PROJECT 1073 RECORD CARD

1. DATE
2. NOV 52

3. DATE-TIME GROUP
Local 2/0830
GMT 2/1830

4. LOCATION
[illegible] (Pacific)

5. TYPE OF OBSERVATION
☐ Ground-Visual ☐ Ground-Radar
☒ Air-Visual ☐ Airborne-Radar

6. SOURCE
MATS Aircrew

7. Radar
☐ Yes
☒ No

8. LENGTH OF OBSERVATION
1 second

9. NUMBER OF OBJECTS
one

10. COURSE
--

11. CONCLUSIONS
☐ Gas Balloons
☐ Probably Balloon
☐ Possibly Balloon
☐ Fire Aircraft
☐ Probably Aircraft
☐ Possibly Aircraft
☒ Meteor
☐ Probably Astronomical
☐ Possibly Astronomical
☐ Other
☐ Insufficient Data for Conclusion
☐ Unknown

12. BRIEF SUMMARY OF SIGHTING
MATS aircrew observed what they thought to be a rocket burst off the wing of the a/c.

13. COMMENTS
Meteor.

ATIC FORM 329 (REV 26 SEP 52)

AFIN 53;

AFN DE AIR

TP JEDMP

DE JEPHQ 1090

UNCLASSIFIED

[redacted]

FM HQ USAF WASHDC

TO JEDMP/WRIGHT PATTERSON AFB DAYTON OHIO

JEDEN/CC ADC ENT AFB COLORADO SPGS COLO

/C [redacted] L/FROM AFCIN 53383 CGAMC WRIGHT PATTERSON AFB FOR ATIC. THE FOLLOWING CABLE FROM TEHRAN, IRAN, IS QUOTED FOR YOUR INFORMATION: REPT FROM BANDAR ABBAS (27 DEGREES 11 MINUTES NORTH AND 56 DEGREES 17 MINUTES EAST). A STRANGE, SHINING OBJECT WAS SEEN FLYING OVER BANDAR ABBAS AT MIDDAY 10 FEB IN ESTD DIRECTION OF EAST TO WEST THEN TO SEA. A FEW MINUTES LATER A SEVERE EXPLOSION WAS HEARD WHICH SHOOK BLDGS IN BANDAR ABBAS. SOURCES CONSIST OF 'ITLAAT' NEWSPAPER, REPT FROM CHIEF OF BANDAR ABBAS TELEGRAPH OFFICE AND CORRESPONDENT FROM NEWSPAPER 'DAB' WHO CLAIM TO HAVE SEEN OBJECT AND HEARD EXPLOSION. EFFORT TO DETERMINE SIZE, SHAPE,

1. ATIAA
2. ATIA
3. ATI
4. [illegible]

ACTION

CRYPTO PRECAUTION APPLIES

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

PAGE TWO JEPHQ 1090

SPEED AND ACCURATE DIRECTION FRUITLESS TO DATE. WILL CONTINUE WATCH AND REPT SOONEST ANY SIMILAR OCCURRENCE IN FUTURE EVEN THOUGH DETAILS MAY BE LACKING.

UNCLASSIFIED

[redacted]

T52-50771

PROJECT ATIC RECORD CARD

DATE	2. LOCATION	7. CONCLUSIONS
11 Feb 52	KANSAS CITY, MISSOURI	X Weather Balloon Probably Balloon Possibly Balloon
1. DATE-TIME GROUP	4. TYPE OF OBSERVATION	Aircraft Probably Aircraft Possibly Aircraft
Local 11/1205 CST GMT 11/1805 Z	X Ground Visual Air Visual	Astronomical Probably Astronomical Possibly Astronomical
5. Radar Yes X No	3. SOURCE CIV. HOME	Insufficient Data for Evaluation Unknown
8. LENGTH OF OBSERVATION	6. NUMBER OF OBJECTS	9. SHAPE
10 Minutes	one	S

10. BRIEF SUMMARY OF SIGHTING

Bright round object appeared to hang in the sky floating into a S direction where it disappeared.

11. COMMENTS

1. Weather balloon launched at Fairfax at 1130 CST.

ATIC FORM 329 (FEB 50 EDP 52)

AF FORM 112—PART I
APPROVED 1 JUNE 1948

CONFIDENTIAL
(CLASSIFICATION)
UNCLASSIFIED

COUNTRY	REPORT NO.	(LEAVE BLANK)
US	IR 52-1	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Reporting Unconventional Aircraft Sighting

AREA REPORTED ON	FROM (Agency)
Kansas City, Missouri	D/I CADF

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
4 March 52	11 February 52	C-2

PREPARED BY (Officer)	SOURCE
Capt. Ted W. Sorensen	Mrs. [redacted]

REFERENCES (Control number, directive, previous report, etc., as applicable)
ADC LETTER 200-1

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

1. Housewife observing passage of 'B-36 bomber' over Kansas City, observed un-identified shiny object that appeared to be near same altitude and passed behind bomber. Binoculars used during 10-minute observation period.

2. Object un-identified. Possibly weather balloon with RAWIN target released from Fairfax or Fort Leavenworth.

APPROVED:

R. E. Weinzettel
R. E. WEINZETTEL
Colonel, USAF
Deputy for Intelligence

COMMENTS of Approving Officer:

Civilian reporting this incident gave no reason for having waited until 4 March 1952, to make known this sighting.

_____ INCLS.

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

DISTRIBUTION BY ORIGINATOR

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(CLASSIFICATION)

16—55569-1 U. S. GOVERNMENT PRINTING OFFICE

AF FORM 112—PART II
APPROVED 1 JUNE 1948

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(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
D/I CADF	IR 52-1	PAGE 2 OF 2 PAGES

Observer was interviewed with the following results:

Observer was housewife. Sighting was made from residence yard which is 31 blocks south of city center. Observer stated, "When we hear the 'special drone' of the B-36's as they cross over Kansas City on their simulated bomb runs, we usually take our binoculars and go out and watch them." "Sometimes," she continued, "they leave 'trails' behind them." On this date, February 11, 1952, the bomber left a long trail as it passed from East to West across the city at a 'high' altitude. The shiny object was first sighted behind the bomber and about one-third of the way back along the visible trail (above West side of city). When first sighted it appeared to be North of the trail. During observation period it 'drifted' south of trail and seemingly lost altitude. It was not lost from sight while crossing trail so was assumed to pass beneath it. Weather was sunny and bright. Object appeared round - no wings visible. It seemed to hang and float like a 'low-hanging-star'. It appeared bright, but not too bright to look at. During 10-minute period it drifted from over city to South of city on a path passing overhead of observer's post. Observer stepped into house for few minutes and object disappeared during this interim.

COMMENTS of Preparing Officer:

1. Binoculars used were 6 x 30.

2. Weather was bright sunshine. (25,000 Scattered)

3. Weather records indicate that the winds from 10,000 to 30,000 feet were conducive to Southeastward movement of a free floating object at speeds varying from 30 to 55 knots.

4. Size of object was described as appearing smaller, but nearly the same size as tail of bomber. Object could be seen with naked eye.

5. RAWIN observations at both Fairfax and Fort Leavenworth could provide basis for sighting due to timing and wind conditions.

Ted W. Sorensen
TED W. SORENSEN
Captain USAF
Chief, Research & Planning Div.

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

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CONFIDENTIAL
(CLASSIFICATION)

16—55570-1 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CO
~~CHIEF~~ ATIC

DATE-TIME GROUP

121430Z Mar 52

PRECEDENCE FOR: | ACTION | INFORMATION

ROUTINE

TO:

CCCADF KANSAS CITY MISSOURI

RADNOTE

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

UNCLASSIFIED

INFO:

FROM: AFOIN-ATIAA2C FOR CAPT T W SORENSEN CHIEF RESEARCH & PLANNING DIV

RE YOUR REPORT IR-52-1 COULD THE FOLLOWING ADDITIONAL INFO BE OBTAINED:

1. TIME OF SIGHTING

2. TIMES OF BALLOON RELEASES FROM FAIRFAX AND FORT LEAVENWORTH AND WINDS ALOFT AT THOSE TIMES?

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

UNCLASSIFIED

~~UNCLASSIFIED~~

752-5291 5921

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

LT J. K. DOTUSCHKA

RELEASING OFFICER'S SIGNATURE

SYMBOL

ATIAA 2C

TELEPHONE

54261

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

16—55925-5 ☆ U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED

PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

ROUTINE 1 ATIAA
2 ATI
3 Central Files

4124
C1 [redacted] ROUTINE
FM CENTRAL AIR DEFENSE FORCE KANSAS CITY MO
TO CG AMC WP AFB OHIO

CITE INT 0153 UNCLASSIFIED ACTION [redacted]

REF UR CLASSIFIED MSG IC-362 DTG FOLG INFO SUBMTD REF CADF IR-52-1: (1) TIME OF SIGHTING 1205 TO 1215 CENTRAL, (2) WEATHER BALLOON RELEASED AT FAIRFAX AT 1130 CENTRAL, WEATHER BALOON RELEASE FORT LEAVENWORTH AT 0900 CENTRAL, (3) COMPUTED WINDS ALOFTOVER FAIRLAX: 10000 FEET, 315 DEGREES, 30 KNOTS; 20000 FEET, 315 DEGREES, 40 KNOTS; 30000 FEET 315 DEGREES 55 KNOTS.

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

[redacted]

UNCLASSIFIED

752-61281

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

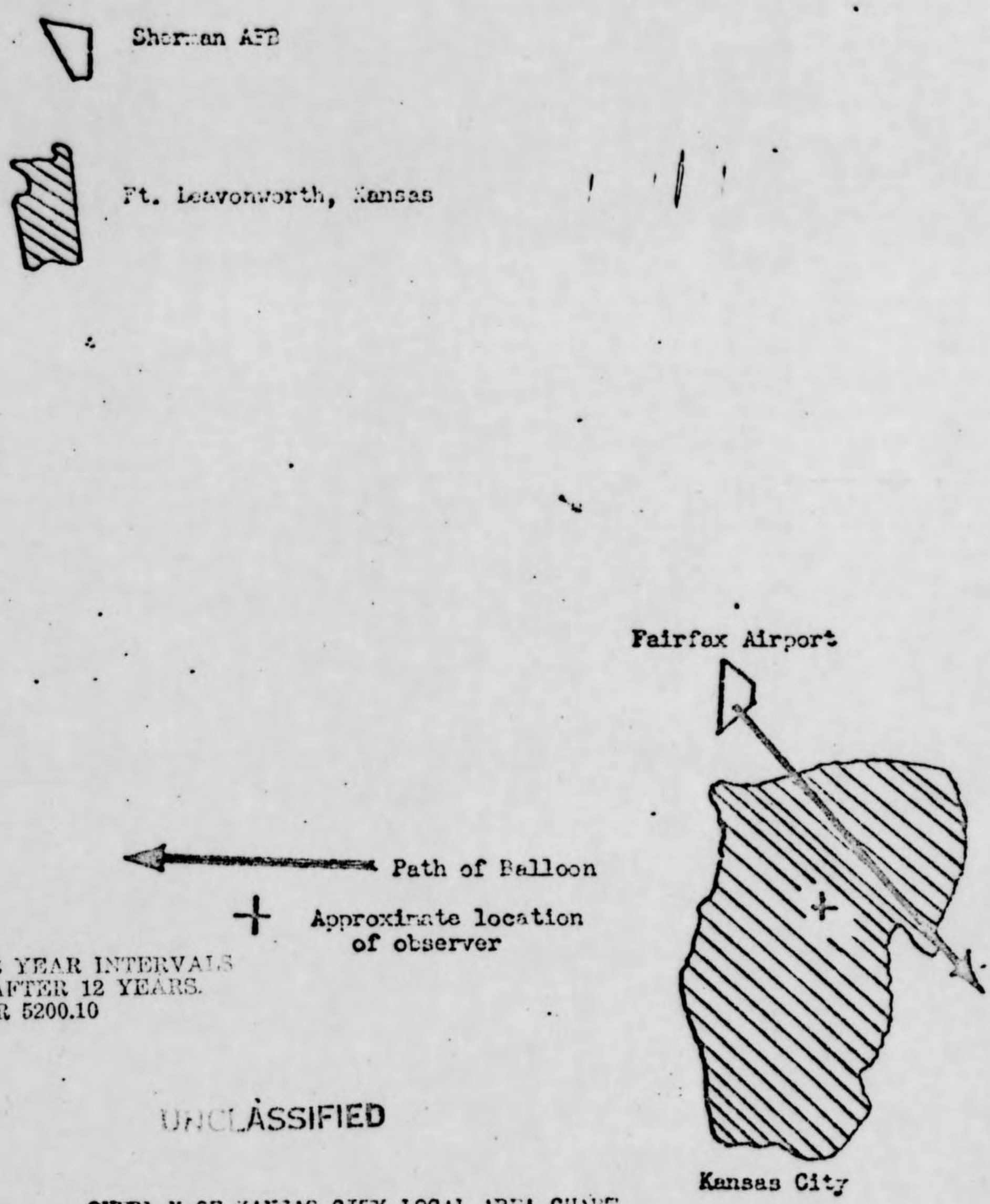
Two balloons were launched in the general area prior to the time of sighting. A pibal balloon was launched from Fort Leavonworth, Kansas, at 0930 CST and a Rawinsonde balloon was launched from Fairfax Airport, Kansas City, at 1130 CST. It is doubtful if the balloon launched at 0930 would be in the area 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.



OVERLAY OF KANSAS CITY LOCAL AREA CHART

PRELIMINARY REPORT

1. DATE 12 Feb 52	2. LOCATION Washington, D. C.	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME OF SIGHTING Began 12/2030 EST Ended 13/0230 E	4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Ground-Visual and Radar	☐ Was Aircraft ☐ Probably Aircraft ☒ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	6. SOURCE 2 AF Pilots	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION 2-3 min	8. NUMBER OF OBJECTS one	9. SOURCE ---
		☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

Bright white object at 7500-8500' was observed by crew of 3-47. Traveled slowly, then decelerated, disappeared and appeared again, making normal approach to Washington.

11. COMMENTS

No available info on a/c in the area.

ATIC FORM 305 (NOV 26 SEP 50)

SECRET
UNCLASSIFIED

SUBJECT: (U) Unidentified Radar Returns (27 May 1953)

THRU ATIAE FROM ATIAE-2 DATE 3 June 53 COMMENT NO. 2
TO ATIAE-5 Mr. J. Leg
65364/Bldg 263A

1. The incident reported as happening at Granite City, Illinois, 13 Feb 52, cannot be firmly evaluated. However, since the target appeared to be normal until the radar tracking equipment was switched to an expanded scale for a 25 second period, it appears very likely that there was some malfunctioning of the radar, although the report states that immediate checks of the RBS equipment determined that the radar tracker was operating normally. It is very doubtful that additional data obtained at this late date would be of value in evaluating this target unless similar happenings have been experienced since 13 Feb 52.

2. The radar data contained in the report from Carswell AFB, dated 13 Feb 53, is not sufficient for analysis purposes. For instance, there is no indication that the targets observed on the APG-41 radar were moving targets. The weather data submitted indicates that there was a temperature inversion and a moisture lapse at about the time of the incident. This weather condition could cause radar ground clutter signals to appear above the horizon, although the report states that a check indicated that no ground return signals were received.

3. The following information is in reply to paragraph 4 of Comment No. 1:

"The properties of the atmosphere which determine the refractive index (bending) and which change with height are temperature, pressure, and moisture content.

"Excessive refraction occurs when there is a rapid decrease of moisture with height (moisture lapse) and, to a lesser degree, when there is a rapid increase of temperature with height (temperature inversion). The most pronounced cases of excessive refraction occur when both of these conditions prevail at the same time."

4. This comment is classified [redacted]. RFC

Roy L. James
ROY L. JAMES
Chief, Radiation Section

2 Incls
n/c

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

UNCLASSIFIED

SECURITY INFORMATION
SECRET

UNCLASSIFIED

EXTRACT FROM STATUS REPORT # 7

DATE: 2 Feb 52

TIME (Local): 0850

LOCATION: Easter Pacific

LENGTH OF TIME OBSERVED: Unknown

SOUND: Unknown

SPEED: Unknown

ALTITUDE: 5,000'

HEADING: Unknown

SOURCE: MATS Crew

ACTION OR COMMENTS: Delayed report. No investigation due to time lapse in reports.

DESCRIPTION OF INCIDENT: MATS Crew observed what appeared to be a red rocket burst at an estimated 500 yds. off the port wing of the a/c.

UNCLASSIFIED

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

UNCLASSIFIED

4-3712-43

UNCLASSIFIED

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

UNCLASSIFIED

~~SECRET~~

SECURITY INFORMATION

FILE NO.

SUBJECT (Uncl) Unidentified Radar Returns

TO ATIAE-2
Attn: Mr. James

FROM ATIAE-5

DATE 27 May 1953

COMMENT NO. 1

Lt R.M.Olsson/jos
65365/B263A/PA30

1. Inclosed are two sightings of unidentified aerial objects which Project Blue Book requests you review for a possible explanation.

2. The first, 13 Feb 52, Granite City, Illinois, concerns a seemingly conventional target painted by an automatic tracking device which eventually reaches the unconventional speed of 1090 mph. In this instance there is some confusion on whether the target was picked up by air radar or not. Weather information to determine the presence of a possible inversion layer was requested but unfortunately not forwarded by Asheville.

3. The second sighting took place at Carswell AFB on 13 Feb 53. Project Blue Book believes that the visual and radar sighting may be explained by a/c and ground clutter respectively, just happening to be coincident.

4. As an item of general interest Blue Book would like to know if a moisture inversion can effect a radar as a temperature inversion often does.

Robert M. Olsson

ROBERT M. OLSSON, Lt, USAF
Acting Chief, Aerial Phenomena Section

2 Incls
1. File dated 13 Feb 52
   Granite City, Ill
2. File dated 13 Feb 53
   Carswell AFB

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

UNCLASSIFIED

Case contains 9, 11½" x 10½" charts and 4, 13" x 16" charts.

Station

Lat. Long.

WINDS ALOFT GRAPH

WBAN-20A

Ascension No.

Release Date and Time

Year Month Day Time

th Mer.

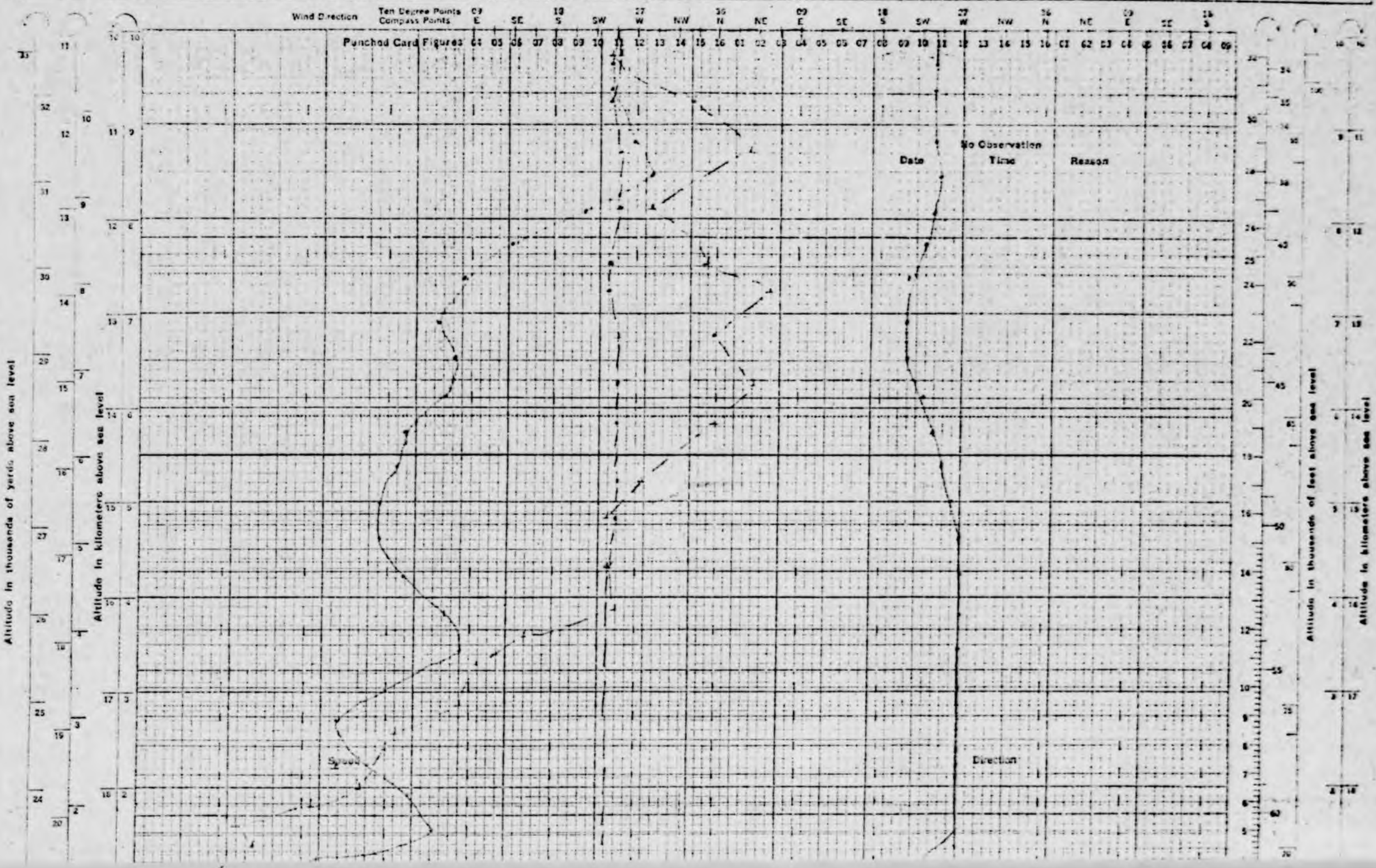
G C T

STANDARD-LEVEL DATA FOR TRANSCRIPTION TO PUNCHED CARDS

Altitude (km.)

Direction (16 Pts.)

Speed (M.P.S.)



Station

Lat. Long.

U.S. DEPARTMENT OF COMMERCE, WEATHER BUREAU

WINDS ALOFT GRAPH

WBAN 20A

Ascension No. 149

Release Date and Time	Year	Month	Day	Time
L.M.T.	1952	Feb	13	2140
G.C.T.	1952	Feb	14	0340

Wind Direction — Ten Degree Points / Compass Points: 09 E, SE, 18 S, SW, 27 W, NW, 36 N, NE, 09 E, SE, 18 S, SW, 27 W, NW, 36 N, NE, 09 E, SE, 18 S

Punched Card Figures

No Observation — Date, Time, Reason

Speed

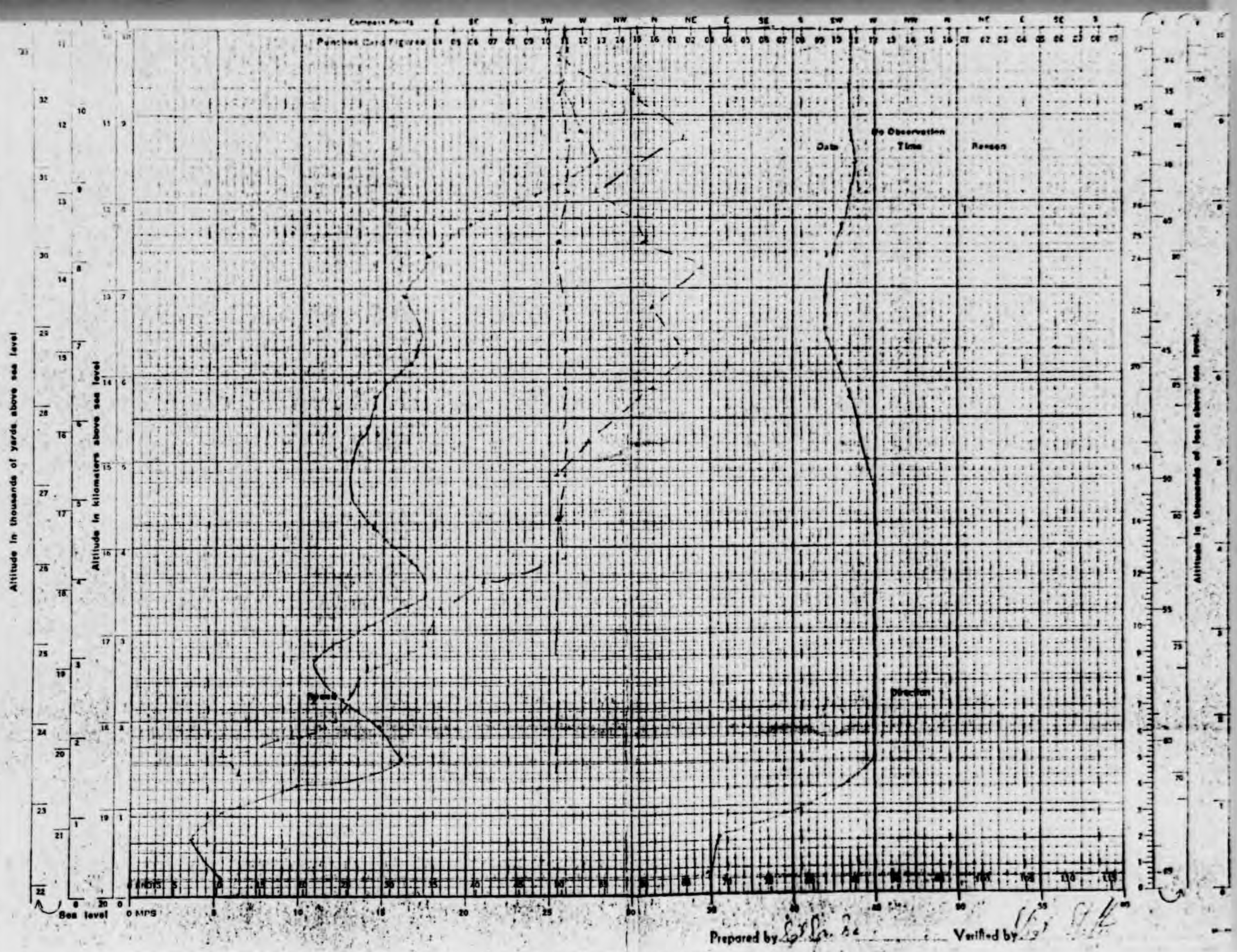
Direction

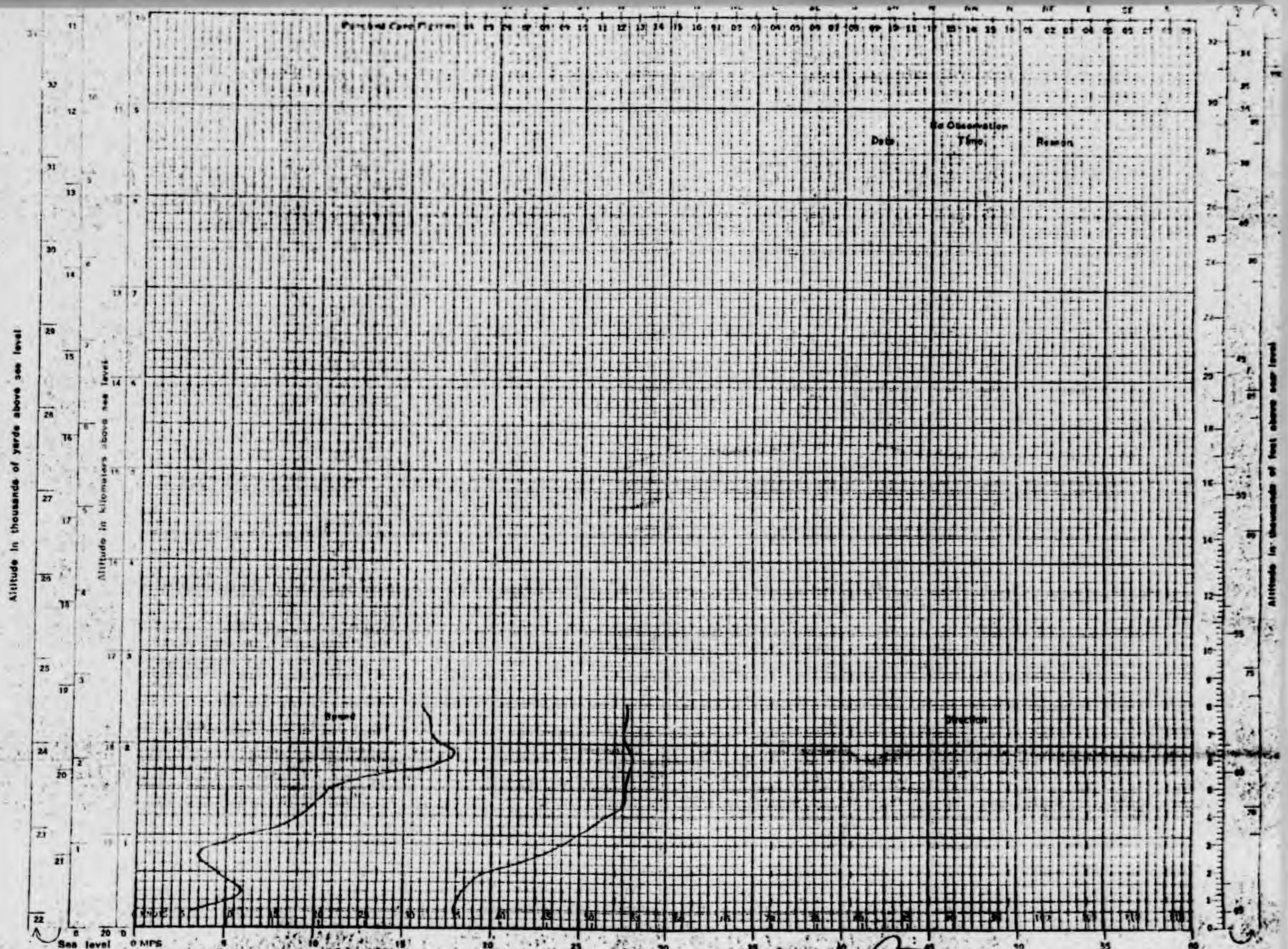
Altitude in thousands of yards above sea level

Altitude in kilometers above sea level

Altitude in thousands of feet above sea level

Altitude in kilometers above sea level


Compass Points
Punched Card Figures
Altitude in thousands of yards above sea level
Altitude in kilometers above sea level
Sea level
0 MPS
Speed
Direction
Date
No Observation
Time
Reason
Prepared by
Verified by



Prepared by R. Burson. Verified by A. Courtois

											35	80	22,750	14,490										80
	36	10,135	6,570								36	81	23,010	14,670										81
	37	10,420	6,755								37	82	23,320	14,850										82
	38	10,710	6,930								38	83	23,600	15,030										83
	39	11,005	7,110								39	84	23,880	15,210										84
	40	11,300	7,290								40	85	24,160	15,390										85
	41	11,595	7,470								41	86	24,440	15,570										86
	42	11,890	7,650								42	87	24,730	15,750										87
	43	12,185	7,830								43	88	25,010	15,930										88
	44	12,480	8,010								44	89	25,300	16,110										89
	45	12,775	8,190								45	90	25,580	16,290										90

Obscured by jet

30 Red. notes

Type of target or transmitter

STA 04 009606 09 2 12 07 21 10 426 18 28 22 8 07 24 28 34

8 9 /

dd = Wind direction in tens of degrees. ff = Wind speed in knots.

RASON TIME-ALTITUDE DATA

5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100

105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	***

Observer [redacted] Recorder P. Burson

STATION

LAT. 30° 03' N LONG. 90° 23' W

UNITED STATES DEPARTMENT OF COMMERCE
WEATHER BUREAU
WINDS ALOFT COMPUTATION SHEET
(LAND STATION FORM)
WBAN-20

	Year	Month	Day	Time
Date Released	1952	Feb	13	2140
G.C.T.	1952	Feb	14	0340

Elevation of observation point above MSL ____ (Feet) ____ (meters)

Method of observation: Single Theodolite

Minutes	Time	Elevation angle	Azimuth angle	Distance from observation point (meters)	Slant range (NAVWEP Letter)	Wind direction (360° = N, 090° = E, etc.)	Wind speed (m.p.h.)	Minutes	Altitude 100 gram balloon (meters)	Altitude 50 gram balloon (meters)	Altitude Other (feet or meters)	Elevation angle	Azimuth angle	Distance from observation point (meters)	Slant range NAVWEP (Letter)	Wind direction (360° = N, 090° = E, etc.)	Wind speed m.p.h.	Minutes
1	2,350	[illegible]	33.6	194	325	1	9.7	46	13,975	8,370								46
2	970	[illegible]	20.5	170	345		11.8	47	14,275	8,550								47
3	940	[illegible]	35.7	109.5	845	3	13.7	48	14,575	8,730								48
4	1,285	[illegible]	44.1	127.2	895		14.9	49	14,875	8,910								49
5	1,645	[illegible]	51.0	140	800	5	15.6	50	15,275	9,090								50
6	1,990	[illegible]	53.9	150	855		16.8	51	15,570	9,270								51
7	2,170	[illegible]	57.6	158	1070	7	18.5	52	15,850	9,450								52
8	2,485	[illegible]	61.5	175	1310		18.9	53	16,145	9,630								53
9	2,740	[illegible]	62.4	195	1625	9	19.9	54	16,425	9,810								54
10	2,930	[illegible]	67.3	210	1660		18.0	55	16,700	9,990								55
11	3,200	2,070	69.9	234	1670	11	16.5	56	16,985	10,170								56
12	3,080	2,290	71.8	263	1625		16.0	57	17,265	10,350								57
13	2,855	2,490						58	17,545	10,530								58
14	2,150	2,610						59	17,825	10,710								59
15	1,465	2,700	Checked					60	17,105	10,890								60
16	4,075	2,970						61	17,385	11,070								61
17	4,945	3,150						62	17,670	11,250								62
18	5,715	3,330						63	17,950	11,430								63
19	5,455	3,510						64	18,235	11,610								64
20	6,255	3,690						65	18,515	11,790								65
21	6,625	3,870						66	18,795	11,970								66
22	6,205	4,050						67	19,080	12,150								67
23	6,565	4,230						68	19,360	12,330								68
24	6,835	4,410						69	19,645	12,510								69
25	7,105	4,590						70	19,925	12,690								70
26	7,375	4,770						71	20,210	12,870								71
27	7,645	4,950						72	20,490	13,050								72
28	7,915	5,130						73	20,775	13,230								73
29	8,185	5,310						74	21,055	13,410								74
30	8,455	5,490						75	21,340	13,590								75
31	8,730	5,670						76	21,620	13,770								76
32	9,005	5,850						77	21,905	13,950								77
33	9,285	6,030						78	22,185	14,130								78
34	9,565	6,210																
35	[illegible]	[illegible]																
36	[illegible]	[illegible]																
37	10,420	[illegible]																
38	10,730	[illegible]																
39	11,025	[illegible]																
40	11,300	[illegible]																
41	[illegible]	[illegible]																
42	[illegible]	[illegible]																
43	[illegible]	[illegible]																
44	[illegible]	[illegible]																
45	[illegible]	[illegible]																

STATION [illegible]

LAT. [illegible] LONG. [illegible]

WINDS ALOFT COMPUTATION SHEET

402 (LAND STATION FORM)

WBAN-30

Release Date and Time	Year	Month	Day	Time
[illegible]	52	FEB	13	2100
G.C.T.	52	FEB	14	0300

Instrument No. [illegible] Method of observation Radar (Rawin) Elevation of observation point above MSL 4143 (feet) ___ (meters)

Minute	Altitude 100 gram balloon (feet)	Altitude 50 gram balloon (feet)	Altitude other (feet) (specify)	Elevation angle °	Azimuth angle °	Distance from observation point (yards)	Slant range (yards)	Wind dir. (360° = N, 090° = E, etc.)	Wind speed m.p.h.	Minute	Minute	Altitude 100 gram balloon (feet)	Altitude 50 gram balloon (feet)	Altitude other (feet) (specify)	Elevation angle °	Azimuth angle °	Distance from observation point (yards)	Slant range (yards)	Wind dir. (360° = N, 090° = E, etc.)	Wind speed m.p.h.	Minute
Sfc.										Sfc.											
1	1,110	720	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	46	46,930	27,990	79900	35.0	1130	[illegible]	[illegible]	240	12	46
2	2,310	1,300	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	280	12	2	47	46,920	28,500	60500	35.0	1140	53700	59400	240	14	47
3	3,450	2,000	1300	450	1110	700	900	240	12	3	48	47,910	29,100								48
4	4,560	2,670	4400	130	[illegible]	1100	1900	270	24	4	49	48,870	29,700								49
5	5,620	3,300	[illegible]				[illegible]	270	32	5	50	49,860	30,300								50
6	6,730	3,900	[illegible]			[illegible]	[illegible]	[illegible]	28	6	51	50,850	30,900								51
7	7,830	4,500	[illegible]			[illegible]	[illegible]	270	24	7	52	51,840	31,500								52
8	8,910	5,100	[illegible]			[illegible]	[illegible]	[illegible]	20	8	53	52,800	32,100								53
9	9,960	5,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	270	24	9	54	53,790	32,700								54
10	11,010	6,300	[illegible]			[illegible]	[illegible]	250	12	10	55	54,780	33,300								55
11	12,050	6,900	[illegible]		[illegible]	1300	[illegible]	270	32	11	56	55,780	33,900								56
12	13,020	7,500	[illegible]	[illegible]	[illegible]	2100	9100	270	32	12	57	56,750	34,500								57
13	14,010	8,100	[illegible]		[illegible]	[illegible]	[illegible]	270	32	13	58	57,720	35,100								58
14	15,000	8,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	270	24	14	59	58,680	35,700								59
15	15,960	9,300	[illegible]		[illegible]	[illegible]	[illegible]	270	32	15	60	59,670	36,300								60
16	16,920	9,900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	250	32	16	61	60,660	36,900								61
17	17,880	10,500	[illegible]		[illegible]	[illegible]	[illegible]	270	28	17	62	61,620	37,500								62
18	18,840	11,100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	16	18	63	62,610	38,100								63
19	19,800	11,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		32	19	64	63,600	38,700								64
20	20,760	12,300	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	270	48	20	65	64,590	39,300								65
21	21,720	12,900	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	44	21	66	65,550	39,900								66
22	22,680	13,500	[illegible]	[illegible]	[illegible]			270	52	22	67	66,540	40,500								67
23	23,640	14,100	[illegible]		[illegible]		[illegible]	270	60	23	68	67,530	41,100								68
24	24,600	14,700	[illegible]	[illegible]	[illegible]	[illegible]		270	52	24	69	68,490	41,700								69
25	25,560	15,300	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	52	25	70	69,480	42,300								70
26	26,520	15,900	[illegible]		[illegible]	[illegible]	[illegible]	250	52	26	71	70,470	42,900								71
27	27,480	16,500	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	52	27	72	71,430	43,500								72
28	28,440	17,100	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	44	28	73	72,420	44,100								73
29	29,400	17,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	62	29	74	73,410	44,700								74
30	30,360	18,300	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	64	30	75	74,400	45,300								75
31	31,320	18,900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	52	31	76	75,360	45,900								76
32	32,280	19,500	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	50	32	77	76,350	46,500								77
33	33,240	20,100								33	78	77,340	47,100								

34	34,200	20,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	20	34	79	78,300	47,700												79
35	35,160	21,300	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	250	64	35	80	79,290	48,300												80
36	36,120	21,900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	250	42	36	81	80,280	48,900												81
37	37,110	22,500	[illegible]	[illegible]	150	[illegible]	[illegible]	240	32	37	82	81,280	49,500												82
38	38,100	23,100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	58	38	83	82,230	50,100												83
39	39,080	23,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	47	39	84	83,220	50,700												84
40	40,050	24,300	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	41	40	85	84,210	51,300												85
41	41,040	24,900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	39	41	86	85,170	51,900												86
42	42,030	25,500	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	31	42	87	86,160	52,500												87
43	43,990	26,100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	24	43	88	87,150	53,100												88
44	43,980	26,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	22	44	89	88,110	53,700												89
45	44,970	27,300	[illegible]	[illegible]	150	[illegible]	[illegible]	240	21	45	90	89,100	54,300												90

Termination owing to [illegible]

Weight of balloon [illegible] grams
Weight of lighting device [illegible] grams
Weight of target or transmitter [illegible] grams
Free lift [illegible] grams
Total weight [illegible] grams

Colbr of balloon [illegible]
Type of target or transmitter [illegible]

NOTES

CODED DATA	Iii	Gd	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10	[illegible]	[illegible]	9	[illegible]	[illegible]	9	[illegible]	[illegible]	6

H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff
	[illegible]	[illegible]		[illegible]	41		[illegible]	[illegible]		[illegible]	7		[illegible]	[illegible]		[illegible]	5		[illegible]	[illegible]		1	2		-3	-6

H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff
	[illegible]	[illegible]		[illegible]	2		[illegible]	20		[illegible]	53		[illegible]	10		[illegible]	35		[illegible]	14						

H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff	H	dd	ff
	[illegible]	[illegible]																								

H = Standard level indicator dd = Wind direction in tens of degrees. ff = Wind speed in knots.

RASON TIME-ALTITUDE DATA

Contact		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
Pressure																					
Altitude m.s.l. or pressure ratio																					
Time																					

Contact	105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	***
Pressure																					
Altitude m.s.l. or pressure ratio																					
Time																					

* Indicate rain, cloud, or plateau. ** Surface. *** Termination.

Observer [redacted] Recorder [illegible] STITZER

CRAFT RL-622/U
[illegible] - SIG C STOCK NO. 74507-622

A. F. STOCK NO. 2600-701-636-550

ACTION

UNCLASSIFIED

12 MAY 53 08 1[illegible]

1. Atic
4. Office

WPB065

YDB085P

XYA139T

JWPD 13EDB107

PP JEPHQ JEDWPJEDEN JEPRS 444

DE JWPD 06B

P 120500Z

FM MCCHORD FLT SV CEN MCCHORD AFB WASH.

TO JEPHQ DIRECTOR OF INTELLIGENCE HQ USAF WASH D C

AIR TECHNICAL INTELLIGENCE CENTER

ATTN: ATIAA-2C

JEDWN/WRIGHT-PATTERSON AFB OHIO

JEDEN/CMDG ENT AFB COLO SPRINGS COLO

JEPRS/CO FS WASH D C

COMMANDER MATS ATTN: INTELLIGENCE DIV WASH D C

[redacted] FSC 11-E-02 FLYPBRPT UNCLASSIFIED

A. ONE ROUND OBJECT ISZE WHEN VIEWED THRU A FOUR(4) POERR SCOPE SET TO BE ABT THE SIZE OF A MARBLE WHITE TO OPAQUE AERODYNACIM FEATURES UNKN CMA NO EXHAUST TRAIL, NO OBSERVED PROPULSION SYSTEM SEPPD STATIONARY NO SOUND HEARD; MANEUVERS OBJ SHIFTED BACK AND FOURTH? DESAPPEARED OVER HORRISON; ONE OBS REPORTED OBJ WAS GLOWING AND LIGHTED

B. OBJ SIGHTED 1910PST, 11 MAY 53, LGTH OF TIME UNKN

C. MANNER OF OBS WAS VISUAL FROM THE ROURUND, FOUR(4) PER RIFLE SCOPE.

D. OBJ SIGHTED FROM 47 DEG 30 MIN NORTH, 122 DEG 10 MIN WEST, TOWN OF RENTON, WASH.

STATION

LAT. [illegible] LONG. [illegible]

WINDS ALOFT COMPUTATION SHEET

302 (CLIP STYLE) (FOR) WINDS

Release date and time				
	Year	Month	Day	Hour
Release		Feb	13	2000
Current	5	Feb	14	0500

Ascension No. [illegible] Position of observation [illegible] Elevation of observation point above sea level [illegible] (Feet) [illegible] (Meters)

Minute	Time: Time (Hours)	Time: Time (Minutes)	Time: Time (Seconds)	Pressure (mb)	Height (Feet)	Difference from Mean Sea Level (Feet)	Mean Sea Level (Feet)	Height (Meters)	Wind Speed (Knots)	Minute	Minute	Time: Time (Hours)	Time: Time (Minutes)	Time: Time (Seconds)	Pressure (mb)	Height (Feet)	Difference from Mean Sea Level (Feet)	Mean Sea Level (Feet)	Height (Meters)	Wind Speed (Knots)	Minute
Sfc.										Sfc.											
1	1,110	710	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	46	15,520	14,900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	46
2	2,110	1,500	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2	47	16,970	16,300	10,100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	47
3	3,110	2,410	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3	48	17,310	17,100								48
4	4,510	3,910	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4	49	18,870	18,100								49
5	5,670	5,100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5	50	19,600	19,300								50
6	6,730	6,100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6	51	20,830	20,900								51
7	7,930	7,500	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	7	52	21,830	21,500								52
8	8,910	8,100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	8	53	22,800	22,100								53
9	9,930	9,300	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	9	54	23,700	23,700								54
10	10,910	9,900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10	55	24,760	24,300								55
11	11,910	9,900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11	56	25,710	25,300								56
12	12,910	7,500	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	12	57	26,750	26,300								57
13	13,910	8,100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	13	58	27,730	27,100								58
14	15,000	11,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	14	59	28,680	28,700								59
15	15,940	12,100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	15	60	29,570	29,300								60
16	16,930	9,900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	16	61	30,680	30,900								61
17	17,880	10,500	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	17	62	31,630	31,500								62
18	18,910	11,100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	18	63	32,640	32,100								63
19	19,900	11,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	19	64	33,600	33,100								64
20	20,910	12,300	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	20	65	34,590	34,300								65
21	21,910	12,900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	21	66	35,560	35,100								66
22	22,880	13,500	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	22	67	36,510	36,300								67
23	23,910	14,100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	23	68	37,510	37,100								68
24	24,900	14,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	24	69	38,490	38,700								69
25	25,860	15,300	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	25	70	39,480	39,300								70
26	26,870	15,900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	26	71	40,470	40,000								71
27	27,910	16,500	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	27	72	41,450	41,000								72
28	28,910	17,100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	28	73	42,410	41,100								73
29	29,900	17,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	29	74	43,410	41,700								74
30	30,910	18,300	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	30	75	44,400	42,300								75
31	31,910	18,900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	31	76	45,360	43,900								76
32	32,880	19,500	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	32	77	46,360	44,500								77

32	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	32	77	[illegible]	[illegible]							77
33	33,240	20,100	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	33	78	[illegible]	47,100							78
34	34,200	20,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	34	79	[illegible]	47,700							79
35	35,160	21,300	[illegible]	340	[illegible]	[illegible]	[illegible]	250	[illegible]	35	80	[illegible]	48,300							80
36	36,120	21,900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	250	32	36	81	80,200	48,900							81
37	37,110	22,500	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	[illegible]	37	82	81,210	49,500							82
38	38,100	23,100	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	[illegible]	38	83	82,230	50,100							83
39	39,060	23,700	[illegible]	330	11.0	[illegible]	[illegible]	240	27	39	84	83,220	50,700							84
40	40,050	24,300	[illegible]	[illegible]	11.0	[illegible]	[illegible]	240	27	40	85	84,210	51,300							85
41	41,040	24,900	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	[illegible]	41	86	85,170	51,900							86
42	42,030	25,500	[illegible]	[illegible]	11.0	[illegible]	[illegible]	240	[illegible]	42	87	86,160	52,500							87
43	42,990	26,100	[illegible]	[illegible]	11.0	[illegible]	[illegible]	240	29	43	88	87,150	53,100							88
44	43,980	26,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	240	[illegible]	44	89	88,110	53,700							89
45	44,970	27,300	[illegible]	310	[illegible]	[illegible]	[illegible]	240	[illegible]	45	90	89,100	54,300							90

Termination owing to [illegible]

Weight of balloon [illegible] grams
Weight of lighting device ______ grams
Weight of target or transmitter [illegible] grams
Free lift [illegible] grams
Total weight [illegible] grams

Color of balloon [illegible]
Type of target or transmitter [illegible]

NOTES:

CODED DATA	H [illegible] dd [illegible]	H [illegible] dd 27 ff [illegible]	H dd [illegible] ff [illegible]	H 2 dd [illegible] ff 07	H dd [illegible] ff [illegible]	H 4 dd 23 ff [illegible]	H dd [illegible] ff [illegible]	H [illegible] dd [illegible] ff 29	H dd [illegible] ff 26
H dd [illegible] ff [illegible]	H dd [illegible] ff [illegible]	H [illegible] dd [illegible] ff 26	H 2 dd [illegible] ff [illegible]	H 4 dd 27 ff [illegible]	H dd 26 ff 15	H 8 dd [illegible] ff [illegible]	H 9 dd [illegible] ff [illegible]	H 3 dd [illegible] ff [illegible]	H 5 dd [illegible] ff [illegible]
H dd [illegible] ff [illegible]	H 5 dd [illegible] ff [illegible]	H [illegible] dd [illegible] ff 50	H dd 26 ff 33	H 0 dd [illegible] ff 30	H dd 27 ff 35	H 0 dd [illegible] ff 14	H dd ff	H dd ff	H dd ff
H dd ff	H dd ff	H dd ff	H dd ff	H dd ff	H dd ff	H dd ff	H dd ff	H dd ff	H dd ff

H = Standard level indicator dd = Wind direction in tens of degrees ff = Wind speed in knots

RABSON TIME-ALTITUDE DATA

Contact	**	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
Pressure																					
Altitude (m.s.l.) or pressure ratio																					
Time																					

Contact	105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	***
Pressure																					
Altitude (m.s.l.) or pressure ratio																					
Time																					

* Indicate rawin, rabal, or pibal ** Surface *** Termination

OBSERVER: [redacted] RECORDER: [redacted]

CHART [illegible]
1 SEP 1949 - STD C STOCK NO. [illegible]

[illegible]

A.F. STOCK NO. [illegible]

Station

Lat. Long.

WINDS AI

WB

Ascenti

STANDARD LEVEL DATA FORM

Accurate (Kts)																							
Direction (16 Pts)																							
Speed (Mph S)																							

Wind Direction

Wind Speed (Knots)

Gen. level

Mins.

LOFT GRAPH

AN-20A

No

Release Date and Time

Year Month Day

th Mer

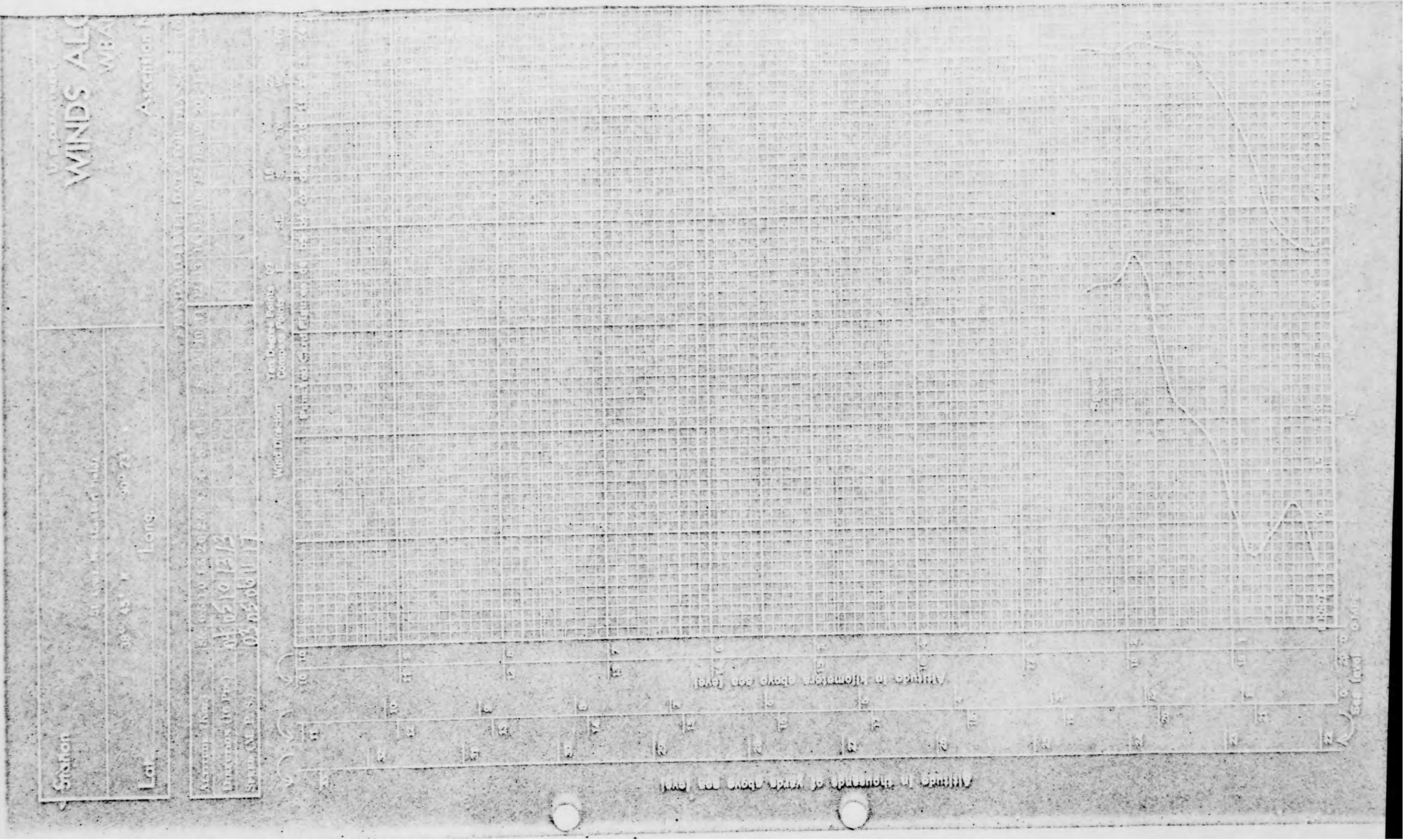
G. C. I.

TRANSCRIPTION TO PUNCHED CARDS

No Observation

Prepared by

Verified by


WINDS ALO
Station
Lat
Long
Altitude in thousands of yards above sea level
Altitude in thousands of feet above sea level

U.S. DEPT. OF COMMERCE WEATHER BUREAU

DFT GRAPH

N-20A

No. 149

	Release Date and Time			
	Year	Month	Day	Time
Sta. Local Time 4th Mar.	1964	Feb	13	2140
G.C.T.	1964	Feb	14	0340

PUNCHED CARDS

Replaced by [redacted] Verified [redacted]

STATION

LAT. LONG.

UNITED STATES DEPARTMENT OF COMMERCE
WEATHER BUREAU

WINDS ALOFT COMPUTATION SHEET

(LAND STATION FORM)
WBAN-30

Release Date and Time

	Year	Month	Day	Time
Prog. Verification Date	1964	Feb	12	2100
G.C.T.	1964	Feb	12	0210

149

Sheet Tabulation

Minute	Angle		Direct. Corrections	Angle	Speed	Direct. Corrections	Angle (Lower Corrections)	Wind Direct.	Wind Speed	Minute	Minute	Angle		Direct. Corrections	Elevation Angle	Azimuth Angle	Direct. Corrections	Angle (Lower Corrections)	Wind Direct.	Wind Speed	Minute
Sfc										Sfc											
1	300	310		336	14	26	1	337	13	1	10	15,070	8,370								10
2	300	310		335	16	28		333	12	2	11	15,075	8,380								11
3	300	310		334	18	25	3	337	13	3	12	15,075	8,390								12
4	295	310		334	18	24		338	14	4	13	15,075	8,410								13
5	295	310		340	18	22	5	336	14	5	14	15,075	8,430								14
6	290	310		342	22	21		330	14	6	15	15,070	8,450								15
7	270	310		342	22	20	7	334	16	7	16	15,060	8,470								16
8	260	300		342	22	20		330	17	8	17	15,055	8,490								17
9	270	300		342	22	20	9	332	17	9	18	15,055	8,510								18
10	280	300		342	22	20		332	17	10	19	15,055	8,530								19
11	280	300		342	22	20	11	332	17	11	20	15,055	8,550								20
12	280	300		342	22	20		332	17	12	21	15,055	8,570								21
13	280	300								13	22	15,055	8,590								22
14	280	300								14	23	15,055	8,610								23
15	280	300								15	24	15,055	8,630								24
16	280	300								16	25	15,055	8,650								25
17	280	300								17	26	15,055	8,670								26
18	280	300								18	27	15,055	8,690								27
19	280	300								19	28	15,055	8,710								28
20	280	300								20	29	15,055	8,730								29
21	280	300								21	30	15,055	8,750								30
22	280	300								22	31	15,055	8,770								31
23	280	300								23	32	15,055	8,790								32
24	280	300								24	33	15,055	8,810								33
25	280	300								25	34	15,055	8,830								34
26	280	300								26	35	15,055	8,850								35
27	280	300								27	36	15,055	8,870								36
28	280	300								28	37	15,055	8,890								37
29	280	300								29	38	15,055	8,910								38
30	280	300								30	39	15,055	8,930								39
31	280	300								31	40	15,055	8,950								40
32	280	300								32	41	15,055	8,970								41
33	280	300								33	42	15,055	8,990								42
34	280	300								34	43	15,055	9,010								43
35	280	300								35	44	15,055	9,030								44
36	280	300								36	45	15,055	9,050								45
37	280	300								37	46	15,055	9,070								46
38	280	300								38	47	15,055	9,090								47
39	280	300								39	48	15,055	9,110								48
40	280	300								40	49	15,055	9,130								49
41	280	300								41	50	15,055	9,150								50
42	280	300								42	51	15,055	9,170								51
43	280	300								43	52	15,055	9,190								52
44	280	300								44	53	15,055	9,210								53
45	280	300								45	54	15,055	9,230								54
46	280	300								46	55	15,055	9,250								55
47	280	300								47	56	15,055	9,270								56
48	280	300								48	57	15,055	9,290								57
49	280	300								49	58	15,055	9,310								58
50	280	300								50	59	15,055	9,330								59
51	280	300								51	60	15,055	9,350								60
52	280	300								52	61	15,055	9,370								61
53	280	300								53	62	15,055	9,390								62
54	280	300								54	63	15,055	9,410								63
55	280	300								55	64	15,055	9,430								64
56	280	300								56	65	15,055	9,450								65
57	280	300								57	66	15,055	9,470								66
58	280	300								58	67	15,055	9,490								67
59	280	300								59	68	15,055	9,510								68
60	280	300								60	69	15,055	9,530								69
61	280	300								61	70	15,055	9,550								70
62	280	300								62	71	15,055	9,570								71
63	280	300								63	72	15,055	9,590								72
64	280	300								64	73	15,055	9,610								73
65	280	300								65	74	15,055	9,630								74
66	280	300								66	75	15,055	9,650								75
67	280	300								67	76	15,055	9,670								76
68	280	300								68	77	15,055	9,690								77
69	280	300								69	78	15,055	9,710								78
70	280	300								70	79	15,055	9,730								79

33	[illegible]	[illegible]
34	9,565	6,210
35	9,830	6,390
36	10,125	6,570
37	10,420	6,750
38	10,710	6,930
39	11,005	7,110
40	11,300	7,290
41	11,595	7,470
42	11,890	7,650
43	12,185	7,830
44	12,480	8,010
45	12,775	8,190

32	77	21,900	13,950	77
33	78	22,180	14,130	78
34	79	22,470	14,310	79
35	80	22,750	14,490	80
36	81	23,040	14,670	81
37	82	23,320	14,850	82
38	83	23,600	15,030	83
39	84	23,880	15,210	84
40	85	24,160	15,390	85
41	86	24,440	15,570	86
42	87	24,720	15,750	87
43	88	25,010	15,930	88
44	89	25,300	16,110	89
45	90	25,580	16,290	90

Observed by St

30 Rd.

NOTES

	ST4 07	009 06	0 9 1/2	2-12- 09	21 10	7 26 18	28 22	13 29 34	28 32
8 1 0/									

RASON TIME ALTITUDE DATA

Observer [redacted] Recorder [redacted]

PROJECT NOTE REPORT CARD

1. DATE 21 Feb 52	3. LOCATION 32°45'N-159°10'E	12. CONCLUSIONS A. Was Balloon B. Probably Balloon C. Probably Not Balloon
2. DATE-TIME GROUP Local 12/0145 K GMT 13/1545 Z	4. TYPE OF OBSERVATION A. Ground-Visual B. Airborne C. Ground-Radar D. Airborne Radar	
5. COURSE A. Yes X. No	6. SOURCE AT PILOT (C-125)	13. Reliability Index A. Reliable B. Probably Reliable C. Unreliable D. Reliability Unknown
7. LENGTH OF OBSERVATION 5 minutes	8. NUMBER OF OBJECTS one	9. COURSE 120° - 360°
10. BRIEF SUMMARY OF SIGHTING Pilot of a MATS a/c flying at 9000' on 180° course sighted an object at approx 9500' heading 120° at an approx speed of 200 mph. Object flew approx 1000' to the right of a/c, turning its course, taking up a course of 360°.		11. COMMENTS 1. Pilot stated that the only identification feature was that the opening of the running lights indicated that it was a multiengine a/c. 2. There were no a/c reported in area. 3. No attempt was made to contact the object.

ATIC FORM 329 (REV 20 [illegible] 52)

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted] By Authority of the Commander, [redacted]
3 Mar 57 — Initials — D/PL/IS — Division

COUNTRY	REPORT NO.	LEAVE BLANK
USA-MATS	IR-127-52	941742

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Unidentified Aircraft Sighted Between Midway Island and Japan

WHERE REPORTED ON	FROM (Agency)
Pacific Ocean	Intelligence Division, Hq MATS, Andrews AF Base, Washington 25, D. C.

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
3 March 1952	21 February 1952	F-6

PREPARED BY (Officer)	
Charles J. Powley, Captain, USAF	MATS Transport Pilot

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

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

1. At 1545Z, 13 February 1952, Captain William T. Burke, pilot of MATS aircraft #9106 en route to Midway from Haneda, Japan, flying at 9,000 feet on 100° course, sighted an unidentified aircraft at 31°45'N-159°10'E, altitude approximately 9,500 feet, heading 120°, speed approximately 200 mph.

2. The unidentified aircraft flew from 1,000 to 1,500 feet to the right of the MATS aircraft and turned across its' course, taking up a course of 360°.

3. The pilot and navigator of the MATS aircraft observed the unidentified aircraft for about five minutes. The only identification feature observed was the spacing of the running lights which indicated that it was a multiengine, medium sized aircraft of the B-29 or C-54 type. No attempt to communicate with the unidentified aircraft was made. The sighting was made in clear weather with visibility limited only by darkness.

4. The Intelligence Officer, Pacific Division, MATS stated that further check with CAA revealed the possibility that three friendly aircraft were in the vicinity at the time of the sighting but it is believed that these airdraft were not at the same altitude or within sighting distance of the MATS aircraft. Personnel of the 57th Strategic Reconnaissance Squadron, Hickam AF Base, T. H. indicated the possibility of a weather reconnaissance aircraft from Japan flying weather missions to the area of the reported unidentified aircraft.

Comments of Preparing Officer:

The Weather Reconnaissance tracks in the Pacific area were checked at Hq, Air Weather Service. None of these tracks extends to the area in which the unidentified aircraft was observed. The possibility that the unidentified aircraft was being flown on a USAF weather reconnaissance mission can be discounted.

APPROVED:

WILLIAM L. TRAVIS
Colonel, USAF
Chief, Intelligence Division

INCLS.

Charles J. Powley
CHARLES J. POWLEY
Captain, USAF

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ATIC 46635

UNCLASSIFIED

[redacted]

☆ U. S. GOVERNMENT PRINTING OFFICE 1950—O-918337

D. CONT'D DIR; EAST OF SEATTLE, WASH, ALT; ONE (1) EST 2Ø,ØØØ FT
TWO (2) EST 1Ø,ØØØ FT THREE (3) NO EST
E. [redacted] SEATTLE WASH.
MR, [redacted]N, WASH PHONE [redacted]
U KK UNKN PHONE IS SAQUAH 664Ø5
AALL CIVILIAN RELIABLITY AD EXP UNKN
F. WEATHER; SEATTLE, WASH 1828KPST CLEAR VIS 15 MI B 1928PST 25ØØØ
THIN SCATTERED VIS 15 MI PD WINDS ALOFT Ø5Ø DEG 18 KNOTS CMA 1Ø,ØØØFT
Ø2Ø DEG 3Ø KNOTS 2Ø,ØØØ FT; 36Ø DEG 4Ø KNOTS 3Ø,ØØØ FT
G. MOBY DICK ALLOO IN GERNERAL VICINITY
SEATTLE NAS VHF/DF OBSERVATIONS
183ØPST BALLOO-TO STATIONBEARING ØØ6 DEG CLASS B
19ØØ RST BALLOON TO STATION BEARING ØØ6 DEG CLASS B VIS CONTACH 3Ø2
DEG 193ØPST BALOO TO STATION BEARING ØØ5 DEG CLASS B VIS CONTAT 3Ø5
DEG
H. PHOTOGRAPHS NONE
I. NEG
J. SEVERAL AIRCRAFT FLYING LOCA
LLY ONONE AT HIGH ALT PD
K. ALL REPORTS WERE RELAYED TO FLT SV Y SEATTLE ARTC PD
L. REMKS; INVESTIGATION REVEALEDJEPORTS HAD BEEN MADE TO MCCHORD
AFB OPERATIONS AND TO SEATTLE NAS DURING THE AFTERNOON PD
12/Ø6ØØZ MAY JWPD

UNCLASSIFIED

Cy 1

UNCLASSIFIED

EXTRACT FROM STATUS REPORT #5

DATE: 13 Feb 52

TIME (Local): 1545Z

LOCATION: 31° 45'N 159° 10'E

LENGTH OF TIME OBSERVED: 5 Min.

SOUND: Unknown

SPEED: 200 MPH

ALTITUDE: 9,500'

HEADING: 120° to 360°

SOURCE: MATS C-54 crew

ACTION OR COMMENTS: Unidentified conventional aircraft.

DESCRIPTION OF INCIDENT: 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)

UNCLASSIFIED

UNCLASSIFIED

EXTRACT FROM STATUS REPORT #__6__

DATE: 13 Feb 52

TIME (Local): 1515Z

LOCATION: Pacific Ocean 31° 45'N 159° 10'E

LENGTH OF TIME OBSERVED: 5 Min

SOUND: Unknown

SPEED: 200 MPH

ALTITUDE: 9,000'

HEADING: 120° to 360°

SOURCE: MATS Crew

ACTION OR COMMENTS: Possibly conventional a/c.

DESCRIPTION OF INCIDENT: Sources 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)

PROJECT INFO RECORD CARD

1. DATE

15 Feb 52

2. LOCATION

Korea

3. REPORTING GROUP

[illegible] 15/1150

[illegible] 15/0600

4. TYPE OF OBSERVATION

X Ground-Visual

Air-Visual

5. [illegible]

Yes

X No

Marine GCI Sq.

6. [illegible] OF OBSERVATION

--

7. NUMBER OF OBJECTS

one

8. [illegible]

X RADAR

9. CONDITIONS

[illegible]

10. [illegible] SUMMARY OF SIGHTING

Blip appeared on radar scope appearing to be similar to that of a jet a/c traveling at a terrific speed.

11. COMMENTS

1. A contrail was observed in the vicinity at the same time of sighting.
2. This rpt does not contain the necessary supporting info to properly evaluate the identity of the object.

ATIC FORM 320 (REV 26 SEP 51)

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO
Op-322F2/lm
Ser 00992P32

[redacted]

UNCLASSIFIED

From: Director of Naval Intelligence
To: Commanding General, Air Material Command
Attention: ATIC

Subj: Unusual Radar Scope Presentation, report of

Ref: (a) DNI Conf. ltr Ser 016238P32 dtd 19 Oct 1950 and enclosure thereto (AFOIN Memo to CNO(DNI) of 18 Sept 1950)

Encl: (1) HQ MACG-2 secret ltr ser 00146 of 22 Feb 1952

1. Enclosure (1) is forwarded for information in accordance with reference (a).

2. If any conclusions are drawn from this report they would be of interest to this office.

C. L. Gilbert

C. L. GILBERT
By direction.

UNCLASSIFIED

[redacted]

FF12/MACG-2
S-3/ZCB/bal
J15-7
Ser: 0014[illegible]

HEADQUARTERS, MARINE AIR CONTROL GROUP 2
1st Marine Air Wing, FMF
c/o Fleet Post Office, San Francisco

2[illegible] 1952

From: Commanding Officer, Marine Air Control Group 2
To: Commanding General, Far East Air Forces (Attn: [illegible])
Via: (1) Commanding General, First Marine Air Wing
(2) Commanding General, Fifth Air Force

Subj: Unusual Radar Scope Presentation, report of

Ref: (a) AG 350.07 (24Aug51) Int-Sec and 1st Ind by CG, 5th AF, dtd 28Aug51
(b) MACG-2 Secret Dispatch 170725Z

Encl: (1) Sketch of Tracks.

1. In accordance with reference (a), the following report of unusual Radar Scope Presentations is submitted.

2. Observations of the two incidents reported herein were made by Marine Ground Control Intercept Squadron 3, located on the [illegible] Peninsula, ten miles northeast of K-3. Each track was plotted on the [illegible] Indicator of the AN/CPS-5 [illegible] functioning normally. Altitude data was not obtained, and no attempt was made to determine the minimum and maximum angle of [illegible] through which the contact could be observed. Sketches of the two tracks are submitted as enclosure (1).

3. The initial plot of track number one was observed at [illegible], 1[illegible] February 1952.

a. As shown on enclosure (1), the track followed a course of [illegible] degrees, faded at PL 0579, reappeared at PL 7550 for two additional plots and disappeared at PL 6860. Since the antenna was rotating at a speed of 4 revolutions per minute, the time lapse between each plot was 15 seconds. From this data, the calculated average speed of the target was 4320 nautical miles per hour.

b. The appearance of the target response was similar to that received from a single jet type aircraft.

FTV/AOC-2
[illegible]
JLF
Ser 1076
22 Feb 1952

[illegible]

c. Operational characteristics of the AN/CPS-5 Radar, at the time of the incident, were as follows:

(1) Frequency - 1298 megacycles.
(2) Pulse Repetition Frequency - 600 cycles.
(3) Pulse width - 2 microseconds.
(4) Area scan explored - 1/4 miles.
(5) MTI Inoperative. Engine return was ten to twelve miles in range.

d. The object was not plotted visually. There were high scattered clouds, with visibility in ten miles. Seas were running high.

4. The initial plot of track number two was observed at 1430, 16 February 1952.

a. As shown on enclosure (1), the track followed a course of 170 degrees, faded momentarily at [illegible] and proceeded on a course of 150 degrees until contact was lost at [illegible]. The antenna was rotating at a speed of four revolutions per minute and the calculated average speed of the target was 1280 nautical miles per hour.

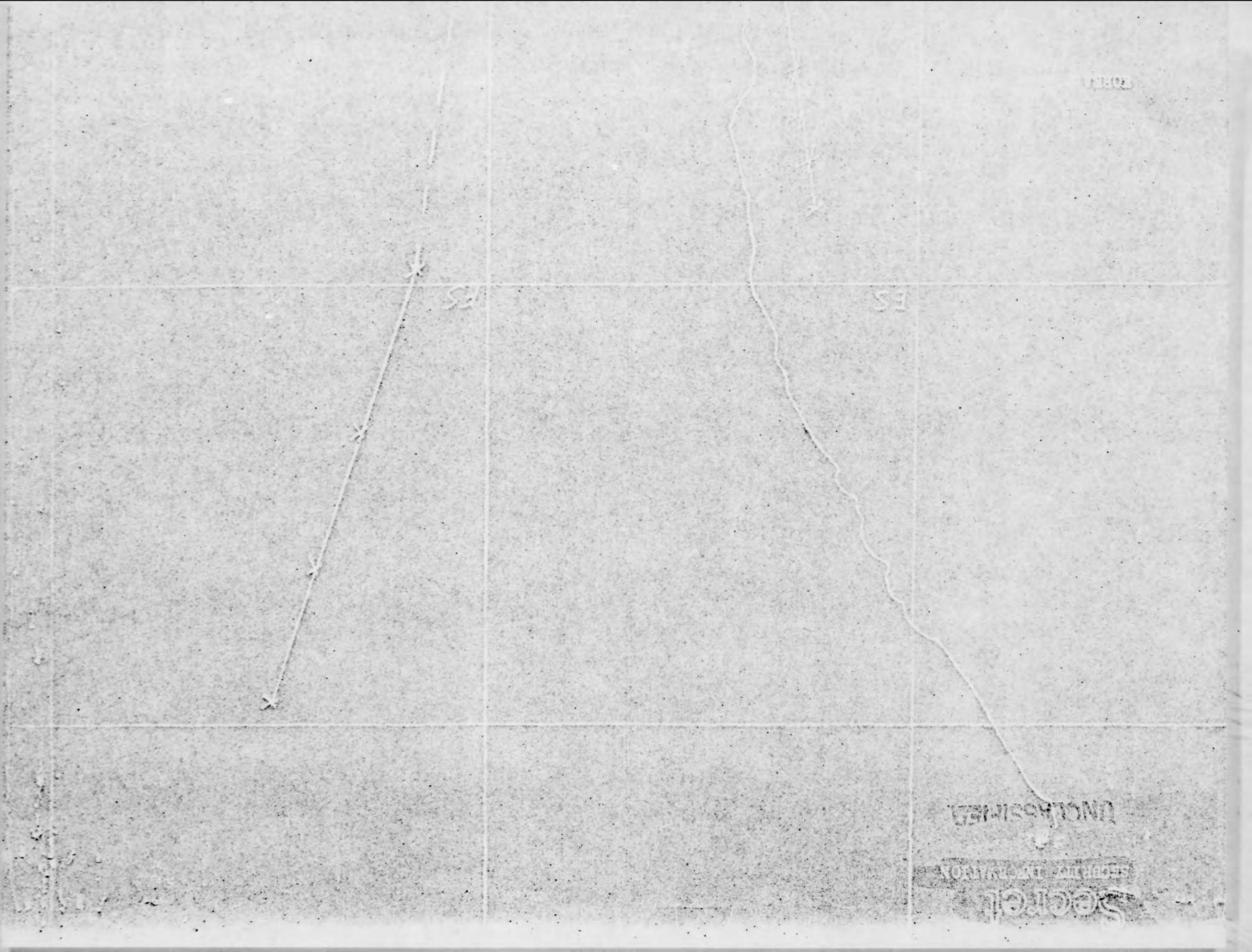
b. The appearance of the target remained was similar to that normally received from a fighter or 6 or 8 jet type aircraft.

c. Operational characteristics of the AN/CPS-5 Radar were as listed in paragraph 3 c above.

d. Visibility was in the 10 miles, with high scattered clouds. Angle controlled was observed in the general area in which the target was tracked.

H. A. SEVERSON

Contains 1, 18"x 11" chart photograph.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CONFIDENTIAL
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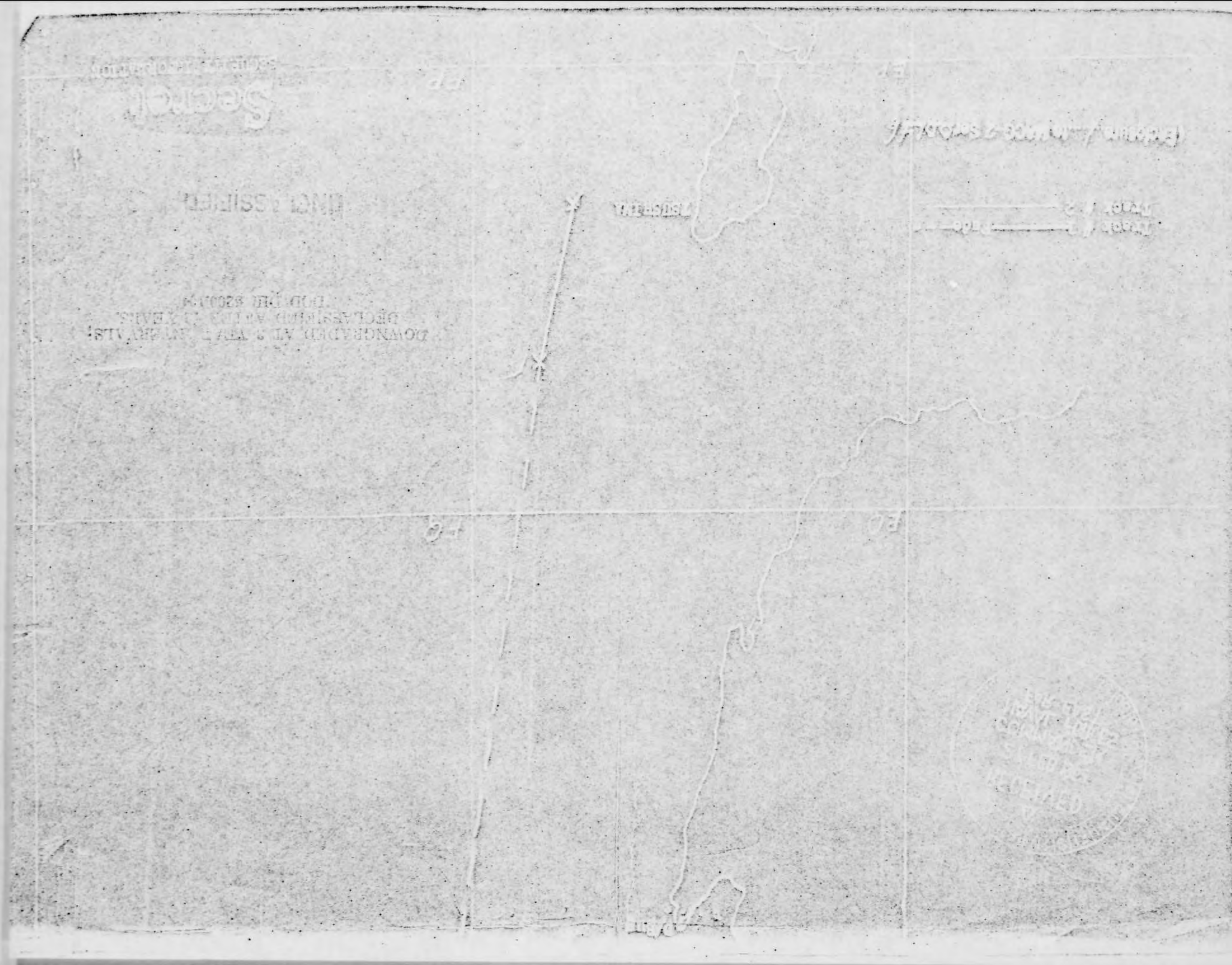

AF FORM 112—PART I
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
USA-MATS	IR-173-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Unidentified Sighting in Eastern Pacific

AREA REPORTED ON	FROM (Agency)
Eastern Pacific Ocean	Intelligence Division, Hq MATS, Andrews AFB, Washington 25, D. C.

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
18 April 1952	2 February 1952	C-3

PREPARED BY (Officer)	SOURCE
Arthur G. Love, Captain, USAF	MATS Aircrew

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

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

1. A delayed report received from the Intelligence Officer, 1500th Air Transport Wing, MATS, Hickam AFB, Hawaii, advises that at 0850 hours local time on 2 February 1952 a MATS (VR-8) aircrew en route from Travis Air Force Base to Hickam Air Force Base observed what appeared to be a red rocket burst at an estimated distance of 500 yards off the port wing of the aircraft. The burst was at 5000 feet; the aircraft was at an altitude of 4000 feet. The position of the aircraft at the time of sighting was 30°38'North, 140°02'West.

2. No other descriptive data was furnished this headquarters but full details were given by the crew to Office of Naval Intelligence upon landing. The aircrew was reported to be tentatively of the opinion that the incident may have been of celestial origin.

APPROVED:

ARTHUR G. LOVE
Captain, USAF

WILLIAM L. TRAVIS
Colonel, USAF
Chief, Intelligence
Division

IR

G Attic 566777

_____ INCLS.

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PROJECT BLUE BOOK RECORD CARD

4. DATE

23 FEB 52

5. DATE-TIME GROUP

Local

Zulu 0215 B

6. PHOTOS

☐ Yes

☒ No

7. LENGTH OF OBSERVATION

15 minutes

8. LOCATION

ATLANTIC OCEAN

36° 00' N 060° 00' W

9. TYPE OF OBSERVATION

☐ Ground Visual

☒ Airborne Visual

10. SOURCE

AF Pilot (MATS)

11. NUMBER OF OBSERVERS

one

12. COLOR

SH

13. CONCLUSIONS

☐ Star Balloon

☐ Possibly Balloon

☐ Possibly Balloon

☐ Star Aircraft

☐ Possibly Aircraft

☐ Possibly Aircraft

☐ Star Meteorological

☐ Probably Meteorological

☐ Possibly Meteorological

☐ Other

☐ Insufficient Data for Conclusion

☐ Unknown

14. BRIEF SUMMARY OF SIGHTING

Three lights flashed at 5 minute intervals.

15. COMMENTS

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted]

UNCLASSIFIED

COUNTRY	REPORT NO.	LEAVE BLANK
USA-MATS	IR-131-52	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Unusual Sighting in Atlantic Ocean

AREA REPORTED ON	FROM (Agency)
Atlantic Ocean	Intelligence Division, Hq MATS, Andrews AF Base, Washington 25, D. C.

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
7 March 1952	24 February 1952	C-3

PREPARED BY (Officer)	SOURCE
Charles J. Powley, Captain, USAF	MATS Transport Pilot

REFERENCES (Control number, directive, previous report, etc., as applicable)
MATS IR-232-51

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

1. The security officer of Headquarters Azores Air Transport Station reported that at 0215Z, 23 February 1952, Captain William S. Treacy, pilot of a MATS aircraft en route from Port Lyautey, French Morocco to Lisbon, Portugal, observed a bright flash at an estimated distance of 50 miles directly ahead of the aircraft and at approximately the same altitude. The aircraft was on a heading of 343 degrees, altitude 8,500 ft. and flying on the top of a cloud formation. Lights and land were observed through the clouds far to the right of the aircraft at the time of the sighting. Captain Treacy did not know the exact position of the aircraft at the time this information was given to the Security Officer, but estimated the plane's position as 36 degrees, 50 minutes North and 8 degrees, 50 minutes West.

2. At approximately 0223Z another flash at the same altitude as the plane was observed, this one being 45 degrees to the right of the plane. This flash was much closer than the first one observed. Finally, at approximately 0231Z a white flash was observed off the right wing tip approximately one mile away. All of the flashes were reported as being instantaneous and of very high intensity. The second and third flash occurred at 8-minute intervals. No other flashes were reported after the one at 0231Z.

APPROVED:

Charles J. Powley
CHARLES J. POWLEY
Captain, USAF

1R

J. L. Loomis
Lt Col USAF
for
WILLIAM L. TRAVIS
Colonel, USAF
Chief, Intelligence
Division

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[redacted]

U. S. GOVERNMENT PRINTING OFFICE 1950—O-918331

EXTRACT FROM STATUS REPORT # 6

UNCLASSIFIED

DATE: 23 Feb 52

TIME (Local): 0215Z,0223Z,0231Z

LOCATION: 36° 51'N - 8° 50'W Mediterranean Area

LENGTH OF TIME OBSERVED: Unknown

SOUND: Unknown

SPEED: Unknown

ALTITUDE: 8,500'

HEADING: Unknown

SOURCE: MATS Crew

ACTION OR COMMENTS: No conclusions. No invesigation.

DESCRIPTION OF INCIDENT: MATS crew observed three bright white flashes of light. Each successive flash was nearor the aircraft. (Cont)

UNCLASSIFIED

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PROJECT NOTE RECORD

1. DATE

26 Feb 52

2. LOCATION

Columbus, MS

DATE-TIME GROUP

Local 26/1210 EST
26/1710 Z

GMT

3. PHOTO

☐ Yes
☒ No

4. TYPE OF OBSERVATION

5. SOURCE

Notes

AF OBSERVATION (FILLED)

6. LENGTH OF OBSERVATION

20 min

7. NUMBER OF OBJECTS

one

8. COLOR

9. BRIEF SUMMARY OF SIGHTING

Unidentified object leaving a grey-white vapor trail traveled at a high rate of speed.

10. COMMENTS

1. Observer unsure.

14

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLEAR MESSAGE

FLASH

DEPT OF ARMY MSG

FROM: CO 60TH FTR INTCP SQ WESTOVER AFB MASS

TO : CGAIRDEFCOM ENT AFB COLO, SEC DEF WASH DC
CGEASTAIRDEFOR STEWART AFB NY

IR : NONE 26 Feb 52 (DTG 261915Z)

Text of message on following page.

26 FEB 52

OIN-V

ACTION: OIN

AF IN : 19559 (26 Feb 52) DA IN 609271 SDM/file

ACTION COPY

T-3712-43

MESSAGE

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

FLASH

FROM: CO 60TH FTR INTCP SQ WESTOVER AFB MASS

TO: CGAIRDEFCOM ENT AFB COLO, SEC DEF WASH DC,
CGEASTAIRDEFOR STEWART AFB NY

DTG: 261915Z 261915Z FEB 52

CIRVIS vicinity of Albany New York north northwest, at estimated over 50,000 feet unidentified object unknown size and shape observing acft at 20,000 feet on a 90 degree intersecting course for approximately 20 minutes 2 pilots verify visibility good sky clear 80 knot wind at 230 degrees 261710Z.

Barnes Olshefski

Sylvia 51 Sylvia 41

NOTE: This message has been relayed to CIA.

ACTION: AF

INFO : CSA, G2(CIA), G3, AFSA, NAVY, JCS, OSD

DA IN 609271 (26 Feb 52) jgj/10

OCS FORM 375 REPLACES OCS FORM 375, 1 MAR 51, WHICH MAY BE USED.
1 AUG. 51

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLEAR MESSAGE

EMERGENCY

DEPT OF ARMY MSG

FROM: CO 60TH FTR INTCP SQ WESTOVER AFB MASS

TO : CGAIRDEFCOM ENT AFB COLO, SECDEF WASH DC,
CGEASTAIRDEFOR STEWART AFB NY

NR : NONE 26 Feb 52 (DTG 262110Z)

Text of message on following page.

ACTION COPY

OIN-✓

NOTE : Adv Copy delivered to OIN 1800 hours 26 Feb 52.
261710Z refers to AF IN 19559 (26 Feb 52)

ACTION: OIN

AF IN : 19667 (27 Feb 52) DA IN 609325 MEM/vla

MESSAGE

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

EMERGENCY

FROM: CO 60TH FTR INTCP SQ WESTOVER AFB MASS

TO : CGAIRDEFCOM ENT AFB COLO, SECDEF WASH DC,
CGEASTAIRDEFOR STEWART AFB NY

DTG : 262110Z 262110Z FEB 52

CIRVIS amplifying 261710Z same object same details sighted 7530W 43N observing aircraft at 74W 43N object travelling estimated 1,000 MPH observed from distance approximately 60 miles object of indiscernible color left pencil-thin whitish gray vapor trail approximately straight 10 miles long under non-concurrent observation for 3 to 5 minutes further verification by pilot Henley USAF 512779 at 261710Z approximate. Barnes USAF 512773 Olshefski USAF 512771.

Note: This message has been relayed to CIA.

ACTION: AF

INFO: CSA, G2(CIA), G3, AFSA, NAVY, JCS, OSD

DA IN 609325 (26 Feb 52) dsd/4

RESTRICTED

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING CLASSIFIED MESSAGE

RESTRICTED
SECURITY INFORMATION
OPERATIONAL INFORMATION

DEPT OF ARMY MSG

FROM: COMSTRATREXFOR STEWART AFB NY

TO : CSAFOR-FOR RDT AFB COLO, SEC DEFENSE WASH DC

RE : RAOOT-CO 1546 27 Feb 52 (DTG: 270445Z)

Text of message on following page.

26 Feb 52

OIN-V

= AF IN 19559

4 CYS
OIN-E

NOTE : 261710Z IS NOT IDENTIFIED IN SMD

ACTION: OIN

CAP IN: 80330 (27 Feb 52) DA IN 169789 JWM/Ajr

ACTION COPY

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

AFHQ FORM 0-309g
19 JAN 51
PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

RESTRICTED

UNCLASSIFIED

16—63734-1 ☆ U.S. GOVERNMENT PRINTING OFFICE: 1951—O-927440

UNCLASSIFIED

RESTRICTED
SECURITY INFORMATION

MESSAGE

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

RESTRICTED
OPERATIONAL IMMEDIATE

PARAPHRASE NOT REQUIRED

FROM: CGEASTAIRDEFFOR STEWART AFB NY

TO: CGAIRDEFCOM ENT AFB COLO, SEC DEFENSE WASH DC

NR: EAOOT-CO 1546 270445Z FEB 52

CIRVIS evaluation corrected copy CIRVIS evaluation

26/1710Z

Sighting possibly meteor. Observing pilots interrogated by EADF. No additional information exists.

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

ACTION: AF

INFO: CSA, G2(CIA), G3, AFSA, NAVY, JCS, OSD

DA IN 109789 (27 Feb 52) nw/8

OCS FORM 375-1 1 AUG. 51 REPLACES OCS FORM 375-1, 1 MAR 51, WHICH MAY BE USED.

RESTRICTED UNCLASSIFIED

PROJECT 1007 RECORD CARD

1. DATE	2. LOCATION	12. CONCLUSIONS
10 Feb 52	BAUDAR ABBEY, IRAN	✓ (a) Fake Balloon (b) Probably Balloon (c) Possibly Balloon
3. OBSERVATION GMT Local 10/1200 GMT 10/0900 Z	4. TYPE OF OBSERVATION X Ground Visual Air Visual	Other Aircraft Probably Aircraft Possibly Aircraft
5. PHOTOS Yes X No	6. SOURCE Newspaper Reporter	Astronomical Probably Astronomical Possibly Astronomical
7. LENGTH OF OBSERVATION --	8. NUMBER OF OBJECTS ONE	Other Insufficient Data for Evaluation Unknown

9. BRIEF SUMMARY OF SIGHTING

Shiny object moved from E to W. Sources also thay heard explosion over the sky, where object was last seen.

11. COMMENTS

1. Shape, size, color, speed, and altitude are unknown making it difficult to identify the object.

AFIC FORM 329 (REV 26 NOV 52)

UNCLASSIFIED

EXTRACT FROM STATUS REPORT # 6

DATE: 26 Feb 52

TIME (Local): 1110

LOCATION: Albany, N. Y.

LENGTH OF TIME OBSERVED: 3-5 Min.

SOUND: Unknown

SPEED: 1,000 MPH (Est)

ALTITUDE: Very High

HEADING: Unknown

SOURCE: AF Pilots

ACTION OR COMMENTS: Possibly meteor.

DESCRIPTION OF INCIDENT: Two aircraft observed object flying very high and very fast. "Pencil-thin" vapor trail observed. [redacted]

UNCLASSIFIED

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

AMC ITEM 9/ [redacted] /CONFIDENTIAL/

UNCLASSIFIED

FROM ATIAA-2C/ LT E. J. RUPPELT
TO AFOIN-V/TCB CAPTAIN FOURNET

TT 56
28 FEB 52

S[redacted] REFERENCE IS MADE TO YOUR ITEMS
IN TELECON OF 27 FEB 51. ATIC HAS VIRES ON BOTH KOREAN
INCIDENT OF 24 FEB AND IRANIAN
INCIDENT OF 19 FEB.
KOREAN INCIDENT, HAS BEEN TURNED OVER
TO ATIC GUIDED MISSILES GROUP, BUT
NO EVALUATION HAS BEEN MADE
AS YET. DESCRIPTION IRANIAN INCIDENT INDICATED
THE POSSIBILITY OF A METEOR, ALTHOUGH
INFORMATION WAS SKETCHY.

INFORMATION

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

END AMC ITEM 9/ [redacted] /

[redacted]

UNCLASSIFIED

EXTRACT FROM STATUS REPORT # 4

DATE: 10 Feb 52

TIME (Local): Mid-day

LOCATION: Bandar Abbas, Iran

LENGTH OF TIME OBSERVED: Unknown

SOUND: Unknown

SPEED: Unknown

ALTITUDE: Unknown

HEADING: 270°

SOURCE: Several Iranian Citizens

ACTION OR COMMENTS: Possibly a meteor. Data was incomplete.

DESCRIPTION OF INCIDENT: A shining object was observed passing over the city. A few minutes later, an explosion shook the city.

UNCLASSIFIED [redacted]

CSAF ITEM 3 [redacted]

[redacted]

TT 53
27 FEB 52
CSAF ITEM 3
ATIAA

TO ATIAA-2C RUPPELT FROM AFOIN-V/TC FOURNET

FOLLOWING MESSAGE AFC 37 DTD 25 FEB 52

FROM USAIRA/ IRAN QUOTED FOR YOUR INFORMATION (

NO USAF NUMBER IS CAF IN 79799):

ATIAA

"REPT FROM BANDAR ABBAS (27 DEGREES 11

MINUTES NORTH NAD 56 DEGREES 17 MINUTES EAST).

A STRANGE, SHINING OBJECT WAS SEEN FLYING

OVER BANDAR ABBAS AT NIDDAY 10 FEB IN ESTD

DIRECTION OF EAST TO WEST THEN TO SEA.

A FEW MINUTES LATER A SEVERE EXPLOSION WAS HEADR

WHICH SHOOK BLDGS IN BANDAR ABBAS. SOURCES

CONSIST OF "ITLAAT" NEWSPAPER, REPT FROM

CHIEF OF BANDAR ABBAS TELEGRAPH OFFICE AND

CORRESPONDENT FROM NEWSPAPER " DAD" WHO CLAIN

TO HAVE SEEN OBJECT AND HEARD EXPLOSION.

EFFORT TO DETERMINE SIZE, SHAPE SPEED AND ACCURATE

DIRECTION FURITLIESS TO DATE. WILL CONTUNUE

WATCH AND REPT SOONEST ANY SIMILAR OCCURANCE IN

FUTURE EVEN THOUGH DETAILS MAY BE LACKING".

COPY ALSO PASSED TO GM/AAA SECTION OF TCB

FOR THEIR INFO.

END CSAF ITEM 3 [redacted]

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

UNCLASSIFIED [redacted]