

PROJECT 10073 RECORD CARD

1. DATE 2 August 1954		2. LOCATION Korea		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft Shower ☒ Was Astronomical/Meteor/ ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT N/A		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION N/A		8. NUMBER OF OBJECTS 1		9. COURSE N/A	
10. BRIEF SUMMARY OF SIGHTING See Case File				11. COMMENTS Meteor Shower	

C-1504e

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency): 4th Fighter Interceptor Group Intelligence APO 76	REPORT NO: II-2-51	CLASSIFICATION: UNCLASSIFIED	PAGE: 1	OF: 3
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I. Description of object:

- a. When first sighted, the object was round in shape.
- b. The object was about thirty (30) feet in diameter. In comparison to a dime, held at arm's length, it would appear to be an estimated $1\frac{1}{2}$ to 2 degrees of arc.

Note: The size of the object is rather hard to estimate. Observer reported the aforementioned size as it appeared from the altitude of their estimation, 8-10,000 feet above them or approximately 50-60,000 feet above the earth. However, a mathematical computation, using triangulation and taking into consideration the angle of elevation and the horizontal distance, an altitude of approximately 31,000 feet above the observer or approximately 73,000 feet above the earth. If this altitude is correct, an object which appears to be 30 feet in diameter is a rather large object.

- c. The object was predominantly white in color, but at times it appeared to be very illuminous.

- d. Only one (1) object was sighted.

- e. Not applicable.

- f. One observer thought at times he could see wing-like objects protruding from the object. This was only when the object was between him and the sun. These wing-like objects seemed to be of swept back or crescent shape in appearance.

- g. Negative.

- h. Negative, as far as could be determined.

- i. Negative.

2. Description of course of object:

- a. The flight commander was looking for aircraft of another flight when he saw the object. It was the only bright object of distinction in the area. He called it to the attention of other members of his flight.

- b. The object, at the time of sighting, was at an angle of elevation of approximately 70 degrees (a true angle of 45 degrees, taking into consideration a bank of 25 degrees of the aircraft) to the observer and on a 260 degree heading with a sun azimuth of approximately 300 degrees.

- c. The object, at the time of its disappearance, was at an angle of elevation of approximately 70 degrees (true angle of 45 degrees) to the observer on a 320 degree heading and a sun azimuth of 300 degrees.

- d. The object remained stationary for about twenty (20) minutes. One observer then saw it split into three (3) elements. Elements one (1) and two (2) disappeared on a northwesterly heading of approximately 320 degrees, performing what appeared to be 45 degree vertical rolls. Element three (3)

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remained in its position for approximately one to one and one-half minute and then disappeared in the same direction.

c. The initial object split into three minor ones, according to our observer, and disappeared on a northwesterly heading.

2. The object was observed for approximately twenty (20) to twenty-five (25) minutes.

3. Manner of observation

a. Object was observed by air-visual means.

b. Not applicable

c. The observation was made by three (3) F-86's, with a fourth seeing the illumination. The aircraft numbers are:
359
894
416
565 (saw the illumination)

The aircraft were on a heading of 270 degrees at 42,000 feet, mach .78 (approximately 490 knots ground speed). The home station of all aircraft is K-14. (Kimsu Air Force Base, Kimsu, Korea)

4. Time and date of sighting

a. The object was observed from:
0150Z-0210Z 31 August 1954
1050Z-1110Z 31 August 1954

b. It was observed during the day. (Conditions very bright)

5. Location of observer(s)

a. The observers were at DR 2142 (UN Grid) approximately 45 miles southeast of K-6 Air Base at P'Yongt'sang-ni, Korea on a 270 degree heading.

6. Identifying information of all observer(s)

a. Not applicable

- b.
1. John R Tabor 2nd Lt. 335 FIS 1st Comdr B-2
 2. Vernon B Hesterman 2nd Lt. 335 FIS Element Leader B-2
 3. Donald G Huff 2nd Lt. 335 FIS Pilot B-2
 4. Donald A Phillips 2nd Lt. 335 FIS Pilot B-2 (Saw illumination)

7. Weather and winds aloft conditions at time and place of sightings

a. The observers reported that the clouds were 3,000 feet scattered, three to five tenth cloud coverage. Visibility was unlimited, and the winds aloft were 290 degrees at 60 knots.

b. The weather report from K-14 weather station is as follows.

- (1) Surface: Calm
- (2) 6,000 feet 010 degrees at 5 knots

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10. 10,000 feet
11. 20,000 feet
12. 30,000 feet
13. 40,000 feet
14. 50,000 feet
15. 60,000 feet
16. 70,000 feet
17. 80,000 feet
18. 90,000 feet
19. 100,000 feet

20. 1,000-12,000 feet, scattered

21. Visibility was 15 miles

22. Amount of cloud coverage - four tenths

23. Thunderstorms in area - none known

24. Negative

25. Negative

26. The flight set up an orbit of about 10 miles diameter 45 miles radius around the object at 42,000 feet. The object was estimated to be between 50-55,000 feet by the observer. (Approximately 10,000 feet of uncertainty)

27. Negative

28. The preliminary analysis of this office reveals that there is no reliable information for the shipping. All research on the possibility of weather balloons or other aerodynamic devices led to negative results. The only balloon of the type known to be released in South America within the last few years was released at about 10,000 feet west of a South American coastline. This direction alone may possibly show a balloon released from a ship to the east. However, the object was last observed moving in a northeasterly direction. This seems to rule out the possibility of the latter assumption. Unfortunately, only one observer saw the object split into elements, although four verified the presence of the object. The TADC, located about 45 miles away, could not point a fix on either the aircraft or the object. It is quite possible that the ability of the TADC to point an object at 42,000 feet over such a short distance as 45 miles is highly limited.

James E. Bridgett Jr.
JAMES E. BRIDGETT JR.
2nd Lt., USAF
Intelligence Officer

RECEIVED
JAN 10 1964
AIR FORCE
HEADQUARTERS
WASHINGTON, D.C.

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AIR INTELLIGENCE INFORMATION REPORT

FROM: 4th Fighter Interceptor	REPORT NO.	PAGE
TO: Intelligence APO 75	IR-2-51	2

While flying a local high-altitude combat patrol training mission, I spotted an object above me (OS 9872). I set up an orbit around the object and told my wingman and element leader to look for the object. Both men picked it up. At first I thought it was a weather balloon but after closer observation, decided it was too large to be a balloon. I was at 42,000 feet and my element leader was at 44,000 feet. Both of us estimated the altitude of the object to be between 50,000 feet and 55,000 feet. We circled for approximately 20 minutes and contacted Badger to try to get a definite fix, but Badger could not pick us up. We spotted the object about 1050K and at 1110K. I observed the object to break into three sections. Two of the sections moved off immediately toward the northeast. The other hesitated momentarily and then followed the first two. At times, when the object would pass almost directly through the sun, it appeared to have swept back or crescent shaped wings. However, when the object was out of the sun, it was too high to distinguish if it had wings or not, and appeared to be round.

John E. Faber

JOHN E. FABER
 2nd Lt. USAF
 Pilot

On 31 August 1954 at approximately 1000K we took off on a normal training mission. We were on a pre-briefed intercept and while climbing out at about 40,000 feet, Sharp leader ask me (Sharp 2) if I saw anything at about ten o'clock high. I did not have the object in sight at that time. We climbed up to 42,000 feet and started a left orbit. Sharp lead again ask me if I saw it. I spotted the object then. It was round, white and appeared to be round. I estimated it to be about 18,000 feet above me. I kept the object in sight for awhile and it did not move. Other aircraft came into the area and I took my eyes off the object to watch the aircraft and was unable to pick it up again. This was about 1115K.

John E. Faber for

DONALD G. DUFF
 2nd Lt. USAF
 Pilot

AF 802583B

AIR INTELLIGENCE INFORMATION REPORT

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FROM: 4th Fighter Interceptor Group Intelligence - APO 76	REPORT NO: IR-2-54	PAGE: 2 OF 2
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I was member three of a flight of three F-86's on a routine combat tactics training mission on 31 August 1954. Our call sign was "Seatrail Shark" and we had prebriefed with Seatrain Base to attempt locating each other south of line Fox and make several "bounces" on each other. We were approximately 45 miles southeast of K-6 at 10:01 on a heading of 270 degrees and 42,000 feet when Shark leader (Lt Tabor) called me and asked if I had an object in sight at about ten o'clock and very high to my position. I could not locate the object at this time and informed Lt. Tabor of the fact. Lt. Tabor then set up an orbit to the left around the object and called us over to White channel, where he proceeded to contact Badger control. After contact with Badger, Lt. Tabor asked them to make positive radar contact with him and then find if they had any unidentified objects in our area. I believe Lt. Tabor gave Badger our wrong position and there was an extreme amount of radio chatter at this time which made good radio contact difficult. Badger could not positively identify us but did inform us that they had no unidentified object on their radar scope. It was during this time that I sighted the object and the number two of our flight sighted it slightly before I did. We were heading approximately 270 degrees when I sighted it. It was at my nine o'clock position at the time and approximately 70 degrees high. I was at 44,500 feet. It is difficult to give a close estimate of the size of the object, but my guess would be that it was around 30 feet in diameter and about 5,000 feet higher than me. The object was white in color but at times in the orbit, it appeared very brilliant and looked very similar to a star which was probably due to reflection from the sun. During the time that I had the object in sight, it did not appear to move. I had the object in sight for a period of about ten minutes when I finally lost sight of it and could not pick it up again. We were low on fuel at this time and left the area to return to the field and land. Base flight was in the area at this time and were looking for the object after we left.

Version D Hesterman

VERSION D HESTERMAN
2nd Lt. USAF
Element Leader

On 31 August 1954, while on a four ship high altitude mission, I heard over the radio another flight having spotted some object high over their head. Our flight contacted visually this other flight and the other flight leader mentioned the clock position of the object to be at eleven o'clock to his ship. This position was about eight o'clock to my ship. I looked out the top of my canopy and caught sight of some bright shiny object directly overhead and very high. Before I could get a very good look, I lost the object in the sun.

Donald A Phillips
DONALD A PHILLIPS
2nd Lt. USAF
Pilot

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1st Fighter Interceptor
Group Intelligence APC 75

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ANEX "A"

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There were two other sightings by members of this organization on 31 August 1954, although there was not sufficient information to carry out an investigation. Statements from the pilots are enclosed which might assist in a final analysis of the first sighting.

James E. Brinkley Jr.
JAMES E. BRINKLEY JR.
2nd Lt. USAF
Intelligence Officer

On 31 August 1954 at 1825I, while flying number 2 on the left wing of Collier lead in aircraft 769 at 36,000 feet, position GS 4095, on a compass heading of 110 degrees, I observed an object in the nine o'clock position at 45 degrees azimuth. It appeared like the shiny top of a common pin. Disregarding the size of the object, it could have been at an extremely high altitude. I called same to Collier lead who had no joy. We continued on same course and the object moved to eight o'clock and then almost to seven, no change in azimuth. I called object to lead again who had no joy. He advised I keep object in sight. To do so, I turned left until object was at my eleven o'clock and called same to lead. He did not see the object in the flight. Since the sun was at our rear on original course, and after having lost object at eleven o'clock to myself, I could still observe object although the sun was at ten o'clock, 20 degrees of azimuth and very bright, the point being that said object was not down out of us and could hardly be reflected light from another aircraft. I kept object in sight on a compass heading of 310 degrees for awhile, and after no others in the flight could sight object, I discontinued observation. Disregarding known size of object and assuming only that it was at an extremely high altitude, it is my opinion that approximately the object was between GS 7000 and GS 5000 during the time I observed it.

James E. Brinkley Jr.
JAMES E. BRINKLEY JR.
1st Lt. USAF
Pilot

This report is general as to the previous sightings and descriptive as to the one seen on the 31 August 1954. The first object observed was several minutes ago when on a early morning practice scramble, the number four member of our flight of four sighted an object at our one o'clock position high. This object was seen by all members of the flight and was traveling in an easterly heading. It was traveling at no outstanding speed and was approximately the same size of jet aircraft. Its course was 120 degrees from our heading and it was observed until it went out of sight. The flight leader turned a report of this object in to our intelligence section when we returned. We were under the control of Radar during the complete mission and they never called any stranger in our area. Our flight flew at 44,000 feet and the object was approximately 15 to 20,000 feet above us. The second object seen was during a instrument training flight while making an instrument let-down at K-14. I was flying chase for the other pilot on

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Group Intelligence AFO 76

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Aircraft "A"

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instruments and was at an altitude of 12,000 feet heading west. The object was off at our ten o'clock position and at an altitude of approximately 45,000 feet plus. I was not able to continue an observation for any length of time for the necessity of clearing the other pilot. The third time an object was observed was the 31 August 1954 while returning to the home field from the local area. Our flight was doing i-trail aerobatics and at an altitude of 36,000 feet. This object was at our two o'clock position and again at a very high altitude. Its position was east of K-14 and approximately over the K-47 area in the buffer zone. No direction of flight or speed was noticed. These observations are not to be called "flying saucers" as the shape was not specifically noted. They were definitely objects that were flying and maintaining an altitude. I cannot call them aircraft because no specific airframe type was observed. The altitude difference and direction would prevent a definite description of the object. They were not pulling any contrails on all observations.

Donald F. Heister

DONALD F. HEISTER
1st Lt. USAF
Pilot

Scale: 1:100,000
1st Classified Edition
1948

TONGSOSU BAY (380) G

RECLASSIFIED AT 3 YEAR INTERVAL
AFTER 12 MONTHS
DIR 120010

SECTION

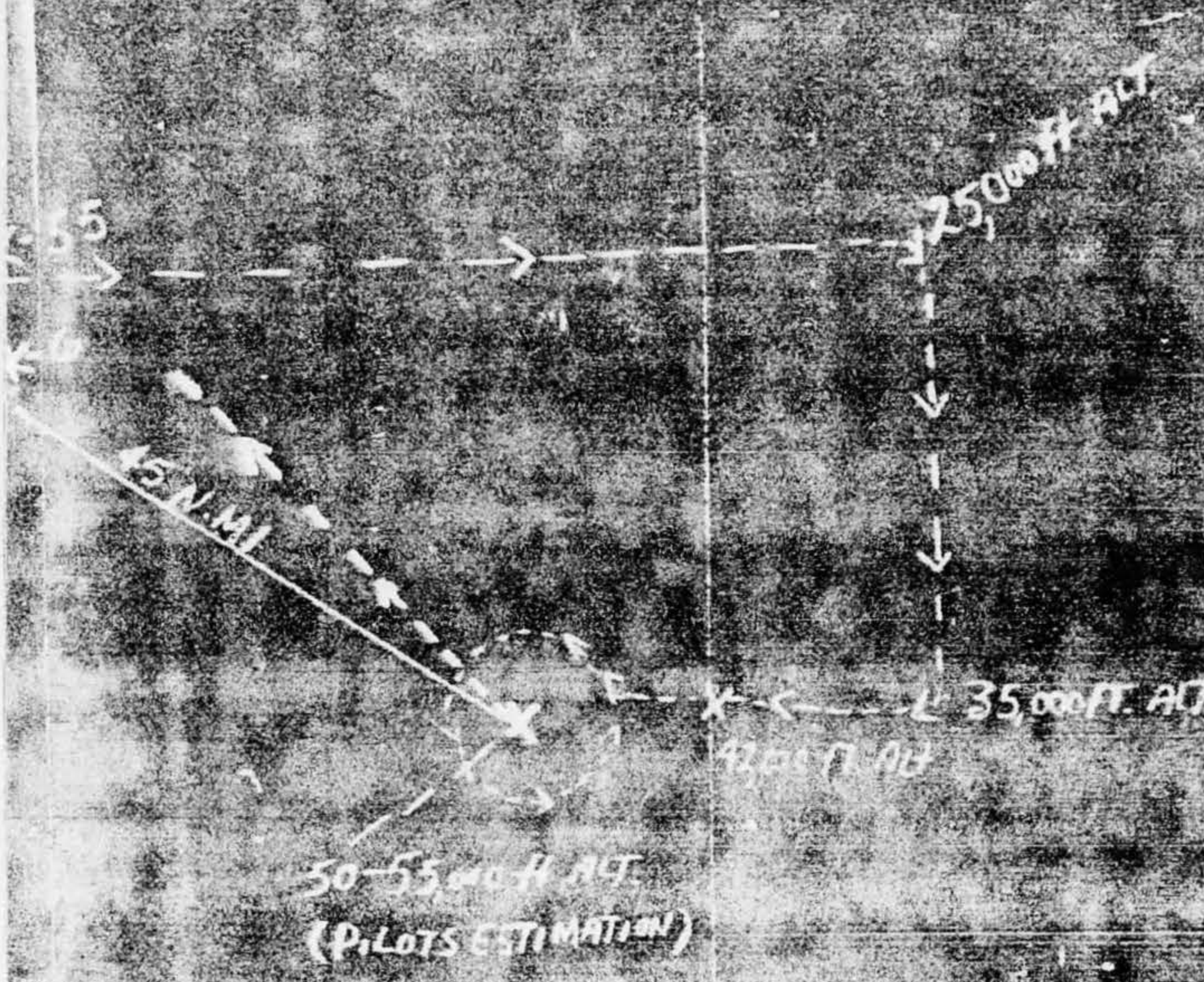
50-55 M.H. ALT
(PILOTS ESTIMATION)

35,000 FT. ALT
40,000 FT. ALT

15 N.M.I.

25,000 FT. ALT

105



REPLACED AT 3 YEAR INTERVAL
 AFTER 12 MONTHS
 FOR DIR 120010

TONG SO SON BAY (380) G
 Chung-Kareg Port

Scale: 1:1,000,000
 and Classified Edition
 AIR INFO CURRENT
 FOR 53

+	XB	YB
	XA	YA

Legend

- Route of A/C
- Route of disappearance of object
- X Location of A/C at initial sighting
- X Location of object at initial sighting

X Area of orbit ground object

UNCLASSIFIED

August 1954
Lafayette, Indiana

K243.6012-1
Aug 1954

RETURN TO:

Director
Aerospace Studies Inst
RTTN: Archives Branch
Maxwell AFB, Alabama

SIMC

1003408

SEPTEMBER 1954 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
1	Pasco, Washington	[REDACTED]	Balloon
2	Machiato, Okinawa (CASE MISSING)	Military & Civilian	Balloon
2	Mineral Wells, Texas	[REDACTED]	A/C
4	Butler, Missouri	[REDACTED]	UNIDENTIFIED
5	Rockford, Illinois (CRIFO Newsletter, 1 Oct 54)(INFO)	Bartkus & McColm	
5	Butler, Missouri	[REDACTED]	UNIDENTIFIED
5	Hillcrest Heights, Maryland	[REDACTED]	Insufficient Data
5	Palm Springs, California	[REDACTED]	Insufficient Data
6	Washington, D. C.	[REDACTED]	Astro (METEOR)
7	France	Unknown Civilian	Insufficient Data
7	France	Unknown Civilian	Insufficient Data
7	Las Vegas, Nevada	Military	Astro (METEOR)
9	Seoul, Korea	Military	Balloon
9	Kinston, North Carolina	Mewborn	Astro (METEOR)
12	Cape May, New Jersey	Unknown Civilian	A/C
14	Finland	Unknown	Astro (METEORITE)
14	Italy	Unknown Civilian	Insufficient Data
17	Hamlet, Indiana	[REDACTED] (PHOTOS)	Other (HOAX)
17	N. Rome Ciampino, Italy	Military	Balloon
17	Clarksdale, Arizona	Military	Insufficient Data
18	Kimpo AB, Korea	Military	UNIDENTIFIED
18	New Baden, Illinois	[REDACTED]	Insufficient Data
18	Oklahoma	Military	Astro (METEOR)
19	Montgomery, Alabama	[REDACTED]	Balloon
19	Beaumont, Texas	Unknown Civilian	Balloon
19	Atlanta, Georgia	[REDACTED]	Astro (STAR/PLANET)
20	Ionia, Michigan	[REDACTED]	Insufficient Data
20	Philadelphia, Pennsylvania	[REDACTED]	Astro (CAPELLA)
20	Neah Bay, Washington	[REDACTED]	Astro (STAR/PLANET)
21	Barstow, California	Multi Civilian	UNIDENTIFIED
21	Winslow, Arizona	American Air Lines	Insufficient Data
21	Santa Maria Airport, Azores	Multi Civilian	UNIDENTIFIED
21	Houston, Texas	[REDACTED]	1. Insufficient Data 2. A/C
21	Venice, California	[REDACTED]	Astro (VENUS)
22	Marshfield, Missouri	[REDACTED]	UNIDENTIFIED
23	Gatlinburg, Tennessee	[REDACTED]	UNIDENTIFIED
23	Baltimore, Maryland	Military & Civilian	Astro (MARS)
23	West Riverside, California	[REDACTED]	Insufficient Data
24	Neosho, Missouri	[REDACTED]	Insufficient Data
25	Biloxi, Mississippi	[REDACTED]	A/C
26	Butler, Missouri	[REDACTED]	Other (BIRDS)
26	Beaumont, Texas	Military	A/C
26	Altoona, Pennsylvania	[REDACTED]	Insufficient Data
27	Loudonville, Ohio	[REDACTED]	A/C
27	Lafayette, Louisiana	Military & Civilian	Astro (METEOR)
27	Philadelphia, Pennsylvania	Military	Insufficient Data
27	Kensington, Maryland	[REDACTED]	Astro (MARS)
30	Temple Hills, Maryland	[REDACTED]	Insufficient Data
30	Lyon, France (Christian Science Monitor)(INFO)	[REDACTED]	

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AF FORM 112-PART II
APPROVED 1 JUNE 1949

AIR INTELLIGENCE INFORMATION REPORT

FROM: (Agency) DI FEAF, ATLO	REPORT NO. IR-129-54	PAGE 2	OF 5	PAGES
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1. The following crew interrogation was made by Captains Davis & round, FEAF ATLO on 4 August 1954. The interrogation covers two separate reconnaissance flights made by the same crew, with the exception of the photo navigators, on the nights of 29 July and 30 July 1954.

2. The crew, flying an B-29 aircraft, is assigned to the 91st Strategic Reconnaissance Squadron, stationed at Yokota Air Base, Japan. The crew is well experienced, has flown similar missions in this area, and are all considered reliable observers. The Squadron Commander accompanied the crew on the 29 July mission and verifies the sightings observed as well as the integrity of the crew.

3. Both missions reported herein were briefed and flown over established reconnaissance routes in the Far East during the hours of darkness. Inasmuch as the number of sightings is relatively great, no attempt to pinpoint individual sightings or give the exact time of these observations.

4. Significant sightings of the individual crew members concerning the mission of 29 July are as follows:

a. Aircraft Commander

Witnessed a "blue haze" approximately 1 foot in diameter and 20 feet long passing over the aircraft for a period of 2 to 3 seconds. The "haze" appeared to travel in excess of what would be considered a jet aircraft speed. This sighting had been called to his attention by the Squadron Commander who was flying in the pilot's position.

b. Radar Observer

(1) Had two objects on his scope at fourteen miles range and 2 to 3 miles between objects. Aircraft heading was 036° and objects came into his scope at a relative bearing of 345°, departing at 200°. The speed of the objects was very high, being jet aircraft speed or higher. This radar sighting was confirmed visually by the Central Fire Control Gunner who saw a bluish white streak in approximately the same position at the same time.

(2) The radar set being used was the AP-13 with the antenna tilt up to maintain surveillance up to 5° above flight level. The equipment was set at 50 miles range with 10 mile delay. The WO had never picked up jet aircraft on his scope before, but had experienced passes by propeller driven fighters during practice intercepts in the States. The sightings were of much higher speed than the previous propeller driven aircraft returns, but of the same general appearance.

c. Photographic Navigator

Saw a reddish-orange streak pass over the aircraft from 12 to 6 o'clock at an extremely high rate of speed. Saw 3 or 4 similar sightings passing over the aircraft and travelling from 3 to 9 o'clock. He was definitely impressed by the speed of each sighting, and felt that each was considerably higher than jet speed.

d. Flight Engineer

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DECLASSIFIED AFTER 12 YEARS.
DOD, DIL 6200.10

Although the Flight Engineer made many unidentified sightings confirming other crew sightings during this mission, he reported only one which he recalled as leaving a lasting impression with him. He reported an orange or reddish-orange streak travelling from 4 o'clock high to 3 o'clock low, very close to the aircraft. The light appeared to suddenly turn on and then off, and lasted from 2 to 3 seconds.

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(CLASSIFICATION)

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AF JRM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM: (Type)	REPORT NO.	PAGE	OF	PAGES
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e described the light as much longer and a different color from the flame he has observed from an F-84 afterburner. He saw no launching blast or flash at burnout.

c. Tail Gunner

The tail gunner saw the same light described by the flight instructor and feels that it also was the most significant sighting during the mission. In addition to the above sighting, he reports a similar light streak travelling from 5 o'clock high to 7 o'clock high of 2 to 3 second duration; and another light "similar to a jet exhaust" travelling from 11 o'clock high to 4 o'clock high. This last sighting he determined to be definitely an aircraft.

f. Central Fire Control Gunner

Witnessed many sightings from all o'clock positions. He appeared embarrassed to report more than a few thinking that his veracity would be doubted. He reported that the majority of sightings were an orange-white glow approximately 4 inches long at arm's length. All were above the aircraft and had a 3 to 5 second duration. Each began with a "sparkling" and then turned off with no flash apparent. He was certain that each light turned off before descending below the altitude of his aircraft, and did not disappear into the undercast. He also reported a bluish light travelling at high speed from 9 to 3 o'clock above the aircraft.

g. During the flight, the aircraft was in the clear at an altitude of 12,500 feet, over an undercast with tops estimated at 8,000 feet. There was no moon, excellent visibility and numerous stars visible in the clear weather above the aircraft. During the initial phases of the flight, several shooting stars were observed, and were definitely ruled out as having any relationship to the sightings reported above.

h. The aircraft was flying "blacked-out", had Vark X transponder in "normal" position, and the navigational radar AP-13 turned on throughout the flight.

i. Two GOI stations, located on and adjacent to the island of Hokkaido were contacted over VHF during the period of the sightings, and verified having the G-29 on the scope, but did not observe any unidentified plots near the friendly aircraft. At one time during the reported incident, the aircraft was flying within 60 miles of a friendly GOI site.

5. The next mission which this report will cover was flown on 2 August 1954. This mission was flown in weather until severe icing necessitated climbing to an altitude which placed them immediately on top of the undercast, but flying through occasional tops. Visibility was excellent above the clouds with many stars visible but no moonlight, however the visibility dropped to several hundred feet when flying in the occasional tops. The aircraft was blacked out when not over friendly territory and during the incidents.

a. As the flight proceeded northwestward from the South Korean coast, several messages were received from "Satan" GOI site located on Pien-yung-do informing the G-29 that hostile aircraft were orbiting at 100 miles range evidently waiting for them. GOI informed the aircraft at intervals of the progress of the fighters, however no indication was received by the aircraft that hostile fighters were closer than about twenty-five miles. On three occasions during these contacts with "Satan", a third voice in good English having a high pitched voice was heard calling the aircraft by number and stating "we are standing by to copy". This voice was different from "Satan" and the transmissions were ignored since they were not related to other conversations. All communications were conducted on 110. DOWNGRADED 110. DECLASSIFIED AFTER 12 YEARS.

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AIR INTELLIGENCE INFORMATION REPORT

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b. After the aircraft had progressed to a point approximately thirty miles from Communist territory in the vicinity of Port Arthur, "Satan" gave them a vector of 140° to withdraw from the area. After changing course to 140° the tail gunner observed a jet exhaust and what appeared to be a red navigation light at 5 o'clock high. The light appeared to travel from 5 o'clock high to 6 o'clock level. The Aircraft Commander was called and he elected to make an evasive turn to the left which placed the aircraft in the tops of clouds for 2 to 3 seconds. Upon leaving the clouds, the tail gunner no longer saw the lights, but did see what he considered tracer "four times larger than 50 cal." come from 5 o'clock to a position to the right and slightly below him.

c. A few minutes later the nose navigator and pilot observed two red or reddish-orange streaks go from three to 9 o'clock slightly high in front of the aircraft nose at about twenty second intervals. Both crew members were of the impression that these were some large tracers, possibly cannons, fired at them.

d. Later, while passing through the tops of clouds, the Central Fire Control Gunner saw and heard a jet aircraft pass very close from 6 to 12 o'clock. The flame appeared the same as that of an F-94 afterburner.

e. On the return flight across South Korea the Aircraft Commander asked an F-94, which was in the area, to make some passes at the friendly to familiarize the crew with identifying aircraft with and without afterburner.

f. On 12 August 1951 the F-94 crew, which made these passes on the 5-29, was interrogated on another project. The crew's statements concerning the passes on the 5-29 are added here since they were made under nearly identical circumstances as the hostile passes. The crew stated that even though the 5-29 now had its navigation lights turned on, the F-94 was using GCI vectors and its AI gear was operating, difficulty was experienced in making close passes. The 5-29 was still intermittently in the tops of the overcast at 16,500 ft. and there was practically no light.

g. IFF was on "normal" until fifty miles out over the International waters and then switched to "standby". It was on standby position during the incidents mentioned.

COMMENTS of the Preparing Officer:

6. The crew flying both of these missions appears reliable and sincere in their reporting. There was no tendency to amplify their story or to make other than pertinent comments. All members were familiar with shooting stars and had seen friendly jet aircraft with and without afterburners under similar weather conditions as existed during the above two flights.

7. In both instances, the friendly aircraft was visible on GCI scopes, yet no unidentified tracks appeared in close proximity friendly although at one time two "bogies" were picked up by the aircraft radar on 29 July.

8. The unusual nature and adverse conditions under which most of these sightings were made, plus the fact that it is impossible to preserve these actual sightings on a permanent type recording device (i.e. recorder, film, etc.) makes it extremely difficult to reach any logical conclusion or conclusions from these observations.

DOWNGRADED AT 3 YEAR INTERVALS;
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8. The observation made by the Central Fire Control Gunner as recorded in paragraph 5.4. is considered to be very significant since the pass by the unidentified aircraft was very close and was made under very adverse conditions.

DUGLAS J. WATTS
Captain, USAF
Air Technical Liaison Officer

Alan G. Pound
ALAN G. POUND
Captain, USAF
Air Technical Liaison Officer

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(CLASSIFICATION)

PROJECT 10073 RECORD CARD

1. DATE 31 August 1954		2. LOCATION Korea		12. CONCLUSIONS ☐ Was Balloon ☒ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local _____ GMT 31/0150Z - 0210Z		4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE Military			
7. LENGTH OF OBSERVATION 20 - 25 Minutes		8. NUMBER OF OBJECTS 1 - 3			
		9. COURSE NW			
10. BRIEF SUMMARY OF SIGHTING Large round shiny object 30' in diameter. White. Object appeared to have wings. Initial object split into 3 objects. Two departed to NW climbing at 45 deg angle, third object remained stationary for 1 1/2 minutes and then followed objects. Object at 70,000 ft, a/c at 42,000 ft.				11. COMMENTS Most likely balloon. Only one of 3/observers saw object split.	

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1 } ATIA
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JHPCR 20

JAPY 13

JAPY 61

RR JEPHQ JEDWP ZFD JHPCR

RR JEPHQ JEDWP 222

DE JAPYC 32B

R 03 07 09Z

FM COMDR FEAF TOKYO JAPAN

TOHJEPHQ/COFS USAF WASH DC

INFO JEDWP/COMDR ATIC WPAFB OHIO

[REDACTED] A-I-REQ-4 8009 ATTN: DIR OF INT. THE FOLLOWING INFORMATION IS A VERBATIM EXTRACT OF A MESSAGE RECEIVED FROM THE FOURTH FIGHTER INTERCEPTOR GROUP, KOREA, CITE NO FGI 545-54, 31 AUG 54. QUOTE SEATRIN SHARK FLIGHT (3) AIRCRAFT) WHILE ON A ROUTINE TRAINING MISSION, OBSERVED AN UNIDENTIFIED FLYING OBJECT(UFOB) APPROXIMATELY CR 9540. THE FLIGHT TOOK OFF FROM K-14 AND FLEW TO K-55 WHERE THEY TURNED ON A 090 DEGREE HEADING TO DS 5504, CLIMBING TO 25,000 FEET. THIS POINT THE FLIGHT TOOK A 180 DEGREE HEADING TO DR 5540 CLIMBING TO 35,000 FEET. THE FAPPROXIMATELY CR 9540, 50-5000 FEET, 1050I, SHARK LEAD OBSERVED A

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PAGE TWO JAPYC 32B

LARGE ROUND SHINY OBJECT. HIS POSITION WAS AT APPROXIMATELY DR 2142, 42,000 FEET, HE IMMEDIATELY CALLED THE OBJECT TO THE ATTENTION OF OTHER MEMBERS OF HIS FLIGHT. AFTER HAVING THE OBJECT'S PRESENCE CONFIRMED BY THE OTHER MEMBERS, SHARK LEAD HAD HIS FLIGHT SET UP AN ORBIT AT 42,000 FEET 5 MILES RADIUS AROUND THE OBJECT. THE OBJECT REMAINED STATIONARY FOR ABOUT 20 MINUTES(1050I-1110I) SHAR LEAD CONTACT BADGER TO SEE IF BADGER WOULD TRACK THEM AND/OR THE OBJECT. HE GAVE BADGER A WRONG POSITION THROUGH MISTAKE, AND BADGER WAS NEVER ABLE TO GET A FIX ON IGH THE FLIGHT OR THE ORBIT. SHARK LEAD THEN AND THE OBJECT SPLIT INTO THREE (3) ELEMENTS. ELEMENT 1 AND 2 TOOK OFF FROM THE STATIONARY POSITION WITH ELEMENT E3 REMAINING FOR ABOUT 1 AND 1/2 MINUTES. ELEMENTS 1AND 2 SEEMED TO HAVE BEEN PERFORMING ABOUT 45 DEGREE VERTICAL ROLLS, ABOUT THIS TIME (1110I) BASS FLIGHT WAS IN THE AREA AND WAS INFORMED OF THE OBSERVATIONS. BASS 3 SAW A BRIGHT ILLUMINATION BUT NOTHING ELSE. OTHER MEMBERS OF BASS FLIGHT HAD NEGATIVE OBSERVATIONS. THE OBJECT DISAPPEARED ON A NORTH EASTERLY HEADING. SHARK FLIGHT, BEING LOW ON FUEL, RETURNED HOME, LEAVING BASS PATROLLING THE AREA. BASS HAD NO FURTHER OBSERVATIONS. THE WEATHER STATION AT K-14 WAS CHECKED AS TO THE POSSIBILITY OF WEATHER BALLONS IN THE AREA WITH NEGATIVE RESULT . UNQUOTE. THIS INCIDENT IS BEING FURTHER INVESTIGATED BY ATLO DI FEAF. ADDITIONAL INFORMATION WILL BE FORWARDED SOONEST.

05/2710Z SEP JAPYC

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JEPHQ 014
JHPCR B009
JAPY 02

JAPYC B36

RR JEPHQ JEDWP 222

DE JAPYC 45B

R 040248Z

FM COMDR FEAF TOKYO JAPAN

TO JEPHQ/COFS USAAVPNBG D C

INFO JEDWP/COMDR ATIC W-P AFB OHIO

[REDACTED] A-I-REQ-4 8042 REF A-I-REQ-4 8009 CMM 3 SEP 54 PD THIS PRESENTS CORRECTIONS TO AND ADDITIONAL INFO CONCERNING UFOB SIGHTING PD AFTER FLT LEADER SAW OBJECT AND POINTED IT OUT TO OTHER TWO ACFT CMM THE THREE ACFT FLEW SINGLY IN ABOUT 25 DEGREES LEFT BANK TO KEEP OBJECT IN SIGHT AT ABOUT 70 DEGREES RELATIVE ELEVATION PAREN TRUE ANGEL CMM 45 DEGREE ELEVATION PAREN PD A 25 DEGREE AT FLTS ALT OF 42,000 FEET GIVES CIRCLE OF 10 MILE DIAMETER PD BY TRIANGULATION CMM ALT OF UFOB 70,000 FEET PD OBJECT APPEARED TO BE SIZE OF DIME AT ARMS LENGTH PD AFTER ORBITING FOR APRX 20 MIN CMM FUEL SHORTAGE NECESSITATED RETURN TO BASE PD AFTER FORMATION JOINED UP CMM ONLY

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PAGE TWO JAPYK 45B

FLT LEADER SAW OBJECT AS IT BROKE INTO 3 SEPARATE OBJECTS PD TWO DEPARTED NORTH WESTERLY IN TRAIL CLIMBING AT 45 DEGREE ELEVATION PD THIRD OBJECT REMAINED STATIONARY FOR ONE AND ONE-HALF MINCTES CMM THEN FOLLOWED IN SAME DIRECTION PD WINDS FROM 300 DEGREES CMM 31 KNOTS AT 50,000 FEET PD OTHER PLTS HAVE SEEN SIMILAR SINGLE OBJECTS AND REPRESENTATIVE SIGHTINGS WILL BE ATTACHED TO THE COMPLETE REPT OF SUBJ URFO CMM 4TH F-I GP IR 2-54 PD
04/0249Z SEP JAPYC

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