

[REDACTED]

07/0015

ATTC NO. _____ DATE OF INFO 7 Nov 50

MP NO. _____ LOCATION Lakehurst, NJ.

PT NO. _____ SOURCE Navy pilot

TIME OF REPORT _____ DATE IN TO ATTC _____

TIME OF SIGHTING 1915 EST COLOR White light

HAZARD _____ SPEED Twice jet a/c

HT _____ ALTITUDE 4000' up

CRUISE _____ LENGTH OF TIME OBSERVED 25-30 minutes

NO. IN GROUP 1 TYPE OF OBSERVATION Aerial

NOISE _____ MANEUVERS Made passes at source's a/c

PHOTOS _____ SKETCHES _____
Description of incident too lengthy to be recorded here.

Temporary ATTC Form 329
(2 Jan 52)

[REDACTED]

BALLOON



UNCLASSIFIED

Unidentified Flying Objects

OSI-5D

MCIAXA-1a

22 Jan 51

1

1. Your attention is invited to the attached correspondence from Hq USAF relative to the above subject.

2. As indicated in the attached letter (Para 1) no definite conclusions can be reached on the information presented. However, it has been the experience of this office that observations in the air especially at night are often very deceiving even to the most experienced observers.

3. A check of the files in this office reveals no other reports which add anything to the report in question with regard to both the time and location involved. Request the matter be investigated by your office to determine whether any other persons reported similar observations which would coincide from the standpoint of time and general location.

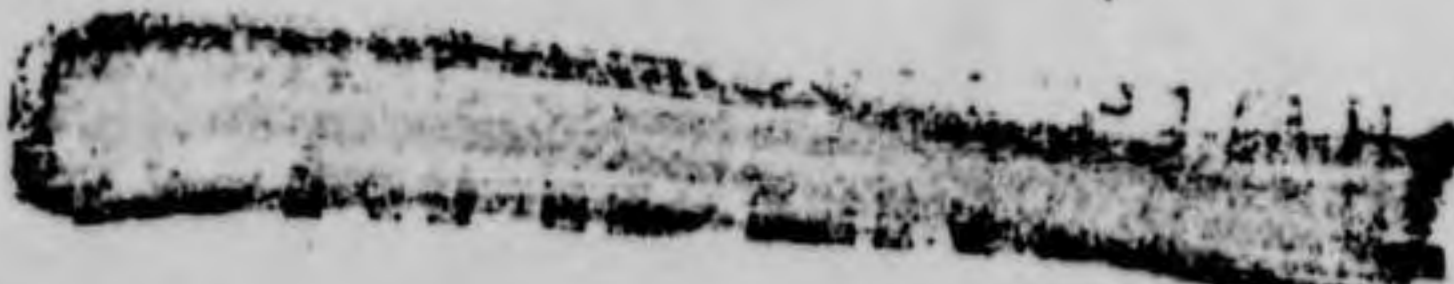
1 Incl
Subject ltr

HAROLD E. WATSON
Colonel, USAF
Chief, Intelligence Department

JJR/peg
65376
B 263-D
P D-11

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DOD DIR 5200.10

5011.2
(XAE)



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7-3712-33

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AFOIN-V/TC **UNCLASSIFIED**

Dec 29 1950

SUBJECT: () Unidentified Airborne Light

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: Chief, Intelligence Department

1. The inclosed report is forwarded to your department for analysis and comment. It is probable that a definite conclusion cannot be reached from the facts presented in the report.

2. The nature of the observation suggests a possibility of the object being a lighted balloon. However, this explanation was explored when LTJG Haven was interviewed by Lt. [REDACTED] Technical Capabilities Branch. LTJG Haven stated that jet fighters had made interceptions on his aircraft on many occasions. He stated that the light had a speed range much greater than a jet fighter. It appeared to circle his aircraft at a terrific rate of speed, even when climbing. The rate of climb was estimated to be over 2000 feet per minute. Therefore, it would not be possible to class this incident as a lighted weather balloon, if the description is considered accurate.

3. It is requested that this report be reviewed and evaluation forwarded to this Headquarters.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl: LESTER S. HARRIS
Ltr fr LTJG Haven to Hq USAF, Colonel, USAF
dtd 29 Nov 50, "Encounter with Chief, Technical Capabilities Branch
strange phenomena while night Evaluation Division
flying" and Ltr fr CO, Air Development Directorate of Intelligence
ment Sq Three to Hq USAF, Dtd 30 Nov
50, same subject

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7 NOV

HAVEN

ITEM # 3

From Rogers, MCIAXA-1A

REUR LETTER AFOIN-V/TC DATED 29 DEC CONCERNING UNIDENTIFIED FLYING
OBJECTS REPORTED BY LT [REDACTED] NO DEFINITE CONCLUSIONS CAN BE REACHED
ON BASIS OF FACTS PRESENTED. OSI HAS BEEN REQUESTED TO CHECK ON WHETHER
REPORTS WERE RECEIVED FROM OTHER PERSONNEL AT THE SAME TIME AND GENERAL
LOCATION. AS SOON AS REPLY IS RECEIVED AMC COMMENTS WILL BE FORWARDED.

7 Nov 50

Lakehurst, N.J.

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16

UNITED STATES ATLANTIC FLEET
AIR FORCE

AIR DEVELOPMENT SQUADRON THREE

% FLEET POST OFFICE
NEW YORK, NEW YORK

IN REPLY
REFER TO:

VX-3/A20
SER: 0100
HMA: gdr

30 NOV 1950

FIRST ENDORSEMENT on ltr of LTJG [REDACTED], USNR, of 29 Nov 1950

From: Commanding Officer, Air Development Squadron THREE
To: Headquarters U.S. Air Force
AF01V-TC (Attn: Lt. Col. WILLIS)
Pentagon Building
Washington 25, D.C.

Subj: Encounter with strange phenomena while night flying

1. Forwarded.

H. M. Avery
H. M. AVERY

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DOD DIR 5200.10

NOV 30 1950
RECORDED
INDEXED

#887

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UNITED STATES ATLANTIC FLEET
AIR FORCE

AIR DEVELOPMENT SQUADRON THREE

% FLEET POST OFFICE
NEW YORK, NEW YORK

IN REPLY
REFER TO:

VX-3/

SER:

RFH:gdr

29 NOV 1950

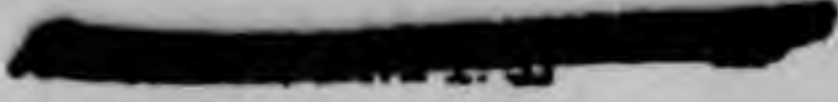
From: LTJG [REDACTED], USNR
To: Headquarters U.S. Air Force
AFOLV-TC (Attn: Lt. Col. WILLIS)
Pentagon Building
Washington 25, D.C.
Via: Commanding Officer, Air Development Squadron THREE
Subj: Encounter with strange phenomena while night flying

1. While on a routine night radar navigation flight from NAS Atlantic City on the night of 7 November 1950, the following incident took place. I was flying an AD-4Q, returning from seaward, and homing in on NAS, Lakehurst. As we approached Lakehurst at approximately 5,500 feet, I became aware of a single steady white light to my starboard about five (5) miles, which I judged to be another aircraft's fuselage light. This light was slightly above me, at about 4,000 feet and moving in a southeasterly direction at approximately my airspeed or slightly greater. Because of the steady light, I believed this was another military aircraft operating from Lakehurst or Atlantic City and instructed my crewman to switch our radar to "intercept" so we could test out this part of our gear before returning to base. The time was about 1915R, as we were due to land at 1930. Then I pulled up in a slight climbing turn in order to get on this object's tail. The visibility was extremely excellent with no overcast, and with all the stars and planets showing brightly. It was no effort to discern the motion of this object because of the background of the stars. After rolling out on this object's course, it turned a little more southerly and seemed to settle down and I presumed I was directly behind it, still somewhat lower. In less time that it takes to tell, this light, without making any kind of reversal turn, bore down on me in a slight dive, passing directly over my canopy, at an incredible speed, about 100 to 200 feet above. Puzzled at this, my first reaction was that we had originally met head on, and that this was some aircraft without running lights and that it had been a close miss for both of us. Informing my crewman of what took place, he disregarded his radar operation and proceeded to witness the following events. I then pulled into a tight "flipper" reversal turn in order to see this light again. As before, it was still slightly higher than I, and this time I was positive we were on his tail. Pushing to normal rated power and blimbing, I attempted to hold the light in front of me, this object made another head on pass, veering slightly port and below so that my crewman could see it too. Still nothing but a single white light, close to 10 to 12 inches in diameter, it moved with fantastic speed. Since we were close aboard Navy Lakehurst, about five (5) miles north, I tried contacting their tower twice on 142.74 mcs. with no response. Still engaging in this cat and mouse tag game with this light, and recalling that our own squadron had some jets and other AD's

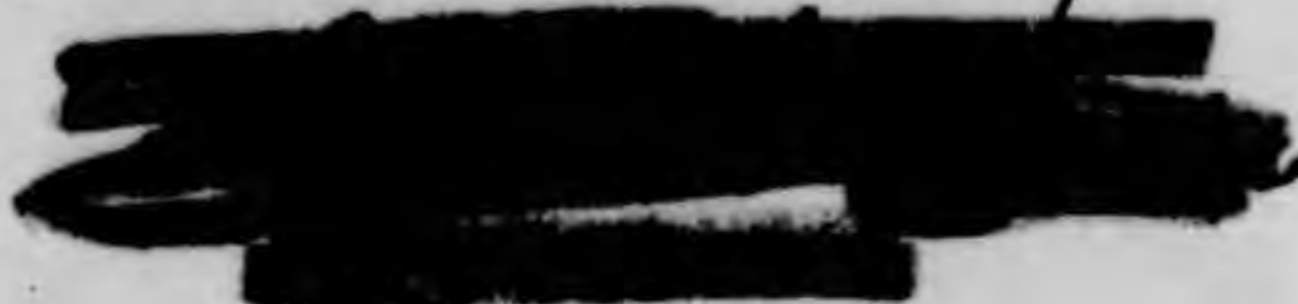
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airborne, I switched to our squadron common frequency, and requested assistance from any "confine" aircraft in the vicinity. The Commanding Officer and his wingman in two F9F's answered, and set course for Lakehurst. In the meanwhile, after five (5) to six (6) passes, this object and I got into a port orbit. I frequently checked my instruments for altitude and engine limitations, and flew in a 60° climbing port bank, indicating 130-135 kts. This light continued to turn about me in wider climbing turns, making about two orbits to my one. At 11,500 feet I abandoned the chase and simply orbited in order to keep the object in sight. When the Commanding Officer reported over McGuire AFB at 14,000 feet I turned my lights from "Dim" to "Bright", reporting we were still in a port orbit, but I estimated the object's height at about 18,000 feet still climbing in a wide orbit and growing dimmer. By the time they arrived over me, the object still appeared, though faint, at about 25,000 feet. All this took place in a period of 25 to 30 minutes, and at the Commanding Officer's suggestion we returned to base. The Commanding Officer never did sight the light, but his wingman did.

Having had experience with jets against conventional in "Dog Fights", I have a good idea of their speed, but this object in the encounter described previously was making at least twice that speed, or approximately 800 kts. While it was passing I tried hard to distinguish a shape or form of wing or airfoil, but could see nothing but this white light. Pulling up even more after it passed, I tried to see if I could hit its wash or slipstream, but there was none. Only this single steady white light that could move with phenomenal speed and maneuverability.


LTJG

USNR


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