CLASSIFICATION

COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
United States of America	2-55	D331039 AF687577

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS	DATE OF INFORMATION	SRI STATUS (If applicable)
Cornfield Harbor nr Point Lookout, Md.	12 Oct 1955	
ACTIVITY SUBMITTING REPORT: Dir of Intelligence, Hq Comd, USAF, Bolling AFB, Washington 25, D. C.	DATE OF COLLECTION	SRI NO. CANCELED/COMPLETE
PREPARING INDIVIDUAL: Major E. H. Miller, Jr.	DATE OF REPORT: 13 Oct 1955	SRI NO. CANCELED/INCOMPLETE
NAME OR DESCRIPTION OF SOURCE: Mr. Bruce Hale	EVALUATION: Unevaluated	SRI NO. ACTIVE
		ADDITIONAL INFORMATION ON (Date)

REFERENCES (*BAIR Subject, previous reports, etc., as applicable*)

None

SUBJECT (*Descriptive title. Use individual reports for separate subjects*)

Unidentified Flying Object Report

SUMMARY (*Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies*)

The following information is reported in accordance with AFR 200-2, Unidentified Flying Objects Report dated 12 August 1954:

E. H. Miller

E. H. MILLER, JR.
Major, USAF
Chief, Plans and Intelligence Division

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2/48:47-4

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1 cy: Chief, Air Technical Intelligence Center, Wright-Patterson AFB, Ohio
1 cy: Director of Intelligence, Headquarters Command, USAF, Bolling AFB, Wash 25, D. C.

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U. S. GOVERNMENT PRINTING OFFICE : 1954 O — 315475

CLASSIFICATION

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Authority NND 9237007

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Intelligence Division Hq Command, USAF	2-55	PAGE 2 OF 3 PAGES

1. Description of the object:

   a. Round
   b. Baseball
   c. White turning red after sunset
   d. One
   e. Negative
   f. Negative
   g. After dark the object turned red in color and emitted sparks. As the sparks appeared, the object itself disappeared and then reappeared.
   h. Deep roaring sound not like an aircraft.
   i. After dark the object would leave a trail of sparks and disappear. The sparks would then dissipate and the ball would reappear.

2. Description of course of object:

   a. Unknown
   b. Directly overhead
   c. Did not disappear
   d. Circle in the sky directly overhead
   e. Negative
   f. 2½ hours

3. Manner of observation:

   a. Ground visual
   b. Negative
   c. Negative

4. Time and date of sighting:

   a. 2100Z to 2330Z on 11 October 1955
   b. Dusk

5. Locations of observers:

   a. Cornfield Harbor, near Point Lookout, Maryland

6. Identifying information of all observers:

   a. Mr. Bruce Hale; age, unknown; 5016-56th Place, Hyattsville, Maryland; occupation, Clerk.
   b. Mr. Alex Ostrom; age, unknown; address number unknown; West Hyattsville, Maryland

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

   a. Very good, ceiling high, visibility clear, no cloud cover, and there were no thunder storms in the area.
   b. Surface, 315-6K
      6000-340-07K
      10,000-200-05K
      16,000-320-11K
      20,000-310-11K
      30,000-300-26K
      45,000-320-25K

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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(4)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
Intelligence Division Hq Command, USAF	2-55	

7. Cont'd

   c. Ceiling - none
   d. Visibility - unrestricted
   e. Amount of cloud cover - none
   f. Thunderstorms in area - none

8. Negative

9. Negative

10. Negative

11. Position title and comments of the preparing officer:

   a. Chief of Plans and Intelligence
   b. Mr. Hale, who observed the object, stated that he was curious about the object to the point of telling his friends and co-workers about it. They advised him that the Air Force would be interested and recommended that he report it. He hesitated but was convinced that the proper thing to do would be report it and he did so. It is my opinion that Mr. Hale is not seeking publicity or recognition. He is not experienced in aviation or allied fields and states that he made no observations other than those contained in this report.

12. Negative

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Authority NND 9237007

AF FORM 112
APPROVED 1 JUNE 1948

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(CLASSIFICATION)

AF680938 (1)

COUNTRY	REPORT NO.	(LEAVE BLANK)
United States of America	1-55	AF680938 C

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT		
Unidentified Flying Object		
AREA REPORTED ON	FROM (*Agency*)	
Army Map Service, Washington, D. C.	Director of Intelligence, Hq Comd, USAF	
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
9 September 1955	9 September 1955	Unknown
PREPARED BY (*Officer*)	SOURCE	
Major Manley H. Dale, Jr.	Mr. Billy R. Smith	

REFERENCES (*Control number, directive, previous report, etc., as applicable*)
None

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.*)

The following information is submitted in accordance with AFR 200-2, dated 26 August 1953.

LIBRARY SUBJECT & AREA CODES
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S. N. Garrett
SKIDMORE N GARRETT
Lt Col., USAF
Director of Plans and Intelligence

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1 cy: Chief, Air Technical Intelligence Center, Writht-Patterson AFB, Ohio
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(CLASSIFICATION)

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Authority NND 9237007

AF FORM 112—PART II
APPROVED [illegible] 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Intelligence Division Headquarters Command, USAF	1-55	PAGE 1 OF 1 PAGES

1. Report of sighting an unidentified object submitted by Mr. Billy R. Smith, Army Map Service, 6101 McArthur Boulevard, Washington, D. C.

2. Mr Smith reported that three of his fellow workers sighted an illuminated object, appearing approximately the size of a silver dollar. The object seemed to glow and was round in nature. There was no sound.

3. The object was first seen when one of the three men was tossing up a coin while waiting for the coffee mobile. As the man looked up for the coin he sighted the object and told the other two men to look. The flight path of the object was like an arc in the sky. The object disappeared over the Dalecarlia Reservoir. The total time of sighting was about one (1) minute.

4. The manner of observation was ground to air, and visual.

5. The date was 7 September 1955 at 1130Z. It was late afternoon.

6. The location of observers was from the grounds of the Army Map Service, located at 6101 McArthur Boulevard, Washington, D. C.

7. Identifying information of the observers is as follows:
Mr. Frank Sengstack, address 302 Hillmore Drive, Silver Springs, Maryland, occupation is that of a Plate maker for maps. Reliability is unknown.
Mr. Edward L. Chambers, address 4907 W Street, Washington, D. C. N.W. occupation is photographer. Reliability is unknown.
Mr. Sebastian Genua, address 5017 Strathmore Avenue, Kensington, Maryland, occupation is color photographer. Reliability is unknown.

8. Weather conditions at the time of the sighting were described by the observers as very good, ceiling high, visibility was clear, no cloud cover, and there were no thunder stormes in the area. There was almost no wind at the time, and no unusual conditions were observed which might account for the sighting. Winds for the 7 Sep 55 Suf, 330-10K; 5000, 300-15K; 10,000, 280-20K; 18,000,290- 25K; 25,000, 270-29K; 30,000 260-41K; 50,000, 260-35K; 80,000, 160-13K.

9. There was no air traffic in the vicinity at the time of sighting.

10. No explanation to the cause of the sighting can be given. No further action in regard to this sighting is presently contemplated.

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COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
United States of America	2-55	D331000 AF687597

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS	DATE OF INFORMATION	SRI STATUS (If applicable)
Cornfield Harbor or Point Lookout, Md.	12 Oct 1955	SRI NO. CANCELED/COMPLETE
ACTIVITY SUBMITTING REPORT: Dir of Intelligence, Hq Comd, USAF, Bolling AFB, Washington 25, D. C.	DATE OF COLLECTION	SRI NO. CANCELED/INCOMPLETE
PREPARING INDIVIDUAL: Major E. H. Miller, Jr.	DATE OF REPORT: 13 Oct 1955	SRI NO. ACTIVE
NAME OR DESCRIPTION OF SOURCE: [redacted]	EVALUATION: Unevaluated	ADDITIONAL INFORMATION ON (Date)

REFERENCES (Enter Subject, previous reports, etc., as applicable)

None

SUBJECT (Descriptive title. Use individual reports for separate subjects)

Unidentified Flying Object Report

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)

The following information is reported in accordance with AFR 200-2, Unidentified Flying Objects Report dated 12 August 1954:

E. H. MILLER, JR.
Major, USAF
Chief, Plans and Intelligence Division

59H1767
335

IR 2/48:47-4

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1 cy: Chief, Air Technical Intelligence Center, Wright-Patterson AFB, Ohio
1 cy: Director of Intelligence, Headquarters Command, USAF, Bolling AFB, Wash 25, D. C.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
Intelligence Division Hq Command, USAF	2-55	

1. Description of the object:

   a. Round
   b. Baseball
   c. White turning red after sunset
   d. One
   e. Negative
   f. Negative
   g. After dark the object turned red in color and emitted sparks. As the sparks appeared, the object itself disappeared and then reappeared.
   h. Deep roaring sound not like an aircraft.
   i. After dark the object would leave a trail of sparks and disappear. The sparks would then dissipate and the ball would reappear.

2. Description of course of object:

   a. Unknown
   b. Directly overhead
   c. Did not disappear
   d. Circle in the sky directly overhead
   e. Negative
   f. 2½ hours

3. Manner of observation:

   a. Ground visual
   b. Negative
   c. Negative

4. Time and date of sighting:

   a. 2100Z to 2330Z on 11 October 1955
   b. Dusk

5. Locations of observers:

   a. Cornfield Harbor, near Point Lookout, Maryland

6. Identifying information of all observers:

   a. [redacted]; age, unknown; [redacted] Hyattsville, Maryland; occupation, Clerk.
   b. [redacted] age, unknown; address number unknown; West Hyattsville, Maryland

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

   a. Very good, ceiling high, visibility clear, no cloud cover, and there were no thunder storms in the area.
   b. Surface, 315-6K
      6000-340-07K
      10,000-200-05K
      16,000-320-11K
      20,000-310-11K
      30,000-300-26K
      45,000-320-29K

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
Intelligence Division Hq Command, USAF	2-55	

7. Cont'd

c. Ceiling - none
d. Visibility - unrestricted
e. Amount of cloud cover - none
f. Thunderstorms in area - none

8. Negative

9. Negative

10. Negative

11. Position title and comments of the preparing officer:

a. Chief of Plans and Intelligence
b. [redacted], who observed the object, stated that he was curious about the object to the point of telling his friends and co-workers about it. They advised him that the Air Force would be interested and recommended that he report it. He hesitated but was convinced that the proper thing to do would be report it and he did so. It is my opinion that [redacted] is not seeking publicity or recognition. He is not experienced in aviation or allied fields and states that he made no observations other than those contained in this report.

12. Negative

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COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
USA	IR - 1183 - 55	AF 109277

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS	DATE OF INFORMATION	SRI STATUS (If applicable)
Poland	1955	SRI NO. ____ CANCELED/COMPLETE
ACTIVITY SUBMITTING REPORT	DATE OF COLLECTION	SRI NO. ____ CANCELED/INCOMPLETE
AFOIN - 1A1		SRI NO. 205-117-55 ACTIVE
PREPARING INDIVIDUAL	DATE OF REPORT	ADDITIONAL INFORMATION ON (Date)
Major Howard Neumann	18 Nov 1955	
NAME OR DESCRIPTION OF SOURCE	EVALUATION	
P: Winged Poland, No. 6, 1955, pp. 6-7		

REFERENCES (BAIR Subject, previous reports, etc., as applicable)

BAIB - 4P

D375316

SUBJECT (Descriptive title. Use individual reports for separate subjects)

(Unclassified) FLYING SAUCERS HAVE LANDED

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)

Submitted herewith is a summary from the article entitled "Flying Saucers Have Landed"(Latajace Talerze Wyladowaly) by Jerzy Zarebski, published in the Polish periodical Winged Poland (Skrzydlata Polska), No. 6, 1955, pp. 6-7.

A vituperative reproach of American warmongers who strive to scare people by spreading ingenious information about unidentified flying objects.

This report was made pursuant to a special request.

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APPROVED:
CLIFFORD R. OPPER
Colonel, USAF
D/Intelligence

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5-01-2065 11/55
893.1 55M
603 55M
+1

Inc. 1. Quiz the picture.
Incl 2. (Top) Snapshot taken by George Adamski
(bottom) Are the light spots against the dark sky the "flying" saucers?

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
AFOIN - 1A1	IR - 1183 - 55	

FLYING SAUCERS HAVE LANDED

Summary of a similarly entitled article (Latajace Talerze Wyladowaly) by Jerzy Zarebski, published in the Polish periodical "Winged Poland" (Skrzydlata Polska), No. 6, 1955, pp. 6-7.

****

U. S. "cold war" experts endeavor to confuse American people as well as western Europeans by spreading false information about "flying saucers" to evoke among the western people a feeling of hate against a great nation devoted to the idea of universal peace.

This is a trick applied by the American successors of Goebel's propaganda.

The experts in the Pentagon must be blamed for scaring people with the fictitious horrible weapon moving at high speed and shaped like a saucer, cigar or sphere. Their observation stations often reported unidentified flying objects approaching the U. S. territory from Soviet Russia.

In this way the gangsters from Washington and New York, wearing Generals' uniforms or the full dress of diplomats, seek an outbreak of war. Fortunately, peace is still lasting owing to the consistently peaceful attitude of the Soviet Union.

Many publications and magazines try to persuade their readers that flying saucers are realistic, for instance "Der Flieger" published in Western Germany, "Colliers" published in the U. S. as well as "United States News and World Report". There was published a list of types, describing specifications and performance of various unidentified flying objects.

Two smart French news reporters, disguised as divers, appeared in a village and pretended to be the occupants of a "mysterious object", but upon being attacked by a farmer with pitchfork, they fled.

European people are not as much scared as Americans and they disbelieve stories about flying saucers. They are not dumbfounded but distrust the American warmongers. The truly peaceful policy of the Soviet Union is more realistic and attractive than insane war intrigues brewed by the criminal elements from Wall street.

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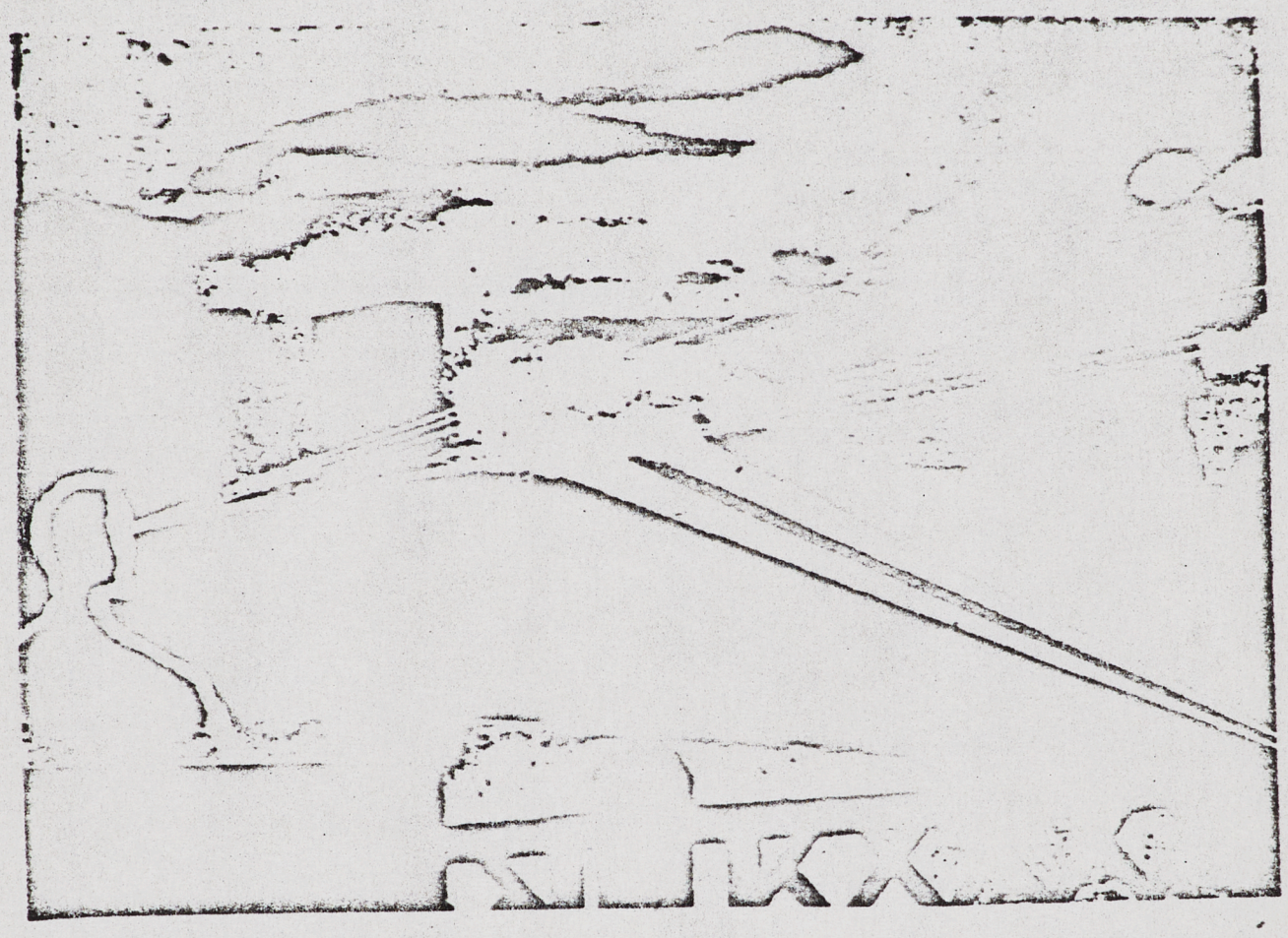

Quiz the picture: Do the white spots represent the squadrons of mysterious flying objects as suggested by warmongers? Of course not. Professor Menzel from Harvard University says, in this case the white spots represent the reflections of car lights produced by a warm layer of air.

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This snapshot taken by George Adamski purports to represent a "flying saucer" which landed in his garden with occupants from the planet Mars. Now look attentively at the illustration below: isn't the illustration of "saucer" a faithful likeness of a gas lamp?



AF709077

Are the light spots against the dark sky the "flying saucers"? The clever propaganda agents answer most positively "yes." The experts, however, are of different opinion, because the picture is a photo-montage of so-called flying saucers. They published hundreds of such illustrations.

Inclosure # 2 to AFOIN - 1A1 IR - 1183 - 55 18 November 1955

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Authority NND 9237007

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CLASSIFICATION

AF709077

COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
USA	IR - 1183 - 55	AF709077

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS	DATE OF INFORMATION	SRI STATUS (If applicable)
Poland	1955	SRI NO. CANCELED/COMPLETE
ACTIVITY SUBMITTING REPORT	DATE OF COLLECTION	SRI NO. CANCELED/INCOMPLETE
AFOIN - 1A1		
PREPARING INDIVIDUAL	DATE OF REPORT	SRI NO. 205-117-55 ACTIVE
Major Howard Neumann	18 Nov 1955	
NAME OR DESCRIPTION OF SOURCE	EVALUATION	ADDITIONAL INFORMATION ON (Date)
P: Winged Poland, No. 6, 1955, pp. 6-7		

REFERENCES (BAIR Subject, previous reports, etc., as applicable)

BAIR - 4P

D375316

SUBJECT (Descriptive title. Use individual reports for separate subjects)

(Unclassified) FLYING SAUCERS HAVE LANDED

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A vituperative reproach of American warmongers who strive to scare people by spreading ingenious information about unidentified flying objects.

This report was made pursuant to a special request.

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60A1047

1R
1 cy (2 incl)

NM (Poor Copy)

APPROVED:
CLIFFORD R. OPPER
Colonel, USAF
D/Intelligence

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5-01-2065 11/55
893.1 55M
603 55M (+1)

2 INCLS

Inc. 1. Quiz the picture.
Incl 2. (Top) Snapshot taken by George Adamski
(bottom) Are the light spots against the dark sky the "flying" saucers?

ABC

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☆ U. S. GOVERNMENT PRINTING OFFICE : 1954 O — 315475

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Authority NND 9237007

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	PAGE 2 OF 2 PAGES
AFOIN - 1A1	IR - 1183 - 55	

FLYING SAUCERS HAVE LANDED

Summary of a similarly entitled article (Latajace Talerze Wyladowaly) by Jerzy Zarebski, published in the Polish periodical "Winged Poland" (Skrzydlata Polska), No. 6, 1955, pp. 6-7.

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The experts in the Pentagon must be blamed for scaring people with the fictitious horrible weapon moving at high speed and shaped like a saucer, cigar or sphere. Their observation stations often reported unidentified flying objects approaching the U. S. territory from Soviet Russia.

In this way the gangsters from Washington and New York, wearing Generals' uniforms or the full dress of diplomats, seek an outbreak of war. Fortunately, peace is still lasting owing to the consistently peaceful attitude of the Soviet Union.

Many publications and magazines try to persuade their readers that flying saucers are realistic, for instance "Der Flieger" published in Western Germany, "Colliers" published in the U. S. as well as "United States News and World Report". There was published a list of types, describing specifications and performance of various unidentified flying objects.

Two smart French news reporters,disguised as divers, appeared in a village and pretended to be the occupants of a "mysterious object", but upon being attacked by a farmer with pitchfork, they fled.

European people are not as much scared as Americans and they disbelieve stories about flying saucers. They are not dumbfounded but distrust the American warmongers. The truly peaceful policy of the Soviet Union is more realistic and attractive than insane war intrigues brewed by the criminal elements from Wall street.

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709077

709077-1



Quiz the picture: Do the white spots represent the squadrons of mysterious flying objects as suggested by warmongers? Of course not. Professor Menzel from Harvard University says, in this case the white spots represent the reflections of car lights produced by a warm layer of air.

AF709077

Inclosure # 1 to AFOIN - 1A1 IR - 1183 - 55 18 November 1955

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709077-2

This snapshot taken by George Adamski purports to represent a "flying saucer" which landed in his garden with occupants from the planet Mars. Now look attentively at the illustration below: isn't the illustration of "saucer" a faithful likeness of a gas lamp?



AF709077

Are the light spots against the dark sky the "flying saucers"? The clever propaganda agents answer most positively "yes." The experts, however, are of different opinion, because the picture is a photo-montage of so-called flying saucers. They published hundreds of such illustrations.

Inclosure # 2 to AFOIN - 1A1 IR - 1183 - 55 18 November 1955

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AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
Japan	IR-1-56	1009036

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object

AREA REPORTED ON	FROM (Agency)
Southern Japan	43d Air Division, APO 929

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
24 January 1956	18 January 1956	B-2

PREPARED BY (Officer)	SOURCE
Schuyler T. Crowell, Capt., USAF	618th AC&W Site #17

REFERENCES (Control Number, directive, previous report, etc., as applicable)
AFR 200-2 D526697

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

At 1654Z, 17 January 1956, site No. 17 of the 618th AC&W Squadron, Kuyshu, Japan plotted an unidentified radar track bearing 172 degrees, heading 150 degrees, range 72 miles, altitude 30,000 feet, speed 1800 knots. The track faded unidentified at 1718Z.

FOR C. D. YANKAUER
Major, USAF
Chief, Intelligence Division
Directorate of Operations

LIBRARY SUBJECT & AREA CODES #12

2-01 1/56

603 3L (+1)

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[redacted]

3-5 No 42862

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Authority NND 9237007

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 5 PAGES
43d Air Division	IR-1-56	

At 1659Z, 17 January 1956, Site 17 (3445N 13110E) of the 618th AC&W Squadron reported an unidentified track in the Lima Gulf area. The track was at 30,000 ft., heading East, range 72 nautical miles at a speed of 1500 knots.

The track was flashed at 1708Z, and later killed at 1730Z, unidentified.

Two F-86D interceptors were scrambled at 1716Z. The first interceptor was airborne at 1724Z and was under GCI control at 1734Z. However, the track faded before the fighters could make contact.

The track appeared to be a normal return about the size of a B-29 type target. There was continuous presentation consisting of a single paint on the scope for each rotation of the antenna from 1659Z to 1718Z. The return was bright and clear with no evidence of fuzzyness.

Weather at the time was: surface winds, north at 5 mph, ceiling 9,000 feet overcast, visibility 8 miles, cloud cover was 10/10 altostratus with negative thunderstorms or other unusual weather in the area. Winds aloft were as follows:

6,000	200 degrees	at 11 knots
10,000	250 degrees	at 13 knots
16,000	250 degrees	at 59 knots
20,000	260 degrees	at 85 knots
30,000	280 degrees	at 115 knots
50,000	270 degrees	at 150 knots

The track was first observed by Jerold M. Tuttle, A/2C, AF16314108, the scope operator, bearing 172 degrees, range 72 miles, heading 150 degrees at approximately 1000 knots. (See page 5 for graphic display of the track) The track proceded on a heading of 150 degrees with the speed increasing from 1500 to 1800 knots.

During the first five minutes that the track was under observation, maintenance personnel attempted to determine whether the track was caused by interference. "Parrot" was turned off to preclude the possibility of interference. It was noted that the track crossed over angle markers at several points, thus precluding several other types of interference. The determination at this time by maintenance personnel was that the track was not caused by interference.

The track continued on a heading of 150 degrees to a range of 160 miles, at which time the track slowed its speed to approximately 500 knots, and for 3 or 4 sweeps of the antenna seemed to stand still. It then moved off on a heading of 030 degrees.

The track continued this heading with speed increasing to approximately 2000 knots. When the track reached a bearing of 100 degrees at 40 miles range it turned to a heading of 280 degrees and moved to a bearing of 105 degrees at 19 miles.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 5 PAGES
43d Air Division	IR-1-56	

[redacted], A/2C, [redacted], Control technician, stated, "The Ops-"B" was watching the scope, when the track appeared. He called me over to look at it. I told him it looked like a track, and I went and got the maintenance men, A/2C [redacted] and A/3C [redacted]. They watched it and said it was not interference. This track first appeared at 172 degrees, 72 miles, at a 150 degrees heading at a speed of between 1000 and 1500 knots. It was a steady, clear paint at all times. When we called the track in to ADCC, it was given a track number 78C. The track slowed down at 160 degrees, 160 miles, and made a 90 degree port turn then increased its speed on a heading of 080 degrees. The track continued this heading to 147 degrees, 160 miles. At this point turning to a heading of 340 degrees, it kept his heading until 100 degrees, 19 miles. I watched this track on scope #4 which is a floor surveillance scope operated by a JASDF operator. The last time I saw track #78C was at 105 degrees, 19 miles. Fighter aircraft were scrambled for this track, and I was told to pull Control Technician.

I believe this was a track and not interference because I have never seen interference fly a pattern of this kind and interference does not fly an even course as this did, and does not slow down for a turn."

[redacted], A/2C, [redacted], radar maintenance, stated, "I was first notified at 1700Z about this incident when A/2C [redacted] called me into operations. A/2C [redacted] was on the scope, and he pointed this track out to me. It was at 165 degrees at 115 miles. It was clear and exactly like any normal video track. I turned off all beacon switches on the scopes to make sure it was not parrot interference. I then turned to beacon on one of the scopes to see it I could pick it out on just beacon. This turned out negative. After turning this switch off again, I went to the dias to again see this track. It was on the scope at every sweep of the antenna and seemed to be the same brilliance at all times. It seemed to stop for a few sweeps, then make a 90 degree turn and pick up speed. At this time I called A/3C [redacted] into operations to get his opinion. He sat at the scope and watched it along with A/2C [redacted]

Because of the regularity of the track painting on every sweep and because of the 90 degree turns made by it, I do not believe this track was caused by interference."

[redacted], A/3C, [redacted], radar maintenance, stated, "On the morning of 18 January 1956, I was called into operations to determine whether the set was picking up interference. By observing the #2 dias scope and turning of the beacon, angle marks, range marks, and switching to upper beam, I told A/2C [redacted] that I thought it was a track. The object was about the size of a return of a B-29. It was steady in brilliance and size. This track was at 90 degrees from the station at all times. It crossed angle marks and range marks. When I first saw the blip, it was about 1706Z. It stayed on the scope until 1718Z.

During the time from 1703Z to 1718Z the track went from about 155 degrees at 160 miles to about 145 degrees at 160 miles at a 080 heading, then turned for a 340 heading for the station. The speed of this track was steady; what I mean by steady is it did not vary from one extreme to the other in short periods of time. When it slowed, it was a steady decrease; when it picked up speed, it was a steady increase.

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APPROVED 1 JUNE 1948

(16)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 4 OF 5 PAGES
43d Air Division	IR-1-56	

At no time was the track moving at less than 500 miles per hour while I was there, but it's speed did increase to approximately 2000 miles per hour."

[redacted] 1st Lt., [redacted], duty controller, stated, "This track was observed by me for approximately two or three sweeps before it faded. I observed the track on low beam, and it appeared to paint as a normal bomber type aircraft.

I turned the Beacon on to identify the interceptors that had been scrambled for the track. The interceptors were vectored to a heading of 360 degrees but the track was never observed by me again."

Evaluation:

The following is an evaluation of subject track by Mr. [redacted], civilian contractor technical representative.

"During the observance of track 780 the AN/FPS-3 at Site 43 was operating on 400 prf with the antenna rotating at 3.3 rpm. Reliable information regarding frequency is not available at this time. The AN/FPS-3 at Site #17 was operating at 400 prf, 3.3 rpm and a lower beam frequency on 1318 mc plus or minus 1 per cent. Since 1 January 1956 I have noticed interference on the AN/FPS-3 which appeared to be a nearby radar. The appearance of this interference on the azimuth range indicator has varied widely due to the ever changing relationship of prf, rpm and frequency between the two radar sets. On some occasions questionable tracks have been identified as interference by turning off our transmitters or changing our antenna rpm. It has been possible to make the interference from the AN/FPS-3 at site 43 appear very much like an actual track by changing our antenna rotation until a relationship between the antennas of the two radar sets exists, which causes the interference to paint at periodic intervals and movements similar to those of a normal track.

In the case of track 780, records indicate that change of rpm or turning off our transmitters were not attempted to prove the track was interference. However, in the meeting held at Detachment 17 on 18 January 1956 Lt [redacted] made a statement to the effect that he did change the antenna rpm following which he observed paints which he believed to be interference. The intensity of track 780 was steady and clear at all times according to operations personnel. It is characteristic of a normal track to paint weakly at long ranges and increase in size and brilliance as it's range decreased.

All of the information I have obtained regarding track 780 indicate to me that this track resulted because of interference from the AN/FPS-3 at Site 43."

for L. L. Cromell
C. D. YANKAUER
Major, USAF
Chief, Intelligence Division
Directorate of Operations

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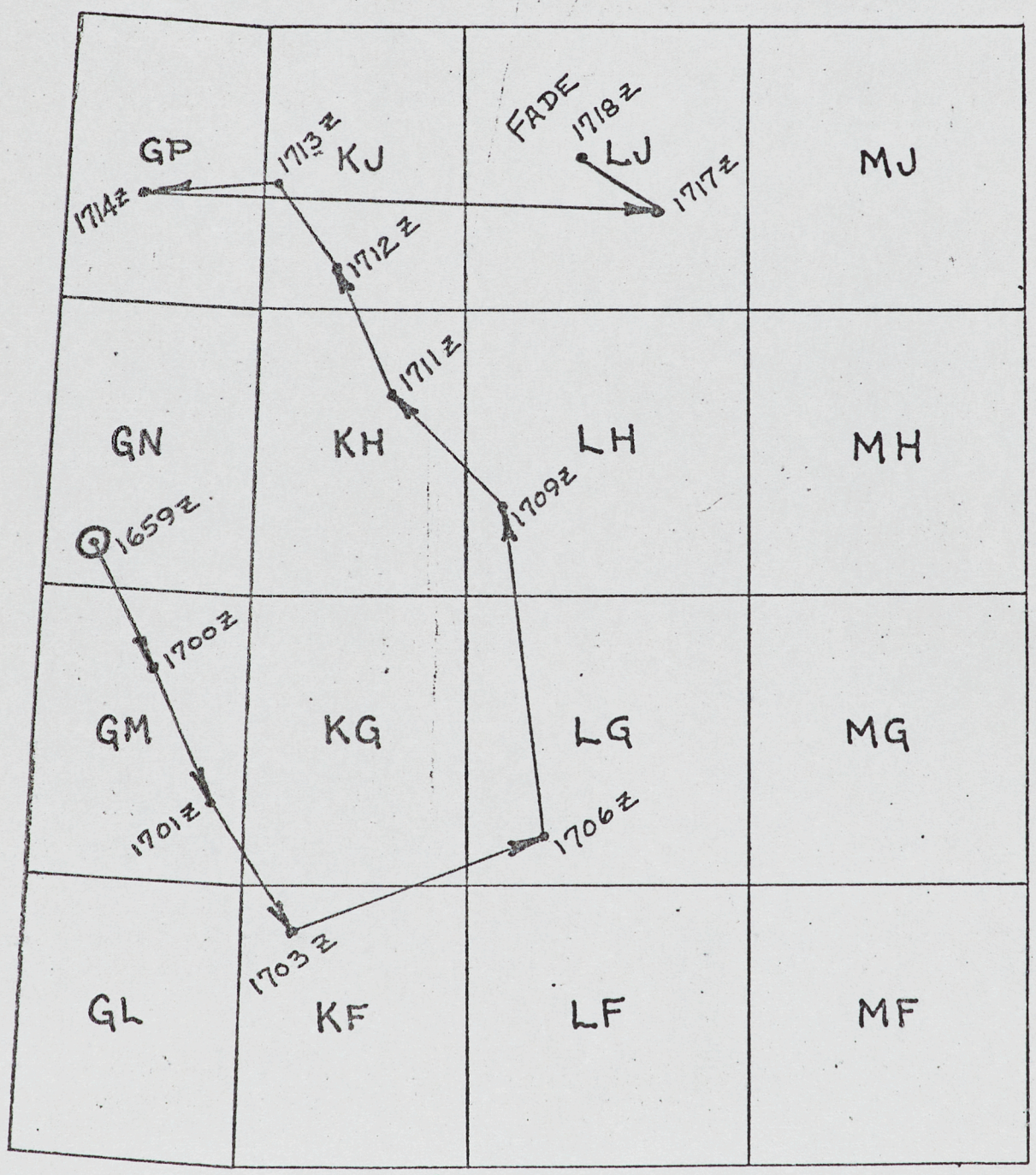
AIR INTELLIGENCE INFORMATION REPORT

(17)

FROM (Agency)	REPORT NO.	PAGE 5 OF 5 PAGES
43d Air Division	IR-1-56	



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AF FORM 112—PART I
APPROVED 1 JUNE 1948

AF 783311

COUNTRY	REPORT NO.	(LEAVE BLANK)
Japan	IR 2-56	1-11-02-43241

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object

AREA REPORTED ON	FROM (Agency)
Southern Japan	43d Air Division, APO 929

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
17 February 1956	25 January 1956	B-2

PREPARED BY (Officer)	SOURCE
Schuyler T. Crowell	610th AC&W Site 15

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFR 200-2

D491047

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.)

At 1713Z 25 January 1956, site #15 of the 610th AC&W Squadron, Kyushu, Japan plotted an unidentified radar track bearing 225 degrees, heading 225 degrees, range 150 nautical miles, altitude 20,000 feet, speed 1600 knots. The track faded unidentified at 1724Z.

C. D. YANKAUER
Lt Colonel, USAF
Chief, Intelligence Division
Directorate of Operations

LIBRARY SUBJECT & AREA CODES
2-01 2/56
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by CFSIUS Ltr 5 apr 78

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AIR DIVISION HEADQUARTERS

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43D INTEL NO. 336

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
43d Air Division, APO 929	IR 2-56	PAGE 2 OF 4 PAGES

At 1713Z, 25 January 1956, site 15 (3046N - 12840E) of the 610th AC&W Squadron reported an unidentified track in the Yankee Foxtrot area. The track was at 20,000 feet, heading southwest, range 150 nautical miles at a speed of 1600 knots.

The track was not flashed because of its range and because it was outbound. There was consequently no fighter action taken.

The track appeared to be a normal target. It was sharp and bright with no evidence of fuzziness.

Weather at the time was:

875 mb @ 7000 feet
700 mb @ 10,000 feet
610 mb @ 13,500 feet
595 mb @ 14,000 feet

The air mass was very moist below the first inversion and fairly moist below the second. It was very dry above. The area had a 4000 feet ceiling with snow showers and snow pellets. 18000 foot winds were west at 100 knots.

The track was first observed by [redacted]r, A/2C, [redacted], scope operator, at bearing 225 degrees, range 150 nautical miles, heading southwest at approximately 1600 knots. (See page 4 for graphic display of this track.)

Airman [redacted] statement is substantially as follows: "I was on the scope at 1713Z when I had a pick-up on a blip that was southwest of the station. The echo painted exactly like a target. It was sharp and bright. We have very little traffic in the SW quadrant especially at night. I hesitated calling the plot to ADCC for two sweeps of the antenna because I wanted to make certain it was not anomymous propagation or weather.

At 1714Z I established the initial plot. The return at this time was bright and solid. At 1716Z I estimated the speed at 240 knots. At 1719Z the track was still bright and gathering speed. At 1721Z the speed was still increasing but I got a temporary fade.

At 1724Z, eleven minutes after first observing this track, it faded. It was now bearing 240 degrees, heading 225 degrees, range 290 miles, with a speed of 1600 knots.

My scope was not painting IFF and there was no interference whatsoever on the scope during the night."

[redacted], Capt, [redacted], Commander detachment 15 stated in part as follows: "After thoroughly reviewing the recorders logs and interviewing the airman on duty at the time, the possibility that this track was random noise or anonymous prepagation has been eliminated."

COMMENTS OF THE PREPARING OFFICER:

Captain [redacted] has 6 years in the electronics field and has been detachment commander for the past 6 months. He is considered a qualified electronics officer.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
43d Air Division, APO 929	IR 2-56	PAGE 3 OF 4 PAGES

Airman [redacted] is a graduate of the radar school, Keesler AFB, and has had two years in the electronics field. He is judged by his superiors to be a competent radar scope operator.

Lack of any additional information other than that already presented precludes further evaluation at this time.

SCHUYLER T. CROWELL
Captain, USAF
Intelligence Officer

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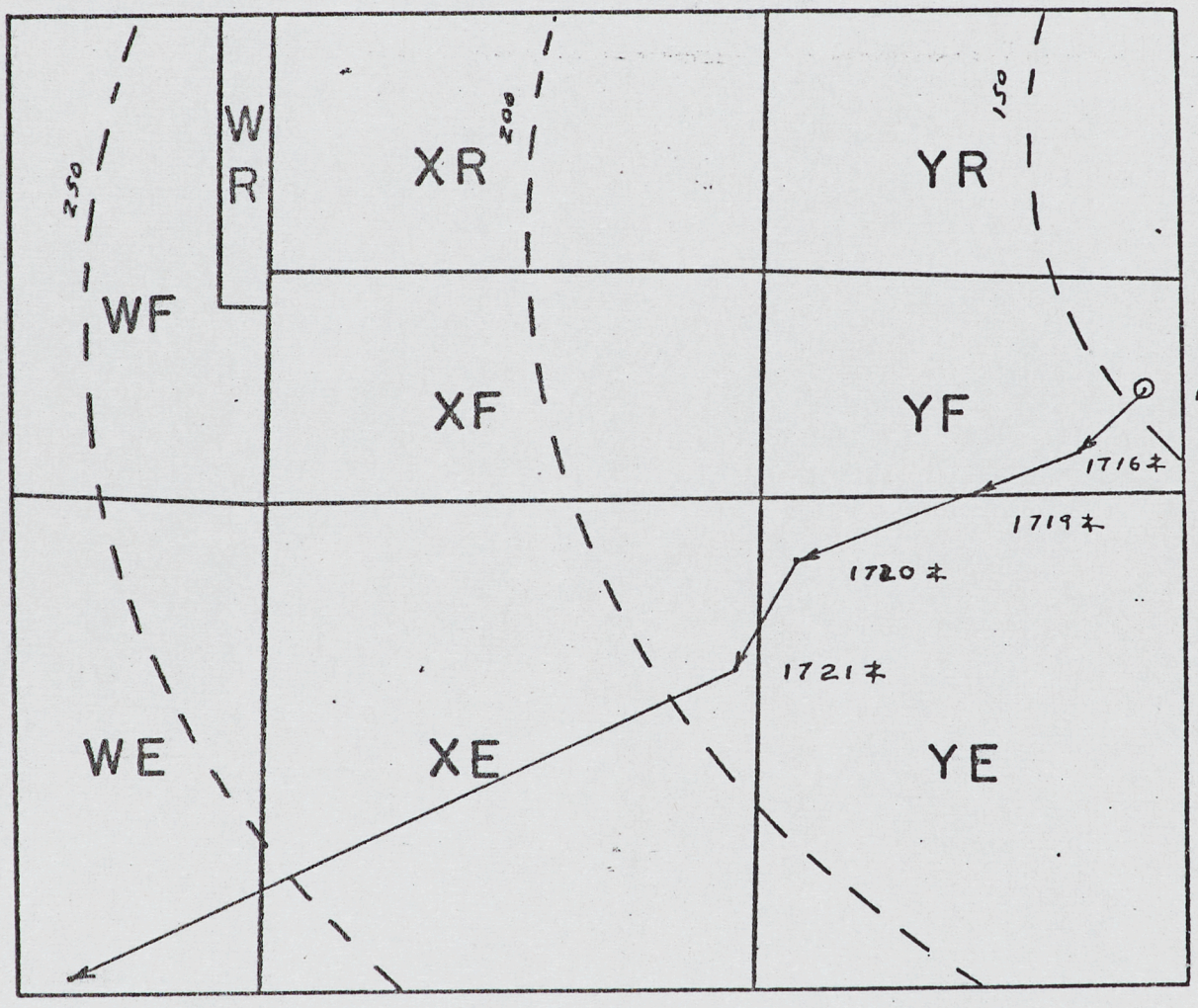
AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 4 OF 4 PAGES
43d Air Division, APO 929	IR 2-56	



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AF FORM 112—PART I
APPROVED 1 JUNE 1948

AFOIN 10 9

COUNTRY	REPORT NO.	(LEAVE BLANK)
Japan-Okinawa	IR-1-56	DF 143810

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object

AREA REPORTED ON	FROM (Agency)
Japan-Okinawa	316th Troop Carrier Group (M), Intelligence

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
21 February 1956	2 February 1956	C-3

PREPARED BY (Officer)	SOURCE
GEORGE H MATSUMOTO 1/Lt, USAF	Aircrew Personnel C-1109 A/C #52-5936

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFR 200-2

D491049

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. This report is a follow-up and contains information concerning the sighting of unidentified objects in the area between southern Japan and Okinawa.

2. Sources: The pilot and navigator of the aircraft involved. Information on entire crew can be found in section (6) (b) of this report.

LIBRARY SUBJECT & AREA CODES

3-01 2/56 2/25:46-6
603 3L 85
603 293L 60A1047

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APPROVED:

William C Lindley

WILLIAM C LINDLEY
Colonel, USAF
Commander

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56-295

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
316th TC Gp (M) Intelligence	IR-1-56	

(1) Description of objects:
(a) Shape - blinking lights
(b) Size - approximately the size of a pin-head
(c) Color - yellow-orange
(d) Number - two (2)
(e) Formation - N/A
(f) No discernible features or details
(g) No trail or exhaust features
(h) Negative
(i) Approximately forty-five (45) minutes after initial sighting a similar pair of lights descended toward the first pair of lights from above and to the left. Source described the incident as similar to an air intercept pass.

(2) Description and course of objects:
(a) The lights were first sighted visually by the pilot
(b) Angle of elvation and azimuth of the objects when first observed - 8'o' clock and at the same altitude of the aircraft flown by the sources
(c) Angle of elevation and azimuth of the objects upon disappearance- at approximately the same altitude at a 1030 position
(d) Description of flight path and maneuvers of objects - erratic speed, but maintained approximately the same altitude
(e) Manner of disappearance of objects - gradually faded out
(f) Length of time in sight - approximately two hours

(3) Manner of observation:
(a) Objects observed from the air visually
(b) No optical aids employed to improve vision
(c) Sighting was made from a USAF aircraft - C-119G, aircraft number 52-5936, altitude 8000', heading approximately 240 degrees magnetic, speed 180 knots true, and the home station of the aircraft is Ashiya Air Base, Japan

(4) Time and date of sighting:
(a) Approximately 1815Z, 2 February 1956
(b) The light conditions - just after dusk

(5) Location of observers: Point OSCAR, north on Green Eight (8)

(6) Indentifying information of all observers:
(a) Civilian - N/A
(b) Military - [redacted], Captain, 75th Troop Carrier Squadron, Instructor Pilot, reliable
[redacted], 1st Lt, 75th Troop Carrier Squadron, Pilot, reliable
[redacted], 1st Lt, 75th Troop Carrier Squadron, Pilot, reliable
[redacted], 2nd Lt, 75th Troop Carrier Squadron, Navigator, reliable
[redacted], A/1C, 75th Troop Carrier Squadron, Engineer, reliability unknown
[redacted], A/1C, 75th Troop Carrier Squadron, Radio Operator, reliability unknown

(7) Weather and winds-aloft conditions at time and place of sighting:
(a) Head winds
(b) N/A

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(c) Ceiling - clear on top
(d) Visibility - unlimited to the horizon
(e) Amount of cloud cover - Aircraft on top of scattered cloud formation approximately 6000'
(f) Thunderstorms in local area - N/A

(8) N/A

(9) ADCC Okinawa intercepted aircraft number 52-5936 over Okuma, Okinawa. A "CIRVIS report was sent in by aircraft commander

(10) Aircraft Commander contacted Tokyo Airways and the latter stated no other aircraft under their control was in the area at the time the incident took place.

(11) The preparing officer is the Intelligence Officer for the 316th Troop Carrier Group. This report is a follow-up of an incident which took place approximately 17 days prior to the date of this report. The initial report should reflect a more accurate analysis of the incident. A feasible possiblity is that the sighted lights were from reciprocating aircraft flown from the east coast of China.

(12) N/A

George H. Matsumoto
GEORGE H MATSUMOTO
1/Lt, USAF
Intelligence Officer

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AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
Japan	IR 3-56	[illegible]

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object

AREA REPORTED ON	FROM (Agency)
Southern Japan	43d Air Division, APO 929

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
7 March 1956	13 February 1956	B-2

PREPARED BY (Officer)	SOURCE
George A. Brenner	610th AC&W Site #15

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFR 200-2

D491048

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.)

At 1036Z, 13 February 1956, Site #15 of the 610th Aircraft Control & Warning Squadron, Kyushu Japan, plotted an unidentified radar track on a south westerly heading at 20,000 feet, speed estimated at 2700 knots. The track faded at 1038Z.

C. D. YANKAUER
Lt Colonel, USAF
Chief, Intelligence Division
Directorate of Operations

LIBRARY SUBJECT & AREA CODES
2-01 3/56
603 3L

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43D INTEL NO. 517

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Classification [illegible] changed to [illegible]
(Circle), under [illegible], by [illegible]

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Authority NND 9237007

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 4 PAGES
43d Air Division, APO 929	IR 3-56	

At 1030Z, 13 February 1956, Site #15 (DM 6922) of the 610th ACW Squadron, plotted an unidentified out bound track in the Foxtrot Nectar (9342) area. The track was heading southwest at 20,000 feet, at 2700 knots.

The track painted like a normal target, the blip was bright and solid, but traveling at a very high rate of speed.

The weather at Site #15 at the time of the incident (1036Z, 13 Feb 56) was:

Ceiling 5,000 broken.
Winds northwest at three knots.
Visibility 15 miles with haze.

The first observation of the track was made by A/1C [redacted], scope operator at the time.

Airman [redacted] statement in part is as follows:

"I, A/1C [redacted], was on the scope at 1036Z, 13 February 1956, when we had a pickup on a blip to the Northeast of this station. The blip painted like a target.

At 1036Z, I established my initial plot. The blip was bright and solid like a P.E. We had a total of three paints at 1036Z. Sardine informed us the track was our F69B. We estimated the altitude at twenty thousand (20,000) feet. Our F69B was traveling at phenomeral speed.

At 1037Z, we had three more paints on our F69B.

At 1038Z, we had our last paint on F69B before it faded.

The radar set was painting good before and at the time of the incident and the rest of the night thereafter. There wasn't any interference on weather on the scope during the time we had F69B.

The radar maintenance man on duty was unable to determine the origin of the blip if it was internal. All indications showed it to be external. The maintenance man witnessed the entire incident."

The radar maintenance man on duty at the time was A/2C [redacted]. Airman [redacted] statement is as follows:

"I, [redacted] was on duty in radar maintenance the evening of 13 February 1956 when track F69B was observed on our weapon. F69B appeared as a normal well defined target and was on a definite heading toward this station.

To the best of my knowledge, this track could not have been internally caused. It was from an external source."

[redacted], Captain, [redacted], Commander, detachment #15, stated that he believed these airmen to be competent in their jobs. Captain [redacted] in his follow-up report said that at the time of the incident the track appeared to be made by an external source rather than interference within the radar set. There was no contract technician or field engineer present at the time.

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AIR INTELLIGENCE INFORMATION REPORT

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To substantiate the opinion that the track was caused by some external interference Captain [redacted] follow-up report further stated that:

"A phenomena as such could be caused by two radar sets, if the RPM PRF, PW and frequency of the two sets were close together while operational. The first moving blips could be pulses picked up from another radar set whose antenna is rotating in and out of sychronazation with the radar antenna located at this detachment. The azimuth of the plots indicated a possible interference with the AN/FPS-3A located at site #43."

COMMENTS OF THE PREPARING OFFICER:

Captain [redacted] has 6 years in the electronics field and has been detachment commander for the past 7 months. He is considered a qualified electronics officer.

Airman [redacted] is a graduate of the radar school, Keesler AFB and has two years in the electronics field. He is judged by his superiors to be a competent radar scope operator.

Airman [redacted] has the AFSC 30352 and has been working as a radar maintenance man at detachment #15 for the past 13 months. His commander Captain [redacted] considers airman to be a competent man on the job.

In accordance with above stated information, the track F69B is evaluated to be external interference.

George A. Breimer
GEORGE A. BREIMER
Major, USAF
Intelligence Officer

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AIR INTELLIGENCE INFORMATION REPORT

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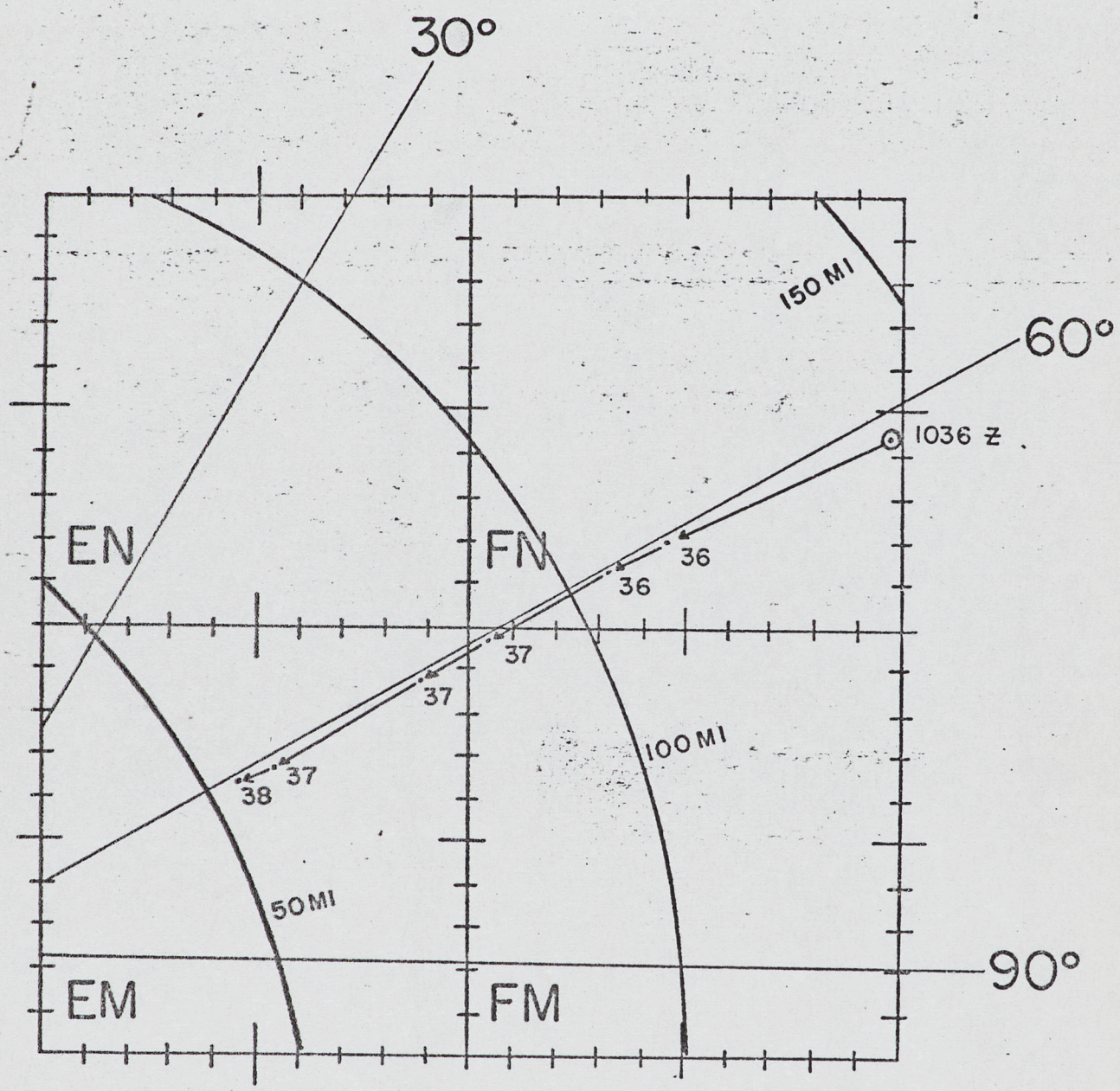
[redacted]



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COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
England	E-1-56	10256 24

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS: England	DATE OF INFORMATION: 13 August 1956	
ACTIVITY SUBMITTING REPORT: 81st Fighter Bomber Wing	DATE OF COLLECTION: 27 August 1956	SRI STATUS (If applicable)
PREPARING INDIVIDUAL: Captain Edward L Holt	DATE OF REPORT: 31 August 1956	SRI NO. CANCELED/COMPLETE
NAME OR DESCRIPTION OF SOURCE: USAF Personnel, Bentwaters, England	EVALUATION: B-3	SRI NO. CANCELED/INCOMPLETE
		SRI NO. ACTIVE
		ADDITIONAL INFORMATION ON (Date)

REFERENCES (AIR Subject, previous reports, etc., as applicable)

SUBJECT (Descriptive title. Use individual reports for separate subjects)

(Unclassified) Unidentified Flying Objects Reporting (UFOB)

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)

Between 2120Z and 2220Z, 13 August 1956, Unidentified Flying Objects were reported observed visually and by ground electronic means by USAF personnel stationed at RAF Station Bentwaters, England.

Most significant are the reports of three courses of UFOBS tracked on the Bentwaters GCA Radar. These UFOBS flew courses as follows: 1 group of 12 to 15 UFOBS FROM a point 8 miles SW of Bentwaters to approximately 40-45 miles NE of Bentwaters at an estimated speed of 80 to 125 miles per hour; a single UFOB was tracked by the Bentwaters GCA from approximately 25 miles SE of Bentwaters to approximately 15 miles NW of Bentwaters at a speed estimated at more than 4,000 miles per hour; a third UFOB was reported as tracked by the Bentwaters GCA from approximately 30 miles E. of Bentwaters flying a westerly course to about 30 miles west of Bentwaters at an exceptionally high speed.

The GCA Operators making these radar sightings were of the opinion that malfunctions of the GCA Equipment did not cause these radar sightings.

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(19)

APPROVED:
Orville E Bixel
ORVILLE E BIXEL
Major, USAF
Wing Intelligence Officer

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The following information was obtained from USAF personnel assigned to RAF Station, Bentwaters, England concerning visual and radar sightings of Unidentified Flying Objects in the vicinity of their assigned station during the period 2120Z to 2220Z, 13 August 1956. The reliability of all the following sources of information is estimated to be usually reliable.

[redacted]

On 27 August 1956 the following information concerning subject Unidentified Flying Objects was received from [redacted], Control Tower Shift Chief, 1264th AACS Squadron, RAF Station Bentwaters, England.

[redacted] indicated that his attention was first called to the object by its position, size and unusual color. He was also aware that the Bentwaters GCA was tracking Unidentified Flying Objects by radar at this time. [redacted] described the UNOB as spherical and the size of a pin-head held at arms length. He sighted only one object which was described as amber color when first observed later changing to bluish-white. No discernable details or features were observed and no sound from the object was noted. [redacted] sighted the object from the Bentwaters Control Tower visually with the aid of 7 X 50 power binoculars. Time of his sighting was between 2120Z and 2220Z, 13 August 1956. He indicated that the object was first observed at about 10° elevation toward the south east. The object was in sight for approximately one hour during which time it intermittently disappeared and reappeared. At the time of the object's disappearance, it was located approximately 40° above the horizon in south south-easterly direction. Light conditions during sighting: dusk to night. [redacted] indicated that the sky was clear with unlimited visibility during the time of this observation.

[redacted]

[redacted] GCA Operator, 1264th AACS Squadron, RAF Station Bentwaters, England reported the following information relative to subject Unidentified Flying Objects.

[redacted] stated that 12 to 15 unidentified objects were tracked by the Bentwaters GCA (AN-MPN-11A) between 2130Z and 2155Z, 13 August 1956. This group was picked up approximately 8 miles southwest of RAF Station Bentwaters and were tracked on the radar scope clearly until the objects were approximately 14 miles northeast of Bentwaters. At the latter point on the course of these objects, they faded considerably on the radar scope. However, the 12 to 15 objects were tracked to a point about 40 miles N.E. of Bentwaters. At the approximate 40 mile range individual objects in this group appeared to converge into one very large object which appeared to be several times larger than a B-36 aircraft due to the size of the Blip on the radar scope. At the time that the individual objects seemed to converge into one large object, the large object appeared to remain stationary for 10 to 15 minutes. The large object then moved N.E. approximately 5 or 6 miles then stopped its movement for 3 to 5 minutes then moved north disappearing off the radar scope.

[redacted] stated that the 12 to 15 unidentified objects were preceded by 3 objects which were in a triangular formation with an estimated 1000 feet separating each object in this formation. The other objects were scattered behind the lead formation of 3 at irregular intervals with the whole group simultaneously covering a 6 to 7 mile area. Prior to consolidation into one object 40 miles N.E. of Bentwaters. Course flown by this group of objects had slight deviations from S.W. to N.E.

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[redacted] added that these objects appeared as normal targets on the GCA scope and that normal checks made to determine possible malfunction of the GCA radar failed to indicate anything was technically wrong. [redacted] estimated that the unidentified objects in this group moved at the rate of between 80 and 125 miles per hour. He computed this speed by using the range margins on the GCA scope.

[redacted] added that another UFOB was sighted on the GCA radar at about 2200Z, 13 August 1956. This object was tracked on the radar screen for approximately 16 seconds. Course of the object being tracked was from about 30 miles east of Bentwaters to approximately 25 miles west of this station. Speed of this object was estimated to be in excess of 4000 miles per hour. All radar returns appeared normal on the scope for this object except for the last return which seemed slightly weaker than the rest. [redacted] explained that object suddenly disappeared off the radar screen by rapidly moving out of the GCA radiation pattern. Light conditions were night. Weather was clear with good visibility and light winds.

[redacted]

The following information pertaining to an Unidentified Flying Object sighted electronically on the Bentwaters GCA at 2130Z, 13 August 1956 was submitted by [redacted], GCA Operator, 1264th AACS Squadron, RAF Station Bentwaters, England.

[redacted] indicated that he tracked one Unidentified Flying Object on the Bentwaters GCA screen for approximately 30 seconds at 2130Z, 13 August 1956. The size of the Blip when picked up was that of a normal aircraft target. The Blip diminished in size and intensity to the vanishing point before crossing the entire radar screen.

The unidentified flying object was picked up at an estimated 25 to 30 miles east south-east of Bentwaters and flew a constant course of 295° to the vanishing point on the scope which was 15 to 20 miles west north-west of Bentwaters at an undetermined altitude. [redacted] estimated the speed of this object to be in the vicinity of 4000 miles per hour. This speed was calculated by comparing the speed of the object on the GCA scope with speeds that the operator is familiar with on the electronic simulator. [redacted] added that some idea of the speed of the object could be computed from the fact that each time the GCA antenna completed a revolution the Blip from this object moved 4 to 5 miles on the radar screen. The GCA antenna completes a revolution once every two seconds. The weather was reported as clear with unlimited visibility.

[redacted]

On 30 August 1956 the following information was received from [redacted] and [redacted] concerning their aerial search for subject unidentified flying objects. [redacted] are pilots assigned to the 512th Fighter Interceptor Squadron, Bentwaters, England. The above named officers indicated that they were returning to Bentwaters from a T-33 flight about 2130Z, 13 August 1956. At this time they were vectored to the north - east of Bentwaters to search for unidentified flying objects which were being tracked by the Bentwaters GCA. [redacted] stated that they searched the areas to the north-east, east, and south-east of Bentwaters for approximately 45 minutes. Altitude of flight was between 2000 and 5000 feet. Results of this aerial

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AIR INTELLIGENCE INFORMATION REPORT

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search were negative. Both officers reported that they observed a bright star on the horizon to the east of Bentwaters which might have been mistaken for an Unidentified Flying Object by the visual observer. [redacted] also stated that a flashing beacon was flashing through a low haze along the east coast of England from the vicinity of the village of Orford.

Weather Report from the Bentwaters weather detachment for the period 2100Z to 2200Z, 13 August 1956 for the Bentwaters area follows:

Winds:

Surface - Direction 230° velocity 5 to 10 knots.
6000 ft - Direction 260°, velocity 30 knots.
10,000 ft - Direction 260°, velocity 40 knots.
16,000 ft - Direction 260°, velocity 55 knots.
20,000 ft - Direction 260°, velocity 70 knots.
30,000 ft - Direction 260°, velocity 90 knots.
50,000 ft - Direction 260°, velocity 40 knots.
ceiling: 25,000 ft
Visibility: 9 miles

No thunderstorms were located in the area of the sightings.

Several aircraft were in the Bentwaters area at the time of these sightings but these could not have been mistaken for the Unidentified Flying Objects.

No physical evidence of the sightings is available.

Edward L. Holt.
EDWARD L HOLT
Captain USAF
Air Targets Officer

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COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
U.S.	1-56	

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS	DATE OF INFORMATION	1042537
U.K.	9 October 1956	
ACTIVITY SUBMITTING REPORT: 55th Fighter Bomber Squadron (Squadron Intelligence)	DATE OF COLLECTION: 10 October 1956	SRI STATUS (If applicable)
		SRI NO. ____ CANCELED/COMPLETE
PREPARING INDIVIDUAL: DONALD W. KETCHUM, 1/Lt., USAF	DATE OF REPORT: 10 October 1956	SRI NO. ____ CANCELED/INCOMPLETE
NAME OR DESCRIPTION OF SOURCE: [redacted]	EVALUATION: A-2	SRI NO. ____ ACTIVE
		ADDITIONAL INFORMATION ON (Date)

REFERENCES (AIR Subject, previous reports, etc., as applicable)

AFR 200-2, 12 Aug 54

SUBJECT (Descriptive title. Use individual reports for separate subjects)

UFOB Re Sighting of Unidentified Flying Object

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)

On the night of 9 October 1956 [redacted] Flight Commander, 55th Fighter Bomber Squadron, made four ground visual sightings at Little Easton, Essex, England of Unidentified Flying Objects. First sighting was a bright yellow-orange object which faded to dim red and disappeared. He later saw what appeared to be the same object two more times. His second sighting was over an hour in length. During this period a second similar object was seen to approach the first object, then disappear. During the hour period the object climbed very slowly west. The final observation was only two or three minutes. During the observations, the sky was clear. After the final observation, cloud coverage precluded further observation. GCA saw nothing unusual at any time.

5-01 1/56 Donald W. Ketchum
603 22M

DONALD W. KETCHUM
1st/Lt., USAF
Squadron Intelligence Officer

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20th Fighter Bomber Wing
Third Air Force

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AIR INTELLIGENCE INFORMATION REPORT

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The following information is submitted in compliance with AFR 200-2, 12 August 1954, subject UFOB:

(1)(a) First object was round, elongating occassionally to almost two round objects one above the other. Second object was round.

(b) First object was about one half size of a pea held at arms length. Second object was about one half size of the first object.

(c) Bright yellow-orange glow, varying to red as it dimmed.

(d) One, later approached by another smaller object.

(e) None.

(f) First object had rays shooting from it, five or six rays predominating with smaller rays between. Occasionally appeared to elongate or become two round objects, one above the other, the one above being smaller. Second object was same color as first but appeared for much shorter time (15 to 30 seconds).

(g) Once or twice broader and longer ray appeared which could have been a trail or exhaust, color pale yellow, hazier appearance, much longer than other rays, varied in length three to six times diameter of object. Second object appeared to have very slight trail.

(h) None.

(i) Object first appeared to be a bright star, but appeared much closer than a star. It moved independent of any visible star system. First object was observed three times, second object was observed once. After first object was observed for five to ten minutes, it slowly disappeared, dimming to a faint red glow until it vanished. When it disappeared, it seemed to be going directly away from observer. It was observed again about forty minutes later in about the same position as where first sighted. During the second sighting the object appeared to make occasional slight erratic movements. In course of second observation, object moved about thirty degrees in both azimuth and elevation. Object appeared to dim and brighten occasionally during this period. Rays varied in length from time to time. About five minutes after second observation began, second object appeared above and to the west of first object and moved slowly toward it, fading and disappearing before it reached first object. Object was observed for a third time about five minutes later at the same position that it disappeared. This time it was dimmer than before. It was observed for only two to five minutes when it reddened, faded and disappeared.

(2)(a) Observer just happened to look in that direction.

(b) First object thirty-five degrees elevation, one hundred sixty degrees to one hundred eighty degrees from viewer, second object forty to 45 degrees elevation, two hundred to two-hundred ten degrees from viewer.

(c) First object fifty to fifty-five degrees elevation, two hundred to two hundred ten degrees from viewer, second object thrity-five degrees elevation, one hundred eighty-five degrees from viewer.

(d) First sighting of object there was no flight path, only very slight, erratic movements. It disappeared along viewers line of sight. Viewer had impression that it was moving directly away. Second sighting of object, there was a very gradual climb to west so slow as to be imperceptible. There were occasional very slight, erratic movements. Third sighting of first object, no apparent movement. Second object slowly descended from west toward first object.

(e) Faded from bright yellow-orange to dim red, brightened, faded disappeared. In all cases seemed to fade from bright yellow-orange to dim red.

(f) First sighting first object, five to ten minutes. Second sighting first object, sixty-five minutes. Third sighting first object, two to five minutes. Second object, fifteen to thirty seconds.

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Authority NND 9237007

Form No.
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
55th Fighter Bomber Squadron (~~TOM~~ Intelligence)	1-56	

(3)(a) Ground-visual.
(b) None.
(c) None.
(4)(a) Approximate 091855Z, 091944Z, and 092055Z October. Second object approximate 091950Z October.
(b) Night.
(5)(a) 5154N 0019E (Little Easton, Essex, England).
(6)(a) None.
(b) [redacted], Captain, USAF, 55th Fighter Bomber Squadron, Flight Commander, very reliable.
(7)(a) Clear sky, good visibility for all sightings. Sky became overcast after last sighting.
(b)

Altitudes	Direction	Velocity (knots)
Surface	10	4
6,000	70	14
10,000	90	10
16,000	90	10
20,000	130	10
30,000	130	20
50,000	350	10
80,000	Not available	

(c) 1858Z Unlimited, 1958Z Unlimited, and 2058Z Unlimited.
(d) 1858Z Seven miles, 1958Z six miles haze, 2058Z five miles haze.
(e) 1858Z three/tenths 8,000 feet, 1958Z four/tenths 8,000 feet, and 1958Z four/tenths 8,000 feet.
(f) None.
(8) None.
(9) None.
(10) None.
(11) Squadron Intelligence Officer: GCA saw nothing unusual. [redacted] his wife, [redacted] 55th FBS Armament officer (non-rated), and his wife saw these objects.
(12) None.

DONALD W. ~~MITCHELL~~
1st/Lt., USAF
Squadron Intelligence Officer

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Authority NND 9237007

AF FORM 12
APPROVED 1 JUNE 1948

(CLASSIF.)

1061457

COUNTRY	REPORT NO.	(LEAVE BLANK)
United States of America	3-56	1061457

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT		
Unidentified Flying Object Report		
AREA REPORTED ON: Washington, D. C.	FROM (Agency): Director of Plans and Programming, Headquarters Command, USAF, Bolling AFB	
DATE OF REPORT: 18 December 1956	DATE OF INFORMATION: 20 November 1956	EVALUATION: Unevaluated
PREPARED BY (Officer): Major James E. Geurtz	SOURCE: [redacted]	

REFERENCES (Control number, directive, previous report, etc., as applicable)
None

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.)

The following information is reported in accordance with AFR 200-2, Unidentified Flying Objects Report, dated 12 August 1954:

JAMES E. GEURTZ
Major, USAF
Assistant Director, Plans
and Programming

61A1326
24
2/19:2-4

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16—65569-3 U. S. GOVERNMENT

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Authority NND 9237007

AF FORM 112—PART II
APPROVED : JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
Dir, Plans and Programming, Headquarters Command, USAF	3-56	

1. Description of the object:

   a. Dome shaped.
   b. Large beach umbrella.
   c. White.
   d. One.
   e. Negative.
   f. Negative.
   g. Negative.
   h. Negative.
   i. Negative.

2. Description of course of object:

   a. [redacted] at 0600, 28 Nov 56, awoke and upon looking out her bedroom window observed a "flying saucer" which was approximately 4'x6' in diameter, dome shaped, and white in color.
   b. Object about 25 degrees above the horizon in a Westerly direction.
   c. Object remained at about the same elevation, moved to the North and disappeared.
   d. After watching approximately five minutes, the object moved Northward and disappeared. Shortly thereafter it returned to approximately its original position.
   e. After remaining in position approximately another five minutes, it again moved northward and disappeared.
   f. Ten minutes.

3. Manner of observation:

   a. Ground-visual.
   b. None.
   c. Negative.

4. Time and date of sighting:

   a. 1100Z 28 November 1956.
   b. Dark.

5. Location of observer:

   a. [redacted], N. W., Washington, D. C.

6. Identifying information of observer:

   a. [redacted] Age 33, [redacted] N. W., Washington, D. C. Clerk-typist.

7. Weather and winds--aloft, conditions at time and place of sighting:

   a. Cloudless since 1700Z previous day, visibility 15 mi, winds strong at 18-24 mph WNW.
   b. Surface pressure rising continuously since 1700Z previous day. Ridge of hi pressure over Washington was rising in intensity and high pressure area was centered over Tallahasse, Florida. Although as indicated above surface winds were strong previous day they were absolutely calm at the time of sighting. Pressure rose from 29.79hg to 30.05 hg over past 30 hours. Radar set inoperative.

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Authority NND 9237007

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

(6)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Dir, Plans and Programming, Headquarters Command, USAF	3-56	3	3	

Surface, calm:
6000 265/22K
10000 280/36K
16000 285/43K
20000 285/48K
30000 290/60K
50000 270/40K

c. Ceiling - clear.
d. Visibility - 15 mi.
e. Amount of cloud cover - none.
f. Thunderstorms in area - none.

8. Negative.

9. Negative.

10. Negative.

11. Position title and comments of the preparing officer:

a. Assistant Director of Plans and Programming.
b. A telephone conversation with [redacted] elicited additional information in regard to UFOB. After the object disappeared the second time, [redacted] went back to sleep and it is unknown whether it returned or not. The windows of the [redacted] residence are covered with a plastic material which serves as a storm window. It is possible that some light refraction or distortion occurred and was mistakenly identified as an UFOB. [redacted] did not appear to be seeking any personal notoriety. The reliability of this report is unknown.

12. Negative.

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(CLASSIFICATION) (SECURITY INFORMATION when filled in)

1070897

COUNTRY OF ORIGIN	REPORT NO.	(Leave blank)
United States	IR-5-56	1070897

AIR INTELLIGENCE INFORMATION REPORT

AREA REPORT CONCERNS
Vicinity around Eglin Air Force Base, Florida

AGENCY OF ORIGIN	DATE OF REPORT
Hq Air Proving Ground Command Eglin Air Force Base, Florida	12 December 1956
SOURCE OF INFORMATION [redacted]	DATE OF INFORMATION 9 November 1956
PREPARING OFFICER 2nd Lt Richard H. Lane Asst Chief, Intelligence Division	EVALUATION B-2

REFERENCES (*Control number, directive, previous report, etc., as applicable*)
BAIR 3A15; AFR 200-2, 12 Aug 1956

SUBJECT
Unidentified Flying Object

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 112a.*)

In compliance with AFR 200-2, the following report is submitted. This report pertains to an Unidentified Flying Object sighted 9 November 1956 in the vicinity of Eglin AFB, Florida.

William M. Lyons
WILLIAM M. LYONS
Captain, USAF
Chief, Intelligence Division

APPROVED

FOR THE COMMANDER:

David M. Jones
DAVID M. JONES
Colonel, USAF
DCS/Operations

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2/19: 2-6

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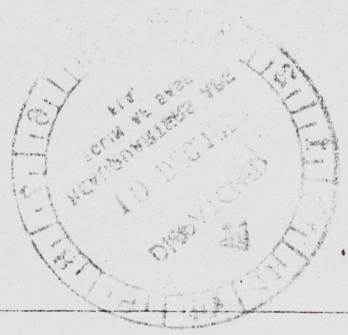
ABC



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_____ under the authority of DCS/I
_____, by DCS/Ops Ltr 5 Apr 78

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[redacted]

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
Hq Air Proving Ground Command Eglin Air Force Base, Florida	IR-5-56	

(1) Description of the object:
- (a) Not definite. Orange lights and what appeared to be a very vague outline would indicate a long narrow shape from the angle viewed.
- (b) When estimated to be at a point 5,000' to 10,000' above, it appeared as large or larger than a B-36. The orange color appeared to be larger than the present operational aircraft afterburner exhausts.
- (c) Orange color
- (d) One
- (e) N/A
- (f) There was a series of bright orange lights or flame relatively close together. The observer estimates a total distance of 300' and approximately 10-12 lights spaced evenly throughout the total distance. A very faint and vague cigar shaped outline was believed seen by pilot involved.
- (g) See (b) and (f) above.
- (h) Negative
- (i) Negative

(2)
- (a) It was initially thought to be another aircraft on close to a collision course.
- (b) At 2 o'clock and slightly high
- (c) 5 o'clock and very high
- (d) Relatively slow horizontal speed, but greatly increased altitude in a 2-4 minute period.
- (e) Going away above and gaining altitude.
- (f) 4 minutes.

(3)
- (a) Air-visual
- (b) None
- (c) RF-84F, #432, 8000', 90° (a 360° climbing turn was performed during the approximate 4 minutes the object was in sight) 350 to 400 knots, Eglin AFB, Florida

(4)
- (a) 2400Z 9 November 1956
- (b) Night

(5) Destin, Florida, which is adjacent to Eglin AFB, Florida

(6) The observer was [redacted] Chief, Test Division, 3243rd Test Group (Fighter), Air Force Operational Test Center, Eglin AFB, Florida. His reliability is unquestionable.

(7)
- (a) Clear, no ceiling
- (b) Not available
- (c) No clouds
- (d) Unlimited
- (e) None
- (f) None

(8) None

(9) An initial break away from the object was made as the first impression was that it was another aircraft on close to a collision course. Following this break, a 360° climbing turn was made for a closer look at the object, but the object continuously increased altitude (or had been at a much higher altitude than it initially appeared) over the RF-84 during the turn and was lost from view

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
Hq Air Proving Ground Command Eglin Air Force Base, Florida	IR-5-56	

nearly vertical over the RF-84.

(10) None known. Object was in Eglin water bombing ranges. The observer knew of no scheduled missions in Eglin area at that time other than the night photo mission being accomplished by the RF-84.

(11) This report was prepared by Lieutenant Richard H. Lane, Assistant Chief of the Intelligence Division, APGC, Eglin AFB, Florida.

[redacted]

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ORIGIN	REPORT NO.	(Leave blank)
United States	IR-6-56	168240

AIR INTELLIGENCE INFORMATION REPORT

AREA REPORT CONCERNS: 60 miles east of St. Louis, Missouri	
AGENCY OF ORIGIN: Hq Air Proving Ground Command, Eglin Air Force Base, Florida	DATE OF REPORT: 19 Dec 1956
SOURCE OF INFORMATION: [redacted]	DATE OF INFORMATION: 1 Nov 1956
PREPARING OFFICER: Capt William M. Lyons, Chief, Intelligence Division	EVALUATION: B-2

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

BAIR 3A15; AFR 200-2, 12 Aug 1954

SUBJECT

Unidentified Flying Object

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 112a.*)

In compliance with AFR 200-2, the following report is submitted. This report pertains to an Unidentified Flying Object sighted 1 November 1956 near St. Louis, Missouri.

William M Lyons
WILLIAM M. LYONS
Captain, USAF
Chief, Intelligence Division

APPROVED

FOR THE COMMANDER:

David M Jones
DAVID M. JONES
Colonel, USAF
DCS/Operations

2119.2-5
28
6179 1326

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FORM 52 112 REPLACES AF FORM 112, PART I, 1 JUN 48, WHICH MAY BE USED. CLASSIFICATION [redacted] (SECURITY INFORMATION when filled in)
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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 1 OF 1 PAGES
Hq Air Proving Ground Command Eglin Air Force Base, Florida	IR-6-56	

INCLOSURE #1

STATEMENT BY [redacted]

I was the Aerial Weather Reconnaissance Officer on the night of 1 November 1956 in a T-33 aircraft going from Springfield, Illinois to Eglin Air Force Base on a true course of 140°. After reaching an altitude at 35,000 feet, a steady orange light with a blue tinge was sighted near Mount Vernon at about 2330Z at about a 5° elevation angle and 220° from the aircraft. I was unable to judge the distance, speed, or size of the object. There was no tail, or exhaust discernible. It did not appear to be a jet exhaust as the light intensity was constant when viewed from a changing direction. I do not believe it was a meteor as there was not any tail, nor another aircraft because of the lack of blinking navigation lights. The object was in view for about two minutes, increasing nearly 5° in elevation and to about 320° from the aircraft position. As the aircraft was heading in opposite direction from the object, I was unable to view it any longer. The night was clear, with an unlimited ceiling and unrestricted visibility of at least 60 miles. The cloud formation in the area was thin altostratus on the East and Southeast horizon and clear in the vicinity of the object. I am unable to give a logical explanation for this reported sighting.

The above statement was given to Captain William M. Lyons by [redacted]

William M. Lyons

WILLIAM M. LYONS
Captain, USAF
Chief, Intelligence Division

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AF FORm 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
Hq Air Proving Ground Command Eglin Air Force Base, Florida	IR-6-56	

(1) Description of the object:
- (a) A round light
- (b) The size of the light was about that of a F-94 A/B light when seen from a distance of 1 mile at night. However, there was no tail visible.
- (c) A very light yellow
- (d) One
- (e) N/A
- (f) N/A
- (g) The object was round without any tail and looked like an exhaust.
- (h) No sound heard
- (i) N/A

(2) (a) and (b) A light moved across the sky from about 10 o'clock a few degrees above the horizon to 12 o'clock about 35° above the horizon. It then continued around to 3 o'clock.
- (c) The object disappeared in the distance about 10 degrees above the horizon with a magnetic course heading of approximately 280 degrees.
- (d) The object appeared in a straight course with an estimated speed of more than 1200 knots.
- (e) The object disappeared in the light and haze over St. Louis.
- (f) Approximately one minute.

(3)
- (a) Air-visual
- (b) None
- (c) The sighting was made from a T-33 aircraft, #074 while at an altitude of 35,000 feet, 165° heading, and proceeding at 400 knots to Eglin AFB, Florida from Springfield, Illinois.

(4)
- (a) The sighting was made at 2330Z 1 November 1956.
- (b) Night

(5) The aircraft was located 60 miles east of St. Louis, Missouri.

(6) The pilot was [redacted] and the Aerial Weather Reconnaissance Officer was [redacted] [redacted] is the Chief, Maintenance Division, 3243rd Test Group (Fighter), AFOTC, Eglin AFB, Florida. He has over 10,000 flying hours, is current in supersonic aircraft, and is quite familiar with aircraft exhaust and afterburner appearances. [redacted] is assigned to Headquarters, APGC, Directorate of Test Requirements, Eglin AFB, Florida. He is an Air Force meterologist and holds an AFSC of 2524 and 2534. Inclosure #1 contains a statement by [redacted].

(7)
- (a) CAVU
- (b) Winds at 35,000' from 290° at 75 knots.
- (c) Clear
- (d) Unlimited
- (e) No clouds
- (f) None

(8) None

(9) As the object crossed in front and above the aircraft, the pilot turned with it and attempted to keep it in sight. He followed it until it disappeared, and he states it definitely was not a meteor.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
Hq Air Proving Ground Command Eglin Air Force Base, Florida	IR-6-56	

(10) Not available

(11) The preparing officer is Captain William M. Lyons, Chief, Intelligence Division, APGC, Eglin AFB, Florida. In this particular report, the observer is a serious, conscientious, experienced pilot who was a bit reluctant in submitting this report.

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AF FORM 112 PART I
APPROVED 1 JUNE 1948

[redacted] UNCLASSIFIED 1009036

COUNTRY	REPORT NO.	(LEAVE BLANK)
Japan	IR-1-56	1009036

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object

AREA REPORTED ON	FROM (Agency)
Southern Japan	43d Air Division, APO 929

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
24 January 1956	18 January 1956	B-2

PREPARED BY (Officer)	SOURCE
Schuyler T. Crowell, Capt., USAF	618th AC&W Site #17

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFR 200-2

D526697

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.)

At 1654Z, 17 January 1956, site No. 17 of the 618th AC&W Squadron, Kuyshu, Japan plotted an unidentified radar track bearing 172 degrees, heading 150 degrees, range 72 miles, altitude 30,000 feet, speed 1800 knots. The track faded unidentified at 1718Z.

[redacted]

for S. T. Crowell
C. D. YANKAUER
Major, USAF
Chief, Intelligence Division
Directorate of Operations

LIBRARY SUBJECT & AREA CODES #12
2-01 156
603 3L
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Classification (~~cancelled~~) (changed to Unclas), effective on 5 Apr 78
under the authority of DCS/I
, by AFIS/INOS Ltr 5 Apr 78 25:48-5

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No 42862

43D INTEL NO. 166

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Authority NND 9237007

AF FORM 112—PART II
APPROVED 1 JUNE 1948

~~SECRET~~ UNCLASSIFIED

(14)

AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	PAGE 2 OF 5 PAGES
43d Air Division	IR-1-56	

At 1659Z, 17 January 1956, Site 17 (3445N 13110E) of the 618th AC&W Squadron reported an unidentified track in the Lima Gulf area. The track was at 30,000 ft., heading East, range 72 nautical miles at a speed of 1500 knots.

The track was ~~flashed~~ at 1708Z, and later killed at 1730Z, unidentified.

Two F-86D interceptors were scrambled at 1716Z. The first interceptor was airborne at 1724Z and was under GCI control at 1734Z. However, the track faded before the fighters could make contact.

The track appeared to be a normal return about the size of a B-29 type target. There was continuous presentation consisting of a single paint on the scope for each rotation of the antenna from 1659Z to 1718Z. The return was bright and clear with no evidence of fuzzyness.

Weather at the time was: surface winds, north at 5 mph, ceiling 9,000 feet overcast, visibility 8 miles, cloud cover was 10/10 altostratus with negative thunderstorms or other unusual weather in the area. Winds aloft were as follows:

6,000	200 degrees	at 11 knots
10,000	250 degrees	at 13 knots
16,000	250 degrees	at 59 knots
20,000	260 degrees	at 85 knots
30,000	280 degrees	at 115 knots
50,000	270 degrees	at 150 knots

The track was first observed by Jerold M. Tuttle, A/2C, AF16314108, the scope operator, bearing 172 degrees, range 72 miles, heading 150 degrees at approximately 1000 knots. (See page 5 for graphic display of the track) The track proceded on a heading of 150 degrees with the speed increasing from 1500 to 1800 knots.

During the first five minutes that the track was under observation, maintenance personnel attempted to determine whether the track was caused by interference. "Parrot" was turned off to preclude the possibility of interference. It was noted that the track crossed over angle markers at several points, thus precluding several other types of interference. The determination at this time by maintenance personnel was that the track was not caused by interference.

The track continued on a heading of 150 degrees to a range of 160 miles, at which time the track slowed its speed to approximately 500 knots, and for 3 or 4 sweeps of the antenna seemed to stand still. It then moved off on a heading of 080 degrees.

The track continued this heading with speed increasing to approximately 2000 knots. When the track reached a bearing of 100 degrees at 40 miles range it turned to a heading of 280 degrees and moved to a bearing of 105 degrees at 19 miles.

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43D INTEL NO. 166

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

DECLASSIFIED
Authority NND 9237007

AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	
43d Air Division	IR-1-56	PAGE 3 OF 5 PAGES

Edward E. Kelly, A/2C, AF25800301, Control technician, stated, "The Ops-"B" was watching the scope, when the track appeared. He called me over to look at it. I told him it looked like a track, and I went and got the maintenance men, A/2C Kovalik and A/3C Disnuke. They watched it and said it was not interference. This track first appeared at 172 degrees, 72 miles, at a 150 degrees heading at a speed of between 1000 and 1500 knots. It was a steady, clear paint at all times. When we called the track in to ADCC, it was given a track number 78C. The track slowed down at 160 degrees, 160 miles, and made a 90 degree port turn then increased its speed on a heading of 080 degrees. The track continued this heading to 147 degrees, 160 miles. At this point turning to a heading of 340 degrees, it kept his heading until 100 degrees, 19 miles. I watched this track on scope #4 which is a floor surveillance scope operated by a JASDF operator. The last time I saw track #78C was at 105 degrees, 19 miles. Fighter aircraft were scrambled for this track, and I was told to pull Control Technician.

I believe this was a track and not interference because I have never seen interference fly a pattern of this kind and interference does not fly an even course as this did, and does not slow down for a turn."

Andrew Kovalik, A/2C, AF13457031, radar maintenance, stated, "I was first notified at 1700Z about this incident when A/2C Kelly called me into operations. A/2C Tuttle was on the scope, and he pointed this track out to me. It was at 165 degrees at 115 miles. It was clear and exactly like any normal video track. I turned off all beacon switches on the scopes to make sure it was not parrot interference. I then turned to beacon on one of the scopes to see it I could pick it out on just beacon. This turned out negative. After turning this switch off again, I went to the dias to again see this track. It was on the scope at every sweep of the antenna and seemed to be the same brilliance at all times. It seemed to stop for a few sweeps, then make a 90 degree turn and pick up speed. At this time I called A/3C Disnuke into operations to get his opinion. He sat at the scope and watched it along with A/2C Tuttle.

Because of the regularity of the track painting on every sweep and because of the 90 degree turns made by it, I do not believe this track was caused by interference."

John Disnuke Jr., A/3C, AF12440191, radar maintenance, stated, "On the morning of 18 January 1956, I was called into operations to determine whether the set was picking up interference. By observing the #2 dias scope and turning of the beacon, angle marks, range marks, and switching to upper beam, I told A/2C Tuttle that I thought it was a track. The object was about the size of a return of a B-29. It was steady in brilliance and size. This track was at 90 degrees from the station at all times. It crossed angle marks and range marks. When I first saw the blip, it was about 1706Z. It stayed on the scope until 1718Z.

During the time from 1703Z to 1718Z the track went from about 155 degrees at 160 miles to about 145 degrees at 160 miles at a 080 heading, then turned for a 340 heading for the station. The speed of this track was steady; what I mean by steady is it did not vary from one extreme to the other in short periods of time. When it slowed, it was a steady decrease; when it picked up speed, it was a steady increase.

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At no time was the track moving at less than 500 miles per hour while I was there, but it's speed did increase to approximately 2000 miles per hour."

Donald D. Jeffers, 1st Lt., AO 3020728, duty controller, stated, "This track was observed by me for approximately two or three sweeps before it faded. I observed the track on low beam, and it appeared to paint as a normal bomber type aircraft.

I turned the Beacon on to identify the interceptors that had been scrambled for the track. The interceptors were vectored to a heading of 360 degrees but the track was never observed by me again."

Evaluation:

The following is an evaluation of subject track by Mr. Jack M. Kelley, civilian contractor technical representative.

"During the observance of track 78C the AN/FPS-3 at Site 43 was operating on 400 prf with the antenna rotating at 3.3 rpm. Reliable information regarding frequency is not available at this time. The AN/FPS-3 at Site #17 was operating at 400 prf, 3.3 rpm and a lower beam frequency on 1318 mc plus or minus 1 per cent. Since 1 January 1956 I have noticed interference on the AN/FPS-3 which appeared to be a nearby radar. The appearance of this interference on the azimuth range indicator has varied widely due to the ever changing relationship of prf, rpm and frequency between the two radar sets. On some occasions questionable tracks have been identified as interference by turning off our transmitters or changing our antenna rpm. It has been possible to make the interference from the AN/FPS-3 at site 43 appear very much like an actual track by changing our antenna rotation until a relationship between the antennas of the two radar sets exists, which causes the interference to paint at periodic intervals and movements similar to those of a normal track.

In the case of track 78C, records indicate that change of rpm or turning off our transmitters were not attempted to prove the track was interference. However, in the meeting held at Detachment 17 on 18 January 1956 Lt Donald R. Jeffers made a statement to the effect that he did change the antenna rpm following which he observed paints which he believed to be interference. The intensity of track 78C was steady and clear at all times according to operations personnel. It is characteristic of a normal track to paint weakly at long ranges and increase in size and brilliance as it's range decreased.

All of the information I have obtained regarding track 78C indicate to me that this track resulted because of interference from the AN/FPS-3 at Site 43."

for L. T. Crowell
C. D. YANKAUER
Major, USAF
Chief, Intelligence Division
Directorate of Operations

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AF FORM 112—PART II
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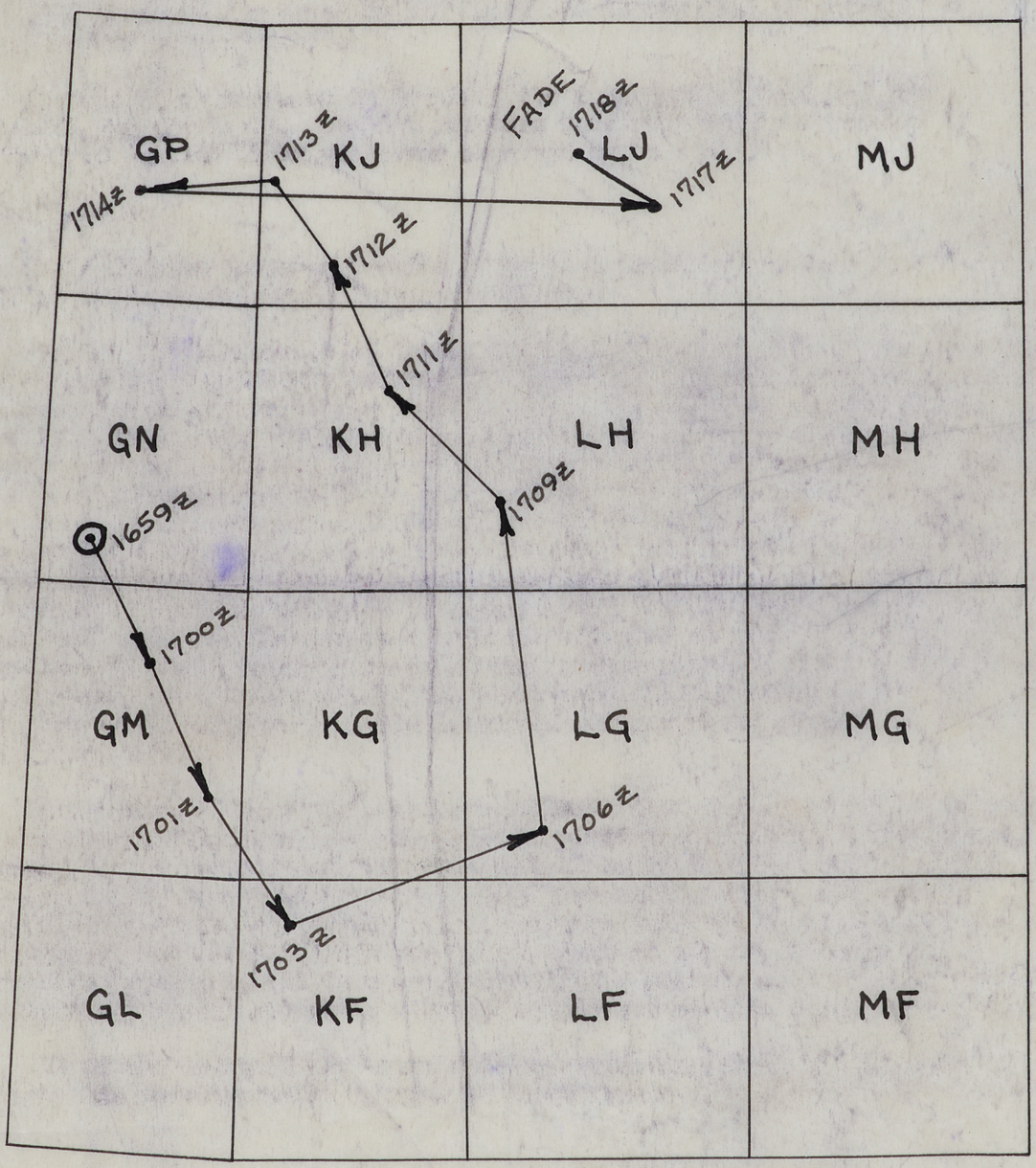
17

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 5 OF 5 PAGES
43d Air Division	IR-1-56	



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FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
43d AIR Division	IR-1-56	

AIR INTELLIGENCE INFORMATION REPORT

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AF FORM 112—PART II
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AF FORM 112—PART I
APPROVED 1 JUNE 1948

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UNCLASSIFIED AF 743311

COUNTRY	REPORT NO.	(LEAVE BLANK)
Japan	IR 2-56	AF 743311

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object

AREA REPORTED ON	FROM (Agency)
Southern Japan	43d Air Division, APO 929

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
17 February 1956	25 January 1956	B-2

PREPARED BY (Officer)	SOURCE
Schuyler T. Crowell	610th AC&W Site 15

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFR 200-2

D491047

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.)

At 1713Z 25 January 1956, site #15 of the 610th AC&W Squadron, Kyushu, Japan plotted an unidentified radar track bearing 225 degrees, heading 225 degrees, range 150 nautical miles, altitude 20,000 feet, speed 1600 knots. The track faded unidentified at 1724Z.

C. D. YANKAUER
Lt Colonel, USAF
Chief, Intelligence Division
Directorate of Operations

LIBRARY SUBJECT & AREA CODES
2-01 2/56
603 3L

Classification ~~(cancelled)~~ (changed to Uncl.), effective on 5 Apr 78, under the authority of ACS/I, by AFIS/INS Ltr 5 Apr 78

(71)

2/25: 46-6
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43D INTEL NO. 336

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Authority NND 9237007

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AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
Japan	IR 2-56	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object

AREA REPORTED ON	FROM (Agency)
Southern Japan	43d Air Division, APO 929

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
17 February 1956	25 January 1956	B-2

PREPARED BY (Officer)	SOURCE
Schuyler T. Crowell	610th ACSW Site 15

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

AFR 200-2

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.)

At 1712Z 25 January 1956, site #15 of the 610th ACSW Squadron, Kyushu, Japan plotted an unidentified radar track bearing 225 degrees, heading 225 degrees, range 150 nautical miles, altitude 20,000 feet, speed 1600 knots. The track faded unidentified at 1724Z.

C. D. VANKAUER
Lt Colonel, USAF
Chief, Intelligence Division
Directorate of Operations

LIBRARY SUBJECT & AREA CODES

3-01 37

703

(17)

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43D INTEL NO. 336

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AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	
43d Air Division, APO 929	IR 2-56	PAGE 2 OF 4 PAGES

At 1713Z, 25 January 1956, site 15 (3046N - 12840E) of the 610th AC&W Squadron reported an unidentified track in the Yankee Foxtrot area. The track was at 20,000 feet, heading southwest, range 150 nautical miles at a speed of 1600 knots.

The track was not flashed because of its range and because it was outbound. There was consequently no fighter action taken.

The track appeared to be a normal target. It was sharp and bright with no evidence of fuzziness.

Weather at the time was:

875 mb @ 7000 feet
700 mb @ 10,000 feet
610 mb @ 13,500 feet
595 mb @ 14,000 feet

The air mass was very moist below the first inversion and fairly moist below the second. It was very dry above. The area had a 4000 feet ceiling with snow showers and snow pellets. 18000 foot winds were west at 100 knots.

The track was first observed by Robert H. Koehler, A/2C, AF-13491789, scope operator, at bearing 225 degrees, range 150 nautical miles, heading southwest at approximately 1600 knots. (See page 4 for graphic display of this track.)

Airman Koehler's statement is substantially as follows: "I was on the scope at 1713Z when I had a pick-up on a blip that was southwest of the station. The echo painted exactly like a target. It was sharp and bright. We have very little traffic in the SW quadrant especially at night. I hesitated calling the plot to ADCC for two sweeps of the antenna because I wanted to make certain it was not anonymous propagation or weather.

At 1714Z I established the initial plot. The return at this time was bright and solid. At 1716Z I estimated the speed at 240 knots. At 1719Z the track was still bright and gathering speed. At 1721Z the speed was still increasing but I got a temporary fade.

At 1724Z, eleven minutes after first observing this track, it faded. It was now bearing 240 degrees, heading 225 degrees, range 290 miles, with a speed of 1600 knots.

My scope was not painting IFF and there was no interference whatsoever on the scope during the night."

Donald W. Hylton, Capt, AO 755351, Commander detachment 15 stated in part as follows: "After thoroughly reviewing the recorders logs and interviewing the airman on duty at the time, the possibility that this track was random noise or anonymous prepagation has been eliminated."

COMMENTS OF THE PREPARING OFFICER:

Captain Hylton has 6 years in the electronics field and has been detachment commander for the past 6 months. He is considered a qualified electronics officer.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	PAGE 3 OF 4 PAGES
43d Air Division, APO 929	IR 2-56	

Airman Koehler is a graduate of the radar school, Keesler AFB, and has had two years in the electronics field. He is judged by his superiors to be a competent radar scope operator.

Lack of any additional information other than that already presented precludes further evaluation at this time.

Schuyler T. Crowell

SCHUYLER T. CROWELL
Captain, USAF
Intelligence Officer

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43D INTEL NO. 336

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Authority NND 9237007

AF FORM 112—PART II
APPROVED 1 JUNE 1948

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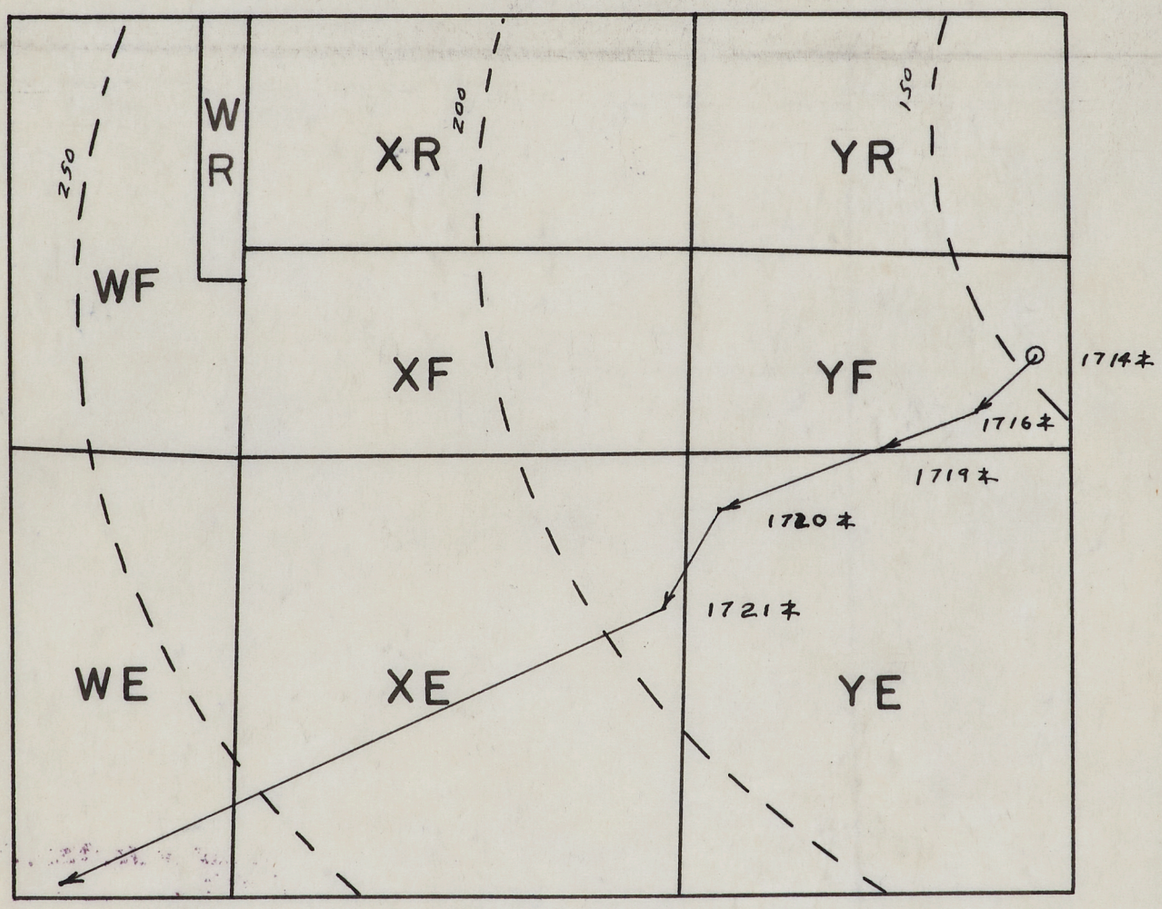
AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	PAGE 4 OF 4 PAGES
43d Air Division, APO 929	IR 2-56	



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AF FORM 112—PART I
APPROVED 1 JUNE 1948

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COUNTRY	REPORT NO.	(LEAVE BLANK)
Japan-Okinawa	IR-1-56	AF 743310

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object

AREA REPORTED ON	FROM (Agency)
Japan-Okinawa	316th Troop Carrier Group (M), Intelligence

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
21 February 1956	2 February 1956	C-3

PREPARED BY (Officer)	SOURCE
GEORGE H MATSUMOTO 1/Lt, USAF	Aircrew Personnel C-119G A/C #52-5936

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFR 200-2

D491049

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. This report is a follow-up and contains information concerning the sighting of unidentified objects in the area between southern Japan and Okinawa.

2. Sources: The pilot and navigator of the aircraft involved. Information on entire crew can be found in section (6) (b) of this report.

LIBRARY SUBJECT & AREA CODES
3-01 2/56
603 3L
603 293L
+1
2/25:46-6
85
60A1047

APPROVED:

William C Lindley

WILLIAM C LINDLEY
Colonel, USAF
Commander

Classification (~~cancelled~~) (changed to Unclas), effective on 5 Apr 78
under the authority of ACSI
by AFIS/Les Stu 5 Apr 78

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DI FEAF, 4 cys
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10

AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	
316th TC Gp (M) Intelligence	IR-1-56	PAGE 2 OF 3 PAGES

(1) Description of objects:
(a) Shape - blinking lights
(b) Size - approximately the size of a pin-head
(c) Color - yellow-orange
(d) Number - two (2)
(e) Formation - N/A
(f) No discernible features or details
(g) No trail or exhaust features
(h) Negative
(i) Approximately forty-five (45) minutes after initial sighting a similar pair of lights descended toward the first pair of lights from above and to the left. Source described the incident as similar to an air intercept pass.

(2) Description and course of objects:
(a) The lights were first sighted visually by the pilot
(b) Angle of elvation and azimuth of the objects when first observed - 8'o' clock and at the same altitude of the aircraft flown by the sources
(c) Angle of elevation and azimuth of the objects upon disappearance- at approximately the same altitude at a 1030 position
(d) Description of flight path and maneuvers of objects - erratic speed, but maintained approximately the same altitude
(e) Manner of disappearance of objects - gradually faded out
(f) Length of time in sight - approximately two hours

(3) Manner of observation:
(a) Objects observed from the air visually
(b) No optical aids employed to improve vision
(c) Sighting was made from a USAF aircraft - C-119G, aircraft number 52-5936, altitude 8000', heading approximately 240 degrees magnetic, speed 180 knots true, and the home station of the aircraft is Ashiya Air Base, Japan

(4) Time and date of sighting:
(a) Approximately 1815Z, 2 February 1956
(b) The light conditions - just after dusk

(5) Location of observers: Point OSCAR, north on Green Eight (8)

(6) Indentifying information of all observers:
(a) Civilian - N/A
(b) Military - John A Thompson, Captain, 75th Troop Carrier Squadron, Instructor Pilot, reliable
Richard T Remers, 1st Lt, 75th Troop Carrier Squadron, Pilot, reliable
James E Varnadoe, 1st Lt, 75th Troop Carrier Squadron, Pilot, reliable
Richard C Langdon, 2nd Lt, 75th Troop Carrier Squadron, Navigator, reliable
Theodore Bilak, A/1C, 75th Troop Carrier Squadron, Engineer, reliability unknown
Robert N Girt, A/1C, 75th Troop Carrier Squadron, Radio Operator, reliability unknown

(7) Weather and winds-aloft conditions at time and place of sighting:
(a) Head winds
(b) N/A

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

11

FROM (*Agency*)	REPORT NO.	PAGE 3 OF 3 PAGES
316th TC Gp (M) Intelligence	IR-1-56	

(c) Ceiling - clear on top
(d) Visibility - unlimited to the horizon
(e) Amount of cloud cover - Aircraft on top of scattered cloud formation approximately 6000'
(f) Thunderstorms in local area - N/A

(8) N/A

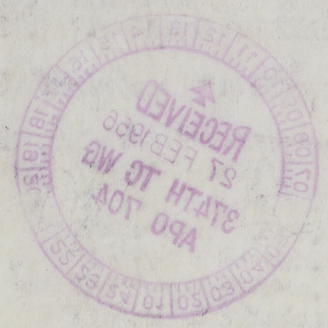
(9) ADCC Okinawa intercepted aircraft number 52-5936 over Okuma, Okinawa. A "CIRVIS report was sent in by aircraft commander

(10) Aircraft Commander contacted Tokyo Airways and the latter stated no other aircraft under their control was in the area at the time the incident took place.

(11) The preparing officer is the Intelligence Officer for the 316th Troop Carrier Group. This report is a follow-up of an incident which took place approximately 17 days prior to the date of this report. The initial report should reflect a more accurate analysis of the incident. A feasible possiblity is that the sighted lights were from reciprocating aircraft flown from the east coast of China.

(12) N/A

George H. Matsumoto
GEORGE H MATSUMOTO
1/Lt, USAF
Intelligence Officer



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AF FORM 112—PART II
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
315th TC Gp (M) Intelligence	IR-J-56	PAGE 3 OF 3 PAGES

(c) Ceiling - clear on top
(d) Visibility - unlimited to the horizon
(e) Amount of cloud cover - Aircraft on top of scattered cloud formation approximately 6000'
(f) Thunderstorms in local area - N/A

(8) N/A

(9) ADCC Okinawa intercepted aircraft number 52-5936 over Okuma, Okinawa. A "CIRVIS report was sent in by aircraft commander

(10) Aircraft Commander contacted Tokyo Airways and the latter stated no other aircraft under their control was in the area at the time the incident took place.

(11) The preparing officer is the Intelligence Officer for the 315th Troop Carrier Group. This report is a follow-up of an incident which took place approximately 17 days prior to the date of this report. The initial report should reflect a more accurate analysis of the incident. A feasible possibility is that the sighted lights were from reciprocating aircraft flown from the east coast of China.

(12) N/A

GEORGE H MATSUMOTO
1/Lt, USAF
Intelligence Officer

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AF743312

(1)

COUNTRY	REPORT NO.	(LEAVE BLANK)
Japan	IR 3-56	AF743312

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object

AREA REPORTED ON	FROM (Agency)
Southern Japan	43d Air Division, APO 929

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
7 March 1956	13 February 1956	B-2

PREPARED BY (Officer)	SOURCE
George A. Brenner	610th AC&W Site #15

REFERENCES (*Control number, directive, previous report, etc., as applicable*)
AFR 200-2

D491048

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.*)

At 1036Z, 13 February 1956, Site #15 of the 610th Aircraft Control & Warning Squadron, Kyushu Japan, plotted an unidentified radar track on a south westerly heading at 20,000 feet, speed estimated at 2700 knots. The track faded at 1038Z.

C. D. YANKAUER
Lt Colonel, USAF
Chief, Intelligence Division
Directorate of Operations

LIBRARY SUBJECT & AREA CODES
2-01 3/56
603 3L

(1)

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by AFIS/INS Ltr 5 Apr 78

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Classification (cancelled) (changed to [redacted]), effective on [redacted] pursuant to authority of [redacted] by [redacted]

RCVD 9 APR 1956

1 MO

1 INCLS.

(H)

C. D. ZANKANER
Lt Colonel, USAF
Chief, Intelligence Division
Directorate of Operations

At 1038Z, 13 February 1956, site #15 of the Glory Station control & Warning System, Kyushu, Japan, bifocused an unidentified radar track on a south westerly heading at 50,000 feet, speed estimated at 575 knots. The track faded at 1038Z.

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

REFERENCES (Confirm number, director, previous report, etc., as applicable) AFM 200-5

PREPARED BY (Officer) George A. Brenner

SOURCE Glory AC&W Site #15

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
7 March 1956	13 February 1956	B-5

AREA REPORTED ON Southern Japan

FROM (Agency) 4534 AAF Division, APO 959

SUBJECT Unidentified Flying Objects

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY	REPORT NO.	(LEAVE BLANK)
Japan	AIR 3-56	

APPROVED 1 JUNE 1948
AF FORM 112—PART I

UNCLASSIFIED [redacted] (CLASSIFICATION)

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Authority NND 9237007

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
43d Air Division, APO 929	IR 3-56	PAGE 2 OF 4 PAGES

At 1030Z, 13 February 1956, Site #15 (DM 6922) of the 610th AC&W Squadron, plotted an unidentified out bound track in the Foxtrot Nectar (9842) area. The track was heading southwest at 20,000 feet, at 2700 knots.

The track painted like a normal target, the blip was bright and solid, but traveling at a very high rate of speed.

The weather at Site #15 at the time of the incident (1036Z, 13 Feb 56) was:

Ceiling 5,000 broken.
Winds northwest at three knots.
Visibility 15 miles with haze.

The first observation of the track was made by A/1C Robert H. Koehler, AF 13491789, scope operator at the time.

Airman Koehler's statement in part is as follows:

"I, A/1C Robert H. Koehler, was on the scope at 1036Z, 13 February 1956, when we had a pickup on a blip to the Northeast of this station. The blip painted like a target.

At 1036Z, I established my initial plot. The blip was bright and solid like a P.E. We had a total of three paints at 1036Z. Sardine informed us the track was our F69B. We estimated the altitude at twenty thousand (20,000) feet. Our F69B was traveling at phenomeral speed.

At 1037Z, we had three more paints on our F69B.

At 1038Z, we had our last paint on F69B before it faded.

The radar set was painting good before and at the time of the incident and the rest of the night thereafter. There wasn't any interference on weather on the scope during the time we had F69B.

The radar maintenance man on duty was unable to determine the origin of the blip if it was internal. All indications showed it to be external. The maintenance man witnessed the entire incident."

The radar maintenance man on duty at the time was A/2C Edward T. Silva, AF 11272391. Airman Silva's statement is as follows:

"I, A/2C Edward T. Silva, was on duty in radar maintenance the evening of 13 February 1956 when track F69B was observed on our weapon. F69B appeared as a normal well defined target and was on a definite heading toward this station.

To the best of my knowledge, this track could not have been internally caused. It was from an external source."

Donald W. Hylton, Captain, AO 755351, Commander, detachment #15, stated that he believed these airmen to be competent in their jobs. Captain Hylton in his follow-up report said that at the time of the incident the track appeared to be made by an external source rather than interference within the radar set. There was no contract technician or field engineer present at the time.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	
43d Air Division, APO 929	IR 3-56	PAGE 3 OF 4 PAGES

To substantiate the opinion that the track was caused by some external interference Captain Hyltons' follow-up report further stated that:

"A phenomena as such could be caused by two radar sets, if the RPM PRF, PW and frequency of the two sets were close together while operational. The fast moving blips could be pulses picked up from another radar set whose antenna is rotating in and out of sychronazation with the radar antenna located at this detachment. The azimuth of the plots indicated a possible interference with the AN/FPS-3A located at site #43."

COMMENTS OF THE PREPARING OFFICER:

Captain Hylton has 6 years in the electronics field and has been detachment commander for the past 7 months. He is considered a qualified electronics officer.

Airman Koehler is a graduate of the radar school, Keesler AFB and has two years in the electronics field. He is judged by his superiors to be a competent radar scope operator.

Airman Silva has the AFSC 30352 and has been working as a radar maintenance man at detachment #15 for the past 13 months. His commander Captain Hylton considers airman to be a competent man on the job.

In accordance with above stated information, the track F69B is evaluated to be external interference.

George A. Brenner
GEORGE A. BRENNER
Major, USAF
Intelligence Officer

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AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	PAGE 4 OF 4 PAGES
43d Air Division, APO 929	IR 3-56	

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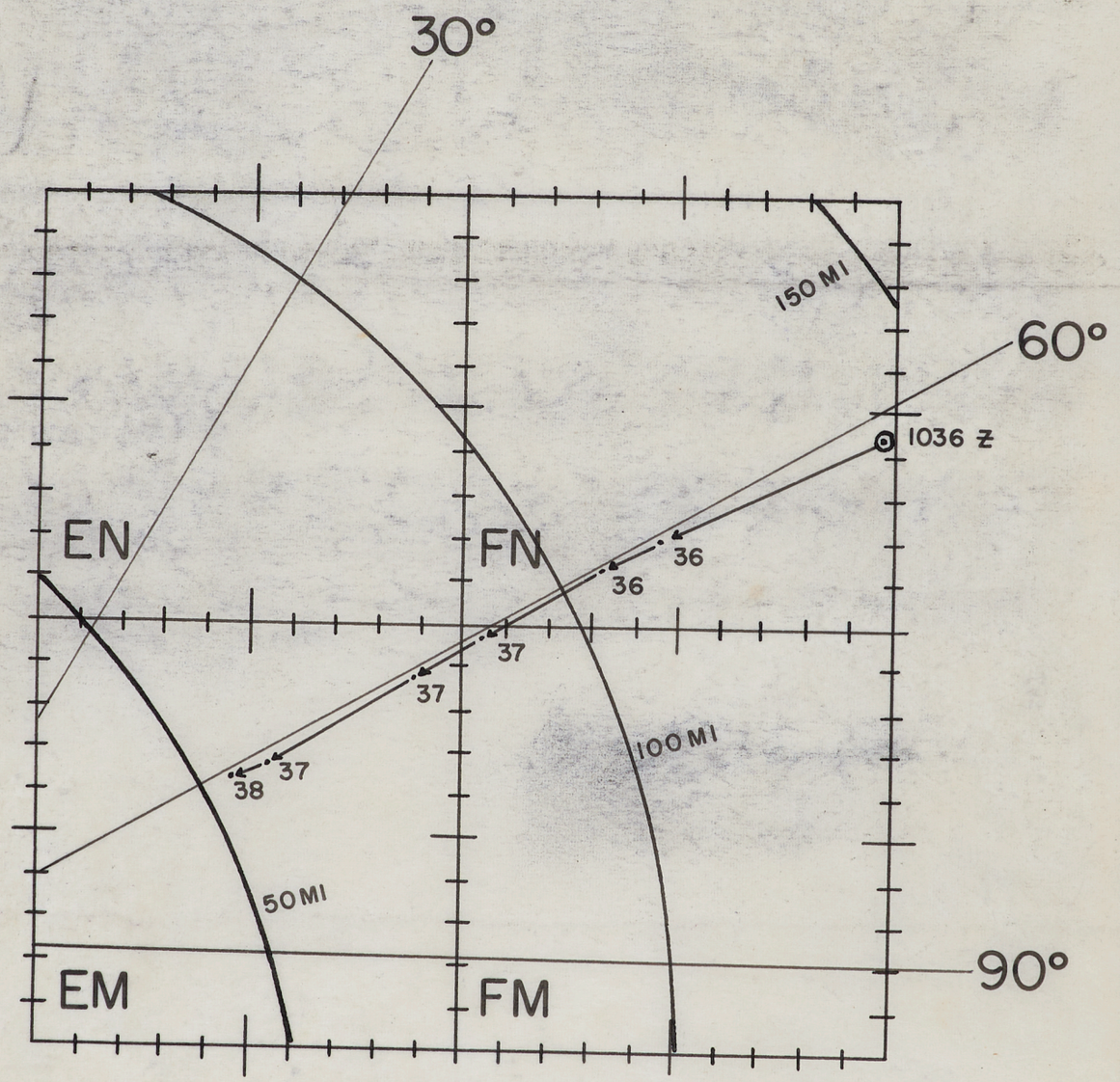

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UNCLASSIFIED 1025624 (3)

CLASSIFICATION

COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
England	IR-1-56	1025624

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS	DATE OF INFORMATION	SRI STATUS (If applicable)
England	13 August 1956	SRI NO. CANCELED/COMPLETE
ACTIVITY SUBMITTING REPORT: 81st Fighter Bomber Wing	DATE OF COLLECTION: 27 August 1956	SRI NO. CANCELED/INCOMPLETE
PREPARING INDIVIDUAL: Captain Edward L Holt	DATE OF REPORT: 31 August 1956	SRI NO. ACTIVE
NAME OR DESCRIPTION OF SOURCE: USAF Personnel, Bentwaters, England	EVALUATION: B-3	ADDITIONAL INFORMATION ON (Date)

REFERENCES (*BAIR Subject, previous reports, etc., as applicable*)

SUBJECT (*Descriptive title. Use individual reports for separate subjects*)

(Unclassified) Unidentified Flying Objects Reporting (UFOB)

SUMMARY (*Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies*)

Between 2120Z and 2220Z, 13 August 1956, Unidentified Flying Objects were reported observed visually and by ground electronic means by USAF personnel stationed at RAF Station Bentwaters, England.

Most significant are the reports of three courses of UFOBS tracked on the Bentwaters GCA Radar. These UFOBS flew courses as follows: 1 group of 12 to 15 UFOBS FROM a point 8 miles SW of Bentwaters to approximately 40-45 miles NE of Bentwaters at an estimated speed of 80 to 125 miles per hour; a single UFOB was tracked by the Bentwaters GCA from approximately 25 miles SE of Bentwaters to approximately 15 miles NW of Bentwaters at a speed estimated at more than 4,000 miles per hour; a third UFOB was reported as tracked by the Bentwaters GCA from approximately 30 miles E. of Bentwaters flying a westerly course to about 30 miles west of Bentwaters at an exceptionally high speed.

The GCA Operators making these radar sightings were of the opinion that malfunctions of the GCA Equipment did not cause these radar sightings.

SUBJECT & AREA CODES (19)

5-01 8/56
603 22M

APPROVED:
Orville E Bixel
ORVILLE E BIXEL
Major, USAF
Wing Intelligence Officer

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AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	
81ST FIGHTER BOMBER WING	IR-1-56	PAGE 2 OF 4 PAGES

The following information was obtained from USAF personnel assigned to RAF Station, Bentwaters, England concerning visual and radar sightings of Unidentified Flying Objects in the vicinity of their assigned station during the period 2120Z to 2220Z, 13 August 1956. The reliability of all the following sources of information is estimated to be usually reliable.

S/Sgt Wright.

On 27 August 1956 the following information concerning subject Unidentified Flying Objects was received from S/Sgt Lawrence S. Wright, Control Tower Shift Chief, 1264th AACS Squadron, RAF Station Bentwaters, England.

Sgt Wright indicated that his attention was first called to the object by its position, size and unusual color. He was also aware that the Bentwaters GCA was tracking Unidentified Flying Objects by radar at this time. Sgt Wright described the UFOB as spherical and the size of a pin-head held at arms length. He sighted only one object which was described as amber color when first observed later changing to bluish-white. No discernable details or features were observed and no sound from the object was noted. Sgt Wright sighted the object from the Bentwaters Control Tower visually with the aid of 7 X 50 power binoculars. Time of his sighting was between 2120Z and 2220Z, 13 August 1956. He indicated that the object was first observed at about 10° elevation toward the south east. The object was in sight for approximately one hour during which time it intermittently disappeared and reappeared. At the time of the object's disappearance, it was located approximately 40° above the horizon in south south-easterly direction. Light conditions during sighting: dusk to night. Sgt Wright indicated that the sky was clear with unlimited visibility during the time of this observation.

T/Sgt Whenry.

T/Sgt Elmer L. Whenry, GCA Operator, 1264th AACS Squadron, RAF Station Bentwaters, England reported the following information relative to subject Unidentified Flying Objects.

Sgt Whenry stated that 12 to 15 unidentified objects were tracked by the Bentwaters GCA (AN-MPN-11A) between 2130Z and 2155Z, 13 August 1956. This group was picked up approximately 8 miles southwest of RAF Station Bentwaters and were tracked on the radar scope clearly until the objects were approximately 14 miles northeast of Bentwaters. At the latter point on the course of these objects, they faded considerably on the radar scope. However, the 12 to 15 objects were tracked to a point about 40 miles N.E. of Bentwaters. At the approximate 40 mile range individual objects in this group appeared to converge into one very large object which appeared to be several times larger than a B-36 aircraft due to the size of the Blip on the radar scope. At the time that the individual objects seemed to converge into one large object, the large object appeared to remain stationary for 10 to 15 minutes. The large object then moved N.E. approximately 5 or 6 miles then stopped its movement for 3 to 5 minutes then moved north disappearing off the radar scope.

Sgt Whenry stated that the 12 to 15 unidentified objects were preceded by 3 objects which were in a triangular formation with an estimated 1000 feet separating each object in this formation. The other objects were scattered behind the lead formation of 3 at irregular intervals with the whole group simultaneously covering a 6 to 7 mile area. Prior to consolidation into one object 40 miles N.E. of Bentwaters. Course flown by this group of objects had slight deviations from S.W. to N.E.

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Sgt Whenry added that these objects appeared as normal targets on the GCA scope and that normal checks made to determine possible malfunction of the GCA radar failed to indicate anything was technically wrong. Sgt Whenry estimated that the unidentified objects in this group moved at the rate of between 80 and 125 miles per hour. He computed this speed by using the range margins on the GCA scope.

Sgt Whenry added that another UFOB was sighted on the GCA radar at about 2200Z, 13 August 1956. This object was tracked on the radar screen for approximately 16 seconds. Course of the object being tracked was from about 30 miles east of Bentwaters to approximately 25 miles west of this station. Speed of this object was estimated to be in excess of 4000 miles per hour. All radar returns appeared normal on the scope for this object except for the last return which seemed slightly weaker than the rest. Sgt Whenry explained that object suddenly disappeared off the radar screen by rapidly moving out of the GCA radiation pattern. Light conditions were night. Weather was clear with good visibility and light winds.

A/2C Vaccare.

The following information pertaining to an Unidentified Flying Object sighted electronically on the Bentwaters GCA at 2130Z, 13 August 1956 was submitted by A/2C John L. Vaccare Jr, GCA Operator, 1264th AACS Squadron, RAF Station Bentwaters, England.

Airman Vaccare indicated that he tracked one Unidentified Flying Object on the Bentwaters GCA screen for approximately 30 seconds at 2130Z, 13 August 1956. The size of the Blip when picked up was that of a normal aircraft target. The Blip diminished in size and intensity to the vanishing point before crossing the entire radar screen.

The unidentified flying object was picked up at an estimated 25 to 30 miles east south-east of Bentwaters and flew a constant course of 295° to the vanishing point on the scope which wa s 15 to 20 miles west north-west of Bentwaters at an undetermined altitude. Airman Vaccare estimated the speed of this object to be in the vicinity of 4000 miles per hour. This speed was calculated by comparing the speed of the object on the GCA scope with speeds that the operator is familiar with on the electronic simulator. A/2C Vaccare added that some idea of the speed of the object could be computed from the fact that each time the GCA antenna completed a revolution the Blip from this object moved 4 to 5 miles on the radar screen. The GCA antenna completes a revolution once every two seconds. The weather was reported as clear with unlimited visibility.

Lts Metz and Rowe.

On 30 August 1956 the following information was received from 1st Lt Charles V. Metz and 1st Lt Andrew C. Rowe concerning their aerial search for subject unidentified flying objects. Lts Metz and Rowe are pilots assigned to the 512th Fighter Interceptor Squadron, Bentwaters, England. The above named officers indicated that they were returning to Bentwaters from a T-33 flight about 2130Z, 13 August 1956. At this time they were vectored to the north - east of Bentwaters to search for unidentified flying objects which were being tracked by the Bentwaters GCA. Lts. Metz and Rowe stated that they searched the areas to the north-east, east, and south-east of Bentwaters for approximately 45 minutes. Altitude of flight was between 2000 and 5000 feet. Results of this aerial

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

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81ST FIGHTER BOMBER WING	IR-1-56	

search were negative. Both officers reported that they observed a bright star on the horizon to the east of Bentwaters which might have been mistaken for an Unidentified Flying Object by the visual observer. Lt Rowe also stated that a flashing beacon was flashing through a low haze along the east coast of England from the vicinity of the village of Orford.

Weather Report from the Bentwaters weather detachment for the period 2100Z to 2200Z, 13 August 1956 for the Bentwaters area follows:

Winds:

Surface - Direction 230°, velocity 5 to 10 knots.
6000 ft - Direction 260°, velocity 30 knots.
10,000 ft - Direction 260°, velocity 40 knots.
16,000 ft - Direction 260°, velocity 55 knots.
20,000 ft - Direction 260°, velocity 70 knots.
30,000 ft - Direction 260°, velocity 90 knots.
50,000 ft - Direction 260°, velocity 40 knots.
ceiling: 25,000 ft
Visibility: 9 miles

No thunderstorms were located in the area of the sightings.

Several aircraft were in the Bentwaters area at the time of these sightings but these could not have been mistaken for the Unidentified Flying Objects.

No physical evidence of the sightings is available.

Edward L Holt.
EDWARD L HOLT
Captain USAF
Air Targets Officer

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COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
United States of America	1-56	1021986

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS	DATE OF INFORMATION	
Wheaton City, Maryland	16 August 1956	
ACTIVITY SUBMITTING REPORT: Dir of Intelligence, Hq Comd, USAF, Bolling AFB, D C	DATE OF COLLECTION	SRI STATUS (If applicable)
		SRI NO. CANCELED/COMPLETE
PREPARING INDIVIDUAL: Major J. E. Geurtz	DATE OF REPORT: 22 August 1956	SRI NO. CANCELED/INCOMPLETE
NAME OR DESCRIPTION OF SOURCE: Mr Richard W. Reuschlein	EVALUATION: Unevaluated	SRI NO. ACTIVE
		ADDITIONAL INFORMATION ON (Date)

REFERENCES (BAIR Subject, previous reports, etc., as applicable)

None

379588

SUBJECT (Descriptive title. Use individual reports for separate subjects)

Unidentified Flying Object Report

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)

The following information is reported in accordance with AFR 200-2, Unidentified Flying Objects Report dated 12 August 1954:

60-A-1047
143

James E. Geurtz
JAMES E. GEURTZ
Major, USAF
Asst Dir Plans & Intelligence

21/25: 50-2
LIBRARY SUBJECT & AREA CODES 9
5-01 8/56
NODEX

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1 Cy: Dir of Intelligence, Headquarters Command, USAF, Bolling AFB, 25 D C

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AF FORM 15 SEP 54 112 REPLACES AF FORM 112, 1 OCT 52, WHICH MAY BE USED

U. S. GOVERNMENT PRINTING OFFICE : 1954 O — 315475

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Authority NND 9237007

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

(2)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Intelligence Hq Command, USAF	1-56	PAGE 2 OF 3 PAGES

1. Description of the object:

   a. Cross like in Appearance
   b. Negative
   c. Aluminum
   d. One
   e. Negative
   f. Negative
   g. Negative
   h. Negative
   i. Object traveled at great speed from north to south then turned east. Object turned up and rapidly disappeared. There was a flight of jets in the vicinity shortly after the observation.

2. Description of Course of object:

   a. Unknown
   b. Directly overhead
   c. Disappeared straight up
   d. North to South then turned East
   e. Unknown
   f. 16 seconds

3. Manner of observation:

   a. Ground Visual
   b. Negative
   c. Negative

4. Time and date of sighting:

   a. 2105Z for 16 seconds
   b. Daylight

5. Location of observer:

   a. Wheaton City, Maryland

6. Identifying information of observer:

   a. Mr. Richard W. Reuschlein; age, unknown; 4422 Faroe Place, Wheaton City, Maryland; occupation, unknown.

7. Weather and winds-aloft, conditions at time and place of sighting:

   a. 1/10 cloud coverage at 4000 feet, visibility, 15 miles, and there were no thunderstorms in the area.

   b. Surface, 070-3K
   6000-050-3K
   10,000-010-15K
   16,000-320-15K
   20,000-300-17K
   30,000-330-15K
   50,000-300-31K

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

(3)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
Intelligence Hq Command, USAF	1-56	

7. Cont'd

c. Ceiling - none
d. Visibility - 15 Miles
e. Amount of cloud cover - 3/10 at 2030Z and 1/10 at 2130Z
f. Thunderstorms in area - none

8. Negative

9. Negative

10. Negative

11. Position title and comments of the preparing officer:

a. Asst Director of Plans & Intelligence

b. In reviewing the report, it appears that Mr. Reuschlein was a qualified observer. His definite timing of the sighting and statements of conditions are indicative of the reliability of his report. It is my opinion that Mr. Reuschlein is not interested in personal recognition and reported the sighting with the intent of aiding any investigative procedures now in progress.

12. Negative

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COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
United States of America	2-56	1021986

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS	DATE OF INFORMATION	SRI STATUS (If applicable)
Wheaton City, Maryland	16 August 1956	SRI NO.
ACTIVITY SUBMITTING REPORT	DATE OF COLLECTION	CANCELED/COMPLETED
Dir of Intelligence, Hq Comd, USAF Bolling AFB, D C		SRI NO.
PREPARING INDIVIDUAL	DATE OF REPORT	CANCELED/INCOMPLETE
Major J. E. Geurtz	22 August 1956	SRI NO.
NAME OR DESCRIPTION OF SOURCE	EVALUATION	ACTIVE
[redacted]	Unevaluated	ADDITIONAL INFORMATION ON (Date)

REFERENCES (*BAIR Subject, previous reports, etc., as applicable*)

None

379588

SUBJECT (*Descriptive title. Use individual reports for separate subjects*)

Unidentified Flying Object Report

SUMMARY (*Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies*)

The following information is reported in accordance with AFR 200-2, Unidentified Flying Objects Report dated 12 August 1954:

60-A-1047
143

James E. Geurtz
JAMES E. GEURTZ
Major, USAF
Asst Dir Plans & Intelligence

2/25; 50-2

LIBRARY CLASSIFICATION CODES
5-01 8/56
NODEX

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NPC

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1 Cy: Dir of Intelligence, Headquarters Command, USAF, Bolling AFB, 25 D C

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U.S. GOVERNMENT PRINTING OFFICE: 1954 O — 315475

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
Intelligence Hq Command, USAF	1-56	

1. Description of the object:

   a. Cross like in Appearance
   b. Negative
   c. Aluminum
   d. One
   e. Negative
   f. Negative
   g. Negative
   h. Negative
   i. Object traveled at great speed from north to south then turned east. Object turned up and rapidly disappeared. There was a flight of jets in the vicinity shortly after the observation.

2. Description of Course of object:

   a. Unknown
   b. Directly overhead
   c. Disappeared straight up
   d. North to South then turned East
   e. Unknown
   f. 16 seconds

3. Manner of observation:

   a. Ground Visual
   b. Negative
   c. Negative

4. Time and date of sighting:

   a. 2105Z for 16 seconds
   b. Daylight

5. Location of observer:

   a. Wheaton City, Maryland

6. Identifying information of observer:

   a. [redacted], age, unknown; [redacted], Wheaton City, Maryland; occupation, unknown.

7. Weather and winds-aloft, conditions at time and place of sighting:

   a. 1/10 cloud coverage at 4000 feet, visibility, 15 miles, and there were no thunderstorms in the area.

   b. Surface, 070-3K
   6000-050-3K
   10,000-010-15K
   16,000-320-15K
   20,000-300-17K
   30,000-330-15K
   50,000-300-31K

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
Intelligence Hq Command, USAF	1-56	

7. Cont'd

c. Ceiling - none
d. Visibility - 15 Miles
e. Amount of cloud cover - 3/10 at 2030Z and 1/10 at 2130Z
f. Thunderstorms in area - none

8. Negative

9. Negative

10. Negative

11. Position title and comments of the preparing officer:

a. Asst Director of Plans & Intelligence

b. In reviewing the report, it appears that [redacted] was a qualified observer. His definite timing of the sighting and statements of conditions are indicative of the reliability of his report. It is my opinion that [redacted] is not interested in personal recognition and reported the sighting with the intent of aiding any investigative procedures now in progress.

12. Negative

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1042551

COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
U.S.	1-56	1042551

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS: U.K.	DATE OF INFORMATION: 9 October 1956	
ACTIVITY SUBMITTING REPORT: 55th Fighter Bomber Squadron (Squadron Intelligence)	DATE OF COLLECTION: 10 October 1956	SRI STATUS (If applicable) SRI NO. CANCELED/COMPLETE
PREPARING INDIVIDUAL: DONALD W. KETCHUM, 1/Lt., USAF	DATE OF REPORT: 10 October 1956	SRI NO. CANCELED/INCOMPLETE
NAME OR DESCRIPTION OF SOURCE: Captain Jimmie J. Pollock, USAF	EVALUATION: A-2	SRI NO. ACTIVE
		ADDITIONAL INFORMATION ON (Date)

REFERENCES (BAIR Subject, previous reports, etc., as applicable)

AFR 200-2, 12 Aug 54

SUBJECT (Descriptive title. Use individual reports for separate subjects)

UFOB re Sighting of Unidentified Flying Object

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)

On the night of 9 October 1956 Captain Jimmie J. Pollock, Flight Commander, 55th Fighter Bomber Squadron, made four ground visual sightings at Little Easton, Essex, England of Unidentified Flying Objects. First sighting was a bright yellow-orange object which faded to dim red and disappeared. He later saw what appeared to be the same object two more times. His second sighting was over an hour in length. During this period a second similar object was seen to approach the first object, then disappear. During the hour period the object climbed very slowly west. The final observation was only two or three minutes. During the observations, the sky was clear. After the final observation, cloud coverage precluded further observation. GCA saw nothing unusual at any time.

SECRETARY CIR FOR 2 AREA CODES (34)

5-01 1956 Donald W. Ketchum

603 22M

DONALD W. KETCHUM
1st/Lt., USAF
Squadron Intelligence Officer

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20th Fighter Bomber Wing
Third Air Force

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
55th Fighter Bomber Sqdn. (Squadron Intelligence)	1-56	

The following information is submitted in compliance with AFR 200-2, 12 August 1954, subject UFOB:

(1)(a) First object was round, elongating occassionally to almost two round objects one above the other. Second object was round.

(b) First object was about one half size of a pea held at arms length. Second object was about one half size of the first object.

(c) Bright yellow-orange glow, varying to red as it dimmed.

(d) One, later approached by another smaller object.

(e) None.

(f) First object had rays shooting from it, five or six rays predominating with smaller rays between. Occasionally appeared to elongate or bebome two round objects, one above the other, the one above being smaller. Second object was same color as first but appeared for much shorter time (15 to 30 seconds).

(g) Once or twice broader and longer ray appeared which could have been a trail or exhaust, color pale yellow, hazier appearance, much longer than other rays, varied in length three to six times diameter of object. Second object appeared to have very slight trail.

(h) None.

(i) Object first appeared to be a bright star, but appeared much closer than a star. It moved independent of any visible star system. First object was observed three times, second object was observed once. After first object was observed for five to ten minutes, it slowly disappeared, dimming to a faint red glow until it vanished. When it disappeared, it seemed to be going directly away from observer. It was observed again about forty minutes later in about the same position as where first sighted. During the second sighting the object appeared to make occasional slight erratic movements. In course of second observation, object moved about thirty degrees in both azimuth and elevation. Object appeared to dim and brighten occasionally during this period. Rays varied in length from time to time. About five minutes after second observation began, second object appeared above and to the west of first object and moved slowly toward it, fading and disappearing before it reached first object. Object was observed for a third time about five minutes later at the same position that it disappeared. This time it was dimmer than before. It was observed for only two to five minutes when it reddened, faded and disappeared.

(2)(a) Observer just happened to look in that direction.

(b) First object thirty-five degrees elevation, one hundred sixty degrees to one hundred eighty degrees from viewer, second object forty to 45 degrees elevation, two hundred to two-hundred ten degrees from viewer.

(c) First object fifty to fifty-five degrees elevation, two hundred to two hundred ten degrees from viewer, second object thrity-five degrees elevation, one hundred eighty-five degrees from viewer.

(d) First sighting of object there was no flight path, only very slight, erratic movements. It disappeared along viewers line of sight. Viewer had impression that it was moving directly away. Second sighting of object, there was a very gradual climb to west so slow as to be imperceptible. There were occasional very slight, erratic movements. Third sighting of first object, no apparent movement. Second object slowly descended from west toward first object.

(e) Faded from bright yellow-orange to dim red, brightened, faded disappeared. In all cases seemed to fade from bright yellow-orange to dim red.

(f) First sighting first object, five to ten minutes. Second sighting first object, sixty-five minutes. Third sighting first object, two to five minutes. Second object, fifteen to thirty seconds.

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APPROVED 1 JUNE 1948

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8

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
55th Fighter Bomber Squadron (SQDN Intelligence)	1-56	3	3	

(3)(a) Ground-visual.
(b) None.
(c) None.
(4)(a) Approximate 091855Z, 091944Z, and 092055Z October. Second object approximate 091950Z October.
(b) Night.
(5)(a) 5154N 0019E (Little Easton, Essex, England).
(6)(a) None.
(b) Jimmie J. Pollock, Captain, USAF, 55th Fighter Bomber Squadron, Flight Commander, very reliable.
(7)(a) Clear sky, good visibility for all sightings. Sky became overcast after last sighting.
(b)

Altitudes	Direction	Velocity (knots)
Surface	10	4
6,000	70	14
10,000	90	10
16,000	90	10
20,000	130	10
30,000	130	20
50,000	350	10
80,000	Not available	

(c) 1858Z Unlimited, 1958Z Unlimited, and 2058Z Unlimited.
(d) 1858Z Seven miles, 1958Z six miles haze, 2058Z five miles haze.
(e) 1858Z three/tenths 8,000 feet, 1958Z four/tenths 8,000 feet, and 1958Z four/tenths 8,000 feet.
(f) None.
(8) None.
(9) None.
(10) None.
(11) Squadron Intelligence Officer; GCA saw nothing unusual. Captain Pollock, his wife, Lt. James W. Beisheim, 55th FBS Armament officer (non-rated), and his wife saw these objects.
(12) None.

DONALD W. KETCHUM
1st/Lt., USAF
Squadron Intelligence Officer

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Authority NND 9237007

AF FORM 12
APPROVED 1 JUNE 1948

(CLASSIFICATION)

1061451

COUNTRY	REPORT NO.	(LEAVE BLANK)
United States of America	3-56	1061451

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Unidentified Flying Object Report

AREA REPORTED ON	FROM (Agency)
Washington, D. C.	Director of Plans and Programming, Headquarters Command, USAF, Bolling AFB

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
18 December 1956	28 November 1956	Unevaluated

PREPARED BY (Officer)	SOURCE
Major James E. Geurtz	Evangeline A. Barry

REFERENCES (*Control number, directive, previous report, etc., as applicable*)
None

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.*)

The following information is reported in accordance with AFR 200-2, Unidentified Flying Objects Report, dated 12 August 1954:

JAMES E. GEURTZ
Major, USAF
Assistant Director, Plans
and Programming

61A1326
24
2/19:2-4

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1 cy - Dir of Plans and Programming, Headquarters Command, USAF, Bolling AFB 25, DC

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16—55569-2 U. S. GOVERNMENT

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

5

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Dir, Plans and Programming, Headquarters Command, USAF	3-56	PAGE 2 OF 3 PAGES

1. Description of the object:

   a. Dome shaped.
   b. Large beach umbrella.
   c. White.
   d. One.
   e. Negative.
   f. Negative.
   g. Negative.
   h. Negative.
   i. Negative.

2. Description of course of object:

   a. Mrs. Barry at 0600, 28 Nov 56, awoke and upon looking out her bedroom window observed a "flying saucer" which was approximately 4'x6' in diameter, dome shaped, and white in color.
   b. Object about 25 degrees above the horizon in a Westerly direction.
   c. Object remained at about the same elevation, moved to the North and disappeared.
   d. After watching approximately five minutes, the object moved Northward and disappeared. Shortly thereafter it returned to approximately its original position.
   e. After remaining in position approximately another five minutes, it again moved northward and disappeared.
   f. Ten minutes.

3. Manner of observation:

   a. Ground-visual.
   b. None.
   c. Negative.

4. Time and date of sighting:

   a. 1100Z 28 November 1956.
   b. Dark.

5. Location of observer:

   a. 1348 Taylor Street, N. W., Washington, D. C.

6. Identifying information of observer:

   a. Evangeline A. Barry, Age 33, 1348 Taylor Street, N. W., Washington, D. C. Clerk-typist.

7. Weather and winds--aloft, conditions at time and place of sighting:

   a. Cloudless since 1700Z previous day, visibility 15 mi, winds strong at 18-24 mph WNW.
   b. Surface pressure rising continuously since 1400Z previous day. Ridge of hi pressure over Washington was rising in intensity and high pressure area was centered over Tallahasse, Florida. Although as indicated above surface winds were strong previous day they were absolutely calm at the time of sighting. Pressure rose from 29.79hg to 30.05 hg over past 30 hours. Radar set inoperative.

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Surface, calm:
6000 265/22K
10000 280/36K
16000 285/43K
20000 285/48K
30000 290/60K
50000 270/40K

c. Ceiling - clear.
d. Visibility - 15 mi.
e. Amount of cloud cover - none.
f. Thunderstorms in area - none.

8. Negative.

9. Negative.

10. Negative.

11. Position title and comments of the preparing officer:

a. Assistant Director of Plans and Programming.
b. A telephone conversation with Mrs. Barry elicited additional information in regard to UFOB. After the object disappeared the second time, Mrs. Barry went back to sleep and it is unknown whether it returned or not. The windows of the Barry residence are covered with a plastic material which serves as a storm window. It is possible that some light refraction or distortion occurred and was mistakenly identified as an UFOB. Mrs. Barry did not appear to be seeking any personal notoriety. The reliability of this report is unknown.

12. Negative.

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[redacted] UNCLASSIFIED 106824

(CLASSIFICATION) (SECURITY INFORMATION when filled in)

COUNTRY OF ORIGIN	REPORT NO.	(Leave blank)
United States	IR-6-56	106824

AIR INTELLIGENCE INFORMATION REPORT

AREA REPORT CONCERNS: 60 miles east of St. Louis, Missouri	
AGENCY OF ORIGIN: Hq Air Proving Ground Command, Eglin Air Force Base, Florida	DATE OF REPORT: 19 Dec 1956
SOURCE OF INFORMATION: Lt Col Rosenfield, Capt Orville H. Daniel	DATE OF INFORMATION: 1 Nov 1956
PREPARING OFFICER: Capt William M. Lyons, Chief, Intelligence Division	EVALUATION: B-2

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

BAIR 3A15; AFR 200-2, 12 Aug 1954

SUBJECT

Unidentified Flying Object

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 112a.*)

In compliance with AFR 200-2, the following report is submitted. This report pertains to an Unidentified Flying Object sighted 1 November 1956 near St. Louis, Missouri.

William M Lyons
WILLIAM M. LYONS
Captain, USAF
Chief, Intelligence Division

APPROVED

FOR THE COMMANDER:

David M Jones
DAVID M. JONES
Colonel, USAF
DCS/Operations

2/19: 2-5

28 [redacted]

61st 1326

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, by AFIS/INS Jr
5 Apr 78

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Statement

HEADQUARTERS AAF AERIAL PROVING GROUND EGLIN AIR FORCE BASE FLORIDA
28 DEC 1956
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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OF ORIGIN: United States	REPORT NO.: IR-5-59

AREA REPORT CONCERNS: 60 miles east of St. Louis, Missouri

AGENCY OF ORIGIN: HQ ATA Proving Ground Command Eglin AFB Air Force Base, Florida	DATE OF REPORT: 19 Dec 1959
SOURCE OF INFORMATION: Lt Col Rosenfield Capt Orville H. Daniel	DATE OF INFORMATION: 1 Nov 1959
PREPARING OFFICER: Capt William M. Lyons Chief, Intelligence Division	EVALUATION: B-3

REFERENCES (Control number, directive, previous report, etc., as applicable): ARIR DATA: AFR 200-2, 15 Aug 1954

SUBJECT: Unidentified Flying Object

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 112a.)

In compliance with AFR 200-2, the following report is submitted. This report pertains to an unidentified flying object sighted 1 November 1959 near St. Louis, Missouri.

WILLIAM M. LYONS
Captain, USAF
Chief, Intelligence Division

APPROVED

FOR THE COMMANDER:

DAVID M. JONES
Colonel, USAF
DCS/Operations

Classification (cancelled) (changed to) effective on
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by

1 Incl
Statement

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28 DEC 1959
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EGLIN AF BASE
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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	PAGE 1 OF 1 PAGES
Hq Air Proving Ground Command Eglin Air Force Base, Florida	IR-6-56	

INCLOSURE #1

STATEMENT BY CAPTAIN DANIEL

I was the Aerial Weather Reconnaissance Officer on the night of 1 November 1956 in a T-33 aircraft going from Springfield, Illinois to Eglin Air Force Base on a true course of 140°. After reaching an altitude at 35,000 feet, a steady orange light with a blue tinge was sighted near Mount Vernon at about 2330Z at about a 5° elevation angle and 220° from the aircraft. I was unable to judge the distance, speed, or size of the object. There was no tail, or exhaust discernible. It did not appear to be a jet exhaust as the light intensity was constant when viewed from a changing direction. I do not believe it was a meteor as there was not any tail, nor another aircraft because of the lack of blinking navigation lights. The object was in view for about two minutes, increasing nearly 5° in elevation and to about 320° from the aircraft position. As the aircraft was heading in opposite direction from the object, I was unable to view it any longer. The night was clear, with an unlimited ceiling and unrestricted visibility of at least 60 miles. The cloud formation in the area was thin altostratus on the East and Southeast horizon and clear in the vicinity of the object. I am unable to give a logical explanation for this reported sighting.

The above statement was given to Captain William M. Lyons by Capt Daniel.

William M. Lyons

WILLIAM M. LYONS
Captain, USAF
Chief, Intelligence Division

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
Hq Air Proving Ground Command Eglin Air Force Base, Florida	IR-6-56	

(1) Description of the object:
- (a) A round light
- (b) The size of the light was about that of a F-94 A/B light when seen from a distance of 1 mile at night. However, there was no tail visible.
- (c) A very light yellow
- (d) One
- (e) N/A
- (f) N/A
- (g) The object was round without any tail and looked like an exhaust.
- (h) No sound heard
- (i) N/A

(2) (a) and (b) A light moved across the sky from about 10 o'clock a few degrees above the horizon to 12 o'clock about 35° above the horizon. It then continued around to 3 o'clock.
- (c) The object disappeared in the distance about 10 degrees above the horizon with a magnetic course heading of approximately 280 degrees.
- (d) The object appeared in a straight course with an estimated speed of more than 1200 knots.
- (e) The object disappeared in the light and haze over St. Louis.
- (f) Approximately one minute.

(3)
- (a) Air-visual
- (b) None
- (c) The sighting was made from a T-33 aircraft, #074 while at an altitude of 35,000 feet, 165° heading, and proceeding at 400 knots to Eglin AFB, Florida from Springfield, Illinois.

(4)
- (a) The sighting was made at 2330Z 1 November 1956.
- (b) Night

(5) The aircraft was located 60 miles east of St. Louis, Missouri.

(6) The pilot was Lt Colonel Walter A. Rosenfield, Jr., and the Aerial Weather Reconnaissance Officer was Orville H. Daniel. Lt Col Rosenfield is the Chief, Maintenance Division, 3243rd Test Group (Fighter), AFOTC, Eglin AFB, Florida. He has over 10,000 flying hours, is current in supersonic aircraft, and is quite familiar with aircraft exhaust and afterburner appearances. Capt Daniel is assigned to Headquarters, APGC, Directorate of Test Requirements, Eglin AFB, Florida. He is an Air Force meterologist and holds an AFSC of 2524 and 2534. Inclosure #1 contains a statement by Captain Daniel.

(7)
- (a) CAVU
- (b) Winds at 35,000' from 290° at 75 knots.
- (c) Clear
- (d) Unlimited
- (e) No clouds
- (f) None

(8) None

(9) As the object crossed in front and above the aircraft, the pilot turned with it and attempted to keep it in sight. He followed it until it disappeared, and he states it definitely was not a meteor.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	PAGE 3 OF 3 PAGES
Hq Air Proving Ground Command Eglin Air Force Base, Florida	IR-6-56	

(10) Not available

(11) The preparing officer is Captain William M. Lyons, Chief, Intelligence Division, APGC, Eglin AFB, Florida. In this particular report, the observer is a serious, conscientious, experienced pilot who was a bit reluctant in submitting this report.

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COUNTRY OF ORIGIN	REPORT NO.	(Leave blank)
United States	IR-5-56	1070897

AIR INTELLIGENCE INFORMATION REPORT

AREA REPORT CONCERNS		
Vicinity around Eglin Air Force Base, Florida		
AGENCY OF ORIGIN Hq Air Proving Ground Command Eglin Air Force Base, Florida	DATE OF REPORT 12 December 1956	
SOURCE OF INFORMATION Lt Colonel William B. Colgan	DATE OF INFORMATION 9 November 1956	
PREPARING OFFICER 2nd Lt Richard H. Lane Asst Chief, Intelligence Division	EVALUATION B-2	

REFERENCES (*Control number, directive, previous report, etc., as applicable*)
BAIR 3A15; AFR 200-2, 12 Aug 1956

SUBJECT
Unidentified Flying Object

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 112a.*)

In compliance with AFR 200-2, the following report is submitted. This report pertains to an Unidentified Flying Object sighted 9 November 1956 in the vicinity of Eglin AFB, Florida.

William M. Lyons
WILLIAM M. LYONS
Captain, USAF
Chief, Intelligence Division

APPROVED

FOR THE COMMANDER:

David M. Jones
DAVID M. JONES
Colonel, USAF
DCS/Operations

61A1326
33
219.2-6

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AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OF ORIGIN	REPORT NO.
United States	IR-2-58

AREA REPORT CONCERNS: Activity around Eglin AFB Air Force Base, Florida

AGENCY OF ORIGIN	DATE OF REPORT
HQ AFB Proving Ground Command Eglin AFB Air Force Base, Florida	15 December 1958

SOURCE OF INFORMATION	DATE OF INFORMATION
Lt Colonel William B. Colgan	9 November 1958

PREPARING OFFICER	EVALUATION
Asst Chief, Intelligence Division Maj Lt Richard H. Lane	B-3

REFERENCES (Control symbol, effective, previous report, etc., as applicable)

BASIC DATA: AFR 200-3, 15 Aug 1958

SUBJECT: Unidentified Flying Objects

SUMMARY (Enter concise summary of report. Give significance in first one-sentence paragraph. List inconsistencies at lowest left. Begin text of report on AF Form 113a.)

In compliance with AFR 200-3, the following report is submitted. This report pertains to an unidentified flying object sighted 9 November 1958 in the vicinity of Eglin AFB, Florida.

FOR THE COMMANDER:

APPROVED

William M. Lyons
Captain, USAF
Chief, Intelligence Division

David M. Jones
Colonel, USAF
DCS/Operations

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Hq Air Proving Ground Command Eglin Air Force Base, Florida	IR-5-56	2	3	

(1) Description of the object:
- (a) Not definite. Orange lights and what appeared to be a very vague outline would indicate a long narrow shape from the angle viewed.
- (b) When estimated to be at a point 5,000' to 10,000' above, it appeared as large or larger than a B-36. The orange color appeared to be larger than the present operational aircraft afterburner exhausts.
- (c) Orange color
- (d) One
- (e) N/A
- (f) There was a series of bright orange lights or flame relatively close together. The observer estimates a total distance of 300' and approximately 10-12 lights spaced evenly throughout the total distance. A very faint and vague cigar shaped outline was believed seen by pilot involved.
- (g) See (b) and (f) above.
- (h) Negative
- (i) Negative

(2)
- (a) It was initially thought to be another aircraft on close to a collision course.
- (b) At 2 o'clock and slightly high
- (c) 5 o'clock and very high
- (d) Relatively slow horizontal speed, but greatly increased altitude in a 2-4 minute period.
- (e) Going away above and gaining altitude.
- (f) 4 minutes.

(3)
- (a) Air-visual
- (b) None
- (c) RF-84F, #432, 8000', 90° (a 360° climbing turn was performed during the approximate 4 minutes the object was in sight) 350 to 400 knots, Eglin AFB, Florida

(4)
- (a) 2400Z 9 November 1956
- (b) Night

(5) Destin, Florida, which is adjacent to Eglin AFB, Florida

(6) The observer was Lt Colonel William B. Colgan, Chief, Test Division, 3243rd Test Group (Fighter), Air Force Operational Test Center, Eglin AFB, Florida. His reliability is unquestionable.

(7)
- (a) Clear, no ceiling
- (b) Not available
- (c) No clouds
- (d) Unlimited
- (e) None
- (f) None

(8) None

(9) An initial break away from the object was made as the first impression was that it was another aircraft on close to a collision course. Following this break, a 360° climbing turn was made for a closer look at the object, but the object continuously increased altitude (or had been at a much higher altitude than it initially appeared) over the RF-84 during the turn and was lost from view

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AIR INTELLIGENCE INFORMATION REPORT

FROM (*Agency*)	REPORT NO.	PAGE	OF	PAGES
Hq Air Proving Ground Command Eglin Air Force Base, Florida	IR-5-56	3	3	

nearly vertical over the RF-84.

(10) None known. Object was in Eglin water bombing ranges. The observer knew of no scheduled missions in Eglin area at that time other than the night photo mission being accomplished by the RF-84.

(11) This report was prepared by Lieutenant Richard H. Lane, Assistant Chief of the Intelligence Division, APGC, Eglin AFB, Florida.

[redacted]

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COUNTRY OF ORIGIN	REPORT NO.	(Leave blank)
United States	IR-1-57	1074818

AIR INTELLIGENCE INFORMATION REPORT

AREA REPORT CONCERNS: Vicinity around DeFuniak Springs, Florida		
AGENCY OF ORIGIN: Hq Air Proving Ground Command, Eglin Air Force Base, Florida	DATE OF REPORT: 3 Jan 1957	
SOURCE OF INFORMATION: M. M. Brazile, Sr.; M. M. Brazile, Jr; T/Sgt Paul F. Crawford	DATE OF INFORMATION: 26 Dec 1956	
PREPARING OFFICER: 1st Lt Richard H. Lane, Asst Chief, Intelligence Division	EVALUATION: B-3	

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

BAIR 3A15; AFR 200-2, 12 Aug 1954

SUBJECT

Unidentified Flying Object

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 112a.*)

In compliance with AFR 200-2, the following UFOB report is submitted. This report pertains to an Unidentified Flying Object sighted near DeFuniak Springs, Florida.

Richard H. Lane
RICHARD H. LANE
1st Lt, USAF
Asst Chief, Intelligence Division

APPROVED

FOR THE COMMANDER:

David M. Jones
DAVID M. JONES
Colonel, USAF
DCS/Operations

2/19: 2-7
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AIR INTELLIGENCE INFORMATION REPORT

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FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
Hq Air Proving Ground Command Eglin Air Force Base, Florida	IR-1-57	

(1) Description of the object:
- (a) Egg Shaped
- (b) Small grapefruit
- (c) Looked like a landing light of an aircraft, but it did not cast a beam. The object had slight red tinge around edges.
- (d) One
- (e) N/A
- (f) The observer thought it might be a star, but it looked to be about half as big as one full moon.
- (g) Very red flashes, from 1/10 to 1/20 the size of the object kept flashing and/or firing, until the object went out of sight.
- (h) No sound
- (i) N/A

(2)
- (a) The brightness of the light
- (b) Angle of 30 degrees elevation, 135 degrees azimuth.
- (c) Angle of 45 degrees, traveling west.
- (d) When first seen, the object was stationary for approximately ten minutes, characterized by a bright light and about 4 to 5 miles from the observers. The object then moved due east for about four hundred yards, changing positions instantaneously. The rate of speed appeared so great that it could not be measured by the observers. The object was stationary for about a minute, and started moving west at a much slower rate. At this time, the bright light was turned off and a red light began blinking in an intermittent and irregular fashion. The object continued to move to the west until it left the observers' view. The altitude of this object was between 500' and 1000' throughout the entire sighting.
- (e) Continued on out of sight
- (f) 15 to 25 minutes

(3)
- (a) Ground-visual
- (b) None
- (c) None

(4)
- (a) The sighting was made at 2320Z 26 December 1956.
- (b) Dusk

(5) The observers were located 2½ miles west of Florida Highway #83, and 9 miles north of DeFuniak Springs, Florida.

(6)
- (a) M. M. Brazile, Sr, Age: 76
  211 10th Street, DeFuniak Springs, Florida

  M. M. Brazile, Jr, Age: 29
  4783 Beverly Circle, Jacksonville, Florida
- (b) T/Sgt Paul F. Crawford, Age: 26 (on military leave)
  Headquarters Squadron Section, USAF Security Service
  Kelly AFB, Texas

(7)
- (a) Ground weather was calm, sky was clear and visibility unlimited.

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(b) Surface - wind from the WSW at 5 K
6,000 - 310 degrees at 18 K
10,000 - 310 degrees at 30 K
16,000 - 310 degrees at 50 K
20,000 - 290 degrees at 50 K
30,000 - 280 degrees at 60 K
40,000 - 270 degrees at 120 K (jet stream)
80,000 - 260 degrees at 30 K

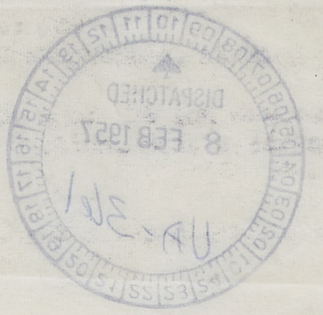
(c) Ceiling - unlimited
(d) Visibility - 10 miles plus
(e) None
(f) None

(8) Observers saw a conventional type aircraft overhead at time of sighting. UFOB was still in view, flying in south-westerly direction after conventional aircraft had cleared the area. All observers agreed that the unidentified object was seen before the conventional aircraft came into view and persisted after the aircraft had departed the area.

(9) None

(10) 1st Sgt James R. Butler, Flight Dispatch, G-3, Fort Rucker, Alabama, was contacted. He reported an helicopter was airborne out of Fort Rucker on a local flight. Take-off was 1630 CST (2230Z and landed at 1730 CST (2330Z).

(11) The observers that reported the sighting appeared to be mature, sincere, and reliable individuals. However, it is quite possible that the object sighted was a helicopter since the object was at such a low altitude and was stationary at times. The bright light and subsequent blinking red lights could also have been caused by a helicopter. This would only leave the initial high velocity unexplained. Since the initial distance traveled was estimated to be 400 yards when viewed from 4 to 5 miles, this distance is not significant. It is this officer's belief that the object sighted was probably a helicopter.



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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
Hq Air Proving Ground Command Eglin Air Force Base, Florida	IR-1-57	

(b) Surface - wind from the WSW at 5 K
6,000 - 310 degrees at 18 K
10,000 - 310 degrees at 30 K
16,000 - 310 degrees at 50 K
20,000 - 290 degrees at 50 K
30,000 - 280 degrees at 60 K
40,000 - 270 degrees at 120 K (jet stream)
80,000 - 260 degrees at 30 K

(c) Ceiling - unlimited
(d) Visibility - 10 miles plus
(e) None
(f) None

(8) Observers saw a conventional type aircraft overhead at time of sighting. UFOB was still in view, flying in south-westerly direction after conventional aircraft had cleared the area. All observers agreed that the unidentified object was seen before the conventional aircraft came into view and persisted after the aircraft had departed the area.

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(11) The observers that reported the sighting appeared to be mature, sincere, and reliable individuals. However, it is quite possible that the object sighted was a helicopter since the object was at such a low altitude and was stationary at times. The bright light and subsequent blinking red lights could also have been caused by a helicopter. This would only leave the initial high velocity unexplained. Since the initial distance traveled was estimated to be 400 yards when viewed from 4 to 5 miles, this distance is not significant. It is this officer's belief that the object sighted was probably a helicopter.

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