PROJECT UNIT RECORD CARD

2. LOCATION [illegible]

Aurora, Illinois

4. TYPE OF OBSERVATION

3. DATE

NSO Duties

5. NUMBER OF OBJECTS

2 - 3

6. SHAPE

Variable

Malfunctions

10. BRIEF SUMMARY OF SIGHTING

Possibly malfunctioning; radar obs.

11. COMMENTS

Radar operator [illegible]
A/C observed [illegible]
which [illegible]

30th Air Division confirms [illegible]
and no A/C malfunctioning.

AFIC FORM 329 (REV 26 SEP 52)

AF FORM 112—PART II
APPROVED 1 JUNE 1949

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SECURITY INFORMATION

AIR INTELLIGENCE INFORMATION REPORT

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

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

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

Gerald M. Jones

GERALD M. JONES
Captain, USAF
ATI Branch

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DOD DIR 5200.10

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[redacted]
(CLASSIFICATION)

25-[illegible]-1 U. S. GOVERNMENT PRINTING OFFICE

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AF FORM 112—PART I
APPROVED 1 JUNE 1948

TC [redacted] (CLASSIFICATION)

af 46380 (2)

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

AIR INTELLIGENCE INFORMATION REPORT

10

SUBJECT

Report of Unknown Aircraft

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

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
7 June 52	3 June 52	A-2

PREPARED BY (Officer)	SOURCE
Capt. Douglas A. Neilson	[redacted]

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

EADF Letter 200-1, 18 June 51

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 113—Part II.)

Time: 1527Z

On 3 Jun. 52, an estimated six (6) to ten (10) aircraft were detected by our radar set (AN/CPS 6B) at a GEO. REF. position of DM 3012, on a heading of 310°, altitude of 25,000 feet, and an estimated air speed of 450 M.P.H. [redacted] controller on duty, checked C.A.A. and M.F.S. for flight plan, but they had no flight plan; so he consequently declared an unknown classification on the track, and scrambled Shantung Red, F-86 type aircraft, from O'Hare Field, in Chicago. During the time the track was inbound, the Shantung Aircraft, flying at 29,000 feet, were merged twich with the unknown track, by radar control; however, the fighter aircraft were unable to sight any aircraft, at the position occupied by the unknown track. At 1546Z, position CM 2553, the unknown aircraft turned to heading 140° and followed the lake shore to position CM 5543; the aircraft then turned to heading 090°, maintaing this heading until they reached position DM 3545. At whixh time, they turned to a heading of 120° and maintained this heading until faded at 1616Z, in position GL 1035.

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

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DOD DIR 5200.10

APPROVED:

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

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

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

INCLS.

(#6) This report pursued & AF-0 from #8 USAF-

FLYING SAUCER FILE

on 10ct 54.

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

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[redacted] (CLASSIFICATION)

16—68506-1 ☆ U.S. GOVERNMENT PRINTING OFFICE 1950 O—918331

7-3712

PROJECT [illegible] RECORD CARD

2. LOCATION

[illegible], Washington

4. TYPE OF OBSERVATION

[illegible]

6. SOURCE

2 civilian women

11. COMMENTS

☐ Aircraft
☐ Possibly Aircraft
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other
☐ Insufficient Data for Evaluation
☐ Unknown

3. DURATION OF OBSERVATION

20 minutes

5. NUMBER OF OBJECTS

1

10. BRIEF SUMMARY OF SIGHTING

Brilliant light color.

11. COMMENTS

Initial sighting of [illegible] at 10 minutes of 8:00 and disappeared behind clouds. Reported to Walla Walla Tower by civilians.

AMC FORM 329 (NOV 52 PREV ED)

EA

ACTION ATIC

RFØ99
WPG1Ø4
YDD1Ø1Z
XYA147
XMX127
XXCØ64
JWPDM Ø62
NMNM JEPHQ JEDWP JEDEN JWPML 444
DE JWPDM 11
NM Ø52Ø3ØZ ZNJ
FM CG 47Ø4TH DEF WG MCCHORD AFB WASH
TO JEPHQ/DIR INTELL HQ USAF WASH DC
JEDWP/ATIC WRIGHT PATTERSON AFB OHIO ATTN: ATIAA-2C
JEDEN/CG ADC ENT AFB COLO
INFO JWPML/CG WADF HAMILTON AFB CALIF
[redacted] D/WI6-173.
1. THE FOLLOWING FLYOBRPT IS SUBMITTED IN ACCORDANCE WITH AFL 2ØØ-5:
A. 1. NOT DESIGNATED
2. NOT DESIGNATED

3. BRILLIANT LIGHT

4. ONE

5. NA

6. NA

7. NONE DESCRIBED

8. NONE DESCRIBED

9. NONE DESCRIBED

10. NONE DESCRIBED

11. PULLED OUT OF CLOUDS ACROSS FACE OF MOON.

12. BEHIND CLOUDS.

13. NONE DESCRIBED

B. 1. 2000-2100 PACIFIC STANDARD TIME

2. 4 JUNE 1952

3. TEN MINUTES

C. 1. VISUAL

2. NA

3. NA

4. GROUND

5. NONE

D. 1. HOME, WALLA WALLA, WASHINGTON.

A. 46 DEGREES 04 MINUTES 08 SECONDS NORTH.

B. 118 DEGREES 20 MINUTES W24 SECONDS WEST.

C. NONE.

2. NOT DESIGNATED.

13. NONE DESCRIBED

B. 1. 2200-2100 PACIFIC STANDARD TIME

2. 4 JUNE 1952

3. TEN MINUTES

C. 1. VISUAL

2. NA

3. NA

4. GROUND

5. NONE

D. 1. HOME, WALLA WALLA, WASHINGTON.

A. 46 DEGREES Ø4 MINUTES Ø8 SECONDS NORTH.

B. 118 DEGREES 2Ø MINUTES W24 SECONDS WEST.

C. NONE.

2. NOT DESIGNATED.

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

[redacted]

2. UNKNOWN

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

5 JUNE 52, Ø83Ø PST.

F. 1. 12Ø OVERCAST 2Ø BRKS OVC.

2. 28Ø DEGREES 22 KNOTS 3ØØ FEET, 24Ø DEGREES 33 KNOTS 35ØØØ FEET.

G. NONE KNOWN

H. NONE

I. NONE

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

3. 4 June 1952, Stuttgart, Germany.

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

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

4. 5 June 1952, Lubbock, Texas.

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

5. 12 June 1952, Wichita, Kansas.

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

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[redacted] SECURITY INFORMATION

AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	DATE ISSUED
Germany	ATI-1091-52	

AIR INTELLIGENCE INFORMATION REPORT

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

AREA REPORTED ON	FROM (Agency)	
West Zone of Germany	HQ, USAFE, ATI Branch	
DATE OF REPORT	**DATE OF INFORMATION**	**EVALUATION**
14 June 1952	4 June 1952	A-1
PREPARED BY (Officer)	**SOURCE**	
GERALD M. JONES, Captain, USAF	[redacted]	

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

Air Force Letter No. 200-5

SUMMARY (Brief concise summary of report. Give significance in final one sentence or paragraph. List indexing subjects at bottom of page. Begin text of report on AF Form 112—Part II)

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

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

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

APPROVED:

ROBERT A. ELDER
Colonel, USAF
Chief, ATI Branch

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ATI-1091-52

[redacted]

ATIC 97600-A