5000 feet. (0130) 15 to 20 people called the Daily Press to report sighting of the object.

b. Two airmen on duty at Langley AFB Observation Tower, sighted visually a bluish colored object moving WSW of tower 240 degrees ten miles from tower. Flying object moved straight up, disappearing at approximately 5000 feet. Object resembled lighted cotton ball. Length of observation five to six seconds. It is believed that this object is the same one sighted by observer in 1 a above. Airmen stated that from their position in the tower, object appeared to be the size of a pea.

c. Two F-94's were dispatched from Salisbury ADIZ, Ft. Custis, Va., at 0125 EST and made radar contact with 4 objects flying Victor formation.

2. The times of sighting were:

- a. 0015 to 0230 EST (W. is intensely watching when FTR's came over)
b. 0145 EST (for from 5 to 6 seconds)
c. 0125 EST (for 2 minutes)

3. Sightings were made from:

a. Weather station on roof of Daily Press Building, Newport News, Va., looking Northwest toward James River Bridge (visual sighting).

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

Langley Air Force Base, Va.

REPORT NO.

TAC 1R-10-52

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PAGES

(Continued)

b. Observation Tower, Langley AFB, looking West South West 240 degrees (visual sighting).

c. Two F-94's from Salisbury ADIZ, Ft. Custis, making radar contact at 10,000 feet.

4. The observers were:

a. On roof of building at 215-217 25th Street, Newport News, Va. Actual altitude and size of object unknown. Approximate altitude 1500 feet.

b. In observation tower at Langley AFB, Va. Object moved up disappearing at approximately 5000 feet. Size unknown.

c. In two F-94's from Salisbury ADIZ, Ft. Custis, Va. Radar contact at 10,000 feet.

5. The observers were:

a. Mr. [REDACTED], Jr., [REDACTED], one year experience. He has 300 hours flying time as a civilian pilot. Mr. [REDACTED] home address is [REDACTED], Va.

b. S/3gt [REDACTED], 6 years experience, and A/2c [REDACTED], 1 year experience.

c. Unknown crew of the two F-94's.

6. Weather: clear, 12 miles visibility. Wind, calm; temperature 70 degrees; altimeter 30.22. Winds at 6000 feet over Norfolk, Va.; 9 knots from 320 degrees.

7. Shooting stars sighted in general vicinity by F-94's at 0221 EST.

8. No physical evidence.

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO.

Langley Air Force Base, Va.

TAC 1R-10-52

PAGE

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OF

3

PAGES

(Continued)

9. Covered in Par 1 c above.

10. Piedmont Lines aircraft passed near Langley AFB at 0120 EST from Richmond Va. to Norfolk Airport.

Newport News, Virginia

APPROVED:

Alfonse R. Russo
ALFONSE R RUSSO
2d Lt USAF
Intelligence Officer

PROJECT 10073 WORKSHEET

I. GENERAL

1. DATE <i>26 Jul 52</i>	2. LOCATION <i>Newport News, Va.</i>	3. TIME Local: <i>0015 EST</i> Zebra: <i>0515</i>
4. WAS OBJECT OBSERVED FROM THE GROUND?		☒ Yes ☐ No ☐ Naked Eye ☐ Binoculars ☐ Telescope ☐ Theodolite
5. WAS OBJECT OBSERVED BY GROUND RADAR?		☐ Yes ☐ No ☐ By One Set ☐ By Two Sets ☐ By Three Sets
6. WAS OBJECT OBSERVED FROM THE AIR?		☒ Yes ☐ No ☒ A/C Observed Object ☐ Interception Attempted ☐ No Intercept Attempted
7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT?		☒ Yes ☐ No ☒ A/C Scrambled ☐ Visual Contact Made ☒ A/I Contact Made ☐ No Contact Made
8. DID OBJECT CHANGE DIRECTION AT ANY TIME?		☐ Yes ☒ No ☐ Normal ☐ Violent
9. IF OBJECT WAS A "LIGHT", WAS IT:		☐ Blinking ☒ Steady <i>changed color</i>
10. LENGTH OF TIME IN SIGHT:		☐ 1-15 Seconds ☐ 1-5 Minutes ☒ Over 10 Minutes
11. REPORTING AGENCY (Unit Number and Mailing Address) <i>TAC, Langley AFB, Va.</i>		

II. ASTRONOMICAL DATA

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED? <i>None</i>	
13. DID OBJECT APPEAR TO ARCH DOWNWARD?	☐ Yes ☒ No
14. DID OBJECT HAVE A TAIL?	☐ Yes ☐ No
15. DID OBJECT APPEAR TO DISINTEGRATE?	☐ Yes ☐ No
16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data From Air Almanac) ☐ Night ☐ Day ☐ Sunrise ☐ Sunset	

III. AIRCRAFT DATA

17. WERE AIRCRAFT NOTED IN AREA?	☒ Yes ☐ No ☒ One Aircraft ☐ More Than One Aircraft
18. WAS ANY SOUND HEARD?	☐ Yes ☒ No
19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE?	☒ Yes ☐ No
20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION?	☐ Yes ☐ No

IV. BALLOON DATA

21. WERE BALLOONS RELEASED IN AREA?		☐ Yes		☒ No		
22. TIME SINCE SCHEDULED BALLOON RELEASE:		_____ Minutes				
23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:						
	Location	Type	Launching Agency	Lighted?		Describe Lighting
				Yes	No	
a.						
b.						
c.						
d.						

(attach overlay)

V. EVALUATION

21. EVALUATION OF SOURCE: ☐ Excellent ☒ Good ☐ Fair ☐ Poor ☐ Unreliable ☐ Extremely Doubtful ☐ Hoax	22. DETAILS OF REPORT: ☐ Good ☒ Fair ☐ Poor ☐ Insufficient to Evaluate		
23. FINAL EVALUATION: <table border="0"> <tr> <td> ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft </td> <td> ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other: _____ ☐ Insufficient Data For Evaluation ☒ Unknown </td> </tr> </table>		☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other: _____ ☐ Insufficient Data For Evaluation ☒ Unknown
☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other: _____ ☐ Insufficient Data For Evaluation ☒ Unknown		

24. COMMENTS:

These important points are missing

a. Interrogation of pilots (Any visual air sighting?)

b. Were the fighters scrambled in response to ground sighting by the [REDACTED]?

c. Evidently [REDACTED] was watching the object when the fighters came over. Did they appear to be close to object?

DOWNGRADED AT 8 YEAR INTERVAL
 DECLASSIFIED AFTER 48 YEARS
 DOD LIA 310020

1. DATE OF OBSERVATION <i>26 Jul 52</i>	2. TIME OF OBSERVATION <i>0300Z</i>	3. STATION OBSERVING <i>Fangelj AFB, Va.</i>
--	--	---

4. WINDS ALOFT:					
ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0			25,000		
1,000			30,000		
2,000			35,000		
3,000			40,000		
4,000			45,000		
5,000			50,000		
6,000	<i>9</i>	<i>320</i>	55,000		
7,000			60,000		
8,000			65,000		
9,000			70,000		
10,000			75,000		
12,000			80,000		
14,000			85,000		
16,000			90,000		
18,000			95,000		
20,000			100,000		

5. WAS AN INVERSION LAYER NOTED? ☐ Yes ☐ No
(If yes, at what altitude? _____)

6. WERE ANY THUNDERSTORMS NOTED IN AREA? ☐ Yes ☐ No
(If yes, at what quadrant? _____)

7. CLOUD COVER:

_____ tenths at _____ feet.	_____ tenths at _____ feet.
_____ tenths at _____ feet.	_____ tenths at _____ feet.

8. VISIBILITY WAS
12 MILES.

9. COMMENTS:

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5100.1

UNCLASSIFIED