

NATIONAL INVESTIGATIONS COMMITTEE
ON AERIAL PHENOMENA

UNITED STATES AIR FORCE
PROJECTS GRUDGE
and BLUEBOOK
REPORTS 1-12

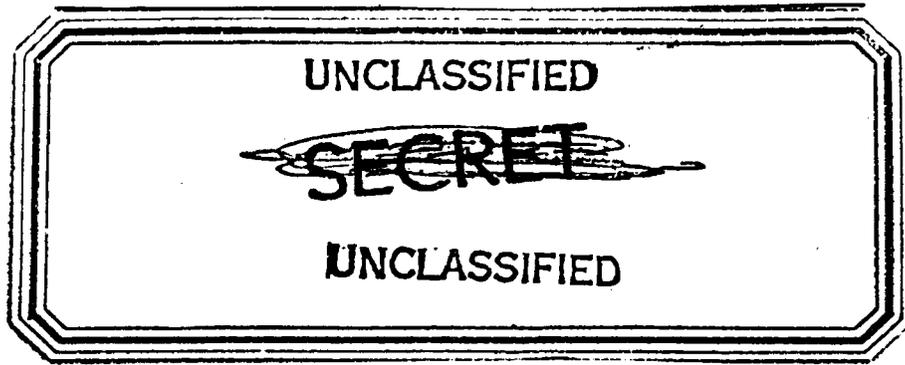
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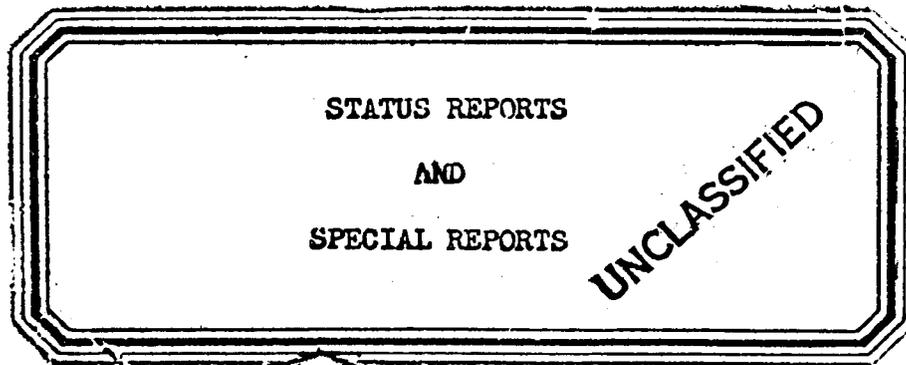
THE
NATIONAL INVESTIGATIONS COMMITTEE
ON
AERIAL PHENOMENA
(NICAP)

WASHINGTON, D.C. 20036

1968



United States Air Force PROJECTS GRUDGE & BLUEBOOK REPORTS 1 - 12 (1951-1953)



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June, 1968

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PREFACE

The official government agency charged with investigating and evaluating reports of sightings of Unidentified Flying Objects has been, since July 1947, the United States Air Force. The first code name for this investigation was "Project Sign," which was set up on January 22, 1948. On February 11, 1949, it was renamed "Project Grudge." A formal report by Grudge was written at the end of that year (dated December 27, 1949), and the Air Force also issued, on that date, a press release headlined "Project Saucer Discontinued" (Project "Saucer" was the name used for press purposes to designate both Sign and Grudge).

This press release, widely published, allowed the public to believe that the Air Force, having explained most UFO sightings to its own satisfaction, was no longer interested in collecting and evaluating reports. In actual fact, however, Project Grudge was still in operation, permitted to exist in a kind of limbo of skepticism. As a result of several significant sightings in September 1951, however, a "new Grudge" was established the following month, and in March 1952 the project received its third and now familiar name, Project Blue Book.

From September 1951 through September 1953 the project was headed by Captain Edward J. Ruppelt. His well-known book, The Report on Unidentified Flying Objects, published in 1956, presents a great deal of important background information and recounts the history of some of the most important investigations undertaken by Blue Book during his tenure, a period which included the great UFO sighting wave of summer 1952.

From November 1951 through September 1953 the project staff prepared one Special Report and twelve "Status Reports." The Status Reports were written at the end of each month, with a few time lapses, as shown in the Table of Contents. The security classification of "Confidential" was given to Special Report No. 1 and Status Reports Nos. 1, 2, 3, 8 & 9. Status Reports Nos. 4 - 7 and 10 - 12 were "Secret."

There seems to have been no Report No. 13, but a lengthy document released in 1955 was well-publicized: "Project Blue Book Report No. 14." This 315-page document, dated May 5 and released in October, had been prepared by an outside organization, under an Air Force contract with its own code name, Project Stork. It tabulated and analyzed the UFO sighting reports made during the six-year period 1947 - 1952 which had been reported to the Air Force. The report was an imposing production, but even without its 240 tables it was far too long to be studied and digested by newspapermen, and the Air Force issued a press release that described the report and emphasized the points that the Air Force considered most important. Classified "For Official

Use Only," Report No. 14 was available for review by press representatives at various Air Force Public Information Offices, but was not available to the public. In December 1956, however, a private UFO researcher succeeded, through an appeal to the Moss Committee (Congressman John Moss, D., California), in obtaining permission from the Air Force to reproduce the report privately, at his own expense, and did so, omitting the 240 tables that were included in the original.

Even after No. 14 had been in circulation for some time, however, the reports that preceded it were almost unknown, and inquiries about them met with little encouragement. Although these reports were officially declassified in 1960, their availability to the public was not established until 1967. On January 25 of that year, Lt. Col. George P. Freeman, Jr., of the Air Force Office of Information in Washington, wrote a NICAP staff member who wanted to examine these reports, as follows: "Special Reports #1 through #13 (sic) can be reviewed at Wright-Patterson Air Force Base. These reports are administrative in nature and do not contain any technical information." Late in 1967, NICAP contacted the office of Congressman John Moss, head of the Foreign Operations and Government Information Subcommittee of the House Committee on Government Operations. Known familiarly as the "Freedom of Information Committee," this group has developed a reputation for freeing previously unavailable Government documents, including the above-mentioned Project Blue Book Report No. 14.

In December 1967, the Moss Committee persuaded the Air Force to make an additional set of Reports Nos. 1 - 12 available at the Pentagon, in Washington, and to permit duplication of these reports in part--something the Air Force had previously prohibited. Early in 1968 a NICAP staff member visited the Office of Information for the Secretary of the Air Force (SAFOI), inspected the reports and subsequently made the arrangements to obtain the copies that are reprinted herein.

These reports make it possible to study directly, for the first time in 15 years, the first-hand records of the Air Force investigations, their methods and conclusions. The reports, as presented in this volume, are largely self-explanatory. Status Reports 1 through 7 each contain a tabulation of the cases investigated during the period covered by the report; appendices describing details of individual cases; and usually a discussion of the status of the project at the time it was written. Reports 8 through 12, dealing with the many sighting reports made during the summer wave of 1952 and after, abandon the tabulations of cases because it was impractical to try to list them all. It will be noted that several cases are mentioned in more than one report. In each instance, this is because there were significant changes or additions of data, including corrected dates.

The organization of Reports 9 through 12 differs somewhat from that of the earlier reports, in which summary cases were described in the appendices.

Some of the pages of these last four reports have been omitted in preparing this version for reproduction. These contained only summary reports too brief or inconclusive to be of interest, or distribution list of the reports. It will also be noted that a few pages of less-detailed reports have been combined for the purpose of saving space. For continuity, NICAP's page numbers have been added at the top of each page.

Many of the cases described in these reports are also discussed in two other important books: The UFO Evidence, published in 1964 by NICAP, and in Ruppelt's book, previously mentioned. Since it was felt that readers might be interested in comparing the accounts of these cases in the three different documents, a table follows the Foreword which shows, for each case in the Blue Book reports, the pages in the Evidence and in Ruppelt (Ace paperback edition) where the same case is discussed.

In addition to sighting reports, many important organizational activities are discussed in these reports, and a cross-reference with Ruppelt's account provides a valuable insight into these various activities. Project "Twinkle," concerned with the unusual "green fireballs," is referred to in Reports 4, 5 and 6, and on pages 66-78 of Ruppelt. An unproductive Air Force project designed to photograph UFOs, using special diffraction grating cameras, is described from its proposal to ultimate failure in Reports 5 through 11; Ruppelt covers this subject on pages 198 and 300. The famous Life article, "Have We Visitors From Space," by Robert Ginna and H. B. Darrach, Jr. (Life, April 7, 1952) is referred to in Reports 5 and 6, and by Ruppelt on pages 119 and 175-76. The highly publicized press conference held by General John Samford, following the Washington, D.C. sightings late in July, 1952, is covered in Report No. 8, and by Ruppelt on page 132.

One of the most interesting examples of early scientific interest, the attempt by government scientists to correlate radiation increases with UFO activity, is mentioned in Report No. 10, and by Ruppelt on pages 283-84. Dr. J. Allen Hynek's participation in surveying a number of important astronomers on their views about UFOs is mentioned in Report No. 8. Other background material on this subject is mentioned by Ruppelt on pages 283-84.

The significance of these reports surpasses the mere details of the sightings referred to. The reader will note the Air Force's frequent statement that UFO documents have not been withheld, when in fact every report was stamped either "Secret" or "Confidential," and remained so for more than 15 years, in spite of their declassification in 1960. The reader can also judge whether or not these reports are "administrative in nature," as claimed by Colonel Freeman in January, 1967. It is also striking to notice, in the tables accompanying Reports 1 through 7, the large number of sighting cases that remained "pending," or for which no further investigation was made. It is interesting to speculate where these many cases eventually wound up in the Air Force's statistical evaluations.

Early in 1953, the Air Force, in conjunction with the CIA, convened a group of scientists, later referred to as the Robertson Panel (after its chairman, Dr. H. P. Robertson), to review the UFO situation, examine selected sighting reports, and recommend future procedure for Project Blue Book. A recently declassified version of the Robertson Panel ("sanitized" by deleting the names of participating panel members) makes it clear that the primary recommendation by the panel was to downgrade the status of Project Blue Book and discourage public interest in the subject, claiming that UFO reports were interfering with national security by crowding Government intelligence channels. It is not surprising, then, to note that the final Status Report is dated 30 September 1953, allowing sufficient time to put into effect this change in policy and abandoning projects such as the Status Reports.

During the two-year period covered by these reports, the scope and effectiveness of the Air Force investigation varied widely from one extreme to the other. NICAP feels that the reports themselves not only add to the general history of the subject, but provide illumination on the many public statements about the subject that issued from the Air Force during that time.

FOREWORD

Serious students of the UFO problem will, I feel sure, find this compilation of the 1951-53 Grudge and Bluebook reports one of the most significant and certainly one of the most fascinating of the recent additions to the UFO literature. NICAP and its staff are to be congratulated for putting this material into a form readily available to large numbers of readers; and the Moss Congressional Subcommittee is to be praised for assisting NICAP in extricating the reports from the Air Force files where they have lain inaccessible for so many years.

When one studies the curious history of Air Force handling of the UFO problem, the twenty-four months from October, 1951 through September, 1953, emerge as a kind of "heroic period" of Air Force investigations. For increasing evidence points toward that period as the one interval during which UFOs were seriously and relatively vigorously investigated by the U. S. Air Force, the agency officially charged with UFO investigation responsibilities. Just before that period lay the "Dark Ages", as Ruppelt aptly labeled the 1949-51 era of Projects Sign and Grudge; and shortly after 1953 began a sort of new dark age when debunking and superficial investigations once again came to characterize Project Bluebook response to the UFO problem. As nearly as I can tell, the January, 1953, Robertson Panel Report marked the turning point with its regrettable decision to leave the UFO problem in the hands of a group not primarily concerned with scientific matters, and at the same time to have them shift to debunking policies to decrease public interest in the entire matter. It remains a very puzzling period, and an extremely important one in the history of UFO studies. It was the period during which Air Force UFO responsibilities were met primarily by one individual, Capt. Edward J. Ruppelt, an officer who might have brought the matter out into the full light of scientific scrutiny had his policies and viewpoints continued in force beyond 1953. They did not continue in force; after 1953 Bluebook went steadily downhill (viewed scientifically) and there evolved a steadily more adamant Air Force position that UFOs were only a nonsense problem. This would have caused no mischief if only the Air Force had made clear that it was really not doing anything resembling vigorous scientific investigation of UFOs from about 1954 to the present. Instead, Air Force press statements repeatedly misled the public and the scientific community by conveying a picture of Project Bluebook as a high-caliber scientific effort "drawing upon the finest scientific talents and facilities available to the Air Force." As the net effect, the entire UFO question has been swept almost entirely under the rug. Only the efforts of groups like NICAP have prevented complete concealment of the facts about UFOs.

But in the following pages, the reader can look back inside the closed doors of the Air Technical Intelligence Command (ATIC), and can get much more than a mere glimpse of what was actually transpiring back there in the heroic age. He will find in these reports the very real sense of 1952 puzzlement and concern that Keyhoe has written about and that Ruppelt conveyed in his 1956 book. He will read interim progress notes on many abortive efforts that Ruppelt and his superiors made over 15 years ago to try to secure improved UFO data. He will find surprisingly pointed remarks about the effects of ridicule in

discouraging open reporting (e.g., Section I-F of Grudge Rept. 3), and surprisingly salty comments by the Bluebook astronomical consultant as he disparages the lack of basis for some of the negative 1952 utterances of Menzel and Liddell.

Most important of all (in my estimation), the reader will find in these once-secret pages, confirmation after confirmation of details of outstanding early cases previously known only through the writing of Keyhoe and Ruppelt. Speaking for myself, I have always been uncomfortable about taking seriously many of the reports in, say Ruppelt's 1956 book. It simply seemed unreasonable to think that the Air Force could have in its files so many strong cases, so many derived from military observers, without responding with the greatest vigor. From a study of the following reports, we now find that Ruppelt was evidently not inventing or embellishing at all: indeed, he probably understated the situation. Here one can find Air Force documentation of such outstanding cases as Bellefontaine, Port Huron, Nenana, Mitchel AFB, Patrick AFB, Rapid City, Ft. Monmouth, and March AFB (to identify them merely by locale) and also cases the reader has probably never before heard of (cases at White Sands, at George AFB, at Moriarity, N.M., at Craig, Montana, at Larson AFB, and many others). Yet even in that two-year period of most vigorous and most open-minded UFO investigation, the birds-and-balloons type of Bluebook bias was present. (As samples thereof, study the November 15, 1952, Wichita report in Rept. 9 or the December 10, 1952, Odessa report in Rept. 10.)

In support of my assertion that these declassified Reports suggest that Ruppelt's book is really an understatement of the seriousness of the UFO problem, I might invite attention to such cases as the following (none of which Ruppelt reported in his book): 1) Larson AFB, January 8, 1953 (Rept. 10), where an Unknown "green disc-shaped object" was viewed by some sixty military and civilian witnesses over a period of about 15 minutes. 2) George AFB, May 1-20, 1952 (Rept. 7) where a series of very curious reports from base military personnel led to no adequate explanations. Ruppelt merely mentions in his book that he had gone to George AFB to check these cases; their actual content is seen to be most intriguing--and perhaps less balloon-like than some of Bluebook's comments would indicate. 3) Colorado Springs, December 4, 1952 (Rept. 10) where a military and civilian observer reported a mid-day sighting of a fast-moving round object of metallic luster which executed several right-angle turns with no speed decreases (tagged "possible aircraft" in the style that ultimately became so well-ingrained within the Bluebook office). 4) Odessa, Washington, December 10, 1953 (Rept. 10) where an F-94 had radar and visual contact for 15 minutes with a reddish-white object "larger than any known aircraft" that sometimes hovered, sometimes reversed direction, but eluded a 600-mph jet for a quarter of an hour--a neat trick for the research balloon it is asserted to have been. 5) And, to close a list that could become quite long, see Rept. 10's brief but intriguing summary of an Unknown, seen by three "mature, reliable" persons at a distance of a few hundred yards and 10-15 feet above terrain. The report mentions its biconvex shape, like "two soup bowls put together", and refers to lighted windows or portholes.

It's this kind of puzzling case, and others cited above, here made available as part of the open record, that make this NICAP publication an outstanding contribution to the UFO literature.

James E. McDonald, Professor
University of Arizona

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CROSS REFERENCES

<u>Report Number</u>	<u>Date</u>	<u>Place</u>	<u>Evidence page</u>	<u>Ruppelt page</u>
Report No. 1	8/25/51	Lubbock, Texas	88	130-38, 141-48
	8/25/51	Albuquerque, N.M.		130-38
	8/26/51	Larson AFB, Wash.	77	132, 146
	8/31/51	Matador, Texas	145	138-39
	9/10-11/51	Fort Monmouth, N.J.	10, 20	124-46, 149
	9/23/51	March AFB, Calif.	20	128-29, 149-52
	10/9/51	Terre Haute, Ind.	44, 149	150-52
	10/9/51	Paris, Ill.	44, 149	150-52
	10/11/51	Minneapolis, Minn.	51	
Sp. Report No.1	9/10-11/51	Fort Monmouth, N.J.	10, 20	124-26, 149
Report No. 2	8/25/51	Lubbock, Texas	88	130-38, 141-48
	8/25/51	Albuquerque, N.M.		130-38
	8/31/51	Matador, Texas	145	138-39
	9/23/51	March AFB, Calif.	20	128-29, 149-52
	10/9/51	Terre Haute, Ind.	44, 149	150-52
	10/9/51	Paris, Ill.	44, 149	150-52
	10/11/51	Minneapolis, Minn.	51	
Report No. 3	1/22/52	Mitchell AFB, N.Y.	30, 35, 149	161-64
	1/29/52	Wonsan, Korea	10, 20, 124, 149	
Report No. 4	1/21/52	Mitchell AFB, N.Y.	30, 35, 149	161-64
	1/29/52	Wonsan, Korea	10, 20, 124, 149	
Report No. 5	1/20/52	Fairchild AFB, Wash.	20	21-22
Report No. 6	1/16/52	Artesia, N.M.	3, 10, 55	160-61
Report No. 7	5/7/52	Rio de Janiero, Brazil	88	
	5/8/52	Atlantic Ocean	132	177-79
	1/22/52	Nenana, Alaska	77, 118	164-69

CROSS REFERENCES

<u>Report Number</u>	<u>Date</u>	<u>Place</u>	<u>Evidence page</u>	<u>Ruppelt page</u>
Report No. 8	7/18/52	Patrick AFB, Fla.	160	205-06
	7/29/52	Port Huron, Mich.	162	225-27, 250
	7/29/52	Los Alamos, N.M.	21, 162	
	7/29/52	Albuquerque, N.M.	21, 162	
	8/1/52	Bellefontaine, Ohio	10, 21, 35, 77 88, 149	229-32
	8/5/52	Haneda AFB, Japan	21, 78, 84-85 124, 149	245-50
Report No. 9	11/25-26/52	Panama Canal Zone	78	
Report No. 10	12/10/52	Odessa, Wash.	78	61-62
	1/26/53	Continental Divide, New Mexico	78	
Report No. 11	3/3/53	Luke AFB, Ariz.		300-302
Report No. 12	8/5/53	Rapid City, S.D.	4, 11, 22, 35, 66, 78, 89	304-308

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~~SECURITY INFORMATION~~

Classification cancelled
~~or changed to~~.....

AUTH: ROBERT J. FRIEND, MAJOR, USAF
By Robert J. Friend, Major (AFR 205-1D,
Signature and Grade *para 2-17')*

Date 9 SEPT 1960

STATUS REPORT NO. 1

PROJECT GRUDGE

30 November 1951

Classification cancelled
~~or changed to~~.....

AUTH: ROBERT J. FRIEND, MAJOR USAF
By Robert J. Friend, Major
Signature and Grade

Date 9 SEPT 1960

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

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Classification cancelled

~~or changed to _____~~

AUTH: ROBERT J. FRIEND, MAJOR USAF

By Robert J. Friend, Major
Signature and GradeDate 9 SEPT 1960

This report is the first of a series of monthly status reports of Project Grudge. Each report will be written on or near the last day of the month and will contain a list of all incidents reported during the month covered by the report. The reports that are considered to be outstanding will also be summarized in the appendices of the report so that more details can be presented. The overall status of the project will also be presented.

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STATUS OF PROJECT GRUDGE

I. Overall Status

Much of the work done on Project Grudge has been devoted to the reorganization of the project as given in the Project Initiation Form A-3, dated 22 October 1951.

The old Project Grudge and Project Sign files have been reviewed and sorted. Cross-indexing and tabulation of the old files has been slow due to a lack of clerical help, but it is hoped that this situation will be alleviated in the near future. It is contemplated that all of the sightings of unconventional flying objects will soon be cross-indexed according to size, color, location, etc., so that as much statistical data as possible will be available. It is believed that it may be possible to determine several general characteristics of the sightings from the mass of data that is on file at ATIC.

Contacts have been established with all agencies that may be able to assist in Project Grudge such as Air Weather Service, Flight Service, high altitude balloon projects, O.S.I., etc. There is still some doubt as to the channels that should be used in contacting some agencies but these will be clarified in the near future.

Two major difficulties have arisen and they are (1) the time element and (2) obtaining transportation. In regard to the time element, it has been found that in many instances one or two months will elapse before ATIC receives word on an incident. It is very possible that many incidents are never reported. As far as can be determined, this is due to two main reasons:

a. Letters pertaining to the procedures and responsibilities in reporting incidents were dated September 1950. Since that time there has been an influx of new and recalled officers and changes in personnel; consequently, a great number of people are not aware of the requirements of Project Grudge. Incidents that are several months old are finally received at ATIC after having forwarded through several commands.

b. It is believed that the general feeling in some instances is that the Air Force is not too interested in this project and reporting such incidents is unimportant. It is the opinion of ATIC that regardless of personal beliefs as to the origin of the objects, the task of determining, if possible, what these objects are has been assigned, and should be carried out.

It is believed that the revision and re-circulation of the AF letter pertaining to Project Grudge will alleviate the problem of delay in receiving reports. The Collection Division, Directorate of Intelligence, was requested to revise and re-circulate this letter on 25 October 1951.

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If, after the above mentioned letter is circulated, the situation does not improve, it may be advisable to circulate another memorandum explaining why the Air Force is interested in this problem and how reports are to be made.

The second major difficulty encountered has been transportation in the locality of the incidents. On many occasions, the interrogation of one source will lead to other sources. All of these "leads" must be followed to get a complete picture. This necessitates a great deal of travel within a city or even over part of a state. At times government transportation is available but at other times the incidents are not close to military establishments or if they are, all transportation may be in use. Since it is the policy not to reimburse travelers for such taxi fares, this has imposed a great financial burden on the investigator. In regard to the same subject, the time element again enters since there is usually only a limited amount of time that can be spent on an investigation and all the time spent attempting to get transportation or finding the correct bus routes is lost.

Steps have been taken to overcome this second major difficulty by requesting that Headquarters USAF send a wire to the military installation to which a visit will be made requesting that the Commanding Officer give full cooperation to Project Grudge personnel.

Another problem that has not been fully investigated is whether or not wide spread publicity to the project should be given in an attempt to obtain a more complete coverage of incidents. It is believed that more reports would be obtained but the publicity would also produce a mass of "crank" letters that would increase the workload a considerable amount. It has been tentatively decided that the best course of action is to wait and see what improvements are brought about by the revised AF letters being re-circulated by the Collection Division of D/I.

Reports of Specific Incidents

The inclosed list is a summary of all incidents that have been reported or were being investigated during the period 22 October 1951 to 30 November 1951. Several of the incidents are considered too detailed to summarize in the list so they are carried over and summarized in the appendices.

In the future, the list will consist of two parts: (1) incidents reported during the period covered by the report, and (2) incidents from the past period that are still in the process of being investigated or incidents that are pending during the previous month and are now closed.

Due to the huge task of investigating all reported incidents, it will be the policy of Project Grudge to concentrate on those incidents that appear to have originated from high grade sources, such as pilots, technically trained people, etc. The only exception to this will be where a number of sightings occur in a certain area at about the same time. All reports, however, will be incorporated in the file for statistical purposes.

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In the evaluation of reported radar sightings, the Electronics Section of ATIC has been consulted. The majority of the radar sightings are very difficult to evaluate due to the possibility of phenomena caused by weather or in the electronic circuits of the set. About all that can be concluded on these sightings is the weather was or was not conducive to promoting phenomena known to be caused by certain weather conditions.

In certain instances special detailed reports will be written on the conclusions of the investigations of sightings. These will be in compliance with requests from higher headquarters for such reports. The conclusions of all other incidents will be concluded in the status report.

SIGHTINGS OF UNIDENTIFIED OBJECTS

DATE	TIME (Local)	LOCATION	DESCRIPTION OF INCIDENT	LENGTH OF OBSERVATION	SOUND	SPEED	ALTITUDE	READING	UNCLASSIFIED SOURCE	ACTION OR COMMENTS
11 Sept 51	1330	Ft. Monmouth, N.J.	Radar Return (See Appendix VI).	Several Minutes	None	Slow	6000'	Unknown	Radar Operator	See Appendix VI
12 Sept 51	0130	Cincinnati, Ohio	Dark bullet shaped object about the same size as a B-29. Red glow in front, white vapor at tail.	10 Sec.	None	High	20,000'	315°	One man, background unknown	No investigation
17 Sept 51	1217	Aurion, Ohio	Pilot of Cessna reported that he almost collided with a black, high tailed swept wing aircraft.	Few Sec.	None	High	2800'	50°	Private Pilot	Probably friendly conventional w/c
18 Sept 51	0125 to 0631	Great Lakes Region	Air Defense Command radar stations tracked fast moving objects across Michigan and Wisconsin.	Approx. 1 Hr.	None	High	Unknown	Varied	ADC Radar	Believed to be due to weather phenomena
23 Sept 51	1210	March AFB, Cal.	Object sighted over Long Beach. Four F-86's scrambled and sighted object over March. Intercept was unsuccessful due to altitude of object. Sighted March AFB at 55,000' (See Appendix VII).	Unknown	None	Unknown	55,000'	Varied	F-86 pilots and ground observers	See Appendix VII
30 Sept 51	1500	Orange, Va.	Circular object which was sometimes encircled by a brownish haze.	Unknown	None	Low	Unknown	Varied	Letter from four teen-age boys	No investigation
1 Oct 51	0115	Wobster, Texas	Brilliant white light at a low altitude. Was generally stationary.	2 Hrs.	None	Stationary	Low	None	Airman	No investigation
2 Oct 51	1945 and 2100	White Sands, New Mexico	Various "Fireball Type" objects were observed.	Seconds	None	High	High	Varied	Employee	No investigation
12 Oct 51	1800	Columbus, Ohio	Bright circular object.	15 Sec.	None	High	Unknown	270°	Graduate Physicist	No investigation
9 Oct 51	1342	Terre Haute, Ind.	Round, silver colored object passed over airport at high speed (See Appendix VIII).	15 Sec.	None	Very high	Unknown	135°	CAA Chief Aircraft Communicator	Very possibly balloon See Appendix VIII
9 Oct 51	1345	Paris, Ill.	Round, silver colored object seen by private pilot (See Appendix IX).	Unknown	None	Very high	5000'	15°	Private pilot	See Appendix IX
11 Oct 51	0630	Minneapolis, Minn.	Round silver object seen by pilots tracking a balloon and by ground observer team (See Appendix X).	Several Minutes	None	High	High	Unknown	Balloon observers	See Appendix X
11 Oct 51	Unknown	Lovell, Mass.	"Glittering object"	Unknown	Unknown	Unknown	Unknown	Unknown	Two children	No investigation
16 Oct 51	1101	McChord AFB, Wash.	Medium gray, round object. First sighted by the satellite crew. Intercept by four F-84's was unsuccessful.	50 Min.	None	Great	High	270°	AF and Navy personnel	Proved to be Venus
19 Oct 51	Unknown	Lowell, City, Tenn.	"Strange object"	Unknown	Yes	Unknown	Unknown	Unknown	Letter from civilian	No investigation
21 Oct 51	1250	Petite Creek, Michigan	Disk-shaped object 30' - 40' in diameter. Pilot in Navior met object head on. Object was disk-shaped with a highly polished surface.	Several Seconds	None	High	3000'	85°	Civilian pilot, 11 yrs experience	Pending
22 Oct 51	1120	N. Truro, Mass.	Radar return - unidentified object.	1/2 Min.	None	2770 mph	Unknown	135°	Radar operator	Indications of radar phenomena due to weather.
7 Nov 51	0715	San Antonio, Texas	Unknown, high flying object reflecting sun's rays. This incident took place at the same time a large aster was seen in other parts of the S.M. The description is different, however, as most of the asters looked like high flying aircraft.	2 Sec.	None	Very high	Very high	90°	City detective	No investigation

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SIGHTINGS OF UNIDENTIFIED OBJECTS

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DATE	TIME (Local)	LOCATION	UNCLASSIFIED CONFIDENTIAL DESCRIPTION OF INCIDENT	LENGTH OF TIME OBSERVED	SCOND	SPEED	ALTITUDE	HEADING	SOURCE	ACTION OR COMMENTS
25 Aug 51	2110	Lubbock, Texas	Group of lights that have been seen on many occasions (See Appendix I).	4 Sec.	None	30° arc/sec	Unknown	180°	Varied	See Appendix I
25 Aug 51	2158	Albuquerque, N. Mex.	Dark flying wing type aircraft with about 1 1/2 times the wing span of a B-36 (See Appendix II).	30 Sec.	None	300-400 mph	1000'	160°	Sandia base guard and wife	See Appendix II
26 Aug 51	0118	Ellington AFB, Texas	Bright yellow light making a zigzag course through the sky.	Unknown	None	High	High	360°	Three airmen	No Investigation
26 Aug 51	0300	Ellington AFB, Texas	Erratic yellow light.	1 hour plus	None	Slow	High	Varied	Airman and WAF	Very probably a weather balloon
26 Aug 51	0828	Larson AFB, Wash.	Radar sighting - Aircraft were scrambled but failed to make contact. Visual search results negative. (See Appendix III)	8 Min.	None	948 mph	13,000'	310°	AC & w Sqdrn	See Appendix III
26 Aug 51	1658	San Antonio, Tex.	Large object resembling a delta wing aircraft.	10 Sec.	None	Very High	Very high	315°	Retired Army Officer	No Investigation
27 Aug 51	2000	Vandalia, Ill.	Bright orange light seen from the ground and a rain from two aircraft (See Appendix IV).	Unknown	None	High	Unknown	Varied	Commercial Pilots and ground observers	See Appendix IV
29 Aug 51	1530	Granier AFB, N.H.	Two silvery objects connected by a dark unidentified body. First appeared to descent slowly, then rose and disappeared.	Unknown	None	Slow	10,000' at lowest point	None	Four airmen	No Investigation - possibly balloon
31 Aug 51	1245	Atadior, Texas	Post-shaped aluminum object seen to hover then leave the area at high speed (See Appendix V).	Several seconds	None	Hovering to high speed	Low to High	90°	Two ladies	See Appendix V
3 Sept 51	2220	Spokane, Wash.	Bluish white light with fiery trail. About the size of an automobile headlight.	Seconds	None	High	Low	205°	AF Capt and wife	Pending
6 Sept 51	1120	Claremont, Calif.	Two groups of orange colored objects were seen. Six objects were in the first group and one in the second.	3-4 Min	None	Unknown	High	240°	Two airmen	No Investigation possibly balloon
3 Sept 51	1100	Spokane, Wash.	Three objects appeared out of the N.W. Appeared to be a disk when viewed through a monocular.	3-4 Min	None	Erratic	Unknown	225°	AF Major	Pending
8 Sept 51	1100	Spokane, Wash.	Bluish white light about the size of an automobile headlight leaving a fiery trail.	Seconds	None	High	Low	225°	AF 1st Lt	Pending
10 Sept 51	1110	Ft. Monmouth, N. J.	Radar return - Fast moving, low flying target observed paralleling the coast on a northerly course (See Appendix VI).	Several minutes	None	High	Low	360°	Radar operator	See Appendix VI
10 Sept 51	1135	Ft. Monmouth, N.J.	Pilots in F-53 aircraft attempted to intercept an unknown object with negative results (See Appendix VI)	2 Min	None	High	8,000'	Varied 180° to 90°	Two AF Pilots	See Appendix VI Believed to be Balloon
10 Sept 51	1515	Ft. Monmouth, N. J.	Radar return - High, moving target observed. (See Appendix VI)	Several minutes	None	Low	95,000'	Unknown	Radar operator	See Appendix VI Balloon
10 Sept 51	2100	Coose AFB, Newfoundland	Radar return - GCA radar observed two objects near the airfield.	Several minutes	None	110 mph	4,000'	Varied	GCA operators	Pending
11 Sept 51	1050	Ft. Monmouth, N. J.	Radar return - Two radar sets picked up high target (See Appendix VI).	Several	None	Slow	31,000'	Unknown	Radar operators	See Appendix VI Balloon

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Appendix ILUBBOCK, TEXAS - 25 August 1951

The first of a series of sightings related to this incident occurred the evening of 25 August 1951 at approximately 2110 CST. Four Texas Technical College professors were sitting in the backyard of one of the professor's homes observing meteorites in conjunction with a study of micrometeorites being carried out by the college. At 2110 they observed a group of lights pass overhead from N to S. The lights had about the same intensity as a bright star but were larger in area. The altitude was not determined but they traveled at a high rate of speed. The pattern of the lights was almost a perfect semi-circle containing from 20 to 30 individual lights. Later in the evening a similar incident was observed and during a period of about three weeks a total of approximately twelve (12) such flights were observed by these men.

The group of men included:

- a. The Head of the Petroleum Engineering Department
- b. Professor of Geology, has Ph.D.
- c. Professor of Physics, has Ph.D.
- d. Professor of Chemical Engineering, has Ph.D.

Besides the above four men the following have observed the incidents:

- a. Professor of Mathematics, has Ph.D.
- b. Graduate student working on Ph.D.

In addition, a Professor of Astronomy was consulted on the incident, but he did not observe any of these flights.

The above mentioned men took a personal interest in the phenomena and undertook a study of the objects. Attempts were made to obtain an altitude measurement by laying out a measured base line perpendicular to the usual flight path of the object and placing angle measuring devices at the end of the base line, however, all their attempts failed because the objects did not appear on the nights the observers were waiting for them.

From the series of observations, the following facts were obtained:

- a. The angular velocity of the object was very nearly 30° of arc per second.
- b. There was no sound that could be attributed to the object.
- c. The flight path of the object was from N to S in the majority of the flights.
- d. There were two or three flights per evening.
- e. The period between flights was about one hour and 10 minutes.

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- f. The color of the lights was blue-white.
- g. There were from 20 to 30 separate lights in each formation.
- h. The first two flights observed were a semi-circle of lights but in subsequent flights there was no orderly arrangement.
- i. The object always appeared at an angle of about 50° from horizontal in the north and disappeared at about 60° in the south. The object did not gradually come into view as would an aircraft approaching from a distance, neither did it gradually disappear.
- j. There was no apparent change in size as the object passed overhead.

Attempts were made to obtain the relative height of the object in respect to clouds. However, these attempts were also unsuccessful due to the fact that the objects passed between widely scattered clouds.

Efforts to determine whether or not there was any form between the lights by trying to see stars between the lights were made. This also was unsuccessful due to the short time the object was in view.

This phenomena was observed by at least one hundred people in and around Lubbock, Texas. Some of these people were of the opinion that the objects were birds.

On the evening of 31 August 1951, at about 2330 CST, a college freshman from Texas Tech observed three flights of the object and allegedly obtained five photographs. He obtained two photos of one flight and three of another. These photos show single rows of light in V-formation on two photos and a double row on the others. His description of the object is much the same as that of the college professors, except that the college professors never observed a perfect V-formation.

(See Appendix II and V for possibly related incidents.)

Status of the Investigation

Project Grudge personnel made a trip to Lubbock, Texas, on 6-9 November 1951 to obtain more details on the incident. Many sources who had seen the object or who were involved in the sighting were interrogated. A conference was held with the college professors and they offered to write a detailed account of their observations and forward it to ATIC. This report should be forthcoming.

The photographer who claims to have photographed the object was interrogated. Every effort was made to find a flaw in the photographer's account of the incident but the results were negative. The college professors did not believe the photographs were authentic as they had never observed a V-shaped group of lights. They were not sure, however, whether or not they had observed the same objects that were photographed. Since the interrogation, two

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discrepancies in the photos have been found and the photographer is being reinterrogated by the O.S.I.

One school of thought of the people in the Lubbock area is that the objects were some type of migratory birds reflecting light from the city. Several people reported that they definitely knew the objects were ducks because they could see wings flapping. It is very possible that some of the people who were looking for the object did see ducks as there were duck flights passing over during the period. It is significant that those people who saw ducks were definitely able to identify the objects as ducks, or some type of bird, because they could see the wings or heard them make a noise, however, other people were just as determined that they were not birds. The possible conclusion is that some people did see birds, but others saw some other objects.

The college professors do not believe the theory that the objects were birds, but they are giving the possibility more thought. If they were birds, they would have to be relatively low to give the illusion of high speed. An occasional flight of birds might pass low over a city on a clear night but it is highly doubtful if they would continue to do this for several nights. Migratory birds usually try to keep away from cities.

The Federal Wild Life Game Warden was visited and although he was not familiar with the incident he doubted if the objects were birds. He stated that they could have been, however. The most likely suspect, if it is a bird, is a member of the Plover family which has a pure white breast, but unless there was a sudden influx of the birds into the Lubbock area, the game warden doubted if there would be enough of these birds to make up as many flights as were observed.

If the photos are authentic, the objects very probably are not ducks because an experienced photographer from the Lubbock Avalanche Newspaper attempted to get photos of ducks using both natural light and flash, but failed.

The investigation of this incident is continuing. It is probably the most unique incident in the history of Project Grudge in that it was observed so many times by a scientifically trained group of observers. These people are continuing to attempt to arrive at a solution for the phenomena. They had previously lost interest after several weeks of observations because they believed that the object was some new Air Force aircraft or missile.

The photographs are now at the Photographic Reconnaissance Laboratory at Wright Air Development Center for analysis.

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Appendix IIALBUQUERQUE, NEW MEXICO - 25 August 1951

On the evening of 25 August 1951, at 2158 MST, a Sandia Base Security Guard and his wife observed what they described to be a flying wing type aircraft similar to the Northrop Fly Wing Bomber (B-49) pass over the backyard of their trailer home in the east part of Albuquerque. They judged the wing span of the aircraft to be about one and one half times the wing span of a B-36, with which they were familiar. The object was flying low, the altitude was thought to be about 800 ft. - 1000 ft., and there was no sound that could be attributed to the object. The color of the object was not apparent due to the twilight but dark chordwise stripes were noticed under the wings. Six to eight pairs of soft glowing lights were noticed on the trailing edge of the wing. The speed was judged to be about 300 - 400 mph and the object was on a heading of approximately 160°.

(See Appendix I for possible related incident.)

Weather

Broken clouds at 17,000 ft., visibility five miles, wind S at 5 mph.

Status of Investigation

The possibility of this being a known aircraft was checked with negative results. The AC and W Radar Station at Kirtland AFB did not observe any unusual or unidentified aircraft.

The guard's background was checked and since he has a "Q" clearance, it has been assumed that he is mentally stable.

The photos taken of the V-shaped object at Lubbock, Texas, (see Appendix I) were sent to Albuquerque. They were shown to the sources by the O.S.I. and sources stated that arrangement of lights on the object they saw was similar to the photo. They sketched in the wing as they saw it.

An investigation was made to determine whether or not any one else had seen the object but only negative results were obtained.

Further evaluation of this incident depends on the outcome of attempts to establish the authenticity of the Lubbock photos.

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Appendix IIILARSON AFB, WASHINGTON - 26 August 1951

On 26 August 1951 at 0836 PST, an unidentified flying object was detected by an AN/GPS-4 and AN/GPS-1 radar sets. The object was tracked continuously for a period of six minutes and made a timed ground speed of 950 mph. The object was on a course of 340° with only slight deviations enroute. An altitude reading of 13,000 feet was obtained but the accuracy of the measurement is questionable due to brief length of time the object was detected.

The F-86 aircraft were scrambled but radar contact with the object was lost before the aircraft were airborne. A visual search was conducted from 17,000 to 25,000 feet with negative results.

The operator of the radar set, an Air Force Captain, is considered to be an expert operator.

Weather

Weather conditions at the time of sighting were not favorable for anomalous microwave propagation.

Status of Investigation

Review of this incident by the Electronics Section of ATIC concludes that the return was possibly due to interference. This was concluded because of the apparent path of the object, directly approaching the station, and the fact that the target was observed on only the low beam of the AN/GPS-1 radar set.

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Appendix IV

VANDALIA, ILLINOIS - 27 August 1951

The only information available on this incident is a newspaper article from "Vandalia Leader" of 30 August 1951.

"It wasn't a flying saucer! Nor was it a conventional type airplane! But whatever it was, it has aroused the curiosity of at least five persons who saw it soaring through the air Monday night.

"It was a big orange light with blinding intensity when I first noticed it over the southwest corner of the airport," Ray Williams told the Leader. 'I had just taxied out onto the runway preparing to take a flight around the city when I noticed the light. It was between 8 and 8:30 p.m. I called over the radio to the CAA official on duty Albert Braoklec, and to Paul Reese and asked them to take a look.'

"The lighted object disappeared into the west and we decided maybe there was nothing to it. So I decided to continue with my flight plans," Williams stated.'

"Shortly after I had taken off I noticed the light again, approaching my plane. It came directly at me and then circled my plane twice before heading toward Greenville. I followed it and it made a circle round that town and came back toward Vandalia. I last saw it near the country club. The CAA radioed a transport pilot who was passing over Vandalia at the time at about 20,000 feet and he too saw the object.'

"It was all very spooky," the Vandalia airman said. 'It wasn't an airplane but whatever it was the light was on the tail of it, and there was a small red light on top. Probably it was some military craft from Scott Field making a test run.'

"The lighted object which appeared to have a 10 to 12 inch lens, was also seen by Dwight Kerns in St. Elmo the same evening."

Status of Investigation

An attempt will be made to obtain further information on this incident.

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Appendix V

MATADOR, TEXAS - 31 August 1951

On 31 August 1951 at approximately 1245 CST two ladies were driving in an automobile several miles north of Matador, Texas. The object was described as a pear-shaped object, aluminum or silver in color, which readily reflected the sunlight. The object had a port or some type of aperture in the side. It moved through the air with the small end forward. They judged the size to be about that of a B-29 fuselage. There was no sign of any exhaust and no noise was heard.

As the two ladies were driving north from Matador, Texas, the driver of the automobile first noticed the object about 150 yards ahead of the automobile. They stopped and both ladies got out to observe the object. It was drifting slowly in an eastward direction at a speed they judged to be "less than the speed required to take off in a cub aircraft" and an altitude of about 120 ft. Seconds later the object began to ascent rapidly and in a few seconds it moved out of sight to the east in a circular ascent. (The wind at this time was from the NE at about 5-7 knots.)

A background investigation showed that both women were of excellent character.

This incident is of interest because it was observed during the same period as the objects over Lubbock, Texas, (see Appendix I).

Weather

- a. 1230 CST - Reese AFB - 31 August 1951
Estimated ceiling 6,000 ft., broken clouds, with thin scattered clouds at 25,000 ft. Visibility 15 miles. Wind ENE at 3 knots.
- b. 1230 CST - Childress, Texas - 31 August 1951
Estimated ceiling 25,000 ft., overcast. Visibility 15 miles. Wind NNE at 7 knots. Towering cumulus clouds in SE quadrant.

Status of Investigation

It has been reported that a road repair crew saw the same object later on the same day. Attempts will be made to contact members of this road crew and obtain their statements. There were also reports of crop dusting activity in the area, so attempts will be made to determine whether or not the ladies could have seen this activity.

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FORT MONMOUTH, NEW JERSEY - 10-11 September 1951

On 10 and 11 September 1951, a series of incidents occurred in the area of Fort Monmouth, N. J. An initial sighting of an unidentified object was made on a radar set. Soon after the radar sighting, two Air Force officers in a T-33 aircraft unsuccessfully attempted to intercept an unidentified object. Later several more radar sightings were reported.

Status of Investigation

A complete investigation of this incident was carried out and will be reported in Project Grudge Special Report No. 1. It has been tentatively determined that the T-33 pilots probably observed a balloon that had been launched a few minutes prior to their arrival in the area. Two of the radar sightings were returns from balloons and the others were probably due to weather phenomena and excitement of the student operators due to previous sightings. Only one radar return cannot be explained. The operator who observed this incident assumed the object was traveling over 700 mph because the radar set's automatic tracking would not follow the target. It is possible that the inability to track the object was due to his inability to properly operate the set under mental stress.

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Appendix VIIMARCH AFB - 23 September 1951

On 23 September 1951 at 0810 PST, an unidentified object was sighted over Long Beach, California. Four F-86 aircraft were scrambled and the object was sighted by them over Muroc, California. On attaining an altitude of 43,000 ft. the F-86's reported the object to be orbiting March AFB at an estimated altitude of between 50,000 ft. and 55,000 ft. The object appeared to be a swept wing, fighter type aircraft.

Weather

Unavailable at this time.

Status of Investigation

Radiosonde balloons were released from San Diego, Long Beach and Santa Maria, California at approximately 0700 PST. All of these weather stations were checked by OSI personnel and although the balloons were released all weather station personnel stated that it would be very doubtful if their balloons would have traveled the course that the object traveled.

All of the major aircraft factories and installations conducting experimental flight tests were contacted. No experimental aircraft airborne at the time of the sighting.

Additional information has been requested as to additional details of the incident such as times and locations during the attempted interception by the F-86's and other possible balloon launchings.

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Appendix VIII

TERRE HAUTE, INDIANA - 9 October 1951

On 9 October 1951 at 1342 CST, a CAA Chief Aircraft Communicator observed a silver object pass directly overhead while he was at Halman Municipal Airport, five miles east of Terre Haute, Indiana. The object was judged to be approximately the same size as a 50 cent piece held at arm's length. The object passed overhead at a very high rate of speed going in a southeasterly direction, passing from directly overhead to the horizon in about 15 seconds. There was no sound or vapor trails. The shape and general form of the object could be seen as the object passed over the horizon and out of sight.

(For related incident, see Appendix IX.)

Weather

Clear, bright sun, no clouds or haze.

Status of Investigation

Further details on the incident will be obtained but it is doubtful if any further information will indicate the possible identity of the object.

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Appendix IX

PARIS, ILLINOIS - 9 October 1951

On 9 October 1951, at approximately 1345 CST, a private pilot en route from Greencastle, Indiana, to Paris, Illinois, sighted a silver object just east of Paris, Illinois, at 5,000 ft. altitude. The object appeared to be stationary in as much as it did not increase or diminish in size with the approach of the aircraft. The object then started to travel in a north-easterly direction south of the Newport, Indiana, Atomic Energy Plant.

(See Appendix VIII for related incident.)

Weather

Clear, bright sun, no clouds or haze.

Status of Investigation

More details of the incident will be obtained. Weather balloons are launched from Chanute AFB which is approximately 45 miles NW of the location of the incident. It is very doubtful if this object was a balloon as the balloon would have risen to a much higher altitude if it had drifted SE from Chanute AFB.

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Appendix XMINNEAPOLIS, MINN. - 11 October 1951

The only information available on this incident is a letter quoted below.

"TIME: 0630, 11 Oct 51. Dick Reilly and I were flying at 10,000 ft. observing the grab bag balloon when I saw a brightly glowing object to the S.E. of U. of M. Airport. At that time we were a few miles north of Minneapolis and heading east. I pointed it out to Dick and we both made the following observation:

"The object was moving from east to west at a high rate and very high. We tried keeping the ship on a constant course and using reinforcing member of the windshield as a point. The object moved past this member at about 50 degrees per second.

"This object was peculiar in that it had what can be described as a halo around it with a dark undersurface. It crossed rapidly and then slowed down and started to climb in lazy circles slowly. The pattern it made was like a falling oak leaf inverted. It went through these gyrations for a couple minutes and then with a very rapid acceleration disappeared to the east. This object, Dick and I watched for approximately five minutes.

"I don't know how to describe its size, because at the time I didn't have the balloon in sight for a comparison.

"Shortly after this we saw another one, but this one didn't hang around. It approached from the west and disappeared to the east, neither one leaving any trace of vapor trail.

"When I saw the second one I called our tracing station at the U. of M. Airport and the observers there on the theodolite managed to get glimpses of a number of them, but couldn't keep the theodolite going fast enough to keep them in the field of their instruments. Both Doug Smith and Dick Lorian caught glimpses of these objects in the theodolite after I notified them of their presence by radio."

Status of Investigation

Further details of the incident have been requested. The sources have been investigated and are known to be experienced high altitude balloon observers with General Mills balloon projects.

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SPECIAL REPORT NO. 1

PROJECT GRUDGE

28 December 1951

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

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This is a special report on the investigation of the sighting of an unidentified aerial object. Special reports such as this will be made on outstanding incidents and in incidents where such a report is requested by higher authority.

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FORT MONMOUTH, NEW JERSEY, INCIDENTS

On 10 and 11 September 1951, a series of both visual and radar sightings were reported from the Fort Monmouth, New Jersey, area.

I. VISUAL SIGHTING BY PILOT AND PASSENGER OF T-33 AIRCRAFT

A. Discussion

At approximately 1135 EDST an unidentified object was sighted by the pilot of a T-33 aircraft, an Air Force Lieutenant, enroute to Mitchell Air Force Base, New York, from Dover Air Force Base, Delaware. The object appeared to be over Sandy Hook, New Jersey, between 5000 ft. and 8000 ft. at 11 o'clock from the aircraft heading. The T-33 was approximately over Point Pleasant, New Jersey, at the time of the initial sighting. Upon seeing the object, the pilot started descending at 360° turn to the left in an attempt to intercept and identify the object. Approximately 45 seconds after the pilot first sighted the object, the passenger, an Air Force Major, who had been making a radio check, sighted the object. The object was then near Freehold, New Jersey, making a 120° turn toward the coast. The pilot continued his 360° turn but the object was lost as it crossed the coast. During the descending turn the speed of the T-33 increased from 450 to 550 mph and the altitude decreased from 20,000 ft. to 17,000 ft. (See inclosed overlay.)

When first sighted, the object appeared to be descending over Sandy Hook, New Jersey. It then leveled out and maintained a constant altitude. The object was round and silver in color but did not reflect the sunlight. At one time during the attempted intercept, it appeared flat. The size was judged to be 30 ft. to 50 ft. in diameter.

At approximately 1112 EDST, 10 September 1951, two balloons were released from the Evans Signal Laboratory, New Jersey, located at 40° 10' W and 74° 04' E. (See inclosed overlay.) These balloons are 7 ft. - 8 ft. in diameter at time of release and expand on ascending. They ascend at an average of 800 fpm and are painted silver for radar tracking. Experienced balloon observers state that when viewed from certain angles they appear to be disc-shaped. At 1135 EDST these balloons would have been at approximately 18,000 ft., and would have moved to a position nearly in line with Point Pleasant, New Jersey, and Sandy Hook. (Wind SSE at 10-15 knots.)

Attempts were made to use the information obtained from the interrogation of the T-33 crew and the data on the balloon launching to prove that the pilot and passenger of the T-33 had observed a balloon. However, not all of the data given was consistent with such a conclusion.

In an attempt to establish the fact that the object was a balloon, a flight path similar to the one given by the T-33 crew was assumed. (See "Assumed Path of T-33" in inclosure.) The T-33 crew was interrogated twice and gave different flight paths and tracts of the object at each one. It is therefore assumed that due to the altitude and speed of the T-33, and the fact

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that crew was intent on watching the object, they could not pin point their ground track any closer than 5 nautical miles and thus it would be feasible to assume a flight path within 5 nautical miles of the given track. Since the two interrogations as to location of the ground tracks differed to some extent, the track marked on a chart included with signed statement is assumed to be most nearly correct.

Referring to the assumed flight path on the inclosed overlay, at A, the object appeared to be over Sandy Hook. It will be noted that a comparatively small object closer to the a/c would appear to be large if assumed to be over Sandy Hook. (See Figure 1.)

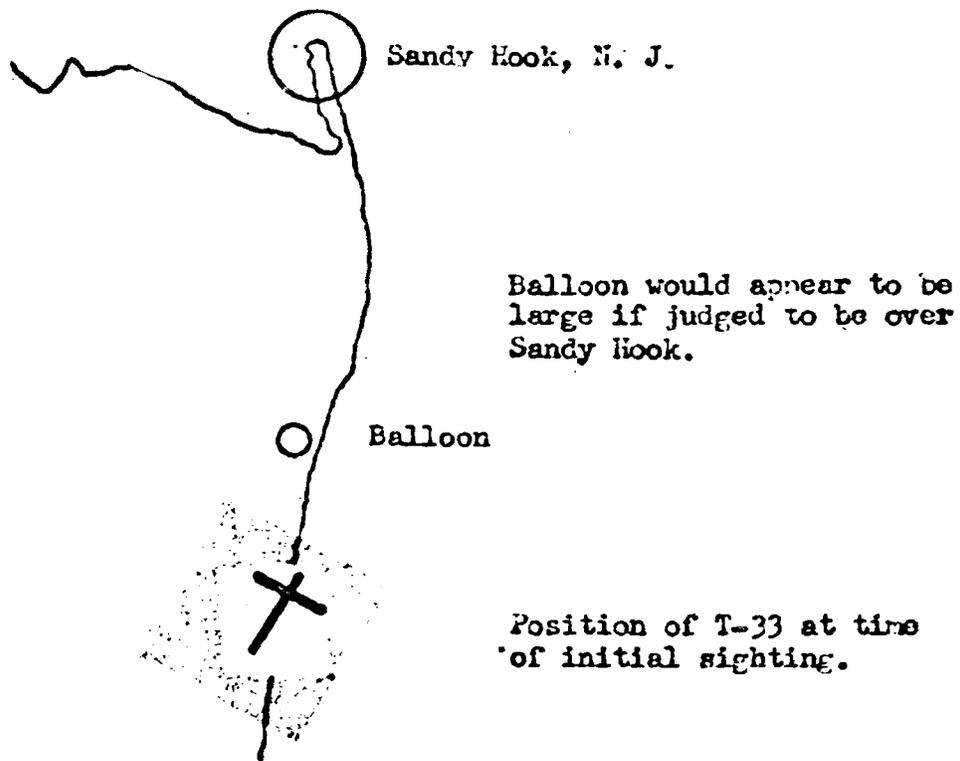


Figure 1. Plan View of Initial Sighting
(not to scale)

As the T-33 approached the balloon, the balloon appeared to be traveling at a high rate of speed. Several seconds must have passed after the initial sighting while the pilot decided that the object was not a conventional a/c and that he should attempt to identify it. During this period, it is assumed that the a/c continued on course making the object appear to be flying straight and level on a reciprocal heading. The fact that the object appeared to be descending when first sighted cannot be explained. The fact that only one of the two balloons was seen can be explained by the fact that the observers concentrated on one balloon and did not notice the other one.

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Forty-five seconds after the initial sighting, the passenger noted the object to be turning left near Freehold, New Jersey. This can be explained by the fact that the T-33 was turning and the relative motion caused the balloon to appear to be turning. As the T-33 continued inland, the line of sight changed until the balloon was silhouetted against the sea or sky and being silver blended into the background and was lost. This "disappearance" of balloons is a common occurrence with pilots tracking research balloons.

It is apparent from the above that several assumptions had to be made in order to show that the object was one of the balloons released at Evans Signal Laboratory, but the fact there was a balloon in the near vicinity and the fact that the pilot and observer were not sure of their exact track adds a great deal of credence to the assumptions. However, since assumptions were made, it cannot be concluded that the object was definitely a balloon.

II. RADAR SIGHTINGS FROM FORT MONMOUTH, NEW JERSEY

A. Discussion

All of the radar sightings during this period were made by students at the Fort Monmouth training center. In addition to this, the students involved were taking a maintenance course. The instructor would put certain mechanical or electronic difficulty in the set and let the student find and remedy trouble. If the student became proficient in this phase, he was allowed to operate the set much the same as in tactical operations. No plotting records, logs or data of any type were kept. It should be stressed that these students were maintenance students, not operators.

1. On 10 September 1951 an AN/MQC-1 radar set picked up a fast-moving, low-flying target (exact altitude undetermined) at approximately 1110 hours southeast of Fort Monmouth at a range of about 12,000 yards. The target appeared to approximately follow the coast line changing its range only slightly but changing its azimuth rapidly. The radar set was switched to full-aided azimuth tracking which normally is fast enough to track jet aircraft, but in this case was too slow to be resorted to. The target was lost in the northeast at a range of about 14,000 yards.

Upon interrogation, it was found that the operator, who had more experience than the average student, was giving a demonstration for a group of visiting officers. He assumed that he was picking up a high-speed aircraft because of his inability to use full-aided azimuth tracking which will normally track an aircraft at speeds up to 700 mph. Since he could not track the target he assumed its speed to be about 700 mph. However, he also made the statement that he tracked the object off and on from 1115 to 1118, or three minutes. Using this time and the ground track, the speed is only about 400 mph.

No definite conclusions can be given due to the lack of accurate data but it is highly probable that due to the fact that the operator was giving a demonstration to a group of officers, and that he thought he picked up a very unusual radar return, he was in an excited state, accounting for his inability to use full-aided automatic tracking. He admitted he was "highly frustrated" in not being able to keep up with the target using the aided tracking. The weather on 10 September was not favorable for anomalous propagation.

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2. On 10 September 1951, 1515 hours, an SCR 584, serial number 423, tracked a target which moved about slowly in azimuth north of Fort Monmouth at a range of about 32,000 yards at the extremely unusual elevation angle of 1350 mils, (altitude approximately 93,000 ft.). This was proven to be a weather balloon. It was tracked at the request of the Commanding Officer of the Student Attachment to determine the altitude in order to establish who won a pool concerning what the altitude of a balloon which was sighted might be.

3. On 11 September 1951, 1050 hours, two SCR 584's, serial number 217 and 215, picked up the same target northeast of Fort Monmouth at an elevation angle of 350 to 300 mils at a range of approximately 30,000 yards (approximate altitude 31,000 feet). The sets track automatically in azimuth and elevation and with aided range tracking are capable of tracking targets up to a speed of 700 mph. In this case, however, both sets found it impossible to track the target in range due to its speed and the operators had to resort to manual range tracking in order to hold the target. The target was tracked in this manner to the maximum tracking range of 32,000 yards. The operators judged the target to be moving at a speed several hundred miles per hour higher than the maximum aided tracking ability of the radar sets. This target provided an extremely strong return echo at times even though it was at maximum range, however, the echo signal occasionally fell off to a level below normal return. These changes coincided with maneuvers of the target.

This sighting proved to be a weather balloon. How it was determined is unknown but AITC was informed that it was a balloon by AFJIN-TC telecon TT-252, dated 5 October 1951, CGAF Item #12, which stated: "Radar sighting was later identified as weather balloon. Target track was vertical. Later exploded and descended to ground."

4. On 11 September 1951, at about 1330, a target was picked up on an SCR-584 radar set, serial number 215, that displayed unusual maneuverability. The target was approximately over Havesink, New Jersey, as indicated by its 10,000 yard range, 6,000 feet altitude and due north azimuth. The target remained practically stationary on the scope and appeared to be hovering. The operators looked out of the van in an attempt to see the target since it was at such a short range, however, overcast conditions prevented such observation. Returning to their operating positions the target was observed to be changing its elevation at an extremely rapid rate, the change in range was so small the operators believed the target must have risen nearly vertically. The target ceased its rise in elevation at an elevation angle of approximately 1,500 mils at which time it proceeded to move at an extremely rapid rate in range in a southerly direction once again the speed of the target exceeding the aided tracking ability of the SCR-584 so that manual tracking became necessary. The radar tracked the target to the maximum range of 32,000 yards at which time the target was at an elevation angle of 300 mils. The operators did not attempt to judge the speed in excess of the aided tracking rate of 700 mph.

It is highly probable that this is an example of anomalous propagation as the weather on 11 September was favorable for this type of phenomenon. The students stated that they were aware of this phenomenon, however, it is highly probable that due to the previous sightings of what they thought were unusual types of aircraft, they were in the correct psychological condition to see more such objects.

III. CONCLUSIONS

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A. The unidentified aircraft reported by the T-33 pilots was probably a balloon launched by the Evans Signal Laboratory a few minutes before the T-33 arrived in the area.

B. The 1110 EEST radar sighting on 10 September 1951 was not necessarily a very high-speed aircraft. Its speed was judged only by the operator's inability to use aided tracking and this was possibly due to the operator being excited, and not the high speed of the aircraft.

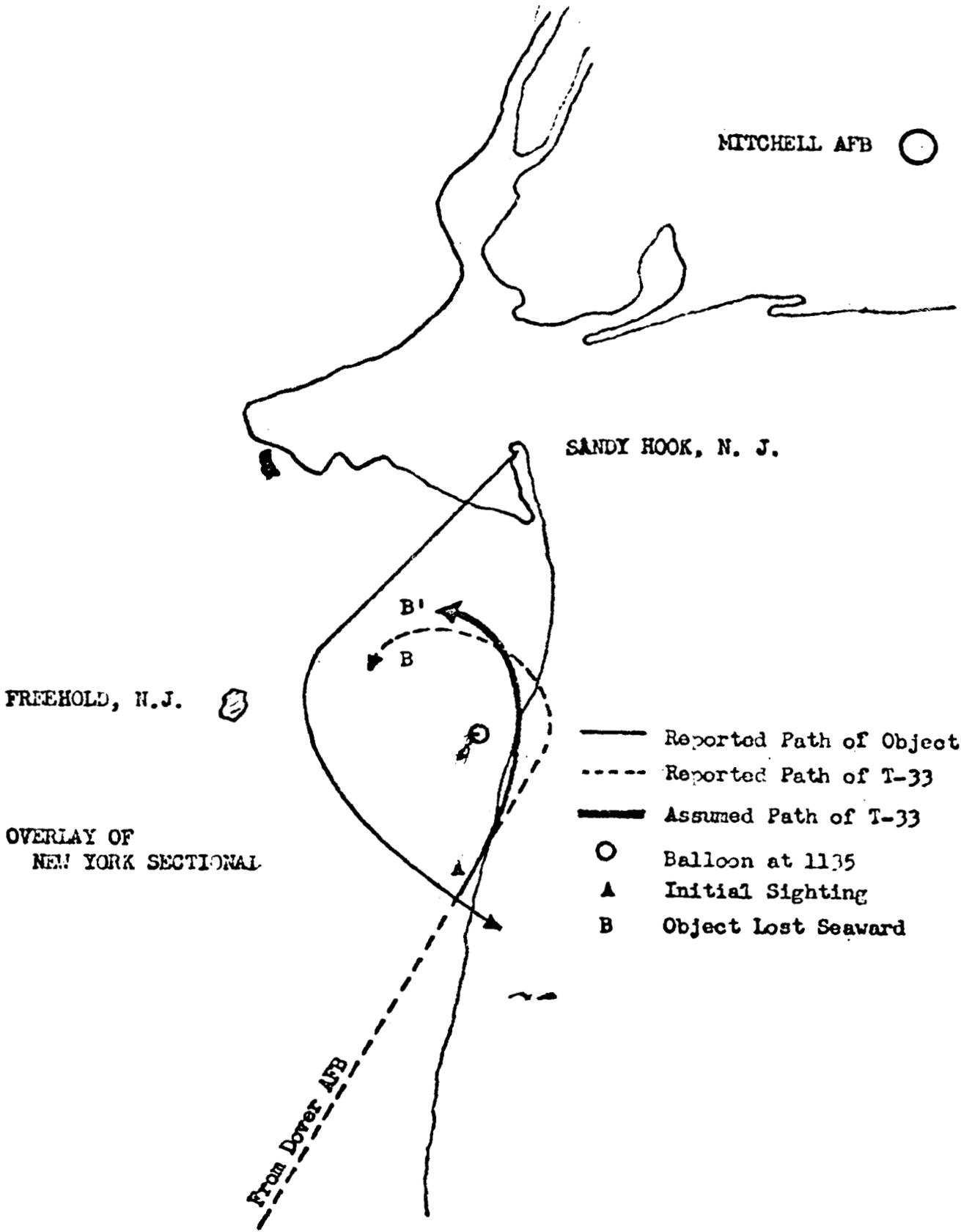
C. The 1515 EEST radar sighting on 10 September 1951 was a weather balloon.

D. The 1050 EEST radar sighting on 11 September 1951 was a weather balloon.

E. The 1330 EEST radar sighting on 11 September 1951 remains unknown but it was very possible that it was due to anomalous propagation and/or the student radar operators' thoughts that there was a great deal of activity of unusual objects in the area.

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SANDY HOOK, N. J.

MITCHELL AFB ○

FREEHOLD, N.J. ◻

OVERLAY OF
NEW YORK SECTIONAL

- Reported Path of Object
- - - Reported Path of T-33
- Assumed Path of T-33
- Balloon at 1135
- ▲ Initial Sighting
- B Object Lost Seaward

From Dover AFB

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AUTH: ROBERT J. FRIEND, MAJOR U.S.A.F.

By Robert J. Friend, Major
Signature and Grade

Date STATISTICS REPORT NO. 2

PROJECT GRUDGE

31 DECEMBER 1951

PROJECT NO. 10073



AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT PATTERSON AIR FORCE BASE
DAYTON, OHIO

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AUTH: ROBERT J. FRIEND, MAJOR, USAF
By Robert J. Friend, Major
Signature and Grade

Date 9 SEPT 1960

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This report is the second of a series of monthly status reports of Project Grudge. Each report will be written on or near the last day of the month and will contain a list of all incidents reported during the month covered by the report. The reports that are considered to be outstanding will be summarized in the appendices of the report so that more details can be presented. The overall status of the project will also be presented.

Additional information may be obtained on any incident by directing requests to Chief, Air Technical Intelligence Center, Attention: ATIAA-2c, Wright-Patterson Air Force Base, Dayton, Ohio.

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STATUS OF PROJECT GRUDGE

I. OVERALL STATUS

A. Files

The majority of the time devoted to Project Grudge during the period covered in this Status Report, 30 November 1951 to 31 December 1951, has been spent in sorting and filing old Project Grudge and Project Sign files. All of the incidents dating back to 1946 that are in ATIC have been sorted and filed. There are approximately 800 on file. Each incident has been put in a separate folder and filed in chronological order.

Summary cards are being made on each incident. These summary cards will include data such as description of the object, course, altitude, speed, maneuvers, etc. These cards will then be cross-indexed in an attempt to obtain characteristics or trends in the sightings. It is contemplated that this cross-indexing will be completed by the middle of February.

B. Missing Reports and Photographs

It is apparent that the details of some of the reports between early 1949 and mid-1951 are missing. An attempt will be made to obtain these reports from other agencies so that the ATIC file will be complete. Photographs referred to in some reports are also missing. Although there have not been very many photographs of alleged unusual aerial objects submitted to ATIC, there have been a few and an attempt will be made to obtain prints of these photographs.

C. Map for Plotting Sightings

A large map of the United States is being prepared and is nearly completed. All of the sightings will be plotted on this map in an attempt to establish some pattern in the sightings. A color code will be worked out so that as much information as possible can be graphically illustrated on the map.

D. Delays in Obtaining Information

It will be noted in the list of incidents that is contained in this report that the investigations of sightings reported several months ago are still pending or that some sightings have not been investigated due to the time that has elapsed since the sighting. The investigations being conducted in conjunction with the project are still being hampered by the delays in receiving information.

On 25 October 1951, it was requested that AFOIN-CC-1 letter dated 8 September 1950 subject: "Reporting of Information on Unconventional Aircraft" be revised and recirculated to all AF commands. It is hoped that as soon as this is done the situation will improve.

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In addition to delays in receiving additional information, it is believed that many sightings of unidentified objects are not being reported at all. This belief is founded on the fact that ATIC has received newspaper clippings or requests for information on sightings about which there is no information in the records.

E. Consultants

Several conferences have been held with members of a prominent research organization to determine whether or not there is enough information available on the unidentified aerial objects to warrant a thorough scientific investigation. These people have inspected the files, discussed the problem, and it is their opinion that there are enough reports that cannot be explained by known objects or phenomena to warrant a detailed investigation.

Several other prominent engineers and scientists have been contacted and their opinions are much the same as those stated above.

Negotiations are underway to obtain the services of consultants in the fields of physics, nuclear physics, astronomy, psychology, etc., to assist in the analysis of the reports. These consultants will also attempt to make a continuing statistical analysis of the reports in an attempt to determine whether or not there is any significant pattern or characteristics in the sightings. In this respect, it is hoped that the project can receive the full cooperation of all AF commands in promptly reporting all sightings of unidentified aerial objects, so that as many authentic reports as possible will be available for study by statistical analysis.

II. REPORTS OF SPECIFIC INCIDENTS

A. Inclosed Summary List of Incidents

The inclosed list is (1) a summary of all incidents reported during the period of 30 November 1951 to 31 December 1951; (2) those incidents that were reported in Status Report No. 1, dated 30 November 1951, and still have the conclusions pending; and (3) those incidents that have been closed during the month covered by the report.

Incidents which are considered too detailed to summarize in the list of sightings are again given in the appendices, and in greater detail.

SIGHTINGS OF UNIDENTIFIED OBJECTS

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DATE	TIME (Local)	LOCATION	DESCRIPTION OF INCIDENT	LENGTH OF TIME OBSERVED	SOUND	SPEED	ALTITUDE	HEADING	SOURCE	ACTION OR COMMENTS
25 Aug 51	2110	Lubbock, Texas	Group of lights that have been seen on many occasions. (See Appendix I)	4 Sec.	None	30° Arc/Sec	Unknown	160°	Varied	See Appendix I
25 Aug 51	2158	Albuquerque, N.M.	Dark flying wing type a/c with about 1 1/2 times the wing span of a B-36. (See Appendix II)	30 Sec.	None	300-400 mph	1000 ft.	160°	Sandia Base guard and wife	See Appendix II
27 Aug 51	2000	Vandalia, Ill.	Bright orange light seen from the ground and again from two aircraft.	Unknown	None	High	Unknown	Varied	Commercial pilots and Ground Obs.	No further investigation. No conclusions.
31 Aug 51	1245	Matador, Texas	Pear-shaped aluminum object seemed to hover then leave the area at high speed. (See Appendix III)	Several seconds	None	Hovering to high speed	Low to high	90°	Two ladies	See Appendix III
3 Sept 51	2220	Spokane, Wash.	Bluish-white light with fiery trail. About the size of an automobile headlight.	Seconds	None	High	Low	225°	AF Captain and wife	Believed to be meteor or fireball. No conclusions.
3 Sept 51	1400	Spokane, Wash.	Three objects appeared out of NW. Appeared to be a disk when viewed through a monocular.	3-4 Min.	None	Erratic	Unknown	225°	AF Major	No conclusions.
8 Sept 51	1400	Spokane, Wash.	Bluish-white light about the size of an automobile headlight leaving a fiery trail.	Seconds	None	High	Low	225°	AF 1st Lt	Believed to be a meteor or fireball. No conclusions.
10 Sept 51	2100	Goose AFB, Newfoundland	Radar return - GCA radar observed two objects near the airfield.	Several Minutes	None	140 mph	4,000 ft.	Varied	GCA Operator	No further investigation. Insufficient information.
23 Sept 51	1210	March AFB, Calif.	Object sighted over Long Beach. Four F-86's scrambled and sighted object over Murco. Intercept was unsuccessful due to altitude of object. Orbits March AFB at 55,000 ft. (See Appendix IV)	Unknown	None	Unknown	55,000 ft.	Varied	F-86 pilots and Ground Obs.	See Appendix IV.
9 Oct 51	1342	Terre Haute, Ind.	Round, silver colored object passed over airport at high speed. (See Appendix V)	15 Sec.	None	Very high	Unknown	135°	CAA Chief A/C Communicator	See Appendix V.
9 Oct 51	1345	Paris, Ill.	Round, silver colored object seen by private pilot. (See Appendix VI)	Unknown	None	Very high	5,000 ft.	45°	Private pilot	See Appendix VI.
10 Oct 51	1010	Minneapolis, Minn.	Round, silver object seen by pilots tracking a balloon. (See Appendix VII)	Two Min.	None	High	High	SE	Balloon Obs.	See Appendix VII.
11 Oct 51	0630	Minneapolis, Minn.	Round, silver object seen by pilots tracking balloon and by ground observer team. (See Appendix VII)	Several Minutes	None	High	High	Unknown	Balloon Obs.	See Appendix VII.
11 Oct 51	0845	Neuburg AFB, Germany	Object seen by two airmen who described object as "some form of flying disk".	Unknown	None	Unknown	20,000 ft.	Unknown	Two airmen	No conclusions.
21 Oct 51	1250	Battle Creek, Mich.	Disk-shaped object 30 ft. - 40 ft. in diameter. Pilot in navion set object head-on. Object was disk-shaped, with a highly polished surface.	Several Seconds	None	High	3,000 ft.	85°	Civilian pilot 14 yrs experience	No conclusions
21 Oct 51	0500Z	62°N 15°W	Bright yellowish flash on the horizon.	Unknown	None	Unknown	Unknown	Unknown	Scientist	No conclusions.
28 Oct 51	2000-2030	Buena Vista, Col.	Greenish-blue brilliant light with an incandescent glow in the form of a tail.	15-20 Sec.	None	Unknown	Unknown	N to SW	AF Major	Example of green fireball phenomena. No conclusions.
30 Oct 51	1930	Four Corners, Col.	Object appeared white first, then red. Core glowed with brilliant green color like neon tube.	Unknown	None	Unknown	Unknown	N to SW	Civilian	Example of green fireball phenomena. No conclusions.

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SIGHTINGS OF UNIDENTIFIED OBJECTS

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DATE	TIME (Local)	LOCATION	DESCRIPTION OF INCIDENT	LENGTH OF TIME OBSERVED	SOUND	SPEED	ALTITUDE	HEADING	SOURCE	ACTION OR COMMENTS
11 Nov 51	1030	42° 43'N 78° 32'W	Object not seen. Only vapor trail.	Unknown	None	Unknown	High	Unknown	Civilian	No conclusions.
24 Nov 51	1825	Lower Michigan	Sighted by number of observers. Color variously described as bright white, white, grayish white. (See Appendix VIII)	Unknown	None	High	High	Unknown	Airlines pilot and others	See Appendix VIII.
24 Nov 51	1553	Minneapolis, Minn.	Flying wing shaped object.	Unknown	None	Hovering	25,000 ft.	90°	AF Pilot	Pending.
7 Dec 51	1412	Kansas City, Mo.	Described as perfectly round, with inner core resembling fuselage of small a/c with tapered and stubby wings.	Approx. 1 Min.	None	Unknown	Unknown	NW	Civilian	Pending.
7 Dec 51	1630	Sunbury, Ohio	Shiny, silvery sphere seen through telescope.	Half an hour	None	High	High	N to W	Civilian	No investigation. No conclusions.
10 Dec 51	1820 EST	Buffalo, N. Y.	Large, white, extremely brilliant and globular in shape.	15 Sec.	None	240 Knots	3000-4000 ft.	S to N	USAF Pilot	Pending.
12 Dec 51	2150Z	Hastings, Minn.	White object resembling a kite about 1000 ft. below a/c.	3-4 Min.	None	350-400 mph	9,000 ft.	Unknown	USAF Pilot	Pending.
28 Dec 51	1910	Alexandria, Va.	Pilot saw object glowing which circled and hovered.	2 Min.	None	Unknown	1000-6000 ft.	Unknown	USAF Pilot	Proved to be experimental helicopter from Patuxent Naval Air Station.

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Appendix 1

LUBBOCK, TEXAS - 25 August 1951

I. DISCUSSION OF THE INCIDENT

The first of a series of sightings related to this incident occurred the evening of 25 August 1951 at approximately 2110 CST. Four Texas Technical College professors were sitting in the backyard of one of the professor's homes observing meteorites in conjunction with a study of micrometeorites being carried out by the college. At 2120 they observed a group of lights pass overhead from N to S. The lights had about the same intensity as high cirrus clouds on a moonlight night. The altitude was not determined but they traveled at a high rate of speed. The pattern of the lights was almost a perfect semi-circle containing from 20 to 30 individual lights. Later in the evening a similar incident was observed and during a period of about three weeks a total of approximately twelve (12) such flights were observed by these men.

The group of men included:

- a. The Head of the Petroleum Engineering Department
- b. Professor of Geology, has PhD.
- c. Professor of Physics, has PhD.
- d. Professor of Chemical Engineering, has PhD.

Besides the above four men, the following have observed the incidents:

- a. Professor of Mathematics, has PhD.
- b. Graduate student working on PhD.

In addition, a Professor of Astronomy was consulted on the incident, but he did not observe any of these flights.

The above mentioned men took a personal interest in the phenomena and undertook a study of the objects. Attempts were made to obtain an altitude measurement by laying out a measured base line perpendicular to the usual flight path of the object and placing angle measuring devices at the end of the base line, however, all their attempts failed because the objects did not appear on the nights the observers were waiting for them.

From the series of observations, the following facts were obtained:

- a. The angular velocity of the object was very nearly 30° of arc per second.
- b. There was no sound that could be attributed to the object.
- c. The flight path of the object was from N to S in the majority of the flights although some were NE to SW.
- d. On several nights there were two or three flights.

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- e. The color of the lights was blue-green.
- f. There were from 15 to 30 separate lights in each formation.
- g. The first two flights observed were a semi-circle of lights but in subsequent flights there was no orderly arrangement.
- h. The object always appeared at an angle of about 45° from horizontal in the north and disappeared at about 45° in the south. The object did not gradually come into view as would an aircraft approaching from a distance, neither did it gradually disappear.
- i. There was no apparent change in size as the object passed overhead.
- j. The "angular span" was estimated to be 10° .

Attempts were made to obtain the relative height of the object in respect to clouds. However, these attempts were also unsuccessful due to the fact that the objects passed between widely scattered clouds.

Attempts were made to determine whether or not there was any form between the lights by trying to see stars between the lights. These also was unsuccessful due to the short time the object was in view.

This phenomena was observed by at least one hundred people in and around Lubbock, Texas. Some of these people were of the opinion that the objects were birds reflecting lights from the city.

On the evening of 31 August 1951 at about 2330 CST, a college freshman from Texas Tech observed a flight of the unidentified objects pass over his home. The flight was observed through an open window. Upon observing the first flight of the objects, the observer obtained his camera and went into the backyard of his home in an attempt to get photographs of additional flights of the object. (Comment: This would be logical as by 31 August 1951 these flights of the objects, and the fact that several flights might occur in an evening, was well known.) Two more flights of the object allegedly did occur and were photographed. Two photos of one flight and three of another were obtained. ATIC has four of the negatives but the other one was lost or misplaced by the photographer. The photographs show a V-shaped formation of lights. In one photo a single-V of lights appear, while on three photos there is a double-V. The separate lights, which appear to be pinpoint light sources, vary in intensity.

(See Appendix II for possibly related incidents.)

II. STATUS OF THE INVESTIGATION

A. Trip to Lubbock, Texas

A trip was made to Lubbock, Texas, on 6-9 November 1951 to obtain more details on the incident. Many people who had seen the object or who were involved in the incident were interrogated. A conference was held with the college professors and they prepared a signed statement describing the objects they they observed.

The photographer was interrogated, in conjunction with OSI, in regard to the photographs of the objects. His account of the incident seemed logical, and there were no obvious indications of a hoax. The photographer had previously been interrogated by the Lubbock newspaper and the photos inspected by Associated Press and Life Magazine representatives. It was their opinion that the photos were not obviously a hoax. The college professors were doubtful as to whether or not the photographs were of the same objects that they had observed because:

1. They had never observed a V-shaped formation of lights. This is not too significant, however, as the arrangement of the lights that they observed varied and since there were several flights the college professors possibly did not see the flights that were photographed. In addition, the photographer states that the object appeared to be U-shaped but when he developed the negatives, the object was V-shaped.

2. The objects that the professors observed were, in their opinion, not bright enough to be photographed. This is, however, an estimate and could be in error.

It was found that one school of thought of the people in the Lubbock area was that the objects were some type of migratory birds reflecting light from the city. Several people reported that they definitely knew the objects were birds because they could see wings 'flapping'. It is very possible that some of the people who were looking for the object did see ducks as there were duck flights passing over during the period.

The college professors do not believe the theory that the objects were birds, but they are giving the possibility more thought. If they were birds, they would have to be relatively low to give the illusion of high speed. An occasional flight of birds might pass low over a city on a clear night but it is highly doubtful if they would continue to do this for several nights. Migratory birds usually try to keep away from cities.

The Federal Wild Life Game warden was visited and although he was not familiar with the incident he doubted if the objects were birds. He stated that they could have been, however. The most likely suspect, if it is a bird, is a member of the Plover family which has a pure white breast, but unless there was a sudden influx of the birds into the Lubbock area, the game warden doubted if there would be enough of these birds to make up as many flights as were observed.

If the photos are authentic, the objects very probably are not ducks because an experienced photographer from the Lubbock Avalanche Newspaper attempted to get photos of ducks using both natural light and flash, but failed.

B. Analysis of Photos by Wright Air Development Center

The Photographic Reconnaissance Laboratory of WADC made a preliminary analysis of the photographs. The analysis was made by inspecting the negatives in a comparator microscope. Their conclusions were:

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1. The images on the negatives were caused by light striking unexposed film, (i.e., the negatives were not retouched).
2. The individual lights in the "formation" varied in intensity.
3. The intensity was greater than any surrounding stars as the stars did not register. (The photos were taken under CAVU conditions.)
4. The individual lights changed position in the "formation".

C. Reinterrogation of the Photographer

The OSI was requested to reinterrogate the photographer in another attempt to determine the authenticity of the photographs. The details of this reinterrogation have not been received but a preliminary report stated that there were no indications that the photographs were not authentic.

D. Future Investigations

A trip to Lubbock, Texas, will be made during January. Arrangements are being made to have a Project Grudge consultant and a physicist accompany Project Grudge personnel. If the photographs are authentic, they are important in that:

1. They will give an accurate measurement of the "angular span".
2. The light source, although it appeared to be of low intensity to the eye, was highly actinic.
3. The movement of the individual lights in the formation can be studied further.
4. Density comparison tests can be made.

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Appendix II

ALBUQUERQUE, NEW MEXICO - 25 August 1951

I. DISCUSSION OF INCIDENT

On the evening of 25 August 1951, at 2158 MST, a Sandia Base Security Guard and his wife observed what they described to be a flying wing type aircraft similar to the Northrop Fly-Wing Bomber (B-49) pass over the backyard of their trailer home in the east part of Albuquerque. They judged the wing span of the aircraft to be about one and one half times the wing span of a B-36, with which they were familiar. The object was flying low, the altitude was thought to be about 800 ft. - 1000 ft., and there was no sound that could be attributed to the object. The color of the object was not apparent due to the twilight but dark chordwise stripes were noticed under the wings. Six to eight pairs of soft glowing lights were noticed on the trailing edge of the wing. The speed was judged to be about 300 - 400 mph and the object was on a heading of approximately 160°.

(See Appendix I for possible related incident.)

II. WEATHER

Broken clouds at 17,000 ft., visibility five miles, wind S at 5 mph.

III. STATUS OF INVESTIGATION

The possibility of this being a known aircraft was checked with negative results. The AC and W Radar Station at Kirtland AFB did not observe any unusual or unidentified aircraft.

The guard's background was checked and since he has a "Q" clearance, it has been assumed that he apparently is mentally stable.

An investigation was made to determine whether or not any one else had seen the object but only negative results were obtained.

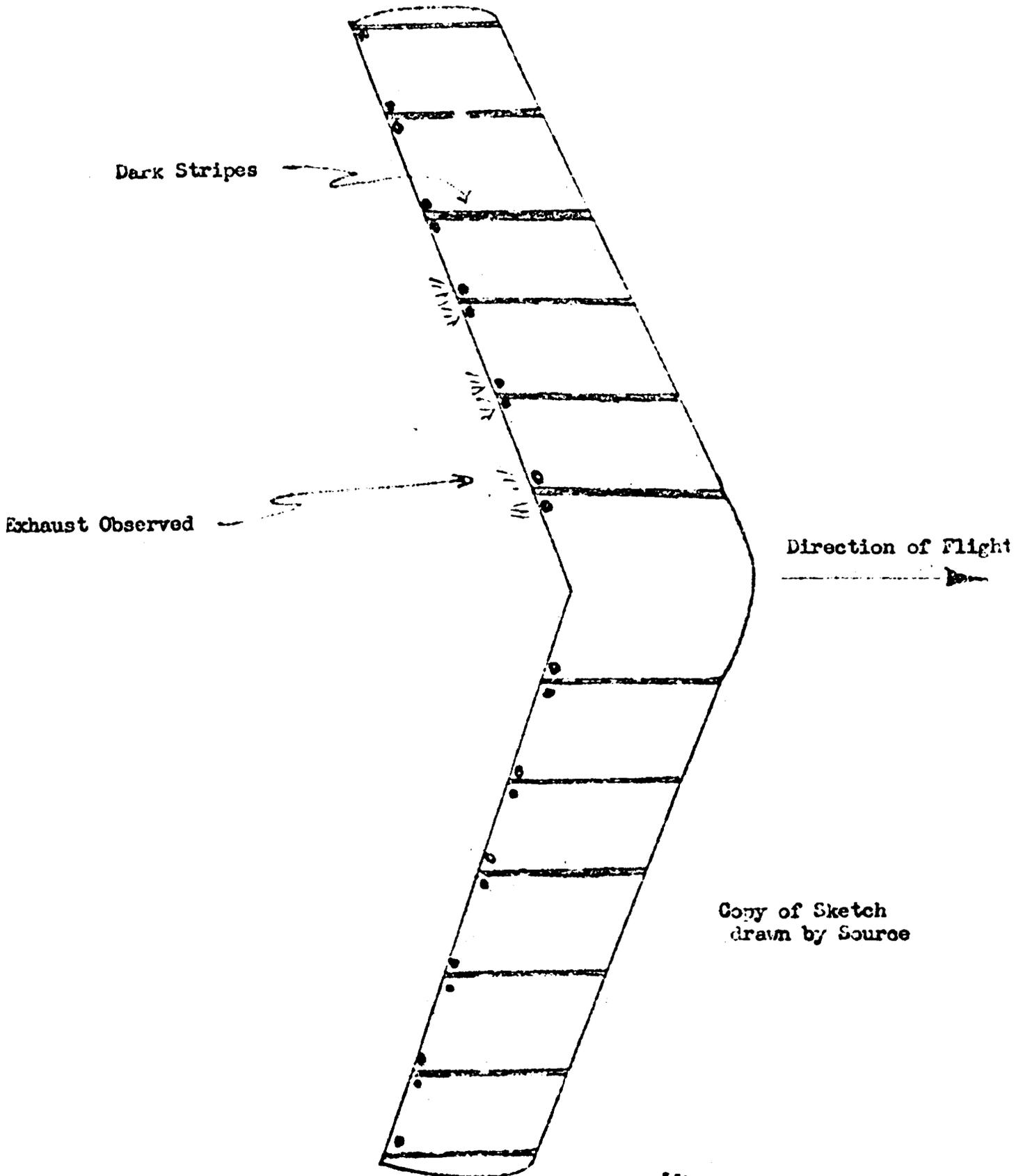
The photographs referred to in Appendix I were sent to the OSI at Kirtland AFB. These photos were shown to the sources and they stated that the photos resembled the exhaust or light pattern of the object. A sketch, drawn by the observers, is shown in this Appendix.

It is interesting to note that a very similar sighting took place in Lubbock, Texas. The exact time and date of the sighting could not be determined due to the fact that the observer believed she had seen an illusion of some type and did not report the incident. The only date that could be given was "late in August or early September".

IV. CONCLUSIONS

None. The investigation will be continued until the authenticity of the photos in Appendix I can be determined.

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Copy of Sketch
drawn by Source

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Appendix III

MATADOR, TEXAS - 31 August 1951

I. DISCUSSION OF THE INCIDENT

On 31 August 1951 at approximately 1245 CST two ladies were driving in an automobile several miles north of Matador, Texas. The object was described as a pear-shaped object about the length of a B-29 fuselage, aluminum or silver in color, which readily reflected the sunlight. The object had a port or some type of aperture in the side and moved through the air with the small end forward. There was no sign of any exhaust and no noise was heard.

As the two ladies were driving north from Matador, Texas, the driver of the automobile first noticed the object about 150 yards ahead of the automobile. They stopped and both ladies got out to observe the object. It was drifting slowly in an eastward direction at a speed they judged to be less than the speed required to take off in a Cub aircraft and an altitude of about 120 ft. Seconds later the object began to ascend rapidly and moved out of sight into the wind in a circular ascent. (The wind at this time was from NE at about 5-7 knots.)

A background investigation showed that both women were of excellent character.

This incident is of interest because it was observed during the same period as the objects over Lubbock, Texas (See Appendix I).

II. WEATHER

- A. 1230 CST - Reese AFB - 31 August 1951
Estimated ceiling 6,000 ft., broken clouds, with thin scattered clouds at 25,000 ft. Visibility 15 miles. Wind ENE at 3 knots.
- B. 1230 CST - Childress, Texas - 31 August 1951
Estimated ceiling 25,000 ft., overcast. Visibility 15 miles.
Wind NNE at 7 knots. Towering cumulus clouds in SE quadrant.

III. STATUS OF INVESTIGATION

It has been reported that a road repair crew saw the same object later on the same day. Attempts will be made by Project Grudge personnel to contact members of this road crew and obtain their statements. There were also reports of crop dusting activity in the area, so attempts will be made to determine whether or not the ladies could have seen this activity.

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Appendix IVMARCH AIR FORCE BASE - 23 September 1951I. DISCUSSION OF INCIDENT

The first report of this incident, which appeared in Status Report No. 1, proved to be incomplete and misleading. Further investigation has corrected the discrepancies and the following account of the incident is considered to be accurate.

At approximately 0700 PDST, two F-86 aircraft were scrambled from George Air Force Base, California, on a routine mission. The flight was vectored to $113^{\circ} 40'W - 33^{\circ} 50'N$ by GCI. (See inclosed overlay.) The flight orbited the position and took up a heading toward Long Beach Radio. At approximately 0755 PDST the flight reported to GCI that they observed an unidentified object high at 12 o'clock. The flight was 30 seconds out of Long Beach Radio at this time. The object appeared to be in a left orbit at about 50,000 ft. The object could not be picked up by the ground radar, however, visual contact was maintained. The object continued a left orbit and passed over the two aircraft. Attempts were made by the F-86's to identify the object but they were unsuccessful due to the altitude of the object and a fuel shortage. At approximately 0810 or 0815 the flight was released by the ground controller and they returned to George Air Force Base. The object appeared to be an aircraft with 45° swept wings and bright silver in color. When last seen the object was in a left orbit, or circling to the left. The pilot's opinion was that it was a swept wing type aircraft.

At approximately 0800 PDST four additional F-86 aircraft were scrambled from George AFB to relieve the two above mentioned F-86's. The four aircraft split into two, two-ship elements, denoted as Flight 2-A and 2-B on the inclosed overlay. Flight 2-A was vectored to a position at $117^{\circ} 30'W$ and $30^{\circ} 20'N$. They arrived at this position at approximately 0810 and sighted the object high at 12 o'clock at what appeared to be over Kuroc AFB. A steady climb was made to 43,000 ft. and the object was found to be near March AFB. The object appeared to be in a controlled orbit to the right and left at 50,000 to 55,000 ft. The two aircraft stayed in the area for 10-15 minutes before breaking off the intercept due to a fuel shortage and landed at 0845 PDST. The object appeared to be a swept wing aircraft.

The second element of the group, noted as Flight 2-B on the overlay, observed the object soon after take-off. The object appeared to be going south. The flight made a series of climbing turns under the object as they climbed to 42,500 ft. The object was in a wide right turn. At approximately 0925 PDST the aircraft broke off the attempted intercept and returned to their base. This flight reported that the object appeared to be round and silver.

No more intercepts were attempted. At no time was the object observed on the radar screen nor was it reported to be observed visually from the ground. The F-86's, however, were continually tracked by radar.

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The F-86's were unable to climb to the estimated altitude of the object due to the fact that they were carrying external fuel tanks and elected not to jettison them.

II. STATUS OF INVESTIGATION

At 0700 PDST a radiosonde balloon was released from the Long Beach Municipal Airport. This balloon was lost at 0743 PDST, eight miles from the airport on a bearing of 95° true, due to a malfunction of the tracking equipment. (See Point A on overlay.) At this time the balloon would have been at approximately 40,000 ft. The winds above 40,000 ft. are unknown but it is logical to assume that at this altitude they will be relatively constant in direction. Assuming a relative constant direction of 270° and an average velocity of 30 knots above 40,000 ft. (the wind at 40,000 ft. was 280° at 21 knots) the possible flight path of the balloon can be plotted on the overlay.

The original sighting by Flight 1 could very possibly have been the balloon as their heading was toward Long Beach Airport. The altitude of the F-86's at the time of the sighting is unknown but was probably below 40,000 ft. At 0755, the time of the original sighting, the balloon would be at 50,000 to 55,000 ft. and approximately ten miles directly ahead of the two aircraft. The apparent orbiting of the balloon cannot be explained. The balloon would make a gradual turn due to wind shifts but these are so gradual that it is doubtful if the movement would be apparent from an aircraft as fast as an F-86.

Referring to the ground track of Flight 2-A, if a 30 knot wind at 270° is assumed, at 0810, the approximate time the F-86's sighted the object from a 355° TC, the balloon would be at B on the overlay. The balloon would probably be at an altitude of 60,000 ft. and nearly straight ahead of the aircraft. Due to the size of the balloon, the distance could have been misjudged and the balloon could have appeared to be near Huroc. Once again the orbiting of the object cannot be explained.

The attempted intercept by Flight 2-B cannot be explained. If the ground track given by the leader of Flight 2-B is correct it is very doubtful that the flight was observing a balloon. The time that they sighted the object is not known but if it is assumed that they flew beneath the object for 30 minutes, it is highly doubtful that a wind shift of nearly 360° could occur above 60,000 ft. to give the illusion of a turn.

The possibility of this object being an experimental aircraft from some southern California aircraft plant, naval airfield, or from Edwards Air Force Base was checked with negative results. No other balloons were released in the vicinity.

III. CONCLUSIONS

With the information available, it cannot be concluded that the object was definitely the radiosonde balloon released from Long Beach Municipal Airport. However, since the balloon was near the flight path of two of the F-86 elements, and assuming that the orbiting of the object was an illusion due to the relative motion between the balloon and the aircraft, it can be concluded that the unidentified object was very possibly a radiosonde balloon.

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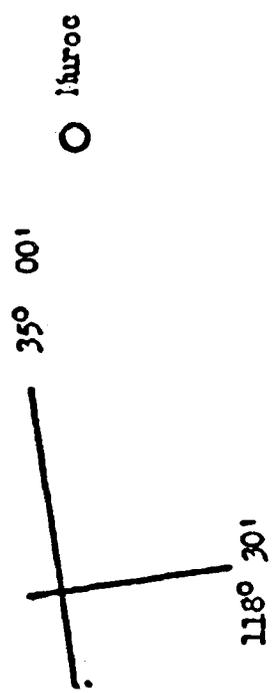
The third attempted intercept, the one in which the object was followed in a wide turn, cannot be explained.

It is not believed that further interrogation would produce any additional significant details due to the fact that some of the personnel involved have been transferred overseas and due to the time since the incident.

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_____ Path of aircraft (reported)
 - - - - - Path of balloon

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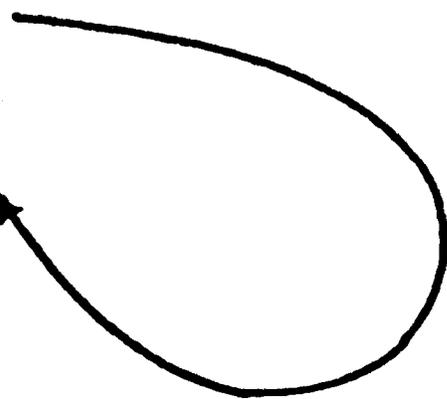


○ Hiroo

○ George AFB

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Flight 2-B



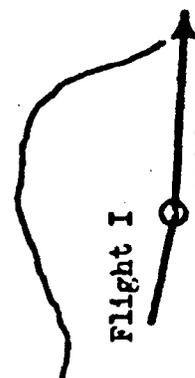
Long Beach A.P.

Long Beach Radio

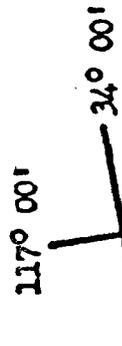


Flight I

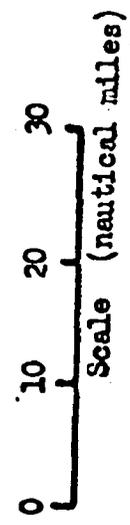
$118^{\circ} 40'W$
 $33^{\circ} 50'N$



○ March AFB



↑
 Prevailing Wind at
 40,000'



○ Flight 2-A
 $117^{\circ} 30'W$
 $33^{\circ} 20'N$

Overlay of FC-219

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Appendix VTERRE HAUTE, INDIANA - 9 October 1951**I. DISCUSSION OF THE INCIDENT**

On 9 October 1951 at 1342 CST, a CAA Chief Aircraft Communicator observed a silver object pass directly overhead while he was at Hulman Municipal Airport, five miles east of Terre Haute, Indiana. The object was judged to be approximately the same size as a 50 cent piece held at arm's length. The object passed overhead at a very high rate of speed going in a southeasterly direction, passing from directly overhead to the horizon in about 15 seconds. There was no sound or vapor trails. The shape and general form of the object could be seen as the object passed over the horizon and out of sight.

(For related incident, see Appendix VI.)

II. WEATHER

Clear, bright sun, no clouds or haze.

III. STATUS OF INVESTIGATION

Further investigation revealed no additional information.

IV. CONCLUSIONS

None.

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Appendix VI

PARIS, ILLINOIS - 9 October 1951

I. DISCUSSION OF THE INCIDENT

On 9 October 1951, at approximately 1345 CST, a private pilot enroute from Greencastle, Indiana, to Paris, Illinois, sighted a silver object just east of Paris, Illinois, at 5,000 ft. altitude. The object appeared to be stationary in as much as it did not increase or diminish in size with the approach of the aircraft. The object then started to travel in a northeasterly direction south of the Newport, Indiana, Atomic Energy Plant.

(See Appendix V for related incident.)

II. WEATHER

Clear, bright sun, no clouds or haze.

III. STATUS OF INVESTIGATION

Further investigation revealed no significant facts. It was impossible to determine whether or not there were any jet aircraft in the area due to the lapse of time since the sighting.

IV. CONCLUSIONS

None.

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Appendix VII

MINNEAPOLIS, MINN. - 11 October 1951

I. DISCUSSION OF INCIDENT

The only information available on this incident is a letter quoted below:

'TIME: 0630, 11 Oct 51. Dick Reilly and I were flying at 10,000 ft. observing the grab bag balloon when I saw a brightly glowing object to the SE of University of Minnesota Airport. At that time we were a few miles north of Minneapolis and heading east. I pointed it out to Dick and we both made the following observation:

'The object was moving from east to west at a high rate and very high. We tried keeping the ship on a constant course and using reinforcing member of the windshield as a point. The object moved past this member at about 50 degrees per second.

'This object was peculiar in that it had what can be described as a halo around it with a dark undersurface. It crossed rapidly and then slowed down and started to climb in lazy circles slowly. The pattern it made was like a falling oak leaf inverted. -It went through these gyrations for a couple minutes and then with a very rapid acceleration disappeared to the east. This object, Dick and I watched for approximately five minutes.

"I don't know how to describe its size, because at the time I didn't have the balloon in sight for a comparison.

"Shortly after this we saw another one, but this one didn't hang around. It approached from the west and disappeared to the east, neither one leaving any trace of vapor trail.

"When I saw the second one I called our tracing station at the U. of M. Airport and the observers there on the theodolite managed to get glimpses of a number of them, but couldn't keep the theodolite going fast enough to keep them in the field of their instruments. Both Doug Smith and Dick Jorian caught glimpses of these objects in the theodolite after I notified them of their presence by radio."

II. WEATHER

Unknown, but evidently clear.

III. STATUS OF INVESTIGATION

Further investigation produced no additional information as to the identity of the object. The theodolite operator was interrogated and stated that he could only observe "a brief blur for about two seconds". During his brief observation, the object appeared to be a smoky grey cigar shaped object. It left no vapor trail and gave off no reflection.

All observers were positive of the following facts:

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- A. The object, though vaguely defined and blurred, retained a definite shape.
- B. No vapor trails, exhaust flashes, or jet propulsion were observed.
- C. The object definitely seemed to be controlled. The sources are all experienced engineers with General Mills Balloon Projects and have been observing all types of balloons for several years.

IV. CONCLUSIONS

No conclusions can be made. It is significant however, that the sources can be graded as very reliable and that they observed an object with which they were entirely unfamiliar.

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Appendix VIIISOUTHERN MICHIGAN - 24 November 1951I. DISCUSSION OF INCIDENT

On the evening of 24 November 1951, seven people observed an unidentified aerial object, from four separate locations in Southern Michigan. The object was observed in the SE quadrant traveling at speeds "much faster than a Jet" at an apparently low altitude (below 2,000 ft. or 2° - 4° above the horizon) in all the observations. The object traveled horizontal to the earth and in one instance was noted to lose altitude just before it disappeared. No sounds were heard by any of the observers. In each case the time the object was in sight was 5-6 seconds or less.

Additional information is given below and in inclosed overlay which shows apparent track of objects. It will be noted that these are only the apparent tracks.

Location	Time	Shape	Color	Trail	Course	Apparent Distance (miles)	Observer
Selfridge AFB	1820 E	Egg	White	Red	WSW	2-3	AF PFC
Selfridge AFB	1820 E	"Football"	White	Orange red	W	1	AF PFC
Battle Creek	1825 E	Oval	White	White	SW	10-20	AF Pvt
Grand Rapids	1824 E	Round	White	None	SW	-	Tower Operator
Coopersville	1825 E	Round	Bluish White	None	SW	30-40	Airline Crew (Airborne)

II. WEATHER

CAVU and exceptionally clear at all points of observation.

III. STATUS OF THE INVESTIGATION

The possibility of jet aircraft in the area, unidentified radar returns, and known meteoric or aurora phenomenon were checked with negative results. From the reports, it is reasonable to assume that all the observers sighted the same object. There is a time span of five minutes between various sightings but this could be due to errors in the watches of the observers. Assuming that the tower clock would be the most accurate, the time would be 1824 EST. From the estimates of

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the altitude (i.e. appeared low), it is apparent that the object must have been a comparatively great distance from all the observers. The fact that the observers in Grand Rapids and over Coopersville did not observe a tail or trail can be explained by the fact that they were farther away from the object.

The actual flight path of the object was probably high over Ontario, Canada. It would probably be possible to determine the exact location by collecting reports or interrogations in Canada. It is not believed that this would be worth the effort, however, as it would still not definitely identify the object unless it had been observed by competent astronomers.

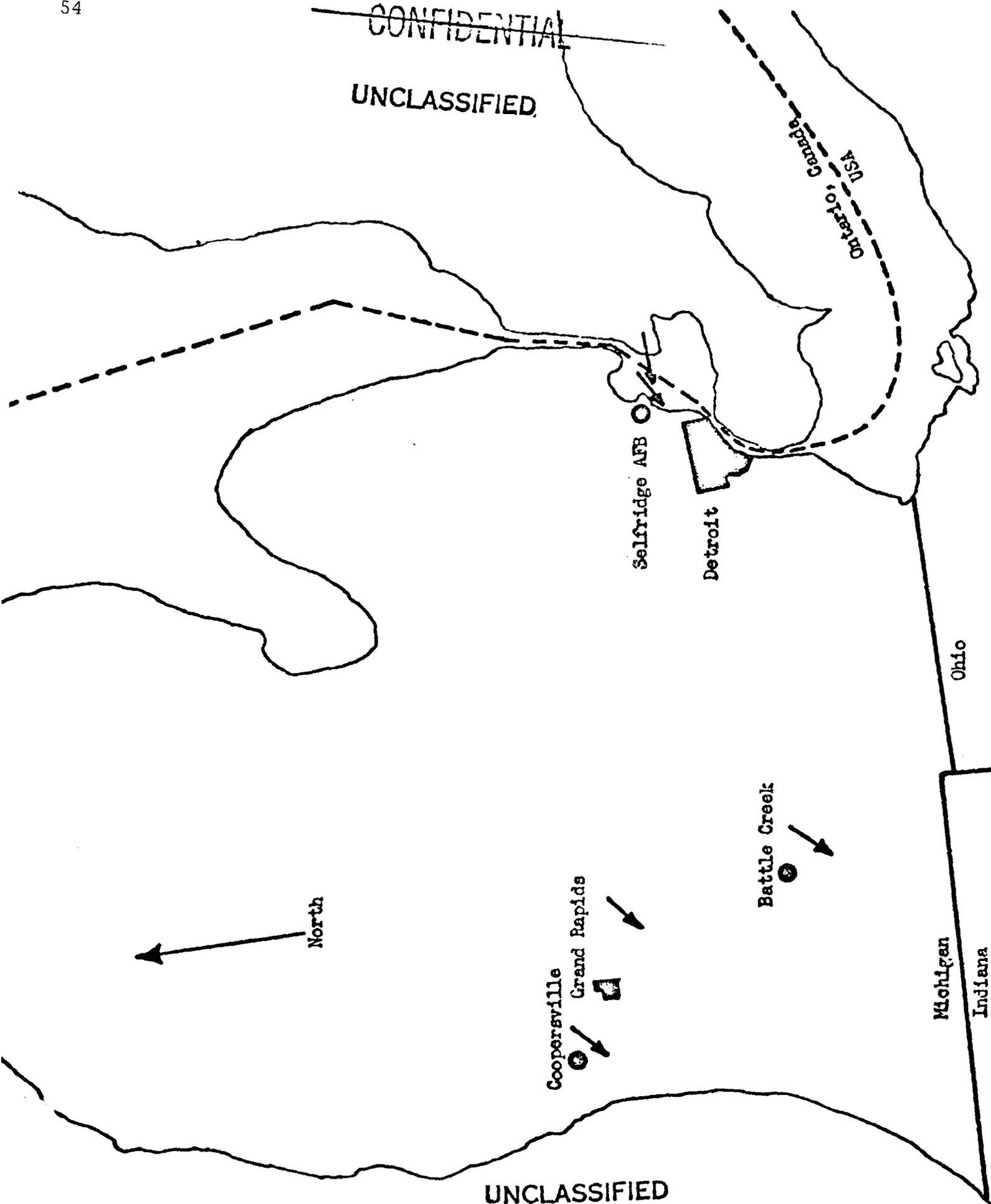
IV. CONCLUSIONS

It is concluded that the object observed in Southern Michigan on 24 November 1951 was a large meteor-like object that probably passed over Ontario, Canada, or upper New York State.

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USA
Ontario, Canada

Selfridge AFB

Detroit

Ohio

Michigan
Indiana

North

Coopersville

Grand Rapids

Battle Creek

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INFORMATION

UNCLASSIFIED
STATUS REPORT

Classification cancelled

~~or changed to~~.....

AUTH: ROBERT J. FRIEND, MAJOR USAF

By Robert J. Friend Major
Signature and Grade

Date 9 SEPT 1960

PROJECT GRUDGE - REPORT NO.3

PROJECT NO. 10073

31 JANUARY 1952

Classification cancelled

~~or changed to~~.....

AUTH: ROBERT J. FRIEND, MAJOR USAF

By Robert J. Friend Major
Signature and Grade

Date 9 SEPT 1960



AIR TECHNICAL INTELLIGENCE CENTER

**WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO**

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1. Information conflicting with or pertinently affecting that contained in this publication should be forwarded by the recipient directly to:

**Chief, Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio**

This in no way abrogates or alters responsibility for sending such information or any pertinent intelligence data through already established intelligence collection channels of the various services or agencies of the U.S. government.

2. WARNING: This document contains information affecting the national defense of the United States within the meaning of the Espionage Law, Title 18, U.S.C., Sections 793 and 794. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

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Classification cancelled

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AUTH: ROBERT J. FRIEND, MAJOR USAF

By Robert J. Friend, Major
Signature and Grade

Date 9 SEPT 1960

This report is the third of a series of monthly status reports of Project Grudge. Each report will be written on or near the last day of the month and will contain a list of all incidents reported during the month covered by the report. The reports that are considered to be outstanding will be summarized in the appendices of the report so that more details can be presented. The overall status of the project will also be presented.

Additional information may be obtained on any incident by directing requests to Chief, Air Technical Intelligence Center, Attention: ATIAA-2c, Wright-Patterson Air Force Base, Dayton, Ohio.

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STATUS OF PROJECT GRUDGE

I. OVERALL STATUS

A. Files

All of the material in ATIC that relates to sightings of unidentified aerial objects has been reviewed and filed. All data on each sighting has been placed in a separate folder and the folders filed chronologically. There are a total of 695 incidents. These vary from nebulous reports from very questionable sources to more factual reports from reasonably reliable sources such as AF pilots, airline pilots and balloon observers.

The factual details of each incident have been placed on 5" by 8" cards and these cards are being cross-indexed. All the cards have been re-produced and cross-indexing is about 50 percent completed. When this phase of the project is finished, it will be possible to make a breakdown of all reported sightings as to the predominant shapes, size, course, geographical locations, etc.

B. Location of Additional Files

During the past-month, a trip was made to Washington, D. C. to locate additional data on sightings. It was found that both the D/I library and TCB have such files. In the near future a trip will be made to Washington to review these files and obtain additional sighting reports.

C. Map of Sightings

A map has been prepared, showing all of the sightings in the United States. Colored tacks are used to designate sightings by years.

The plot of sightings shows that there is a concentration of sightings in the area of:

1. Dayton, Ohio
2. Columbus, Ohio
3. White Sands, New Mexico
4. Albuquerque, New Mexico
5. Oak Ridge, Tenn.
6. Camp Hood, Texas

No conclusions can be made or other facts about the distribution of the sightings stated until a further study of the distribution of sightings has been made.

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D. Directives for Reporting Incidents

The directive which outlines the reporting procedures to be used in this project is AFOIN-C/CC-2 letter dated 19 December 1951, subject: "Reporting Information on Unidentified Flying Objects". This directive is not believed to be adequate to cover all phases of the project and it is being revised. The revision of this directive has been given top priority as it is believed that the project cannot function properly until satisfactory reporting channels are set up.

E. Consultants

The consultants that will be obtained to assist in the project have finished their preliminary survey of past work done on the project and will submit their formal proposal during the early part of February. During the past month one of their members accompanied Project Grudge personnel on two interrogations to familiarize them with how reports are investigated.

F. Difficulties in Obtaining Reports

Recently several airline and Air Force pilots have been queried as to their feelings on reporting the sightings of unidentified aerial objects. The queries were predicated by reports that sightings were not being reported due to stigma that has been placed on the project by unfavorable newspaper releases, etc. Only a very few individuals were contacted, however, these people stated that they would be very reluctant to report any type of unidentified object to the Air Force. One pilot summed up the situation by stating, "If a space ship flew wing-tip to wing-tip formation with me, I would not report it." This feeling among people who are in a position to submit good reports is a great handicap to the objective of getting reliable data. The exact nature of some of the objects reported have not been determined, therefore, there is always the possibility that there exists some type of unconventional vehicle possessing extraordinary performance and characteristics. If such a vehicle should appear, its detection would be hampered by the reluctance to report sightings of unusual aerial objects.

A series of briefings of Air Force commanders is being tentatively planned to explain the functions and findings of this project in an attempt to break down the adverse feelings on reporting that are held by many people.

G. Radar Search

In compliance with suggests of the Directorate of Intelligence, a preliminary conference has been held on the possibility of using electronic means to detect and obtain data on the unidentified objects that are being reported. Radar would be used in conjunction with photographic equipment to accomplish this. In the past there have been unexplained radar contacts but whether or not these were due to weather phenomena, malfunction of the sets or actual targets has not been determined.

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Further conferences will be held on this matter. To date, nothing definite has been decided.

H. Briefing of General Garland

On 29 January 1952, Brig Gen W. M. Garland, Assistant for Production, Director of Intelligence, Hq USAF, and members of his staff were briefed as to the status of the project.

II. REPORTS OF SPECIFIC INCIDENTS

A. Inclosed Summary List of Incidents

The inclosed list of incidents is (1) a summary of all incidents reported during the period 1 January 1952 to 31 January 1952; and (2) those incidents reported in Status Report No. 2, dated 31 December 1951, which are still pending or have been closed during the past month.

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SIGHTINGS OF UNIDENTIFIED OBJECTS

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DATE	TIME (Local)	LOCATION	DESCRIPTION OF INCIDENT	LENGTH OF TIME OBSERVED	SOUND	SPEED	ALTITUDE	HEADING	SOURCE	ACTION OR COMMENTS
25 Aug 51	0710	Lubbock, Texas	Group of lights that have been seen on many occasions.	1/4 Sec.	None	30° Arc/Sec	Unknown	180°	Varied	Further investigation has produced no new developments. For details of the incident, Status Report No. II. Details of this incident will be published in a special report.
25 Aug 51	2158	Albuquerque, N.M.	Dark flying wing type a/c with about 1 1/2 times the wing span of a B-36.	30 Sec.	None	300-400 mph	1000 ft.	160°	Sandia Base guard and wife	No conclusions - Investigation closed.
31 Aug 51	1245	Matador, Texas	Pear-shaped aluminum object seemed to hover then leave the area at high speed.	Several seconds	None	Hovering to high speed	Low to high	90°	Two Ladies	No conclusions - Investigation closed.
10 Oct 51	1010	Minneapolis, Minn.	Round, silver object seen by pilots tracking a balloon.	2 Min.	None	High	High	SE	Balloon Obs.	Further investigation of both of these incidents has lead to no conclusions. The investigation is closed. (See Status Report No. II for details.)
11 Oct 51	0630	Minneapolis, Minn.	Round, silver object seen by pilots tracking balloon and by ground observer team.	Several Minutes	None	High	High	Unknown	Balloon Obs.	
24 Nov 51	1553	Minneapolis, Minn.	Flying wing shaped object.	Unknown	None	Hovering	25,000 ft.	90°	AF Pilot	No conclusions.
7 Dec 51	1412	Kansas City, Mo.	Described as perfectly round, with inner core resembling fuselage of small a/c with tapered and stubby wings.	Approx. 1 Min.	None	Unknown	Unknown	NW	Civilian	No conclusions. No further information could be obtained.
7 Dec 51	0815	Oak Ridge, Tenn.	Object appeared to be square, rose and descended three times at high rate of speed. Neither radar nor fighter aircraft could make contact.	2 Min.	None	High	Varied	None	Civilian Guard	No conclusions.
10 Dec 51	1620 EST	Buffalo, N. Y.	Large, white, extremely brilliant and globular in shape.	15 Sec.	None	240 Knots	3000-4000 ft.	S to N	USAF Pilot	No conclusions. Probably a fireball of some type.
12 Dec 51	2150	Hastings, Minn.	White object resembling a kite about 1000 ft. below a/c.	3-4 Min.	None	380-400 mph	9,000 ft.	Unknown	USAF Pilot	No conclusions
22 Dec 51	0625	Harden, Ohio	Extremely bright light in sky. Appeared to be hovering.	1 Hr.	None	Hovering	High	—	Civilian	Proved to be "Christmas Star".
22 Dec 51	1030	Columbus, Ohio	F-84 Pilot observed object which appeared to be a/c with no tail assembly. Object seemed to be rolling. An unsuccessful attempt was made to intercept the object. (See Appendix I)	1 1/2 Min.	None	Same as F-84	25,000 ft. (Est.)	285°	F-84 Pilot	See Appendix I.
19 Jan 52	1956	Cedar Keys, Fla.	Large blue-green fireball observed by B-29 crew. Descended and exploded near the ground.	3 Sec.	None	—	—	—	B-29 Crew	Fireball type phenomena. No investigation. No conclusions.
21 Jan 52	0950	Mitchell AFB, N.Y.	Navy TBM attempted to intercept disc-shaped object with negative results. (See Appendix II.)	Unknown	None	300-500 Knots (Est.)	Unknown	Varied	Navy Pilot	See Appendix II.
29 Jan 52	2300 and 2324	Korea	A disk, judged to be 3 ft. in diameter approached two different B-29's. (See Appendix III.)	5 Min. and 1 Min.	—	Same as B-29	Same as B-29	Same as B-29	Members of two B-29 crews	See Appendix III.

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APPENDIX IColumbus, Ohio - 22 December 1951**I. DISCUSSION OF INCIDENT**

On 22 December 1951 at approximately 1030 EST, an F-84 pilot sighted an unidentified object five miles east of Columbus, Ohio. The object, which looked like an aircraft with no tail surfaces, appeared to be rolling on its lateral axis. The object was on a reciprocal heading and higher than the F-86. The pilot made a turn in an attempt to intercept the object but lost it in the sun.

II. STATUS OF INVESTIGATION

At approximately 1000 EST a weather balloon was released from the Columbus Municipal Airport. The wind, which was from the west, would have blown the balloon into the general vicinity of the sighting. More definite information on the balloon launching has been requested.

III. CONCLUSIONS

No conclusions can be made until more information on the balloon launching is obtained.

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UNCLASSIFIED APPENDIX II

Mitchell Air Force Base - 22 January 1952

I. DISCUSSION OF INCIDENT

At approximately 0950 EST on 22 January 1952, a U. S. Navy pilot flying a TBM type aircraft sighted a disc-shaped object near Mitchell Air Force Base, New York. The object appeared to be light, "like a nylon parachute canopy", with a dark under surface. It was estimated to be 20 feet to 30 feet in diameter with a 3:1 diameter to thickness ratio.

The object appeared to be circling Mitchell Air Force Base and the observer was able to get near the object by cutting inside on turns.

II. STATUS OF THE INVESTIGATION

Additional information has been requested from Mitchell Air Force Base. No conclusions can be made on data contained in preliminary wire message.

APPENDIX III

Korea - 29 January 1952

I. DISCUSSION OF INCIDENT

On the night of 29 January 1952 at 2300 and again at 2324, local Korea time, two B-29 crews at different locations observed similar objects near their aircraft. They described them as a disk, approximately three feet in diameter, and with a color similar to the sun. In one instance the object stayed beside the B-29 for five minutes and in the other for one minute.

II. STATUS OF THE INVESTIGATION

More details on this incident have been requested.

Comment by NICAP on Reports No. 3 and 4:

The reader will note that in Report No. 3, Appendix II describes the sighting at Mitchell Air Force Base as having taken place on 22 January 1952 (p. 63). In Report No. 4, Appendix II gives the date for this incident as 21 January 1952 (p. 72). The 21 January 1952 date is presumably the correct one, since the information about this sighting is more detailed in the Appendix for Report No. 4.

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STATUS REPORT

Classification cancelled

~~or changed to~~ _____

AUTH: ROBERT J. FRIEND, MAJOR USAF.

By Robert J. Friend Major
Signature and Grade

Date 9 SEPT 1960

PROJECT GRUDGE - REPORT NO.4

PROJECT NO. 10073

29 FEBRUARY 1952

Classification cancelled

~~or changed to~~ _____

AUTH: ROBERT J. FRIEND, MAJOR, USAF

By Robert J. Friend Major
Signature and Grade

Date 9 SEPT 1960

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COPY NO. 25

T52-5836

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SECRET
 AUTH: 2015 NIC
 BY: A. B. ~~BYARLOND~~
 DATE 13 Mar 52

Classification cancelled
 or changed to _____

AUTH: ROBERT J. FRIEND, MAJOR USAF
 By Robert J. Friend, Major
 Signature and Grade

Date 9 SEPT 1960

This report is the fourth of a series of monthly status reports of Project Grudge. Each report will be written on or near the last day of the month and will contain a list of all incidents reported during the month covered by the report. The reports that are considered to be outstanding will be summarized in the appendices of the report so that more details can be presented. The overall status of the project will also be presented.

Additional information may be obtained on any incident by directing requests to Chief, Air Technical Intelligence Center, Attention: ATIAA-2c, Wright-Patterson Air Force Base, Dayton, Ohio.

The security classification of this report has been raised from Confidential to Secret due to the inclosure of reports of unidentified aerial objects which were classified Secret by the originating agency.

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T52-5836

STATUS OF PROJECT GRUDGE

I. OVERALL STATUS

A. Files

All of the material in ATIC that relates to sightings of unidentified aerial objects has now been filed and cross-indexed. Over 600 reports have been cross-indexed under the main divisions of:

1. Time of Sighting
2. Shape
3. Size
4. Course
5. Number of Objects Seen
6. Sounds
7. Date
8. Location
9. Occupation of Source
10. Color
11. Apparent Speed
12. Apparent Altitude
13. Length of Time Observed
14. Maneuvers
15. Conclusions

In many instances it has been difficult to establish sub-divisions due to the great variety of descriptions. In these instances, certain broad categories were established.

B. Location of Additional Files

The D/I Library files were searched during the past month and approximately 50 additional incidents were located. Copies of these have been requested. It is believed that the ATIC file on unidentified aerial objects now contains a large majority of all incidents reported to the Air Force since 1947.

C. Directives for Reporting Incidents

A new proposed directive for reporting sightings of unidentified aerial objects has been sent to the D/I for approval and distribution. This directive will replace existing directives and provide more expeditious channels for reporting sightings.

D. Project Twinkle

This Center has been receiving a number of reports on the phenomena which has been termed "green fireballs". This specific phenomena has been

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investigated by the AF Cambridge Research Laboratories under the title of Project Twinkle . The Cambridge Laboratory has discontinued the project and the conclusions were indefinite.

This phenomena which has received some publicity in the past four months is reported to be similar to a large meteor in some respects. They are green in color, have a flat trajectory, appear to be much lower than an average meteor, and are silent.

II. REPORTS OF SPECIFIC INCIDENTS

A. Inclosed Summary List of Incidents

The inclosed list of incidents is (1) a summary of all incidents reported during the period 1 February to 29 February 1952; and (2) those incidents reported in Status Report No. 3, dated 21 January 1952, which are still pending or have been closed during the month.

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SIGHTINGS OF UNIDENTIFIED OBJECTS

DATE	TIME (LOCAL)	LOCATION	DESCRIPTION OF INCIDENT	LENGTH OF TIME OBSERVED	SOUND	SPEED	ALTITUDE	HEADING	SOURCE	ACTION OR COMMENTS
22 Dec 51	1030	Columbus, Ohio	F-84 pilot observed --	1 1/2 Min.	None	Same as F-84	2,500 ft. (Est.)	285°	F-84 Pilot	See Appendix I. Possibly a balloon. Conclusions pending.
20 Jan 52	1920	Spokane, Wash.	A brilliant meteor-like object was observed traveling at a high rate of speed under a 500 ft. cloud circling.	2 Sec.	None	High	Below 500 ft.	---	Four airmen	
21 Jan 52	0950	Mitchel AFB, New York	Navy TBX --	2 1/2 Min.	None	300-500 Knots	Up to 6,000 ft.	Varied	Navy Pilot	See Appendix II. Possibly a balloon.
29 Jan 52	2300 and 2324	Korea	A spherical object judged to be three feet in diameter.	5 Min. and 1 Min.	None	Same as B-29	Same as B-29	Same as B-29	Members of B-29 crew.	See Appendix III.
29 Jan 52	1830	Falls Church, Va.	Brilliant green fireball traveling in flat arc.	15-30 Sec.	None	---	45° to 20°	225°	AF Colonel	Green fireball phenomena. No conclusions.
30 Feb 52	Mid-day	Bandar Abbas, Iran	A shining object was observed passing over the city. A few minutes later, an explosion shook the city.	---	---	---	---	270°	Several Iranian Citizens	Possibly a meteor. Data was incomplete.
17 Feb 52	0115	Roswell, N. Mex.	Greenish-blue ball of fire was observed by a B-29 crew.	2 Sec.	None	---	Above	135°	B-29 crew members	Green fireball phenomena. No conclusions.
24 Feb 52	2315	Korea	B-29 navigator reported a cylindrical-shaped object with some type of jet exhaust. (See Appendix IV)	15 Sec.	---	Higher than B-29	Same as B-29	30°	B-29 Navigator	See Appendix IV.

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APPENDIX IColumbus, Ohio - 22 December 1951**I. DESCRIPTION OF INCIDENT**

On 22 December 1951 at 1030 EST, the pilot of an F-84 aircraft observed an unidentified object five miles east of Columbus, Ohio. The F-84 was flying at 15,000 ft. altitude on a heading of 270°. The object was first sighted at two o'clock high. It appeared to be rolling on its longitudinal axis and the shape resembled an aircraft with no tail surfaces. It was on a heading of about 90°.

The pilot observed the object for one and one half minutes during which he made a right turn in an attempt to intercept and identify the object. It was lost when the pilot turned into the sun to follow the object.

II. STATUS OF INVESTIGATION

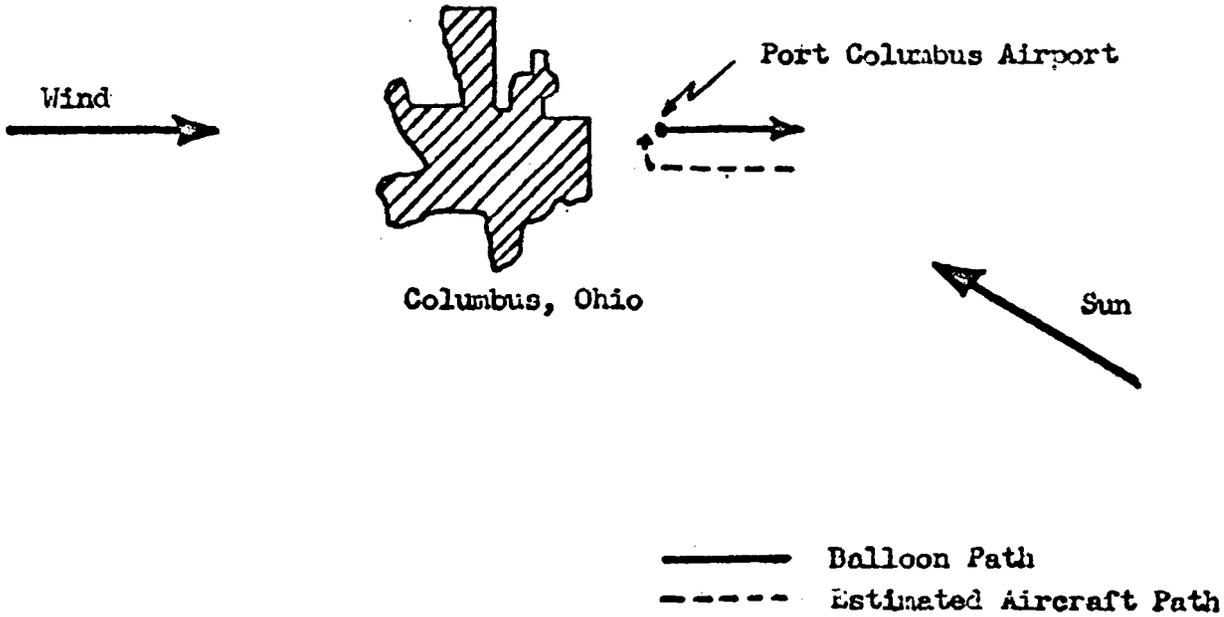
The pilot of the F-84 was interrogated by project personnel. No new facts were brought out. It was established, however, that the pilot could have observed a balloon launched from Port Columbus Airport at about 1000 EST. The wind was 30-knots from 270° which would place the balloon in the general area of the sighting. The pilot could not pinpoint his location other than about five miles east of Columbus".

III. CONCLUSIONS

The F-84 possibly sighted a weather balloon launched from Port Columbus Airport. The reported actions of and shape of the object cannot be attributed to a balloon, however, previous reports have indicated that a balloon can be very deceptive when viewed from a high speed aircraft.

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APPENDIX II

Mitchel AFB, New York - 21 January 1952

I. DESCRIPTION OF INCIDENT

At approximately 0950 EST on 21 January 1952, a U.S. Navy pilot flying a TBM aircraft sighted an unidentified object southeast of Mitchel AFB. The TBM was on a heading at approximately 45° . When first noticed, the object was low at an angle of about 45° from the aircraft. The location of the aircraft was about three runways lengths from the end of, and lined up with, Runway #30 (300°). The object appeared to be halfway between the aircraft and the end of the runway. The pilot's first impression was that the object was a parachute and he thinks he noticed wedge or pie-shaped segregations on the top, however, he realized that the object was going cross-wind and that it could not be a drifting parachute. He judged the angular size to be the same as the angle subtended by a house on the ground and by watching the object cover the equivalent of a city block. He judged the speed to be 300 knots. He judged the altitude to be 200-300 feet. It appeared to be on a course of about 225° .

The pilot started a left turn (see overlay) in an attempt to identify the object. He states that he kept the airspeed of the TBM at about 160 knots and kept a nearly constant altitude of 6000 ft. all during the turn. He estimated that he was pulling from two to three G's in the turn. At one point near position #3 of the aircraft (see overlay) he had to increase his angle of bank to nearly 90° to keep the object from disappearing under the wing of the aircraft.

The pilot's version of the attempted interception is shown on the inclosed overlay. He stated that the paths shown are not exact due to the fact that he was concentrating on the object and not his position, although he occasionally looked at the airfield to get reference points.

The object stayed below the TBM during most of the time it was in sight. When the aircraft was somewhere near position 4, the object appeared to start a rapid climb, accelerating to an estimated 500 knots, and when it was at an angle of about 10° above the pilot's horizontal line of vision, it disappeared. When the object disappeared, the TBM was near position #5. The object did not diminish in apparent size except possibly near the end of the chase, it just disappeared. The pilot was very positive in his statement that when he was north of Mitchel AFB he could see the object. The course on which the object disappeared was established by lining up the aircraft with the apparent path of object and reading the compass.

The object appeared to be dome-shaped, or similar to the vertical cross-section of a parachute canopy. The top was light colored, "like nylon", and the under-surface was dark. It had a length to depth ratio of about 1:3.

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While the object was in level flight it appeared to oscillate with a slow period.

The total time elapsed was estimated to be about two and one half minutes.

II. STATUS OF INVESTIGATION

A field trip was made to Mitchel AFB to reinterrogate the pilot and other personnel having knowledge of facts pertaining to the sighting. The pilot's description of the incident was the same as was stated in his original report. His added details have been incorporated into Section I of this Appendix.

At 0950 EST on 21 January 1952, the weather section of Mitchel AFB launched a Rawinsonde balloon from the position shown on the overlay. These balloons are about six feet in diameter at time of launch and expand on ascending. The expansion up to 6,000 ft. can be neglected, however, as it is small. The balloons are a light gray color and have white streaks of talcum powder which is used in packing the balloons. The balloon carried a tin-foil radar 18 inch square reflector six inches below the balloon. The path of the balloon is shown on the inclosed overlay.

These balloons are tracked by radar. It was hoped that the radar operators might have recalled seeing an aircraft return circling their balloon return. They stated, however, that due to the heavy air traffic in the area, it was not uncommon to pick up aircraft returns and they did not pay any attention to them.

The tower operators on duty at the time of the sighting were interrogated. They had not seen the TBM or the balloon. The tower log showed that the first contact with the TBM was at 0955 EST at which time pilot reported sighting an object east of the field. At 1008 the pilot again called the tower to describe the incident in detail. The pilot's description was a condensed version of that given in Part I of this Appendix except he stated that the object "appeared to be a parachute canopy with a dark colored object underneath". The 0955 contact was made soon after the object was sighted, establishing the time.

III. DISCUSSION OF INCIDENT

An accurate time of the initial sighting is needed to establish the position of the balloon at this time. It is assumed that the tower clock is more accurate than the clock in the TBM, thus the time of the initial sighting was probably closer to 0954 allowing for time to contact the tower than the 0950 which was estimated by the pilot.

At 0954 the balloon would have been at about 4,000 ft. and in the position marked 4,000 ft. on the overlay. The pilot stated that the object appeared low, at an angle of 45° from vertical, and appeared to cover the

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same angle of vision as a house. This would make the slant range to the ground 8,500 ft. It can be shown that an object thought to be 30 ft. in diameter (assuming an average home is 30 ft. long) at 8,500 ft. range could also have been a six ft. diameter balloon only 1,700 ft. from the observer or at about 4,800 ft. altitude. Allowing for errors in estimation of the angle, this coincides very closely to the altitude of the balloon at 0954. The position of the balloon in respect to the ground was approximately off the end of Runway #30.

The pilot stated that the object appeared to be on a heading of 225° , the reciprocal of the heading of the TBM, and the speed of the object was about 200 knots. The balloon would appear to be traveling on a reciprocal heading and appear to be traveling at a higher rate of speed than the TBM if the pilot had assumed the balloon to be a large object close to the ground.

In examining the turn as sketched by the pilot (see overlay), it is believed that the radius of turn is too great. He stated that the air speed was kept at 160 knots and he estimated he pulled two to three G's, this would give a radius of turn of about 1,500 ft. instead of the nearly 6,000 ft. radius shown on the overlay. It will also be noted that in positions 0, 1, 2, and 3 on the overlay, the bearing of the object is relatively constant, being of about 10 o'clock from the aircraft heading. A balloon seen from an aircraft making a 360° left turn around the balloon would have a constant bearing at 9 o'clock, however, errors in the sketch of the ground tracks could account for this discrepancy.

After the position of the aircraft given as point 3 on the overlay, it is more difficult to show that the object could have been the balloon. If point 4 (of aircraft) is shifted to near point 1 (aircraft) it is possible that the pilot started another 360° turn around the balloon (see overlay).

Two major discrepancies in the theory that the object was a balloon are that the pilot was very sure that at one time during the attempt to intercept the balloon he was north or northwest of the airfield and could still see the object. In addition, shortly before the object disappeared, the line of sight of the object began to swing toward the nose of the aircraft. If this were true and the object was a balloon, the pilot should have been able to come close enough to the object to identify it as a balloon.

It should be noted that the pilot admits that the sketch could be in error. During the reinterrogation, it was brought out by the Operation's Officer at Mitchel AFB, who conducted the original interrogation, that the first sketch the pilot drew was about half the size (i.e. all radii one half) of the final sketch which has been copied in the inclosed overlay. This is further brought out by the calculations for the radius of turn. The pilot was positive that the airspeed was always 160 knots and that he was pulling about two to three G's. As stated before, this would give a radius of turn of about 1,500 ft. instead of the 6,000 ft. as shown on the overlay. A 6,000 ft. radius turn is not considered likely during any interception tactics in an aircraft as slow as a TBM. Changing the radius of the 360° turn to 1,500 ft. would "shrink" the complete sketch to one-fourth the original size (see overlay).

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The time to turn, with a 1,500 ft. radius, is 35 seconds. Assuming the turn was not a perfect circle but more of an ellipse, the time would increase to possibly 45 seconds. This is also a discrepancy since the pilot judged the elapsed time to be two and one half minutes. This is not a serious discrepancy, however, as it is known that short intervals are difficult to judge and the pilot did not actually time his maneuvers.

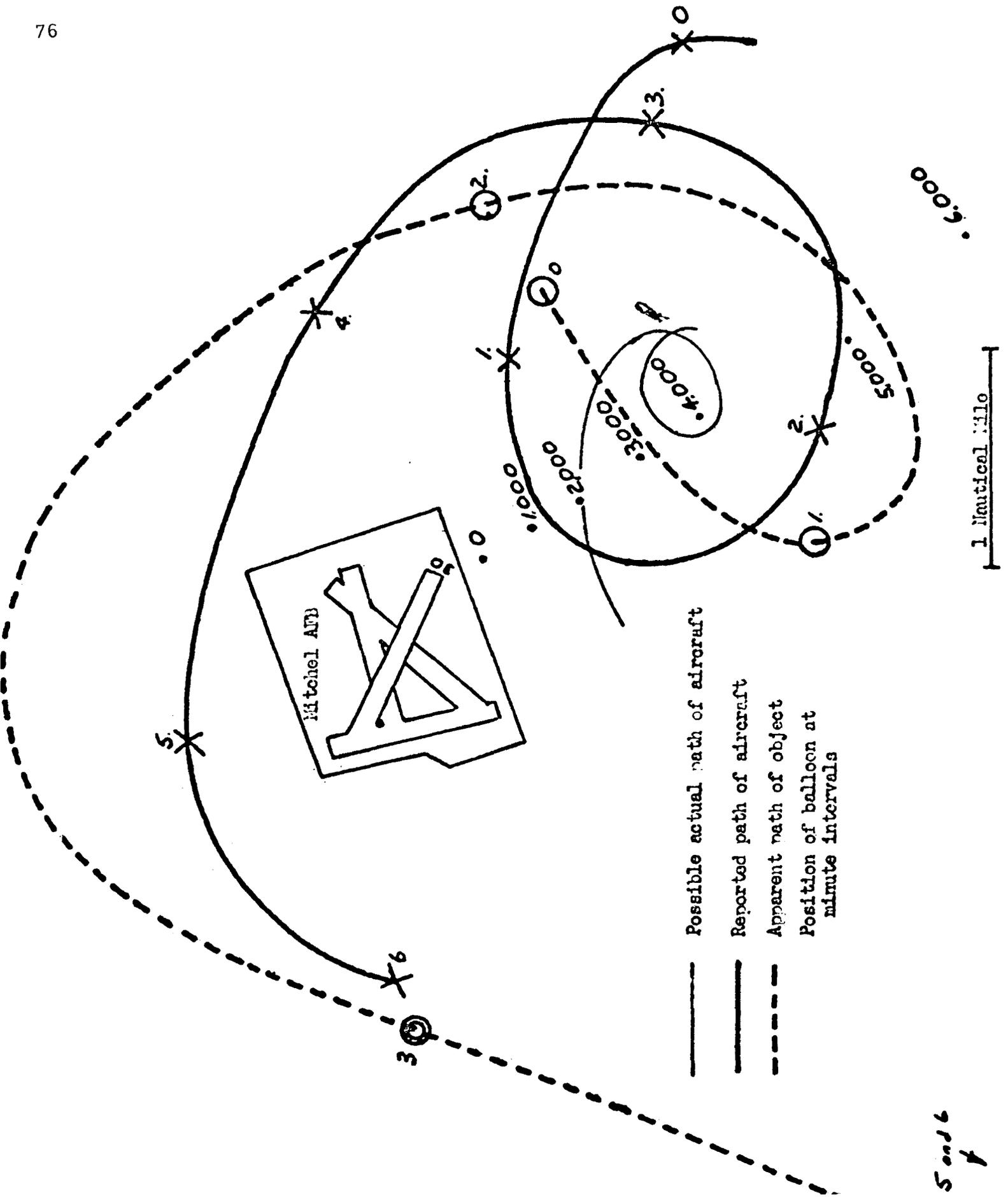
The description of the object could very well be that of a balloon. Observations have shown that a balloon appears to be more oval or dome-shaped than spherical and due to shadows, the bottom appears darker than the top. The talcum powder used in packing the balloon could easily give the appearance of segments such as the panels in a parachute. The oscillations of the object described by the pilot are very similar in period to those of a balloon. The pilot stated that he did not observe anything suspended from the object such as the radar reflector hanging beneath the balloon, however, the tower operator was sure that the pilot had mentioned the fact that there was something dark beneath the object when he called the tower to describe the object he had seen.

A T-11 was the only aircraft in the area near the time of the sighting. The possibility of the pilot's first seeing the balloon then the T-11 were checked but the T-11 was on an entirely different heading than that of the object, and was out of the immediate area.

IV. CONCLUSIONS

From the data obtained on this sighting, it cannot be definitely concluded that the object sighted by the TBM pilot was the Rawinsonde balloon released by the Mitchel AFB Weather Station. However, enough of the data on the reported object does correlate with that of the balloon to indicate that there is a possibility that the object observed was a balloon. There were no other reports of persons observing any unusual objects and since the object appeared to be 20 ft. to 30 ft. in diameter and very unusual in appearance at only 200 ft. to 300 ft. altitude over a thickly populated area, it would seem very likely that it would have been seen and reported by someone on the ground.

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- Possible actual path of aircraft
- Reported path of aircraft
- - - Apparent path of aircraft
- ⊙ Position of balloon at minute intervals

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APPENDIX III

Korea - 29 January 1952

I. DESCRIPTION OF INCIDENT

On the night of 29 January 1952, 30 miles WSW of Wonson, Korea, three members of a B-29 crew, the tail, left, and top gunner, observed a light orange colored sphere for a period of five minutes. The object was on a parallel course to the B-29 at 8 o'clock level. The color of the object was further described as being the color of the sun with an occasional bluish tint. The outer edge of the object appeared to be fuzzy and it seemed to have an internal churning movement like flames or fiery gases. The object closed in on the B-29 to an undetermined distance, and then faded away in the distance.

The aircraft was on a heading of 274°, was at 22,500 ft. altitude and was making a ground speed of 148 knots. The time of the sighting was 2300 local Korean time. The weather was CAVU.

At 2324 local Korean time, members of another B-29 crew observed an identical object near Sunchon. This object was observed for one minute. The observers were the left and tail gunners. In this instance, the B-29 was at 22,250 ft.

The sources of these reports are all World War II veterans and veterans of previous combat missions in Korea. The crews were from different squadrons and were interrogated separately.

II. DISCUSSION OF THE INCIDENT

The times that the object or objects followed the B-29's indicate that the objects were propelled by some means, which eliminates the possibility of an unguided ground-to-air missile, drop missiles, etc. The color and shape of the flame were studied by members of the ATIC Propulsion Group to determine whether or not the flame could have been the exhaust of a conventional jet engine with or without an afterburner, a pulse-jet, ram-jet, or rocket engine. None of these possibilities were considered to be applicable.

The report is somewhat similar to the reports of "fireball-fighters", a type of phenomena observed in Europe during World War II. The exact nature of this phenomena was never determined but bomber crews reported large fiery balls, similar to the sun, passing through or near their formations. There is no documented evidence or data available on this phenomena, and all the information that has been obtained is verbal from World War II bomber crewmen, consequently, few actual facts are available.

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III. CONCLUSIONS

No conclusions have been reached as to the identity or origin of these unidentified aerial objects. One possibility is that this may have been some type of flare towed by an aircraft to mark the B-29 for flak crews. No aircraft exhaust flame was reported, however.

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APPENDIX IV

Korea - 24 February 1952

I. DESCRIPTION OF INCIDENT

On the night of 24 February 1952, at 2315 local Korean time, the navigator of a B-29 observed an unidentified aerial object. The B-29 was picked up by searchlights and about 45 seconds later the navigator sighted an object approaching from 7 o'clock. The object was estimated to be over Antung at this time. The object appeared to be cylindrical in shape and had a rapidly pulsating gaseous type of exhaust trail. The exhaust trail was approximately three times the length of the object with both the tail blast and the object bluish in color.

When first observed the object appeared to be climbing at 45°, however, it leveled off approximately 4,000 ft. from the B-29 and turned toward the B-29 as if taking up an interception course. The object continued to close on the B-29 at high velocity for approximately 15 seconds after which time it broke off level flight and headed down, passing under the B-29 at a gradual angle. As the object began to descend the flame diminished in size and got brighter. The navigator estimated that the object came within 3000 ft. of the aircraft and "it appeared to be the size of an automobile". (Assumed to mean the same size as an automobile viewed from 3,000 ft.)

The B-29 was flying at 22,000 ft. altitude and at a speed of 200 knots.

The searchlights stayed with the aircraft for approximately four minutes and weak inaccurate flak was encountered during the entire incident.

Weak electronic signals were picked up by the electronic counter-measures operator for a short time.

II. STATUS OF INVESTIGATION

More details on the sighting have been requested from FFAF. Since the object resembles a surface-to-air guided missile, the incident has been referred to the ATIC guided missiles group.

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STATUS REPORT

PROJECT BLUE BOOK - REPORT NO. 5

FORMERLY PROJECT GRUDGE

PROJECT NO. 10073

31 MARCH 1952

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COPY NO. 34

T52-6888

1. Information conflicting with or pertinently affecting that contained in this publication should be forwarded by the recipient directly to:

**Chief, Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio**

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AUTH: CO, ATIC
BY: E.J. RUPPELT
1st Lt, USAF
DATE 9 Apr 52

This report is the fifth of a series of monthly status reports of Project Blue Book. Each report is written on or near the last day of the month and will contain a list of all incidents reported during the month covered by the report. The reports that are considered outstanding will be summarized in the appendices of the report so that more details can be presented. The overall status of the project will be presented.

Any additional information may be obtained on any incident by directing requests to Chief, Air Technical Intelligence Center, Attn: ATIAA-2c, Wright-Patterson Air Force Base, Dayton, Ohio.

The security classification of this report is Secret due only to the inclosure of reports that were classified Secret by the originating agency and due to the fact that allied information pertaining to the project is Secret. The classification of each separate incident is noted with the incident.

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SECRET**UNCLASSIFIED**STATUS OF PROJECT BLUE BOOK**I. OVERALL STATUS****A. Change of Project Nickname**

The nickname of the project, which was formerly "Grudge", has been officially changed to "Blue Book".

B. Directive for Reporting Incidents

A proposed directive to replace the AFOIN-C/CC-2 directive dated 19 December 1951, subject, "Reporting of Information on Unconventional Aircraft", has been coordinated with ATIC and forwarded to D/I for approval.

This directive is similar to the directive of 19 December 1951 except it will require that all reports be made by wire to ATIC, ADC, and V/TC and that these wire reports be followed up by an Air Force Form 112 sent directly to ATIC and V/TC. Past experience has shown that in order to carry our investigations successfully ATIC must be informed of sightings immediately, by direct channels.

C. Holloman Report

Project Blue Book has recently received a copy of a report written by personnel of Holloman AFB, New Mexico. This report, dated 25 July 1951, compiles the results of an investigation of unidentified aerial phenomena carried out at Holloman AFB.

The project consisted of an organized watch for the objects, the watchers being equipped with cameras. Several photos were obtained with hand held cameras. The photos show only a round image with no details for identification. On two occasions objects were photographed with Askania theodolites, once on 27 April 1950 and again on 29 May 1950. The results were not satisfactory, however, and no data could be obtained because in the first instance only one station was tracking and in the second instance two stations tracked two different objects.

The report makes no conclusions as to the identity of the objects. However, it does establish the fact that some type of object did exist.

Action will be taken by Project Blue Book to establish liaison with Holloman AFB and determine if any additional results have been obtained.

D. Life Article on Unidentified Aerial Objects

Mr. Robert Ginna of the Life Magazine Staff visited ATIC on 3 March 1952 to obtain material for an article which will appear in Life on 4 April 1952. He was very familiar with this subject as he has spent a great deal of time in research. The article has been coordinated with Hq USAF.

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One interesting aspect of the visit by Mr. Ginna was the fact that Life has information on several sightings by highly qualified observers that were unknown to ATIC. These people, all civilians, had not reported their observations to any military sources, consequently, ATIC did not have the reports. With the exception of these and several more minor reports, ATIC did have information on all of the incidents that he inquired about.

It is believed that Mr. Ginna's contact with the Air Force established an excellent source of material in that Life has representatives all over the world and these people are sending reports to Life as a matter of routine. ATIC will have access to these reports.

E. Visit by Dr. Joseph Kaplan

On 7 March 1952, Dr. Joseph Kaplan, Professor of Physics at UCLA and a member of the AF Scientific Advisory Board visited ATIC to discuss methods of obtaining more factual information on the reported unidentified aerial objects than has been obtained in the past. His primary interest is the "Green Fireball" phenomena, but the methods he suggested can be applied to any object.

Dr. Kaplan's suggestion is to use spectrum analysis as an aid in identifying the objects. Any object that emits light will have a definite spectrum. The first step in Dr. Kaplan's suggested plan is to obtain the spectrum of the object. This spectrum is then matched with the spectrum of known objects such as meteors, stars, etc., to eliminate or establish the fact that they are known objects. If the objects are not astronomical bodies and spectrum will give some indication as to what they might be. For example, a spectrum of an exhaust trail would show the composition of the exhaust. These examples apply to night sightings in general; however, bright objects appearing in the daytime could be analyzed in a similar manner. If the object were reflecting light instead of emitting it, the spectrum would be the same as that of the sun. Then it would be a case of establishing whether or not there was an aircraft in the area.

The system will afford a means of determining whether or not reported objects are actually some new type of aircraft or merely misidentification of known objects. This suggested system would not completely fulfill the requirements of the project, however, it is a quick, economical means of obtaining more concrete information than now exists and is considered a first step in the investigation.

To obtain the spectrum of the objects, two methods have been suggested. One is the use of a comparatively large (8" x 8") diffraction grating. The observer upon seeing an object would hold up the grating and observe the object through the grating. A means would be provided for marking the observed spectrum on the grating. This would then be sent to some expert for analysis. The second method, and the one under consideration would be to construct an inexpensive hand held camera with a diffraction grating over the lens. With this method a permanent record of the observation would be obtained.

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The gratings or grating camera combinations would be inexpensive enough so that several hundred could be procured. Areas where observations have been concentrated would be stressed. Groups such as security patrols, control tower operators, and anyone who spends a great deal of time out-of-doors would be equipped with the instruments and be given a set of instructions as to how to use them.

Action has been taken to determine the feasibility of such a program.

F. Air Defense Command and Joint Air Defense Board Briefing

On 19 March 1952, General Chidlaw and his staff, of the Air Defense Command, and General Gardner and his staff, of the Joint Air Defense Board, were briefed by an ATIC briefing team. The groups were briefed on the history and operations of Project Blue Book and a member of the Aircraft Performance and Characteristics Branch of ATIC presented data on missiles and types of unconventional aircraft that are known to exist or have existed.

The purpose of the briefing was to present the problem to ADC and determine how they can help. It was found that ADC presently has about 30 radar sites equipped with scope cameras. These cameras are not operational on a 24-hour basis but this could be accomplished in a minimum time particularly in locations of special interest to Project Blue Book. Radar scope photographs would be of great value in interpreting some of the unusual radar returns that are reported.

Action has been taken to initiate a program with ADC to utilize their radar facilities.

G. Beacon Hill Group Briefing

The Beacon Hill Group, Air Force Technical Advisers, were briefed on 26 March 1952 in Boston. This group, consisting of AF consultants in the fields of electronics, optics, acoustics, data collation and other fields, was briefed so that they would have an understanding of the problems confronting Project Blue Book and could offer suggestions. After the briefing several hours were spent discussing the project. The main point of the discussion was to arrive at some means of establishing whether or not there is some unusual type of aircraft flying over the United States.

Several very excellent suggestions were offered. One was to employ sound detection apparatus in the locations where concentrations of sightings have been reported. This equipment, which is very sensitive to sound, can be left unattended eliminating the problem of personnel for a continual watch. Sounds from aircraft, wind, insects, etc., can be identified, consequently, if the apparatus were placed far enough from a populated area and highway to eliminate a large percentage of the sounds, any unknown sound would be of value in indicating the presence of an unidentified object. It is understood that this equipment is available.

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The problem of photographic equipment was discussed. It was found that almost any type of photographic surveillance equipment desired could be built, however, some of it would be expensive. The question of the ability of large astronomical observatories detecting any unusual objects with any of their telescopes or meteor cameras was brought up. It was agreed that their chances of observing an object at random was low, unless they knew of its presence and directed their equipment toward it. This was very interesting because some people have had the theory that no unusual objects could exist because they would have been detected by observatories. In the future, cameras, professionally termed "patrol cameras", will be developed that can detect such objects, but this development is not contemplated in the near future.

Another suggestion offered by the group was to go back through old newspaper files and other sources and try to determine whether or not this phenomena is new. This has been done by several authors but the sources of some of these reports are doubtful. The group believed that if such phenomena as disk-shaped objects, green fireballs, etc., did occur they would have been reported and would be recorded.

This group, all of whom were experts in their fields, were very much interested in the problems of trying to identify these objects and can be counted upon for aid as problems arise.

II. REPORTS OF SPECIFIC INCIDENTS

A. Inclosed Summary List of Incidents

The inclosed list of incidents is (1) a summary of all incidents reported during the period 1 March 1952 to 31 March 1952; and (2) those incidents reported in Status Report No. 4, dated 29 February 1952, which are still pending or have been closed during the month.

SIGHTINGS OF UNIDENTIFIED OBJECTS		UNCLASSIFIED CONFIDENTIAL								
DATE	TIME (Local)	LOCATION	DESCRIPTION OF INCIDENT	LENGTH OF TIME OBSERVED	SOUND	SPEED	ALTITUDE	HEADING	SOURCE	ACTION OR COMMENTS
May to Sept 1947		USSR	Dark red fireball, which turned to pale green to white. Observed from point 50 km S.E. of Tashkent, USSR. (See Appendix I.) (Secret)					SSR		See Appendix I.
4 Jan 52	0500	Travis AFB, Calif.	Source observed bright green star shaped object descending through a cloud cover. The object had a long trail of red flame which seemed to shoot out large colored sparks. (Restricted)	15-30 Sec.	None	Same as Jet a/c	Low	90°	Airman	Description resembled large meteor.
20 Jan 52	1920	Fairchild AFB, Wash.	Source reported circular blue-white light with blue trail. The trail appeared to appear in "spurts". (See Appendix II.) (Restricted)	2 Sec.	None	High	Low		Two Airman	See Appendix II
11 Feb 52	1210	Kansas City, Mo.	Source reported circular object near high flying B-36. (See Appendix III.) (Confidential)	10 Min.		Low	High	160°	Civilian	Probably a balloon. See Appendix III.
11 Feb 52	0900	Pittsburgh, Pa.	Two pilots of T-11 aircraft observed a brilliant yellow-orange light, trailing a pulsating flame, flying on a reciprocal heading. (Secret)	1 Min.		Same as Jet	High	160°	Two AF pilots	Description similar to meteor.
12 Feb 52	2030	Washington, D.C. Area	Two pilots observed white light on two occasions one half hour apart. (See Appendix IV.) (Restricted)	2 Min.		Varied	8,000 ft.	Varied	Two AF pilots	See Appendix IV.
13 Feb 52	1545 Z	31° 45' N 159° 10' E	MATS crew observed unidentified aircraft flying parallel to their a/c. Aircraft then turned across their flight path. Possibilities of friendly a/c in the area was doubtful. (Secret)	5 Min.		200 MPH	9,500 ft.	120° to 360°	MATS C-54 crew	Unidentified conventional aircraft.
25 Feb 52	1100	El Paso, Texas	Source allegedly obtained photos of two unidentified objects while photographing a rainbow. (See Appendix V.) (Restricted)						AF Captain	Objects on photographic print due to flaws in negative. See Appendix V.
27 Feb 52	2230	Between Ft. Stockton and Pecos, Texas	Radar operator of B-29 flying at 15,500 ft. picked up unidentified object on the radar scope. Rate of closure was three times that of B-29. (Confidential)			3 x B-29	Lower than 15,500 ft.		B-29 Radar Operator	Conclusions pending. Radar scope photos have been requested.
4 Mar 52	0951	England	B-29 left gunner noted extremely bright flash in sky behind a/c which was flying at 17,500 ft. (Secret)						B-29 Gunman	None - Information too nebulous.
7 Mar 52	0100	Between Tulsa and Claremore, Oklahoma	Bright white light noted crossing 90° to path of C-54. Object appeared to be another aircraft except no navigation lights were noted. Object descended and light went out. (Restricted)			Moderate	10,000 ft.	360°	BAF Wing Commander	Possibly aircraft with no navigation lights. No further investigation.
12 Mar 52	1515	Columbus, Ohio	Long, shiny, apparently wingless object with a pinkish-red flame to the rear. (Restricted)	Unknown	None	30,000 ft.	High	135°	Newspaper Reporter	Object was identified as a B-45 aircraft. The setting sun caused the vapor trail to appear reddish. Possibly Soviet recon (evaluation by ADC).
13 Mar 52	0722 Z	Iceland	Unidentified return on OCA scope. (Secret)	57 Min.		250 K	8,000 ft.	Varied	OCA Crew	

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APPENDIX I

Tashkent, USSR - May to September 1947

I. DESCRIPTION OF INCIDENT

During a period from May to September of 1947, a source observed three light phenomena almost every night between the hours of 2100 and 2200 and 2200 local time. The phenomena which occurred at 15 minute intervals were seen SSE of Pakhta Aral, which is about 31 miles SW of Tashkent, USSR (41° 18' N - 69° 15' E).

The phenomena first appeared as a large dark red ball of fire. After about six seconds it reached the apex of a long trajectory, during which time it developed a trail of fire. As the ball of fire descended from the apex of the trajectory, it changed from red to pale green, to white. Smoke trails, noises, or detonations were not heard nor seen. At the apex of the trajectory and object seemed to be about one-fifth the diameter of a full moon.

II. STATUS OF INVESTIGATION

No further investigation or interrogation is possible. Report is evaluated as F-3. This report was submitted to Project Blue Book because of the green color which might possibly relate to "Green Fireballs".

III. CONCLUSIONS

No conclusions can be made due to the nebulous nature of the information. This report was submitted to the Fuels Group and Guided Missiles Group of ATIC. Both agreed that the object was not a liquid fuel missile, however, it could have been a smaller solid fuel rocket.

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APPENDIX II

Fairchild AFB, Washington - 20 January 1952I. DESCRIPTION OF INCIDENT

At approximately 1920 MST on 20 January 1952, two Wing Intelligence airmen noticed a bright spherical object traveling through the sky. At first it was assumed to be a meteor but then it was noted that it appeared to be traveling beneath a cloud layer. The object was traveling at a speed much faster than a jet aircraft. The object, which made no sound, was traveling in a path horizontal to the earth at an estimated 500 feet and left a blue trail. The trail seemed to come from the object in spurts. The object disappeared from sight behind a building.

The two airmen observers, a Tech Sergeant and Master Sergeant are considered reliable observers.

II. STATUS OF INVESTIGATION

This incident is interesting due to the fact that there was an eight-tenths cloud coverage at 4,700 ft. It is possible that the object was viewed between a break in the clouds and that it was extremely high, indicating that the sighting was a meteor. However, the sources indicated that they believed the object was below the cloud cover, and if this is true the slant range of the object can be computed to be about 7,300 ft. This would eliminate the possibility of the lighted object being a conventional aircraft, since no sound was heard. The possibility of a meteor is also nil because a meteor would not be traveling horizontally at 7,300 ft.

A request was made for the angular measurement of the arc made by the object, however, this information could not be obtained. It is presumed that the sources were not available for questioning.

III. CONCLUSIONS

If the object was beneath the cloud cover it was not a conventional aircraft or meteor, and no conclusions can be made as to its identity.

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APPENDIX III

Kansas City, Missouri - 11 February 1952

I. DESCRIPTION OF INCIDENT

On 11 February 1952, between 1205 and 1215 CST the source, a civilian woman, was watching a B-36 fly from East to West over Kansas City. While watching the B-36, she noticed a round bright object just north of the vapor trail left by the aircraft. The object was observed for ten minutes through 6 x 30 binoculars and during this period it drifted over the observer and continued south of Kansas City.

II. STATUS OF INVESTIGATION

Two balloons were launched in the general area prior to the time of sighting. A piball balloon was launched from Fort Leavenworth, Kansas, at 0930 CST and a Rawinsonde balloon was launched from Fairfax Airport, Kansas City, at 1130 CST. It is doubtful if the balloon launched at 0930 would be in the area at 1205 CST as they usually burst within an hour after the launching.

The balloon launched at 1130 CST could have been observed, however. In the 35 minutes between the time of the balloon launch and the observation, the balloon would have ascended to approximately 30,000 feet and would have traveled approximately 15 miles. (The wind was from 315° and averaged about 30 knots.) This would mean that the balloon passed near the source. If some allowance is made for an error in time, it is very possible that the balloon could have passed directly over the observer. (See inclosed overlay.)

The fact that it could be observed at 30,000 ft. is probably due to the fact that the sun caused the balloon to glow.

III. CONCLUSIONS

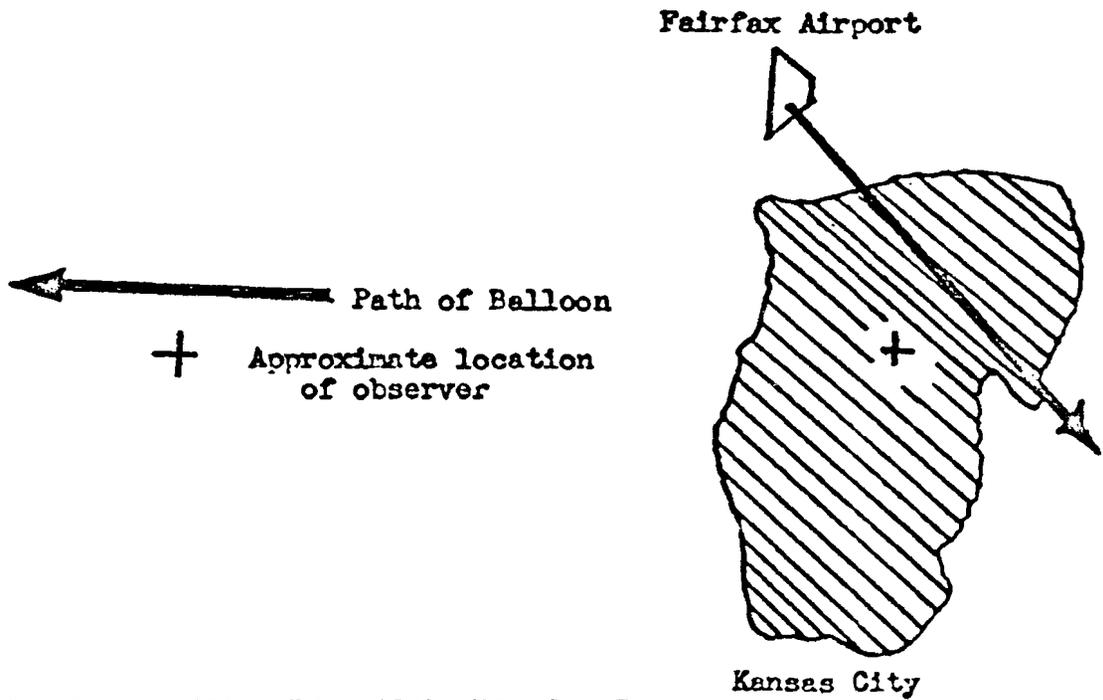
The object observed by the source was very possibly a Rawinsonde balloon launched from Fairfax Airport.



Sherman AFB



Ft. Leavonworth, Kansas



OVERLAY OF KANSAS CITY LOCAL AREA CHART

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APPENDIX IV

Washington, D. C. Area - 12 February 1952

I. DESCRIPTION OF INCIDENT

On 12 February 1952, two MATS pilots flying a C-47 on a local flight observed a bright white object which appeared to be at 7,500 ft. to 8,500 ft. and about one-sixth the size of a rising moon.

The object was observed twice. The first time at 2030 EST, the C-47 was between Baltimore and Baltimore Friendship Airport. The object was estimated to be eight to ten miles away traveling slowly for a moment but then accelerated very rapidly and disappeared southwest of Washington, D. C.

The second time the object was observed was at about 2100 EST, the C-47 was about ten miles south of Baltimore at the time. The object appeared to approach Washington from the south and east, making a left turn toward the city. When it was within two or three miles ESE of Washington, it appeared to hover for about one minute and then it disappeared.

In both instances the object was observed for two or three minutes.

II. STATUS OF INVESTIGATION

The description of this incident is very similar to the one reported on 28 December 1951 that proved to be a helicopter carrying experimental lighting. However, checks on local traffic did not reveal a helicopter in the area on this date.

III. CONCLUSIONS

None.

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APPENDIX V

El Paso, Texas **UNCLASSIFIED**
25 February 1952**I. DISCUSSION OF INCIDENT**

This report contained a photograph of two very unusual objects. The source, an AF Captain, stated that he was attempting to photograph "a circle" that he observed near a rainbow. The "circle" disappeared but he took a picture anyway. Upon developing, or having the negatives developed, two circular objects, similar in appearance to the planet, Saturn, were noticed.

II. STATUS OF INVESTIGATION

Examination of the negative under a microscope showed that the images on the print were caused by two damaged spots on the negative. The cause of these damaged spots is unknown but it appeared that the emulsion had been heated or burned as it was brownish in color. The spots could also have been due to something touching the emulsion while it was still in a gelatin state.

III. CONCLUSIONS

The images on the print were due to damaged spots on the negative.

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INFORMATION

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STATUS REPORT

PROJECT BLUE BOOK - REPORT NO. 6

FORMERLY PROJECT GRUDGE

PROJECT NO. 10073

30 APRIL 1952

AIR TECHNICAL INTELLIGENCE CENTER

WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

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COPY NO. 32

T52-10889

1. Information conflicting with or pertinently affecting that contained in this publication should be forwarded by the recipient directly to:

**Chief, Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio**

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AUTH: CO, ATIC
BY: E.J. RUPPELT *EJR*
1st Lt, USAF
DATE 19 May 52

This report is the sixth of a series of monthly status reports of Project Blue Book. Each report is written on or near the last day of the month and will contain a list of all incidents reported during the month covered by the report. The reports that are considered outstanding will be summarized in the appendices of the report so that more details can be presented. The overall status of the project will be presented.

Any additional information may be obtained on any incident by directing requests to Chief, Air Technical Intelligence Center, Attn: ATIAA-2c, Wright-Patterson Air Force Base, Ohio.

The security classification of this report is Secret due only to the inclosure of reports that were classified Secret by the originating agency and due to the fact that allied information pertaining to the project is Secret. The classification of each separate incident is noted with the incident.

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STATUS OF PROJECT BLUE BOOKI. OVERALL STATUSA. Briefing of the "Civilian Saucer Investigations"

On the evening of 2 April 1952, a civilian group who are interested in the investigation of reports of unidentified aerial objects was briefed on all of the unclassified aspects of the project. This group consists of employees of the North American Aircraft, Inc., Aerophysics Laboratory, and several non-technical persons. The organization is not, however, officially affiliated with the aircraft company. The majority of this group are qualified engineers and are working on missile developments.

The purpose of the briefing was to familiarize this group with the past history and present operations of the project. It is believed that these people will possibly receive reports of unidentified aerial objects from civilian sources that might not be reported to the Air Force. They are also in contact with other civilian groups in the United States that are collecting similar reports.

Although this group is financially unable to conduct any large-scale investigations, liaison has been established so that the Air Force will be advised of any outstanding reports they receive.

B. Visit to Rand, Inc.

A group of Rand, Inc., personnel were briefed on 4 April 1952. Although Rand, Inc., is not associated with the project in any way, some of the scientists are personally interested and have been following the status of the project. After the briefing, various aspects of the project were discussed, among them the use of a diffraction grating camera to obtain the spectrum of objects that may be observed. All of the group concurred that this would be an inexpensive method of obtaining more definite data.

The status of the Rand study on the satellite rocket was also discussed.

C. Status of Diffraction Grating Camera

The status of the proposed diffraction grating camera was discussed with Dr. J. Kaplan of UCLA on 2 April 1952. Dr. Kaplan used a laboratory set-up to demonstrate how the grating will function. Suitable gratings have been found and it is believed that they can be reproduced for from \$15 to \$20 each. Although these gratings are not of high quality, they will be good enough to give the results that are hoped for. Tests are now being conducted to determine how inexpensive a lens can be used to give the light gathering power and definition needed to obtain a satisfactory photograph. The intensity of the full moon is being used as "the standard brilliance" for the tests.

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Suggestions have been made for incorporating devices into the camera so that the azimuth, elevation and possibly the temperature of the source can be measured. The primary factors in determining whether or not these extra devices can be included are the cost and the fact that they will complicate the operation and maintenance of the cameras.

D. Visit of Look Magazine Reporter

On 25-26 April 1952, a representative of Look Magazine visited ATIC to obtain material for a forthcoming magazine article.

E. Status of Utilization of Radar Scope Cameras

On 21 April 1952, a letter was forwarded to Air Defense Command requesting the location of all ADC radar sites that have operational radar scope cameras and those sites that have cameras but do not yet have them operational. When this information is received, a request will be made to put all or part of these cameras on a 24-hour alert basis.

Although this will not provide definite identification of radar returns, it will aid in determining whether or not the return is due to weather phenomena, a malfunction of the set or a return from some unidentified object. A photograph of the exact size and shape of the return will then be available for study and the impression of the operator need not be relied upon.

F. Contractor Status

The contractual agreements with _____ for furnishing aid in conducting this project have been finalized. At the present time these people are formulating a standard questionnaire which will contain all data pertinent to a sighting. There have been several such questionnaires used in the past. The good points of each will be combined to give a new, more complete system of obtaining information.

G. Reaction to Life Magazine Article

On 4 April 1952, Life Magazine published an extensive article entitled, "Have We Visitors From Space?" This article created a great deal of interest in the subject of unidentified aerial objects. During the period of 3 April to 6 April 1952, approximately 350 daily newspapers in all parts of the United States carried some mention of the article and some mention of the fact that the Air Force was interested in receiving such reports.

It should be noted here that the conclusions reached by Life are not those of the Air Force. No proof exists that these objects are from outer space.

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ATIC received approximately 110 letters in regard to the article. The letters are divided among those that offer theories as to the origin of the objects as well as those reporting objects. The letters offering theories comprise about 20 percent of the total. Although it cannot be stated that the theories are incorrect, a majority of them cannot be further evaluated since they have very little scientific basis. The letters which reported sightings comprised about 80 percent of the total. All but a few of these letters reported sighting that occurred within the last two years. The writers of these letters ranged from mystics to highly educated individuals.

All letters have been acknowledged.

It has been reported that Life Magazine has received 700 letters in response to the article.

II. REPORTS OF SPECIFIC INCIDENTS

A. Inclosed Summary List of Incidents

The inclosed list of incidents is (1) a summary of all incidents reported during the period 1 April 1952 to 30 April 1952; and (2) those incidents reported in Status Report No. 5, dated 31 March 1952, which are still pending or have been closed during the month.

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SIGHTINGS OF UNIDENTIFIED OBJECTS

#6

DATE	TIME (Local)	LOCATION	DESCRIPTION OF INCIDENT	LENGTH OF TIME OBSERVED	SOUND	SPEED	ALTITUDE	HEADING	SOURCE	ACTION OR COMMENTS
8 Jan 52	1652	Palmer, Alaska	Source observed long tube-like, bright blue object, near the setting sun. During the observation the object shifted from a horizontal to a vertical position. (Confidential)	30 Min.	---	Slow	---	---	Several civilians	Possibly some phenomena incident to setting sun.
16 Jan 52	---	Artesia, N. Mex.	Two objects observed near "Skyhook" balloon. (Confidential) (See Appendix I)	40 Sec.	---	High	---	45'	Balloon Observers	No conclusions. See Appendix I.
17 Jan 52	0100	Long Island, N.Y.	Source observed light traveling through sky. The light exploded in a green flash. (Unclassified)	5 Sec.	---	High	---	90°	Civilian	Description somewhat resembles a meteor.
22 Jan 52	1020Z	Nenana, Alaska	Radar return from both ground and airborne radar. Sightings were not simultaneous. (Secret) (See Appendix II)	Several Seconds	---	Varied	Varied	Varied	Radar Operators	Pending. See Appendix II.
9-11 Feb 52	---	Finland	Unexplained explosions or earth tremor. (Restricted)	---	---	---	---	---	Civilians	Believed to be of seismological origin.
13 Feb 52	1545Z	Pacific Ocean 31°45'N 159°10'E	Source observed what appeared to be lights of a conventional aircraft near their aircraft. Lights cut across their course after flying parallel. No known aircraft in the vicinity. (Restricted)	5 Min.	---	200 MPH	9,000 ft.	120° to 360°	MATS crew	Possibly conventional a/c.
20 Feb 52	2330	Stockton, Calif.	Two aircraft pilots observed object described as "locomotive headlight" at same altitude as a/c. Object accelerated and climbed after crossing path of a/c. Possibility of other aircraft in area is negative. No radar returns. (Secret)	---	---	---	9,000 ft. (Est.)	90°	AF Pilots	No conclusions. No investigation due to time lapse since report.
13 Feb 52	---	Granite City, Ill.	Radar Bomb Scoring Group observed unusual radar returns while attempting to score bomb run. (Secret)	---	---	High - up to 1090 MPH	30,000 ft.	Varied	Radar crew	Pending
23 Feb 52	0215Z 0223Z 0231Z	36°51'N - 8°50'W Mediterranean Area	MATS crew observed three bright white flashes of light. Each successive flash was nearer the aircraft. (Confidential)	---	---	---	8,500 ft.	---	MATS crew	No conclusions. No investigation.
26 Feb 52	1110	Albany, N. Y.	Two aircraft observed object flying very high and very fast. "Pencil-thin" vapor trail observed. (Restricted)	3-5 Min.	---	1,000 MPH (Est.)	Very High	---	AF pilots	Possibly meteor.
27 Feb 52	2230	*Between Ft. Stockton and Pecos, Texas	Radar operator of B-29 a/c picked up unidentified object. Object approached B-29 at three times B-29's speed. (Confidential)	---	---	3 x B-29	Lower than 25,000 ft.	---	B-29 Radar Observer	Return was probably due to interference of radar with some part of the B-29. Evaluation from radar scope photos.
22 or 23 Mar 52	---	Colmar Manor, Md.	Source reports observing formation of lights arranged similar to letter "C". Objects oval in shape and grey in color. (Restricted)	---	---	High	High	---	Civilian	No conclusions. No investigation.
1 Mar 52	1544Z	Coone AFB, Lab.	Source observed high vapor trail. Object showed no aircraft in area other than local flights at low altitude. (Secret)	---	---	---	High	45°	AF Pilot	No conclusions. Insufficient data.
20 Mar 52	1730	Clovis, N. Mex.	Source observed pear-shaped object the color of silver or burnished gold. Observed to hover until it disappeared due to darkness. (Restricted)	1 Hr.	None	Hovered	---	---	AF Flight Surgeon	Possibly balloon from White Sands.
25 Mar 52	0445	Pt. Conception, Calif.	B-29 radar observer and navigator observed unidentified return. (Restricted)	20-30 Sec.	---	3,000 E.	25,000 ft.	315°	AF Navigator and Radar Operator	Similar phenomena due to interference of parts of a/c.
26 Mar 52	0605Z	Alaska	Unidentified radar returns of two a/c. (Secret)	22 Min.	---	---	---	---	Radar Observers	Very probably unidentified conventional a/c.

ATIC FORM NO. 328
(27 DEC 51)

*Previously reported in Status Report No. 5

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SIGHTINGS OF UNIDENTIFIED OBJECTS

#6

DATE	TIME (Local)	LOCATION	DESCRIPTION OF INCIDENT	LENGTH OF TIME OBSERVED	SOUND	SPEED	ALTITUDE	HEADING	SOURCE	ACTION OR COMMENTS
1 Apr 52	0930	Port Chicago, Calif.	Source reported large bright light moving faster than an aircraft and in an erratic flight path. Object left a streak of flame. (Restricted)	---	---	High	High	360°	Civilian	Description resembles meteor except for erratic flight path.
2 Apr 52	2345	Temple, Texas	Large meteor-like object was seen traveling across the sky at high speed. Object had trail. (Confidential)	30 Sec.	---	High	---	30°	Many	Object was apparently a large fireball. Reports on this object were received from all over Texas. Astronomers believe it was a fireball.
3 Apr 52	0805	Marana, Arizona	Several sources observed large object in sky. Object remained stationary. (Restricted) (See Appendix III.)	52 Min.	---	Hovered	High	Hovered	AF personnel	Pending. See Appendix III.
7 Apr 52	1400	St. Louis, Mo.	Sources observed shiny object which hovered then appeared to disappear at high speed. (Restricted)	5 Min.	---	High	---	---	Civilians	No investigation. Lack of data. No conclusions.
7 Apr 52	1330	St. Louis, Mo.	Source observed rectangular object about size of C-47. Object emitted white spark. (Restricted)	---	---	---	---	---	Civilian	No investigation. Lack of data. No conclusions.
7 Apr 52	Day-break	Walnut, Miss.	Sources observed large white object "streaking" through the sky. No trail observed. (Restricted)	Several Seconds	---	High	Appeared low	---	CIO Agent	Probably large meteor or fireball. Several reports of similar object from Missouri and Tennessee.
8 Apr 52	0900-1000	Lake Meade, Nev.	Object appeared to be "B-26 without wings". (Restricted)	1 Hr.	---	Hovered	High	---	AF W/Spt	No conclusions. Lack of data.
8 Apr 52	2030	Duncanville, Tex.	Unidentified radar return. (Secret)	---	---	2052 K.	---	---	Radar Observers	Pending.
9 Apr 52	1430	Shreveport, La.	Two C-46 crews observed disc-shaped object. (See Appendix IV) (Restricted)	---	---	---	Below 12,000ft.	Varied	AF Pilots	Pending. (See Appendix IV.)
9 Apr 52	2325	Madford, Va.	Object report to be large, cigar-shaped, and bluish in color. It traveled a straight course and disappeared over the horizon. Viewed from the top of a building. (Confidential)	2 Min.	---	High	---	225°	Civilian	Description similar to large meteor or fireball.
10 Apr 52	2010	Ft. Lauderdale, Fla.	Source observed elliptical shaped brilliantly illuminated object without trail moving at high speed. (Restricted)	---	---	High	---	270°	Ex-AF Pilot	Description similar to large meteor or fireball
12 Apr 52	2230	North Bay, Ont.	One bright amber disc was reported to have come into view from the southwest and moved across the RCAF airfield. It then stopped, reversed its direction, and disappeared. (Restricted)	---	---	High	---	225°	RCAF Personnel	Pending additional information.
13 Apr 52	1545	Woriarity, N. Mex.	Four observers observed circular object over station. Object traveled at high speed and made an abrupt turn. (Confidential)	Few Sec.	None	High	High	90°-360°	AF Airman	See Appendix V.
16 Apr 52	2015	Harrison, Wis.	Source reported observing five to six objects in formation. Objects were yellowish-white. They came into view from the east, made a sharp turn to the NW and disappeared. (Secret) (See Appendix VI.)	Few Sec.	None	High	---	90°	Civilian	See Appendix VI.
16 Apr 52	2226	Shreveport, La.	Object was circular and brilliant white, ten times the size of the brightest planet. The object was first sighted overhead. It traveled a straight course at high speed. It was on an original heading of 100° but made a 150° turn and took up reciprocal heading. (Restricted)	20 Sec.	None	High	---	100°-250°	AF Pilot	Radiation balloon (unlighted) was in area. Half moon low in East at time of sighting. Possibly balloon but no definite conclusions. Speed might be due to illusion of some type.

SIGHTINGS OF UNIDENTIFIED OBJECTS

6

DATE	TIME (Local)	LOCATION	DESCRIPTION OF INCIDENT	LENGTH OF TIME OBSERVED	SOUND	SPEED	ALTITUDE	HEADING	SOURCE	ACTION OR COMMENTS
17 Apr 52	---	Point Hope, Alaska	Unidentified vapor trails. (Secret)	---	---	---	---	---	---	Possibly Soviet overflight. (ABC evaluation)
17 Apr 52	2125	Ft. Eustis, Va.	Source observed bright white object with green trail East of Ft. Eustis at an elevation of 15°. Object traversed 90° in few seconds. Object traveled in flat trajectory. (Restricted)	2 Sec.	None	High	---	---	Army Lt Col	Description resembles that of a fireball or meteor.
20 Apr 52	1515	W-2 AFB, Dayton, Ohio	A bright white light was observed traveling through the air at high speed. Object appeared to be flat and long and did not change shape during flight. (Restricted)	15-30 Sec.	None	High	---	90°	AF Officers	Description resembling that of large meteor.
18 Apr 52	0130	Bethesda, Md.	Four observers saw U-shaped group of lights. (See Appendix VII) (Restricted)	4-5 Sec.	None	High	---	360°	Civilians	See Appendix VII.
21 Apr 52	0105	LaGrange, Wis.	Source observed object which appeared to be rotating with fire coming out of both ends. Observed through windshield during rainstorm. (Restricted)	---	"Whooshing"	---	---	180°	County Nurse	Object may have been light blurred by rain on windshield of automobile.
21 Apr 52	2215	Colorado Springs, Colorado	An object resembling a "flying wing" aircraft was observed. It appeared to have swept wings, 10 times larger than jet fighter, and had a luminous glow. Object was observed through bare tree branches. (Restricted)	5-10 Sec.	None	Moderate	Voderate	315°	Civilian	No conclusions. Inefficient data.
21 Apr 52	2010	Clovis, N. Mex.	Object seemed to be made up of many orange colored lights, sometimes fused, sometimes split. It would remain motionless at times and at other times would accelerate to high speeds. (Restricted)	5 Min.	None	High	---	135°	AF Flight Surgeon	No conclusions.
27 Apr 52	1020	Massiah, Minn.	Object was clear-shaped with no wings. It gave off reflection of the sun. (Restricted)	1 Min.	None	High	---	360°	Civilian - Ground Observer	Description similar to meteor.
27 Apr 52	2030 to 2230	Yuma, Ariz.	Objects appeared as bright red or flame colored discs slightly larger than fighter aircraft. Bright objects were sighted at various times. One set of objects were in formation. Scattered overcast at 6,000 ft., solid at 11,000 ft. Observed from drive-in movie.	Periodically None for 2 Hr.	Periodically None	---	Below 11,000 ft.	Varied	AF Tower Operator	No conclusions.
27 Apr 52	1130	Royal Oak, Mich.	Source observed small white object "similar to paper plate" in sky. (Restricted)	Seconds	---	---	---	---	Civilian	No conclusions. Lack of data.
27 Apr 52	1700	Roseville, Mich.	Four observers watched several objects. Some of the objects were circular, some oval shaped. All were silver in color. They were observed with binoculars. (Restricted)	45 Min.	None	Varied	---	Varied	Four civilians	No conclusions. Too fast for balloons. No aircraft in the area.
27 Apr 52	2000	Salfidge AFB, Mich.	Source observed large bright flash of green light which persisted for 3-4 seconds. (Restricted)	3-4 Sec.	None	---	---	---	AF Intelligence Officer	No conclusions.
27 Apr 52	2306	Pontiac, Mich.	Source observed "huge" circular object very close to the ground. Estimated 200 ft. in diameter.	---	---	---	200 ft. (Est)	---	Civilian	Information extremely doubtful.

AIC FCW NO 378
127 DEC 51

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APPENDIX I

Artesia, New Mexico - 16 January 1952

I. DESCRIPTION OF INCIDENT

On 16 January 1952, two members of a balloon project from the General Mills Aeronautical Research Laboratory and four other civilians observed two unidentified aerial objects in the vicinity of the balloon they were observing. The balloon was at an altitude of 112,000 ft. and was 110 ft. in diameter at the time of the observation.

The objects were observed twice, once from Artesia, New Mexico, and once from the Artesia Airport. In the first instance, one round object appeared to remain motionless in the vicinity, but apparently higher, than the balloon. The balloon appeared to be $1\frac{1}{2}$ inches in diameter and the object $2\frac{1}{2}$ inches in diameter (ratio 3:5) and the color was a dull white. This observation was made by the two General Mills observers.

A short time later the same two observers and four civilian pilots were observing the balloon from the Artesia Airport. Two objects at apparently extremely high altitude were noticed coming toward the balloon from the northwest. They circled the balloon, or apparently so, and flew off to the northeast. The time of observation was about 40 seconds. The two objects were the same color and size as the first object. They were flying side-by-side. When the objects appeared to circle the balloon, they disappeared and the observers assumed they were disc-shaped and had turned on edge to bank.

II. STATUS OF INVESTIGATION

Unfortunately this report was not made until 5 April and did not reach ATIC until 16 April. Due to this time lapse, no further investigation is contemplated. The observers are known to be very reliable and experienced.

III. CONCLUSIONS

None.

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APPENDIX II

Nenana, Alaska - 22 January 1952

I. DESCRIPTION OF INCIDENT

At 1020Z on 22 January 1952, a radar station at Murphy's Dome, Alaska, observed an unidentified radar return. The target was going away from the station on an azimuth of 210°, at a speed of about 1500 mph when first observed but appeared to reverse its direction and returned toward the station. The set was adjusted so that the target could be observed as it closed in on the station but after this change was made the target was no longer observed. Seven minutes later (approximately 1030Z) the target was again observed, however, at about its original location, and again going away from the station. Just before it faded it appeared to be making a turn back toward the station.

At 1030Z an F-94 was airborne to search for the object. At this time the object was going away from the station at a high rate of speed so the F-94 was told to orbit. About this time the ground station lost contact with the object but continued to track the F-94.

At about 1100Z as the F-94 was approaching Nenana (near Fairbanks), the radar observer in the F-94 observed two targets, one faint and one bright. The aircraft was at 30,000 ft. and the target was at 25,000 ft. The targets crossed from right to left and appeared to be traveling slowly and as the F-94 approached the target a high rate of closure was indicated. The contact was lost at a range of 200 yards.

Approximately one hour later, again near Nenana, another contact was made by the F-94. In this instance the target was kept dead ahead and level. When the target was at a range of 200 yards, the pilot pulled up and the target was lost. The rate of closure during the run was 100 knots even though the F-94 had flaps down. No other contacts were made and the aircraft was released at 1210Z.

During the two airborne contacts the F-94 was being tracked by the ground station but the object was not being picked up.

The weather was clear but no visual sighting was made. On the same night, the same crew had visually identified a C-54, a C-47, and a small civilian aircraft from 300 to 500 yards. There were no clouds in the sky but it was a dark night.

No malfunctions were found in either radar set.

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II. STATUS OF INVESTIGATION

Report is being studied by the Electronics Branch of ATIC.

III. CONCLUSIONS

Pending.

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APPENDIX III

Benson, Arizona - 3 April 1952

I. DESCRIPTION OF INCIDENT

On 3 April 1952 at 0815 MST, three civilian AF pilot instructors and several other people observed an object from the Benson, Arizona, airport. The object was about the size of a bright star but was prominent enough to be continually observed (i.e. not necessary to scan the sky to find it).

At 0823 MST, one of the instructors took a fix on the object by sitting in a T-6 and sighting across the canopy with the aircraft on a magnetic heading of 255° at the time. Fixes were taken at intervals until 0914 at which time the object disappeared. The object did not move during the 51 minute period. How the object disappeared is not known as one of the observer's attention was distracted for about 15 seconds and when he looked up the object was gone.

One of the instructors flew a T-6 up to 13,500 ft. in an attempt to better observe the object, however, there was no relative change in the size.

Several cadets flying T-6's in the area also observed the object.

II. STATUS OF THE INVESTIGATION

The excellent forethought of the instructor to take continual fixes on the object has eliminated the possibility of the object being an aircraft or balloon since no motion was observed. In addition, an investigation was made and it was determined that there were no balloons in the area.

It is possible that the object was a bright planet. This is doubtful, however, since a planet would appear to move some in 51 minutes.

The approximate elevation of the fix has been requested. In the original report it was given as "two inches above the canopy". This angle will depend on height of the pilot, height of seat, etc. When this information is received, a nearly exact fix can be obtained and known astronomical bodies checked.

III. CONCLUSIONS

Pending.

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APPENDIX IV

Shreveport, La. - 9 April 1952I. DESCRIPTION OF INCIDENT

At approximately 1430 CST on 9 April 1952, a C-46 crew observed an object between Shreveport, La., and Barksdale AFB. The C-46 was at 9,000 ft. on a heading of 90°. The object, which appeared to be disc-shaped, cream-colored and 30 to 40 feet in diameter was ahead of the aircraft at an estimated altitude of 4,000 ft. and coming directly toward it. When the object was some distance ahead of the C-46, it appeared to turn into the easterly wind. It passed under the C-46, over Barksdale AFB, and climbed into the overcast which was at 12,000 ft.

Fifteen minutes later another C-46 observed a similar object five-six miles north of Barksdale. It appeared to be at 11,000 ft. and was disappearing on a northerly heading.

F-84's from Barksdale were alerted and attempted an intercept with negative results.

II. STATUS OF INVESTIGATION

A Rawinsonde balloon was scheduled for launching at 1500 CST. The description of the object and its maneuvers are somewhat similar to previous reports that were possibly balloons. However, if the time of sighting is correct and the balloon was launched on schedule, the object was probably not a balloon.

III. CONCLUSIONS

Pending.

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APPENDIX V

Moriarity, New Mexico - 13 April 1952I. DESCRIPTION OF INCIDENT

On 13 April 1952 at 1645 MST, four airmen observed a silver, disc-shaped object east of Moriarity, New Mexico. The object appeared to be traveling at a high rate of speed and its flight path was very erratic. The object was assumed to be disc-shaped due to the fact that it appeared to tip edgewise and disappear for an instant. When first noticed, the object was thought to be a high flying jet aircraft but all the observers are familiar with jet aircraft and they all agreed that its speed and maneuverability eliminated that possibility.

The time of observation was judged to be from four to ten minutes.

II. STATUS OF INVESTIGATION

Both Moriarity, New Mexico, and Albuquerque have radar but no unusual returns were noted on 13 April.

A pibal balloon was released from Albuquerque at 1400 MST. The winds, however, would have carried this balloon south of Moriarity. In addition, the balloon would have risen too high to be observed after two hours and 45 minutes. It is possible the balloon leaked and leveled off at a low altitude, however, it would have been south of the observation point. The speed and maneuvers do not correlate with a normal balloon's drift except for the possibility that there might have been some strong winds at the time. This cannot be ascertained and the object must remain unidentified.

III. CONCLUSIONS

None.

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APPENDIX VI

Madison, Wisconsin - 16 April 1952**I. DESCRIPTION OF INCIDENT**

This incident is cited not so much because it is outstanding but because of the excellent attempt at identifying the object by ADC units.

2015 CST: Civilian telephoned fighter operations of Truax Field to report that he had just sighted a formation of yellowish-white lights traveling at a high rate of speed on a heading of 90°.

2020 CST: Fighter operations called AC and W Squadron. The radar was closed down for preventive maintenance but was operational within three minutes. A flight of F-80's were directed to investigate and returned with negative results. A flight of F-86's were sent to 30,000 ft., also returned with negative results.

In addition to this the AC and W Squadron Intelligence Officer checked all airline flights and checked two observatories for any unusual astronomical displays. Results were negative.

II. STATUS OF INVESTIGATION

It is possible that the observer saw either the F-80's or F-86's over Madison, since they were in the area, however, the source reported no sounds. The objects were also reported to have turned very sharply and climbed at a high rate of speed. Jet aircraft far enough away not to be heard would normally not appear to make a sharp turn and fast climb.

III. CONCLUSIONS

Source possibly observed jet aircraft in area and the apparent high speed and rate of climb was an illusion.

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APPENDIX VII

Bethesda, Maryland - 18 April 1952I. DESCRIPTION OF INCIDENT

Four civilians reported that they observed a V-formation of from 7 to 9 lights traveling north over Bethesda, Maryland, at 0130 EST on 18 April 1952.

The included angle of the formation or "V" was estimated to be 40°. There was one light at the apex and three to four in each leg. Each light appeared to be orange-yellow, circular, and to occupy 15 percent of the total length of the leg.

The formation, or object, was first sighted at an elevation of about 60° in the south and disappeared behind some trees at 60° in the north. The total time of observation was from four to eight seconds and there was no sound.

All four observers were interrogated and their accounts of the incident were similar. They stated that they had not seen the Life Magazine article describing the Lubbock incident prior to the sighting.

II. STATUS OF INVESTIGATION

The possibility of jet aircraft in the area was checked. A similar report of light formations did turn out to be very probably a B-45 type aircraft, however, no jets were known to be in the area at the time of this incident.

III. CONCLUSIONS

None.

Comment by NICAP on Report No. 6:

In Appendix III to Report No. 6, a sighting at Benson, Arizona on 3 April 1952 is described (p. 107); in the Tables for Report No. 6 (p. 102), this case is listed as having taken place at Marana, Arizona. These two localities are a good distance apart, with Benson about 50 miles ESE of Tucson, and Marana 20 miles NW of Tucson.

It has been pointed out that since there is no airport at Benson, nor has there been in the past, the correct locale for this sighting probably is Marana, where a large airport is located and was used during the Korean War for training purposes.

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STATUS REPORT

PROJECT BLUE BOOK - REPORT NO. 7

FORMERLY PROJECT GRUDGE

PROJECT NO. 10073

31 MAY 1952

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

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 AUTH: CO, ATIC
 BY: E. J. RUPPELT *EJR*
 1st Lt, USAF
 DATE 19 June 52

This report is the seventh of a series of monthly status reports of Project Blue Book. Each report is written on or near the last day of the month and will contain a list of all incidents reported during the month covered by the report. The reports that are considered outstanding will be summarized in the appendices of the report so that more details can be presented. The overall status of the project will be presented.

Any additional information may be obtained on any incident by directing requests to Chief, Air Technical Intelligence Center, Attn: ATIAA-5, Wright-Patterson Air Force Base, Ohio.

The security classification of this report is Secret due only to the inclosure of reports that were classified Secret by the originating agency and due to the fact that allied information pertaining to the project is Secret. The classification of each separate incident is noted with the incident.

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STATUS OF PROJECT BLUE BOOKI. OVERALL STATUS

A. Briefings on Project Blue Book

On 8 and 9 May 1952, three briefings were given on Project Blue Book in Washington, D. C. The people briefed included Secretary of Air Finletter, Major General Samford and Brig General Ackerman of the Directorate of Intelligence, Brig General Maxwell of the Research and Development Board, and members of the Office of Naval Research.

B. Field Investigations

During the month of May 1952, two field investigations were made.

1. 20-24 May 1952 - George Air Force Base, Calif.
2. 21 May 1952 - Pan American crew at New York, New York

C. Visit by Representative of the ONR

A representative of the Office of Naval Research visited ATIC on 28 May 1952. The purpose of the visit was to discuss the operation of Project Blue Book and to determine what aid, if any, the ONR could offer. It was decided that at the present time the Navy could best assist the Air Force by publishing some type of directive pertaining to reports of unidentified aerial objects. A liaison with the ONR was also established so that any contacts with the Navy can be expeditiously handled. (Action on the above Navy directive has been started.)

D. RCAF Interest in Project Blue Book

Two RCAF personnel, members of the Directorate of Scientific Intelligence, Defense Research Board of Canada, visited Project Blue Book at ATIC on 14 May 1952. Canada is setting up a project very similar to the U.S. Air Force project for the investigation of reports of unidentified aerial objects. The RCAF people were briefed on the operations of the project and the difficulties that have been encountered, and the proposed future plans were discussed.

Action is being taken to establish channels for communications between the Canadian and U.S. project personnel.

E. Current Directive for Reporting Sightings

On 29 April 1952, Air Force Letter 200-5, Subject: Reporting of Unidentified Flying Objects was published. This AFL states the channels to be

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used in reporting, types of reports to be made, and the information to be included in reports. Although this AFL has only been in effect a month, excellent results in timely reporting have already become evident.

F. Information on Balloon Releases

A large amount of detailed information on the release of weather sounding balloons has been received from the Air Weather Service. The information includes the times, locations, and types of balloons launched daily in the United States. This information has been plotted on a map and incorporated into a card file so that it is now possible to make a rapid check of all sightings for the possibility of their being balloons.

G. Contractor Status

The civilian contractor for Blue Book has finished a tentative questionnaire to be used in interrogating observers. A great deal of time has been spent in selecting and wording of the questions. Approximately twelve engineers and scientists in varied fields have been consulted and have given their comments on the form. An effort has been made to word the questions so that they are not "leading" and so that the maximum amount of information may be obtained. An astronomer and a psychologist will be consulted next and after their comments have been received the questionnaire will be finalized.

The contractor, which is a civilian research institute, has also established a panel of twelve scientists and engineers. These people, all specialists in certain fields, can be called together at the request of ATIC to discuss any pertinent reports, questions, or problems that arise. In the past month, two meetings were held to discuss the questionnaire.

H. Diffraction Grating Cameras

This phase of the project is not being handled directly by Project Blue Book and the exact status is unavailable at the time of this report.

I. Utilization of ADC Scope Cameras

A request has been sent to Air Defense Command asking them to put all of the Type O-15 Radar Scope Cameras on a 24-hour alert basis so that any unidentified radar returns may be photographed. These photographs, in conjunction with a special electronics questionnaire that has been prepared by ATIC, will aid in the interpretation of the electronic observations.

J. Recent "Mirage" Theories

Several theories on the possibility that some sightings can be explained as a type of mirage have been offered to ATIC. These theories have been accepted,

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as theories, and will be investigated. More details on the ideas have been requested and as soon as they are received they will be submitted to the Blue Book civilian contractor's panel for analysis and comments.

SIGHTINGS OF UNIDENTIFIED OBJECTS

1

DATE	TIME (Local)	LOCATION	DESCRIPTION OF INCIDENT	LENGTH OF TIME OBSERVED	SOUND	SPEED	ALTITUDE	HEADING	SOURCE	ACTION OR COMMENTS
2 Feb 52	0250	Eastern Pacific	MATS Crew observed what appeared to be a red rocket burst at an estimated 500 yds. off the port wing of the a/c. (Confidential)	—	—	—	5,000 ft.	—	MATS Crew	Delayed report. No investigation due to time lapse in report.
6-12 Mar 52	2130Z	Pacific Ocean	Three puffs of white smoke. (Confidential)	—	—	—	—	—	MATS Crew	No investigation due to time lapse in report.
15 Mar 52	1630 MST	Sandia Mt. Range, New Mexico	Dull aluminum object, shaped like flattened oval and as large as B-29 fuselage. (Confidential)	15 Min.	—	150-200 mph and stationary	10,000 ft.	—	AF Officer	No conclusions. Report too late to investigate.
23 Mar 52	0235Z	Yakima, Wash.	Ground radar sighting and F-94 visual sighting of flash of light. (Secret)	—	—	78 Knots	22,500 and 25,000 ft.	30° and 180°	Pilot and Ground Radar Operator	No conclusion.
2 Apr 52	2000	Brownwood, Tex.	Slow moving meteor-like object with trail of three small balls of fire. (Restricted)	40 Sec.	—	—	30°	—	AF Officer	Too great lapse of time to get accurate date.
2 Apr 52	2035	Waco, Texas	Flaming object approaching from southwest. Flame yellow and emitted sparks. (Restricted)	30 Sec.	—	—	2,000 ft.	NE	Tech Advisor - Instructor	Resembles fire ball.
2 Apr 52	Between 0900&1000	Lake Meade, Nev.	Very large, silver object which moved very little. (Restricted)	1 Hour	—	—	Tremendous	—	M/Sgt and wife	No conclusion.
3 Apr 52	0823	Marana AFB, Ariz.	Several sources observed large object in sky which remained stationary. (Restricted)	52 Min.	—	Hovered	High	Hovered	AF Personnel	Pending.
5 Apr 52	2115 EST	Miami, Fla.	Four dark shapes passed across face of moon, objects were circular, dark, opaque and invisible except when outlined against moon. (Confidential)	—	—	—	—	90°	Civilians	No conclusion.
5 Apr 52	1040	Phoenix, Ariz.	Three large, circular objects of dull gray color with no wings, flame, or smoke. (Restricted)	—	—	1/2 falling comet	40,000 ft.	N	Civilians	Three F-51's in area and flying north at the time.
6 Apr 52	1459	Ft. Hood, Texas	Group of 50 or 75 grayish-white objects shaped like a disc and in formation, changing position constantly. (Restricted)	3-30 Min.	—	—	30° - 40°	—	Civilian	No conclusion.
7 Apr 52	0445 CST	Memphis, Tenn.	Deasling blue-white object with reddish glow near top and shaped like cotton basket. Was much larger than a/c at same distance. (Restricted)	Few Sec.	—	Many times commercial aircraft	—	NNW	Civilian	Similar to fire ball or meteor.
9 Apr 52	1132 CST	Shreveport, La.	C-46 sighted a disc-shaped, whitish cream colored object which circled Barksdale AFB. (Confidential)	—	—	200-400 mph	4,000 ft.	W & SE	AF Pilot	Two F-51, and three silvery-white balloons were in the area at time.
10 Apr 52	0415	Ada, Minn.	Object traveled in horizontal plane. It started out as a circle became oval and then split into parts, all of equal brightness. (Restricted)	—	—	—	—	S	Civilians	Possibly Fire ball
11 Apr 52	1825	Washington, Ind.	Streak of deep orange came toward sources from the west, turned northeast and reduced the exhaust. (Restricted)	4 Min.	—	—	Very high	NE	Civilians	Could be the vapor trail of an aircraft being struck by the rays of the setting sun.
13 Apr 52	2107 CST	Biloxi, Miss.	Three round, dull orange objects over the Gulf of Mexico. (Restricted)	4-5 Sec.	—	Fast	30°	W	AF Officer	No conclusions.
14 Apr 52	—	LaCrosse, Wis.	Several light colored objects in V formation. (Unclassified)	—	—	Fast	12-20,000 ft.	NW	Airline Pilot	No conclusions.
14 Apr 52	1834 CST	Memphis, Tenn.	Bright inverted bowl, with elots running vertical and glowing red. (Restricted)	45-60 Sec.	—	Rapid	2,000 ft.	—	Navy Pilots	No conclusions.

ATIC FORM NO 318 *Previously mentioned in Status Report No. 6.
127 DEC 51)

SIGHTINGS OF UNIDENTIFIED OBJECTS

7

DATE	TIME (LOCAL)	LOCATION	DESCRIPTION OF INCIDENT	LENGTH OF TIME OBSERVED	SOUND	SPEED	ALTITUDE	HEADING	SOURCE	ACTION OR COMMENTS
15 Apr 52	1940	Santa Cruz, Calif.	Two very faint objects crossed horizon in six seconds. (Unclassified)	6 Secs.	---	600 mph up	1500-3000 ft.	NE	Civilian	No conclusion.
16 Apr 52	2203 C	Dallas, Texas	Eight separate colored balls. (Restricted)	20 Min.	---	---	---	---	Civilian	No conclusions. Very little data.
17 Apr 52	1600 E	Sault Ste Marie, Michigan	Round, pink, stationary object at 5000-5000 ft. altitude and appearing equal in size to 2-29. (Restricted)	---	---	---	5000-5000 ft.	---	Civilian	Balloon released at 1600. Source observed the object at the same bearing.
17-18 Apr 52	1005-1510	Yuma, Ariz.	Flat, white object, circular and with an occasional vapor trail. (Restricted)	7 Secs.	---	---	60°	---	Military	No conclusion.
20 Apr 52	2133 EST	McClallen AFB, Calif.	Seven to ten objects appearing to follow aircraft that landed at McClallen. (Confidential)	3-5 Secs.	---	---	Less than 1,000 ft.	ENE	Commercial Pilot	Inadequate and too vague data to draw conclusion.
21 Apr 52	1034 EST	Walla Walla, Wash.	Eight disc-shaped objects sighted NE of Walla Walla. (Confidential)	---	---	500 mph	High	E	Two Civilians	No conclusion.
22 Apr 52	0120Z	Washington, Minn.	Cigar shaped, wingless, aluminum reflecting surfaces and soundless going north. (Restricted)	1 Min.	---	30 miles Min.	10,000 ft.	N	Civilian	No conclusion.
24 Apr 52	0500 EST	Bellefonte Hill, Va.	Three objects in loose fingertip formation at high speed in distance. (Secret)	3-4 Min.	---	High	---	---	C-124 Crew	No conclusions.
24 Apr 52	2124-2145	Wilton, Mass.	Two flat, flexible, square-like objects and dark orange or red color traveled with a wobbly undulating motion for four to six miles in the time they were observed. Went out of sight naturally due to distance. (Confidential)	1 1/2-2 Min.	---	240 mph	2,000 ft.	NE	Civilian Research Tech.	No conclusions.
25 Apr 52	2115	Germany	Brilliant moving white light on collision course with aircraft. (Confidential)	2 Min.	---	High	2,000 ft.	NE	AF Pilots	Possibly unknown conventional s/o.
25 Apr 52	2130-2145	Fargo, N. D.	Objects that glowed were seen very high and in "V" formation. (Confidential)	4 Secs.	---	---	---	N	Army	See Appendix I.
27 Apr 52	1532	Grand Rapids, Mich.	Very bright white object flying in arc at high speed and approximating in size a ping pong ball held at arm's length. (Secret)	17 Secs.	---	1,500 mph	40-50,000 ft.	SSE	Civilian	Could have been aircraft distorted by morning sun.
29 Apr 52	---	Dayton, Ohio	Civilian employed at A-P AFB reported observing blue object with brilliant red center. (Confidential)	45 Min.	---	---	---	---	Civilian	Pending
30 Apr 52	0743 & 0746	Marietta, N.J.	Radar pick-up. (Confidential)	4 Sweeps & 6 Sweeps	---	3,700 mph	---	---	Radar Operators	Probable interference or jamming from some unknown source.
18 Feb 52	---	Granite City, Ill.	Radar Bomb Scoring Group observed unusual radar returns while attempting to score bomb run. (Secret)	---	---	High up to 1,000 mph	30,000 ft.	Varied	Radar Crew	Checked with Electronics Branch, ATIC. No conclusions.
8 Apr 52	2700	Duncanville, Tex.	Unidentified radar return. (Secret)	---	---	2052 K	---	---	Radar Observers	Checked with Electronics Branch, ATIC. No conclusions.
12 Apr 52	2230	North Bay, Ont.	One bright amber disc was reported to have come into view from the SE and moved across the RAF airfield. It then stopped, reversed direction and disappeared. (Confidential)	---	---	High	---	225°	RAF Personnel	Pending additional info.
1 May 52	1500 MCT	Cooper AFB, Calif.	Five dull white, circular objects which appeared to almost collide with each other and then break apart. (Confidential)	30 Secs.	---	2 x jet s/c	5,000 ft.	N	Military (AF)	See Appendix VI
1 May 52	0532 MST	Harford Area, Wash.	One silver object at fairly slow airspeed - patrol plane in air at same time. (Confidential)	1 1/2 Min.	---	Slow	5,000 ft.	NE	Civilians	Could have been aircraft since early morning haze would prevent clear observation.

ATIC Form No. 1-52
1 FEB 1952

SIGHTINGS OF UNIDENTIFIED OBJECTS

#7

DATE	TIME (Local)	LOCATION	DESCRIPTION OF INCIDENT	LENGTH OF TIME OBSERVED	SOUND	SPEED	ALTITUDE	HEADING	SOURCE	ACTION OR COMMENTS
3 May 52	2350	Phoenix, Ariz.	Two saucers in converging with top down observed cigar shaped, glowing white object descending slightly. (Confidential)	4 Sec.	—	500 mph	—	W	Civiliane	Meteor or fireball.
5 May 52	2200	Phoenix, Ariz.	Flash-green light ascending slightly. (Confidential)	2 Sec.	—	1000 mph	10,000 ft.	NE	Civilian	Description is similar to meteor or fireball.
7 May 52	—	Rio de Janeiro, Brazil	Photos of flying saucers taken by professional photographers. (Restricted)	—	—	—	—	—	—	See Appendix II.
7 May 52	1330	Nashville, Tenn.	Dark circular object with pendulum motion. (Unclassified)	5-6 Min.	—	Probably slow	Unknown	SW	Civilian	Pending
8 May 52	0227 EAST	Atlantic Ocean	FIA crew saw three lights, one after another, in opposite direction to them and at same altitude. (Confidential)	Few Sec.	—	Fast	15,000 ft.	N	FMA Pilots	See Appendix III.
9 May 52	1030 PST	George AFB, Calif.	Bomb, silver object observed from ground and from two F-56's. (Restricted)	—	—	—	—	—	AF Pilots	See Appendix VI.
9 May 52	1250 PST	George AFB, Calif.	Two silver metallic objects moving with the wind at a slow speed and at certain angles to the sun giving off a bright glare. Another report at the same time stated only one object sighted. (Restricted)	4 Min.	—	—	4,000-5,000 ft.	Northwesterly	Military (AF)	See Appendix VI.
9 May 52	1750 PST	George AFB, Calif.	Dull colored object shaped like arrowhead which flew straight and level course. (Restricted)	20 Sec.	—	—	30,000-40,000 ft.	—	—	—
9 May 52	1750 PST	George AFB, Calif.	Dull colored object shaped like arrowhead which flew straight and level course. (Restricted)	10 Sec.	—	1500 mph	30,000-40,000 ft.	S	Airman	See Appendix VI.
10 May 52	1500 MST	Albuquerque, N.M.	Two silver disc-shaped objects at different altitudes. (Confidential)	5-10 Min.	—	—	—	NE	1st Col and Wife	Pending
10 May 52	2240	Augusta, Ga.	Initially four discs observed then, 20 minutes later, one more was observed and finally, 10 minutes later another disc was observed. The discs appeared to be 15 inches in diameter and yellow or gold in color.	Few Sec.	—	High	High except for last which was very low.	N	Civiliane	Pending
11 May 52	0120-0132	Seattle, Wash.	Red body trailing streaks or sparks. (Restricted)	4 Sec.	Explosion	—	—	N	Wary	See Appendix IV.
11 May 52	2054 CST	Deephaven, Minn.	Object bright as meteor with a short tail on it. (Restricted)	10 Sec.	—	Fast	—	SE	Civilian	Resembles meteor.
11 May 52	1220 & 1226	George AFB, Calif.	Three objects, one of which resembled a cover plate and was white, were observed in two sightings six minutes apart. (Restricted)	1 Min.	—	—	10,000-15,000 ft. Varied 30,000-40,000 ft.	—	Airman	See Appendix VI.
13 May 52	1145Z	E1 Centro, Calif.	a. Five flying saucers as large as F-35 with light underneath. b. F-20 pilot reported shooting star. c. Sheriff sighted object like parachute flare. d. Tower operator sighted pulsating orange and blue object hovering and changing position. (Confidential)	—	—	Terrific	—	SW	Wary	See Appendix V.
13 May 52	1125 PST	George AFB, Calif.	A round, shiny, metallic object which appeared to reflect or glow white or silver was observed from F-56 aircraft at 20,500 ft. (Restricted)	30 Min.	—	Stationary	45,000 ft.	—	AF Pilot and Airman	See Appendix VI.
14 May 52	1105-1130 PST	George AFB, Calif.	Saw as above.	25 Min.	—	—	Over 40,000 ft.	—	AF Pilot and Airman	See Appendix VI.
15 May 52	2135	Washington, D.C.	Goldish-orange, saucer-like object gave impression of spinning motion. Two observers at different levels, i.e., one at street level while other at roof level, hence variations in observation. (Restricted)	6-10 Sec.	—	Slow and/or extremely fast	Low	S	Two engines 10th and others.	None

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SIGHTINGS OF UNIDENTIFIED OBJECTS

DATE	TIME (Local)	LOCATION	DESCRIPTION OF INCIDENT	LENGTH OF TIME OBSERVED	SOUND	SPEED	ALTITUDE	HEADING	SOURCE	ACTION OR COMMENTS
20 May 52	1125 PST	George AFB, Calif.	Third separate report by airman at approximately same time and with same description. Others 13 and 14 May. (Unclassified)	5 Min.	—	Stationary	—	—	Airman	See Appendix VI.
20 May 52	2210	Houston, Texas	Very bright orange white light moving toward observers from north at an angle of 45° with erratic movements from side to side.	90 Sec.	—	—	—	S	AF Pilots	Similar to object except for erratic movement.
21 May 52	0830 CEST	Lombard, Ill.	Spherical glass-like object dented nail box and bounced onto porch. Source attempted to pick up object but it was too hot.	—	—	—	—	—	Civilian	Glass marble with bar-like covering origin unknown
22 May 52	1210 PST	Stockton, Calif.	A silver, rectangular object hovering in sky and eventually fading away. (Restricted)	25 Min.	—	Stationary	30,000 ft.	—	Civilians	None.
22 May 52	—	Alexandria, Va.	Oval-shaped, reddish disc, moving very rapidly on erratic course. (Unclassified)	—	—	—	5,000 ft.	—	Civilian	Inappreciable information.
21 May 52	0827Z	Zuni, N. M.	Two baroque shaped objects, reddish in color, appearing not to have center section and traveling in arc. (Restricted)	15 Sec.	—	—	Descending	S	TMA Pilot	Resembles fireball or other astronomical activity.
25 May 52	1656Z	Torre Anzures, N. M.	Observed with OPS-5 radar. Appeared on scope three times on the radar sets. (Correct)	40 Sec.	—	1800 mph	—	385°	Radar	Pending
25 May 52	2127 CST	Randolph AFB, Texas	Four-iron shaped objects like white light with an orange tinge in a very tight formation and in three groups of four each. (Restricted)	1/2 Sec.	—	Comparable to falling star (1500-2000 mph)	Above 10,000 ft.	E	USAF Navigator, wife and friend	Pending
28 May 52	1315 MST	Kirtland AFB, N. M.	Three pinkish objects in trail formation sighted from ground. (Restricted)	—	—	—	Varied	W	Civilians	Pending

APPENDIX I

Fargo, North Dakota - 25 April 1952

I. DESCRIPTION OF INCIDENT

Between 2100 and 2145 hours on 25 April 1952, eight observers reported sighting unidentified flying discs which appeared in a wide "V" formation. There were five discs per flight and a total of five flights at eight minute intervals. The direction of flight was consistently south to north.

The formation was described as a wide "V", irregular or more specifically, sloppy, in that the disc pilots, if such is the case, appeared to have trouble maintaining constant speed and altitude.

II. STATUS OF THE INVESTIGATION

The Commanding Officer of Detachment 2, 462nd Ground Observer Squadron, Fargo Filter Center, Fargo, North Dakota, followed up the report personally. He proceeded to the top (10th floor) of the Black Building in Fargo, North Dakota, at about 2030 hours on 28 April 1952 equipped with binoculars, high-speed camera, telescope, etc., and awaited the mysterious flights. A number of local citizens shared his vigil with him.

III. CONCLUSIONS

The unidentified discs seen traveling very high and fast and of bright red and orange color were identified by the above observers (II) as being migrating mallard and teal ducks.

APPENDIX II

Rio de Janerio, Brazil - 7 May 1952

I. DESCRIPTION OF INCIDENT

On 7 May 1952 two photographers of "O Cruzeiro" Magazine in Rio de Janerio, Brazil, reported that they had photographed a "flying disc" at a position $23^{\circ} 01' S, 43^{\circ} 26' W$. The object reportedly was in view one minute during which time five photographs were taken.

It approached from the southeast, made a 180° turn and went out of sight toward the sea at what was described as high speed. The color of the object was blue-gray and it seemed to be over 1000 meters in altitude and about twice the size of a DC-3.

II. STATUS OF THE INVESTIGATION

The photographers reportedly were asking \$25,000 for the five negatives, consequently, the negatives are not available for study.

III. CONCLUSIONS

Until the negatives are analyzed, it is impossible to draw any definite conclusions. It is doubtful that the pictures and story are authentic.

APPENDIX III

Atlantic Ocean - 8 May 1952I. DESCRIPTION OF INCIDENT

On 8 May, approximately 600 miles off the east coast of the United States, between Jacksonville, Florida, and Savannah, Georgia, the pilot and co-pilot of Pan American Airline Flight 203, enroute to San Juan from New York, sighted three unidentified aerial objects. The objects were on a reciprocal heading of approximately 355° to 360° at the same altitude as the airliner.

The first object resembled a landing light but was much whiter and about ten times as large. It was followed by two slightly smaller orange objects with tapering tails which were fringed with blue. These three round objects were equally spaced and between 1/8 and 1/4 mile off the left wing.

II. STATUS OF THE INVESTIGATION

The sources were interrogated and stated that the objects were completely foreign to them. There was no known missile, naval or air activity in the area at that time.

III. CONCLUSIONS

No conclusions.

APPENDIX IV

Seattle, Washington - 11 May 1952I. DESCRIPTION OF INCIDENT

At approximately 0124 to 0132 PST, on 11 May 1952 many individuals reported sighting a vivid blue object with flaming sparks or streamers coming nearly straight down over Seattle, Washington. The object exploded in a brilliant flash, lighting up the sky and then disappeared. After the explosion, some of the witnesses experienced a tremor or shock wave of approximately nine seconds duration.

II. STATUS OF THE INVESTIGATION

Two local astronomers were contacted and they stated that the object was a meteor. At the present time the astronomers are searching for fragments to confirm their statement.

III. CONCLUSIONS

Object was probably a meteor but file will not be closed until confirming evidence is found.

APPENDIX V

El Centro, Calif., Area - 13 May 1952I. DESCRIPTION OF INCIDENT

In the El Centro, Calif., Area on 13 May 1952 four separate reports of unidentified aerial objects were made. They were as follows:

a. 1115Z - Hovering over El Centro, five "flying saucers" as large as B-36's, with a light underneath, disappeared to the southwest at a terrific rate of speed. They were reported by the El Centro Sheriff's Office.

b. 1115Z - An F9F pilot taking off from El Centro Naval Air Station reported what appeared to be a shooting star diving at an angle of 60°.

c. 1142Z - A sheriff's car at Neland, Calif., sighted a strange object resembling a parachute flare over the south end of the Salton Sea.

d. 1150Z - A control tower operator at Yuma, Arizona, sighted an orange and blue object 320° and 20 miles from his position. After hovering for a short time in one position, it changed to another position and began hovering again. Operator said it was sighted for too long a period to be a falling star.

II. STATUS OF INVESTIGATION

There were no AF fighters airborne at the time but four F9F's from El Centro Naval Air Station were airborne from 1100Z to 1230Z.

III. CONCLUSIONS

a. It is possible that the F9F's and what appeared to be a shooting star account for the first report.

b. What appeared to be a shooting star was probably a meteor.

c. No conclusions.

d. The tower operator stated that he had observed the same phenomenon several times previous and is convinced that it is merely the reflection of automobile headlights on the highway at night.

APPENDIX VI

George AFB, Calif. - 1, 9, 13, 14, 20 May 1952

I. DESCRIPTION OF INCIDENT

The sighting on 1 May 1952 at George AFB, Calif., was the first of a series of nine sightings there in a three week period. These sightings were all by military personnel.

a. 1 May 1952 - Five round, disc-shaped objects, flat white in color which gave no glare or reflection were sighted. They were in formation with three in front and two in the rear. The latter two darted around in a circular or zig-zag manner.

b. 9 May 1952, 1030 PDST - An unidentified round, silver object was sighted visually from the ground and from two F-86 aircraft.

c. 9 May 1952, 1230 PDST - Two unidentified objects moving with the current or breeze at a slow speed. They appeared to be a silver metal color with a dark spot in the center and at certain angles to the sun gave off a bright glare.

d. 9 May 1952, 1720 PDST - Object was of dull color like a thundercloud. It was shaped like an arrowhead but had no known aerodynamic features.

e. 11 May 1952, 1220 PDST - Object looked like a white paper plate flipping end over end with an initial speed comparable to a jet although later it reduced its pace.

f. 13 May 1952, 1425 PDST - Single object, appeared round, shiny, metallic which glowed or reflected white or silver was observed for thirty minutes.

g. 14 May 1952, 1405 to 1430 PDST - Same description as object sighted on 13 May and by same sources.

h. 20 May 1952, 1425 PLST - A silver colored, bright, round object was observed for five minutes. Initially the object was stationary but eventually moved and faded away.

II. STATUS OF INVESTIGATION

Only balloons released from Edwards AFB can be tracked accurately over George AFB, consequently, for the most part they are the only balloons with which we are concerned. These balloons are released irregularly thus accounting for some of the unusual times of sightings reported in cases which are probably balloons.

The project monitor of Blue Book went to George AFB to investigate the various reports.

- a. 1 May 1952 - Report well documented. No additional information obtained.
- b. 9 May 1952, 1030 PDST - A balloon was released from Edwards AFB, 55 minutes prior to this sighting.
- c. 9 May 1952, 1230 PDST - No known activity which could account for sighting.
- d. 9 May 1952, 1720 PDST - No known activity which could account for sighting.
- e. 11 May 1952 - Third report in three days from same individual. No activity in area.
- f. 13 May 1952 - Balloon launched from Edwards AFB at 1340 PDST.
- g. 14 May 1952 - No balloon release officially reported.
- h. 20 May 1952 - Balloon released from Edwards AFB at 1332 PDST.

III. CONCLUSIONS

- a. 1 May 1952 - No Conclusions.
- b. 9 May 1952, 1030 PDST - Very probable that the balloon released from Edwards AFB was the object sighted.
- c. 9 May 1952, 1230 PDST - Very possible that paper was caught in the thermals and swept along. A similar sighting turned out to be just that.
- d. 9 May 1952, 1720 PDST - No conclusions.
- e. 11 May 1952 - No conclusions.
- f. 13 May 1952 - Probably was balloon released from Edwards AFB, 45 minutes previous.
- g. 14 May 1952 - Description fits incident of 13 May so perfectly it is highly probable that the object was a balloon.
- h. 20 May 1952 - Balloon released 53 minutes prior to sighting was probably object observed.

APPENDIX VII

Nenana, Alaska - 22 January 1952

I. DESCRIPTION OF INCIDENT

At 1020Z on 22 January 1952, a radar station at Murphy's Dome, Alaska, observed an unidentified radar return. The target was going away from the station on an azimuth of 210° , at a speed of about 1500 mph when first observed but appeared to reverse its direction and returned toward the station. The set was adjusted so that the target could be observed as it closed in on the station but after this change was made the target was again observed, however, at about its original location, and again going away from the station. Just before it faded, it appeared to be making a turn back toward the station.

At 1030Z an F-94 was airborne to search for the object. At this time the object was going away from the station at a high rate of speed so the F-94 was told to orbit. About this time the ground station lost contact with the object but continued to track the F-94.

At about 1100Z as the F-94 was approaching Nenana (near Fairbanks), the radar observer in the F-94 observed two targets, one faint and one bright. The aircraft was at 30,000 ft. and the target was at 25,000 ft. The targets crossed from right to left and appeared to be traveling slowly and as the F-94 approached the target a high rate of closure was indicated. The contact was lost at a range of 200 yards.

Approximately one hour later, again near Nenana, another contact was made by the F-94. In this instance the target was kept dead ahead and level. When the target was at a range of 200 yards, the pilot pulled up and the target was lost. The rate of closure during the run was 100 knots even though the F-94 had flaps down. No other contacts were made and the aircraft was released at 1210Z.

During the two airborne contacts the F-94 was being tracked by the ground station but the object was not being picked up.

The weather was clear but no visual sighting was made. On the same night, the same crew had visually identified a C-54, a C-47, and a small civilian aircraft from 300 to 500 yards. There were no clouds in the sky but it was a dark night.

No malfunctions were found in either radar set.

II. STATUS OF INVESTIGATION

Report by Electronics Branch of ATIC.

Target being slanted instead of perpendicular to radii from radar station indicates possible weather target. Speed may be accounted for by the momentary appearance and disappearance of other weather targets. Further explanation cannot be made.

III. CONCLUSIONS

Target caused by weather phenomena.

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INFORMATION~~

STATUS REPORT

PROJECT BLUE BOOK - REPORT NO. 8

FORMERLY PROJECT GRUDGE

PROJECT NO. 10073

31 DECEMBER, 1952

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

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1. Information conflicting with or pertinently affecting that contained in this publication should be forwarded by the recipient directly to:

**Commanding General
Air Technical Intelligence Center
Wright-Patterson Air Force Base, Ohio**

This in no way abrogates or alters responsibility for sending such information or any pertinent intelligence data through already established intelligence collection channels of the various services or agencies of the U. S. government.

2. WARNING: This document contains information affecting the national defense of the United States within the meaning of the Espionage Law, Title 18, U.S.C., Sections 793 and 794. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

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This report is the eighth of a series of Status Reports of Project Blue Book. Normally each report is written on or near the last of each month and includes all project activities for that month. This procedure has not been followed during the months of June, July, August, September and October due to an extremely heavy workload caused by an increase in reports. The procedure of listing all reported sightings will also be eliminated in this report since 886 reports were received during the period covered by this report and compiling such a list would not be feasible at the present time.

Any additional information may be obtained on any incident by directing requests to the Commanding General, Air Technical Intelligence Center, Attn: ATIAA-5, Wright-Patterson Air Force Base, Ohio.

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STATUS OF PROJECT BLUE BOOK

I. OVERALL STATUS

The period since the last status report of this project was published (Project Blue Book Status Report #7, 31 May 1952) has produced a volume of reports exceeding the total number of reports received in the period 1947 to 31 Dec 51. For the month of Jul 52, the total was over 440 reports. During the period 1 Jun 52 to 31 Oct 52, the period covered by this status report, 886 reports have been received, evaluated, cross-indexed and filed. This total of 886 represents 149 more reports than had been received during the previous five-year period this project has been in existence. It should be noted that these reports are those coming through official channels to ATIC and do not include the approximately 800 letters received from the public during this period.

A noticeable increase in reports started in Jun 52 and reached a peak on 28 Jul 52 when 43 reports were received (see Appendix I). Much of the increased volume of reports can be accredited to the widespread publicity given by Life, Time, Look and many other magazines and newspapers. One noticeable characteristic of the reports is that in general the quality has improved, a factor which resulted from the distribution of Air Force Letter 200-5, Subject: "Reporting of Unidentified Flying Objects", and to widespread briefings given by Project Blue Book briefing teams.

In Jul 52 the workload of project personnel had risen to the point that the number of personnel was increased to a total of four officers, two airmen, and two secretaries. For a period of 45 days, a weather officer was on TDY to the project.

All reports received were screened and evaluated as soon as possible after they were received. A breakdown as to the evaluations of the reports is given below. The categories used in the evaluation of reports are as follows:

A. Unknown

These are reports that contain relatively enough data to evaluate, but cannot be associated with any known phenomenon or object. There is a possibility that some of these reported objects or phenomena in this category could be identified if more background data on balloon tracks, aircraft movements, etc., were available.

B. Insufficient Data

This category represents reports which do not contain enough data to evaluate. A great many of the cases are due to poor reporting on the

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part of the reporting agency. All cases where there is only a single observer, unless his or her reliability is unquestionable, are put in this category.

C. Aircraft

This category of reports varies from those reports of objects that were definitely proven to be aircraft to those that were possibly aircraft. In evaluating reports as aircraft, a great deal of importance is put on any comments by the reporting officer about local air traffic. Another criterion is the elevation of the reported object. It has been found that if an observer sees an aircraft above a 60° angle from the horizon and is in a relatively quiet location, he can hear the sound of the aircraft. Thus all reports of moving lights at night or "shiny" objects in the daytime, moving at moderately fast speeds (i.e., in view for 2-5 minutes), and observed below 60° could be aircraft and are evaluated as aircraft. Conversely, any object that passes directly over, or within 30° of the zenith of an observer, at moderately fast speeds and if no sound is heard, is not likely to be an aircraft.

D. Balloons

Several criteria are used to determine whether a reported object was or possibly was a balloon. Objects that are reported to hover or move very slowly could be balloons. In this type of report, the times are checked. All weather balloons in the United States are launched at 0300Z, 0900Z, 1500Z and 2100Z. If an object is reported near a balloon launch site within an hour after these scheduled launch times, it is classed as a balloon. If the object is moving and a track is reported, the track is checked against winds aloft for that area. If the reported movement is with the wind at any altitude, the object could be a balloon. Many balloons are tracked by radio and radar and in these cases, the actual track of the balloon can be correlated with the data obtained from the observers.

The possibility of observers seeing balloons that have developed slow leaks and have drifted long distances is always present. In cases where the description of the object is identical to that of a balloon and yet no balloons can be positively determined as having been in that area, the report is evaluated as possibly a balloon on the chance that a balloon has become "lost" and has drifted into the area.

E. Astronomical

Reports in this category are those that are proven to be or are similar in all respects to known astronomical bodies such as meteors, fireballs, planets, or stars. The estimated azimuth and elevation of a reported object and the time of the observation can be checked to determine the known location of astronomical bodies. In some cases, this is done by project personnel and in more difficult cases by an astronomer.

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Meteors are identified mainly by the observer's description as to size, shape, and maneuvers. In some cases, exceptionally large meteors or fireballs are plotted by observatories and these plots are obtained.

F. Other

This category contains reports that have been proven to be known objects or phenomena, or the descriptions of the reported objects are similar to reports of known objects that do not fall into the above categories. Examples of these are birds, anomalous radar phenomena, bugs, etc.

A percentage breakdown of the evaluation of reports is as follows:

A. June

<u>Category</u>	<u>No. Reports</u>	<u>% Total</u>
Unknown	57	38.77
Insufficient Data	23	15.64
Aircraft	14	9.52
Balloons	22	14.96
Astronomical	22	14.96
Other	9	6.12
	<u>147</u>	<u>100.00%</u>

B. July

Unknown	93	21.04
Insufficient Data	118	26.69
Aircraft	52	11.76
Balloons	107	24.21
Astronomical	57	12.89
Other	15	3.39
	<u>442</u>	<u>100.00%</u>

C. August

Unknown	34	15.59
Insufficient Data	55	25.23
Aircraft	28	12.84
Balloons	70	32.11
Astronomical	22	10.09
Other	9	4.13
	<u>218</u>	<u>100.00%</u>

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D. Balloons

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This category contains reports that have been proven to be known objects or phenomena, or the descriptions of the reported objects are similar to reports of known objects that do not fall into the above categories. Examples of these are birds, anomalous radar phenomena, bugs, etc.

A percentage breakdown of the evaluation of reports is as follows:

A. June

<u>Category</u>	<u>No. Reports</u>	<u>% Total</u>
Unknown	57	38.77
Insufficient Data	23	15.64
Aircraft	14	9.52
Balloons	22	14.96
Astronomical	22	14.96
Other	9	6.12
	<u>147</u>	<u>100.00%</u>

B. July

Unknown	93	21.04
Insufficient Data	118	26.69
Aircraft	52	11.76
Balloons	107	24.21
Astronomical	57	12.89
Other	15	3.39
	<u>442</u>	<u>100.00%</u>

C. August

Unknown	34	15.59
Insufficient Data	55	25.23
Aircraft	28	12.84
Balloons	70	32.11
Astronomical	22	10.09
Other	9	4.13
	<u>218</u>	<u>100.00%</u>

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<u>Category</u>	<u>No. Reports</u>	<u>% Total</u>
D. September		
Unknown	22	27.85
Insufficient Data	20	25.32
Aircraft	7	8.86
Balloons	12	15.19
Astronomical	12	15.19
Other	6	7.59
	<u>79</u>	<u>100.00%</u>

E. Cumulative total for June, July, August, and September

Unknown	206	23.25
Insufficient Data	216	24.38
Aircraft	101	11.39
Balloons	211	23.81
Astronomical	113	12.75
Other	39	4.40
	<u>886</u>	<u>100.00%</u>

(Note: No breakdown for the month of October 1952 is included since at the time this report was written all October reports had not been evaluated.)

II. SPECIAL REPORT ON CONFERENCE WITH 44 PROFESSIONAL ASTRONOMERS

During the past summer a professional astronomer, under contract with ATIC as a consultant on Project Blue Book, held conferences with 44 professional astronomers in the U.S.A. and submitted a report of his findings. These people were either contacted on trips or at professional society meetings. Of these, 5 had observed objects or phenomena they could not readily explain. The feelings of the 44 astronomers toward the investigation of unidentified flying objects were as follows:

	<u>% Total</u>	<u>Number</u>
Completely Indifferent	6%	7
Mildly Indifferent	27%	12
Mildly Interested	40%	17
Very Interested	17%	8
	<u>100%</u>	<u>44</u>

Although the report is too lengthy to reproduce in total, an excerpt from the summary of the report is as follows:

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"Over 40 astronomers were interviewed, of which five had made sightings of one sort or another. This is a higher percentage than among the populace at large. Perhaps this is to be expected, since astronomers do, after all, watch the skies. On the other hand, they will not likely be fooled by balloons, aircraft, and similiar objects, as may the general populace.

It is interesting to remark upon the attitude of the astronomers interviewed. The great majority were neither hostile nor overly interested; they gave one the general feeling that all flying saucer reports could be explained as misrepresentations of well-known objects and that there was nothing intrinsic in the situation to cause concern. I took the time to talk rather seriously with a few of them, and to acquaint them with the fact that some of the sightings were truly puzzling and not at all easily explainable. Their interest was almost immediately aroused, indicating that their general lethargy is due to lack of information on the subject. And certainly another contributing factor to their desire not to talk about these things is their overwhelming fear of publicity. One headline in the nation's papers to the effect that "Astronomer Sees Flying Saucer" would be enough to brand the astronomer as questionable among his colleagues. Since I was able to talk with the men in confidence, I was able to gather very much more of their inner thoughts on the subject than a reporter or an interrogator would have been able to do. Actual hostility is rare; concern with their own immediate scientific problems is too great. There seems to be no convenient method by which problems can be attacked, and most astronomers do not wish to become involved, not only because of the danger of publicity but because the data seems tenuous and unreliable."

III. PRESS CONFERENCE

On 29 Jul 52 a press conference was held in the Pentagon to answer the many questions that were being directed to the Air Force by the press. The conference was held by Major General John A. Samford, Director of Intelligence, USAF. Others participating were Major General Roger M. Ramey, Director of Operations, USAF, and officers of the Air Technical Intelligence Center.

In essence General Samford stated that to date there were no indications that any of the reported objects that could not be identified constitute a menace to the United States. However, the Air Force would continue to give the subject "adequate, but not frantic attention".

IV. PROPOSED THEORIES AS TO THE NATURE OF THE REPORTS

Several widely publicized theories as to the nature of the reported objects or phenomena have been advanced in recent months. These theories have been discussed with authorities on the subject of atmospheric physics and they have agreed that none of the theories so far proposed would account for more than a very small percentage of the reports, if any.

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V. STATUS OF STATISTICAL ANALYSIS

In the spring of 1952 the Air Technical Intelligence Center established a project with a civilian contractor to make a statistical analysis of all incidents. As of 31 Oct 52, all reports for 1947, 1948, 1949, 1950, and 1951 had been reviewed and coded for IBM punch cards. By the end of October the data to date on 1952 incidents will be on punch cards ready for a preliminary analysis by statisticians.

When this is completed, the contractor will begin work on the coding of the 1952 reports. No completion date has been established for this phase. It is not contemplated that the 1952 reports will be completed in the near future, because, as was stated in Section I of this report, the total for the year of 1952 exceeds the total number of reports for all previous years.

VI. TECHNICAL INFORMATION SHEET

A questionnaire or technical information sheet to be filled out by observers making a visual sighting was completed in Oct 52. Preliminary work on this questionnaire began in May 52. A panel consisting of Blue Book personnel and several civilian scientists and engineers met and drafted a list of questions whose answers would be needed in evaluating reports. These questions were then given to a panel of psychologists who reworded them and made them into questionnaire form. Test samples of these questionnaires were reproduced and sent to persons reporting sightings. As test questionnaires were completed and returned by observers they were studied by the psychologists and others. Several such test questionnaires were developed before a final form was established. The final questionnaire is inclosed in this report as Appendix II.

These questionnaires are now being sent directly from ATIC to all persons making reports, if a mailing address is in the report. This includes both reports made by military in accordance with AFL 200-5 and reports made directly to ATIC by civilians.

VII. COOPERATION OF AIR DEFENSE COMMAND

Excellent cooperation has been received from the Air Defense Command in the utilization of their radar, fighter aircraft and the Ground Observer Corps.

ADC has directed all their radar sites that are equipped with operational radar scope cameras to keep these cameras on a 24-hour alert basis. It has been found that scope photos are an extremely valuable aid when it is necessary to evaluate reports of extremely high speed or unusual radar tracks.

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A secondary duty of the Ground Observer Corps is the reporting of unidentified aerial phenomena or objects. This duty was established by ADC Regulation 55-31.

VIII. NAVY REPORTING REGULATION

On 26 Sep 52 the United States Navy published an OPNAV very similar to AFL 200-5. This notice directs all naval units and installations to report sightings directly to Hq USAF, ATIC, ADC, and other agencies.

IX. BALLOON AND WEATHER DATA

In order to achieve more positive identification of unidentified flying objects, the Air Technical Intelligence Center has established channels of communication with the Air Weather Service, whereby the track of any weather balloon released by the USAF, US Navy, or Weather Bureau, within the continental limits of the United States or from US ships at sea and overseas bases, can be obtained. Basically the system works as follows: If the analyst at ATIC concludes, by reason of the description of a UFO, or the time and place of the sighting, that the UFO is possibly a weather balloon, he initiates and transmits to AWS a specific request for the tracks of all weather balloon releases at or near that time and place. Comparison of these tracks with the Flyobrpt frequently completes the analysis of the report.

Additionally, the US Navy and the USAF are currently engaged in the launching of special project upper air research balloons. These balloons are plastic polyethylene, a highly reflective surface, and since they often are on the order of one-hundred feet in diameter, they are visible to the naked eye under certain atmospheric conditions, even at extreme altitudes. Further, the loads carried are usually heavy and metallic, and electronic contact with these balloons can occur. In view of this situation, ATIC has, through the Ent Weather Central, Ent AFB, Colorado, taken steps to obtain the tracks of all such balloon releases, and these tracks have often resulted in positive identification of a UFO. To cite cases in point, the tracks of sixteen flights released in July by a US Navy contractor resulted in four positive, two probable, and four possible identifications of UFO's.

Another factor having a great deal of bearing in the analysis of a Flyobrpt, though it may not be the actual cause, is the meteorological condition of the atmosphere at the time and place of sighting. To obtain this data, the Air Technical Intelligence Center utilizes three sources. Firstly, when detailed information is needed immediately, it can often be obtained from the Base Weather Office at W-P AFB. Secondly, since ATIC receives daily RAOB's, constant pressure charts, surface charts and winds aloft charts, the necessary information is frequently on hand. Thirdly, when the data needed

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is voluminous and complex, and time is relatively unimportant, the Air Technical Intelligence Center utilizes the records of the Air Weather Service in exactly the same manner as that employed in obtaining weather balloon release data.

X. CAMERAS

In an effort to obtain technical information concerning UFO's, ATIC has underway a program for the distribution of a large number of stereo cameras equipped with a diffraction grating over one lens. The camera in question is called the "Videon". It contains two F3.5 lenses with focal lengths of 45mm. As supplied by ATIC, the shutter speed and distance settings will be locked at 1/20th of a second and infinity, respectively. The "Videon" utilizes standard 35mm cartridge film, and is extremely simple to operate.

The diffraction grating actually consists of a thin cellulose compound which contains 15,000 vertical "hairlines" to the linear inch. It is mounted between two sheets of optical glass and placed over one lens of the Videon by means of a filter adapter ring. The grating operates on precisely the same principle as a prism; it separates a light into its component parts which will appear as well defined spectrum bands upon the film. Since each chemical element emits a wave of characteristic length, and the grating, so to speak, "picks up" these characteristics and shows them as significant bands on the film, comparative study of the film is expected to reveal much data concerning the chemical composition of a given UFO. The Videon camera, equipped as described above, does not represent the epitome of scientific equipment, however, actual comparison with other models has revealed that it offers a good probability for success in accomplishing the stated purpose, and this factor, along with the economy and availability factors, was responsible for ATIC's decision to purchase and distribute these cameras.

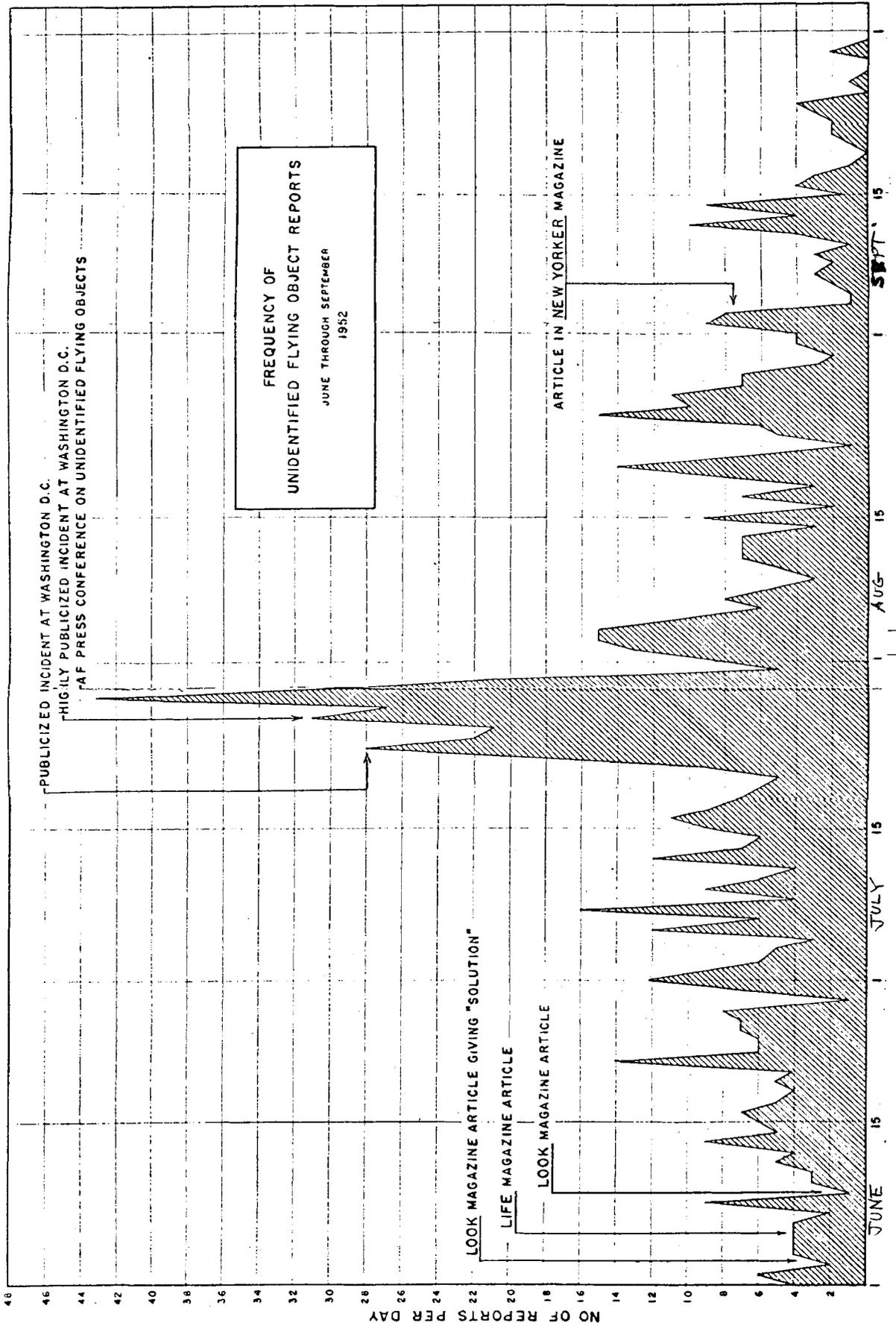
Simultaneously with the experimentation involving ground cameras, ATIC mounted diffraction gratings over the lenses of 16mm gun cameras of F-86 aircraft of the 97th Fighter-Interceptor Squadron, W-P AFB. These fighters then undertook air-air photography of known light sources, and the spectrums obtained were comparable to those obtained with the Videon; the smaller film surprisingly enough recorded equivalent definition and band separation. Therefore, as a part of the long range program, ATIC is considering the possibility of equipping certain USAF fighter-interceptor aircraft with diffraction gratings for air-air photographic coverage of UFO's.

At present, ATIC is negotiating with Hq ADC, a plan for the placement of a certain number of Videon cameras with AC&W Squadrons. Similarly, Videon cameras may be distributed to tower operators of AACS. Future plans allow for the procurement and placement of more Videon cameras and the placement of the diffraction grids in aircraft, however, these plans are entirely contingent upon the degree of success obtained in present operations.

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XI. RECENT SIGHTINGS

Appendix III gives summaries of a few of the reports made to ATIC during the period covered by this report.



APPENDIX I

This chart shows the frequency of reports during the months of June, July, August, and September 1952. The dates of publication of several magazine articles and widely publicized incidents are noted on the chart.

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APPENDIX III

This appendix contains resumes of several of the more significant incidents that were reported to ATIC during the period covered in this report.

13 May 1952

Greenville, South Carolina

Description of Incident

On the night of 13 May 1952 at 2233 EST, four amateur astronomers observed a diamond formation of four oval-shaped objects. The objects were observed visually from the ground. The objects were sighted nearly overhead and disappeared at an angle of about 12° in three seconds. They were described as being reddish-yellow or reddish-brown in color. They were relative in size to a half dollar, quarter turned, at arm's length. The objects appeared to wobble in their flight and being oval-shaped appeared to be flying sideways.

The night was extremely clear. The sources stated that there was haze and ground illumination near the city, but that they were on the Furman University campus and that there were no ground lights near nor haze.

One observer was inclined to believe these were geese.

Comments

The description of this incident is very similiar to others from drive-in theaters and one from Fargo, North Dakota, on 25 April 1952, that were ducks. In this case, however, there were no ground lights in the area to reflect from a bird. This is borne out by the fact that these people had set up their telescopes in a dark area, which is essential for good astronomical observing.

It is not known how much light a bird will reflect, but it seems logical that a relatively bright ground source of light would be needed.

As was stated, one source was sure they were geese but the other three were just as sure they were not.

The possibility of aircraft is nil since they passed directly overhead with no sound.

Conclusion

Unknown

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18 July 1952

Patrick AFB, Florida

Description of Incident

At approximately 2245 EST on 18 July 1952 seven people, three officers and four airmen, observed a series of unidentified lights near Patrick AFB, Florida. The lights were described as being much brighter than a star and amber-red in color and similiar to a star. The first light was observed at a 45° angle of elevation west of the air base. It remained stationary for approximately one minute, then began to slowly move north. It stopped, then moved south at a slow speed. While observing the first light, a similiar light was observed about 20° below the first light and moving north at a much higher speed.

As the first light continued to move south, a third light was seen over the base traveling in a westerly direction at high speed. Before this light had faded in the distance, a fourth light was observed following the same path as the third. At this time, all the lights except number four had disappeared.

A fifth light appeared in the west and came directly over the airfield where it appeared to make a gradual 180° left turn and head toward the west until it faded from view. This light appeared coming over the base and disappeared in 15 seconds.

Comments

An attempt was made to pick up the object on APQ-13 radar, but the attempt was unsuccessful. It should be noted that APQ-13 is not a search radar, consequently, the fact it could not make contact is not significant.

A balloon was in the area but the balloon was tracked continuously and drifted west of the air base. At no time was it over the observers. It is possible that a balloon could drift into the area from another location, but the number of reported lights, their motion and the winds aloft do not substantiate this theory.

Air traffic was checked and there were no aircraft in the area.

Conclusion

Unknown

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29 July 1952

Port Huron, Michigan

Description of Incident

On the night of 29 July 1952 an AC&W Station in Michigan observed an unidentified return on the scope. The time was shortly before 2140 CST. The target was plotted at 550 knots on a 360° heading for 20 minutes.

Three F-94B aircraft were in the area making practice runs on a B-25. One of these aircraft was requested by GCI to investigate the unknown target. The aircraft climbed out of the practice area on a heading of 270° to 20,000'. GCI called and requested a visual search to be made at 3 o'clock. A turn to 3 o'clock was started when the radar operator got a lock-on from a target at 2:30 o'clock level, four miles away. The lock-on was held for only 30 seconds. As the turn was made, a bright, flashing, colored light was observed by the pilot. He turned into the light on a heading of 360° and followed it for twenty minutes at an IAS of 350 knots at 21,000 ft. The light remained between 12 and 1 o'clock. At the time of the lock-on, the aircraft was 20 miles west of Port Huron, Michigan.

The GCI radar was carrying both the unidentified target and the F-94 on the scope. Since the F-94 could not close, it was assumed by GCI that the object increased its speed to that of the F-94.

Comments

Two other F-94 aircraft were airborne, but they continued making practice runs on a B-25 and were not in the area at the time of the sighting.

The star, Capella, is directly in line with the F-94's line of flight and the aircraft would have been flying straight toward it. It is very low on the horizon and appears to be flashing green, blue, red, etc. At first it was believed that this is what the pilot saw, but when it was established that both the F-94 and the UFO were being carried on the GCI scope, Capella becomes a doubtful suspect.

It could be that this is a series of coincident weather phenomena affecting the radar equipment and sightings of Capella, but this is stretching probabilities too far.

A balloon can be disregarded since the speeds are too high for even a jet stream.

Three weak inversions were noted below 10,000'.

Conclusions

Unknown

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29 July 1952

Los Alamos, New Mexico

Description of Incident

At approximately 0949 MST on 29 July 1952, several pilots and guards from Los Alamos observed an UFO. The object was flying straight and level at high speed north of the Los Alamos landing field. The object, which was a shiny metallic color, was observed for 30 minutes with binoculars.

Fighters in the Los Alamos area were diverted to the area of the sighting and visually vectored toward the object. The object disappeared but reappeared in front of the fighters, made a 360° turn, came around in back of the fighters, followed for two minutes and disappeared. The fighters did not observe the object. The aircraft which were at 40,000' left vapor trails, but the object did not.

The only other aircraft in the area left Los Alamos at 0950 MST and headed directly south.

Comments

The report states the object was flying at high speed straight and level, yet it was in sight for 30 minutes. The object could not have been traveling too fast, or it would have gone out of the area within the 30 minutes it was observed.

If the aircraft were high and the object was a drifting balloon at low altitude, the balloon would appear to stay ahead of the aircraft for a short period of time. A balloon would not make a 360° turn, however.

The report is incomplete, no Form 112 was submitted, and the data in the wire is sketchy.

Conclusion

Although there is hardly enough data to evaluate the report, it will be classed as unknown.

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29 July 1952

Albuquerque, New Mexico

Description of Incident

At approximately 2230 MST on 29 July 1952, the source, an employee of the Los Alamos Laboratory (also a Reserve Lt Colonel, four-engine pilot with 1500 hours) observed an UFO from his home in Albuquerque, New Mexico. The bearing of the object from his position was 225° and the elevation was 20° to 25° above the horizon.

The object was described as a "fattened ellipse". The color was a dull yellow. Light rays the same color as the image and approximately half the length of the horizontal axis appeared to be emanating from the object in all directions. They were not pulsating, but steady. After about 45-60 seconds, it began to shrink in size rapidly. Within 15 seconds, it disappeared. It did not change in elevation or azimuth. The color changed from a pale yellow to a yellowish-white to clear white as it disappeared. There was no sound. The angular length of the horizontal axis was about 4°.

The ceilometer at Kirtland AFB was on and the object was near it. The source was definite that this was not what he saw as he located the ceilometer beam and the moon.

Comments

This occurred two hours and thirty minutes after a balloon launch, so it is doubtful that it was a balloon. As was noted before, the source definitely saw the moon and the ceilometer beam.

There is a possibility that some atmospheric condition caused the ceilometer beam to split. This is doubtful, however, because the elevation of the object was different. If the cloud base was at a constant level, the difference in elevation would indicate that the object or spot on the cloud bases would be farther away from the observer than the ceilometer.

It is possible that the source saw another ceilometer or a searchlight. This is doubtful, however, since the area, past Kirtland, in the direction the source was looking, is nearly uninhabited. In addition, a searchlight beam would either move or go out faster. When a searchlight is turned off, there is a period in which the image on a cloud would dim out due to cooling of the electrodes but this does not require 15 seconds.

All in all, the report is excellent, one of the few where the source was thoughtful enough to measure angles and make careful observations.

Conclusion

Unknown

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1 August 1952

Bellefontaine, Ohio

Description of Incident

At 1551Z, a radar track appeared 20 miles NNW of W-P AFB. The course was 240° at 400 knots. Two F-86's under GCI control were then located ten miles SW of that position. The fighters were vectored and made visual contact at 1555Z. Fighters stayed with the object until 1613Z.

Interrogation of sources, an AF major and lieutenant, reveal the following:

a. The F-86's climbed to 48,000', fell off, and then made a second climb to 48,000'. The major made a camera run the second time and received a weak return on his radar gunsight. The lieutenant's sight was "caged" so he received no return. The major estimated the object at 12,000-20,000' above his altitude of 48,000'. This estimate was substantiated by the range capability of the radar gunsight. The object's size, accepting source's estimate of distance, was 24-40' in diameter and source said his optical sight just covered the object. The films were not sufficiently clear. The object appeared as a fuzzy, small image in the upper right hand corner with discernable motion to lower left.

b. The AC&W Squadron established two important facts: Re-affirmation that the UFO moved at 400 knots and indication that the two F-86's and UFO appeared simultaneously on the GCI scope. It is obvious that all eyes and antennas were fixed on the same object.

Comments

The object was not a balloon, since the speed was too fast. A rawinsonde was released at 1500Z and moved off to the east. The object moved against the wind. The blip size was that of a normal aircraft. The object was not a known aircraft because the altitude was too high. The object was not astronomical as dual radar returns eliminate this. Electronic or visual mirage of meteorological phenomenon is out of the question as the radar set was on high beam, and both would not occur simultaneously in the same place. The sighting occurred "above the weather".

Conclusion

Unknown

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3 August 1952

Truth or Consequences, New Mexico

Description of Incident

On 3 August 1952, the source, a civilian engineer, observed three motionless cylindrical objects from the town of Truth or Consequences, New Mexico. The objects were in an inverted "V" formation at about 45° elevation. Their angular length was the span of two widths of the little finger at arm's length and the depth was 1/8" at arm's length. They were light green in color. At one time, one object shifted its position to form an echelon formation. This movement was smooth not erratic. As it moved, it seemed to roll on its longitudinal axis. The apparently disappeared by rising at a rapid rate.

The total time of observation was 9 minutes.

Comments

The object was seen in the direction of the local airport which has a rotating beacon. Since they were motionless, except for movement within the group, it is extremely doubtful that it was the beacon since the beacon was rotating. In addition, the elevation was 45°.

The size, which the source seemed to be sure of, would eliminate aircraft. Any aircraft appearing as large as source describes would be heard.

Light phenomenon such as diffraction or reflection is unlikely since some of the objects remained stationary while one shifted position.

Unfortunately, there was only one source so too much weight cannot be put on the report.

Conclusion

Unknown

5 August 1952

Haneda AFB, Japan

Description of Incident

The object was first noticed by two airmen walking across the ramp at Haneda AFB on the night of 5 Aug 52 at 2330I (local time). The airmen were on their way to the tower to relieve the operators. On reporting to the tower, the object was called to the attention of the tower operators who were going off duty.

The four operators agreed that the object, which they observed for from 50 minutes to an hour through 7x50 binoculars, was circular in shape and with constant brilliance. The light appeared to be a portion of a large, round, dark shape which was about four times the diameter of the light. When the object was close enough for details to be seen, a smaller, less brilliant light could be seen along the lower edge of the dark shape. The object faded to the east twice but reappeared; it could have faded or actually gone away and come back. The size of the light, when closest to the tower, was approximately the same as the ceiling balloons that are released near the tower. A comparison was made to these 24" diameter balloons at 2000'. This would make the object 50' in diameter at 10 miles. During the observation, a lighted balloon was released but this light was extremely dim and yellow compared to the object.

An airborne C-54 was requested to check the object, which the pilot did, but he reported seeing only a star.

An AC&W unit was notified soon after the original visual sighting and shortly after 2345I picked up an unidentified return. The object was tracked at varying speeds from hovering to 300 knots. At 0012I the return "broke into three pieces" and they maintained intervals of 1/4 mile. No visual observation was made from the AC&W unit although it was attempted and, at one time, the object was within 10 miles of the station. The radar was directed onto the target by visual observations from the tower, so it can safely be assumed that both visual and radar contacts involved the same object.

At 0003I an F-94 was airborne on a scramble and was requested to search to the NE of Haneda AFB over Tokyo Bay. They could make no visual observations, but could see the North Star and Venus. The F-94 was vectored to the object by GCI (both the F-94 and object were on the scope) and held for 90 seconds. Shortly after this, both the object and the F-94 disappeared into the ground clutter on the GCI. At no time did the F-94 make visual contact. The radar contact indicated the target was at 6000 yards, 10° below and 10° to the right of a 320° bearing from the station.

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Soon after loss of radar contact, the object was lost visually.

Comments

The F-94 crew reported excellent visibility, yet they could not visually observe the object during a thorough search of the area. They stated that the moon was bright and might possibly have caused reflections off the few scattered clouds. This, however, is not in agreement with the description of an exceptionally bright light given by the tower operators.

Since the weather was not given, it is not possible to determine whether the radar return was caused by some type of anomalous propagation.

Conclusion

Unknown

26 September 1952

Azores Islands

Description of Incident

At approximately 0116Z (2316 local time), a C-124 enroute from Harmon AFB, Newfoundland, to the Azores on a MH of 135°, TAS of 200 mph, and altitude of 9000', observed two distinct green lights 15° forward of the right wing and slightly above. The C-124 was at 41°00'N-35°00'W at the time. The lights were observed by the pilot, co-pilot, engineer, and aircraft commander. The lights remained off the right wing and appeared to alternate leading each other. At one time, the lights appeared to turn toward the C-124. The lights were visible until the aircraft sighted the Azores.

All other known aircraft in the area were checked with the tower and asked to blink their lights. Each aircraft was either located or it was established that they were too far away to be seen. Surface vessels were also checked but none were in the area.

The weather was CAVU.

Comments

The only possible explanation is another aircraft or some light phenomenon. The possibility of other aircraft is slight because no aircraft came in to land behind the C-124 and very few aircraft overfly the Azores. In addition, all aircraft flying in that area keep their position known to the Air Force so they can be aided in an emergency. The only other possible aircraft would be unfriendly and again this is doubtful.

Light phenomenon is possible since the right wing carries a green light, the "reflection off a vertical inversion" could have been the cause. However, since there are no data on this proposed phenomenon the sighting cannot be attributed to this.

Conclusion

Unknown

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SECURITY 155
INFORMATION

STATUS REPORT

PROJECT BLUE BOOK - REPORT NO 9

FORMERLY PROJECT GRUDGE

PROJECT NO. 10073

31 JANUARY 1953

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

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STATUS OF PROJECT BLUE BOOK

I. OVERALL STATUS

A. General

During the period 1 November 1952 to 30 November 1952 a total of 27 reports were received through AF channels. This total represents a decrease of 13 from the October 1952 total of 40 reports.

Time not being spent on the actual evaluation of reports is being devoted to cataloging and reviewing reports received during the summer of 1952. At the time many of these reports were received, the workload was of such a degree that they were given only quick preliminary screening.

All reports received during 1952 are being cross-indexed. The cross-indexing of all reports up to 31 December 1951 was accomplished in March 1952. The categories for cross-indexing are:

1. Date
2. Location
3. Type of Observation (i.e., visual, electronic, etc.)
4. Conclusion

B. Briefing Given to Personnel of the Los Alamos Scientific Laboratory

On 23 October 1952, Col D. L. Bower and Capt E. J. Ruppelt presented a briefing on Project Blue Book to a group of 400 scientists, engineers, and technicians at the Los Alamos Scientific Laboratory. The briefing consisted of a brief history of the project, details of the present operations, and several recent sightings. Approximately an hour and a half was devoted to a question and answer period following the presentation of the briefing.

After the briefing, the balance of the day was devoted to a meeting with a group of people from the Laboratory who have shown a great deal of interest in the subject of Unidentified Flying Objects.

C. Briefing Given to the OSI District Commanders Meeting

The Office of Special Investigations District Commanders Meeting was briefed at Kelly AFB, Texas, on 27 October 1952. Personnel from the Current Estimate Branch of D/I, Hq USAF and ATIC presented the briefing which stressed collection, analysis methods, and current situation.

D. Proposed Changes in Air Force Letter 200-5

A proposal for changing certain sections of Air Force Letter 200-5 has been written and forwarded to the Director of Intelligence. The major proposed change in the directive is to eliminate the presently required written Air Force Form 112 and to add several items to the required wire message.

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If a written report is necessary in addition to the wire, it will be specifically requested by ATIC.

It is believed that by eliminating the written report, a great many manhours can be saved on an Air Force-wide basis. In some instances, the Form 112 has merely been a repeat of the wire.

E. Status of Videon Camera

Letters have been prepared and sent to Air Defense Command and Aircraft and Air Communications Services (AACS) to obtain concurrence on the current plan to place cameras in control towers and at certain selected radar sites.

F. Contractor Status

1. Analysis of Existing Sighting Reports

Sighting reports dated up to and including June 1952 have been processed. Except for the reports dated 1947 and 1948, all sighting reports up to and including March 1952 have been evaluated. The sighting reports for 1947 and 1948 are not available for evaluation. As soon as the 1947 and 1948 reports are available and can be evaluated, all sighting reports for the years 1947 to 1951 will be ready as a group for preliminary analysis utilizing IBM equipment.

Sighting reports for the month of July 1952 have been received. Because there are 450 sighting reports for July, processing them will not be completed until the first week in December. Evaluation of reports for the months of April, May, June, and July 1952 will require about six days of conference time. Conferences for the evaluation of sighting reports will be arranged as reports become processed in groups of 200. Each group of reports will require about two days of work for a cooperating researcher Blue Book evaluation team.

The evaluation of 1952 reports will be more time consuming than was the case for earlier reports, because reports now are in more detail and often consist of sightings of one object by more than one individual.

Since October 16, 1952, it has been necessary to establish a rotation system for handling sighting reports, no more than 100 sighting reports being permitted away from Blue Book at any one time. Questionnaires and work sheets completed here must therefore be put in duplicate folders before sighting reports matching these questionnaires and work sheets are returned to WPAFB in return for unprocessed sighting reports. When evaluation conferences are held, these folders must be matched before an evaluation is made. The necessity for establishing a rotation system has caused some delay in progress.

2. Analysis of Soil and Vegetation Samples

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Two samples of vegetation and soil from Pittsburgh, Kansas, which were submitted by Blue Book for analysis, have been thoroughly studied. Examination by experts on soil and vegetation disclosed no difference between the two samples from the two areas where the specimens were obtained. Tests for radioactivity likewise showed no significant difference between the two samples of soil and vegetation. Tests were made for beta, gamma, and alpha radiation. Samples of the "Kansas" soil and the vegetation will be returned to Blue Book in the near future.

3. Consultant on Astronomy

Dr. J. Allen Hynek, of the Ohio State University, attended the Boston meeting of the Optical Society of America on 11 October 1952. The Society took cognizance this year of the many reports of unusual aerial phenomena by including three invited papers on the subject in their otherwise straightforward scientific meeting. One of the invited papers was by Dr. J. Allen Hynek, entitled "Unusual Aerial Phenomena". The other two papers were by Drs. Menzel and Liddell, of Harvard Observatory and the Atomic Energy Commission, respectively.

The papers of Menzel and Liddell, though differing somewhat in content, were identical in spirit. Both papers were characterized by the fact that numerous explanations for unexplained sightings were given without a single reference to a specific sighting in the files of the Air Technical Intelligence Center. Both papers presented a series of well-worn statements as to how jet fighters, meteors, reflections from balloons and aircraft, and optical effects, such as sundogs and mirages, could give rise to "flying saucer" reports. Since there was nothing new in either of the two papers, the trip from this standpoint was unproductive.

The paper by Dr. Hynek, in essence, was to the effect that flying saucers represented a science-public relations problem; i.e., when a sighting is made by several people, at least one of whom is an experienced observer, the mutually corroborated reports are entitled to a scientific hearing, rather than ridicule. It stressed the point that here was a subject in which the public has shown great interest. It was recommended that the relatively few well-screened reports be dealt with specifically to see whether any of the causes suggested by Drs. Liddell and Menzel are applicable, and, if so, to make this known in these specific instances. On the other hand, if the suggested explanations of Drs. Liddell and Menzel do not explain well-screened cases, this should also be made known and given further scientific study.

In conclusion, it was the opinion of Dr. Hynek that little was gained by attendance at the meeting. The results were negative in the sense that it was confirmed, as Dr. Hynek already believed, that Drs. Liddell and Menzel had not studied the literature and the evidence and, hence, were not qualified to speak with authority on the subject of recent sightings of unidentified aerial phenomena.

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An attempt to arrange a meeting by Dr. Hynek with Dr. Menzel and Dr. Liddell, after the meeting was over, was unsuccessful because Liddell and Menzel both had to leave immediately after the meeting.

4. Interrogation Forms

Five hundred copies of the "U.S. Air Force Technical Information Sheet" (Form A and Form B) were delivered to W-P AFB on 20 October 1952. This questionnaire was used in place of the "Tentative Observers Data Sheet" to record data on all sighting reports dated after 31 March 1952. It has proved to be more satisfactory than the previous form, especially from the standpoint of recording data from sighting reports in greater detail.

Additional copies of the "U.S. Air Force Technical Information Sheet" can be supplied to Blue Book as needed.

5. Future Work

Coding and evaluation of 1952 sighting reports will continue. A preliminary analysis of data on all sighting reports dated previous to 1952 will be given to Blue Book as soon as possible after evaluation is completed of the 1947 and 1948 sighting reports.

By 10 December 1952 all sighting reports dated before 15 June 1952 should be processed and evaluated ready for IBM analysis. Complete IBM analysis of all sighting reports will not be started until all reports dated previous to 1953 are processed and evaluated. Because of the nature of the work required, and the fact that the number of reports for the last three months of 1952 is not yet known, no estimate can be given as to the time final IBM analysis will begin. It is hoped, if the frequency of sighting reports follows the present decreasing trend, that complete IBM analysis for sightings dated through 1952 may be started by 1 February 1953.

II. RECENT REPORTS

The following reports are summaries of reports that were received during the month of November 1952.

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Erding Air Depot, Germany

4 November 1952

I. Description of Incident

Three airmen observed an object described as being dark and oval-shaped. It appeared to be tumbling end-over-end as it traveled eastward at a low speed. Object appeared to be low. The time of the sighting was 1500Z.

Weather at the time of the sighting was scattered clouds at 2,500' and an overcast at 4,500'. Winds at 1,000' were from 310° at 10 knots and at 5,000' winds were from 300° at 6 knots.

II. Discussion of Incident

If balloons are launched at 1500Z in Germany as they are in the U.S., this could very well be a balloon. The observers say it was traveling East which is with the wind.

III. Conclusion

Probably a balloon launched from the air depot.

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El Vado, New Mexico

9 November 1952

I. Description of Incident

At 0105Z on 9 November 1952, a radar at El Vado, New Mexico, first observed a "blip" 20° wide, 45 miles and 145° from the station. The "blip" was clocked at from 600 to 1400 mph as it went off the scope at 130 miles. It soon returned on the same azimuth, came to within 65 miles of the station, hovered approximately two minutes, turned, and went off the scope again. It was observed a total of ten minutes.

During the sighting, the frequency of the radar set was changed 20 megacycles with no apparent change in the target.

II. Discussion of Incident

Many similar types of returns have been shown to be due to certain atmospheric conditions. It is very possible that this return was due to weather.

III. Conclusion

Weather caused the unusual radar return.

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Chatham, England - Dover, England

11 November 1952

I. Description of Incident

At 1615Z (local time) on 11 November 1952, approximately 40 civilians observed an object which they reported first to be oval-shaped then changing to a conical shape, then changing back to an oval shape. It disappeared in a bright flash. The color and apparent size and speed was not reported. There was no sound. The observers were located at 51°26'N-00°45'E. The object was observed to the SE and was seen several times over a five-minute period.

At 1620Z on the same day, a police sergeant and 20 police recruits observed an object described as a slowly moving small oval "nucleus" (i.e., body) brilliant reddish-white, and with a long fiery tail ten times the diameter of the main body. The observers were located at 51°05'N-01°10'E. It was first seen on the western horizon, moving to the north. The object disappeared into a heavy stratus cloud layer after being observed for ten minutes.

II. Discussion of Incident

A plot shows that the police that made the observation were 24 miles south and 29 miles west of the civilians. The civilians reported making their observation to the SE and the police stated that what they saw was west of them traveling to the north. There is a time discrepancy of five minutes in the reported times but this is not unusual since there could very well be errors in estimating the time or in a difference between two watches or clocks. It can be reasonably assumed that both parties observed the same thing.

The data received is very sketchy but indicates that the object may have been the vapor trail of a jet aircraft. More details on the sighting would be necessary before a definite conclusion can be reached, however.

III. Conclusion

Insufficient data for evaluation.

Ophiem, Montana - Glasgow, Montana

13 November 1952

I. Description of Incident

At 0243 MST on 13 November 1952 a weather observer taking a theodolite reading on a weather balloon at Glasgow, Montana, reported he observed five oval-shaped objects with "lights all around them" flying in a V-formation. Each object seemed to be changing position vertically by climbing or diving, as if to hold formation. The speed appeared to be very fast, the total time of observation being 20 seconds. The reported objects came from the NW, went straight over the center of the town, made a 90° turn, and departed toward the SW.

At 0220 MST an AC&W Station obtained an unidentified radar track beginning at 47°48'N-108°05'W and lost it at 0348 MST at 47°38'N-105°05'W. The altitude was estimated to be 158,000' and the speed was 210 knots.

II. Discussion of Incident

If these data are plotted it shows that it is doubtful that the track observed on radar and the reported visually observed objects were the same. While the radar "blip" was going straight east, south of Glasgow (Glasgow being north of the radar track), the observer saw something come in from the NW, turn, and go to the SE over his position.

Since the objects were reported directly over the observer and no sound was heard, it is doubtful as to whether the objects were aircraft.

III. Conclusion

This was not a combination radar-visual sighting of the same object. There are no conclusions as to the nature of the reported visual sighting. The radar track, however, could be due to weather.

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Wichita, Kansas

15 November 1952

I. Description of Incident

At 2025 CST on 15 November 1952, an AF major with 5,000 hours flying time was engaged in watching pilots under his command shoot landings in a B-47. He, another rated officer, and several airman observed what appeared to be an elliptical, blue-white light with an orange or red tail. The object moved erratically at a speed greater than that associated with a T-33 or B-47. The object was first observed to the north traveling rapidly on a heading of about 45°, then it suddenly appeared to stop. When the object stopped, the orange glow appeared to be on what had been the leading edge of the object. The object moved out again on a heading of 45° to a position NNW of the airport, then stopped again for two minutes. It finally disappeared to the north. It was in view a total of five to ten minutes.

The weather was CAVU. The winds were:

19,000' - 265°/35K

24,000' - 265°/40K

34,000' - 265°/40K

39,000' - 235°/64K

II. Discussion of Incident

Two lighted weather balloons were launched at 2030 CST. Although there is a discrepancy of 5 minutes in time between the sighting and the balloon launches, the description of the object, the described course, etc., fits that of a balloon.

It is believed that the reported object was one of the weather balloons.

III. Conclusion

Probably a balloon.

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Imperial Beach, California

16 November 1952

I. Description of Incident

At 1838 PST two duty officers at a Naval station sighted an unusual large orange disc of light which hovered over the water for three to four minutes and then proceeded upward at a high speed. The object later appeared again and appeared to be a large yellow ball which, when looked at through binoculars, seemed to have a bluish tinge around the edges.

II. Discussion of Incident

At approximately this time the Navy and U.S. Weather Bureau released radiosonde and piball weather balloons and since the objects hovered and then climbed, it is felt that either one of these caused the incident. The orange disc description fits here also as many times a rising balloon will catch the setting sun's rays and appear to be a glowing ball.

III. Conclusion

Probably a weather balloon.

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McAndrew AFB, Newfoundland

16 November 1952

I. Description of Incident

At approximately 0015Z on 16 November 1952 two observers, a tech sergeant and the base OD, observed a "large, brilliant object the size of a grapefruit". The object appeared to be traveling very fast as it came in from the SW, made a 90° turn directly overhead, and disappeared in a westerly direction. As it left the area it appeared to give off a brilliant "cold white light". The duration of the sighting was five to six seconds. No sound was heard.

Many other sightings of a similar nature were reported by Air Police Guards earlier in the evening.

Local radar was checked but they had carried no unknown tracks during the period.

An aircraft crew reported that they had seen a meteor at 2400Z while flying into the area.

The weather was scattered to no clouds at 2,000'; visibility 10 miles.

II. Discussion of Incident

There is a possibility that the reported object was the same meteor seen by the air crew at 2400Z, an error of 15 minutes is possible. Meteors, however, do not make 90° turns and since the turn reportedly occurred directly over the observers it is difficult to say the turn was an illusion. There are infrequent reports of fireballs "glancing" off the atmosphere. This phenomenon might appear to be a 90° turn.

The object evidently was very spectacular since the OD stopped his car, shut off the ignition and go out to watch. One observer stated that he was afraid the object was about to hit him.

Lacking data on the "odds" of a meteor or fireball appearing to make a 90° turns, the object cannot be identified as a meteor.

III. Conclusion

Unknown

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Florence, South Carolina

17 November 1952

I. Description of Incident

At 1715 EST, several observers in and near Florence, S.C., observed a bright, elliptical-shaped object, thick in the center and tapering at the edges. It appeared to be traveling slowly. Observers included airport manager, Eastern Airlines captain (not airborne at time of sighting), a weather observer, radio operator, and a tower operator.

A jet aircraft was reported due over Florence radio at the time of the sighting.

II. Discussion of Incident

This is another sighting that appears better than average, as far as sources are concerned, but again certain data are lacking. Since a jet aircraft was due over the area, it could have been the jet. It is interesting to note that so many widely separated sources would all report an aircraft, especially since they can be considered fairly reliable observers.

III. Conclusion

Probably aircraft.

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East Glendale, California

24 November 1952

I. Description of Incident

At approximately 1548 PST three employees of a west-coast aircraft plant observed four unidentified flying objects in formation near Grand Central Air Terminal. The objects were described as being spherical in shape, and of unknown size. They were a dull grey aluminum color, and appeared to be either emanating light or reflecting shafts of sunlight. They first appeared in the NW and appeared to be on an easterly heading. At one time, a B-25 passed between the objects and the observers. The B-25 appeared to be at 1500' and the objects seemed to be about the relative size of a nacelle on the B-25.

The objects seemed to take on an elliptical shape, diminish in brilliance, then disappear at high speed. Only the sound of the B-25 was heard. The sighting lasted about 1 minute.

II. Discussion of Incident

These could have been a/c reflecting sunlight. The "sudden disappearance at high speed" could be due to a change in the angle of reflection causing it to rapidly diminish and fade from view.

No data about the angles are given so no angular velocity can be established.

III. Conclusion

Possibly aircraft.

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White Sands, New Mexico

25 November 1952

I.- Description of Incident

The following is an extract from the Monthly Intelligence Summary, White Sands Proving Grounds. The source is a field grade officer assigned to White Sands:

"While returning to White Sands Proving Ground from Wm Beaumont Hospital, at approximately 2030 hours on 25 November 1952, I observed what appeared to be flares, or pyrotechnics, on the right side of the road. My first thought was that these objects were flares that were being fired by troops on a night project. However, shortly thereafter—a matter of seconds—I observed what appeared to be a flare land right in the middle of the road, about three or four hundred yards distant. It assumed the shape of a ball, having a green center, fading to a light hazy blue at the exterior. This light disappeared before my car arrived at the spot. After observing this light, I thought that the Department of Army had a new type pyrotechnics that I was not familiar with that they were using on a night problem. Approximately three to five minutes later I observed a light, or series of lights, approaching from the right side of the road, in the heavens, at an altitude of about three to five hundred feet and between 1/4 and 1/2 mile distant. I thought that probably, in conjunction with the night problem, this was an airborne drop of troops. I first thought it might be a C-119 or a C-123. However, this object made a right hand turn above the road and then disappeared at an angle of approximately 90° straight into the sky. I cannot state whether it was a plane or a type of aircraft. I can merely state that there were two rows of what appeared to be windows, brilliantly lighted, and I would estimate that they were five to six feet in height and six to eight windows in each of the two rows. After this object disappeared, I stopped my car and got out to see if I could see a plane but could see nothing. I turned off the motor on my car to see if I could hear the motors of a plane, but I could hear no sound. I then proceeded to White Sands Proving Ground."

II. Discussion of Incident

It is possible that the object was an aircraft except that from the description it appeared to be low if it were an aircraft, and evidently no sound was heard. No follow-up investigation was made and since additional data are needed no evaluation can be made.

III. Conclusion

Insufficient data for evaluation.

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Canal Zone

25-26 November 1952

I. Description of Incident

From 1800Z to 2349Z on 25 November 1952, two unidentified objects were tracked on gun-laying radar. The objects flew at an estimated speed of 275 knots and varied altitude between 1,000' and 28,000'. The area was put on a yellow alert after all known air traffic had been checked. Four aircraft were scrambled for visual search, but had no success.

At one time, 2330Z, an AF major observed a glowing yellow light traveling rapidly from east to west near France AFB. At the time of this visual sighting, the radar had the target in the France AFB area. Other reports of visual sightings were received, however, further investigation showed these to be the aircraft that had been scrambled for the attempted intercept.

Weather showed two inversion layers in the area, but the report states the possibility of weather causing the targets was checked before the yellow alert was called.

II. Discussion of Incident

Although the report on this incident is complete, there is still not enough data to make a complete analysis. The fact that inversions were noted raises the possibility of weather phenomena causing the targets.

III. Conclusion

Radar returns probably due to weather.

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SE of Prescott, Arizona

27 November 1952

I. Description of Incident

While on a flight from El Paso, Texas, to Nellis AFB, Nevada, in a B-26 aircraft, an AF Lt colonel and his crew chief observed four quick bursts of black smoke in tandem, directly ahead of their aircraft and at their altitude. The time was 1210 PST. After about 2 minutes, three more bursts appeared then three more. At 1218 PST, three more puffs were seen to the left of their course and ahead, with three more appearing at 9 o'clock. At this time, the pilot made a 90° turn to the left. The puffs of smoke continued as the B-26 made several turns in the area. Once the puffs of smoke would have bracketed the a/c had it continued on course. At one time, the pilot flew close to the puffs and they appeared to be yellowish in color and about 20' in diameter. Exceedingly rough air was noted close to the smoke puffs.

The entire incident lasted 20 minutes.

II. Discussion of Incident

The description of the smoke puffs would lead one to believe that the B-26 had encountered flak. The area of the encounter was far from any target area, however, and since the a/c was only at 10,000' under VFR conditions, it is doubtful that even if it were in a practice area it would be continually fired upon.

III. Conclusion

Unknown

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Ogden, Utah

28 November 1952

I. Description of Incident

Two pilots in a T-33 aircraft flying at 20,000' reported observing an object trailing a long amber-rose colored stream. The time of sighting was 1945 PST, 28 November 1952, and lasted for 20 minutes. The object appeared to be wavering slightly from side to side and remaining in a fixed position until the T-33 passed it, then it appeared to pick up speed.

II. Discussion of Incident

At 1745 PST the sun would be in a position to illuminate a vapor trail similar to the way the sun lights or colors clouds in a sunset.

III. Conclusion

Probably an aircraft.

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Washington, D. C.

30 November 1952

I. Description of Incident

At 0030 EST on 30 November 1952, the CAA radar at Washington National Airport again began to show "blips" similar to those in July 1952. They showed the same pattern and behavior as before with speeds of 90-100 mph with maneuvers identical to normal aircraft except for sporadic appearances and disappearances. The "blips" continued for an unspecified period of time. Aircraft in the area were alerted but could see nothing.

The weather included light snow. No mention was made of whether there was or was not an inversion.

"Blips" similar to the ones reported were seen on the previous night (29 November 1952). The weather at that time was CAVU with no inversion. At this time, the targets appeared over Andrews AFB but could not be seen from the ground.

II. Discussion of Incident

As stated above, this report is similar to the ones reported from the Washington National Airport Tower. In these there was a great deal of discussion as to the effects of inversions on radar.

III. Conclusion

None

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STATUS REPORT

PROJECT BLUE BOOK - REPORT NO. 10

FORMERLY PROJECT GRUDGE

PROJECT NO. 10073,

27 FEBRUARY 1953

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

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~~SECRET~~STATUS OF PROJECT BLUE BOOKI. OVERALL STATUS

There has been a noticeable decrease in the number of unidentified aerial object reports submitted to this Project in the period covered by this Status Report (December 1952, January and February 1953) when compared with the number submitted in the period covered by Status Report No. 9 (June, July, August, September, October and November 1952). Presently from two to three reports are received daily as compared to eight reports received daily during the period covered by the previous report.

Because of a marked decrease in newspaper publicity, fewer reports have been received from civilians with the result that military sightings now account for at least 60 percent of all unidentified object reports. In spite of the dropping of the subject by the national press, it is significant to note that a steady influx of three reports daily come in to Project Blue Book from persons who sincerely believe they saw an unusual phenomenon in the sky and this is one of the main reasons why the Air Force is still continuing and taking an interest in the Project.

Three incidents which occurred in January serve to illustrate the direct effect of publicity on the number and quality of FLYOBRPTS received by the Project. During the period 21 January to 27 January, a sighting from Northern Japan near Russian-held territory, a television program involving "flying saucers", and a sighting of an unidentified aerial object by a jet pilot on the West Coast all received considerable newspaper publicity which resulted in a noticeable increase in reports at the Air Technical Intelligence Center. This is illustrated by the graph in Section X of this Status Report.

Prior to the incidents mentioned above, the quality of flying object reports continued to improve in quality and completeness even to the extent that base intelligence personnel were analyzing reports at the locale of sighting, something which Project Blue Book encourages. There was a noticeable increase in the percentage of radar sightings made during this time. However, many reports submitted as a result of the flurry of late January sightings were so incomplete that many of them had to be categorized as "insufficient data". The probable reason for this is that the base intelligence officer responsible for preparing an unidentified aerial object report has lost interest in the subject due to the heavy load of low grade reports which he had to submit last summer.

During December, January, and February, Project Blue Book personnel spent a good portion of their time briefing such interested agencies as the Air Defense Command, the 4602nd Air Intelligence Service Squadron, and the Sandia Corporation with the dual purpose of (1) general education about Project Blue Book, and (2) bettering the quality of flying object reports themselves in addition to improving channels for obtaining supporting information necessary for analysis of a FLYOBRPT.

All reports received were screened and evaluated as soon as possible after being received. A percentage breakdown as to the evaluations is given below, along with a further breakdown of sources:

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100 Total Reports for December 1952, January 1953, and February 1953

Unknowns	17.00%
Insufficient Data	26.00%
Aircraft	13.00%
Balloons	17.00%
Astronomical	20.00%
Other	7.00%
	100.00%

15% of the total involved radar detection.

Sources:

Military	62%
Civilian	38%

II. SIGHTINGS OVER NORTHERN JAPAN

In the last month there has been a definite increase in the number of reports received from FEAF by ATIC. They have been accompanied by some publicity in the national press. Included in the reports have been a certain number of observations from Northern Japan near Russian-held territory and for this reason they have been given a good deal of attention by Project Blue Book.

The two most publicized sightings occurred on 30 December 1952 and 9 February 1953; the first was seen by a Colonel in an F-84 over Hokkaido Island, the second by a pilot and a radar observer in an F-94 aircraft also over Northern Japan. Reports of both sightings have been received and checked by ATIC. The F-84 sighting was analyzed as a probable star since it seemed to remain on the same azimuth (270°) and elevation throughout the period of sighting. The F-94 report involves a radar contact by the radar observer with a simultaneous visual sighting of the object and cannot be explained at the present time.

Since July 1952, 16 reports of unidentified flying objects being sighted over Japan have been received from FEAF. Undoubtedly, there were numerous other observations reported to FEAF intelligence personnel which were evaluated and eliminated as known phenomena on the spot. Seventy-five percent of these sightings have been explained to the satisfaction of Project Blue Book. Of the total number of sightings from Japan, 18.75 percent involved some type of radar equipment.

III. CORRELATION OF RADIATION COUNTS

In the summer of 1952 it was reported to Project Blue Book that in the past several years there have been some instances where there existed a supposed correlation between the visual sighting of unidentified object and a rapid rise in radiation count on radiation detecting devices in areas close to the Mt. Palomar Observatory, California, and later at Los Alamos, New Mexico. In early fall of 1952 Project Blue Book began to make inquiries about these occurrences. It was found that in October 1949 such an incident had occurred at the Mt. Palomar

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Observatory and that the Navy had investigated. It was also learned that several times during 1950, 1951, and 1952 that same occurrence had taken place at the Los Alamos Scientific Laboratory in Los Alamos, New Mexico.

A trip was made to Los Alamos and the personnel who had made a study of the possible correlation were contacted. They very graciously made their files available to ATIC personnel and a thorough check of their radiation recorder records was made. Dates of all the sudden flurries of radiation were checked against Project Blue Book files of sightings; they were checked with the local newspapers in the Albuquerque area in an attempt to pick up any sightings that ATIC did not have on file; and they were checked against pick-ups of unknown targets on radar in the Albuquerque area. In no instance could any direct correlation be found. It is possible that something was observed and not reported or at least no record of the sighting was kept. However, there is no way to check back on this.

To further inquire into the matter, the Navy report of October 1949 was obtained. It stated that on two occasions at Mt. Palomar at the same time the radiation detection devices picked up some unknown flurry of radiation personnel from the observatory observed something in the air. In one instance the object appeared similar to a bird and in another instance very similar to a formation of aircraft. The Navy made a very detailed check into the equipment and went so far as to fly aircraft over the area to determine whether or not radar or other electronic equipment in the aircraft could have caused the sudden burst of radiation. These tests were made with negative results. It was finally determined that there was a very good possibility that the sighting and the detection of radiation was merely a coincidence, that the objects were possibly birds or aircraft, and that the sudden burst of radiation was due to a malfunction of equipment or interference that is not completely understood at the present time.

The results of the investigation were reviewed by several highly qualified scientists and it was their opinion that there was nothing highly significant in the supposed correlation.

IV. CONTRACTOR STATUS

Project Blue Book has a contract with a civilian research organization which serves the project with an IBM analysis of unidentified aerial object reports and technical analysis of any specific problem submitted. As was pointed out in the last status report (Status Report No. 9) coding and evaluation by the contractor of 1952 sighting reports is continuing and all reports for this year should be completely processed and ready for the IBM system by 15 March 1953. All sightings from 1947 to 1951 were submitted to a preliminary IBM analysis on 26 January 1953. This work is continuing and results of the analysis will be forwarded informally to Project Blue Book as soon as they are available.

A two-day evaluation conference between a Blue Book team and a contractor team was held on 22 and 23 January 1953 in which 145 1952 cases were given final evaluation in preparation for submission to the IBM analysis.

A rock sample was sent to Project Blue Book by a retired Lt Commander in the Navy in connection with a sighting he had made on 12 September 1952. The ex-officer, who was also a Naval flier, was convinced that the rock, which has an unusual shape, was directly associated with the flying object he observed. Blue Book asked for a contractor analysis and after close study the contractor

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confirmed the opinion of Blue Book that the rock merely represented a piece of common slag from an open hearth furnace.

V. BRIEFINGS GIVEN

A. Sandia Corporation, Albuquerque, New Mexico

On 6 January 1953 at 1330 hours MST, Project Blue Book personnel presented a briefing to 200 scientists and engineers of the Sandia Corporation. The briefing consisted of a short history of the project, details of present operations and recent sightings. Including the question and answer period, the briefing lasted 2 1/2 hours. The briefing was requested by the Sandia Corporation as a matter of general interest to its scientific personnel.

B. 34th Air Defense Command Division, Albuquerque, New Mexico

On 6 January 1953, the Project Blue Book briefing team met with Headquarters personnel and intelligence personnel of the 34th Air Defense Command Division, Kirtland AFB, for the purpose of briefing these personnel on Project Blue Book and also to meet scientific personnel of the Los Alamos Scientific Laboratory. In addition to outlining a general picture of the function of Blue Book, the specific items of (1) an instrumented area for recording unidentified flying objects was discussed with the 34th, and (2) radiation correlation with unknown sightings was discussed with the Los Alamos scientists.

C. A.D.C. Officer's Call, Ent AFB, Colorado Springs, Colorado

An Air Defense Command Officer's Call was briefed on 24 January 1953. The briefing consisted of a presentation of Project Blue Book's background and was slanted toward gaining the assistance of Air Defense Command organizations in the analysis of a FLYOBRPT.

D. Officer's Intelligence Class, Lowry AFB, Denver, Colorado

On 13 February 1953 a briefing was given to a representative officer's class of the Air Intelligence School at Lowry. Many officers graduating from this basic school will undoubtedly submit a FLYOBRPT to ATIC and such a briefing was considered highly desirable in an attempt to raise the standard of reporting.

E. Air Intelligence School Instructor's Briefing, Lowry AFB, Denver, Colorado

Since it is not feasible to brief the many classes of Air Intelligence Officers at Lowry on the requirements of Blue Book, the best compromise plan was to brief the instructor personnel of the school so that they may pass the information along to their classes. This briefing was given on 16 February 1953.

F. The 4602nd Air Intelligence Service Squadron, Peterson AFB, Colorado Springs, Colorado. On 13 February 1953, AISS was briefed and the feasibility of Project Blue Book's utilizing their field units was discussed. This organization has the responsibility, in the case of combat, of supporting the intelligence mission of the Air Defense Command by overt collection, limited field

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analysis and rapid reporting of air combat intelligence within the area of ADC's responsibility. Due to the combat-ready nature of the 4602nd's mission, it is concerned mainly at the present time with training its personnel. For this reason ATIC hopes that the organization will be able to assist Project Blue Book in the rapid reporting and evaluation of unidentified aerial object reports.

Headquarters of the 4602nd is at Peterson Field, Colorado Springs, Colorado, and has three detachments at San Francisco, Kansas City, and Newburg, New York, which in turn have control of 14 flights spread through the Z.I. The flights are the field agencies which would do the actual collection of enemy equipment and personnel in the event that enemy aircraft fell in the United States. Project Blue Book has initiated preliminary plans with AISS to utilize personnel in these flights to investigate and analyze reports of unidentified aerial objects and it is hoped that final coordination on the plan and its implementation will come about in the near future. This would give Project Blue Book rapid first-hand information from trained intelligence officers.

VII. VIDEON CAMERA STATUS

Since the period of the last status report, tests have been made on the camera and it has been found that the diffraction grid has disintegrated on a majority of them. The grids are slowly losing their light separating ability due to what is apparently some type of chemical decomposition. The Project's scientific contractor is attempting to analyze the difficulty and will advise ATIC of its findings.

Coordination has been received from the Air Defense Command and the Airways and Air Communications Services (AACS) to place the grid cameras in control towers and selected radar sites. This cannot be realized, of course, until the cameras are made operational.

VIII. CONTRACT ASTRONOMER

Blue Book has a working agreement with its contract astronomer whereby he reviews all sightings for possible meteor or astronomical explanations on a weekly basis.

IX. REVIEW OF 1952 SIGHTINGS

For the years 1947 to 1952 Project Blue Book has received through military channels and analyzed over 2,500 reports. In addition, the project has received hundreds of letters from civilians. In general, the data contained in these letters are too nebulous to evaluate. Since 1 January 1952, Blue Book has analyzed over 1,000 reports received through military channels and these have been broken down into the following categories by percentages of the total reports:

Balloons		18.51%
Known	-	1.57
Probable	-	4.99
Possible	-	11.95

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Aircraft		11.76%
Known	- 0.98	
Probable	- 3.04	
Possible	- 7.74	
Astronomical		14.20%
Known	- 2.55	
Probable	- 4.01	
Possible	- 2.64	
Other		4.20%
Hoaxes		1.67%
Radar (where explanation is not obvious)		6.84%
Insufficient Data to Evaluate		22.72%
Unknown		20.10%

As to the breakdown of types of sources making the report, the following figures represent percentages received from arbitrarily categorized groups:

Civilians (General - no special qualifications that would establish them as better than average observers)	47.08%
USAF Pilots and Aircrew Members (while flying)	11.02%
Airline Pilots (while flying)	2.00%
Civilian Pilots (non-airline while flying)	4.14%
Tower Operators (civilian and military)	0.86%
Balloon Observers	1.00%
Civilian Scientists, Engineers, etc.	3.29%
Military Personnel (general)	18.03%
Radar Returns	12.58%

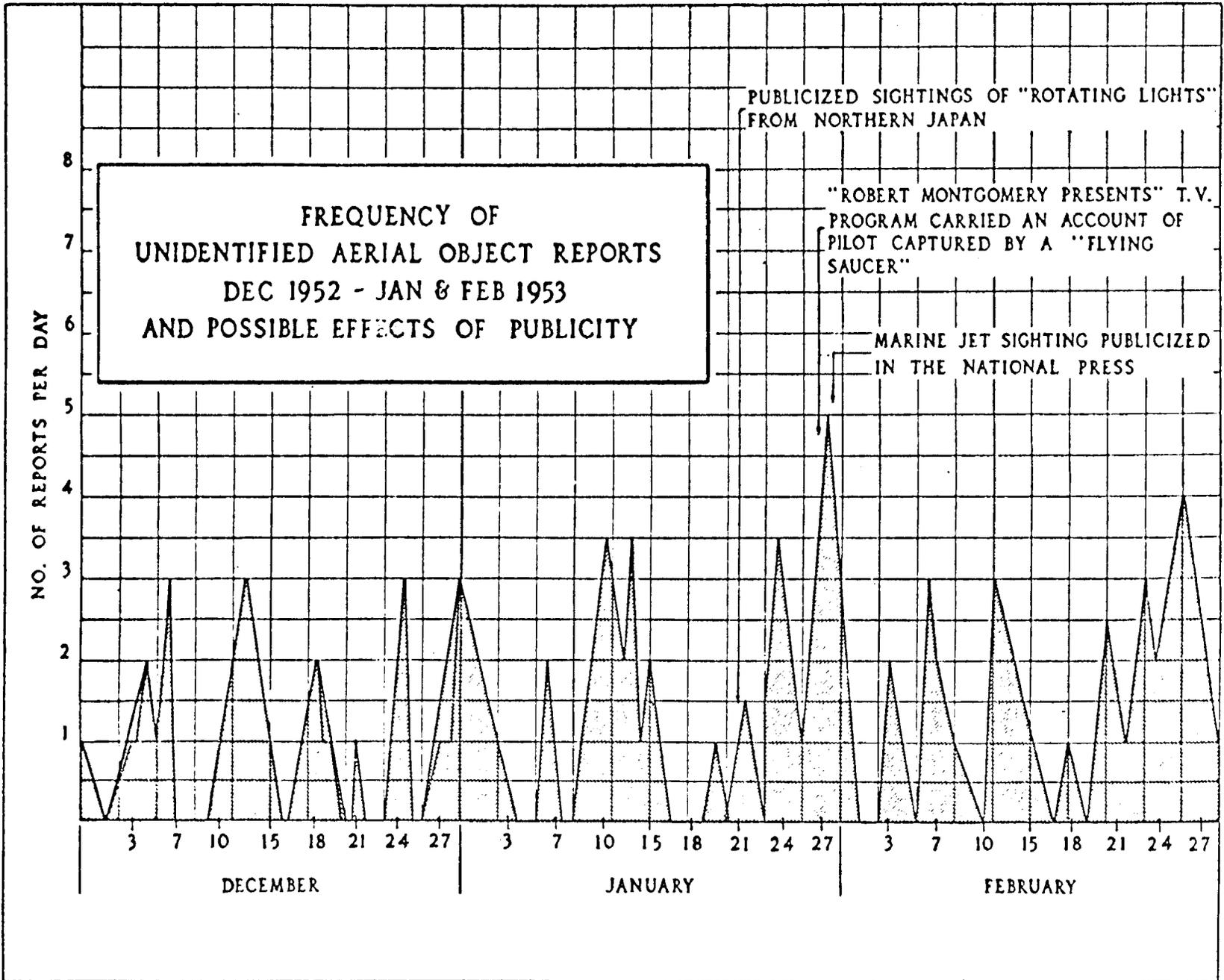
Thus far the relatively limited statistical approach to unidentified objects has proceeded along only the most general trends. For example, the month of July 1952 was high with 440 sightings. Another general trend exists in the geographical location of sightings since they concentrate around Washington, D. C.; San Antonio, Texas; Albuquerque, New Mexico; and San Francisco, California. Another interesting development shown by the statistical survey is that a comparatively high percentage of sightings occur during the twilight hours. The simplest explanation is that many people are out-of-doors at that time and the rays of the setting sun penetrating the upper atmosphere will reflect brightly from any reflective surface. The IBM analysis by the contractor should afford any significant trends involving shapes, sizes, estimations of velocity and altitude, course headings or characteristic maneuvers of unidentified flying objects.

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X. FREQUENCY OF FLYOBRPTS

Frequency of FLYOBRPTS for the period of December 1952 to February 1953 and correlation with nationally publicized incidents follow.

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XI. SYNOPSIS OF FLYOVERPTS

An individual account of the majority of unidentified aerial object reports submitted to Project Blue Book during the months of December 1952, January and February 1953, follows.

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Colorado Springs, Colorado

4 December 1952

I. Description of Incident

An Air Force sergeant and a civilian sighted a round aluminum colored object flying east to west. It appeared to be changing shape as it proceeded out of sight to the west. The approximate time of sighting was 1100-1200 MST, for 1 minute of duration. The two men state that the object was going slightly faster than a conventional jet aircraft, but did have a perceptible aluminum hue. No sound was heard as a large machine was operating at close range. While the object was overhead, several right angle turns were made without apparent slowing of speed.

II. Discussion of Incident

Aircraft in the area included B-29's and B-50's as well as a Camp Carson observation plane. The B-29's and B-50's are ruled out as a possibility since they were on a south heading 7 minutes after the sighting took place.

The observation plane, however, was in the area at the exact time of observation and on a westerly heading. The changing shape, which happened only once, could have been the bright mid-day sun reflecting from this aircraft. The weather conditions were CAVU.

III. Conclusions

Possibly aircraft.

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Angoon, Alaska

6 December 1952

I. Description of Incident

An Air National Guard pilot sighted an object consisting of two shiny globes connected by a solid rod proceeding in a southerly direction. Time of sighting was 1915Z and lasted 3 minutes. The object assumed a flattened shape at times, but the observing pilot was unable to distinguish any lights, vapor trails or exhaust smoke although he chased the object until it apparently accelerated and disappeared in the sun. The pilot estimated size comparable to a Grumman Goose aircraft. Weather at the time of sighting was clear.

II. Discussion of Incident

This report is very sketchy and vague and there is not sufficient information to come up with a conclusion. The description of the object is quite similar to reports of known upper air research balloons and the fact that it appeared to gain altitude would lend credence to this explanation. However, among other items, no wind direction is known thereby eliminating a tie-up between the object's path and upper air wind currents.

III. Conclusion

Insufficient data to evaluate.

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Odessa, Washington

10 December 1952

I. Description of Incident

Two pilots, in an F-94 made visual and radar contact with a large, round white object larger than any known type of aircraft. A dim reddish-white light came from the object as it hovered, reversed direction almost instantaneously and then disappeared. The object appeared to be level with the intercepting F-94 at 26,000 to 27,000 feet. Airborne radar and visual contact were simultaneous and lasted for 15 minutes. F-94 attempted to contact local GCA but without success. Weather was clear above 3,000 feet. Time of sighting was 1915 PST.

II. Discussion of Incident

Two additional F-94 were in the general area but at lower altitudes and thus are eliminated as possible cause for the sighting. The description of "large, round and white and extremely large" is significant: Upper air research balloons are tear-shaped and made of translucent polyethylene and at cruising altitude expand to as much as 90 feet in length. The equipment hanging below the balloon is capable of making a return to airborne radar. Although ATIC has received no record of upper air research balloon tracks for this date the description of the object allows a preliminary evaluation of "possible balloon".

III. Conclusion

Possible balloon.

Anderson AFB, Guam

19 December 1952

I. Description of Incident

From 2050 to 2055 hours an unidentified aerial object was sighted from three separate points of observation -- (1) ground crew personnel at Anderson AFB, Guam, (2) a Naval Officer 14 miles south of Anderson AFB, and (3) from an incoming B-17 115 miles from Guam on a westerly heading. The object or objects in all cases were reported to be on a heading of 270°, appeared cylindrical in shape, of silvery color with a bright flame trailing from the rear. The speed was considered to be in considerable excess of that of a conventional jet and in each case the sighting did not exceed 45 seconds.

II. Discussion of Incident

The object was seen at 0850 a.m. at which time it would be too bright to see a meteor or star. It appears that all observers saw the same object since descriptions, directions given to the unknown, and time of sighting all coincide. The B-17 pilots sighted the object 115 miles west of Guam, five minutes after the other sightings and yet the object was reported to have been going west of Anderson AFB five minutes earlier. This seeming discrepancy here might be explained by the fact that the time estimate by the B-17 pilots was off. The object appears to be going too slow to be a meteor and all local aircraft have been accounted for. There was a scheduled balloon launch at Guam at 2100Z close to the sighting time but the description of the object does not coincide with usual balloon descriptions.

III. Conclusion

Unknown

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Camp Carson, Colorado

24 December 1952

I. Description of Incident

Observers at Camp Carson sighted a silvery unidentified flying object at 0617 MST. It appeared circular in shape about the size of a baseball, changing later to a "tear-shaped" configuration and hovered in view for two to three minutes after which it disappeared at a high rate of speed. Observers were three airmen assigned to this base and all stated that the unknown object was located south of their observation point. The object emitted an intermittent white light while in view.

II. Discussion of Incident

Although the sighting took place two hours after a scheduled piball balloon release at Pueblo, Colorado, this report has been evaluated as possibly balloon due to the description. Its tear-drop shape indicates that it may be a large pear-shaped upper air research balloon with a pilot light. ATIC has not yet had the opportunity to check the object against known upper air research balloon tracks but tentatively evaluates the sighting as shown below.

III. Conclusion

Possibly balloon.

Albuquerque, New Mexico

28 December 1952

I. Description of Incident

At 2309 CST a military pilot sighted an elongated cigar-like object about the size of a medium bomber with an exhaust about eight times the length of the object itself. It traveled from east to west over Albuquerque, New Mexico. All sightings were visual for a period of 10 to 20 seconds. There were broken high clouds at 30,000 feet with 40 miles visibility.

II. Discussion of Incident

All air traffic in the area was identified by Kirtland AFB. The object may have been a meteor since the time of sighting was brief. In addition the object had a tail, common to some meteors. However, not enough concrete information is available to afford a possible solution. ATIC is in the process of checking past sightings against known meteor tracks and an answer might be found here.

III. Conclusion

Insufficient information.

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Eau Gallie, Florida

4 January 1953

I. Description of Incident

At 2345 Z a civilian employee of Patrick AFB observed an unidentified aerial object for three seconds. Source compared the object to a flying wing and said that it was at an altitude of less than five hundred feet, flying at about 500 mph in a SSW direction. Source saw at least 4 blue lights on the lower surface of the object. The weather was cold and clear with little or no wind. No other person observed the object.

II. Discussion of Incident

The source appears to be an unusually reliable and experienced observer.

III. Conclusion

Unknown

Craig, Montana

3 January 1953

I. Description of Incident

At 0400 Z three sources observed an aerial object 25 to 40 feet long and 18 to 25 feet thick with the appearance of two soup bowls put together. There were several lighted windows with what appeared to be a porthole on the side. The object moved slowly at first, then began a rapid climb. The manner of disappearance was unspecified. The object first appeared at 200 to 300 yards distance from the observers at an altitude of 10 to 15 feet.

II. Discussion of Incident

An investigation of the sources revealed that they are mature, reliable and, at least in one case, relatively experienced persons.

III. Conclusion

Unknown

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Larsen Air Force Base, Washington

8 January 1953

I. Description of Incident

At 1515 Z over sixty varied military and civilian sources observed one green, disc-shaped object. The observations continued for fifteen minutes during which time the object moved in a southwesterly direction while bobbing vertically and going sideways. There was no sound. An F-94 aircraft was scrambled but a thirty minute search of the area produced negative intercept results.

II. Discussion of Incident

A check of adjacent radar sites revealed no unusual returns or activity in the area. The winds were generally from 240° below an overcast at 12,000'. Thus the object would appear to move against the wind since it must have been below the clouds. There was no air traffic reported in the area.

III. Conclusion

Unknown

Sonoma, California

10 January 1953

I. Description of Incident

At 2345 Z two civilian sources observed one small flying object moving at a great rate of speed and performing violent maneuvers. The object's sound was similar to that of a jet aircraft. The object made three 360° right turns in nine seconds then performed abrupt 90° turns first to the right, then to the left. The object then stopped, accelerated to its former speed, rose vertically and disappeared.

II. Discussion of Incident

The only known aerial object capable of appearing to go through the described maneuvers would be a balloon; however, the time factors and velocity estimates do not support this conclusion.

III. Conclusion

Unknown

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Harmon Air Force Base, Newfoundland

22 January 1953

I. Description of Incident

An unidentified flying object described as red, white and blue and oval-shaped, was observed visually from the weather station, control tower, base operations office, and a nearby AC&W site at Harmon AFB, Newfoundland, at 0040 Z. An attempt to contact the object by radar met with negative results.

II. Discussion of Incident

Local investigation precluded the possibility of the object being a balloon.

III. Conclusion

Insufficient data for analysis.

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Continental Divide, New Mexico

26 January 1953

I. Description of Incident

On 26 January 1953 at 2115 MST Air Force personnel stationed at an AC&W station in this area observed an aerial phenomenon simultaneously by electronic and visual means. To the naked eye the object appeared as a very bright reddish-white object estimated to be 10 miles west of the radar site. The object passed behind a hill and then reappeared apparently heading in a northerly direction at a slow speed. The airman making this visual observation reported it to personnel manning the radar equipment. They stated that they had an unidentified blip on the radar scope, appearing west of the station approximately 9 miles away. The scope showed the object to be on a 270° azimuth at an altitude of 10-15,000' moving away from the site at 12-15 mph. It was eventually lost on radar at the 18 mile range. The object was under visual and radar observation intermittently for 45 minutes. The elevation of the station is 7,500' above sea level.

Weather at the time was characterized by a high thin overcast and low scattered clouds. Winds aloft were from 270° at 30 knots at 10-30,000'. An atmospheric inversion layer existed at 18,000' with the top at 21,000'.

II. Discussion of Incident

This is the most complete report ever received by ATIC on the sighting of an unidentified object. The intelligence officer of the 34th Air Division, ADC, is to be complimented on his initiative and complete covering of all the angles bearing on the observation. Moreover, the combination visual-electronic sighting is the best type of sighting to work with because it affords the most information.

The intelligence officer preparing the report checked on weather balloon releases in the area of observation as a possible answer to the sighting. It was found that a 9' radiosonde balloon released from Winslow, Arizona, would offer the only possibility. The unknown object was observed to move from east to west, against the prevailing winds aloft which rules out the balloon theory. Also the sighting time of 0415 Z is 1 hour and 15 minutes after the Winslow release and by that time it is probable that the radiosonde had burst at altitude long before.

The fact that the object was detected on radar and seen visually for so long a period of time eliminates the possibility of an astronomical solution, such as a star or fireball, and especially if both radar and eye were seeing the same object, it is unlikely that these objects would cause radar returns. Since the object was tracked at 12 to 15 mph, aircraft are also eliminated as a possibility.

ATIC electronics specialists advanced the theory that the slow speed and large visual radar size of the target make it appear that weather effects may be the cause of the electronic pick-up. However, the inversion layer at 18,000' appears to be too high to effect the radar which was tracking the object at 10 to 15,000'. The weather-effect explanation cannot, of course, account for the simultaneous visual sighting. There is a possibility which ATIC is now checking

that the radar personnel may have been looking at the planet Venus, very low and bright on the western horizon at this time of year, and that the radar possibly encountered the aforementioned weather interference at the same time. This would require a high degree of coincidence, however, and the radar and visual sightings seem to coincide too exactly to give much weight to the theory that both were observing different objects.

Two other items added to the completeness of the report. ATIC supplied the reporting intelligence officer with a USAF Technical Information Sheet, or a visual questionnaire, and an Electronics Data Sheet covering the radar pick-up. Further analysis of this sighting awaits adiabatic weather charts for the date and area of sighting and until this information is received, this report is carried in Project Blue Book's files as an unknown.

III. Conclusion

Unknown

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Sampson Air Force Base, New York

26 January 1953

I. Description of Incident

At 2320 Z an airman at Sampson AFB, New York, visually observed one large luminous rectangular shaped unidentified flying object. In one minute the object traveled through an arc of 70 or 80 degrees, while emitting a humming sound.

II. Discussion of Incident

The object above described appeared for only one minute, consequently analysis is very difficult. However, ATIC requested information concerning local aircraft and was told that a commercial flight was in the area around the sighting time.

III. Conclusion

Possibly aircraft.

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Yuma City, Arizona

4 February 1953

I. Description of Incident

At 1350 MST a meteorological aid for the U.S. Weather Bureau was searching for a lost weather balloon with the aid of a theodolite when he sighted a solid white, oblong object at a direction of 157.2° and elevation of 53.3° . The size of the object consisted of one minute of arc.

The object appeared to be ascending straight up, then levelled off and at this point was joined by a second object of exactly the same description. The second object left the field of the theodolite twice but returned each time to join the original. They both disappeared simultaneously at an angle of 204.1° at an elevation of 29.1° . At 204.1° the sky was covered by cirrus clouds at approximately 25,000 ft.

The objects remained in vision for five minutes. The observer stated that the objects rose more rapidly than any balloon he has ever seen and furthermore moved against the prevailing westerly winds. There appeared to be no glimmer or reflection from the sun from the objects.

II. Discussion of Incident

From the observers obvious experience in tracking balloons, it is concluded that these objects could not have been balloons especially since they were seen to move against the wind. There were aircraft in the area but the observer states he was aware of them and could not have confused them with the unknown objects. Because of the maneuvers and the time of day, astronomical activity must be ruled out. ATIC has not been able to find an answer to this sighting.

III. Conclusion

Unknown.

Guam (Truk Island)

6 February 1953

I. Description of Incident

At 1110 local time an Air Force officer in charge of the Weather Bureau Station on Truk sighted an unidentified bullet-shaped shiny object traveling an estimated 150 mph at an approximate altitude of 400 to 500 ft. three to four miles away. The object appeared to be "slightly larger than a C-47 aircraft" with no noticeable wings or tail section and gave a shiny appearance as if of highly polished metal.

II. Discussion of Incident

A check with Guam flight service indicates that a C-47 was in the area at the time of sighting. The day was clear with a bright sun capable of distorting the normal features of a C-47.

III. Conclusion

Probably aircraft.

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Ramier, Alabama

16 February 1953

I. Description of Incident

Two civilian men at this location sighted an unidentified object as 1630 EST while watching the flight of a B-47 aircraft cross their field of vision. A metallic looking object appearing round at one instant and flat the next was seen at an altitude of about two-thirds that of the B-47 which ATIC learned was at 35,000 ft. Its maneuvers consisted of climbing, diving, and sharp angle turns to the left and right in and around a few scattered clouds and it appeared to be faster than the B-47. Total time of sighting was for 20 minutes.

II. Discussion of Incident

Although the Maxwell Radio Range Station reported no known aircraft other than the B-47 in the area ATIC feels that, on the basis of the description submitted by the two relatively inexperienced observers, they probably sighted a fighter type aircraft, possibly an F-86, maneuvering in the air space below the B-47. To support this conclusion is the fact that the clouds mentioned in the original report around which the object was sighted, were determined to be at 20,000 ft. At this altitude a fighter aircraft would be hard to distinguish. The observers did state, however, that the object appeared to have swept-back wings.

III. Conclusion

Possibly aircraft.

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Port Austin, Michigan

17 February 1953

I. Description of Incident

At 2204 EST an unidentified aerial object was sighted visually by members of an AC&W Squadron at Port Austin. The object was eight to ten miles northwest of their station at an estimated 100' above the horizon. It appeared to be larger and brighter than a star and other than changing color, there were no unusual features visible. The object was moving south at a low rate of speed and eventually faded out completely after becoming much less bright in intensity. This object was viewed visually from 2204 EST for five minutes until 2209 EST.

At 2208 EST, the observers tracked the object on a search radar set. Position of the object on the radar set was 300° moving in a 180° course at 55 knots. The object was observed at 2208 EST for 17 minutes until 2225 EST. No height finding equipment was available at point of observation, but the observers estimated the altitude at 1000' from the radar returns. Weather conditions at time of sighting were: visibility and ceiling - unlimited, with moderate winds from the west.

II. Discussion of Incident

The possibility of the reported object being a balloon was checked by the reporting officer. The nearest balloon launch station is at Waukegan, Michigan, which is 140 miles from Port Austin. A piball type balloon was released from Waukegan at 0300Z. It is not likely that this balloon caused the sighting because the object in question was sighted at 0304Z.

Both the visual and electronic sightings were made by the same personnel, consisting of two officers and three airmen. All of these men have three or more years experience in radar. A radar scope camera was installed, but was not in operation at the time of sighting.

No known meteorological disturbances or activity existed at the time of sighting, or at any time that day.

After checking with surrounding bases and flight plan sources, it was found that there were no known aircraft in the general area.

The planet Venus is very low on the northwest horizon at this time of year and is easily seen. This fact might explain the visual sighting, but Venus will not show on a radar scope.

Further analysis of this sighting awaits adiabatic weather charts for the date and area of sighting. Until this information is received, this report is carried as unknown.

III. Conclusions

Unknown

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STATUS REPORT

PROJECT BLUE BOOK - REPORT NO. 11

FORMERLY PROJECT GRUDGE

PROJECT NO. 10073

31 MAY 1953

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

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~~SECRET~~STATUS OF PROJECT BLUE BOOKI. OVERALL STATUS

A total of 89 reports of unidentified aerial objects were received by Project Blue Book during the period covered by Status Report No. 11 (March, April, and May 1953). A total of 188 reports were submitted for December, January, and February; the general influx has therefore dropped noticeably with the exception of the month of March 1953.

In March, 59 FLYOERPTS were received, 53 percent from military observers, the remaining from civilians in various walks of life. Known astronomical phenomena accounted for 21 of the sightings or approximately 35 percent, with the planet Venus the established cause of 16 flying object reports. Venus appears low on the horizon at this time of year and is unusually bright; it is possible for it to appear to change color and perform erratic maneuvers when seen through thin clouds or ground haze. In this connection it is interesting to note that experienced military pilots reported this phenomena in four instances as an unidentified aerial object. However, the majority of proven Venus sightings were turned in by members of the Ground Observer Corps. One was reported by an airlines pilot.

During the last three months of operation, Project Blue Book has received an average of 10 reports per week which is considerably under the five FLYOERPTS per day submitted during the fall of 1952. The volume of reports during the spring of 1953 has been the lowest in the last two years and it is believed the generally inclement weather throughout the United States has had much to do with this.

It is also the opinion of Project Blue Book, however, that one highly publicized sighting could again trigger off another "saucer" scare with resulting pressure on the Air Force and ATIC. The direct relation between newspaper publicity and the number of reports submitted has been firmly established by Project Blue Book. In this connection and because of latent public interest and possible hysteria which are believed to exist, ATIC is currently preparing a statement on unidentified objects which will be issued by P.I.O., Washington, D.C., at the first indication of publicity. It will give a full account of ATIC's findings, including percentage of unexplainable reports, percentage of known objects or phenomena such as aircraft, balloons, radar interference, etc. Thus the Air Force cannot be accused of withholding information. It is ATIC's policy to keep the public fully informed.

A complete statistical study of all reports from 1947 to 1952 is now in the final stages of I.B.M. preparation. A final report is expected on 15 August 1953. It will include statistical probabilities and indexes of comparisons on unidentified objects and a general commentary of the conclusions reached by the study, the first effort ever made to treat sightings mathematically. A total of over 3,000 reports will be processed in this study.

Another item of importance occurring during the period of this Status Report was the completion of a briefing tour of Air Defense Command units by Project Blue Book. This will be examined in further detail on following pages.

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Project Blue Book continued to screen and evaluate all reports as soon as possible after being received. The following represents a breakdown of the number of reports by month and the percentage breakdown of evaluations;

	<u>Conclusion</u>	<u>No.</u>	<u>Percentage</u>
March:-	Astronomical	21	35.6
	Balloon	7	11.8
	Aircraft	8	13.6
	Insufficient Data	12	20.3
	Other *	8	13.6
	Unknown	<u>3</u>	<u>5.1</u>
	Total	59	100.0
April:-	Astronomical	4	25.0
	Balloon	1	6.2
	Aircraft	5	31.3
	Insufficient Data	3	18.8
	Other *	1	6.2
	Unknown	<u>2</u>	<u>12.5</u>
	Total	16	100.0
May:-	Astronomical	1	7.1
	Balloon	5	35.8
	Aircraft	4	28.6
	Insufficient Data	1	7.1
	Other *	2	14.3
	Unknown	<u>1</u>	<u>7.1</u>
	Total	14	100.0
	January	63	* Water reflections
	February	75	Strange cloud formations
	March	59	Sun-Moon dogs
	April	16	Flying paper, etc.
	May	<u>14</u>	
	Total	227 Reports	

An average of 45 reports received monthly since the first of 1953. 10% of all reports in 1953 are classified as unknown.

II. CANADIAN FLYING SAUCER

In the 11 February 1953 edition of the "Toronto Star" there appeared an article entitled "Canadian Flying Saucer". This article stated that a revolutionary type aircraft had been produced at the Avro Canada's Malton, Ontario, factory. This aircraft was reported to have a speed of 1500 mph, and that vertical takeoff and hovering would be possible.

Project Blue Book attempted to obtain more information through the Air Attache in Ottawa. The reply stated that there is no reason to believe that a "flying saucer" is under development in Canada at the present time.

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A. V. Roe, Limited, of Toronto, Canada, have indicated that they are interested in developing a supersonic type of aircraft. This has not progressed to more than a sketch stage of development, and would probably not be ready for the drawing board until two or three years from this time.

Numerous articles have appeared in the Canadian press regarding the subject that have given little new information. However, the most puzzling information came through USAF channels. The USAF has been informed by a confidential source that a Canadian engineer, the designer of a Canadian all-weather interceptor, is the designer of this "saucer". The source states that RCAF officers have visited the A. V. Roe factory where he works and have seen a demonstration of a model. The subject engineer claimed that he has flown this model which is 12 inches to 18 inches in diameter from Malton Airfield.

Considering the report from the Air Attache and the conflicting report by the confidential source concerning the unconventional aircraft, the veracity of the designer and/or the "confidential source" are open to some question in the opinion of Project Blue Book. The Canadian press has given the subject wide publicity and many of the resulting "facts" may be the result of wishful speculation on the part of the newspapers.

However, Project Blue Book is continuing an active interest in this matter and is making every effort to get the true facts.

III. THE AIR DEFENSE COMMAND BRIEFING TOUR

In the fall of 1952 ATIC and Hq ADC agreed upon a plan whereby ATIC's Project Blue Book would brief all interested units in ADC on its operations. On 9 March 1953 the Western Air Defense Force was briefed; on 18 April 1953 the Central Air Defense Force was briefed; and on 8 May 1953 a Project Blue Book briefing was given to the Eastern Air Defense Force.

A survey of all FLYOBRPTS received by ATIC in 1952 revealed that the Air Defense Command was responsible for 40 percent of all reports received. In the light of this, it was felt highly desirable to acquaint the units of the Air Defense Command with the following two points:

1. Project Blue Book's general background, objectives, and progress.
2. How the ADC intelligence officer could assist Blue Book by submitting more detailed and accurate reports, stressing the points needed for analyzing a sighting.

In a general evaluation of the effect of the ADC briefing tour, it is believed that it was extremely successful in accomplishing the above objectives. Project Blue Book feels that intelligence officers in ADC are now better equipped to handle problems concerning aerial phenomena. Interrogation forms covering ground observations, as well as electronic detections, were distributed to each division visited.

It was found that many of the reports submitted to each of the Forces were from GOC personnel and although a certain percentage of these reports would be classified by ATIC as "good", the majority of them involved reporting known phenomena by an inexperienced source. GOC officers were told to institute

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an educational program on unidentified aerial objects in order to decrease the volume of reports of known objects. They were given copies of the briefing itself which outlined the outstanding known causes of "flying saucer" reports and were asked to circulate this information to the filter center and observers.

Another point stressed by the briefing was the fact that analysis and conclusions on a sighting could be accomplished by ADC personnel themselves. ATIC encourages the preparing officer of a FLYOBRPT to attempt to arrive at a conclusion as to what caused the report of an unidentified object. They were advised of the main categories of conventional objects which cause reports, such as balloons, aircraft, and astronomical bodies. A general opinion held by all officers in ADC was that the required AF Form 112 as per AF Letter 200-5 causes a great deal of excessive clerical work. They suggested that the subject Form 112 should be eliminated entirely. They stated that in many instances that Hq ADC required many file copies of both the TWX and the AF Form 112, and that this substantially reduced the number of reports submitted to ATIC. In many installations there are simply not enough clerical personnel to do the work. The results of this suggestion and ATIC's opinion will be examined in the following item.

IV. REVISION OF AIR FORCE LETTER 200-5

Air Force Letter 200-5 as it reads at the present time requires that all TWX's to ATIC on an unidentified flying object will be followed within 72 hours by a written Form 112 which elaborates on the sighting. It is felt that the Form 112 is superfluous when the sighting can be explained from the TWX alone which, if the TWX has relatively complete information, is usually the case 70 percent of the time. In view of this, ATIC is currently amending Air Force Letter 200-5 to state that just a TWX will be sent in on an original FLYOBRPT and if ATIC feels that more information is needed it will in turn contact the reporting unit and ask them for the Form 112. The new requirements for a TWX will request more complete information than was previously asked.

V. CONTRACTOR STATUS

Project Blue Book has a contract with a civilian research organization which serves the project with an IBM analysis of all unidentified aerial object reports and technical analysis of any specific problems submitted. Coding and evaluation of all reports from 1947 to 1952 has been completed and the formal IBM study is now being run. Up to and including 1952, 2,500 reports were received through military channels. This number does not include many letters reporting sightings sent in by the public at large. Trial questionnaires were sent out to the most reasonable of these letters during the summer of 1952, when reporting was extremely high. Approximately 1,000 of these questionnaires were completed and returned to Project Blue Book and are now being incorporated into the IBM analysis. Thus 3,500 sightings of unidentified aerial objects will be studied.

One two-day evaluation conference was held during 4 March and 5 March 1953. Two representatives from the Air Technical Intelligence Center and three representatives from the contract organization participated in this conference and processed 265 reports. These reports were given final evaluations before

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being submitted to the IBM study. On 24 and 25 April 1953 another two-day evaluation conference was held; 350 reports were examined jointly and given final evaluation.

The IBM contractor has estimated that a final report will be submitted to Project Blue Book on 15 August 1953 in which statistical curves of probability, indexes of comparison on unidentified objects, and a general commentary on the results of the IBM study will be included. It is believed that this study will be extremely significant in the future evaluation of reports of unidentified objects and perhaps to the operation of Project Blue Book itself.

VI. VIDEON CAMERA STATUS

On 1 June 1953, 73 Videon cameras were distributed to AACS tower sites and ADC radar sites strategically located throughout the United States with relation to frequency of FLYOBRPTS. The original plan for these cameras was to take a photograph of an object through both an open lens and a lens equipped with a diffraction grating. The diffraction grating would enable a spectroscopist to attempt to identify the object in question by means of a spectrum bar recorded on the film. It was found, however, that the diffraction gratings began to deteriorate soon after being received by ATIC. It was concluded that the cameras would be sent out without gratings immediately as an instrument for obtaining photographic intelligence on unidentified objects. When a suitable grating is obtained, the cameras will be recalled from the field and the subject grids mounted.

VII. INSUFFICIENT DATA REPORTS

For the year 1952 22.7% of all reports were classified as insufficient data for evaluation, or not containing enough information to even attempt an analysis. Thus far in 1953 this category has reduced itself to 15.4%. This is a noticeable improvement, but still is believed to be too high.

Upon receiving such a report, ATIC usually TWX's the originating base, but in the past has received little additional information. The problem is significant enough to mention in this Status Report in an attempt to decrease the number of reports with nebulous information. Quoted below is a FLYOBRPT received by ATIC which had to be classified as insufficient data to evaluate: "FLYOBRPT round with tail, yellow, similar in size and shape to hub cap, leaving trail of bright yellow fire with no observed propulsion system nor any sound being heard. In straight flight bearing slightly downward, speed very slow. Object disappeared behind cloud. Visual sighting by individual in Hiram, Georgia. Object was sighting north of observer and was traveling from south to north to the left of Marietta, Georgia. Report submitted by a civilian source, Hiram, Georgia. Winds aloft 10000-250/45K; 20000-260/55K; 30000-260/70K; 40000-260/80K."

The reported object could be astronomical in nature, possibly a meteor. Its slow movement seems to conflict with this solution, however. The information essential to analyzing this sighting follows: 1) What time was the object seen? 2) How long was it seen? 3) What was its azimuth and elevation at appearance and disappearance? 4) Angular velocity across the sky. 5) The name

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and address of the individual making the sighting so that a questionnaire could be sent. 6) The reliability of the source; were there other observers? 7) Local air traffic. 8) A check with base weather service to determine if weather balloons or any other phenomenon known to them could solve the sighting. 9) Weather conditions, including cloud coverage, light conditions, temperature or dew point inversions.

Most of the above points are contained in the requirements for a TWX as per AFL 200-5 which was not followed in this instance.

A good feature of the report is the fact that winds aloft are given. The most essential item is left out, however, and that is the length of observation. If this was a matter of seconds, the sighting was probably a bright meteor.

VIII. SYNOPSIS OF REPORTS

An individual summary of ten characteristic FLYOBRPTS for March, April, and May follows.

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Sweetwater, Nevada

UNCLASSIFIED 12 April 1953

I. DESCRIPTION

At 1510 hours PST, ten round flat metallic colored objects changing formation traveled at an estimated high rate of speed on a heading of 110° at an estimated altitude of 7,500 ft. No trail, sound, or exhaust were noted. Objects passed under the right nacelle of the observers' C-47 type aircraft, and were observed by the co-pilot. He took control of the C-47, and turned to the right in a tight 300° turn for a better view of the objects. Objects were then picked up unassisted by two more members of the crew. The objects were observed in a right turn of greater radius than that of the C-47, and at a lower altitude. The objects were observed for approximately 120° of their turn, and disappeared on a heading of 300° . Observers were unable to estimate the speed of the objects because of the distance and the objects' large radius of turn.

II. DISCUSSION

No aircraft were observed in the area and the pilot reported no radio facilities at Sweetwater Airport. No report was made until landing at Stead AFB, Nevada. Weather at the time of sighting was slightly hazy, visibility 30 miles. Although the observers reported seeing no aircraft in the area, it is believed that the objects were aircraft (probably trainers) because of the color, maneuvers, and distance at which they were observed.

III. CONCLUSION

Possibly aircraft.

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South Carolina Area

5 March 1953

I. DESCRIPTION

At 1545 EST, the Assistant Director of Security at the Savannah River Project observed a silver crescent-shaped object visually from the ground for a period of one hour. This object was at a very high altitude, and very little information was obtained through interrogation of the observer.

A Detachment of the 727th AC&W Squadron at Congaree, South Carolina, was notified as a result of the above visual sighting. They picked up an unidentified plot on their AN/APS-5 type radar at 1707 EST that was approximately 65 miles southwest of Congaree over the Savannah River Project. The Air National Guard was notified with the result that an F-51 type aircraft was airborne within five minutes. The aircraft attempted interception until 1725 EST when the blip faded northwest of Congaree. The F-51 returned to its base.

At 1752 EST another detachment of the 727th AC&W Squadron at Camden, South Carolina picked up a blip on their AN/TPS-1b type radar. At that time an RF-80 type aircraft was scrambled to attempt interception. This unidentified blip was due west of Congaree, and to be sure he had the unidentified on his scope, the operator had the F-80 do an identification turn. This proved that he did not have the F-80 on the scope. When the object was first observed, it was approximately 100 miles west of Congaree. It then reversed its direction, and was 85 miles out heading in a northwest direction, then headed east, then west, and again to the east, fading at 115 miles and 8 degrees from Camden. For a total of 68 minutes, during both radar sightings, aircraft attempted to intercept the unidentified with negative results. At all times, the object stayed at an estimated 20,000 feet altitude, and was doing 200-220 mph.

II. DISCUSSION

A check was made to determine if there were any aircraft in the vicinity with negative results. There is a time lapse between all three sightings (ground visually at the Savannah River Project to the Congaree sighting was 22 minutes, and from the Congaree sighting to the Camden sighting was 27 minutes), causing some doubt as to whether the three sightings were connected with the same object. There was really not enough information contained in the report concerning the sighting at the Savannah River Project. For the observer to see an object for that long a period, it would have to be traveling at a very slow rate of speed and at a very high altitude for the object stayed overhead for the entire period. The radar observers were very well qualified in their fields, and their equipment was in operating condition. The radar returns were similar to those made by conventional aircraft.

This sighting was sent to the Electronics Branch of ATIC for analysis. This branch, after carefully reviewing the report, evaluated it as possibly a flying aircraft.

III. CONCLUSION

Possibly aircraft.

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Luke AFB, Arizona

3 March 1953

I. DESCRIPTION

In this instance, the object was never observed, but a high altitude condensation pattern was observed. When first sighted, the contrail was approximately 300-500 feet in diameter. The pattern began with a smooth knife-like leading edge, very thin in depth and with an irregular trailing edge. As the source gave chase, the contrail made a slight dip to the NW and began climbing at 20 degrees. During this maneuver, source and object were at right angles and he observed the pattern to appear as a sharp nosed, very thin object about 300-500 feet long with an irregular, wispy trailing edge. Immediately, a heavy condensation trail began to form and extended for approximately 1000 ft. back, at which point it separated into a double trail which again was approximately 1000 ft. long, ending abruptly. At this time, the object was traveling at an estimated 400 mph true air speed. The most unusual feature was that the contrail stayed with the unsighted object, and did not extend across the sky as in the case of conventional aircraft contrails.

II. DISCUSSION

The contrail was observed by the pilots of three F-84 type aircraft with only one giving chase. This pilot chased the contrail for 50-60 miles before breaking off. A full armament and fuel load was being carried, however, source stated he was closing with the object fairly well. During the chase, this pilot took approximately 30 feet of gun camera film. This film was received in very good condition, and has been analyzed by the photographic laboratory at WADC. Their conclusions are:

- a. The white streak photographed is probably a vapor trail from a rapidly moving object of unknown velocity. The object itself is invisible in the photographs.
- b. The exhaust vapor trail, apparently from a twin propulsion unit, is more pronounced at the end of the film than at the start, as though the object were accelerating in response to pursuit. The configurations in the trail appear to be due to maneuvers performed by the object.
- c. An additional vapor trail, thought to be due to lifting surfaces, is also in evidence, but it dissipates rapidly. This additional vapor trail appears to be centered about the exhaust trail.
- d. Within the period of time represented by the film, the photographic plane may have reduced the distance between the object and itself. However, the flight paths are not parallel by a considerable angle, so that the objects distance and velocity with respect to the plane cannot be determined with useful precision.

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Since there was nothing gained by photo-analysis that would actually aid in identifying the object involved, this report is being sent to the Aircraft Laboratory of WADC for further analysis. Until the report is returned from WADC, this incident will be carried by Project Blue Book as unknown.

III. CONCLUSION

Unknown.

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SIGHTINGS FOR MAY 1953

<u>DATE</u>	<u>PLACE</u>	<u>EVALUATION</u>
1	Goose AFB, Labrador	Unknown
1	Goose AFB, Labrador	Insufficient Data
7	San Antonio, Texas	Probably Balloon
11	Seattle, Washington	Probably Balloon - Moby Dick
11	Tehran, Iran	Was Aircraft
12	Dayton, Ohio	Was Balloon
15	Ojibway, Wisconsin	Other -- Possibly Cloud
16	Inyokern, California	Possibly Balloon - Moby Dick
17	E. St. Louis, Illinois	Other - Unreliable Report
18	Abadan, Iran	Insufficient Data
19	Ellington AFB, Texas	Possibly Aircraft
23	Lackland AFB, Texas	Probably Aircraft
25	Ramore, Ontario, Canada	Possibly Balloon
27	San Antonio, Texas	Was Aircraft
28	Dayton, Ohio	Was Astronomical
30	Florissant, Missouri	Possibly Balloon
31	Darlington, Wisconsin	Was Astronomical - Venus

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SIGHTINGS FOR APRIL 1953

<u>DATE</u>	<u>PLACE</u>	<u>EVALUATION</u>
3	N/W Korea	Probably Meteor
4	Webster Village, Maryland	Probably Astronomical
5	Detroit Lakes, Minnesota	Insufficient Data
8	Fukuoka, Japan	Unknown
8	Sondrestrom AFB, Greenland	Was Astronomical
8	San Juan, Puerto Rico	Probably Balloon
12	Sweetwater, Nevada	Possibly Aircraft
15	Tucson, Arizona	Unknown
16	East Prairie, Missouri	Possibly Aircraft
19	Calumet, Michigan	Other - Radar Interference
20	Brooklyn, New York	Was Astronomical - Meteor
23	Addison, New York	Possibly Aircraft
28	Klamath Falls, Oregon	Probably Astronomical
28	Fontana, California	Possibly Aircraft
29	Syracuse, New York	Probably Aircraft

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SIGHTINGS FOR MARCH 1953

<u>DATE</u>	<u>PLACE</u>	<u>EVALUATION</u>
1	Misawa, Japan	Was Astronomical - Venus
1	Olean, New York	Probably Astronomical - Venus
1	Dover AFB, Delaware	Was Astronomical - Venus
1	Princeton, New Jersey	Was Astronomical - Venus
2	Cambria, California	Probably Astronomical - Venus
3	Luke AFB, Arizona	Unknown
4	Syracuse, New York	Insufficient Data
5	Baltimore, Maryland	Probably Astronomical
5	Erie, Pennsylvania	Probably Astronomical
5	Leeds Center, Maine	Insufficient Data
5	Congaree, S. C.	Probably Aircraft
5	Shaw AFB, Carolina	Probably Aircraft
6	Greene, Maine	Possibly Balloon
7	Tokyo, Japan	Insufficient Data
7	Hamilton, Montana	Possibly Aircraft
7	Kents Hill, Maine	Was Astronomical - Venus
8	Ashyia AFB, Japan	Insufficient Data
8	Ashyia AFB, Japan	Other - Lighted Ship
8	Warwick, Massachusetts	Was Astronomical - Venus
9	Hamilton, Montana	Insufficient Data
9	West Carrollton, Ohio	Insufficient Data
9	Miamisburg, Ohio	Insufficient Data
9	Kents Hill, Maine	Probably Astronomical - Venus
10	Great Falls, Montana	Other - Possibly Searchlight
10	Leeds Center, Maine	Was Astronomical - Venus

Month of March (Contd)

10-11	Hackettstown, N. J.	Other - Probably Floodlights
11	Watertown, N. Y.	Was Astronomical - Venus
12	Maxwell AFB, Alabama	Insufficient Data
12	Lancaster, N. Y.	Probably Aircraft
13	Bartlesville, Okla.	Was Astronomical - Venus
13	Greenville, Mississippi	Probably Balloon
14	Anchorage, Alaska	Probably Astronomical - Venus
15	Erding AFB, Germany	Probably Astronomical
15	Le Moye, Alabama	Other - Conflicting Report
17	Great Falls, Montana	Possibly Astronomical - Venus
18	Williams AFB, Arizona	Other - Paper in Air
19	Crystal Lake, Ohio	Possibly Aircraft
19	Harmon AFB, Newfoundland	Was Balloon
19	Tonawanda, N. Y.	Insufficient Data
19	Cape Vincent, N. Y.	Was Astronomical - Venus
20	Lake Superior Region	Insufficient Data
21	Elmira, New York	Other - Possibly Paper in Air
23	Bay City, Michigan	Possibly Astronomical
23	Pasadena, Texas	Other - Conflicting Report
23	Casper, Wyoming	Was Balloon
24	Kent, England	Insufficient Data
25	Rabat, French Morocco	Was Aircraft
25	Panama City, Florida	Probably Aircraft
25	San Antonio, Texas	Unknown
27	Canal Zone, Panama	Probably Astronomical
27	Harmon AFB, Newfoundland	Insufficient Data

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~~SECRET~~Month of March (Contd)

27	Mt. Taylor, New Mexico	Possibly Balloon
28	Scott AFB, Illinois	Possibly Balloon
29	Cochransville, Penn.	Insufficient Data
29	Spooner, Wisconsin	Insufficient Data
30	Lyle, Washington	Probably Balloon
31	Conrad, Montana	Was Astronomical - Venus
31	Williams AFB, Arizona	Possibly Balloon
31	Honshu, Japan	Unknown

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SECURITY 215
INFORMATION

STATUS REPORT

PROJECT BLUE BOOK - REPORT NO.12

FORMERLY PROJECT GRUDGE

PROJECT NO. 10073

30 SEPTEMBER 1953

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

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STATUS OF PROJECT BLUE BOOK

I. OVERALL STATUS

A total of 91 reports of unidentified flying objects were received by Project Blue Book during the period covered by this status report (June, July, August 1953). This is an increase of 2 reports over those received during the period covered by Status Report No. 11 (March, April, May 1953). An average of 6.9 reports per week has been received by the Air Technical Intelligence Center for the past six months.

Because of the decrease in newspaper publicity, fewer reports have been received from civilians with the result that military sightings now account for approximately 60 per cent of unidentified flying object (UFOB) reports. In spite of the dropping of the subject by the national press, it is significant to note that a steady influx of 6.9 reports per week are received by Project Blue Book from persons who sincerely believe they observed unusual airborne objects. This is one of the reasons why this project is being continued.

Every effort to improve the quality of reports has been made by Project Blue Book. Briefings to the Air Defense Command were conducted stressing the need for more complete and scientific data in order to properly evaluate the observations. A manual has been prepared recently for the purpose of instructing reporting officers on what information is desired on an unidentified flying object observation. Reporting officers have been requested to hold preliminary investigations before forwarding the report to this Center. Air Force Regulation 200-2 sets up new reporting procedures on unidentified flying objects so that reports will be more complete. The quality of the reports has increased considerably and the result has been that approximately 90 per cent of the observations are being explained. This leaves 10 per cent unexplained as compared with 20 per cent unexplained in 1952.

A complete statistical study of all reports from 1947 to 1952 is expected not later than 15 October 1953. This study will include statistical probabilities on indexes of comparisons on unidentified flying objects and a general commentary of the conclusions reached by the study. This is the first effort ever made to treat sightings mathematically.

The Air Technical Intelligence Center has set up a policy to keep the American public informed on the operations of this project. All releases of public information are handled by the Office of Public Information, Department of Defense, Washington 25, D. C.

Project Blue Book continued to screen and evaluate all reports as soon as possible after being received. The following represents a breakdown of the number of reports by month and the percentage breakdown of evaluations.

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	<u>CONCLUSION</u>	<u>NO.</u>	<u>PERCENTAGE</u>
June:- Sources Mil 62.5 Civ 37.5	Astronomical	7	25.9
	Balloon	4	15.1
	Aircraft	3	11.1
	Insufficient Data	5	18.4
	Other	5	18.4
	Unsolved	<u>3</u>	<u>11.1</u>
	Total	27	100.0
July:- Sources Mil 50 Civ 50	Astronomical	9	24.4
	Balloon	13	35.1
	Aircraft	5	13.5
	Insufficient Data	4	10.8
	Other	3	8.1
	Unsolved	<u>3</u>	<u>8.1</u>
	Total	37	100.0
August:- Sources Mil 46.1 Civ 53.9	Astronomical	5	18.5
	Balloon	6	22.3
	Aircraft	4	14.8
	Insufficient Data	7	25.9
	Other	2	7.4
	Unsolved	<u>3</u>	<u>11.1</u>
	Total	27	100.0

II. CANADIAN "FLYING SAUCER"

Project Blue Book has received several reports from the Air Attache in Ottawa, Ontario, Canada, substantiating the fact that experiments on a "flying saucer" are actually being conducted at A. V. Roe, Limited, Toronto, Canada.

Mr. Jack Frost, the designer-engineer, has been working on this particular project for the past three years at A. V. Roe, Toronto, Canada. During this period he has made several attempts to gain the interest of various agencies in his project, but without apparent success; he visited the United Kingdom and was unable to arouse any interest in his project. Approximately two or three years ago, he also visited Wright-Patterson AF Base, Ohio (supposedly on other business), and outlined his ideas to as yet anonymous personnel. Recently, and presumably as a result of Viscount Montgomery's briefing on this project, Mr. Frost was again sent to the British Isles by A. V. Roe, Limited, supposedly to wind tunnel test his model, but in fact to present his ideas and design to prominent British authorities.

Mr. Frost is presumed to be in the United Kingdom at the present time. A recent letter received by the Defense Board of Canada from their liaison officer in the United Kingdom indicated that Mr. Frost received a cordial reception from British scientific personnel and has convinced several of his major critics that his ideas are sound. It has also been reported from another source that the United Kingdom (firm or individual

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unknown) has been working on a similar design, but that Mr. Frost is much further along and the United Kingdom is considering his proposal with a view toward adopting his proposals at the expense of their own.

The Defense Research Board of Canada and the Royal Canadian Air Force have been aware of Mr. Frost's work for sometime. Several months ago they took an interest in the project and a proposal was made to the Minister of Defense recommending that a developmental contract be let to A.V. Roe, Limited, to develop this concept. The Minister, at Cabinet hearings, recommended approval which was rejected because of the fact that the CF-100 program had been such an expensive venture that it was not practical to consider contracting for any new design at the time.

It was stated that the Defense Research Board and the RCAF have been unable to push this project regardless of the personal enthusiasm of the members of both organizations.

In the light of Mr. Frost's reception in England, it can be anticipated that the entire project will be reconsidered at the highest government levels.

It must be remembered that this project at the present time is entirely supported by A. V. Roe, Limited, and that the company has patented certain design features. It must also be remembered that Mr. Frost was the project engineer of the CF-100, an all-weather interceptor. A key member of the Defense Research Board has indicated that he believes the project will receive favorable reconsideration. If approval is obtained and a definite Department of Defense project is established, the U.S. Air Attache in Ottawa has been assured that USAF authorities will be given every opportunity to cooperate in the furtherance of this development. Until this approval is granted, the Department of Defense has no official position in relation to the entire project.

It has been determined that Mr. Frost has not actually flown a small model. He has arranged a model on a test stand and has used compressed air as a motive power rather than a combustion engine. Mr. Frost claimed that he had flown the model from Malten Airfield and it is actually a "flying saucer" type.

On two known occasions, Mr. Frost briefed RCAF and United Kingdom officers on his project. On 13 May 1953 RCAF officers went down to the A. V. Roe aircraft factory for the purpose of viewing a "flying saucer" demonstration by Mr. Jack Frost. Mr. Frost was delighted by their interest and went into great detail in explaining his pet project. Following this interview, the officers returned to Ottawa with glowing account of Mr. Frost's remarkable "flying saucer". On the other occasion, a United Kingdom Army officer visited the factory and received a comprehensive briefing by Mr. Frost. The officer was reportedly enthusiastically impressed and appeared to understand fully the air-flow concepts involved. He claimed that it was the greatest thing he had ever seen.

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Mr. Frost is reportedly a very serious, unpretentious man who wants only to build his "saucer". If the British or the Canadians refuse to back him, it is believed that he would go somewhere else. He has read many stories of "flying saucers" and they all seem to fit in with his own concepts, such as the housing, extreme speeds, etc. He claims it is basically simple and is amazed that it hasn't been produced before. For this reason he claims emphatically that he is not the first to build a "saucer"; he feels confident that the Russians have a similar model and have been operating it from submarines. He has checked with medical authorities who have confirmed his positioning of the pilot as in a seated position, legs slightly apart, upper-trunk of body leaning forward for vertical vision, up and down.

Mr. Frost is extremely confident that his radical design will work and will attain fantastic speeds. His first prototype he claims will be 24 feet across, travel at speeds up to 3000 MPH, be capable of being operated from a submarine or other small space, be housed in an ordinary garage, and have tremendous payload capacity. He claims that it will have a range of 1000 miles at extreme speeds and be able to hover over one spot and then dart off again in any desired direction. Frost claims that he can produce four "saucers" for the price of one F-86.

Project Blue Book is continuing an active interest in this matter and making every effort to obtain the latest true facts on the "saucer". More pertinent information is expected from the U.S. Air Attache in London, England.

III. AIR FORCE REGULATION 200-2

Air Force Regulation 200-2 dated 26 August 1953 supersedes Air Force Letter 200-5 dated 29 April 1952. This regulation requires more complete information which will simplify the evaluation of unidentified flying object (UFOB) reports. Instead of a TWX being followed by a written report within 72 hours, as was prescribed in AFL 200-5, AFR 200-2 requires that only a detailed TWX be forwarded to ATIC except when requested. By setting up more appropriate methods, it is believed that this new directive will aid Project Blue Book in the analysis of unidentified flying object reports.

IV. CONTRACTOR STATUS

A representative from the civilian research organization, Project Stork, which is preparing the IBM study on reports of unidentified flying objects from 1947 to 1952 visited Project Blue Book on 20 August 1953 for the purpose of explaining the status of the study. These reports do not include the many letters that were received directly from the public, but they do include all sightings reported through military channels and questionnaires filled out by observers and forwarded directly to the Air Technical Intelligence Center. The representative stated that the statistics on all these sightings would be completed not later

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than 1 September 1953. It was agreed that all unsolved reports should be reviewed by Project Stork before the final study is completed. The final study is expected not later than 15 October 1953. It is believed that this study will be extremely significant in future evaluations and operations of Project Blue Book.

Project Stork is also securing new diffraction gratings for the Videon camera which is currently out in the field. The suitable gratings are expected the latter part of October 1953.

V. VIDEON CAMERA STATUS

The distribution of 73 Videon cameras without suitable diffraction gratings was completed 1 June 1953. This distribution was made to selected AACS towers and ADC radar sites throughout the United States. Although the cameras could not be used in obtaining a light spectrum, it was agreed that cameras be sent for the purposes of familiarization and physical evidence of unidentified flying objects. A few of the camera sites have utilized the cameras in photographing unidentified objects, but in each case the image was too small to properly analyze. Project Blue Book has encouraged all the above mentioned sites to utilize this camera under varied light conditions so that personnel operating the cameras will have a sufficient knowledge of its operations to properly photograph an unidentified flying object under any light condition.

When the suitable gratings are received, the cameras will be recalled, the gratings mounted and redistributed to the sites. This operation is expected to take place in November 1953.

VI. FLYORRPT MANUAL

The Flyorrpt Manual is intended for use by intelligence officers, operations officers, or anyone who may at some future date be required to submit a report of an unidentified flying object. This manual serves as a guide to reporting officers on the investigations, reporting procedures, and operations of Project Blue Book.

Although the quality of reports has continued to improve during the past year, in many cases the data that is forwarded has been too nebulous to be of much value for analysis. It is realized that in many cases only a limited amount of specific data can be obtained from the source. One of the most important goals of this project is that every possible effort be made to collect supporting information on an observation.

It is believed that this manual will aid in pointing out what information is wanted and make the collection of information as easy and fast as possible. The entire manual has been slanted toward obtaining the greatest amount of data without increasing the workload of the reporting officer.

This manual is being forwarded to Air Force installation commanders throughout the Zone of Interior.

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VII. SYNOPSIS OF REPORTS

An individual summary of twelve characteristic unidentified flying object reports for June, July, and August follows.

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30 June 1953

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Ramore, Ontario, Canada

Description

At approximately 2345 EDST on 30 June 1953 an unidentified flying object was observed for a period of twenty minutes in the northern sky moving to the southeast by at least 10 personnel of the 912th AC&W Squadron, Ramore, Ontario, Canada. The first person to observe this object was an airman who came out of the maintenance room to inspect the power unit which caused a minor breakdown of the search radar set. He called two other airmen to witness the object. One of the two thought the object was the moon. The airman who originally observed the object got hysterical and called the Charge of Quarters at the Domestic Area three miles to the southwest. At least seven witnesses at the Domestic Area saw the object and two of them reported that the moon was visible at the time and that the object was distinct and separate from the moon. The object was described as orange colored and oval shaped. It was described as moving from the north to southeast and then fading back to the north. No great speed was attributed to the object by any of the witnesses who said they saw movement. It was reported that the object had no visible means of propulsion and that there was no similarity to any known flying object.

Discussion

The sighting was made a few minutes after the scheduled time for the moon rise. The shape of the moon that night was similar to the description of the object, however, any explanation as that of the moon is in conflict with the reported observation of the two witnesses seeing both the moon and the object at the sametime. There was a heavy broken overcast at the time of the sighting. There is a probability that the object was the moon reflecting off the clouds.

Conclusion

Possibly astronomical.

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10 June 1953

Detroit, Michigan

Description

At 2310 EST on 10 June 1953 an AFROTC cadet at Wayne University observed one large bright object that was white or light yellow in color, round in shape and larger than a star. This object moved from a high westerly position in a falling arc toward the north and then leveled off and proceeded at a high rate of speed to the north in a straight line. This object made these maneuvers in a period of 60 seconds and disappeared over the northern horizon. The object, though bright, cast no beam nor left any trail or exhaust. No sound was noticed.

Discussion

Movements of this object and length of observation eliminate the possibility that it was of astronomical origin. Checks with airports in the vicinity revealed that there was one aircraft in the area. This was a DC-4 enroute to Chicago on a heading of 270 deg and was probably not in the area. A check was made with the weather bureau to determine whether or not they had a balloon in the area. A balloon was released at 0300Z, but it could not have caused the sighting since it burst before 0410Z (time of sighting).

Conclusion**Unsolved**

16 June 1953

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San Antonio, Texas

Description

Several airmen in the control tower at Kelly AF Base observed on unidentified flying object at 1945 CST 16 June 1953 for approximately 5 minutes. This object was elliptical shaped and appeared to be equal to the size of a $4\frac{1}{2}$ by $9\frac{1}{2}$ inch envelope held at arm's length. No aerodynamic features, trail, exhaust, or propulsion system were noted. Object disappeared quickly in much the same manner as would a light being extinguished. Observers stated that object was quite similar to a cloud or smoke through which a light was shining.

Discussion

A check with airfields in the vicinity determined that there were no aircraft in the area at the time of sighting. The local AC&W squadron was contacted with no results. The observer's statement -- "Due to the physical makeup of the object, this sighting could be explained as the reflection of the sun on a high cirrus cloud."

Conclusion**Other - Probably light reflection on cloud.**

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24 July 1953

Key West, Florida

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Description

Between the hours of 2200 and 2230 EST, a student at the Fleet Sonar School, United States Naval Base, Key West, Florida, observed an unidentified flying object in the sky over the town of Key West. The object appeared to be approximately the size of a pin point or a star, very bright white in color, proceeded rapidly from low on the western skyline to a point directly forward and overhead. The object then blinked out momentarily before descending below the eastern skyline. No aerodynamic features, trail, exhaust, propulsion system, or sound were noted. Speed was reported as unknown, since the observer did not know the object's true size or its distance from him. The observer stated that the object appeared to move in regular smooth circles.

Discussion

Inquiry was made as to the observer's general reputation and character. His supervisor in Sonar Operations stated that he had no knowledge of the observer except during duty hours. The supervisor gave him a character rating of "very good", "above reproach", and described him as a quiet, conscientious, good student - not outstanding but above average. The interviewer stated that the observer appeared to be stable, well-adjusted, and very consistent with his answers after considerable questioning.

The weather at the time of the observation was reported as a broken overcast. Clouds were reported to be solid to the west where the object disappeared. A check with CAA office of U.S. Weather Bureau at Boca Chica Key revealed a ceiling of 22,300 feet.

There were several aircraft in the area and one of them was equipped with a searchlight. There is a probability that the observer saw the searchlight scanning the area.

Conclusion

Other - Probably searchlight on aircraft.

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3 July 1953

Reno, Nevada

Description

At 1145 A.M. MST 3 June 1953 two civilians were sitting on a lawn at East 9th and Lake Streets, Reno, Nevada. One observer was looking up through some tree branches when she saw a pin-point of light at a very high altitude. She called her husband's attention to the object and he watched this object for 8 minutes, thinking it was a weather balloon. He thought that it was not likely to be a star, because the day was bright (hot) and cloudless. However, it neither moved nor changed its apparent size. The observer left his wife to watch the object while he reported it to the authorities. First he reported it to a policeman who referred him to the Police Station. They were not interested and told him to report it to the sheriff's office. The sheriff's office stated that this sighting was out of their jurisdiction and for him to call the FBI. The FBI took his name and address. The observer told the FBI that he couldn't locate the object unless he had this particular tree as a reference point. He then returned to the point of observation where his wife still had the object in view. After 20 minutes, being somewhat surprised that no one had appeared to verify the sighting and considering the possibility that a mistake had been made as to the reported location of the sighting, he again telephoned the FBI. He was told that the matter had been referred to Stead AF Base. The observer becoming aware that it was going to be difficult to get any official verification while the object was still in view obtained the name of the USAF colonel to which the report had been made. After some difficulty, the observer reached this colonel by telephone. This colonel referred the incident to another colonel who in turn referred him to a third colonel. From the last colonel that he talked to, he got the impression that someone would come to verify the sighting and returned to the scene where the object was still visible. While not appearing to move, it had shifted position slightly because it was necessary for him to move occasionally to prevent its being obscured by the tree branches. After waiting 30 minutes, the observer again called the Air Force colonel to ask him if he couldn't send someone to verify the sighting. The colonel requested that the observer stand by the telephone and he would call him back. This the colonel did 15 minutes later, requesting that the observer obtain a disinterested person to verify the sighting. Observer returned to site of observation and the object was still visible. He stopped a car and requested the driver to observe the object. The driver of the car was a professor at the University of Nevada and a very good observer. Observer again called the Air Force colonel and reported the verification. The colonel then stated that he would send 2 enlisted men to the observers' motel for a debriefing. Two sergeants visited the observers at their motel expressing appreciation for the observers' efforts and stating that the Air Force was very interested in such reports. Observer pointed out to the sergeants that the Air Force had been aware of the sighting for over an hour during which time the object could be seen but hadn't been interested enough to look at it.

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T53-11156

3 July 1953 - Reno, Nevada (contd)

Discussion

This sighting is one of the best in Project Blue Book's files as far as civilian observers are concerned. These civilians were very diligent in their efforts to report the sighting and it is unfortunate that the officials in that area were not aware of the procedure for reporting unidentified flying objects. The description of this object, and the length of time observed rules out any conventional objects in our atmosphere. Project Blue Book's contract astronomers were contacted. They stated that this sighting was undoubtedly caused by the planet Venus.

Conclusion

Was astronomical (Venus).

7 July 1953

Atlanta, Georgia

Description

On the night of 7 July 1953, three observers from Atlanta were driving on Highway 78 near Mapleton, Georgia, when they encountered a "flying saucer" in the middle of the road. There were three small animals near this red colored "saucer". As the observers bore down on this object, two of the animals entered the "saucer" and escaped. As the "saucer" rose and disappeared at a 45 degree angle, it turned a light blue in color. Observers' car struck the third animal and knocked him unconscious. After getting out of the car and finding this animal which was approximately 21 inches in length, had long ears, no hair, and no tail, observers stayed at the scene and several other automobiles stopped. The animal died in about 30 minutes and was taken to one of the Atlanta newspapers. A reporter for the newspaper called the FBI, who in turn called the OSI to investigate the incident.

Discussion

This animal was first examined by a local veterinarian who stated that he had never seen such an animal before. Later the animal was taken to Emory University where an Emory authority identified it as a member of the monkey family and not an "animal from space". A member of the State Crime Laboratory and another member of the Emory University staff identified the animal as a monkey which had been shaved and from which the tail had been removed. Observers confirmed that the whole story was a hoax resulting from a \$10.00 bet with a friend that he (observer) could not get his picture in the paper. Observer was fined \$40.00 for obstructing the highway and was released at that time.

Conclusion

Other - Hoax.

Note: This is one of many similar reports received by Project Blue Book.

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5 August 1953

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Rapid City, South Dakota

Description

Since this sighting was a combined air-visual, ground-visual, air-radar, and ground-radar report, it was decided that Project Blue Book would send an investigator to the scene. The controller on duty at the time of the incident was interviewed. His account of the incident was almost identical to that given in the initial TWX. He was on duty at 2005 MST when a GOC post observer called in an unidentified flying object sighted northeast of her post at Blackhawk, South Dakota. (Note: Sunset 1920 MST - Twilight 33 minutes.) She reported through the Rapid City Filter Center. She reported that the object was stationary, then moved south toward Rapid City. When the controller got the report that the object or light was headed toward Rapid City, he sent 3 airmen from the radar site to look for it visually. They reported a light moving from generally north to south at a high rate of speed. At this time the controller observed 2 blips going south on the scope. He could not get a distinct track because of ground clutter in the area. In a few minutes the GOC post in Blackhawk called in that the light was back in nearly its original position. An airborne F-84 was vectored into the area and after a search made visual contact. The F-84 was vectored into the blip that was remaining stationary at about 15 miles northeast of Blackhawk. The controller said that he believed the F-84 pilot saw the target that was on the scope. Shortly after the visual sighting by the pilot, the target started to move on a heading of about 320 degrees magnetic. Four good blips were obtained. Photos of this track were taken but the camera malfunctioned and the photos were no good. The last blip occurred at 70 miles and at that point the aircraft was returned to the base. The GOC observer reported seeing the aircraft and the object, and both were moving. The object seemed to be out-distancing the F-84. As soon as the F-84 landed, another F-84 took off for CAP. Just about that time, the Blackhawk GOC post called the third time stating that the object was back again. Nothing was on the scope (there was possibly a target in the ground clutter), so the F-84 was vectored in on the visual report. The pilot soon got a visual and started an intercept. About that time, the controller picked up both an unknown target and the F-84. Both were on a heading of about 360 degrees magnetic. The blip seemed to stay about 5-10 miles ahead of the F-84. The chase continued until the aircraft was about 80 miles out, then the intercept was broken off. The target continued off the scope. At this time the Bismarck Filter Center was alerted to look for unidentified flying objects. When the pilot got back over the base, he saw another light. This was not picked up on the scope, but the controller did get a return on the height finder equipment in the general direction of the light, it was 8000 feet. At 0023 MST, Bismarck began to call in reports.

The pilot who was on the first CAP was interviewed next. He stated that he had been making passes at a B-36 north of Rapid City when GCI called and said they had a target west of Rapid City. He searched for

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about 20 minutes west and south of Rapid City but saw nothing. He returned to base and was about to land when he observed a light northwest of the base. He started out on a heading of 350 degrees magnetic, the object was high (30 deg - 45 deg) at 11 o'clock from him. He checked the possibility of a reflection and determined that this was not the cause. He continued his course keeping the object at 11 o'clock for a better view. After about 30 seconds, it disappeared then reappeared for another 30 seconds at the end of which it abruptly faded and was not seen again. The object was silver in color and varied in intensity. It appeared to "pull away" because it got smaller. The comment as to size was that it was "brighter than the brightest star I've ever seen".

The pilot who flew the second CAP was interviewed next. He stated that he took off and started to climb when GCI told him that GOC had a light. He was north of Ellsworth AFB on a heading of 360 degrees magnetic when he saw a light 30-40 degrees to his right and level. He thought it was a star or planet but as he looked away it appeared to "jump" 15-20 degrees in elevation. (Note: Due to the speed of the aircraft and the fact that the pilot was intent on identifying the object, he was not exactly sure of his positions. All positions are subject to some error.) The light seemed to be parallelling his course. The first thing the pilot did was to check for reflections in the cockpit (i.e., canopy, gunsight head, etc.). He was sure the light was no reflection in the aircraft. The light, which the pilot estimated to be considerably brighter than a star, changed intensity and changed in color from white to green. When the object was first sighted, the aircraft was at 15,000 feet. The pilot started to climb and the light appeared to climb faster. This was because the angle of elevation increased. He climbed to 26,000 feet. All this time both the radar blip of both the object and the aircraft were being carried and the pilot was talking to the controller on UHF. As the pilot turned into the light on his initial sighting, he turned on his radar gunsight. As he swung onto the target, the warning light came on. No range was obtained since the sight starts to measure at about 4,000 yards. All this might indicate was that something was beyond 4,000 yards. The light remained on until the chase was broken off. After the chase, on the way home, the light blinked on and off several times indicating a possible malfunction. The sight was not checked by maintenance on return and had not been checked since.

The F-84 chased the light for about five minutes, or to about 80 miles north of the base. The light appeared to make slow changes in color and intensity. The pilot stated that the light definitely moved in relation to the stars. After the intercept was broken off, the aircraft returned toward base.

About 20 miles out of base he got a visual on a similar light that changed from red to white. He was on a heading of 180 degrees magnetic at 12-14,000 feet and the light was 10 degrees low to the right. He thought it was a car going around curves in the hills but changed his mind when the red and white lights were of equal intensity. This target was in the ground clutter of the radar but something at 8000 feet was picked up on the height finder radar. The light slowly went out then

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came back in. It seemed to be west moving since the aircraft was kept on a constant heading and the angle of azimuth and elevation increased. The light was first observed for 30 seconds, it faded, reappeared, then faded again after 30 seconds.

As the pilot came around the west side of the air base and up the east side, he saw another light and turned into it to take gun camera photos. (The photos were no good).

Discussion

A visit was made to the Weather Bureau station at the Rapid City Municipal Airport to check weather and balloon launches (Note: The air base launches no balloons). The observer on duty looked up the balloon track for the balloon launched at 2000 MST on 5 August 1953 and it went south from the Municipal Airport. This puts it out of the area of the sighting. Data on inversions was not available as it had been forwarded to Asheville, North Carolina. (Note: The balloon tracks and weather for 2000 MST on 5 August has been requested from Asheville.)

No attempt was made to contact the GOC observers at Blackhawk. They had been interrogated by base personnel and were "all excited". It was believed that an investigator talking to them would only further excite them needlessly. All the sightings at Bismarck are doubtful. The AC&W Station called the Bismarck Filter Center and told them to "look for flying saucers", a perfect set up to see every star move around.

The upper air research balloon tracks at Lowry were checked. Two balloons were lost and could have been in the area at the time of the sighting.

A few comments on the sources can be made:

Controller left the impression that he was trying to prove the existence of an unidentified flying object. It is very unfortunate that no scope photos were available to collaborate his story. He saw targets on the scope, there is no doubt about it, but whether they acted exactly as he stated is unknown.

The two airmen that went outside to observe the object that was being carried on radar and reported by the GOC were not sure of what they saw, at least this is the impression they left. They were told to go out and look for a light so they saw one. Their description fits that of a meteor. They only saw a "streak" in the sky. They did not see it return north, only go south.

The first pilot only got a glimpse of a light so he could not add much.

The second pilot gave the impression of being "on the ball". He obviously was trying to convince himself the light was a star, but was

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having difficulty. He took a realistic approach and had done some logical reasoning. He was worried about the fact that the light moved relative to the stars.

By eliminating doubtful sightings, the only thing that can be reasonably assured is that a GOC post observed a light. This could be a balloon or star. Radar picked up something in the general area of the GOC post and vectored an aircraft toward it. The pilot saw a light and chased it. He got a radar lock on it, but this could have been a malfunction. The star Capella is possibly visible low on the horizon to the north and the pilot could have seen this. Pending further study, this incident is carried as Unsolved.

Conclusion

Unsolved.

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SIGHTINGS FOR JUNE 1953

<u>DATE</u>	<u>LOCATION</u>	<u>EVALUATION</u>
30	Ramore, Ontario, Canada	Probably Astronomical
30	Mather AF Base, California	Insufficient Data
24	Washington, D. C.	Insufficient Data
24	Annapolis, Maryland	Balloon
24	Iwo Jima	Unsolved
24	New London, Connecticut	Aircraft
24	Cincinnati, Ohio	Probably Astronomical - Meteor
24	Simiutak, Greenland	Unsolved
23	Del Rio, Texas	Possibly Astronomical - Meteor
22	Goose AF Base, Labrador	Insufficient Data
21	Pepperrell AFB, Newfoundland	Possibly Astronomical
21	Okinawa	Probably Aircraft
20	Shawnee, Kansas	Insufficient Data
18	Key West, Florida	Other - Searchlight on aircraft
17	Iwo Jima	Other - Possibly weather effects on radar
16	San Antonio, Texas	Other - Light reflections on clouds
12	Covington, Georgia	Possibly Balloon
10	Goose AF Base, Labrador	Other - Weather Phenomena
10	Detroit, Michigan	Possibly Aircraft
9	North Korea	Probably Balloon
9	Tillamook, Oregon	Astronomical - Venus
8	Bethesda, Maryland	Possibly Balloon
7	Norwood, Ohio	Insufficient Data
4	Gainesville, Texas	Unsolved

Sightings for the month of June 1953 continued.

<u>DATE</u>	<u>LOCATION</u>	<u>EVALUATION</u>
2	San Antonio, Texas	Other - Possibly light reflection
2	Lake Charles, Louisiana	Probably Astronomical - Meteor
2	Newton, Mississippi	Probably Astronomical - Meteor

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SIGHTINGS FOR JULY 1953

<u>DATE</u>	<u>LOCATION</u>	<u>EVALUATION</u>
31	Creola, Alabama	Probably Astronomical - Meteor
29	Springfield, Ohio	Probably Balloon
26	Dayton, Ohio	Balloon
26	Nellis AF Base, Nevada	Probably Balloon - UAR
26	Tinker AF Base, Oklahoma	Weather Balloon
25	Washington, D. C.	Probably Astronomical
25	Dayton, Ohio	Insufficient Data
25	Perrin AF Base, Texas	Possibly Balloon
25	Central House, Alaska	Balloon
24	Key West, Florida	Other - Probably searchlight on aircraft
22	Atlantic City, New Jersey	Insufficient Data
20	Offutt AF Base, Nebraska	Unsolved
19	La Grande, Oregon	Balloon - UAR
18	Key West, Florida	Insufficient Data
18	Sheridan, Wyoming	Probably Astronomical - Meteor
18	Brooklyn, New York	Probably Aircraft
14	Fairborn, Ohio	Probably Balloon
14	Opportunity, Montana	Insufficient Data
13	Shaw AF Base, South Carolina	Possibly Astronomical - Meteor
12	Adrian, Michigan	Possibly Balloon
11	Godman AF Base, Kentucky	Astronomical
10	Forrest City, Arkansas	Possibly Balloon
9	Ft. Worth, Texas	Possibly Aircraft
9	Sheppard AF Base, Texas	Possibly Aircraft
8	Colville, Washington	Probably Astronomical

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Sightings for the month of July 1953 continued

<u>DATE</u>	<u>LOCATION</u>	<u>EVALUATION</u>
8	Tinker AF Base, Oklahoma	Probably Balloon
7	Atlanta, Georgia	Other - Hoax
6	Stillwater, Oklahoma	Other - Searchlight reflections
4	Tinker AF Base, Oklahoma	Balloon
3	Middletown, New York	Possibly Aircraft
3	Tipp City, Ohio	Unsolved
3	Reno, Nevada	Astronomical - Venus
3	Fremont, Wisconsin	Possibly Aircraft
2	Tinker AF Base, Oklahoma	Unsolved
2	Shaw AF Base, South Carolina	Probably Astronomical
1	La Grande, Oregon	Possibly Balloon
1	Ramore, Ontario, Canada	Probably Astronomical

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SIGHTINGS FOR AUGUST 1953

<u>DATE</u>	<u>LOCATION</u>	<u>EVALUATION</u>
28	Turner AF Base, Georgia	Possibly Balloon
28	Jamestown, North Dakota	Insufficient Data
28	San Rafael, California	Probably Astronomical
27	Falls Church, Virginia	Insufficient Data
27	Greenville, Mississippi	Insufficient Data
26	Bermuda	Insufficient Data
23	Port Moresby, New Guinea	Insufficient Data
22	San Antonio, Texas	Possibly Aircraft
20	California Area	Insufficient Data
17	Creola, Alabama	Probably Astronomical - Meteor
17	South Central France	Possibly Balloon
17	Wethersfield, England	Probably Balloon
17	Peoria, Illinois	Possibly Astronomical
16	Ramore, Ontario, Canada	Unsolved
15	Madison, Wisconsin	Possibly Balloon
12	Ventura, California	Probably Aircraft
12	Leesburg, Virginia	Probably Aircraft
11	Barksdale AF Base, Louisiana	Probably Astronomical - Meteor
10	Wilmington, North Carolina	Other - Unreliable Source
9	Moscow, Idaho	Other - Probably light reflections on clouds
7	Martha's Vineyard, Mass.	Possibly Astronomical
5	San Antonio, Texas	Possibly Balloon
5	Rapid City, South Dakota	Unsolved
4	Onida, South Dakota	Insufficient Data
4	West Point, Nebraska	Possibly Aircraft

Sightings for the month of August 1953 continued

<u>DATE</u>	<u>LOCATION</u>	<u>EVALUATION</u>
3	Dayton, Ohio	Unsolved
1	Key West, Florida	Possibly Balloon