

PROJECT 1070 RECORD CARD

1. LOCATION		2. CONCLUSIONS	
Bakersfield, California		☐ Not Sighted ☐ Probably Sighted ☐ Possibly Sighted	
3. TYPE OF OBSERVATION			
☐ Ground Vision ☐ Ground Radar ☐ Air Vision ☐ Air Intersect Radar			
4. SOURCE		5. COMMENTS	
30 - 50 civilians		☐ Not Sighted ☐ Probably Sighted ☐ Possibly Sighted	
6. LINE OF OBSERVATION	7. NUMBER OF OBJECTS	8. COURSE	9. ALTITUDE
	1	---	---
10. BRIEF SUMMARY OF SIGHTING		11. COMMENTS	
(Dark) brown color. "M" shape.		Reflection in the tail section of the aircraft.	

RESTRICTED
(CLASSIFICATION)

COUNTRY UNITED STATES OF AMERICA	REPORT NO. ID-6-52	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT BLVDORPT		
AREA REPORTED ON CITY OF BAKERSFIELD, CALIFORNIA	FROM (Agency) INTELL SECTION, AFPTC, EDWARDS AFB, CALIF.	
DATE OF REPORT 15 AUGUST 1952	DATE OF INFORMATION 12 AUGUST 1952	EVALUATION C-1
PREPARED BY (Officer) CAPT JOHN R. BINN, AIR INTELL O	SOURCE CITIZENS OF BAKERSFIELD, CALIFORNIA	
REFERENCES (Control number, directive, previous report, etc., as applicable) AFI 200-5, DATED 29 APRIL 1952		
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.) The Airdrome Officer, Air Force Flight Test Center, received a telephone call from Deputy Sheriff Leroy E. Hatfield, Kern County Sheriff's Department, Bakersfield, California, at approximately 2300 Pacific Daylight Saving Time on 12 August 1952 in which Hatfield stated that between thirty and forty patrons of a Drive-In theater had observed and reported to Sheriff's officers an unidentified flying object which had been over the theater shortly after 2200 PDST. An initial electrical report was submitted by the Airdrome Officer. On 14 August 1952, the undersigned, accompanied by Captain Curtis L. [REDACTED], visited Bakersfield, California, and interviewed Deputy Sheriff [REDACTED] and MR. [REDACTED], a Naval Reserve Lieutenant who is presently employed at Motor Center, Bakersfield, as an automobile salesman, who was one of the persons who sighted the flying object. Through evaluation of statements made by [REDACTED] and [REDACTED] and a review of the report submitted by Hatfield to his superiors, it was concluded that the object observed was not an aircraft or helicopter or other common airborne object; that the object sighted must have been exceedingly noticeable to divert the attention of the patrons of the Drive-In theater from the movie screen; and that the reported actions of the object as observed by Mr. [REDACTED] are not within the capabilities of either conventional or Jet type aircraft. Further investigation by either personal contact or Direct Mail by the Air Technical Intelligence Center is recommended.		
APPROVED: [REDACTED] Captain, USAF Air Intell O		
1 INCL. Reproduction of sketch drawn by Mr. [REDACTED]		
DISTRIBUTION BY ORIGINATOR		

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At approximately 2230 PDST, 12 Aug 52, Deputy Sheriff Leroy E. Hatfield, Kern County Sheriff's Department, Bakersfield, California, received a telephone call from [REDACTED] street, Bakersfield, California, who was, at that time, in the Terrace Drive-In theater adjacent to Highway 99 in South Bakersfield. [REDACTED] stated that he had seen an unidentified flying object over the theater and that several other people, also present at the same location, had observed the same thing.

Hatfield received several other calls relative to the same subject from the theater and other locations immediately after the initial call by [REDACTED]. Hatfield consequently went to the theater and began interviewing individuals and making a list of their names, addresses and telephone numbers. Inasmuch as Hatfield was alone, he obtained short statements and identifying data from twenty-three persons although Hatfield stated that at least three and possibly four times this number of people were grouped at the theater when he arrived. Many of these persons departed before he was able to interview them.

Hatfield stated that further telephonic reports were received at the Sheriff's office on 13 Aug 52, many by people who stated that they "thought" they had seen a "flying saucer" and were calling to find out whether or not their impressions were correct. Several of these people refused to give their names. Hatfield's interviews with persons at the theater and in telephone conversations seemed to indicate that the phenomena was observed shortly after 2200 PDST and that a smaller number of persons saw a similar object at approximately 2400 PDST 12 Aug 52.

Description of the object by persons interviewed by Hatfield indicated that all persons sighted either a group of lights or had the impression of a large object which was variously described as "V" shaped, crescent shaped or triangular. Witnesses agreed in substance that the object moved in a general South to North direction at a moderate rate of speed generally estimated to have been from 60 to 80 miles per hour, was at a relatively low altitude (generally conceded to have been below 2000 feet) and that it disappeared at a high rate of speed.

MR. [REDACTED] Naval Reserve Lieutenant who is presently an employee of the Motor Center, Bakersfield, and a member of the Kern County Sheriff's reserve, was interviewed. [REDACTED] stated that he was seated in his 1950 Cadillac at a point to the left of the center line of the Terrace Drive-In theater with the automobile headed approximately South-Southeast. He stated that the screen of the theater is directly Southeast of the theater parking area.

While seated in the car with his wife, Jenkins said that he noted two lights moving in general Northeasterly direction from a location directly to the South-Southeast of the theater. [REDACTED] could not estimate the distance the lights were from the theater but stated that they appeared to be not more than two thousand feet above the ground and appeared to be moving at about the speed of a light aircraft such as a Piper Cub or Taylorcraft. [REDACTED] stated that his initial impression was that it was a crop-duster's helicopter and that this illusion was heightened when the lights remained stationary for a short space of time before beginning to move again. [REDACTED] continued to idly watch the lights, being forced to stoop down in the driver's seat of his car in order to continue watching as the lights progressed toward the Northeast.

At a point approximately Southeast of the Drive-In theater screen the lights either stopped or the object took up a Southeast heading without even momentary hesitation or reduction in speed in accomplishing the 90-degree turn after which the lights again resumed a Northeasterly course which curved to the East and ascended sharply at an extreme speed which [REDACTED] likened to that of a Jet fighter which has accomplished a high-speed, low-altitude pass and chandelled to the left. Jenkins was of the opinion that an instantaneous turn was actually accomplished by the object inasmuch as he noted

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the lights, which had previously appeared to have been separated by thirty to fifty feet, appeared to fade into one light and then reappear as two lights as the sharp climbing turn was accomplished. [REDACTED] lost sight of the object at about the time it was on an Easterly heading and was of the opinion that it had disappeared due to the great distance it had covered

[REDACTED] stated that the front light of the object was bright and similar to looking in a brightly lighted window on a dark night while the rear light was more dim and had a bluish-orange color which appeared hazy and similar to the glow of a jet fighter at night. [REDACTED] was emphatic in stating that he heard no sound from the object at any time and that it definitely was not a helicopter. [REDACTED] is familiar with light aircraft and with Armed Forces aircraft of both conventional and jet types.

A written report was prepared by Deputy Sheriff Hatfield and submitted to Captain Johns of the Kern County Sheriff's Office. The identifying data relative to persons who witnessed the phenomena and short statements which were taken down by Deputy Hatfield while he interviewed witnesses have been extracted from the official Sheriff's department report as follows:

[REDACTED]
Bakersfield Phone [REDACTED]

Says that he saw a triangular shaped object, brownish in color, larger than an airliner, surrounded by either dim lights, or running lights turned off reflecting light from the ground. The object was flying at an altitude of 200 or 300 feet very slowly---60 miles or less per hour. Object disappeared suddenly after traveling Northeast away from the theater. There was no sound of operation from the aircraft.

[REDACTED]
Bakersfield, California

She was in the same car with [REDACTED] She states that the aircraft was crescent shaped and that the lights were dimly lit.

[REDACTED]
Taft, California.

Saw something, looked triangular.

[REDACTED]
Bakersfield, California
(California Car Company)

Saw what appeared to be a group of dim lights floating slowly above and across the theater.

[REDACTED]
Bakersfield Phone [REDACTED]

Seemed to be a group of dim lights going from South to North in formation, not very high.

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[REDACTED] Bakersfield Phone [REDACTED] Looked like a zeppelin that was lit up faintly with lights around the sides. Crossed directly in front of the theater from South to North. [REDACTED] Bakersfield Phone [REDACTED] Appeared to be a lot of little glows arranged in a circle, at about a hundred feet of altitude. When it went out of sight it did so very suddenly. [REDACTED] Bakersfield Phone [REDACTED] One big object with six or seven lights inside. Faded away slowly. [REDACTED] Bakersfield Phone [REDACTED] Several opaque objects, dimly lit. Faded away slowly. [REDACTED] Bakersfield Phone [REDACTED] Appeared oblong and had a group of six lights surrounding it. It faded away rapidly. Didn't appear to be very large. [REDACTED] Bakersfield Phone [REDACTED] Six fairly bright lights, no color or shape, which appeared to be very high. [REDACTED] Bakersfield Phone [REDACTED] Long, slender, hazy, possibly orange color. Crossed directly in front of the theater, moving from South to North. [REDACTED] Bakersfield Phone [REDACTED] First saw it on the North side of the theater. It had a checkerboard appearance of light and dark. It disappeared immediately.				

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[REDACTED]
Bakersfield Phone [REDACTED]

Like a formation of lights which were low and faded away to the North. The lights were "fluorescent" looking.

[REDACTED]
Bakersfield, California
Home Phone [REDACTED]; Business Phone [REDACTED]

Looked like a round object or reflection. It disappeared in the North.

[REDACTED]
Bakersfield, California
Phone (Sister) [REDACTED]

The object was long, thick, dull-colored and square. To her it looked lower than the movie screen.

[REDACTED]
Bakersfield, California
Phone (Sister) [REDACTED]

Small white objects or one large dark object with light spots

[REDACTED]
Bakersfield Phone [REDACTED]

Looked like a formation of white ducks or some large bird.

[REDACTED]
Bakersfield Phone [REDACTED]

A large plane, orange color, like a squashed oval ("like a squashed orange") she could see it head directly away with no lights visible.

[REDACTED]
Bakersfield Phone [REDACTED]

A lot of lights, followed by a trail, seen twice travelling from East to West.

THE ABOVE REPORTS WERE RECEIVED BY THE KERN COUNTY SHERIFF'S OFFICE ON 12 AUGUST 1952. THE FOLLOWING REPORTS WERE RECEIVED ON 13 AUGUST 1952:

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[REDACTED]
Bakersfield P [REDACTED]

Saw it from the Terrace theater on South Highway 99 on August 12th after 2200 PDST but before 2300 PDST. It looked like a rectangle with lights.

[REDACTED]
Bakersfield Phone [REDACTED]

Saw the object while on South Chester street near US Highway 99 around midnight on August 12th. It appeared to be a strange light in the sky, hanging almost motionless. It disappeared and then reappeared. It would fade in and out and left view on a Southwest heading.

[REDACTED]
Bakersfield Phone [REDACTED]

Saw the object from in front of his house sometime after 2200 PDST on August 12th. It was a bright, strange-looking, oblong light. It moved slowly northward at about 80 miles per hour and at about 2000 feet altitude. He watched it for several minutes. It disappeared to the North.

The Air Force Flight Test Center weather station was contacted and from them the following weather information was obtained:

Weather sequences:

Bakersfield, 2130PDST, 12 Aug 52: Clear, visibility more than 15 miles, wind North at six knots.

Bakersfield, 2230 PDST: Missing

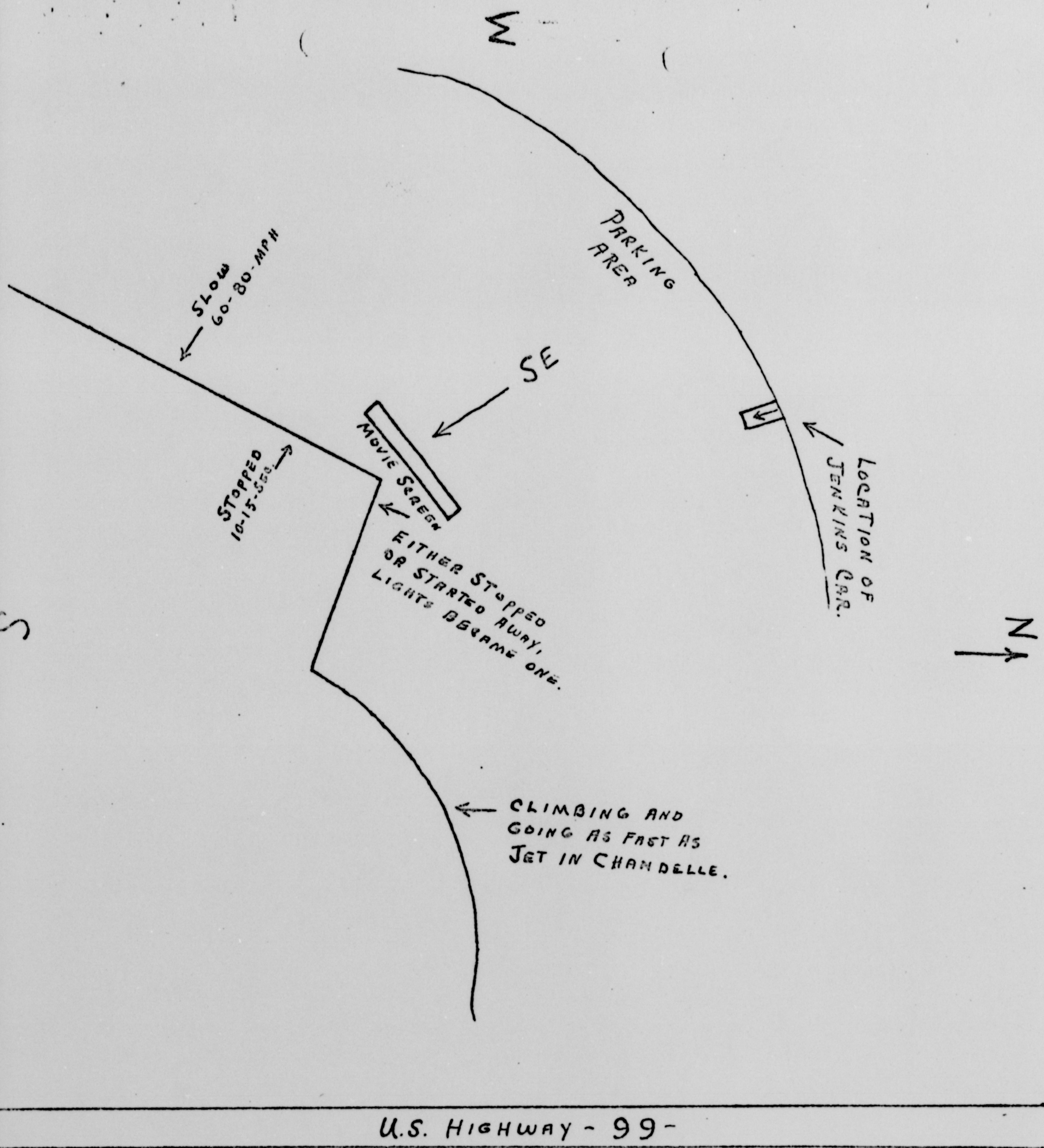
Bakersfield, 2330 PDST: Clear, visibility more than 15 miles, wind NNW at 8 knots.

Winds Aloft: Light, variable and under 5 knots to 6000 feet above surface.

From 7000 to 30000 feet above the surface the winds varied from South to South-Southwest at 5 to 10 knots. At 30000 feet above the surface winds were from 200 degrees at 15 knots; 35-40000 feet from 200 degrees at 20 knots; 40-45000 feet above the surface from 200 degrees at 30 knots.

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INCL #1

III

13 AUG 52 14 56z

1952 AUG 13

15 17

ACTION

ATTC
1952 AUG 13 11:00
INFOR

RF104

WPD110E

YDB114

XVC107

XDB163

~~WAB132~~

JWPER 063

RR JEPHQ JEDWP JEDEN JEPYB ZFD JWPER

JWPER 055

RR JEPHQ JEDWP JEDEN JEPYB 444

DE JWPER 067B

R 130600Z

FM CO AFFTC EDWARDS AFB CALIF

TO JEPHQ/DIR OF INTELLIGENCE HQ USAF WASHINGTON 25 DC

JEDWP/AIR TECH INTELLIGENCE CENTER WRIGHT PATTERSON AFB DAYTON OHIO

JEDEN/CG ENT AFB COLORADO SPRINGS COLO

JEPYB/CG ARDC BALTO MD

ATTN CLN DIR OF INTELLIGENCE PD ATI AA-2C PD IN ACCORDANCE WITH AF

LTR 200-5 THE FOLLOWING INFO IS FORWARDED CLN INFORMATION WAS RECEIVED BY

TELEPHONE FROM BAKERSFIELD CMA CALIFORNIA CMA SHERIFF LEROY E PD

HATFIELD PD QUOTE AT 2203 PACIFIC DAYLIGHT TIME A LARGE OBJECT PASSED

OVER AN OPERATING DRIVE IN THEATER IN BAKERSFIELD CALIFORNIA AND
WAS WITNESSED BY THIRTY TO FORTY PERSONS PD THE FOLLOWING IS THE
CONSENSUS OF IMPRESSIONS CLN THE OBJECT WAS LARGER THAN A FOUR ENGINE
AIRLINER CMA WAS DARK AND SEEN ONLY IN THE LIGHT REFLECTED FROM THE
MOVIE SCREEN PD IT WAS ADJUDGED TO BE 200 TO 300 FT OFF THE GROUND CMA
TRAVELING SLOWLY NORTHEAST CMA JUDGED 60 MPH AND WAS WITHOUT SOUND OF
MOTIVE POWER PD IT WAS REPORTED TO APPEAR AS A "V" SHAPED OBJECT CMA
COLORED BROWN CMA AND HAD WHAT APPEARED TO BE A RING OF LIGHTS AROUND
IT THAT SEEMED TO DISAPPEAR WHEN IT HAD PASSED ACROSS THE DRIVE IN
UNQUOTE END

13/0722Z AUG JWPFR

af-1

1340025 14 20

13 AUG 58 09 11z

1. ATTN
2. ATTN
3. C. Files

1952 AUG 13 08 14

h

ACTION

ACTION INFOR. 1201 INFOR.

ATTN 7:23

RE121V

CPA291E

YDB382

YA133

XDB122

CXB126

JWPER 355

RR JEPHC JEDWP JEDEN JEPYE 444

DE JWPER 267

R 130600Z

FM CC AFFTC EDWARDS AFB CALIF

TO JAPHC/DIR OF INTELLIGENCE HQ USAF WASHINGTON 25 D.C.

JEDWP/AIR TECH INTELLIGENCE CENTER WRIGHT PATTERSON AFB DAYTON OHIO

JEDEN/CG ENT AFB COLORADA SPRINGS COLO

JEPYE/CG ARDC BALTO MD

ATTN CLN DIR OF INTELLIGENCE PD ATI AA-2C PD IN ACCORDANCE WITH AF
LTR 232-5 THE FOLLOWING INFO IS FORWARDED CLN INFORMATION WAS RECEIVED BY
TELEPHONE FROM BAKERSFIELD CMA CALIFORNIA CMA SHERIFF LEROY E.

HATFIELD PD QUOTE AT 2203 PACIFIC DAYLIGHT TIME A LARGE OBJECT PASSED
OVER AN OPERATING DRIVE IN THEATER IN BAKERSFIELD CALIFORNIA AND
WAS WITNESSED BY THIRTY TO FORTY PERSONS PD THE FOLLOWING IS THE
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TRAVELING SLOWLY NORTHEAST CMA JUDGED 60 MPH AND WAS WITHOUT SOUND OF
ACTIVE POWER PD IT WAS REPORTED TO APPEAR AS A "V" SHAPED OBJECT CMA
COLORED BROWN CMA AND HAD WHAT APPEARED TO BE A RING OF LIGHTS AROUND
IT THAT ALTHOUGH NOT LIT REFLECTED LIGHT AND ALL WITNESSES AGREED THAT
IT SEEMED TO DISAPPEAR WHEN IT HAD PASSED ACROSS THE DRIVE IN UNQUOTE

13/0722Z AUG JWPER

Cy-1

(CLASSIFICATION)

COUNTRY U.S.A.	REPORT NO.	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Sighting of Unconventional Object		
AREA REPORTED ON E.A.D.F. (26th Air Division)	FROM (Agency) 148th Ftr-Intcp Sqdn, Dover A.F.B., Del.	
DATE OF REPORT 12 August 1952	DATE OF INFORMATION 12 August 1952	EVALUATION A-2
PREPARED BY (Officer) Theodore J. Boluch, 2d Lt., Ass't Intell Off	SOURCE [REDACTED]	
REFERENCES (Control number, directive, previous report, etc., as applicable) Not applicable		
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)		
The following is summary and narrative of the observing pilot, "I was returning to base from a mission and had crossed the "high cone" at 20,000 feet at 0543 Z. I told the Radar Observer I would continue south for five (5) minutes, make a procedure turn and return to the "high cone". I made a forty-five (45) degree turn to the right, held course for forty (40) seconds, then started a turn to the left to roll out on three hundred sixty (360) degrees. Upon reaching a heading of approximately forty-five (45) degrees both the Radar Observer and myself noticed this bright light approximately forty-five (45) degrees to our left and slightly below us. Its' optical size appeared to be two to three (2-3) inches and it was between me and the Delaware Bay. I turned toward the object and he started moving away. As it moved, the light appeared to dim, and grow smaller in size and then it became stationary over the vicinity of Cape May, New Jersey. I attempted to contact the GCI controller on "F" channel but could not raise him. I continued on to Base and finally contacted the controller on "C" channel at approximately 0600 Z and asked him if he had a target on his weapon over Cape May. As I approached the base, the "light" seemed to come up behind us and increased in size to approximately one and half (1½) inches. The "light" headed south and finally disappeared. The controller finally told me he had two targets moving south at approximately three hundred fifty (350) knots south of Rehoboth Beach. This was approximately at 0603 Z. The "light" was under constant observation from 0549 Z until 0600 Z. The "light" went out once while the "light" was stationary over Cape May. This was only momentary. It disappeared momentarily again while moving to the North West and again momentarily while moving to the South. The "light" finally faded away at 0600 Z on a Southerly heading. Our airborne radar was inoperative and we were low on fuel so were not able to track the object anymore accurately than previously stated. The "light" did move from its' first position to its' stationary position in less than a minute because I was pointed at it while it was moving and did not stay pointed long. I say this because I checked my "high Cone" time, my procedure turn time, flew to a position approximately ten (10) miles south of the field at 20,000 feet at two hundred forty (240) knots indicated, let down at two hundred fifty (25) knots indicated, and was on the ground at 0606 Z. All observations can be confirmed by the radar operator."		
NO INCLS		
DISTRIBUTION BY ORIGINATOR		

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) <u>148th Ftr-Intcp Squadron, Dover Air Force Base, Delaware</u>	REPORT NO.	PAGE <u>2</u> OF <u>2</u> PAGES
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I. DESCRIPTION:

(a) Shape - Round (b) Size - Two (2) inches (optical size when first sighted) One half (1/2) inch after moving and becoming stationary (optical size)

(c) Color - White Light (d) Number of Objects - One (1)

(e) Speed - 950 knots plus (f) Altitude - 18,000 feet

(g) Maneuvers and Course: When first sighted object was stationary, (GEOREF-coordinates GJQJ 4447), pilot turned interceptor toward object, then object moved to a position over Cape May, New Jersey, (GEOREF coordinates - HJAJ 0659), in less than a minute. Object was stationary over this area (HJAJ 0659) for approximately two (2) minutes or better. The object then moved in a North West direction, then slowly moved Southward.

(h) Manner of Disappearance: While object was hovering over Cape May, New Jersey (HJAJ 0659) the light went out temporarily also when moving in a North West direction and Southern direction the light went out momentarily. The object faded away when moving South.

II INITIAL SIGHTING: Time - 0549 Z, 12 Aug 52 (Object was under observation all times until 0600 Z, 12 Aug 52.)

III MANNER OF OBSERVATION: Visual

IV LOCATION OF INTERCEPTOR AIRCRAFT WHEN OBJECT WAS FIRST SIGHTED: GJQJ 3040
(GEOREF Coordinates)

V WEATHER: Ceiling - 25,000 ft scattered Visibility - thirty (30) miles plus

VI LOCATION OF ANY AIR TRAFFIC IN AREA: GCI controller told intercept pilot that there were two (2) targets moving south approximately 350 knots at 0602 Z, location of targets, approximate GEOREF coordinates GJQJ 5637.

VII. NAME, ADDRESS, TELEPHONE NO., AND EXPERIENCE OF OBSERVERS:

Captain [REDACTED], 148th Fighter-Interceptor Squadron, Dover Air Force Base, Delaware, Dover Air Force Base telephone extension number [REDACTED]
Captain [REDACTED] is a F-94B interceptor pilot with 1900 hours flying time, nine (9) months all-weather experience, and eighteen (18) months interceptor pilot experience.

1st Lt. [REDACTED], 148th Fighter-Interceptor Squadron, Dover Air Force Base, Delaware, Dover Air Force Base telephone extension number [REDACTED] Lt. [REDACTED] is a Radar Observer with eight (8) months all-weather experience and eight (8) months experience in interceptors.

Theodore J. Boluch
THEODORE J. BOLUCH
2nd Lt., USAF
Ass't Intelligence Officer

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ACTION

W. Atkin
2. Atkin
B.C. Files

IE

HT

INFOR. INFOR.

RC174

UPK259

TYC146

CDB197

JEPNL 66

RR JEDWP

DE JEPNL 59-Y

R 221745Z

25 AUG 52 11 21 5:03

Cy 1

FM CO 148TH FIS DOVER AFB DEL

TO CG AIR TECH INTELL CNTR AMC WRIGHT PATTERSON AFB OHIO

IFISH 227 ATTN CLM ATIAA/2C IN REPLY TO TWX CONCERNING PROJECT

BLUE BOOK THE TWO TARGETS BEING UNDER QUESTION WERE IDENTIFIED AS

AIRCRAFT MOVING AT 300 KNOTS ON HEADING OF 200 DEGREES PD

22/1950Z AUG JEPNL

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CC, ATIC

TO: 145TH FTR INCP SQDN
DOVER AFB DEL

INFO:

DATE-TIME GROUP

152000Z Aug 52

SECURITY CLASSIFICATION

PRECEDENCE
FOR:

ACTION

ROUTINE

INFORMATION

☐ BOOK MESSAGE☒ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☒ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

FROM: AFOIN-ATIAA-3-13E FOR INTELLIGENCE OFFICER

Reference FLYCORP dated 12 Aug 52 of sighting by [REDACTED]
on same date. In paragraph 4 it is stated local G.C.I. had two targets moving south
at 350 knots. Were these identified as aircraft?
In reply cite Project Blue Book.

SECURITY CLASSIFICATION

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