

TOP SECRET

EYES ONLY

THE WHITE HOUSE

WASHINGTON

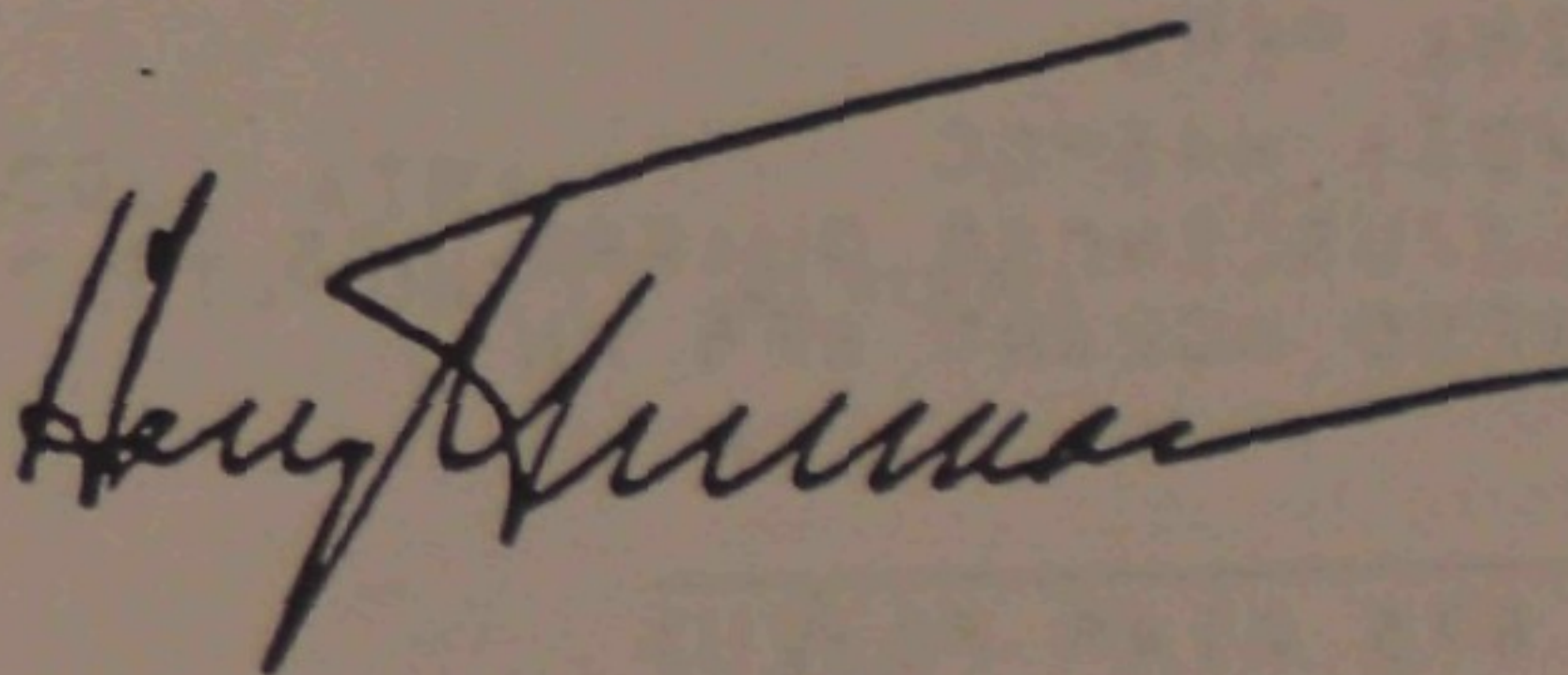
September 24, 1947.

MEMORANDUM FOR THE SECRETARY OF DEFENSE

Dear Secretary Forrestal:

As per our recent conversation on this matter, you are hereby authorized to proceed with all due speed and caution upon your undertaking. Hereafter this matter shall be referred to only as Operation Majestic Twelve.

It continues to be my feeling that any future considerations relative to the ultimate disposition of this matter should rest solely with the Office of the President following appropriate discussions with yourself, Dr. Bush and the Director of Central Intelligence.



TOP SECRET
EYES ONLY

DEPARTMENT OF DEFENSE

JOINT CHIEFS OF STAFF
MESSAGE CENTER

RECEIVED

001093

JUN -3 1980

VZCZCMLT565
MULT
ACTION

ZYUW
DIA R13-23

18134

DTA:
DISTR

- IADR(01) J5(02) J3:NMCC NIDS SECDEF(07) SECDEF: USOP(15)
- ATSD:AE(01) ASD:PA&E(01) :DIA(20) NMIC
- CMC CC WASHINGTON DC
- CSAF WASHINGTON DC
- CNO WASHINGTON DC
- CSA WASHINGTON DC
- CIA WASHINGTON DC
- SFCSTATE WASHINGTON DC
- NSA WASH DC

FILE

(047)

TRANSIT/1542115/1542207/000:52TOR1542204
 DE RUESLMA #4888 1542115
 7NY CCCCC
 R 0220527 JUN 80
 FM USDAO LIMA PERU
 TO RUEKJCS/DIA WASHDC
 INFO RULPALJ/USCINCSO QUARRY HTS PN
 RULPAPA/USAFSSO HOWARD AFB PN
 BT

PE

3 66103
 3 74100
 3 78340
 3 79133
 3 79180

345

SUBJ: IR 6 876 0146 R0 (U)
 THIS IS AN INFO REPORT, NOT FINALLY EVAL INTEL

1. (U) CTRY: PERU (PE)
2. TITLE (U) UFO SIGHTED IN PERU (U)
3. (U) DATE OF INFO: 800510
4. (U) ORIG: USDAO AIR LIMA PERU
5. (U) REQ REFS: Z-D13-PE030
6. (U) SOURCE: 6 876 0138, OFFICER IN THE PERUVIAN AIR FORCE WHO OBSERVED THE EVENT AND IS IN A POSITION TO BE PARTY TO CONVERSATION CONCERNING THE EVENT, SOURCE HAS REPORTED RELIABLY IN THE PAST.

7. SUMMARY: SOURCE REPORTED THAT A UFO WAS SPOTTED ON TWO DIFFERENT OCCASIONS NEAR PERUVIAN AIR FORCE (FAP) BASE IN SOUTHERN PERU. THE FAP TRIED TO INTERCEPT AND DESTROY THE UFO, BUT WITHOUT SUCCESS.

0013111

Handwritten mark resembling the letter 'B' or a signature.

DEPARTMENT OF DEFENSE

JOINT CHIEFS OF STAFF

MESSAGE CENTER

001094

PAGE 2

18134

8A. DETAILS: SOURCE TOLD RO ABOUT THE SPOTTING OF AN UNIDENTIFIED FLYING OBJECT IN THE VICINITY OF MARIANO MELGAR AIR BASE, LA JOYA, PERU (16805S, 0715306W). SOURCE STATED THAT THE VEHICLE WAS SPOTTED ON TWO DIFFERENT OCCASIONS. THE FIRST WAS DURING THE MORNING HOURS OF 9 MAY 80, AND THE SECOND DURING THE EARLY EVENING HOURS OF 10 MAY 80.

SOURCE STATED THAT ON 9 MAY, WHILE A GROUP OF FAP OFFICERS WERE IN FORMATION AT MARIANO MALGAR, THEY SPOTTED A UFO THAT WAS ROUND IN SHAPE, HOVERING NEAR THE AIRFIELD. THE AIR COMMANDER SCRAMBLED AN SU-22 AIRCRAFT TO MAKE AN INTERCEPT. THE PILOT, ACCORDING TO A THIRD PARTY, INTERCEPTED THE VEHICLE AND FIRED UPON IT AT VERY CLOSE RANGE WITHOUT CAUSING ANY APPARENT DAMAGE. THE PILOT TRIED TO MAKE A SECOND PASS ON THE VEHICLE, BUT THE UFO OUT-RAN THE SU-22.

THE SECOND SIGHTING WAS DURING HOURS OF DARKNESS. THE VEHICLE WAS LIGHTED. AGAIN AN SU-22 WAS SCRAMBLED, BUT THE VEHICLE OUT-RAN THE AIRCRAFT.

8B. ORIG CMTS: RO HAS HEARD DISCUSSION ABOUT THE SIGHTING FROM OTHER SOURCES. APPARENTLY SOME VEHICLE WAS SPOTTED, BUT ITS ORIGIN REMAINS UNKNOWN.

9. (U) PROJ NO: N/A

10. (U) COLL MGMT CODES: AB

11. (U) SPEC INST: NONE. DIRC: NO.

12. (U) PREP BY: NORMAN H. RIINGE, COL, AIRA

13. (U) APP BY: VAUGHN E. WILSON, CAPT, DATT, ALIISNA

14. (U) REQ EVAL: NO REL TO: NONE

15. (U) ENCL: N/A

16. (U) DIST BY ORIG: N/A

BT

#488A

ANNOTES

JAL 117

PAGE 2

00101111

NNNN

0222087

~~000834~~
000835

ATTACHMENT 1B

Kirtland Air Force Base, New Mexico--1980

The following Air Force document describes UFO reports by security guards at Kirtland Air Force Base, N.M., in August, 1980.

COMPLAINT FORM		
ADMINISTRATIVE DATA		
TITLE KIRTLAND AFB, NM, 8 Aug - 3 Sep 80, Alleged Sightings of Unidentified Aerial Lights in Restricted Test Range.	DATE	TIME
	2 - 9 Sept 80	1200
	PLACE	
	AFOSI Det 1700, Kirtland AFB, NM	
	HOW RECEIVED	
<input checked="" type="checkbox"/> IN PERSON	<input type="checkbox"/> TELEPHONICALLY	<input type="checkbox"/> IN WRITING
SOURCE AND EVALUATION		
MAJOR ERNEST E. EDWARDS		
RESIDENCE OR BUSINESS ADDRESS		PHONE
Commander, 1608 SPS, Manzano Kirtland AFB, NM		4-7516
CP <u>44</u> APPLIES		
SUMMARY OF INFORMATION		
REMARKS		
<p>1. On 2 Sept 80, SOURCE related on 8 Aug 80, three Security Policemen assigned to 1608 SPS, KAFB, NM, on duty inside the Manzano Weapons Storage Area sighted an unidentified light in the air that traveled from North to South over the Coyote Canyon area of the Department of Defense Restricted Test Range on KAFB, NM. The Security Policemen identified as: SSGT STEPHEN FERENC, Area Supervisor, AIC MARTIN W. RIST and AMN ANTHONY D. FRAZIER, were later interviewed separately by SOURCE and all three related the same statement: At approximately 2350hrs., while on duty in Charlie Sector, East Side of Manzano, the three observed a very bright light in the sky approximately 3 miles North-North East of their position. The light traveled with great speed and stopped suddenly in the sky over Coyote Canyon. The three first thought the object was a helicopter, however, after observing the strange aerial maneuvers (stop and go), they felt a helicopter couldn't have performed such skills. The light landed in the Coyote Canyon area. Sometime later, three witnessed the light take off and leave proceeding straight up at a high speed and disappear.</p> <p>2. Central Security Control (CSC) inside Manzano, contacted Sandia Security, who conducts frequent building checks on two alarmed structures in the area. They advised that a patrol was already in the area and would investigate.</p> <p>3. On 11 Aug 80, RUSS CURTIS, Sandia Security, advised that on 9 Aug 80, a Sandia Security Guard, (who wishes his name not be divulged for fear of harassment), related the following: At approximately 0020hrs., he was driving East on the Coyote Canyon access road on a routine building check of an alarmed structure. As he approached the structure he observed a bright light near the ground behind the structure. He also observed an object he first thought was a helicopter. But after driving closer, he observed a round disk shaped object. He attempted to radio for a back up patrol but his radio would not work. As he approached the object on foot armed with a shotgun, the object took off in a vertical direction at a high rate of speed. The guard was a former helicopter mechanic in the U.S. Army and stated the object he observed was not a helicopter.</p> <p>4. SOURCE advised on 27 Aug 80, three other security policemen observed the same</p>		
DATE FORWARDED TO AFOSI	AFOSI FORMS ATTACHED <input type="checkbox"/> YES <input type="checkbox"/> NO	
<u>AF 1705</u>	<u>10 Aug 80</u>	
DATE	TYPED OR PRINTED NAME OF SPECIAL AGENT	SIGNATURE
5 Sept 80	RICHARD C. DOTY, SA	<i>Richard C. Doty</i>
DISTRICT FILE NO.	DCH RESULTS	
<u>8017893-0/22</u>	<input type="checkbox"/> NEGATIVE <input type="checkbox"/> POSITIVE (See Attached)	

000836

CONTINUED FROM COMPLAL FORM 1, DTD 9 Sept 80

aerial phenomena described by the first three. Again the object landed in Coyote Canyon. They did not see the object take off.

5. Coyote Canyon is part of a large restricted test range used by the Air Force Weapons Laboratory, Sandia Laboratories, Defense Nuclear Agency and the Department of Energy. The range was formerly patrolled by Sandia Security, however, they only conduct building checks there now.
6. On 10 Aug 80, a New Mexico State Patrolman sighted an aerial object land in the Manzano's between Belen and Albuquerque, NM. The Patrolman reported the sighting to the Kirtland AFB Command Post, who later referred the patrolman to the AFOSI Dist 17. AFOSI Dist 17 advised the patrolman to make a report through his own agency. On 11 Aug 80, the Kirtland Public Information office advised the patrolman the USAF no longer investigates such sightings unless they occur on an USAF base.
7. WRITER contacted all the agencies who utilized the test range and it was learned no aerial tests are conducted in the Coyote Canyon area. Only ground tests are conducted.
8. On 8 Sept 80, WRITER learned from Sandia Security that another Security Guard observed a object land near an alarmed structure sometime during the first week of August, but did not report it until just recently for fear of harassment.
9. The two alarmed structures located within the area contains HQ CR 44 material.

001052

DC - 11/32

ADMINISTRATIVE DATA

KIRTLAND AFB, NM, 13 Aug 80. Possible Hostile Intelligence Intercept Incident, Frequency Jamming.

DATE	14 Aug 80	TIME	0730
PLACE	AFOSI District 17, Bldg Kirtland AFB, NM		
HOW RECEIVED			
<input checked="" type="checkbox"/> IN PERSON	<input type="checkbox"/> TELEPHONICALLY	<input type="checkbox"/> IN WRITING	
SOURCE AND EVALUATION			
[REDACTED]			PHONE
[REDACTED]			[REDACTED]
CR _____ APPLIES			

UFO
SIGHTINGS -
OVER KIRTLAND
AIR FORCE BASE USA

SUMMARY OF INFORMATION

REMARKS

On 13 Aug 80, 1960 COMMSq Maintenance Officer reported Radar Approach Control equipment and scanner radar inoperative due to high frequency jamming from an unknown source. Total blackout of entire radar approach system to include Albuquerque Airport was in effect between 1630-2215hrs. Radar Approach Control back-up systems also were inoperative.

On 13 Aug 80, Defense Nuclear Agency Radio Frequency Monitors determined by vector analysis; the interference was being sent from an area (V-90 degrees or due) on DAF Map coordinates E-28.6. The area was located NW of Coyote Canyon Test Area. It was first thought that Sandia Laboratory, which utilizes the test range was responsible. However, after a careful check, it was later determined that no tests were being conducted in the canyon area. Department of Energy, Air Force weapons Laboratory and DNA were contacted but assured that their agencies were not responsible.

On 13 Aug 80, Base Security Police conducted a physical check of the area but because of the mountainous terrain, a thorough check could not be completed at that time. A later foot search failed to disclose anything that could have caused the interference.

On 13 Aug 80, at 2210hrs,, all radar equipment returned to normal operation without another incident.

CONCLUSION: The presence of hostile intelligence jamming cannot be ruled out. Although no evidence would suggest this, the method has been used in the past. Communication maintenance specialists cannot explain how such interference could cause the radar equipment to become totally inoperative. Neither could they suggest the type or range of the interference signal. DNA frequency monitors reported the interference beam was wide spread and a type unknown to their electrical equipment. Another check of the area was being conducted by Technical Services, AFOSI.

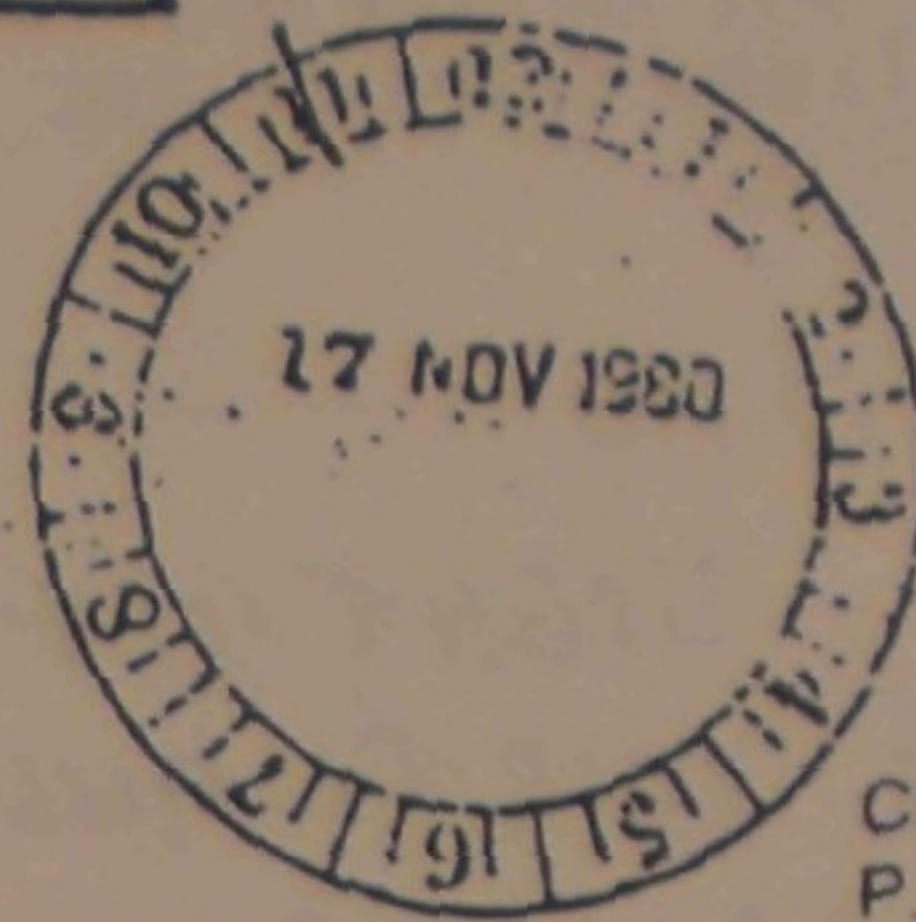
High command interest item. Briefings requested IAW AFOSIR 124-4 be completed O AFOSI/IVOE. [REDACTED]

COMMANDER HQ AFOSI

AFOSI FORMS ATTACHED YES NO

0600157

~~SECRET~~



2-1 D-1
CC-1

RTEZYW RUFLOJA9136

~~SECRET~~

GT

~~SECRET~~ FOR AFOSI ONLY

R 171130Z NOV 80

FM HQ AFOSI BOLLING AFB DC//IVOR

TO KAWHMA AFOSI DIST 17 KIRTLAND AFB NEV, BID

INFO 7602 AINTELG FT BELVOIR VA//INSH

~~SECRET~~

FOR AFOSI ONLY

CSETI
P.O. #15401
ASHEVILLE, NC 28813

REF: REQUEST FOR PHOTO IMAGERY INTERPRETATION YOUR MSG 292030Z OCT 80.

SUBJECT CASE NR: 8017D93-126 HQ CR 44

1. SUBJECT NEGATIVES/FILM WERE ANALYZED BY HQ IVT AND 7602 AINTELG IT AND THE FOLLOWING RESULTS WERE FOUND:

A. NEGATIVE #1: DEPICTING C-5A AIRCRAFT ON APPROACH AND STREAKING UNIDENTIFIED AERIAL OBJECT IN LOWER RIGHT PORTION OF FILM. FILM FOUND TO BE UNALTERED. SIZE DIFFERENTIAL WAS NOT CONSISTENT WITH SIZE OF AIRCRAFT. CONCLUSION: INCONCLUSIVE

B. NEGATIVE #2: DEPICTING CYLINDER SHAPED UNIDENTIFIED AERIAL OBJECT IN UPPER LEFT PORTION OF PHOTO. FILM FOUND TO BE UNALTERED. FILM SHOWED OBJECT TO BE CONSISTENT WITH FIELD DEPTH AND CONSISTENT WITH RELATIVE SIZE OF FIXED OBJECTS. CONCLUSION: LEGITIMATE NEGATIVE OF UNIDENTIFIED AERIAL OBJECT. BOLTON/REINFELD METHOD DID NOT REVEAL VISIBLE MARKINGS ON OBJECT.

C. NEGATIVE #3: DEPICTING IRREGULAR SHAPED UNIDENTIFIED AERIAL OBJECT IN SEVEN FRAMES OF 8MM FILM. BECAUSE OF THE SIZE AND APPARENT SPEED OF OBJECT NO FURTHER CLASSIFICATION OR CONCLUSION COULD BE DRAWN. FILM SHOWN TO BE UNALTERED.

D. 3/4 INCHES OF 8MM FILM: DEPICTING APPARENT COLORED OBJECT MOVING IN FRONT OF STILL CAMERA. FILM FOUND TO BE UNALTERED. SPECTROGRAPHICALLY REVEALED OBJECTS TO BE BASIC PRISM FEATURES. DEPTH ANALYSIS REVEALED OBJECT TO BE WITHIN 152MM OF CAMERA. OBJECT WAS NOT CONSISTENT WITH RELATIVE SIZE OF FIXED OBJECTS OBSERVED FOR SEVERAL SECONDS IN FILM. CONCLUSION: INCONCLUSIVE.

E. ORIGINAL NEGATIVE DEPICTING UNIDENTIFIED OBJECT. FILM FOUND TO BE UNALTERED. BECAUSE OF A LACK OF FIXED OBJECTS IN THE FILM, NO DEPTH ANALYSIS COULD BE PERFORMED. BOLTON/REINFELD METHOD REVEALED OBJECT TO BE SAUCER SHAPED, APPROXIMATE DIAMETER 37 FEET. OBJECT CONTAINED A TRILATERAL INSIGNIA ON THE LOWER PORTION OF OBJECT. CONCLUSION: LEGITIMATE NEGATIVE OF UNIDENTIFIED AERIAL OBJECT.

2. REF YOUR REQUEST FOR FURTHER INFORMATION REGARDING HQ CR 44. THE FOLLOWING IS PROVIDED: CAPT GRACE 7602 AINTELG, INS CONTACTED AND RELATED FOLLOWING: (S/WINTEL) USAF NO LONGER PUBLICLY ACTIVE IN UFO RESEARCH, HOWEVER USAF STILL HAS INTEREST IN ALL UFO SIGHTINGS OVER USAF INSTALLATION/TEST RANGES. SEVERAL OTHER GOVERNMENT AGENCIES, LEAD BY NASA, ACTIVELY INVESTIGATES LEGITIMATE SIGHTINGS THROUGH COVERT COVER. (S, WINTEL, FSA) ONE SUCH COVER IS UFO REPORTING CENTER, US COAST AND GEODETIC SURVEY, ROCKVILLE, MD 20852. NASA FILTERS RESULTS OF SIGHTINGS TO APPROPRIATE MILITARY DEPARTMENTS WITH INTEREST IN THAT PARTICULAR SIGHTING. THE OFFICIAL US GOVERNMENT POLICY AND RESULTS OF PROJECT AQUARIUS IS STILL CLASSIFIED TOP SECRET WITH NO DISSEMINATION OUTSIDE OFFICIAL INTELLIGENCE CHANNELS AND WITH RESTRICTED ACCESS TO "OU TWELVE". CASE ON DENTONITZ IS BEING MONITORED BY NASA INS, WAK. REQUEST ALL FUTURE EVIDENCE BE FORWARDED TO THEM THROUGH AFOSI, IVOR.

4. REF YOUR REQUEST FOR TECHNICAL ASSISTANCE. BECAUSE OF A CHANGE OF PUBLIC DISCLOSURE, NO KNOWLEDGEABLE PERSONNEL WITH SPA WILL BE PROVIDED. CONTINUE TO REQUEST ASSISTANCE FROM INDIVIDUALS MENTIONED IN YOUR MESSAGE, MITTEL STANTE. BECAUSE OF THE SENSITIVITY OF CASE, REQUEST THEY BE THOROUGHLY DEBRIEFED AT INDIVIDUAL LEVELS.

BTS

14115
DOM&BUE 17NOV80

~~SECRET~~

CSETI
COPY

000908

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION
Anchorage Air Route Traffic Control Center

January 6, 1987

The following is a report concerning the incident to Japan Airlines Flight 1628 (JL1628) North of Fairbanks, Alaska on November 18, 1986 at 0218 UTC.

My name is Carl E. Henley (HC). I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center (ARTCC), Anchorage, Alaska.

During the period of 2030 UTC, November 18, 1986, to 0430 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the R/D15 position from 0156 UTC, November 18, 1986 to 0230 UTC, and the R15 position from 0230 UTC, November 18, 1986 to 0258 UTC, November 18, 1986.

I am making this statement to clarify certain points in my original statement dated November 19, 1986.

Ref paragraph 4:

I stated in paragraph four that several times I had several primary returns where JL1628 reported traffic; in actuality I observed three types of targets. I saw tentative radar targets which showed up as a (-) symbols. I saw (+) symbols that indicate radar only tracks. I also saw non run length targets which show up as a (.) symbols.

Additionally, I stated the traffic stayed with JL1628 through turns and descent, this information was what I received from JL 1628.

CSETI
P.O. #15401
ASHEVILLE, NC 28813

Carl E. Henley
Carl E. Henley
Air Traffic Control Specialist
Anchorage ARTCC

000999

PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION

Anchorage Air Route Traffic Control Center

The following is a report concerning the incident to aircraft J11628 on November 18, 1986 at 0230 UTC.

My name is Carl E. Henley (HC) I am employed as an Air Traffic Control Specialist by the Federal Aviation Administration at the Anchorage Air Route Traffic Control Center, Anchorage, Alaska.

During the period of 2030 UTC, November 17, 1986, to 0430 UTC, November 18, 1986 I was on duty in the Anchorage ARTCC. I was working the D15 position from 0156 UTC, November 18, 1986 to 0230 UTC, November 18, 1986.

At approximately 0225Z while monitoring J11628 on Sector 15 radar, the aircraft requested traffic information. I advised no traffic in his vicinity. The aircraft advised he had traffic 12 o'clock same altitude. I asked J11628 if he would like higher/lower altitude and the pilot replied, negative. I checked with ROCC to see if they had military traffic in the area and to see if they had primary targets in the area. ROCC did have primary target in the same position J11628 reported. Several times I had single primary returns where J11628 reported traffic. J11628 later requested a turn to heading 210°, I approved J11628 to make deviations as necessary for traffic. The traffic stayed with J11628 through turns and descent in the vicinity of FAI I requested J11628 to make a right 360° turn to see if he could identify the aircraft, he lost contact momentarily, at which time I observed a primary target in the 6 o'clock position 5 miles. I then vectored UA69 northbound to FAI from ANC with his approval to see if he could identify the aircraft, he had contact with the J11628 flight but reported no other traffic, by this time J11628 had lost contact with the traffic. Also a military C-130 southbound to EDF from EIL advised he had plenty of fuel and would take a look, I vectored him toward the flight and climbed him to FL240, he also had no contact.

Note: I requested J11628 to identify the type or markings of the aircraft. He could not identify but reported white and yellow strobes. I requested the J11628 to say flight conditions, he reported clear and no clouds.

Carl E. Henley

November 19, 1986

001042

DA-11/236

DEC 31 1986

INFORMATION: ALERT REPORT

Director, AAL-1

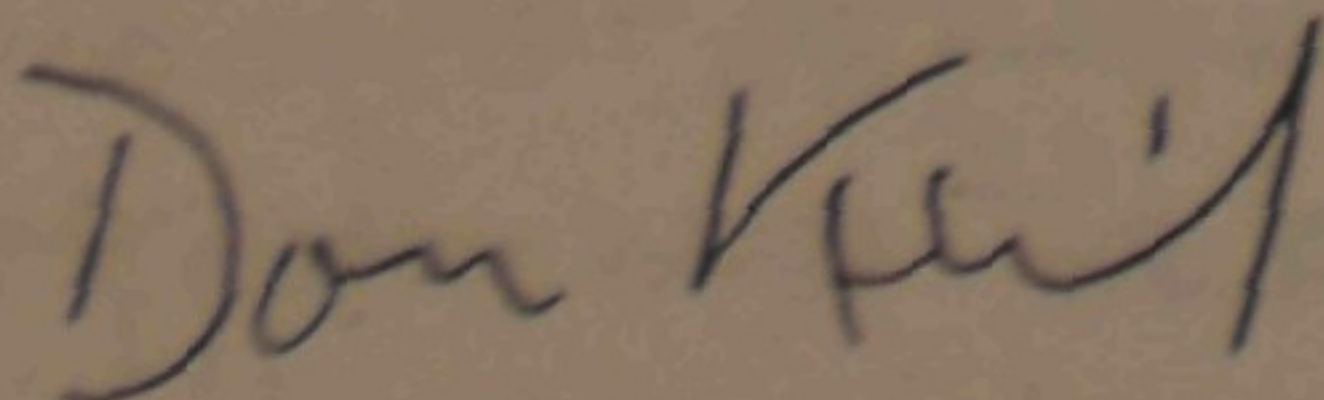
Administrator

NOV. 17, 1986, "SIGHTING": At 6:19 pm AST, JAL #1628 Cargo, B747, FL350 enroute to Tokyo via Reykjavik, Iceland, and Anchorage, reported observing lighted air traffic, in close proximity. Flight crew unable to determine shape but est. size, based on flashing yellow, amber, green, lights (no red lights) to be equal to B747. ARTCC controller advised him that there was no known air traffic, but did report intermittent radar targets. (Subsequent regeneration of radar tapes revealed no valid traffic data.)

Air crew sighting continued for over 350 miles until object left in eastern direction. Pilot also was able to view object using onboard color radar. US Air Force, Elmendorf AFB, reported having the JAL and an occasional primary target on ADC radar (military informing media that it was "clutter"). JAL pilot requested and performed 360-degree turn and object continued with him. UAL #69 and military C-130, volunteered to be vectored in attempt for visual sighting, both with negative reports.

JAL flight crew interviewed by FAA upon landing. Crew determined to be professional, rational. We have been coordinating with the military.

National and international news media inquiries mounting after inquiry by Kyodo News Service.



Franklin L. Cunningham

(K)

INSPECTION AND SURVEILLANCE RECORD

1. WORK ACTIVITY INCIDENT		2. UNITS	3. HOURS
4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN	5. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (No.)	6. RESULTS	
		7. FURTHER ACTION F. U.	
		SATISFACTORY	NO
		UNSATISFACTORY (Explain in Item 8)	YES (Explain action in Item 8)

FINDINGS/RECOMMENDATIONS

J.A.L. B-747 CARGO FLT 1628 FROM ICELAND TO ANCHORAGE. CAPT. KENJU TERAUCHI. SPEED .84 MACH

I RECEIVED A CALL FROM DICK POWERS CONCERNING A JAL FLT WHICH THE CAPT. HAD STATED HE WAS BEING FOLLOWED OR SHADOWED.

I OBSERVED THE A/C LAND ON R/W 6R AT 1820 HOURS NO OTHER A/C WAS NOTED. THE B-747 TAXIED TO INTL RAMP AREA. I INTERVIEWED CAPT. TERAUCHI & CREW OF TWO (F/O & F/E) THE CAPT. STATED THAT THIS WAS THE 1ST TIME ANYTHING LIKE THIS HAD HAPPENED TO HIM. HE STATED THAT APPROX. 5NM AFTER PASSING THE CANADIAN/ALASKAN BORDER AT 35,000' SOMETHING APPEARED 5 TO 7 NM IN FRONT OF THE A/C IT HAD LIGHTS 40x5 IN A LINE (SEE DRAWINGS) AND HE SAID IT WAS BIGGER THAN THEY WERE (B-747). AT TIMES THIS OBJECT WOULD BE TO THE CAPT SIDE OF THE A/C (LEFT) NEVER THE OTHER SIDE (RIGHT). HE REFERRED TO THE DARK SIDE. - AFTER PASSING THE FAI AREA HE REQUESTED TO FLY PARALLEL TO COURSE AND THIS WAS GRANTED. ~~SEE~~ page 2

OPERATIONS	DATE	REGION AND DISTRICT OFFICE	INSPECTOR'S SIGNATURE
MAINTENANCE	11/17/86	AAL-FSDO-63	<i>[Signature]</i>
<input checked="" type="checkbox"/> AVIONICS			

INSPECTION AND SURVEILLANCE RECORD

1. WORK ACTIVITY		2. UNITS	3. HOURS
4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN	5. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (No.)	6. RESULTS	
		7. FURTHER ACTION REQ.	
		SATISFACTORY	NO
8. FINDINGS/RECOMMENDATIONS		UNSATISFACTORY (Explain in item 8)	YES (Explain action in item 8)

Page 2

where he turned to the right and flew parallel the object was gone. [IN ALL CASES the weather RADAR WAS ALSO USED to identify the object. and the 5 to 7 NM distance was taken from the radar display (20NM RANGE)]. They returned to course and the CAPT SAID - "There it WAS, AS IF IT WAS WAITING FOR ME." At Approx. TALKETTNA Area the object took off to the east and was gone. A UNITED FLT departed from ANC & WAS REQUESTED to check if they could see anything but it was gone before United got there. NOTHING ~~different~~ different WITH the CARDS EXCEPT SOME EXPENSIVE WINE. The CAPT. & Crew were shook-up but professional. JAMES DERRY INTERVIEWED THE CREW AT JAL Operations. CAPT. TERAUCHI had asked ATC if they were picking up two targets and was told "just ONE". THE TOTAL TIME WAS APPROX. 55 MINUTES - A NEW CREW took the flight ON TO TOKYO. CAPT TERAUCHI & Crew were to be in

(Page 3)

OPERATIONS	DATE	REGION AND DISTRICT OFFICE	INSPECTOR'S SIGNATURE
MAINTENANCE			
AVIONICS			

001002

INSPECTION AND SURVEILLANCE RECORD

1. WORK ACTIVITY		2. UNITS	3. HOURS
4. NAME AND ADDRESS OF CARRIER, OPERATOR, AIRPORT, AGENCY, OR AIRMAN	5. CERTIFICATE NO. OR AIRCRAFT REGISTRATION MARK (No.)	6. RESULTS	
		7. FURTHER ACTION REQ.	
		SATISFACTORY	NO
		UNSATISFACTORY (Explain in item 8)	YES (Explain action in item 8)

8. FINDINGS/RECOMMENDATIONS

Anchorage for 3 days before any additional flights.
 James Derry requested the tapes AND ANY OTHER
 info be saved.

001086

INQUIRE=DOC10D
ITEM NO=00508802

ENVELOPE

CDSN = LGX391 MCN = 90089/26558 TOR = 900901048
RTTCZYUW RUEKJCS5049 0891251-CCCC--RUEALGX.

ZNY CCCCC

HEADER

R 301251Z MAR 90

FM JOINT STAFF WASHINGTON DC
INFO RUEADWD/OCSA WASHINGTON DC
RUENAAA/CNO WASHINGTON DC
RUEAHQA/CSAF WASHINGTON DC
RUEACMC/CMC WASHINGTON DC
RUEDADA/AFIS AMHS BOLLING AFB DC
RUFTAKA/CDR USAINTELCTRE HEIDELBERG GE
RUFGAID/USEUCOM AIDES VAIHINGEN GE
RUETIAQ/MPCFTGEORGE GMEADEMD
RUEAMCC/CMC CC WASHINGTON DC
RUEALGX/SAFE

R 301246Z MAR 90

FM [REDACTED]
TO RUEKJCS/DIA WASHDC
INFO RUEKJCS/DIA WASHDC//DAT-7//
RUSNNOA/USCINCEUR VAIHINGEN GE//ECJ2-OC/ECJ2-JIC//
RUFGAID/USEUCOM AIDES VAIHINGEN GE
RHFQAAA/HQUSAFE RAMSTEIN AB GE//INOW/INO//
RHFPA AAA/UT AIS RAMSTEIN AB GE//INRMH/INA//
RHDLCNE/CINCUSNAVEUR LONDON UK
RUFHNA/USDELMC BRUSSELS BE
RUFHNA/USMISSION USNATO
RUDOGHA/USNMR SHAPE BE
RUEAIIA/CIA WASHDC
RUFGAID/JICEUR VAIHINGEN GE
RUCBSAA/FICEURLANT NORFOLK VA
RUEKJCS/SECDEF WASHDC
RUEHC/SECSTATE WASHDC
RUEADWW/WHITEHOUSE WASHDC
RUFHNBG/AMEMBASSY LUXEMBOURG
RUEATAC/CDRUSAITAC WASHDC

BT

CONTROLS

[REDACTED] SECTION 01 OF 02 [REDACTED] 05049

SERIAL: (U) IIR 6 807 0136 90.

BODY

COUNTRY: (U) BELGIUM (BE).SUBJ: IIR 6 807 0136 90/BELGIUM AND THE UFO ISSUE (U)

WARNING: (U) THIS IS AN INFORMATION REPORT, NOT FINALLY

EVALUATED INTELLIGENCE. REPORT CLASSIFIED

[REDACTED]

DEPARTMENT OF DEFENSE

DOI: (U) 900326.

REQS: [REDACTED]

SOURCE: A- (U) LA DERNIER HEURE, 20 MAR, DAILY FRENCH LANGUAGE PAPER, CIRC 100,000; B- (U) LE SOIR, 26 MAR, DAILY FRENCH LANGUAGE PAPER, CIRC 213,000;

[REDACTED]

SUMMARY: (U) NUMEROUS UFO SIGHTINGS HAVE BEEN MADE IN BELGIUM SINCE NOV 89. THE CREDIBILITY OF SOME INDIVIDUALS MAKING THE REPORTS IS GOOD. SOME SIGHTINGS HAVE BEEN EXPLAINED BY NATURAL/MANMADE PHENOMENA, SOME HAVE NOT. INVESTIGATION BY THE BAF CONTINUES.

TEXT: 1. (U) NUMEROUS AND VARIOUS ACCOUNTS OF UFO SIGHTINGS HAVE SURFACED IN BELGIUM OVER THE PAST FEW MONTHS. THE CREDIBILITY OF THE OBSERVERS OF THE ALLEDGED EVENTS VARIES FROM THOSE WHO ARE UNSOPHISTICATED TO THOSE WHO ARE THE WELL EDUCATED AND PROMINENTLY PLACED.

2. (U) SOURCE A CITES MR LEON BRENIC, A 43 YEAR OLD PROFESSOR AT THE FREE UNIVERSIY OF BRUSSELS (PROMINENT) IN THE FIELD OF STATISTICS AND PHYSICS. HE CLAIMS TO HAVE TAKEN PICTURES OF THE PHENOMENA WHICH ARE STILL BEING DEVELOPED BUT WILL BE PUBLISHED BY THE BELGIAN SOCIETY FOR THE STUDY OF SPACE PHENOMENA IF THEY ARE OF GOOD QUALITY.

3. (U) MR BRENIC WAS DRIVING ON THE ARDENNES AUTOROUTE IN THE BEAUFAYS REGION EAST OF LIEGE, SUNDAY, 18 MARCH 1990. AT 2030 HOURS WHEN HE OBSERVED AN AIRBORNE OBJECT APPROACHING IN HIS DIRECTION FROM THE NORTH. IT WAS IN THE FORM OF A TRIANGLE ABOUT THE SIZE OF A PING-PONG BALL AND HAD A YELLOW LIGHT SURROUNDING IT WITH A REDDISH CENTER VARYING IN INTENSITY. ALTITUDE APPEARED TO BE 500 - 1000 METERS, MOVING AT A SLOW SPEED WITH NO SOUND. IT DID NOT MOVE OR BEHAVE LIKE AN AIRCRAFT.

4. (U) MR BRENIC CONTACTED A FRIEND VERY NEAR THE AREA WHO CAME OUT AND TOOK PICTURES OF IT WITH A ZOOM LENS AND 400 ASA FILM. BOTH INSISTED THE OBJECT COULD NOT BE AN AIRCRAFT OR HOLOGRAMME PROJECTION AS THE SKY WAS CLCUDLESS.

5. (U) THE SOURCE B ARTICLE WHICH DISCUSSES A BELGIAN TELEVISION INTERVIEW WITH COL WIL ((DEBROUWER)), CHIEF OF OPERATIONS FOR THE BAF, MOST LIKELY WAS THE RESULT OF A FOLLOW-ON ACTION TAKEN BY MR BRENIC WHEN HE CONTACTED LTGEN ((TERRASSON)), COMMANDER, BELGIAN TACTICAL (OPERATIONAL) COMMAND. GEN TERRASSON CATEGORICALLY ELIMINATED ANY POSSIBLE BAF AIRCRAFT OR ENGINE TEST INVOLVEMENT WHICH COL DEBROUWER CONFIRMED DURING THE 25

ADMIN
BT

INQUIRE=DOC10D
ITEM NO=00503294
ENVELOPE

CDSN = LGX492 MCN = 90089/26566 TOR = 900891502
RTTCZYUW RUEKJCS5049 0891251-CCCC--RUEALGX.
ZNY CCCCC

HEADER

R 301251Z MAR 90
FM JOINT STAFF WASHINGTON DC
INFO RUEADWD/OCSA WASHINGTON DC
RUENAAA/CNO WASHINGTON DC
RUEAHQA/CSAF WASHINGTON DC
RUEACMC/CMC WASHINGTON DC
RUEDADA/AFIS AMHS BOLLING AFB DC
RUFTAKA/CDR USAINTELCTRE HEIDELBERG GE
RUGAID/USEUCOM AIDES VAIHINGEN GE
RUETIAQ/MPCFTGEORGE GMEADEMD
RUEAMCC/CMC CC WASHINGTON DC
RUEALGX/SAFE

R 301246Z MAR 90

FM [REDACTED]
TO RUEKJCS/DIA WASHDC
INFO RUEKJCS/DIA WASHDC//DAT-7//
RUSNNOA/USCINCEUR VAIHINGEN GE//ECJ2-OC/ECJ2-JIC//
RUGAID/USEUCOM AIDES VAIHINGEN GE
RHFQAAA/HQUSAFE RAMSTEIN AB GE//INOW/INO//
RHFPAAA/UTAIS RAMSTEIN AB GE//INRMH/INA//
RHDLCNE/CINCUSNAVEUR LONDON UK
RUFHNA/USDELMC BRUSSELS BE
RUFHNA/USMISSION USNATO
RUDOGHA/USNMR SHAPE BE
RUEAIIA/CIA WASHDC
RUGAID/JICEUR VAIHINGEN GE
RUCBSAA/FICEURLANT NORFOLK VA
RUEKJCS/SECDEF WASHDC
RUEHC/SECSTATE WASHDC
RUEADWW/WHITEHOUSE WASHDC
RUFHBG/AMEMBASSY LUXEMBOURG
RUEATAC/CDRUSAITAC WASHDC
BT

CONTROLS

[REDACTED] SECTION 02 OF 02 [REDACTED] 05049

SERIAL: (U) IIR 6 807 0136 90.

BODY

COUNTRY: (U) BELGIUM (BE).

SUBJ: IIR 6 807 0136 90/BELGIUM AND THE UFO ISSUE (U)

MAR TV SHOW.

PAGE:0015

6. (U) DEBROUWER NOTED THE LARGE NUMBER OF REPORTED SIGHTINGS, PARTICULARLY IN NOV 89 IN THE LIEGE AREA AND THAT THE BAF AND MOD ARE TAKING THE ISSUE SERIOUSLY. BAF EXPERTS HAVE NOT BEEN ABLE TO EXPLAIN THE PHENOMENA EITHER.

7. (U) DEBROUWER SPECIFICALLY ADDRESSED THE POSSIBILITY OF THE OBJECTS BEING USAF B-2 OR F-117 STEALTH AIRCRAFT WHICH WOULD NOT APPEAR ON BELGIAN RADAR, BUT MIGHT BE SIGHTED VISUALLY IF THEY WERE OPERATING AT LOW ALTITUDE IN THE ARDENNES AREA. HE MADE IT QUITE CLEAR THAT NO USAF OVERFLIGHT REQUESTS HAD EVER BEEN RECEIVED FOR THIS TYPE MISSION AND THAT THE ALLEGED OBSERVATIONS DID NOT CORRESPOND IN ANY WAY TO THE OBSERVABLE CHARACTERISTICS OF EITHER U.S. AIRCRAFT.

8. (U) MR BRENIC HAS SINCE ASSURED THE COMMUNITY THAT HE IS PERSONALLY ORGANIZING A NEW UFO OBSERVATION CAMPAIGN AND SPECIFICALLY REQUESTS THE HELP OF THE BELGIAN MOD.

9. [REDACTED] RELATED A SIMILAR UFO SIGHTING WHICH APPARENTLY HAPPENED TO A BELGIAN AIR FORCE OFFICER IN THE SAME AREA NEAR LIEGE DURING NOVEMBER 89. THE OFFICER AND HIS WIFE WERE ALLEGEDLY BLINDED BY A HUGE BRIGHT FLYING OBJECT AS THEY WERE DRIVING ON THE AUTOROUTE. THEY STOPPED THEIR CAR, BUT WERE SO FRIGHTENED THEY ABANDONED THE VEHICLE AND RAN INTO THE WOODS. THEY COULD NOT PROVIDE A DETAILED DESCRIPTION BUT WHATEVER IT WAS DEFINITELY APPEARED REAL TO THEM. [REDACTED] UNDERLINED THEIR CREDIBILITY AS SOLID.

COMMENTS: 1. [REDACTED] COMMENT. HE COULD PROVIDE VERY LITTLE CONCRETE INFORMATION EXCEPT TO VERIFY THE LARGE VOLUME OF SIGHTINGS AND THE SIMILARITY OF SOME DURING NOV 89. [REDACTED]

2. [REDACTED] THE BAF HAS RULED SOME SIGHTINGS WERE CAUSED BY INVERSION LAYERS, LAZER BEAMS AND OTHER FORMS OF HIGH INTENSITY LIGHTING HITTING CLOUDS. BUT A REMARKABLE NUMBER OCCURRED ON CLEAR NIGHTS WITH NO OTHER EXPLAINABLE ACTIVITY NEARBY.

3. [REDACTED] THE BAF IS CONCERNED TO A POINT ABOUT THE UFO ISSUE AND IS TAKING ACTION TO INVESTIGATE INFORMATION THEY HAVE. [REDACTED] DOES ADMIT, HOWEVER, THAT HE IS NOT OPTIMISTIC ABOUT RESOLVING THE PROBLEM.

4. [REDACTED] FIELD COMMENT. THE USAF DID CONFIRM TO THE BAF AND BELGIAN MOD THAT NO USAF STEALTH AIRCRAFT WERE OPERATING IN THE ARDENNES AREA DURING THE PERIODS IN QUESTION. THIS WAS RELEASED TO THE BELGIAN PRESS AND RECEIVED WIDE DISSEMINATION.

PAGE:0016

[REDACTED]
 ADMIN
 PROJ: (U)
 INSTR: (U) US NO.
 PREP: [REDACTED]
 ACQ: [REDACTED]
 DISSEM: (U) FIELD: AMEMBASSY BRUSSELS (DCM).
 WARNING: (U) REPORT CLASSIFIED [REDACTED]
 [REDACTED]

BT

#5049

Colonel De Brouwer:

"OUR DEFENSE
SYSTEM IS
POWERLESS AGAINST
THESE MACHINES"

AUTHORIZED PUBLICATION OF DOCUMENTS
FROM THE BELGIAN MINISTRY OF DEFENCE

From French magazine PARIS-MATCH, No. 2145, July 5, 1990.

A UFO ON THE F16's RADAR

Exclusive report for CSETI
PARIS-MATCH by *Marie-Thérèse de Brosses*
ASHEVILLE, NC 28813

LE COLONEL
DE BROUWER :
NOTRE SYSTEME
DE DEFENSE
EST IMPUISSANT
FACE A CES
ENGIN'S

We are authorized by the Belgian Ministry of Defence to publish this documentation. It's "the scoop of the skies". These two screens (shown in the accompanying photos) are the incontestable testimony to an encounter between Science and Fiction. For the first time ever, the Belgian Air Force has agreed to divulge the radar-images of a UFO intercepted by the pilots of its F-16s. The recordings were registered during the night from March 30 to March 31, 1990.

STRATEGIC OPERATIONS

Ever since November 1989, the Belgian Military have been on the alert. Numerous Gendarmerie reports are coming in daily, describing sightings of UFOs, over the national territory of Belgium. It had all begun on that crazy night of November 29, 1989, during which thirty groups of eyewitnesses (including three Gendarmerie patrols), scattered over a distance of 800 kilometres between Liège and the Belgian/German and Belgian/Dutch frontiers, observed, over a period of hours, a strange triangular and almost silent apparatus moving very slowly, and at a very low altitude, and without creating the slightest turbulence.

Like all the Air Forces in the world, the Belgian Military possess supersonic aircraft that stand ready, 24 hours a day, to take off at five minutes' notice. Here it means two single-seater F-16s armed with missiles.

On June 22, 1990, after submitting to all the Security checks, I find myself in the Headquarters of the Belgian Air Force, near Brussels. In a small room, Colonel De Brouwer, Chief of the Operations Section of the Belgian Air Force, switches on a video tape-recorder. On the video screen appears the film brought back in the "black box" of the F-16 aircraft that, in the night of March 30/31 last, was sent up in pursuit of an unidentified flying object. (This isn't the really big chase that was to happen two weeks later. Maybe we are *not* alone in the Universe.

Who says this? It is the Military, the proverbially silent Military. They are telling you that the UFOs are no myth. Today, on June 22, 1990, for the first time ever, an Air Force has consented to reveal (in part) a major portion from this file which is not Science-Fiction.

"In any case", explains Colonel De Brouwer, "It would have been quite out of the question for the F-16s to have been able to overtake the machine at that low altitude, where the density of the air prevents them from going faster than 1,300 kms.p.h. Beyond that speed, the temperature in the compressors of their engines would cause the turbines to explode. So,

you see, there was a logic in the ~~666~~ ⁶⁶⁶ments of the UFO!"

P.O. #15401

ASHEVILLE, NC 28813

SPACECRAFTS' TACTICS

The entire happening is as though the mystery machine was guided intelligently to evade its pursuers. And during the next hour the same scenario will be enacted twice more. The official report furnished by the Headquarters of the Belgian Air Force to SO-BEPS (The Belgian Society for the Study of Space Phenomena) states:-

"In three cases, the pilots managed to lock their radars on to the target for a few seconds, and each time this brought about a drastic change in the behaviour of the UFO."

The UFO is literally playing hide-and-seek with the fighters. It dives towards the ground at very high speed to evade both the radars of the aircraft and the ground-radars, and then quietly climbs again at low speed a little further on, thus re-appearing once more upon the radarscopes and starting off a fresh process of attempted interception.

This staggering merry-go-round is observed from the ground by a large number of eyewitnesses (including twenty Gendarmes). They see the UFO and they see the two F-16s, but during the entire duration of the affair (75 minutes) nobody hears the famous supersonic 'bang' that ought to have accompanied the object's passage through the sound barrier! No material damage was reported from immediately below the event, whereas, given the speed and the low altitude of the machine, its breaking of the sound-barrier ought to have led to the shattering of an incalculable number of panes of glass.

THERMORE, NO MACHINE IS CAPABLE OF FLYING AT 1,800 KMS.P.H. SO CLOSE TO THE GROUND; IN SUCH DENSE AIR AND — A FORTIORI — WITHOUT EVEN MAKING ANY BANG!"

Next I asked: "Was it a natural phenomenon, or the re-entry into the Earth's atmosphere of a piece of rocket debris?"

Answer: "No. A meteorite or a rocket fragment does not penetrate our atmosphere in a zig-zag fashion. And the analysis of the radar recordings shows numerous changes of direction. Furthermore, the atmospheric conditions at the time ruled out any phenomenon of an electromagnetic nature".

Professor Jean-Pierre Petit of France | This high-ranking physicist, who is a Director of Research at the French National Centre For Scientific Research (CNRS) and who has just recently written the book

ENQUÊTE SUR LES OVNIS [— in English "THE UFO INVESTIGATION"] published in 1990 by Albin Michel, Paris), is categorical, and he makes this firm statement:-

"At the present time no machine built by man exists that is capable of such performances, especially of flying at supersonic speeds without making any bang. What degree of confidence can be placed in this proof? The same degree of confidence as was given to the first detection of a *supernova* in 1987 in the Magellanic Clouds Galaxy.

I am firmly convinced that this sort of interception of a UFO by radar has already actually happened a great many times over the past thirty years (maybe by means just as sophisticated as those of the *F-116* and already in use by all the Air Forces of the world;

THE HIGH-UPS IN THE MILITARY ALREADY KNEW WELL ENOUGH THAT THE UFOs ARE REAL BUT THEY WEREN'T TALKING. THEY SIMPLY WANTED TO KNOW MORE.

INTERCEPTION

"Look!", says Colonel De Brouwer, halting the picture and pointing to the 'diamond'. "At this moment we have what we call, in our military jargon, a *successful interception*."

I ask: "What does 'successful interception' mean in concrete terms?"

He replies: "Our fighter 'planes are equipped with automatically guided missiles. Had the order been given, all that the pilots would have had to do would have been to release their salvos of missiles and these, provided already with the data furnished by the on-board computers, are smartly 'homed in' onto the target. (In this present case of course there was no question of their doing that. Our aim was simply to identify the intruder.)

"The pilots themselves will not have had the necessary time for initiating all this procedure. Their radars will stay locked-on to the target for just six seconds,

and the object, which has meanwhile been progressively increasing its speed, and is at this moment doing 280 kms.p.h., now changes to 1,800 kms.p.h. and changes altitude from 3,000 metres to 1,700 metres — all in the space of one second! This fantastic acceleration corresponds to 40 gs. It would mean the instantaneous death of any human being on board. The limit of what a fighter pilot can stand is about 8 gs."

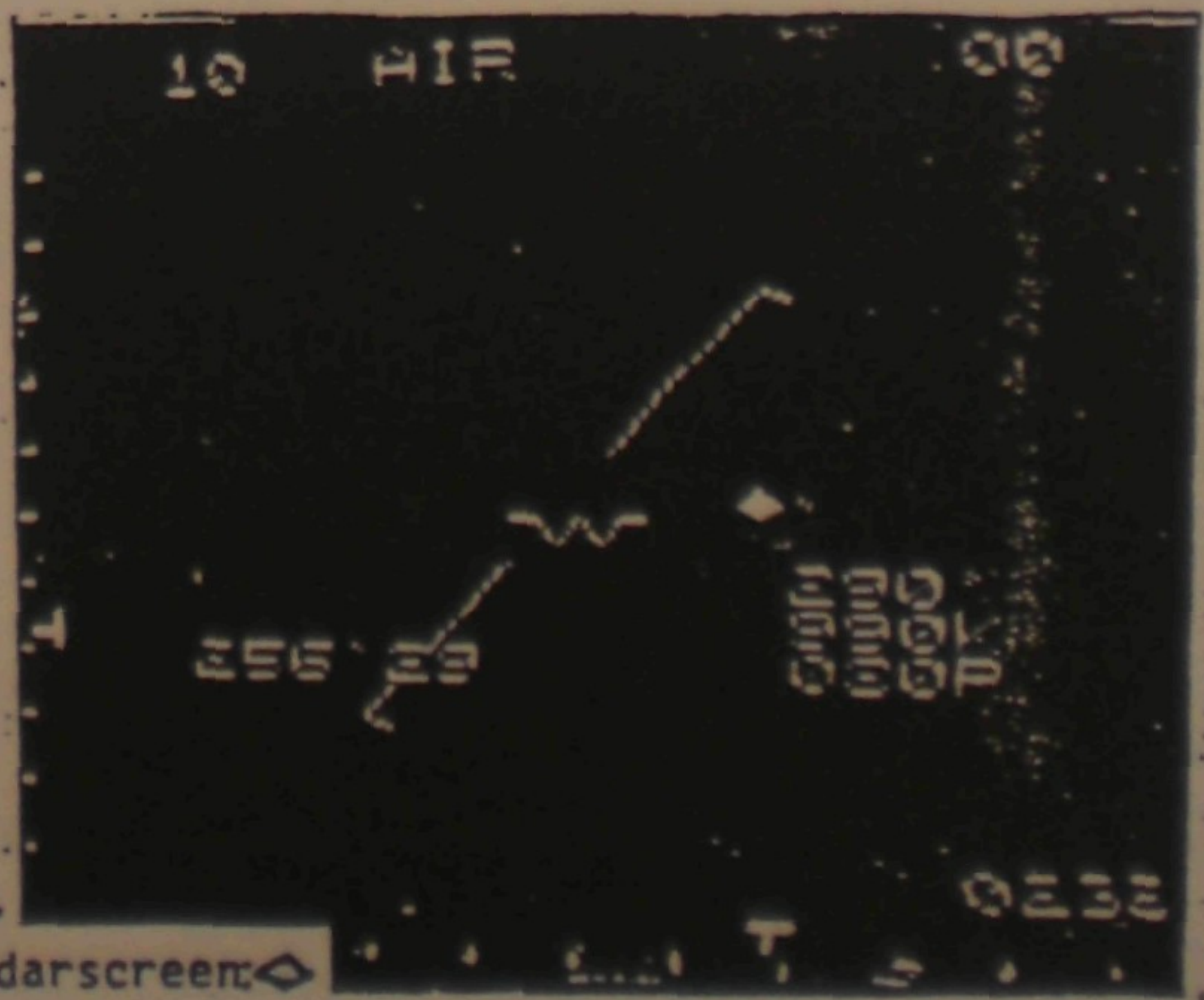
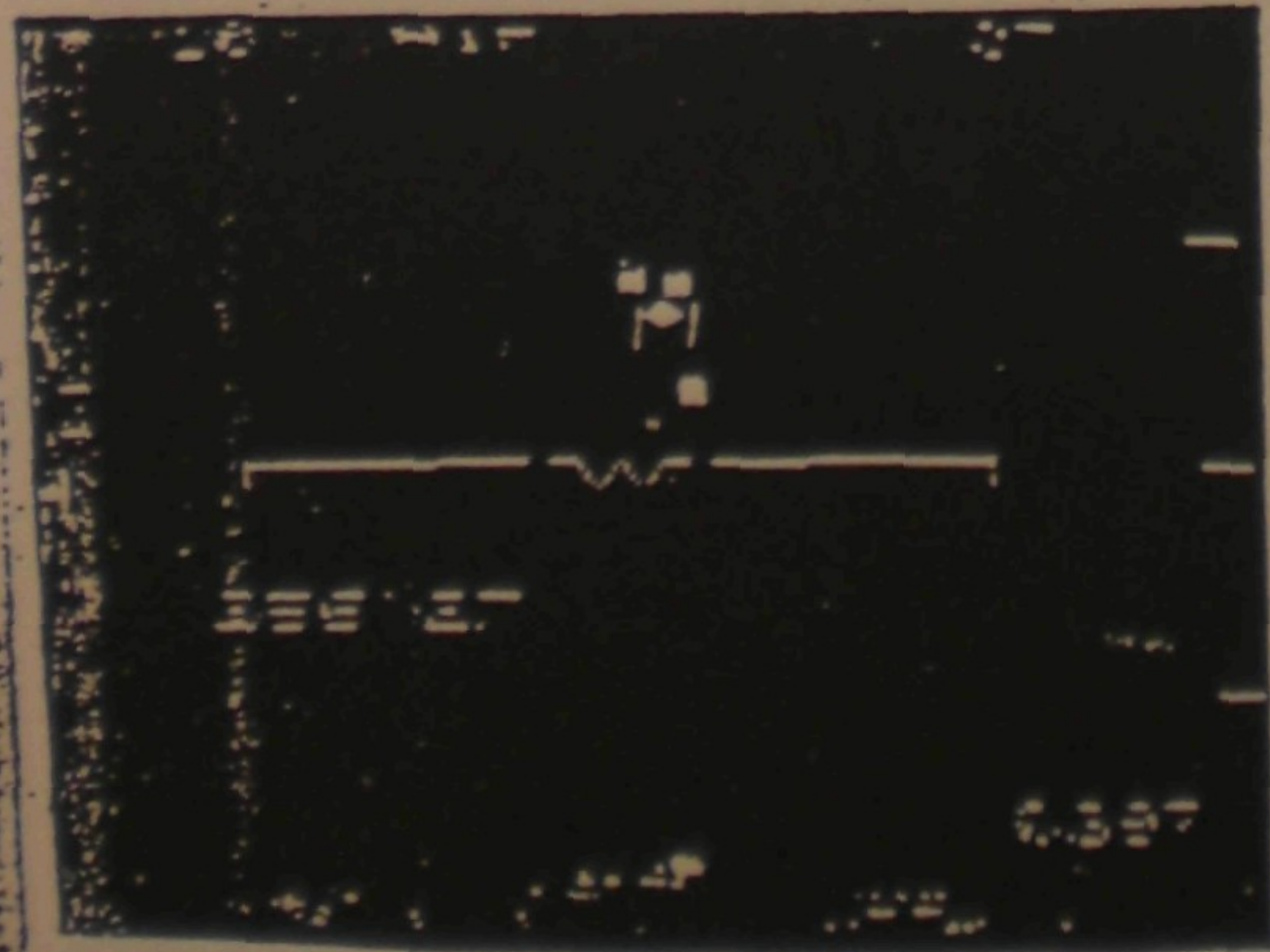
"The trajectory followed by the UFO is moreover extremely disconcerting. After moving to an altitude of 1,700 metres, it dives rapidly towards the ground and, at below 200 metres, it escapes simultaneously from the radars of the two *F-16s* and also from the radar installations at Glons and at Semmerzake. Over that vast suburban sprawl to the south of Brussels the ground-scene is in fact just one continuous glitter of sparkling lights, against which the pilots are incapable of distinguishing the slightest thing visually."

"THIS CANNOT BE ANYTHING MADE BY MAN."

— "But" — I then asked, "What about that famous *F117-A*, the American "Stealth" aircraft, which many people believe was this UFO?"

Answer: "THAT AIRCRAFT WAS ABSOLUTELY NOT DESIGNED FOR ANY SORT OF PENETRATION AT LOW ALTITUDE. MOREOVER, ITS MINIMUM SPEED IS 278 KMS.P.H., WHEREAS THE SPEED OF THE UFO WENT DOWN TO AS LITTLE AS 40 KMS.P.H. THE *F117-A* DOES NOT POSSESS SUPPORTING JETS THAT WOULD ENABLE IT TO FLY SO SLOWLY AS THAT.

AT THIS POINT, THE MINISTER HANDS ME THE TELEX MESSAGE FROM THE MILITARY ATTACHÉ OF THE U.S. EMBASSY IN BRUSSELS TO THE BELGIAN AIR FORCE HEADQUARTERS, ATTESTING THAT THE *F117-A* HAS NEVER BEEN STATIONED ON THE TERRITORY OF EUROPE, NOR HAS IT EVER FLOWN ABOVE IT.



Intergalactic Spacecraft movement on the radarscreen

ATTACHMENT 1D

000833

Fort Ritchie, Maryland--1976

The following document released by the National Military Command Center describes sightings by military personnel at Fort Ritchie, Maryland, on July 30, 1976.



THE JOINT STAFF

N M C C

THE NATIONAL MILITARY COMMAND CENTER
WASHINGTON, D.C. 20315

30 July 1976
0545 EDT

MEMORANDUM FOR RECORD

Subject: Reports of Unidentified Flying Objects (UFOs)

1. At approximately 0345 EDT, the ANMCC called to indicate they had received several reports of UFO's in the vicinity of Fort Ritchie. The following events summarize the reports (times are approximate).

a. 0130 - Civilians reported a UFO sighting near Mt. Airy, Md. This information was obtained via a call from the National Aeronautics Board (7) to the Fort Ritchie Military Police.

b. 0255 - Two separate patrols from Site R reported sighting 3 oblong objects with a reddish tint, moving east to west. Personnel were located at separate locations on top of the mountain at Site R.

c. 0300 - Desk Sgt at Site R went to the top of the Site R mountain and observed a UFO over the ammo storage area at 100-200 yards altitude.

d. 0345 - An Army Police Sgt on the way to work at Site R reported sighting a UFO in the vicinity of Site R.

2. ANMCC was requested to have each individual write a statement on the sightings. One individual stated the object was about the size of a 2 1/2 ton truck.

3. Based on a JCS memorandum, subject: Temperature Inversion Analysis, dated 13 November 1975, the NMCC contacted the Air Force Global Weather Central. The Duty Officer, LTC OVERBY, reported that the Dulles International Airport observations showed two temperature inversions existed at the time of the

alleged sightings. The first extended from the surface to 1,000 feet absolute and the second existed between 27,000 and 30,000 feet, absolute. He also said the atmosphere between 12,000 and 20,000 feet was heavily saturated with moisture. A hard copy message will follow.

L. J. LeBlanc Jr.
L. J. LERLANC, Jr.
Brigadier General, USMC
Deputy Director for
Operations, NMCC

(89)

CONFIDENTIAL

FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

10 February 1951

CONFIDENTIAL

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/9 February 1951

I, Graham E. BETHUNE, was Co-Pilot on Flight 125 from Keflavik, Iceland to Naval Air Station, Argentia on the 10th of February 1951. At 0055X I signed and observed the following object:

While flying in the left seat at 10,000 feet on a true course of 230 degrees at a position of 49-50 North 50-03 West, I observed a glow of light below the horizon about 1,000 to 1,500 feet above the water. Its bearing was about 2 O'Clock. There was no overcast, there was a thin transparent group of scuds at about 2,000 feet altitude. After examining KINGDON the object for 40 to 50 seconds I called it to the attention of Lieutenant KINGDON in the right hand seat. It was under the thin scuds at roughly 30 to 40 miles away. I asked "What is it, a ship lighted up or a city, I know it can't be a city because we are over 250 miles out." We both observed its course and motion for about 4 or 5 minutes before calling it to the attention of the other crew members. Its first glow was a dull yellow. We were on an intercepting course. Suddenly its angle of attack changed, its altitude and size increased as though its speed was in excess of 1,000 miles per hour. It closed in so fast that the first feeling was we would collide in mid air. At this time its angle changed and the color changed. It then ^{WAS} definitely circular and redish orange on its prismatic. It reversed its course and tripled its speed until it was last seen disappearing over the horizon. Because of our altitude and misleading distance over water it is almost impossible to estimate its size, distance and speed. A rough estimate would be at least 300 feet in diameter, over 1,000 miles per hour in speed and approached within 5 miles of the aircraft.

WITH US AFTER OBTAINING A POSITION OF ABOUT 1,500 FEET THEN FLEW
IN FRONT OF AIRCRAFT ABOUT 45° /s/ Graham E. BETHUNE

Lt, U.S. Naval Reserve

U.S. NAVY INTELLIGENCE REPORT 1951

NO SIGNATURE

WORDS MISPELED

A SENTENCE MISSING

WAS RETYPED

ENCLOSURE (1)

~~CONFIDENTIAL~~
UNCLASSIFIED

FLKBT LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

90

UNCLASSIFIED

10 February 1951

~~CONFIDENTIAL~~

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/9 February 1951

At 0055Z on 10 February 1951, while serving as second Plane Commander on above flight, I was an eye witness to an unusual sighting of an unidentified object. This occurrence took place at approximately 49-50 N and 50-03 W, which is approximately 200 miles north east of Argentia, Newfoundland. We were at 10,000 feet altitude cruising on a true course of about 230° at time of incident.

At time of sighting I was occupying the right hand (CoPilots) seat and the left hand (Pilots) seat was occupied by Lieutenant G. E. BETHUNE.

My attention was first called to the occurrence by Mr. BETHUNE, who asked me to look at an unusual light which was to my right. I then saw that there was a glowing light beneath a thin layer of strato-form clouds beneath us. This light was to my right and down at an angle of about 45°. This object appeared to lie on the surface and was throwing a yellowish-orange glare through the cloud deck. It appeared to be very large and I at first thought that it could be a large ship completely illuminated.

Mr. BETHUNE and I watched the object for several minutes in trying to determine its nature. We then called out Navigator, Lieutenant N. J. P. ROGER to the cockpit to scrutinize the object and render his opinion as to its nature.

While further observing the object I saw that it suddenly started ascending through the cloud layer and it then became quite bright. The object was very large and was circular with a glowing yellow-orange ring around its outer edge. This object appeared to be climbing and moving at a tremendous speed, and it appeared to be on a more or less collision course with our aircraft. When it appeared that there was a possibility of collision the object appeared to make a 180° turn and disappeared over the horizon at a terrific speed. During the course of events LTJG A. L. JONES had come to the cockpit and he made a turn in the direction of the object but it went out of sight in a short period of time.

Due to the fact that this object was seen over water at night it would be most difficult for me to estimate speed, size or distance we were from it during the course of events. However, the speed was tremendous and the size was at least 200 to 300 feet in diameter. The object was close enough to me to see and observe it clearly.

UNCLASSIFIED

11
DOWNGRADED AT 5 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

~~UNCLASSIFIED~~

91.

Upon request, I will attempt to submit a more detailed and complete report of my observations.

Upon arrival at NAS, Argentia, I was contacted by Capt. D. H. PAULSEN, USAF, who interrogated me relative to the subject.

/s/ Fred W. KINGDON, Jr.
LT, U. S. Navy.

UNCLASSIFIED

FLEET LOGISTIC AIR WING, ATLANTIC/OCEANIC

AIR TRANSPORT SQUADRON ONE

U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

10 February 1951

UNCLASSIFIED

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/0, February 1951

1. At 0055Z, 10 February 1951, I was the Plane Commander of Flight 125/09-
R50 Bureau Number 56501, enroute from Keflavik, Iceland to Argentina,
Newfoundland at 10,000 feet on an instrument flight plan. Our position
at 10/0055Z was 49-50 North, 50-03 West, on a true heading of 230°, ground
speed 118 knots. The weather was clear with about 60 miles visibility and
thin stratus clouds at about 4,000.

2. I was in the cabin of the plane checking the passengers when one of the
navigators, Lieutenant N. J. P. KOGGER, came aft and pointed to this
phenomena. I watched it for a minute and went forward to the cockpit to get
a better view. Upon reaching the cockpit, I took the plane off of the auto-
pilot and turned to a true heading of 290° in pursuit of the object. The
object left on a heading of about 290° true and went over the horizon in a
very short time.

3. I would guess the speed to be well over 1500 miles per hour, and the
diameter to be at least 300 feet.

4. My first view of it resembled a huge fiery orange disc on its edge.
As it went further away, the center became darker, but the edge still threw
off a fiery hue. When it went over the horizon, it seemed to go from a
vertical position to a horizontal position, with only the trailing edge
showing in a half-moon effect. Since I was not the first to see it, it was
going away from the plane when I was notified. Copilot Lieutenant G. E.
BETHUNE was flying the plane and Second Plane Commander Lieutenant Fred
KINGDON was flying on the right side at the time of the incident.

5. At 10/0104Z, I called Gander Tower on VHF and asked them if Gander
A. T. C. had any information of an aircraft at that position and time. They
had no such information and notified the military of our sighting. When
we landed at Argentina at 10/0240Z, we were interrogated by Capt. D. E.
PAULSEN, USAF, Pepperell AFB, and CDR WEHMEIER, C.O., VP-8, Argentina. The
extreme speed, maneuverability, and brilliance of the object made our
estimates as to the distance and size very difficult.

/s/ A. L. JONES
LTJG, US. S. NAVY

UNCLASSIFIED DOWNGRADED AT 3 YEAR DUE

UNCLASSIFIED

FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

UNCLASSIFIED

10 February 1951

~~CONFIDENTIAL~~

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/9 February 1951

1. I was navigator on flight 125/09 from Keflavik, Iceland to NAS, Argentia.

2. At approximately 0050z/10 February 1951, I was reporting our position and ETA Argentia to the Pilot, Lieutenant KINGDON. At that time we were on a true heading of 230° , true air speed 190 knots, and a ground speed of 120 knots due to a 70 knot headwind.

3. Lieutenant KINGDON pointed out an orange colored object about 060° relative, or 290° true, saying it appeared like a small village or a ship. Due to our position, I was certain it wasn't a village.

4. I had been looking at the object about thirty seconds, which it appeared to me was another demonstration of the "northern lights" phenomena which occur at that latitude, when the object suddenly started getting much brighter, taking on shape and coming in our direction at a great rate of speed. Before getting a good view of the object, I left the cockpit to inform LTJG JONES. Due to the crowded cockpit, I did not get another look.

5. The best view I had of the object showed it to be a circular, bright orange-red disc, which was approaching us at a very great, undeterminable speed.

/s/ NOKL J. P. KOGER
LT, U. S. NAVY

ENCLOSURE (3)

UNCLASSIFIED

FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

UNCLASSIFIED

10 February 1951

~~CONFIDENTIAL~~

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/9 February 1951

On February 10, 1951, enroute from Keflavik, Iceland to Argentia, Newfoundland as a crew member on flight 125 a strange sight was witnessed by Lieutenant KINGDON and Lieutenant BETHUNE who were piloting the aircraft at the time. I had left the cockpit approximately 1 hour prior to this sighting. The time of the sighting was 0055Z and the position of the aircraft was 49°-50N Lat and 50-03W Longitude. I was called to the cockpit by Lieutenant KINGDON to witness this scene.

When I first saw the sight it was far away from us and rapidly disappearing over the horizon. Not being too familiar with flying in this particular area my first impression was the celestial setting of the moon and the fact that stratus layers were present to cause the bright red glow and the halo affect that was apparent.

I did not witness the entire proceedings as did some of the other pilots, but from what little I did see of it this was the impression I received. The object disappeared on a true course of approximately 290°.

/s/ John M. MEYER
LT, U. S. Navy.

ENCLOSURE (5)

UNCLASSIFIED

FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

10 February 1951

UNCLASSIFIED

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/9 February 1951

When flight NNL25 departed Keflavik, Iceland for Argentia, Newfoundland I had the first radio watch for the first 5½ or 6 hours. After being relieved of the watch by Reed, M. E., ALAN I went aft in the Passenger Compartment and went to sleep. After being asleep for awhile I heard someone say something about an object or something to the starboard of the aircraft. I raised my head to the window and saw a round object which to me looked like it was round with a color of fire. I didn't see it only for a few seconds then it was gone.

/s/ Quentin R. SHIEVER,
ALC, U. S. NAVY

ENCLOSURE (6)

~~CONFIDENTIAL~~
UNCLASSIFIED

(96)

FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

UNCLASSIFIED

10 February 1951

~~CONFIDENTIAL~~

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/9 February 1951

We were off the coast of Newfoundland about 2 hours on flight 125 from Iceland on the 9th of February 1951, when I went forward to find out if the pilots or crew would like any coffee, soup, or etc. When I entered the cockpit compartment the co-pilot called my attention to a light at about 2 O'Clock and slightly lower than us. It looked very much like an eclipse of the sun, which was about three-fourths of total eclipse, in size, shape, and color, but the speed of the light must have been at least 520 knots if not more. The distance the light seemed to be was from three-quarters to a mile away. At that time Mr. JONES came forward and I went aft with the passengers.

/s/Gerald R. DANIELS
AZ3, U. S. Navy.

ENCLOSURE (7)

AIR INTELLIGENCE INFORMATION REPORT

(97)

FROM (AGENCY)	REPORT NO.	PAGE	OF	PAGES
Dir/Int, Hq NEAC	IR-4-51	2	2	2

1. The following described unidentified aircraft/object was sighted off the coast of Newfoundland by MATS Navy C-54 crew.

a. Originally sighted as a single, heavy, yellowish light, similar in appearance to that of a city. As object approached observing aircraft, it grew very bright and large, and appeared to be semi-circular in shape. Near aircraft, it did a 180° turn and was last seen as a small ball disappearing over the horizon. The speed was "terrific" and the size "tremendous" to quote observers. (The difference in size between the time it was first seen and last seen as a small ball going over the horizon was described as tremendous, at least 100 times larger.)

b. Sighted at 0055Z on 10 February 1951 and remained visible for approximately 7 or 8 minutes.

R5D-56501

c. Visually observed from MATS Navy C-54 #6501 of VR-1 Squadron based at Patuxent, Maryland, flying at 10,000 feet altitude, 172 knots air speed, 225° true course.

d. Observing aircraft was at 49° 50' N 50° 30' W at the time of observation. Object appeared near the water's surface at approximately a 45° downward angle from the observing aircraft and was making good a true course of approximately 125°. Upon approaching observing aircraft, it executed a sudden turn approximating 180° and disappeared very rapidly over the horizon.

e. Object sighted by 5 crew members, listed below, of the above aircraft, who are all experienced North Atlantic fliers. Gander Traffic Control reports no other aircraft known to be in the vicinity at time of sighting. All 5 observers agree on facts as stated, but there has been no confirmation from other sources. Believe C-3 appropriate.

Lt Fred W. Kingdon - 173390 (first to see object)

Lt A. L. Jones - 391096

Lt G. E. Esthane - 299055

Lt N. G. B. Koger - 305873

Lt J. M. Meyer - 263836

f. Weather clear, visibility from 15 miles to unlimited, no other weather information available.

g. No unusual meteorological activity known to exist and having any influence on the sighting. This object could not have been a comet as the object was below and between the aircraft and ocean.

h. No physical evidence available.

i. No interception action taken.

2. The above information was forwarded from this Headquarters to Headquarters, USAF on 10 February 1951 by T-10, NEAC DI 0112, and DI 0115.

LL



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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

98

12

AFOLH-7/TC

FEB 26 1951

SUBJECT: (Unclassified) Sighting of Unidentified Flying Object

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

AXA 1a

1. Reference is made to radnote, this headquarters, date time group 132056, concerning unidentified flying object sighting on 10 February 1951. The inclosed statements were obtained upon interrogation of the Naval personnel making this sighting.

2. Forwarded for your information.

BY COMMAND OF THE CHIEF OF STAFF:

LESTER S. HARRIS
Colonel, USAF
Chief, Technical Capabilities Branch
Evaluation Division
Directorate of Intelligence

7 Incls

- 1. Statement fr LT Kingdon
- 2. Statement fr LTJG Jones
- 3. Statement fr LT Roger
- 4. Statement fr LT Bethune
- 5. Statement fr LT Meyer
- 6. Statement fr ALC Shiever
- 7. Statement fr AE3 Daniels

5 MAR 51 08 40

File Storage 5/2/51

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DOWNGRADED AT 5 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS.

5

COPY

~~10 Feb~~ UNCLASSIFIED

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(9)

FROM: NEAC PEPPERELL AFB NFLD

TO : CSAF WASH D C

NR : EW 0212

70F-51

ERROR 222

Unidentified object seen at 0055Z ¹⁴⁵ 10 Feb ^{at 49} degrees 50 min north, 50 degrees 03 min west by crew of Navy 6501, VR1, Petuxent River, MD. Originally seen as heavy light in distance on the surface as lights of city. The yellowish light, like a fire in color, approached rapidly and grew very bright and very large with a semi-circular shape. It was on a true course of about 125 degrees, plane on a true course of 225 degrees, as it approached the plane it suddenly turned about almost 180 degrees and disappeared rapidly over the horizon as a small ball. Speed "was terrific". Seen fr an angle of about 45 degrees looking down fr the plane. Crew all experienced North-Atlantic fliers Lt F.W. Kingdon, Lt. A. L. Jones, Lt. G.E. Bethune, Lt. N.G.P. Koger, Lt. J.M. Meyer, all saw object over a period of fr seven to eight min. Plane flying at 10,000 altitude.

ACTION: OIN

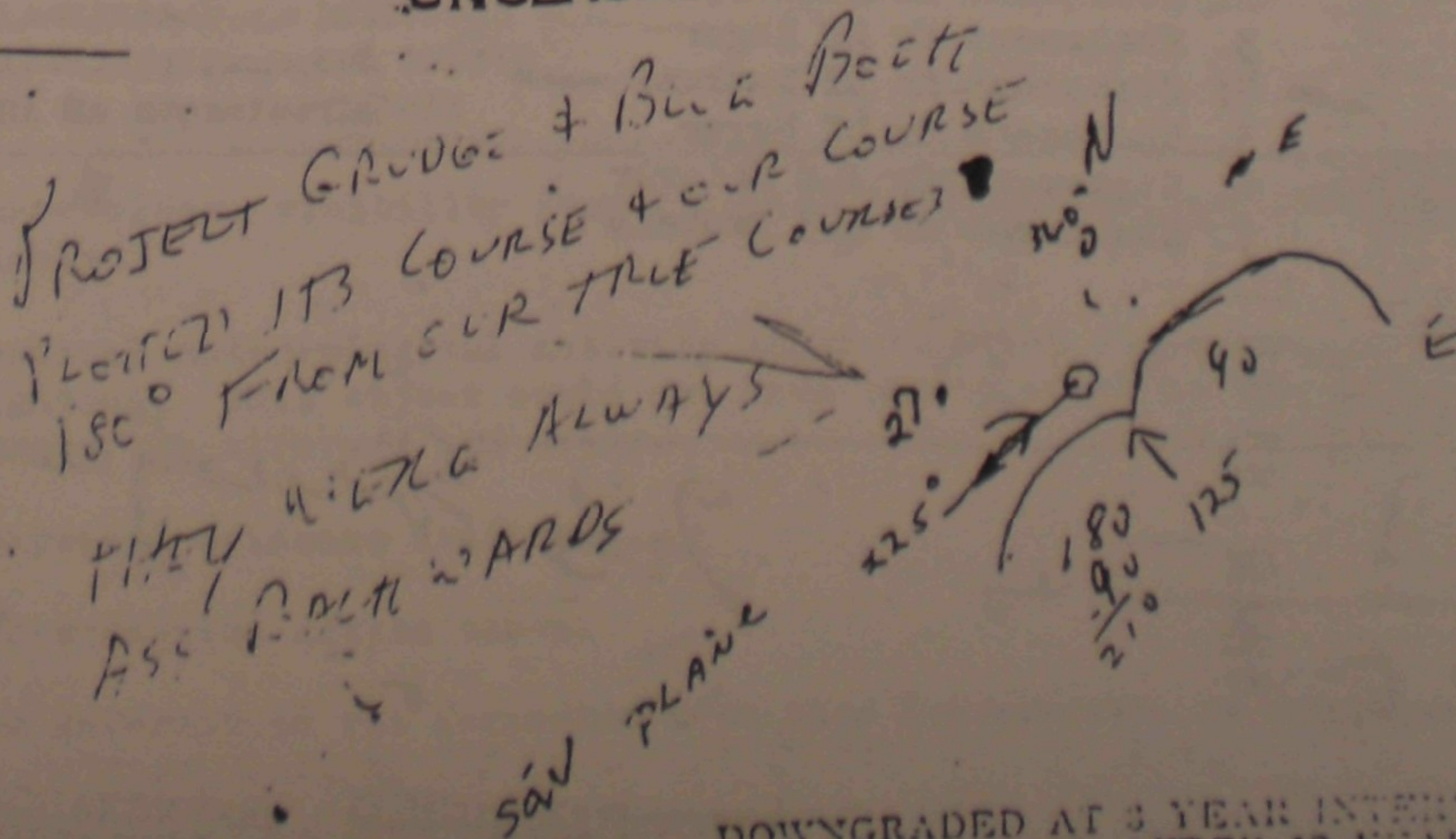
CAF IN: 9753Z

(10 Feb 51)

~~CONFIDENTIAL~~

MEL/rof

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE COMMUNICATIONS GROUP IN-ALL
APO NEW YORK 0955

001055



IN PLS TO
ATTN TO:

CD

13 Jan 81

SUBJECT

Unexplained Lights

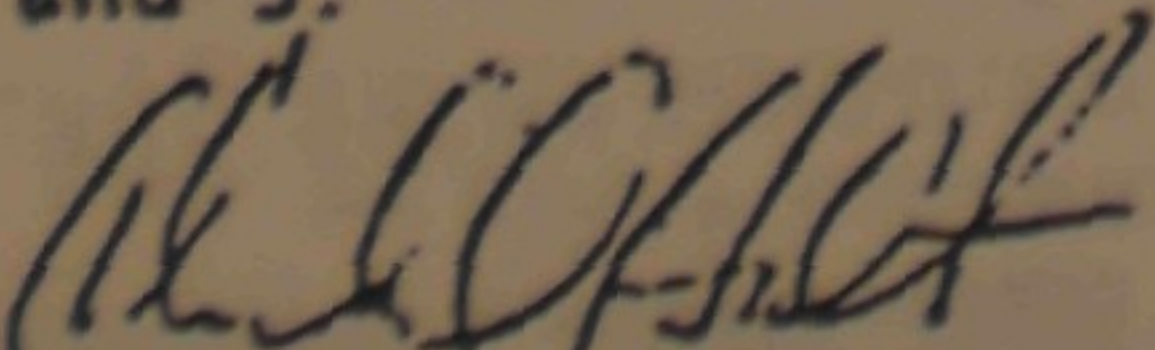
TO:

RAF/CC

1. Early in the morning of 27 Dec 80 (approximately 0300L), two USAF security police patrolmen saw unusual lights outside the back gate at RAF Woodbridge. Thinking an aircraft might have crashed or been forced down, they called for permission to go outside the gate to investigate. The on-duty flight chief responded and allowed three patrolmen to proceed on foot. The individuals reported seeing a strange glowing object in the forest. The object was described as being metallic in appearance and triangular in shape, approximately two to three meters across the base and approximately two meters high. It illuminated the entire forest with a white light. The object itself had a pulsing red light on top and a bank(s) of blue lights underneath. The object was hovering or on legs. As the patrolmen approached the object, it maneuvered through the trees and disappeared. At this time the animals on a nearby farm went into a frenzy. The object was briefly sighted approximately an hour later near the back gate.

2. The next day, three depressions 1 1/2" deep and 7" in diameter were found where the object had been sighted on the ground. The following night (29 Dec 80) the area was checked for radiation. Beta/gamma readings of 0.1 milliroentgens were recorded with peak readings in the three depressions and near the center of the triangle formed by the depressions. A nearby tree had moderate (.05-.07) readings on the side of the tree toward the depressions.

3. Later in the night a red sun-like light was seen through the trees. It moved about and pulsed. At one point it appeared to throw off glowing particles and then broke into five separate white objects and then disappeared. Immediately thereafter, three star-like objects were noticed in the sky, two objects to the north and one to the south, all of which were about 10° off the horizon. The objects moved rapidly in sharp angular movements and displayed red, green and blue lights. The objects to the north appeared to be elliptical through an 8-12 power lens. They then turned to full circles. The objects to the north remained in the sky for an hour or more. The object to the south was visible for two or three hours and beamed down a stream of light from time to time. Numerous individuals, including the undersigned, witnessed the activities in paragraphs 2 and 3.


CHARLES I. HALT, Lt Col, USAF
Deputy Base Commander

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ACTION: NONF-07

INFO:

ATCZYUW RUFK JCS 97 17 76 0810 HTMS-CCCC - RUFFHDA
NY ~~CCCC~~

P 2308107 SEP 76

FM JCS

INFO RUSHC/SECSTATE WASH DC

RUF2IIF/C I A

RUF0IAH/NSA WASH DC

RUFADWW/WHITE HOUSE WASH DC

RUFFHDA/CSAF WASH DC

RUFNAAA/CNO WASH DC

RUFADWD/CSA WASH DC

P 2306307 SEP 76

FM USDAO TEHRAN

TO RUFKJCS/DIA WASHDC

INFO RUFKJCS/SECDEF DEPSECDEF WASHDC

RUFRAA/COMIDFASTFOR

RUDOECA/CINCUSAFF LINDSEY AS GE/INCF

RHFRAAB/CINCUSAFF RAHSTEIN AB GE/INOCN

RUSNAAA/FUDAC VAIHINGEN GER

RUSNAAA/UBCINCEUR VAIHINGEN GER/ECJ-2

BT

C O N F I D E N T I A L 1235 SEP 76

THIS IS IR 6 846 0139 76

1. (U) IRAN
2. REPORTED UFO SIGHTING (U)
3. (U) NA
4. (U) 19 & 20 SEP 76
5. (U) TEHRAN, IRAN: 20 SEP 76
6. (U) F-6
7. (U) 6 846 0008 (NOTE NO COMMENTS)
8. (U) 6 846 0139 76
9. (U) 22SEP 76
10. (U) NA
11. (U) "INITIATE" IPSP PT-1440.
12. (U) USDAO, TEHRAN, IRAN
13. (U) FRANK B. MCKENZIE, COL, USAF, DA TT
14. (U) NA
15. (U) THIS REPORT FORWARDS INFORMATION CONCERNING THE SIGHTING OF AN UFO IN IRAN ON 19 SEPTEMBER 1976.

AT ABOUT 1230 AM ON 19 SEP 76 THE [REDACTED] RECEIVED FOUR TELEPHONE CALLS FROM CITIZENS LIVING IN THE SHEHIRAN AREA OF TEHRAN SAYING

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PAGE 02 267 08 13

THAT THEY HAD SEEN STRANGE OBJECTS IN THE SKY. SOME REPORTED A KIND OF BIRD-LIKE OBJECT WHILE OTHERS REPORTED A HELICOPTER WITH A LIGHT ON. THERE WERE NO HELICOPTERS AIRBORNE AT THAT TIME.

[REDACTED] AFTER HE TOLD THE CITIZEN IT WAS ONLY STARS AND HAD TALKED TO MEHRABAD TOWER HE DECIDED TO LOOK FOR HIMSELF. HE NOTICED AN OBJECT IN THE SKY SIMILAR TO A STAR BIGGER AND BRIGHTER. HE DECIDED TO SCRAMBLE AN F-4 FROM SHAHROKHI AFB TO INVESTIGATE.

B. AT 0130 HRS ON THE 19TH THE F-4 TOOK OFF AND PROCEEDED TO A POINT ABOUT 40 NM NORTH OF TEHRAN. DUE TO ITS BRILLIANCE THE OBJECT WAS EASILY VISIBLE FROM 70 MILES AWAY. AS THE F-4 APPROACHED A RANGE OF 25 NM HE LOST ALL INSTRUMENTATION AND COMMUNICATIONS (UHF AND INTERCOM). HE BROKE OFF THE INTERCEPT AND HEADED BACK TO SHAHROKHI. WHEN THE F-4 TURNED AWAY FROM THE OBJECT AND APPARENTLY WAS NO LONGER A THREAT TO IT THE AIRCRAFT REGAINED ALL INSTRUMENTATION AND COMMUNICATIONS. AT 0140 HRS A SECOND F-4 WAS LAUNCHED. THE BACKSEATER ACQUIRED A RADAR LOCK ON AT 27 NM. 12 O'CLOCK HIGH POSITION WITH THE VC (RATE OF CLOSURE) AT 150 NMPH. AS THE RANGE DECREASED TO 25 NM THE OBJECT MOVED AWAY AT A SPEED THAT WAS VISIBLE ON THE RADAR SCOPE AND STAYED AT 25NM

C. THE SIZE OF THE RADAR RETURN WAS COMPARABLE TO THAT OF A 707 TANKER. THE VISUAL SIZE OF THE OBJECT WAS DIFFICULT TO DISCERN BECAUSE OF ITS INTENSE BRILLIANCE. THE LIGHT THAT IT GAVE OFF WAS THAT OF FLASHING STROBE LIGHTS ARRANGED IN A RECTANGULAR PATTERN AND ALTERNATING BLUE-GREEN, RED AND ORANGE IN COLOR. THE SEQUENCE OF THE LIGHTS WAS SO FAST THAT ALL THE COLORS COULD BE SEEN AT ONCE. THE OBJECT AND THE PURSUING F-4 CONTINUED ON A COURSE TO THE SOUTH OF TEHRAN WHEN ANOTHER BRIGHTLY LIGHTED OBJECT, ESTIMATED TO BE ONE HALF TO ONE THIRD THE APPARENT SIZE OF THE MOON, CAME OUT OF THE ORIGINAL OBJECT. THIS SECOND OBJECT HEADED STRAIGHT TOWARD THE F-4 AT A VERY FAST RATE OF SPEED. THE PILOT ATTEMPTED TO FIRE AN AIM-9 MISSILE AT THE OBJECT BUT AT THAT INSTANT HIS WEAPONS CONTROL PANEL WENT OFF AND HE LOST ALL COMMUNICATIONS (UHF AND INTERPHONE). AT THIS POINT THE PILOT INITIATED A TURN AND NEGATIVE G DIVE TO GET AWAY. AS HE TURNED THE OBJECT FELL IN TRAIL AT WHAT APPEARED TO BE ABOUT 3-4 NM. AS HE CONTINUED IN HIS TURN AWAY FROM THE PRIMARY OBJECT THE SECOND OBJECT WENT TO THE INSIDE OF HIS TURN THEN RETURNED TO THE PRIMARY OBJECT FOR A PERFECT REJOIN.

D. SHORTLY AFTER THE SECOND OBJECT JOINED UP WITH THE PRIMARY OBJECT ANOTHER OBJECT APPEARED TO COME OUT OF THE

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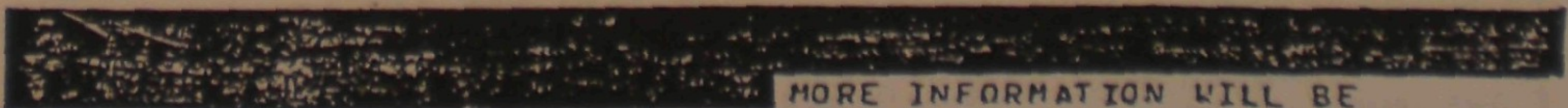
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PAGE 03 267 0813

OTHER SIDE OF THE PRIMARY OBJECT GOING STRAIGHT DOWN AT A GREAT RATE OF SPEED. THE F-4 CREW HAD REGAINED COMMUNICATIONS AND THE WEAPONS CONTROL PANEL AND WATCHED THE OBJECT APPROACH THE GROUND ANTICIPATING A LARGE EXPLOSION. THIS OBJECT APPEARED TO COME TO REST GENTLY ON THE EARTH AND CAST A VERY BRIGHT LIGHT OVER AN AREA OF ABOUT 2-3 KILOMETERS.

THE CREW DESCENDED FROM THEIR ALTITUDE OF 26M TO 15M AND CONTINUED TO OBSERVE AND MARK THE OBJECT'S POSITION. THEY HAD SOME DIFFICULTY IN ADJUSTING THEIR NIGHT VISIBILITY FOR LANDING SO AFTER ORBITING MEHRABAD A FEW TIMES THEY WENT OUT FOR A STRAIGHT IN LANDING. THERE WAS A LOT OF INTERFERENCE ON THE UHF AND EACH TIME THEY PASSED THROUGH A MAG. BEARING OF 150 DEGREE FROM EHRABAD THEY LOST THEIR COMMUNICATIONS (UHF AND INTERPHONE) AND THE INS FLUCTUATED FROM 30 DEGREES - 50 DEGREES. THE ONE CIVIL AIRLINER THAT WAS APPROACHING MEHRABAD DURING THIS SAME TIME EXPERIENCED COMMUNICATIONS FAILURE IN THE SAME VICINITY (KTLO ZULU) BUT DID NOT REPORT SEEING ANYTHING. WHILE THE F-4 WAS ON A LONG FINAL APPROACH THE CREW NOTICED ANOTHER CYLINDER SHAPED OBJECT (ABOUT THE SIZE OF A T-BIRD AT 10M) WITH BRIGHT STEADY LIGHTS ON EACH END AND A FLASHER IN THE MIDDLE. WHEN QUERIED THE TOWER STATED THERE WAS NO OTHER KNOWN TRAFFIC IN THE AREA. DURING THE TIME THAT THE OBJECT PASSED OVER THE F-4 THE TOWER DID NOT HAVE A VISUAL ON IT BUT PICKED IT UP AFTER THE PILOT TOLD THEM TO LOOK BETWEEN THE MOUNTAINS AND THE REFINERY.

E. DURING DAYLIGHT THE F-4 CREW WAS TAKEN OUT TO THE AREA IN A HELICOPTER WHERE THE OBJECT APPARENTLY HAD LANDED. NOTHING WAS NOTICED AT THE SPOT WHERE THEY THOUGHT THE OBJECT LANDED (A DRY LAKE BED) BUT AS THEY CIRCLED OFF TO THE WEST OF THE AREA THEY PICKED UP A VERY NOTTCEABLE BEEPER SIGNAL. AT THE POINT WHERE THE RETURN WAS THE LOUDEST WAS A SMALL HOUSE WITH A GARDEN. THEY LANDED AND ASKED THE PEOPLE WITHIN IF THEY HAD NOTICED ANYTHING STRANGE LAST NIGHT. THE PEOPLE TALKED ABOUT A LOUD NOISE AND A VERY BRIGHT LIGHT LIKE LIGHTENING. THE AIRCRAFT AND AREA WHERE THE OBJECT IS BELVEVED TO HAVE LANDED ARE BEING CHECKED FOR POSSIBLE RADIATION



MORE INFORMATION WILL BE FORWARDED WHEN IT BECOMES AVAILABLE.

~~X6097-110FC2006~~

R.T

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DEPARTMENT OF DEFENSE

JOINT CHIEFS OF STAFF

MESSAGE CENTER

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12. (U) USDAO, TEHRAN, IRAN

13. (U) FRANK B. MCKENZIE, COL, USAF, DATT

14. (U) NA

15. [REDACTED] THIS REPORT FORWARDS INFORMATION CONCERNING THE SIGHTING OF AN UFO IN IRAN ON 19 SEPTEMBER 1976.

A. AT ABOUT 1230 AM ON 19 SEP 76 THE IMPERIAL IRANIAN AIR FORCE (IIAF) COMMAND POST RECEIVED FOUR TELEPHONE CALLS FROM CITIZENS LIVING IN THE SHEHIRAN AREA OF TEHRAN SAYING THAT THEY HAD SEEN STRANGE OBJECTS IN THE SKY. SOME REPORTED A KIND OF BIRD-LIKE OBJECT WHILE OTHERS REPORTED A HELICOPTER WITH A LIGHT ON. THERE WERE NO HELICOPTERS AIRBORNE AT THAT TIME. THE COMMAND POST CALLED BG YOUSEFI, ASSISTANT DEPUTY COMMANDER OF OPERATIONS. AFTER HE TOLD THE CITIZEN IT WAS ONLY STARS AND HAD TALKED TO MEHRABAD TOWER HE DECIDED TO LOOK FOR HIMSELF. HE NOTICED AN OBJECT IN THE SKY SIMILAR TO A STAR BIGGER AND BRIGHTER. HE DECIDED TO SCRAMBLE AN F-4 FROM SHAHROKHI AFB TO INVESTIGATE.

B. AT 0130 HRS ON THE 19TH THE F-4 TOOK OFF AND PROCEEDED TO A POINT ABOUT 40 NM NORTH OF TEHRAN. DUE TO ITS BRILLIANCE THE OBJECT WAS EASILY VISIBLE FROM 70 MILES AWAY. AS THE F-4 APPROACHED A RANGE OF 25 NM HE LOST ALL INSTRUMENTATION AND COMMUNICATIONS (UHF AND INTERCOM). HE BROKE OFF THE INTERCEPT AND HEADED BACK TO SHAHROKHI. WHEN THE F-4 TURNED AWAY FROM THE OBJECT AND APPARENTLY WAS NO LONGER A THREAT TO IT THE AIRCRAFT REGAINED ALL INSTRUMENTATION AND COMMUNICATIONS. AT 0140 HRS A SECOND F-4 WAS LAUNCHED. THE BACKSEATER ACQUIRED A RADAR LOCK ON AT 27 NM, 12 O'CLOCK HIGH POSITION WITH THE VC (RATE OF CLOSURE) AT 150 NMPH. AS THE RANGE DECREASED TO 25 NM THE OBJECT MOVED AWAY AT A SPEED THAT WAS VISIBLE ON THE RADAR SCOPE AND STAYED AT 25NM.

C. THE SIZE OF THE RADAR RETURN WAS COMPARABLE TO THAT OF A 707 TANKER. THE VISUAL SIZE OF THE OBJECT WAS DIFFICULT TO DISCERN BECAUSE OF ITS INTENSE BRILLIANCE. THE LIGHT THAT IT GAVE OFF WAS THAT OF FLASHING STROBE LIGHTS ARRANGED IN A RECTANGULAR PATTERN AND ALTERNATING BLUE, GREEN, RED AND ORANGE IN COLOR. THE SEQUENCE OF THE LIGHTS WAS SO FAST THAT ALL THE COLORS COULD BE SEEN AT ONCE. THE OBJECT AND THE PURSUING F-4 CONTINUED ON A COURSE TO THE SOUTH OF TEHRAN WHEN ANOTHER BRIGHTLY LIGHTED OBJECT, ESTIMATED TO BE ONE HALF TO ONE THIRD THE APPARENT SIZE OF THE MDON, CAME OUT OF THE ORIGINAL OBJECT. THIS SECOND OBJECT HEADED STRAIGHT TOWARD THE F-4 AT A VERY FAST RATE OF SPEED. THE PILOT ATTEMPTED TO FIRE AN AIM-9 MISSILE AT THE OBJECT BUT AT THAT

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DEPARTMENT OF DEFENSE

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PAGE 3

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INSTANT HIS WEAPONS CONTROL PANEL WENT OFF AND HE LOST ALL COMMUNICATIONS (UHF AND INTERPHONE). AT THIS POINT THE PILOT INITIATED A TURN AND NEGATIVE G DIVE TO GET AWAY. AS HE TURNED THE OBJECT FELL IN TRAIL AT WHAT APPEARED TO BE ABOUT 3-4 NM. AS HE CONTINUED IN HIS TURN AWAY FROM THE PRIMARY OBJECT THE SECOND OBJECT WENT TO THE INSIDE OF HIS TURN THEN RETURNED TO THE PRIMARY OBJECT FOR A PERFECT REJOIN.

D. SHORTLY AFTER THE SECOND OBJECT JOINED UP WITH THE PRIMARY OBJECT ANOTHER OBJECT APPEARED TO COME OUT OF THE OTHER SIDE OF THE PRIMARY OBJECT GOING STRAIGHT DOWN, AT A GREAT RATE OF SPEED. THE F-4 CREW HAD REGAINED COMMUNICATIONS AND THE WEAPONS CONTROL PANEL AND WATCHED THE OBJECT APPROACH THE GROUND ANTICIPATING A LARGE EXPLOSION. THIS OBJECT APPEARED TO COME TO REST GENTLY ON THE EARTH AND CAST A VERY BRIGHT LIGHT OVER AN AREA OF ABOUT 2-3 KILOMETERS. THE CREW DESCENDED FROM THEIR ALTITUDE OF 26M TO 15M AND CONTINUED TO OBSERVE AND MARK THE OBJECT'S POSITION. THEY HAD SOME DIFFICULTY IN ADJUSTING THEIR NIGHT VISIBILITY FOR LANDING SO AFTER ORBITING MEHRABAD A FEW TIMES THEY WENT OUT FOR A STRAIGHT IN LANDING. THERE WAS A LOT OF INTERFERENCE ON THE UHF AND EACH TIME THEY PASSED THROUGH A MAG. BEARING OF 150 DEGREE FROM MEHRABAD THEY LOST THEIR COMMUNICATIONS (UHF AND INTERPHONE) AND THE INS FLUCTUATED FROM 30 DEGREES - 50 DEGREES. THE ONE CIVIL AIRLINER THAT WAS APPROACHING MEHRABAD DURING THIS SAME TIME EXPERIENCED COMMUNICATIONS FAILURE IN THE SAME VICINITY (KILO ZULU) BUT DID NOT REPORT SEEING ANYTHING. WHILE THE F-4 WAS ON A LONG FINAL APPROACH THE CREW NOTICED ANOTHER CYLINDER SHAPED OBJECT (ABOUT THE SIZE OF A T-BIRD AT 10M) WITH BRIGHT STEADY LIGHTS ON EACH END AND A FLASHER IN THE MIDDLE. WHEN QUERIED THE TOWER STATED THERE WAS NO OTHER KNOWN TRAFFIC IN THE AREA. DURING THE TIME THAT THE OBJECT PASSED OVER THE F-4 THE TOWER DID NOT HAVE A VISUAL ON IT BUT PICKED IT UP AFTER THE PILOT TOLD THEM TO LOOK BETWEEN THE MOUNTAINS AND THE REFINERY.

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PAGE 3

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DEPARTMENT OF DEFENSE

JOINT CHIEFS OF STAFF

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PAGE 4 [REDACTED] 12043
LIKE LIGHTNING. THE AIRCRAFT AND AREA WHERE THE OBJECT IS
BELIEVED TO HAVE LANDED ARE BEING CHECKED FOR POSSIBLE RADIATION.
NO COMMENTS; [REDACTED] ACTUAL INFORMATION CONTAINED IN THIS REPORT
WAS OBTAINED FROM SOURCE IN CONVERSATION WITH A SUB-SOURCE, AND
IIAF PILOT OF ONE OF THE F-48. MORE INFORMATION WILL BE
FORWARDED WHEN IT BECOMES AVAILABLE.

[REDACTED]
BT
#9575
ANNOTES
JEP 117

23 SEP 1976 13 11
DIA-DS-3C
OXF-5865



DEPARTMENT OF DEFENSE
OFFICE OF PUBLIC INFORMATION
WASHINGTON 25, D. C.

26 January 1953

Henry Holt & Company
383 Madison Avenue
New York 17, N.Y.

Dear Sirs:

This will acknowledge your letter of recent date regarding a proposed book on "flying saucers" by Major Donald E. Keyhoe, U. S. Marine Corps, retired.

We in the Air Force recognize Major Keyhoe as a responsible, accurate reporter. His long association and cooperation with the Air Force, in our study of unidentified flying objects, qualifies him as a leading civilian authority on this investigation.

All the sighting reports and other information he listed have been cleared and made available to Major Keyhoe from Air Technical Intelligence records, at his request.

The Air Force, and its investigating agency, "Project Bluebook," are aware of Major Keyhoe's conclusion that the "Flying Saucers" are from another planet. The Air Force has never denied that this possibility exists. Some of the personnel believe that there may be some strange natural phenomena completely unknown to us, but that if the apparently controlled maneuvers reported by many competent observers are correct, then the only remaining explanation is the interplanetary answer.

Very Truly Yours

Albert M. Chop
Albert M. Chop
Air Force Press Desk

(25)

(1)

[REDACTED]

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OCT 2 1952

MEMORANDUM TO: Director of Central Intelligence

THROUGH: Deputy Director (Intelligence)

FROM: Assistant Director, Office of Scientific Intelligence

SUBJECT: Flying Saucers

1. **PROBLEM**—To determine: (a) whether or not there are national security implications in the problem of "unidentified flying objects"; (b) whether or not adequate study and research is currently being directed to this problem in its relation to such national security implications; and (c) what further investigation and research should be instituted, by whom, and under what aegis.
2. **FACTS AND DISCUSSION**—OSI has investigated the work currently being performed on "flying saucers" and found that the Air Technical Intelligence Center, DL, USAF, Wright-Patterson Air Force Base, is the only group devoting appreciable effort and study to this subject, that ATIC is concentrating on a case-by-case explanation of each report, and that this effort is not adequate to correlate, evaluate, and resolve the situation on an overall basis. The current problem is discussed in detail in TAB A.
3. **CONCLUSIONS**—"Flying saucers" pose two elements of danger which have national security implications. The first involves mass psychological considerations and the second concerns the vulnerability of the United States to air attack. Both factors are amplified in TAB A.
4. **ACTION RECOMMENDED**—(a) That the Director of Central Intelligence advise the National Security Council of the implications of the "flying saucer" problem and request that research be initiated. TAB B is a draft memorandum to the NSC, for the DCI's signature. (b) That the DCI discuss this subject with the Psychological Strategy Board. A memorandum to the Director, Psychological Strategy Board, is attached for signature as TAB C. (c) That CIA, with the cooperation of PSB and other interested departments and agencies, develop and recommend for adoption by the NSC a

RELEASED 5/9/94

[REDACTED]

000093

policy of public information which will minimize concern and possible panic resulting from the numerous sightings of unidentified objects.

H. Marshall Chadwell
H. MARSHALL CHADWELL
Assistant Director
Scientific Intelligence

APPENDICES:

- TAB A—Memorandum to DCI, through DDI, Subject: Flying Saucers.
- TAB B—Letter to National Security Council with enclosure.
- TAB C—Memo to Director, Psychological Strategy Board with enclosure.

CONCURRENCES:

Date: _____

LOUIS E. BECKER
Deputy Director/Intelligence

ACTION BY APPROVING AUTHORITY:

Date: _____

Approved (disapproved):

WALTER B. SMITH
Director



Key Liaison

CLASSIFICATION

CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT NO. OO-W-23602

CD NO. --

000044

DATE OF INFORMATION 1952

DATE DIST. 16 Aug 1952

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

COUNTRY Belgian Congo
SUBJECT Military; Scientific - Air
HOW PUBLISHED Daily newspaper
WHERE PUBLISHED Vienna
DATE PUBLISHED 29 Mar 1952
LANGUAGE German



THIS IS UNEVALUATED INFORMATION

SOURCE Die Presse.

FLYING SAUCERS OVER BELGIAN CONGO URANIUM MINES

Fritz Sitte

Recently, two fiery disks were sighted over the uranium mines located in the southern part of the Belgian Congo in the Elisabethville district, east of the Luapula River which connects the Meru and Bangweolo lakes. The disks glided in elegant curves and changed their position many times, so that from below they sometimes appeared as plates, ovals, and simply lines. Suddenly, both disks hovered in one spot and then took off in a unique zigzag flight to the northeast. A penetrating hissing and buzzing sound was audible to the on-lookers below. The whole performance lasted from 10 to 12 minutes.

Commander Pierre of the small Elisabethville airfield immediately set out in pursuit with a fighter plane. On his first approach he came within about 120 meters of one of the disks. According to his estimates, the "saucer" had a diameter of from 12 to 15 meters and was discus-shaped. The inner core remained absolutely still, and a knob coming out from the center and several small openings could plainly be seen. The outer rim was completely veiled in fire and must have had an enormous speed of rotation. The color of the metal was similar to that of aluminum.

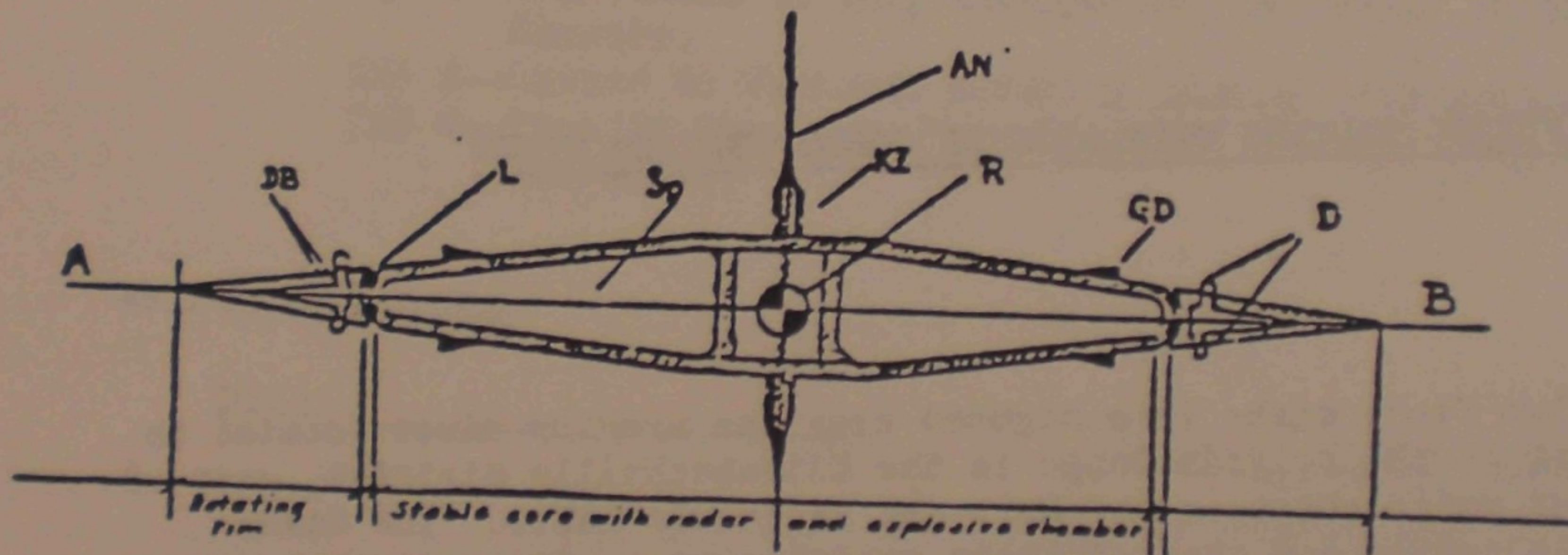
The disks traveled in a precise and light manner, both vertically and horizontally. Changes in elevation from 800 to 1,000 meters could be accomplished in a few seconds; the disks often shot down to within 20 meters of the tree tops. Pierre did not regard it possible that the disk could be manned, since the irregular speed as well as the heat would make it impossible for a person to stay inside the stable core. Pierre had to give up pursuit after 15 minutes since both disks, with a loud whistling sound which he heard despite the noise of his own plane, disappeared in a straight line toward Lake Tanganyika. He estimated their speed at about 1,500 kilometers per hour.

Pierre is regarded as a dependable officer and a zealous flyer. He gave a detailed report to his superiors which, strangely enough, in many respects agreed with various results of research.

RELEASED 5/9/94

The sketch below shows the construction principle of the "flying saucers." The captions are, in part, purely conjecture, based on reports by pilots who pursued the disks; in part, they were learned from secret research institutions. The central core contains the explosive (SP) and the installations for radar steering (R). It has catapult knobs (KZ) and antennae (AN) as well as counter-pressure housing (GD). Around this core, a rim rotates which has jets (D) on its upper and lower side, plus fuel chambers (DB). The roller bearing is shown by the letter L. The launching occurs at a sharp angle in the manner of a discus throw; the revolutions per minute of the rim probably amount to 22,000. The jets on the bottom of the rim serve to propel the disk vertically upwards; lateral steering results from switching on and off various jet groups.

[Appended sketch follows:]



[REDACTED]

000115

(Signed R. L. CLARK)
H. MARSHALL GRADY
Assistant Director
Scientific Intelligence

Enclosure - Tab A

- Distribution:
- Director - orig & 1
 - DD/I - 1
 - FRE/SI - 1
 - WRE/SI - 1
 - C/SI - 1 ✓
 - AE/SI - 2

OSI:ELC:PCD/

(18 Dec 52)

[REDACTED]

1. Motion Pictures, Tropic, Utah

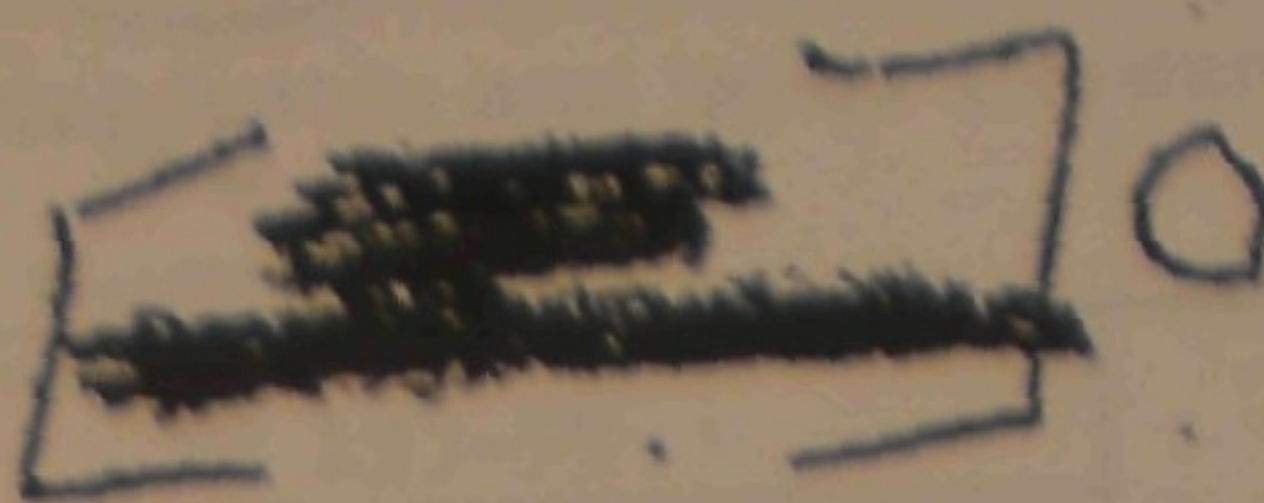
This case involves the sighting and photographing (Kodachrome film) of ten bright lights moving across the sky on 2 July 1952 in rough formation. Source is a Chief Photographer's Mate, USN, with 17 years photographic experience. The local time was 1110; weather conditions bright, clear, no clouds. Objects appeared to be "chilling about" while traveling in a westerly direction across the sky. Source was driving along the road when the sighting occurred. He stopped the car and photographed the event with his personal camera. Toward the end of the sighting, one object separated from the rest and reversed course across the sky.

Status: ATIC Photographic Laboratory examination of the film resulted in following conclusions:

- a. 10 objects, all alike in movement and size.
- b. Decidedly improbable that they are birds or balloons.
- c. Exact nature cannot be determined, because they are visible only as small spots of light. It can be deduced, however, that they are either non-spherical in shape and similar to bright metal in reflectance or else variably self-luminous. Objects which follow similar courses show similar brightness fluctuations which could be caused by their taking similar flight attitudes.
- d. Apparently a coordination of movement to some extent among these objects. They seem to move in formations which are probably 3-dimensional in arrangement.
- e. The movements suggest flight paths consisting of skew curves in space.
- f. The single object which reversed course remained reasonably uniform in brightness. It followed a nearly straight line path with reasonable uniformity of motion at an angular velocity of about 2.1"/sec. (This is equivalent to the following speeds: 37 mph @ 500 yards; 75 mph @ 1000 yards; 375 mph @ 5000 yards; 750 mph @ 10,000 yards; etc.).
- g. It would probably be extremely difficult to imitate this photography for fraudulent purposes.

This film is currently under examination by the U. S. Navy Photo Interpretation Laboratory, Anacostia. Estimated completion date: 15 January 1953.

ancy Liaison



000117

2. Bright Light sighted from Presque Isle and Lincoln Air Force Bases.

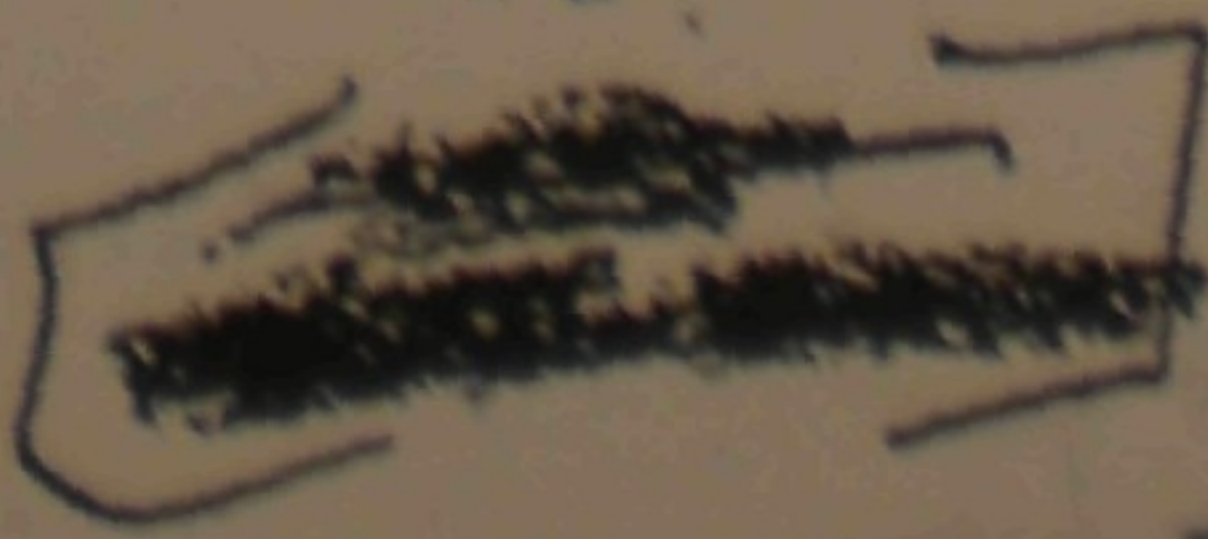
This sighting occurred the night of 10-11 October 1952 from 2300 to 0300 local time, by observers at the weather stations at these Air Force Bases. The description of the light was "circular orange object with four green lights nearby." The only sightings of elevation and azimuth were obtained. Weather was clear.

Status: A comparison of observed azimuths and elevations of the supposed object with the calculated position and relative motion of the planet Jupiter leave little doubt that the observed object was actually Jupiter.

3. Reported Sightings of a Strange Object in Florida

This sighting was reported by a Boy Scoutmaster to have occurred at 2150 local time on 19 August 1952 near West Palm Beach, Florida. According to the story given, the source was driving along deserted road in his car, together with four Boy Scouts. Sighting a strange light, source stopped the car, cautioned the boys to wait, and entered the palmetto undergrowth alone. When he did not return in a few minutes, and witnessing some strange lights in the vicinity of the scoutmaster, the boys went for help, returning with a deputy sheriff. The scoutmaster appeared, fully frightened, slightly burned on the forearms. His story was that he had seen a large circular object about eight feet over his head which had released a "fire ball" which descended on him. He stated that he had thrown himself upon the ground and "blacked out." There were various other contradictions to the story. His cap was burned slightly and samples of grass taken from the immediate vicinity of the "sighting" differed strangely in appearance from samples 75 yards away.

Status: The background of the source indicates an unwavering personal reputation and criminal record, resulting in the belief that the report may have been an elaborate hoax. However, the unusual condition of the grass samples is currently unexplained. This fact, together with other aspects of the case, leave final determination in doubt at this time.

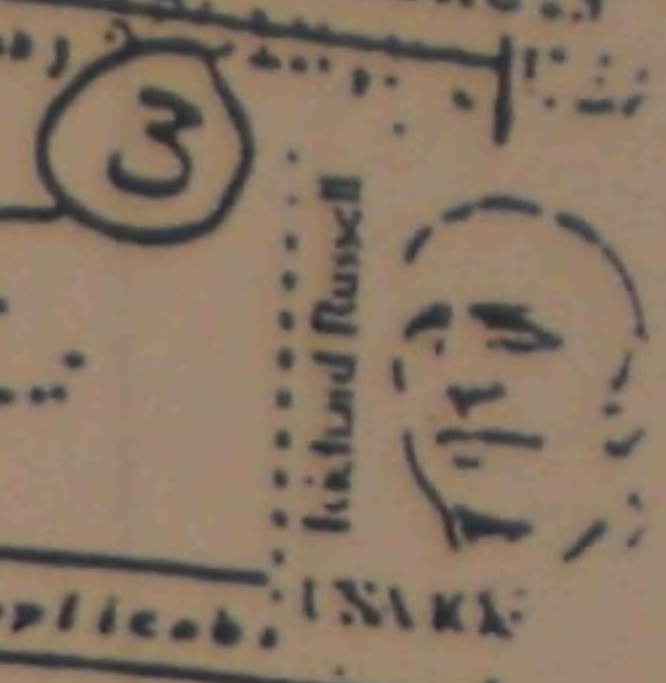


USAF Lt. Col. THOMAS S. RYAN, U.S. Air Attache to Czechoslovakia:

The Significance of This Report... is Remarkable and lends Credence to many "saucer" Reports.

8A
000900
Cont. f

COUNTRY OF ACTIVITY REPORTING CZECHOSLOVAKIA		REPORT NO. IR 193-55	SRI STATUS (if applicable)	
AIR INTELLIGENCE INFORMATION REPORT			TIC 6244	
COUNTRY OF AREA REPORT CONCERNING USSR	DATE OF INFORMATION 4 OCT. 55	DATE OF COLLECTION 13 OCT. 55	SRI NO. CANCELED/INCOMPLETE	
ACTIVITY SUBMITTING REPORT US AIR ATTACHE	DATE OF REPORT 14 OCT. 55	EVALUATION B-2	SRI NO. ACTIVE	
PREPARING INDIVIDUAL LT. COL. THOMAS S. RYAN	REFERENCES (All Subject, previous reports, etc., as applicable) BAIR 3A; 2T2; 3A3; 1343; 3A5. USAIRA CABLE (TS) C-103 dtd 13 OCT 55		ADDITIONAL INFORMATION OR (Date)	
NAME OR DESCRIPTION OF SOURCE LT. COL. E.U. HATHAWAY	SUBJECT (Descriptive title. Use individual reports for separate subjects) OBSERVATIONS OF TRAVELLER IN USSR			



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

This report contains an eye witness account of the ascent and flight of an unconventional aircraft in the Trans Caucasus region of the USSR. This aircraft was reported by three highly reliable United States observers who were travelling by rail at the time of the sighting. The three observers were firmly convinced that they saw a genuine flying saucer or flying disc. Two sightings occurred at 1910 hours on 4 Oct. 55 between ANATI and ADZHLJABUL, ten minutes by rail after departing ANATI. One disc aircraft ascended almost vertically, at a relatively slow speed with its outer surface revolving slowly to the right, to an altitude of about 6000 feet where its speed then increased sharply as it headed north. The second flying disc was seen performing the same actions about one minute later. The take-off area was about 1-2 miles south of the rail line where two searchlight beams were seen pointing up almost vertically. All other observations given to USAIRA in Prague by the three visitors, 12-13 Oct 55,

IS RUMPT 61

Y 061202Z

FM COMB 64TH AIR DIV DEP FORTYBELL AFB WFLD

TO R/DEPT/COMB AIR DEFENSE COMMAND WFLD AFB WFLD
R/DEPT/COMB AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PAT AFB OHIO
R/DEPT/COMB STAFF USAF WASH DC
R/DEPT/COMB EASTERN MA FRONTIER NY NY
R/DEPT/COMB WASHINGTON AIR CO WASH FORTYBELL AFB WFLD
R/DEPT/COMB AIR OFFICER COMMANDING AIR DEFENSE COMMAND HQJ ST ROBERTS
QUEBEC CANADA
R/DEPT/COMB AIR OFFICER COMMANDING MARITIME AIR COMMAND HALIFAX NOVA SCOTIA
R/DEPT/COMB 93RD AGRON KEPLAVIK ARMS ICELAND
R/DEPT/COMB OFFICER ATLANTIC COAST HALIFAX NOVA SCOTIA
BT

TON 06975 ARCHIE 91 ARCHIE 29. OUT OF MARSH AFB ON FULMINO MISSION BACK TO
HARMON. REPORTED SIGHTING OBJ AT 0705Z. ZC 973 ALT 20,000 FT. WEATHER CLEAR.
NO CLOUDS ABOVE AIRCRAFT. SCATTER CLOUDS AT 1000 FT. LEVEL NO REFLECTION
POSSIBLE FROM CLOUDS. PILOT OF ARCHIE 29 LT S Y SPIER. AIRCRAFT MADE CONTACT
WITH RADAR SITE. SITE PAINTED OBJ ON SCOPE AT 0707Z. MAINTAINED CONTACT
FOR 49 MIN. ARCHIE 29 IN POSITION TO CLOSE ON OBJ. INSTRUCTED TO DO SO BY SITE.
POSITION OF OBJ 250 DEGREES FROM STATION AT APPROXIMATELY 20 MILES. FIRST APPEARANCE
TO BE HOVERING OBJ AT 10 O'CLOCK POSITION RELATIVE TO AIRCRAFT ARCHIE 29 TRIED TO
CLOSE. OBJ BEGAN TO MOVE SLOWLY S.W. 050 DEGREES T.S. RELATIVE TO SPEED OF
ARCHIE 29, 275K. PILOT OF ARCHIE 29 MAINTAINED VISUAL CONTACT WITH OBJ CALLING
DIRECTION CHANGES OF OBJ TO SITE BY RADIO DIRECTION CHANGES CORRELATED EXACTLY
WITH THOSE PAINTED ON SCOPE BY CONTROLLER. OBJ BEGAN CLIMBING. ARCHIE 29 PILOT
LOST VISUAL CONTACT WITH OBJ'S EST ALTITUDE 40-50,000 FT. OBJ THEN ACCELERATED
TO SPEED OF ESTIMATED 1500 K AND MOVED OFF IN N.E. DIRECTION PAINTED ON SCOPE.
FIGHTER SCRUBLED WHEN OBJ STARTED TO CLIMB, BEST WEAPON ON FIGHTER. NO CONTACT
MADE. RADAR OR VISUAL.

PAGE 1 OF 2 PAGES

PAGE II

AT SAME TIME RADAR SITE WAS ALSO PAINTING 5 SMALLER OBJ'S ON SCOPE 5-10,000 FT
BELOW THE 06975 ARCHIE 29 AND ARCHIE 91. AT 000 DEGREES, 60 MILES FROM STATION
OBJ'S MOVING VERY VERY FAST. CHANGING DIRECTION AND ALTITUDE JUMPING ON AND OFF IN
FORMING CIRCULAR PATTERN. CHANGED TO LINE AHEAD. TRAVELING 10-20 MILES PER
CHANGING DIRECTION CONTROLLER ESTIMATES SPEED IN EXCESS OF 1500 K. CL19 AIRCRAFT
FROM 000Z PASSED WITHIN 5 MILES OF OBJ'S HOT REGION OF OBJ'S SEEN BY
119 CREW. INTERVIEW OF CREW'S OF ARCHIE 29 ARCHIE 91 AND CL19 BEING CONDUCTED
BY BATE INTELL OFFICER BATHEN AND COMPLETE REPORT TO BE SENT D/T 64TH A.D. FOLLOWING
UP MESSAGE WILL BE SENT ALL ADDRESSES.

BT

06/1255Z JUNE 1957

V16 COL
OO CTT DE V16 10
O 0710

V16 COL
OO CTT DE V16 10
O 070100Z

FM CDR 64TH AIR DIV DEF PEPPERELL AFB MD
TO ZEN/CCDR ADCENT AFB COL SPRING COL
ZEN/CCDR ATIC WHITE PAPER PATT AFB OHIO
ZEN/D/I HQ USAF WASH DC
ZEN/CCDR CHIEF OF STAFF USAF WASH DC
ZEN/COMBANTON NEW YORK NY
ZEN/COMBANTON ATTN CCO ST HUBERTS
ZEN/COMBANTON HALIFAX NOVA SCOTIA
ZEN/CCDR 932ND ACROB REFLWR AFB IOWA
ZEN/COMBANTON HALIFAX NOVA SCOTIA
ZEN/CCDR EASTERN AIR DEF COMND STEWART AFB NEWBURG NY
ZEN/CCDR CONTINENTAL AIR DEF CHICKAD AFB COL SPRING COL
R/CCDR/CCDR HEAC ATIC INTELLIGENCE
BT

/// ~~CONFIDENTIAL~~ /// ADDNO 167 REF ADDNO 164 AND ADDNO 165 THIS IS
FOLLOW UP REPORT OF PERCELL STATEMENTS. THIS REC IS IN 6 PARTS.

ADOP 7-3. THE FOLLOWING REPORT IS SUBMITTED IAW HEAC REG 200-2, DTD 13 DEC 54.
THIS REC IS IN 6 PARTS. IT INCLUDES 6 SIGNED STATEMENTS WHICH MAY CONSTITUTE A
VITAL INTELLIGENCE SIGHTING.

PART 1. "I WAS AT THE CONTROLS AT THE TIME OF THE INITIAL SIGHTING OF THE
OBJECT WHEN IT WAS CALLED TO THE ATTENTION OF THE CREW IN THE FORWARD PART OF
THE ACFT THAT THIS PARTICULAR OBJECT WAS MAKING ERRATIC MOTION IN THE SKY. AT
THIS TIME, UPON SIGHTING THE OBJECT MYSELF, I DID NOTICE THAT THE OBJECT WAS
MAKING A VERY IRREGULAR ZIG ZAG PATTERN AT A POSITION OF APPROX 10 O'CLOCK POSN
ON THE HORIZON. OUR ALTITUDE AT THAT TIME WAS 16,000 FEET, OUR HEADING 125
DEGREES. THE OBJECT APPEARED TO HAVE THE SAME ALTITUDE OF OUR ACFT. THE EASTERN
SKY WAS JUST BEGINNING TO LIGHT UP, THE TIME BEING APPROX 0700Z, AND THE OBJECT
WAS VISIBLE THROUGH WHAT LOOKED TO ME TO BE AN INVERSION LAYER. MY FIRST
IMPRESSION WAS THAT IT WAS VERY LIKELY THE MORNING STAR OR VENUS AND THAT ITS
ERRATIC MOTION MIGHT BE ATTRIBUTED TO REFRACTION AND OUR OWN RELATIVE FORWARD

[REDACTED]

NOTION. HOWEVER AT THE TIME THAT 'ARCHIE' WAS NOTIFIED AND ADVISED THAT THEY
HAD MOVED UP 4 OR 5 TARGETS IN THIS SAME AREA, I BEGAN TO WONDER WHETHER IT WAS IN
THE MORNING STAR OR SOMETHING ELSE. BETWEEN THE TIME OF THE INITIAL SIGHTING
AND THE TIME THAT WE STARTED OUR LET-DOWN, WHICH WAS APPROXIMATELY 1/2 HOUR, IT
IS MY ESTIMATE THAT THE OBJECT CHANGED ITS POSITION WITH RESPECT TO THE HORIZON
BY APPROXIMATELY 15 DEGREES OF ELEVATION AND 5 DEGREES AZIMUTH. AFTER THIS
REFERENCED ANGLE OF ELEVATION INCREASED, THE OBJECT MOVED OUT OF THE
SUSPECTED INTERIOR AREA AT WHICH TIME THE EXTENT OF ITS ERRATIC MOTION SEEMED
TO DECREASE AND ONCE AGAIN I THOUGHT IT WAS POSSIBLY THE MORNING STAR."

SIGNED LT. PAUL DALEY AO 1637037 CO-PILOT, EO-97 97TH AFB (TOX TRAF)

PART 2. "AT 0700Z THIS DATE, I RECEIVED A CALL FROM 'ARCHIE 91' A EO-97
ENROUTE TO KURNAY AFB, HIS POSITION AT THIS TIME WAS 200 DEGREES TRUE E, 80 MILES N
FROM THIS STATION. 'ARCHIE 91' REPORTED SIGHTING AN UNKNOWN OBJECT IN THE AIR
TO THE LEFT OF HIS ACFT, SLIGHTLY ABOVE HIM, MOVING AT VERY HIGH SPEEDS.
IMMEDIATELY THEREAFTER, 'ARCHIE 29' ANOTHER AIRCRAFT APPROXIMATELY 20 MILES TO THE
OF 'ARCHIE 91' REPORTED A SIGHTING OF THE SAME OBJECT IN THE SAME LOCATION.

THE OBJECT WAS DESCRIBED AS FOLLOWING A VERY ERRATIC COURSE, MAKING SHARP
CHANGES IN DIRECTION. BOTH AIRCRAFT REPORTED THAT THERE WERE NO CLOUDS WHAT-
SOEVER NEAR THIS ALTITUDE THAT MIGHT CAUSE A REFLECTION.

APPROXIMATELY 0700Z I MADE RADAR CONTACT WITH A TARGET IN THE REPORTED
POSITION, AND ALSO WITH SEVERAL OTHER TARGETS SLIGHTLY CLOSER TO THIS STATION.
THE SIGHTED OBJECT APPEARED TO BE MOVING VERY SLOWLY AT THIS TIME AND STABLE
CONTACT WAS MAINTAINED FOR SEVERAL MINUTES. THE OTHER AIRCRAFT REPORTED ALSO,
AT THIS TIME THE OBJECT SEEMED TO BE HOVERING. THE OTHER GROUP OF OBJECTS
DETECTED BY RADAR WERE MOVING VERY FAST, SEEMING IN A CLUSTER, VERY STRAIGHT
IN LINE FORMATION. DUE TO BLW ANTENNA ROTATION, HIGH SPEED AND CHANGING COURSE
OF THESE OBJECTS, SPEED CHECK WAS NOT AVAILABLE. ESTIMATE OF SPEED WOULD BE
1,500 KNOTS. THE GROUP OF TARGETS WAS DETECTED SHORTLY OF THE NEXT HORIZON

AT FROM 5,000 - 10,000 FEET.

I ASKED 'ARCHIE 29' IF HE WOULD ATTEMPT TO CLOSE ON THE SIGHTED OBJECT USING CAUTION, FOR A BETTER REPORT. THE PILOT OF 'ARCHIE 29', LT R.R. SPYER ACCEPTED AND CHANGED COURSE TOWARD THE OBJECT. APPROXIMATE RANGE TO THE OBJECT WAS 40 MILES. THE OBJECT WAS STILL HOVERING IN APPROXIMATELY THE SAME LOCATION AS THE RANGE DECREASED, THE OBJECT BEGAN SLOWLY MOVING NORTHWARD. AFTER TRAVELING NORTH ABOUT 10 MILES THE OBJECT MADE A TURN BACK SOUTH. 'ARCHIE 29' CLOSED TO WITHIN 15 MILES OF THE OBJECT, THEN IT BEGAN TO MOVE OFF IN A WIDE SWERLY DIRECTION AGAIN ABOUT 070 DEGREES TRUE. 'ARCHIE 29' REPORTED THAT THE OBJECT WAS MOVING NORTHWARD AND CLIMBING. HE SAID IT LOOKED LIKE HE WAS NOT CLOSING ON IT ANY LONGER. AT THIS TIME I REQUESTED PERMISSION FROM 'DIGNITY' (CONTROL CENTER) TO 'SCRAMBLE' A FIGHTER AFTER THE OBJECT. REQUEST WAS APPROVED AND 'SCRAMBLE' WAS COMPLETED. RANGE OF OBJECT AT THIS TIME WAS 350 DEGREES TRUE AT 60 MILES.

SHORTLY THEREAFTER, A VISUAL CONTACT WITH THE OBJECT WAS MADE ON OUR HEIGHT FINDER. ALTITUDE WAS 35,000 FEET. 'ARCHIE 29' REPORTED THAT OBJECT WAS GETTING MORE HIGHER AND FADING FROM VIEW, DUE TO LESSENING OF SUN'S REFLECTION ON IT, AND ALSO SUN BEING RESTRICTED VISION.

WHEN FIGHTER BECAME APPROXIMATE, OBJECT WAS 110 MILES NORTH OF THE STATION. FIGHTER PILOT, SHAKO 56, REPORTED HIS RADAR WAS IMPERATIVE HE REQUESTED TO CONTINUE MISSION FOR ATTEMPT AT VISUAL CONTACT. WHEN SHAKO 56 REACHED 'ARCHIE'S' POSITION, THE OBJECT HAD FADED FROM VIEW. BOTH AIRCRAFT WERE NOW 150 MILES NORTH-EAST OF THE STATION. AIRCRAFT WERE TRANSFERRED TO 'CRANDPA'S' CONTACT. WHEN CONTACT WAS MADE, THEY TURNED BACK TOWARDS STATION. NOTE LOGGED WITHOUT FURTHER INCIDENT.

SIGNED 2ND LT. CHARLES E. DENNIS USAF SENIOR DIR 640TH ACH SQ.

[REDACTED]

PART 3. FROM THE PERIOD OF 1700 5 JULY TO 0000 6 JULY 1955, I ASSUMED THE DUTIES OF CO AT THE 640TH ACG SITE. AT APPROXIMATELY 0700Z, I WAS CALLED INTO OPERATIONS BY THE SENIOR CONTROLLER, WHO IN TURN ADVISED ME OF UNKNOWN OBJECTS BEING VIEWED ON THE RADAR. IN CHECKING ALL RADAR IN OPERATION, IT WAS FOUND THEY WERE FUNCTIONING PROPERLY.

APPROXIMATELY FROM 1 JULY 1955 TO PRESENT, PERIODICALLY THROUGH THE DAY WE HAVE HAD WEATHER INVERSIONS CAUSING OUR RADAR BEAMS TO BEND TOWARD THE GROUND WE HAVE PERIODICALLY PICKED UP THE SOUTH SHORE OF LABRADOR AND ANTICOSTI ISLAND DUE TO THE WEATHER INVERSION. AT THE TIME OF THE SIGHTINGS, NO SUCH RADAR PHENOMENON WAS NOTICED. ALL UNKNOWN OBJECTS SIGHTED ON THE RADAR WERE WITHIN THE CAPABILITIES OF OUR RADAR SET."

SIGHTED 1ST LT. ANTHONY G. SCARPACE AO-9/1148 CND ELECT OFFICER, 640TH ACG SQ.

PART 4. "AT 0700Z, THE NAVIGATOR GAVE US A HEADING OF 132 DEGREES TO MARK 6. AFTER WE TURNED TO THAT HEADING LT. SCARPACE MADE HIS REPORT OF THE OBJECT. I LOOKED OVER WHEN HE CALLED IT IN AND THOUGHT IT WOULD HELP IF I VERIFIED WHAT HE SAID BECAUSE I SAW THE SAME THING AT APPROXIMATELY THE SAME POSITION. 'ERRACE' IDENTIFIED BOTH OF US BY OUR PARROT. 'ERRACE' DETERMINED THAT I WAS APPROXIMATELY 7 MILES CLOSER TO THE OBJECT SO HE HAD ME GIVE CHASE. THE OBJECT AT THIS TIME WAS APPROXIMATELY 25,000 FEET. MY ALTITUDE WAS 18,000 FEET. THE DISTANCE WAS APPROXIMATELY 35 MILES. WHEN I FIRST SIGHTED THE OBJECT, IT MOVED TO THE LEFT IN A VERY DEFINITE MOVEMENT AND A VERY FAST MOVEMENT. THERE WERE NO SLOW INCREASES OR DECREASES IN SPEED. IT WAS A VERY DEFINITE FAST MOVEMENT. IT DID THIS THREE TIMES. WE TURNED TO A HEADING OF 090 DEGREES AND THAT PUT THE OBJECT 12 O'CLOCK OUR POSITION. WHILE TRACKING THE OBJECT, IT MADE SEVERAL TURNS TO THE NORTH AND SEVERAL TURNS TO THE SOUTH WHICH WERE VERIFIED BY 'ERRACE'. WE CLOSED OUR DISTANCE TO THE OBJECT TO APPROXIMATELY 18 MILES AND AT THAT TIME I INCREASED

[REDACTED]

WE POWER AND TRIED TO INCREASE MY SPEED BUT DUE TO RUNNING LOW ON OIL, I HAD TO DECREASE MY POWER ONCE MORE. OUR INDICATED AIR SPEED WAS APPROXIMATELY 210 MILES PER HOUR. WHEN WE GOT WITHIN 12 MILES OF THE OBJECT, IT STARTED A DEFINITE CLIMB TO AN ESTIMATED ALTITUDE OF BETWEEN 35,000 AND 40,000 FEET. AT 0600Z, WE LOST CONTACT WITH THE OBJECT BECAUSE THE SUN WAS DIRECTLY IN FRONT OF US. AS THE SUN RISES HIGHER, THE LIGHT BEGAN TO GET DIMMER AND DIMMER UNTIL WE COMPLETELY LOST SIGHT. IF WE HAD NOT SEEN THE MOVEMENT OF THE OBJECT, WE WOULD HAVE THOUGHT IT WAS ONLY A BRIGHT STAR, BUT THE DEFINITE HORIZONTAL AND VERTICAL MOVEMENTS OF THE OBJECT KILLED THAT BELIEF. THE OBJECT WAS SIGHTED BY AT LEAST 5 OF THE CREW MEMBERS.

AT 0625Z AS WE WERE MAKING CONTACT WITH OUR RECEIVERS, WE SIGHTED AN OBJECT WITH A BRIGHT LIGHT AT APPROXIMATELY 10,000 FEET. IT WAS BELOW US AND TO OUR LEFT HEADING IN THE SAME DIRECTION. IT WENT FORWARD TO OUR LEADER'S POSITION AND TURNED AROUND AND CAME DIRECTLY BACK FROM THE READING OF 090 DEGREES. MY 2ND NAVIGATOR CALLED MY ATTENTION TO THIS OBJECT, BUT I DISREGARDED IT THINKING IT WAS ANOTHER AIRCRAFT. AFTER IT PASSED OUR POSITION, WE LOST CONTACT. SIGHTED BY LT. ROGER E. SPER, JR. 10-1556075 AIRCRAFT CENTER KC-97 9TH AFS (TAMPA FLA)

PAGE 5. WAS TURNED OFF AFTER COMPLETION OF REFUELING, THE TIME BEING APPROXIMATELY 0700Z, AND TOOK UP A HEADING FOR ZAMBON WHICH WAS 125 DEGREES. SECRETLY CONTROLLED 'STRAGE' CONTROL NOTIFIED ME OF AN AIRCRAFT AT 7 MILES OFF MY LEFT WING. I VERIFIED THIS POSITION BY VISUAL CONTACT OF SAID AIRCRAFT. SECRETLY THEREAFTER, 10 O'CLOCK TO MY POSITION, I NOTICED A BRIGHT LIGHT. AFTER CONSULTATION WITH 3 CREW MEMBERS, WE DECIDED THE LIGHT WAS MOVING VERY RAPIDLY. I DECIDED TO CALL 'STRAGE' CONTROL TO VERIFY THE LIGHT. I TOLD 'STRAGE' CONTROL THAT IT WAS APPROXIMATELY 10 O'CLOCK FROM MY POSITION AT FROM 15,000 TO 20,000 FEET, AT

[REDACTED]

[REDACTED]

ESTIMATED 50 MILES. I ALSO TOLD THEM IT WAS MOVING VERY RAPIDLY SOMETHING LIKE
THOSE FLYING SAUCERS. SHORTLY THEREAFTER, 'ARCHIE 29' CALLED 'STRACE' CONTROL AND
VERIFIED THE ACCOUNT OF THE OBJECT. AFTER POSITIVE IDENTIFICATION OF 'ARCHIE 29' THE
THE DISCUSSION OF THE OBJECT WAS REFERRED TO AS TO ITS POSITION FROM 'ARCHIE 29' AND
I VERIFIED ALL OF 'ARCHIE 29'S' INFORMATION AND CONTINUED WATCHING THE OBJECT UNTIL
UNTIL APPROXIMATELY 20 MILES FROM HANCO FIELD. FROM THE INFORMATION 'STRACE' WAS
GIVING 'ARCHIE 29', IT WAS APPARENT THAT 'ARCHIE 29' WOULD MAKE ANY FURTHER REPORTS
ON THE OBJECT, SO I DECIDED TO LAND AT HANCO AND CLEARED FROM THE 'STRACE' REPORTS
SIGNED LT. ROBERT W. SCHNECK AD-775721 AIRCRAFT CMDR, KC-97 97TH AFB (TODI BRANCH
PAGE 6. "AFTER WE FINISHED OUR REFUELING RUN AT APPROXIMATELY 0700Z, WE RETURNED TO
ON OUR NORTHEAST COURSE AND WE HEARD LT SCHNECK REPORT THE BRIGHT LIGHT THAT WAS
MOVING VERY FAST AND ERRATICALLY. RIGHT AFTER THAT THE AIRCRAFT COMMANDER SAW THE
OBJECT AND POINTED IT OUT TO ME. I COULD SEE IT. IT LOOKED LIKE A VERY BRIGHT
LIGHT, LIKE A STAR. WE TURNED TOWARDS THE LIGHT AND THAT WAS THE FIRST TIME I
NOTICED MOVEMENT. IT APPEARED STATIONARY FOR QUITE A WHILE AND THEN IT MOVED EITHER
EITHER NORTHERLY OR SOUTHERLY DIRECTIONS AT DIFFERENT TIMES. EACH TIME IT MOVED,
WE TURNED THE AIRCRAFT TO KEEP IT AT 12 O'CLOCK POSITION. 'STRACE' FIRST REPORTED
WE WERE 45 MILES FROM THE OBJECT. THE SKY WAS FAIRLY LIGHT ON THE HORIZON AND BY
CONTRAST THE OBJECT APPEARED VERY BRIGHT. IT WAS AT ITS BRIGHTEST WHEN 'STRACE'
INFORMED US THAT WE WERE 18 MILES FROM IT. AFTER THE SKY WAS GETTING LIGHTER,
THE OBJECT BECAME DIMMER AND MORE DIFFICULT TO SEE. ABOUT 0800Z, IT DISAPPEARED
COMPLETELY."

SIGNED LT. DAVID CLEMMER AD-3006255 CO-PILOT, KC-97 97TH AFB (TODI BRANCH)
FOLLOW UP REPORTS WILL BE FORWARDED AS RECEIVED AT THIS SITE // /CONFIDENTIAL//


BT

07/1230Z JULY 74

[REDACTED]

CSETI
P.C.
ASHEVILLE, NC 28813

CSETI
P.O. #15401
ASHEVILLE, NC 28813


AIR FORCE SPECIAL SECURITY OFFICE
Headquarters, Northeast Air Command
APO 842 New York, N.Y.

ESB

15 July 1955

SUBJECT: (UNCLASSIFIED) UFOB NEAC Area


TO: Commander
USAF Security Service
San Antonio, Texas

1. Reference to SSO NEAC message, Cite SUTLC-13, DTG 731277Z July and your message Cite OGP-15547, DTG 222311Z July 1955. Following is more detailed information on sighting in the NEAC area in June and July as requested in your message.

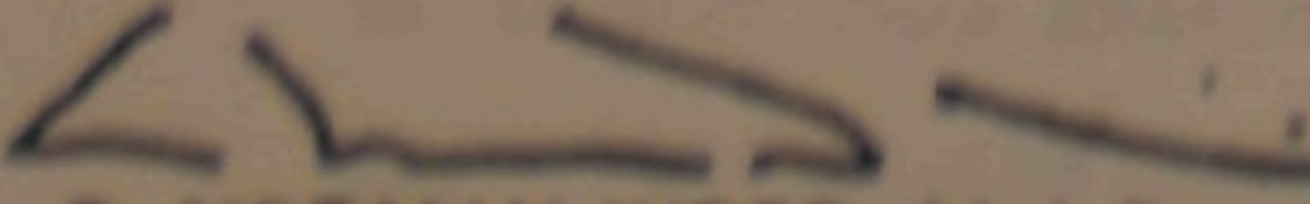
2. Inclosures 1, 2, 3, and 4 are detailed reports prepared by Watch Division, NEAC, on the 1 to 5 July sightings made by RB-47 crews. D/I NEAC has not correlated these sightings with any known activity.


3. Inclosures 5, 6, and 7 are detailed reports on the 7 July sighting near Harnett AFB, NCld. Inclosure 6 contains the interrogation reports of the crews involved in the sighting. Inclosure 7, NEAC Weekly Intelligence NOTICEL Digest contains a resume of the 7 July sighting and subsequent evaluation by D/I NEAC. Copies of all inclosures forwarded to DIA/ISA.

7 Incls

1. RB-47 sighting #1
 2. RB-47 sighting #2
 3. RB-47 sighting #3
 4. RB-47 sighting #4
 5. 64th Air Div Msg DTG 0512/32 Jul 55
 6. 64th Air Div Msg DTG 073133Z Jul 55
 7. Weekly Intell NOTICEL Digest
- 

DECLASSIFIED BY: ACS/Intelligence on 7 Sep 89.


C. NORMAN WOOD, Maj Gen,
Asst Chief of Staff, Intelligence



15-54

ITEM 1. At 2100Z on 1 June, an eastbound EB-47 experienced electronic contact with an unknown aircraft or object in the area of Devon Island. A bright return was received on the APG-32 set for 20 minutes and the warning light flashed intermittently. The EB-47's X-system recorded what was possibly the sweep of another radar nearby. Contact was lost at 2120Z. No visual contact established.

On the return westbound flight, the APG-32 again had a contact for 30 minutes duration at approximately 8,000 yards. This time no indication was registered by the warning light. No visual contact made. ****

Coordinates and times as follows:

First contact (estimate)	74°40'E-103°00'W	2100Z	1 June
Contact lost	76°15'E-31°00'W	2120Z	1 June
Second contact (estimate)	74°30'E-00°30'W	2400Z	1 June
Contact lost	74°10'E-31°30'W	0030Z	2 June

ITEM 2

At 0030Z on 4 June, a westbound EB-47 experienced electronic and visual contact with an unknown aircraft or object in the Kallville Sound area. The EB-47 gun warning light was flashing intermittently and the 8 radar had a contact at 7,000 yards range. Visual contact was made by crew chief, who describes aircraft as glistening silver metallic. The aircraft was first seen low and to the rear of the EB-47. It maintained a position low and to the rear and slightly right of the EB-47. The configuration of the aircraft was obscured by contrails. The aircraft broke off contact to the north with an increase in speed. The EB-47 was at 32,000, indicating Mach .735. Although gun camera films are available, they are of such poor quality that no information can be obtained from them. The radar and visual contacts were maintained for a total of 9 minutes. ****

Coordinates and times are as follows:

Contact established	74°10'E - 107°10'W	0030Z	4 June
Contact lost	73°45'E - 111°35'W	0042Z	4 June

ITEM 3

At 0050Z on 7 June, a westbound RB-47 enroute to Eilson AFB, Alaska, at 33,000 feet experienced electronic contact southeast of Banks Island. The RB-47's APG-32 detected an aircraft/object at 3,500 yards and at the same level as the aircraft. The scope return was small and rectangular. The pilot interpreted it to be a form of jamming. The target warning light went on and off 3 times in as many minutes. No visual or K-system contacts.****

Coordinates and times are as follows:

Contact established	71°02'N - 127°00'W	0050Z	7 June
Contact lost		0053Z	7 June (possibly later)

ITEM 4

At 2044Z on 8 June, an eastbound RB-47 flying at 30,000 feet experienced electronic and visual contact with an unknown aircraft south of Bathurst Island. The RB-47 was flying at 30,000 and indicating 450 knots. The warning light flashed and 2 indications were observed on APG-32 scope. The K-system scope showed indications of sweeping by another radar. Visual contact indicates aircraft was 5 to 10,000 feet above RB-47 and approximately 5-10 miles behind for approximately 20 minutes. The co-pilot of RB-47 states aircraft had fighter configuration. Contrail was observed as aircraft disappeared. Contrail also sighted by 2nd RB-47 approximately 80 miles behind 1st; therefore, about 70 miles behind the sighted aircraft. Distance suggests contrails remain visible for some time.****

Coordinates and times are as follows:

Contact established	74°28'N - 103°25'W	2044Z	8 June
Contact lost		2140Z	8 June



THE JOINT STAFF

N M C C

THE NATIONAL MILITARY COMMAND CENTER
WASHINGTON, D.C. 20381

30 July 1976
0543 EDT

MEMORANDUM FOR RECORD

Subject: Reports of Unidentified Flying Objects (UFOs)

1. At approximately 0345 EDT, the ANMCC called to indicate they had received several reports of UFO's in the vicinity of Fort Ritchie. The following events summarize the reports (times are approximate).

a. 0130 - Civilians reported a UFO sighting near Mt. Airy, Md. This information was obtained via a call from the National Aeronautics Board (?) to the Fort Ritchie Military Police.

b. 0255 - Two separate patrols from Site R reported sighting 3 oblong objects with a reddish tint, moving east to west. Personnel were located at separate locations on top of the mountain at Site R.

c. 0300 - Desk Sgt at Site R went to the top of the Site R mountain and observed a UFO over the ammo storage area at 100-200 yards altitude.

d. 0345 - An Army Police Sgt on the way to work at Site R reported sighting a UFO in the vicinity of Site R.

2. ANMCC was requested to have each individual write a statement on the sightings. One individual stated the object was about the size of a 2 1/2 ton truck.

3. Based on a JCS memorandum, subject: Temperature Inversion Analysis, dated 13 November 1975, the NMCC contacted the Air Force Global Weather Central. The Duty Officer, LTC OVERBY, reported that the Dulles International Airport observations showed two temperature inversions existed at the time of the

Subject: Reports of Unidentified Flying Objects (UFOs)

alleged sightings. The first extended from the surface to 1,000 feet absolute and the second existed between 27,000 and 30,000 feet, absolute. He also said the atmosphere between 12,000 and 20,000 feet was heavily saturated with moisture. A hard copy message will follow.

DISTRIBUTION:

J-30
J-31
J-32
J-33
DDO
ADDO
CCOC
WHEM Desk
ASD/PA Rep

L. J. LeBlanc Jr.
L. J. LEBLANC, Jr.
Brigadier General, USMC
Deputy Director for
Operations, NMCC



THE JOINT STAFF

N M C C

THE NATIONAL MILITARY COMMAND CENTER

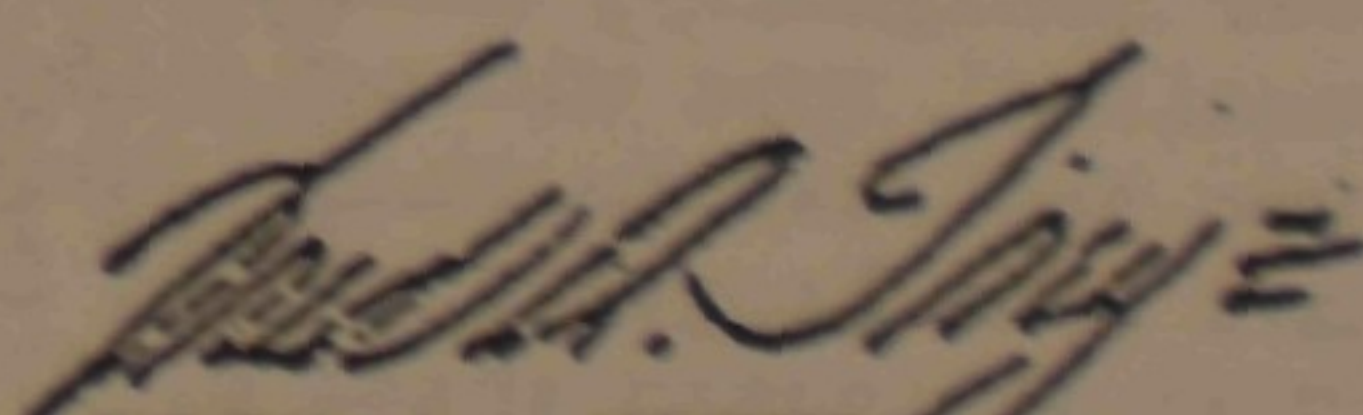
WASHINGTON, D.C. 20301

31 January 1976
1400 EST

MEMORANDUM FOR THE RECORD

Subject: Unidentified Flying Object Sighting

1. At 310805 received phoncon from AFOC: MG Lane, CG, Armament and Development Test Center, Eglin AFB, Florida called and report a UFO sighting from 0430 EST to 0600 EST. Security Policemen spotted lights from what they called a UFO near an Eglin radar site.
2. Photographs of the lights were taken. The Eglin Office of Information has made a press release on the UFO.
3. The temperature inversion analysis indicated no significant temperature inversion at Eglin AFB at that time. The only inversion present was due to radiation from the surface to 2500 feet. The Eglin surface conditions were clear skies, visibility 10-14 miles, calm winds, shallow ground fog on the runway, and a surface temperature of 44 degree F.


FRED A. TREVIS
Brigadier General, USAF
Deputy Director for
Operations (NMCC)

DISTRIBUTION:

DDO
ADDO
CCOC
West Ham
PA
AFOC
J-30
J-32

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI

DATE: January 31, 1949

FROM : SAC, SAN ANTONIO

SUBJECT: PROTECTION OF VITAL INSTALLATIONS
BUREAU FILE # 65-2300

At recent Weekly Intelligence Conferences of G-2, GHI, CSI, and F.D.I., in the Fourth Army Area, Officers of G-2, Fourth Army have discussed the matter of "Unidentified Aircraft" or "Unidentified Aerial Phenomena" otherwise known as "Flying Discs", "Flying Saucers", and "Balls of Fire". This matter is considered top secret by Intelligence Officers of both the Army and the Air Forces.

It is well known that there have been during the past two years reports from the various parts of the country of the sighting of unidentified aerial objects which have been called in newspaper parlance "flying discs" and "flying saucers". The first such sightings were reported from Sweden, and it was thought that the objects, the nature of which was unknown, might have originated in Russia.

In July 1948 an unidentified aircraft was "seen" by an Eastern Airlines Pilot and Co-Pilot and one or more passengers of the Eastern Airlines plane over Montgomery, Alabama. This aircraft was reported to be of an unconventional type without wings and resembled generally a "rocket ship" of the type depicted in comic strips. It was reported to have had windows; to have been larger than the Eastern Airlines plane, and to have been traveling at an estimated speed of 2700 miles an hour. It appeared out of a thunder-head ahead of the Eastern Airlines plane and immediately disappeared in another cloud narrowly missing a collision with the Eastern Airlines plane. No sound or air disturbance was noted in connection with this appearance.

During the past two months various sightings of unexplained phenomena have been reported in the vicinity of the A.I.C. Installation at Los Alamos, New Mexico, where these phenomena now appear to be concentrated. During December 1948 on the 5th, 6th, 7th, 8th, 11th, 13, 14th, 20th and 23rd sightings of unexplained phenomena were made near Los Alamos by Special Agents of the Office of Special Investigation; Airline Pilots; Military Pilots, Los Alamos Security Inspectors, and private citizens. On January 6, 1949, another similar object was sighted in the same area.

~~_____~~ a Meteorologist of some note, has been generally in charge of the observations near Los Alamos, attempting to learn characteristics of the unexplained phenomena.

Up to this time little concrete information has been obtained.

JEW:md

65-2300-7545

Rec: El Paso (2)
Dallas (2)Little Rock (2)
Oklahoma City (2)

43 MAR 13 1949

Total Military Inadequacy

000967 SAC ^{28A} BASES

The UFO Task Forces exploratory operation between October 27th and November 10th, 1975, over the United States northern Strategic Air Command bases was published in ICUFON Green Memorandum 65-66 pages without documents.

Last year the US Air Force released some documents, but the key analyses and photographs were withheld.

The declassified CONFIDENTIAL reports on "UNIDENTIFIED FLIGHT ACTIVITY" are selfdiscriminative. It is a tragic disclosure that one of the world's largest military force's is totally helpless and inadequate in armed or unarmed confrontation of "allegedly" unidentifiable assaulting flight activity!

According to the reports, military personnel on active duty at the Strategic (ICBM) Missile Bases were unable to identify and disable a slow moving aerial vehicle - speculated as helicopter - which intruded, ~~operated~~ ^{operated} above the base area, and what is more, - returned!

P.O. #15401
ASHEVILLE, NC 28813

EXCERPTS FROM THE DECLASSIFIED REPORTS:

01 C2 OO OO UUUU 292025 Z OCT 75

CINCSAC OFFUTT AFB NE/SP AFB	CSETI P.O. #15401 ASHEVILLE, NC 28813	32ISPS GRAND FORKS AFB ND/CC
42SPS LORING/ME/CC		91SPS MINOT AFB ND/CC
509SFS PEASE AFB ME/CC		34ISPS MALMSTROM AFB MT/CC
380SPS PLATTSBURGH AFB NY/CC		92SPS FAIRCHILD AFB WA/CC
379SPS WURTSMITH AFB MI/CC	INFO: 8AF BARKSDALE AFB LA/SP	
449SPS KINCHELOE AFB MI/CC	15AF MARCH AFB CA/SP.	
410SPS K.I. SAWYER AFB MI/CC	45AD 46AD 57AD 47AD	

UNCLAS

SUBJECT: DEFENSE AGAINST HELICOPTER ASSAULT.

Major Madsker, SPOA, 5301, 29 Oct
75/cp

W.L. D. MYERS, Col, SP. 2146

UNCLASSIFIED

TAB A ATch 2

1. THE PAST TWO EVENINGS AT ONE OF OUR NORTHERN
TIER BASES AN UNIDENTIFIED HELICOPTER HAS BEEN OBSERVED
COVERING OVER AND IN THE NEAR VICINITY OF THE WSA.

000968

ATTEMPTS TO IDENTIFY THIS AIRCRAFT HAVE SO FAR MET WITH NEGATIVE RESULTS.

2. IN THE INTEREST OF NUCLEAR WEAPONS SECURITY THE ACTION ADDRESSEES WILL ASSUME SECURITY OPTION III DURING HOURS OF DARKNESS UNTIL FURTHER NOTICE. ACTIONS ALSO SHOULD BE TAKEN TO RE-ESTABLISH LIAISON WITH LOCAL LAW ENFORCEMENT AGENCIES THAT COULD ASSIST YOUR BASE IN THE EVENT OF A SIMILAR INCIDENT. BASES SHOULD THOROUGHLY REVIEW AND INSURE ALL PERSONNEL ARE FAMILIAR WITH ACTIONS TO TAKE LAW THE HELICOPTER DENIAL PORTION OF YOUR 207-XX PLAN.

SAC FORM 64 FEB 73 REVISED

COORDINATION AND FILE COPY UNCLASSIFIED

01 00 PP PP UUUU

102245

FILE DESIGNATION	
H6?	
OFFICE SYMBOL	LAST YEAR
7 NOV 75	
CINCPAC	
VCINCPAC	
CS	
CSA	
DA	
DP	
SPO	
SPD	
SPOR	
SPOM	
IG	
OI	
BM	
HC	
HO	
JA	
NR	
SC	

CINCPAC OPPUTT AFB NE/SP 3902ABW OPPUTT AFB NE/CC/SP
 AIG CCC/CC/SP 43CSG ANDERSEN AFB GU/CC/SP
 AIG CCC/CC/SP 8AF BARRSDALE AFB LA/SP
 XMT: 11AREFS ALTUS AFB OK 15AF MARCH AFB CA/SP
 XMT: 21CAREFS TRAVIS AFB CA AIG 670/DO
 DET 1 682MM MACDILL AFB FL/CC/SP
 DET 2 73MM SHEPPARD AFB TX/CC/SP
 DET 2 97BMM COLUMBUS AFB MS/CC/SP
 933W COOBE AB CA/CC/SP

UNCLAS

SUBJECT: DEFENSE AGAINST HELICOPTER ASSAULT.

1. SEVERAL RECENT SIGHTINGS OF UNIDENTIFIED AIRCRAFT/ HELICOPTERS FLYING/HOVERING OVER PRIORITY A RESTRICTED

AREAS DURING THE HOURS OF DARKNESS HAVE PROMPTED THE
IMPLEMENTATION OF SECURITY OPTION 3 AT OUR NORTHERN TIER
BASES. SINCE 27 OCT 75, SIGHTINGS HAVE OCCURRED AT LOBING
AFB, Wurtsmith AFB, AND MOST RECENTLY, AT MALDEN AFB.
ALL ATTEMPTS TO IDENTIFY THESE AIRCRAFT HAVE MET WITH
NEGATIVE RESULTS.

280
00096

1. WHILE AFFECTED BASES ARE NOW RETURNING TO NORMAL SECURITY
POSTURE (AT THE OPTION OF THE LOCAL COMMANDER), ALL SEC
SECURITY POLICE UNITS ARE REQUESTED TO MONITOR AND REPORT
ALL SIGHTINGS OF UNIDENTIFIED AIRCRAFT/HELICOPTERS FLYING/
HOVERING IN THE VICINITY OF WEAPONS STORAGE AREAS, AIRCRAFT
ALERT AREAS AND MISSILE LAUNCH/LAUNCH CONTROL FACILITIES.
AT THE DISCRETION OF LOCAL COMMANDERS, UNITS WILL IMPLEMENT
AN APPROPRIATE SECURITY POSTURE UPON DETECTION OF SIMILAR
CIRCUMSTANCES.

2. ACTIONS SHOULD ALSO BE TAKEN TO RE-ESTABLISH LIAISON WITH
LOCAL LAW ENFORCEMENT AGENCIES AND FEDERAL AVIATION AGENCIES
WHICH COULD BE MOBILIZED TO ASSIST IN THE IDENTIFICATION OF
UNIDENTIFIED AIRCRAFT/HELICOPTERS AT YOUR LOCATION. BASES
SHOULD THOROUGHLY REVIEW AND INSURE ALL PERSONNEL ARE FAMILIAR
WITH ACTIONS TO TAKE IN THE HELICOPTER DENIAL PORTION OF
YOUR 287-XX PLAN.

3. FOR THE FOLLOWING UNITS ONLY: 420SPS, 509SPS, 3806SPS, 3700SPS,
449SPS, 4105SPS, 4320SPS, 918SPS, 341SPS, AND 923SPS. SECURITY
OPTION III, IMPLEMENTED BY CINCBAC/87 292025E OCT 75, SAME
SUBJECT, IS RESCINDED.

Capt Downan, SPOA, 3101, 10 Nov
75/cp

R.F. MOTTLEY, Lt Col, SPO, 2534

UNCLASSIFIED

000961

12/08/1994 21:46

4159417958

LIGHTING DESIGN ASSO

PAGE 03

31 October 75

1620L Barrett

PER LTC REDICAN'S DIRECTION, CONTACTED CIA OPS CENTER AND INFORMED THEM OF U/I FLIGHT ACTIVITY OVER TWO SAC BASES NEAR CANADIAN BORDER. CIA INDICATED APPRECIATION AND REQUESTED THEY BE INFORMED OF ANY FOLLOW UP ACTIVITY.

3 November 75

1740L Pearl

RECEIVED CALL FROM AAC/IN. THEY HAD SENT MSG 012224Z, U/I FOREIGN OBJECT TO INYSA AND WANTED TO KNOW IF INYSA HAD RECEIVED IT. THEY WANT GUIDANCE FROM INYSA. DAY PEOPLE 4 NOV, HAVE POLEY (INYSA) CALL ELMENDORF AUTOVON 7549104 OR KY-3 DROP 4396.

8 November 75

0335L Kramer

OPS CENTER CALLED TO REPT UNUSUAL OCCURENCE IN VIC OF MALSTROM, GREAT FALLS, MONTANA. SAC RADAR PICKED UP TWO OBJECTS AT 0600Z. OBJECTS WERE IN VIC 4640N 10923W TRAVELLING AT 7kts AT ALTITUDES VARYING FM 9500-15600 FT. FOUR SAC SITES (SILOS) REPORTED HEARING JET ENGINES AND OBSERVING LIGHTS IN THEIR VICINITY. TWO F-106s AIRBORNE FM GREAT FALLS AT 0757Z TO INVESTIGATE. THE RADARS WHICH PICKED UP THE OBJECTS WERE CHECKED AND NO MALFUNCTIONS OR UNUSUAL PROPOGATION WERE DETECTED. AFOC WILL CALL AGAIN WITH ANY UPDATE.

0527L Kramer

AFOC CALLED AGAIN ON UNKS IN VICINITY OF MALSTROM. ORIGINAL NORAD TRACKING WAS WITH HEIGHT FINDER ONLY, LATER WITH SEARCH RADAR ALSO. FIRST DETECTION WAS OF TWO OBJECTS HEADING WEST AT 150kts 100nm S.E. OF MALSTROM. SPEED DECREASED TO 3kts AND OBJECTS DISAPPEARED FM RADAR AND ONLY INTERMITTANT RADAR CONTACT WAS OBTAINED. TWO SAC SITES REPORT SIGHTINGS OF LIGHTS AT 300-1000FT AND THREE OTHERS REPORT HEARING JET ENGINE SOUNDS. F-106 SEARCH NEGATIVE MISSION RESTRICTED TO 1200FT BECAUSE OF TERRAIN. ONE SAC SITE REPORTED THAT OBJECT LIGHTS WERE EXTINGUISHED WHEN F-106s WERE IN VISUAL RANGE AND WERE TURNED ON AGAIN WHEN F-106s LEFT AREA. ACTIVITY REPORTE TOOK PLACE BETWEEN 0315EST AND 0441EST.

15200

2:01 2:10

ATTACHMENT 1A

000834

Lake Erie, Ohio--1988

The following Coast Guard document describes a UFO report by Coast Guard personnel in which a UFO hovered over Lake Erie, dispatched several smaller UFOs, and then landed on an iced-over part of the Lake, on March 4, 1988.

#209=file Number

COG: INFO

COPIES

OPC DCS DGP TSA B M O OLF-OSR

9

FP DSNW

D9 AW DE FP

ISN-FP021

P 051405Z MAR 88

FM COGARD STA FAIRPORT OH//CO//

TO AW/COMCOGARGRU DETROIT MI//OPS//

INFO D9/COGNINE CLEVELAND OH//OSR//

BT

UNCLAS //8016144//

SUBJ: INCIDENT REPORT: UNIDENTIFIED FLYING OBJECTS

1. UNIDENTIFIABLE FLYING OBJECTS 1/4 MILE EAST OF CEI POWER PLANT.
2. AT 2035 LCL THIS STATION RCVD A CALL FROM SHEILA BAKER (35978 HIAWATHA, EASTLAKE, OH PH# 216-951-0970) RPTNG A LARGE OBJECT HOVERING OVER THE LAKE AND APPARENTLY ON A SLOW DESCENT. THE OBJECT HAD A WHITE LIGHT AND WAS APPROX. 1/4 MILE UP AND SHE WAS UNABLE TO DETERMINE HOW FAR OUT IT WAS. THIS UNIT SENT 2 CREWMEMBERS TO INVESTIGATE. BEFORE THEY ARRIVED O/S, WE RCVD 2 MORE CALLS RPTNG THAT THE OBJECT HAD APPARENTLY DISPERSED 3-5 SMALLER FLYING OBJECTS THAT WERE ZIPPING AROUND RATHER QUICKLY. THESE OBJECTS HAD RED, GREEN, WHITE AND YELLOW LIGHTS ON THEM THAT STROBED INTERMITTENTLY. THEY ALSO HAD THE ABILITY TO STOP AND HOVER IN MID FLIGHT. WHEN MOBILE 02 GOT O/S, THEY RPTD THE SAME ACTIVITY. THEY WATCHED THE OBJECTS FOR APPROX. 1 HOUR BEFORE RPTNG THAT THE LARGE OBJECT WAS ALMOST ON THE ICE. THEY RPTD THAT THE ICE WAS CRACKING AND MOVING ABNORMAL AMOUNTS AS THE OBJECT CAME CLOSER TO IT. THE ICE WAS RUMBLING AND THE OBJECT LIT MULTI-COLOR LIGHTS AT EACH END AS IT APPARENTLY LANDED. THE LIGHTS ON IT WENT OUT MOMENTARILY AND THEN CAME ON AGAIN. THEY WENT OUT AGAIN AND THE RUMBLING STOPPED AND THE ICE STOPPED MOVING. THE SMALLER OBJECTS BEGAN HOVERING IN THE AREA WHERE THE LARGE OBJECT LANDED AND AFTER A FEW MINUTES THEY BEGAN FLYING AROUND AGAIN. MOBILE 02 RPTD THAT THEY APPEARED TO BE SCOUTING THE AREA. MOBILE 02 RPTD THAT 1 OBJECT WAS MOVING TOWARD THEM AT A HIGH SPEED AND LOW TO THE ICE. MOBILES 02 BACKED DOWN THE HILL THEY HAD BEEN ON AND WHEN THEY WENT BACK TO THE HILL, THE OBJECT WAS GONE. THEY RPTD THAT THE OBJECTS COULD NOT BE SEEN IF THEY TURNED OFF THERE LIGHTS. ONE OF THE SMALL OBJECTS TURNED ON A SPOTLIGHT WHERE THE LARGE OBJECT HAD BEEN BUT MOBILES 02 COULD NOT SEE ANYTHING, AND THEN THE OBJECT SEEMED TO DISAPPEAR. ANOTHER OBJECT APPROACHED MOBILE 02 APPROX. 500 YDS. OFFSHORE ABOUT 20 FT. ABOVE THE ICE, AND IT BEGAN MOVING CLOSER AS MOBILE 02 BEGAN FLASHING ITS HEADLIGHTS, THEN IT MOVED OFF TO THE WEST.
3. THE CREWMEMBERS WERE UNABLE TO IDENTIFY ANY OF THE OBJECTS USING BINOCULARS AND AFTER CONTACTING LOCAL POLICE AND AIRPORTS, THIS UNIT WAS UNABLE TO IDENTIFY THE OBJECTS, AND RECALLED MOBILE 02.

BT

TOR-03:05:14:44

COGARD STA FAIRPORT OH//CO//

P 051405Z MAR 88

/ 13

Do not want you
~~SECRET~~
Security Information
IAC-M-90
4 December 1952

000105

INTELLIGENCE ADVISORY COMMITTEE

Minutes of Meeting held in Director's
Conference Room, Administration Building
Central Intelligence Agency, on 4 December 1952

Acting Deputy Director (Intelligence)
Central Intelligence Agency
Mr. Robert Amory, Jr.

MEMBERS PRESENT

- Mr. W. Park Armstrong, Jr., Special Assistant, Intelligence Department of State
- Brigadier General John M. Willems, acting for Assistant Chief of Staff, G-2, Department of the Army
- Rear Admiral Carl F. Espe, Director of Naval Intelligence, Department of the Navy
- Major General John A. Sanford, Director of Intelligence, Headquarters, United States Air Force
- Dr. Walter F. Colby, Director of Intelligence, Atomic Energy Commission
- Brigadier General Edward H. Porter, Deputy Director for Intelligence, The Joint Staff
- Mr. Meffert W. Kuntz, acting for Assistant to the Director, Federal Bureau of Investigation

ALSO PRESENT

- ✓ Dr. Sherman Kent, Central Intelligence Agency
- ✓ Dr. H. Marshall Crowder, Central Intelligence Agency
- ✓ Paul Borel, Central Intelligence Agency
- ✓ [Ludwell L. Montague] Central Intelligence Agency
- ✓ [Philip Strong, Central Intelligence Agency
- ✓ [Joseph W. Smith] Central Intelligence Agency
- Mr. William C. Truheart, Department of State
- Mr. Miron Burgin, Department of State
- Lieutenant Colonel T. C. Anderson, Department of the Army
- Lieutenant Colonel Edgar H. Thomson, Jr., Department of the Army
- Colonel John J. Morrow, United States Air Force
- Colonel Jack E. Thomas, United States Air Force
- Lieutenant Colonel Thomas J. Grant, United States Air Force
- Colonel S. M. Lansing, The Joint Staff
- Captain John A. Holbrook, USN, The Joint Staff

Richard D. Drain
Acting Secretary

RELEASED 5/9/94

~~SECRET~~
IAC-M-90
4 December 1952

20

Not releas

~~S-E-C-R-E-T~~
Security Information
IAC-M-90
4 December 1952

000106

Approval of Minutes

1. Action: The minutes of the last meeting, 1 December 1952 (IAC-M-89), were approved.

Conditions and Trends in Latin America Affecting U. S. Security (NIE-70)

2. Action: Approved with minor modifications.

Unidentified Flying Objects

3. Action: The Director of Central Intelligence will:

a. Enlist the services of selected scientists to review and appraise the available evidence in the light of pertinent scientific theories.

b. Draft and circulate to the IAC a proposed NSCID, which would signify IAC concern in the subject and authorize coordination with appropriate non-IAC departments and agencies.

4. Discussion: The acting Chairman, Mr. Amory, presented to the committee the DCI's request that this subject be informally discussed. Dr. Chadwell briefly reviewed the evidence and peripheral considerations, and noted that most of the available evidence is processed by ATIC. General Sanford offered his full cooperation. It was recognized that the problem is best approached if directly related to specific problems of intelligence and defense. It was thought desirable that the action noted above under "a" be undertaken immediately, with consideration of a proposed NSCID to depend in some measure on the results achieved by the scientists' studies.

~~S-E-C-R-E-T~~
IAC-M-90
4 December 1952

000262

Office Memorandum • UNITED STATES GOVERNMENT

TO : Chief, Physics and Electronics Division/OSI DATE: MAY 27 1953

FROM : Assistant Director, Scientific Intelligence

SUBJECT: Unidentified Flying Objects

1. Responsibility for maintaining current knowledge of reports of sightings of unidentified flying objects is hereby assigned to your division. By carbon copy of this memorandum, Chief of the Applied Science Division is requested to provide support from a weapons and hardware standpoint.

What ①
is necessary

2. Major files on U. F. O.'s are located in Air Branch, Applied Science Division. A file of key documents and administrative papers are on file in the Operations Staff office. Mr. Jackson Hecker of IPS is presently the custodian of certain files on this subject which were transferred to IPS from O/CI. It is suggested that Physics and Electronics Division take over custody of such of these files as are necessary for it to fulfill the above responsibility. The Division should also arrange through Mr. Hecker so that material on this subject being forwarded from O/CI will be routed directly to Physics and Electronics Division.

B-3
What ②
is necessary
B-3
How in
conclusion

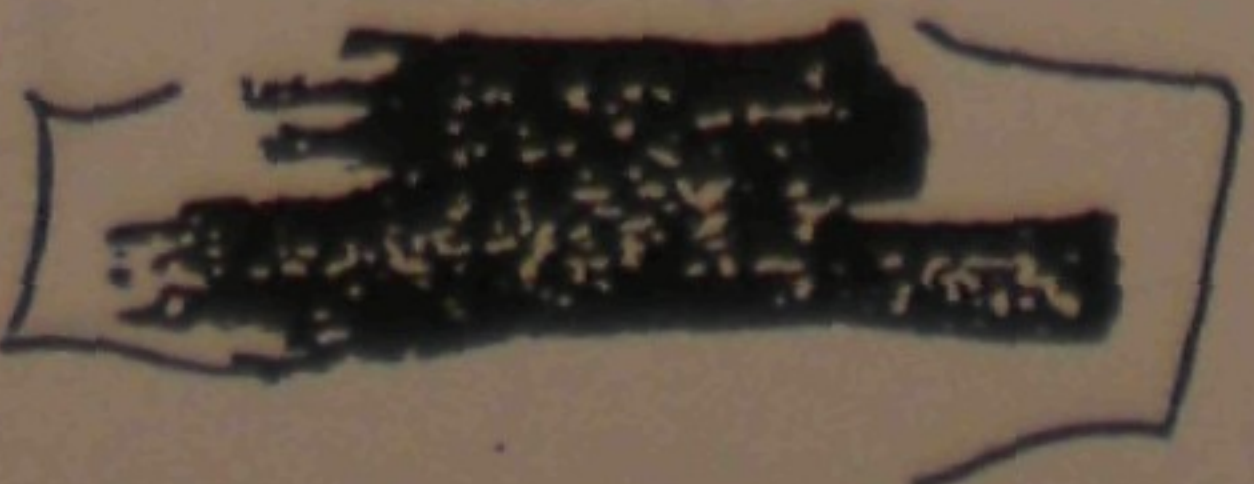
H. MARSHALL CHADWELL

OSI/PSB:strong:kw1 (20 May 1953)

- Distribution:
- Orig and 1 - Addressee
 - 1 - Repts/SI
 - 1 - IPS/SI
 - 1 - ASD/SI
 - 2 - AD/SI
 - 1 - Subject file
 - 1 - Daily reading file
 - 1 - Chrono

take care custody of some of the files as per necessary

RELEASED 5/9/94



~~SECRET~~

~~SECRET~~

000392

9 February 1956

MEMORANDUM FOR THE RECORD

SUBJECT : Responsibility for "Unidentified Flying Objects"

- REFERENCE:
1. AD/SI Memorandum for the Record, 9 January 1956, "Office Responsibilities for Non-Conventional Types of Air Vehicles"
 2. Special Report #14, Analysis of Reports of Unidentified Aerial Objects (Project Blue Book) by ATIC, dated 5 May 1955

1. In accordance with Reference 1, this Division has assumed responsibility within OSI for Non-Conventional Types of Air Vehicles.

2. This Division proposes to handle this responsibility in the following manner:

a. Files will be maintained in ASD on incoming raw reports where, in our judgement, the subject matter may provide information bearing on foreign weapons' system research or development.

b. Those reports which fit under a. above and also could conceivably provide information on foreign fundamental science developments, will be forwarded to Fundamental Sciences Area for review with a request for return to ASD for filing.

c. Those reports which do not fit a. above and which could conceivably provide information on foreign fundamental science developments will be forwarded to the Fundamental Science Area for retention or destruction.

d. Reports which fit under none of the above will be destroyed.

e. A chronological file of all OSI correspondence and action taken in connection with the United States U.F.O. program will be maintained in ASD.

f. A file of finished intelligence reports published by members of the United States intelligence community on U.F.O. will be maintained in ASD.

~~SECRET~~

RELEASED 5/9/94

000393

SUBJECT: Responsibility for "Unidentified Flying Objects"

3. The procedure stated in 2 a., b., c., and d. will prevent the accumulation of reports which experience and Reference 2 have shown cannot be analyzed in a manner useful to OSI in carrying out its mission.

4. It has been recommended that the raw intelligence and the obsolete finished reports on U.F.O. now filed in Electronics Division be destroyed.

W. E. LEYON [initials] b3
W. E. LEYON

ROUTINE

000672
14755

16 APRIL 1976

1000

1

APR 28 1 31 PM '76

DCD/ [REDACTED]
ATTN : [REDACTED]
FROM : DCD/ [REDACTED]
SUBJECT : DCD CASE [REDACTED] - UFO RESEARCH [REDACTED]
[REDACTED]

REFERENCES: A) [REDACTED] TELECON, 22 APRIL 1976
B) [REDACTED]

1. PER THE REQUEST IN REFERENCE (B), WE ATTEMPTED TO OBTAIN ANALYTICAL GUIDANCE ON THE UFO [REDACTED] SUBJECT.

2. WE CONTACTED THE A/DDS&T (DR [REDACTED]) TO SEE IF HE KNEW OF ANY OFFICIAL UFO PROGRAM AND ALSO TO ATTEMPT TO ANSWER SOME OF THE QUESTIONS POSED BY [REDACTED]. DR [REDACTED] EXHIBITED INTEREST IN [REDACTED] WHICH WAS HANDCARRIED TO HIS OFFICE. AFTER A SHORT EXAMINATION OF ITS CONTENTS DR [REDACTED] ADVISED US THAT HE WOULD PERSONALLY LOOK INTO THE MATTER AND GET BACK TO US. AS WE DISCUSSED IN REFERENCE (A) DR [REDACTED] HAS SINCE CONTACTED US AND RELAYED THE FOLLOWING INFORMATION.

3. IT WOULD APPEAR TO BE BEST IF YOU ADVISED [REDACTED] THAT HE SHOULD [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

APPROVED FOR RELEASE
DATE 17 JAN 78

[REDACTED]

14755

3

000674

6. IN VIEW OF DR [REDACTED] WILLINGNESS TO REVIEW ADDITIONAL INFORMATION RECEIVED ON THE UFO PHENOMENA WE WILL KEEP SUBJECT CASE OPEN TO YOUR OFFICE FOR THE PRESENT.

7. PLEASE KEEP US ADVISED OF ANY NEW DEVELOPMENTS.

APR 25 11 11 AM '76

[REDACTED]

[REDACTED]

[REDACTED]

PRIORITY

000669

3 APRIL 1976

1030

1

1

14596

DCD/ [REDACTED]

ATTN : [REDACTED]

FROM : DCD/ [REDACTED]

SUBJECT : NEW DCD CASE [REDACTED] - UFO RESEARCH

REFERENCE: FORM 610 DATED 9 APRIL 1976 TRANSMITTING UFO STUDY

1. WE ARE ATTEMPTING TO PROVIDE SOME SORT OF ANALYTICAL GUIDANCE ON THE REFERENCE. IN THE MEANTIME, PLEASE FORWARD BY TWX THE FULL NAME OF THE SOURCE OF THE REFERENCE AS WELL AS HIS AFFILIATION. IN ADDITION, PLEASE ADVISE WHETHER THE MATERIAL WAS CLASSIFIED CONFIDENTIAL AT THE REQUEST OF THE SOURCE.

2. IN VIEW OF THE UNIQUE QUALITY OF THIS INFORMATION [REDACTED] WE REQUEST THAT YOU PROVIDE THIS INFORMATION ASAP.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

APR 13 2 21 PM '76

APPROVED FOR RELEASE
DATE 17 Nov 78

*Other foreign
obtaining*

000670

~~CONFIDENTIAL~~ 141445Z APR 76 STAFF
CITE DCD/ [REDACTED]
TO: PRIORITY DCD/HEADQUARTERS,
ATTN: [REDACTED]
FROM: DCD/ [REDACTED]
SUBJECT: CASE [REDACTED] - UFO RESEARCH
REF (A): DCD/HEADQUARTERS 14596
(7): FORM 61B DATED 9 APRIL 1976, UFO STUDY.

1. SOURCE'S FULL NAME IS [REDACTED]
HE IS EMPLOYED AS [REDACTED]

2. REFERENT B MATERIAL CLASSIFIED CONFIDENTIAL AT HIS
REQUEST. SOURCE SEEKS GUIDANCE FROM CIA UFO EXPERTS AS TO
MATERIAL IN HIS REPORT THAT SHOULD REMAIN CLASSIFIED.

[REDACTED]

[REDACTED]

APPROVED FOR RELEASE
DATE 17 Nov 78

15 April 1976

000671
(ADVISOR)

The UFO [redacted] was turned over to Dr. [redacted] who was also briefed on the developments to date. Dr. [redacted] said he would show the study to a few people to determine possible implications of the ~~reflex~~ information and would be back to us soon on this matter.

[redacted]

[redacted]

[redacted]

[redacted]

APPROVED FOR RELEASE
DATE 17 Nov 78

SUBJECT: (Optional)

000679

DCD/ [REDACTED]

DATE 14 July 1976

TO: (Officer designation, room number, and building)	DATE		OFFICER'S INITIALS	COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)
	RECEIVED	FORWARDED		
1. Deputy Chief, OD&E Attn: Mr. [REDACTED]				<p>Mr. [REDACTED]</p> <p>At a recent meeting to evaluate some material from [REDACTED], you mentioned a personal interest in the UFO phenomena. As you may recall, I mentioned my own interest in the subject as well as the fact that DCD had been receiving UFO related material from many of our S&T sources who are presently conducting related research. These scientists include some who have been associated with the Agency for years and whose credentials remove them from the "nut" variety.</p> <p>The attached material came to my attention through these sources and it appears to have some legitimate FI or community interest potential.</p> <p>The [REDACTED] work being carried out by Dr. [REDACTED] should, in the view of our S&T sources, be evaluated by the Agency or community.</p> <p>In view of the expertise associated with your office, as well as your interest in the subject, I felt you might like to see the material.</p> <p>[If you need additional information or if you feel there is some potential, I would be glad to discuss this with you. If not, please feel free to destroy the material.]</p>
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10. [REDACTED]				
11.				
12. [REDACTED]				
13. [REDACTED]				
14.				
15. [REDACTED]				

SECRET
 CONFIDENTIAL
 INTERNAL USE ONLY
 UNCLASSIFIED

1. [REDACTED] FOR [REDACTED]
 DATE 17 July 78

ROUTING AND RECORD SHEET

00109

SUBJECT: (Optional)

FROM: DCD/ [REDACTED]

EXTENSION NO. [REDACTED]

DATE 27 May 1976

TO: (Officer designation, room number, and building)

DATE

RECEIVED FORWARDED

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column when each done)

1. Dr. [REDACTED]

Dr. [REDACTED]
Regarding our recent discussion [REDACTED], attached some material in which you may be interested.

In particular, please note attachment A. Our source obtained it

[REDACTED]

Our source felt that [REDACTED] work might be of interest to the US Government and that it should be evaluated by the Agency. The source also felt that it could be analyzed outside the context of its UFO connection if necessary to remove it from a controversial subject.

As before we are faced with the problem of having UFO related data which is deemed potentially important for the US by our S&T sources, evaluated. As you are aware, at a time there is no channel or working group to which we can turn for this type of analysis and dissemination. Thus, if it is acceptable to you we will continue to periodically advise you or your designee of any new or potentially important FI

(continued)

[REDACTED]

[REDACTED]

670 USE PREVIOUS EDITIONS

CONFIDENTIAL

[REDACTED]

Continued

000676

developments which might arise from current independent scientific research on the UFO phenomena.

If you feel that [REDACTED] offers some potential we can obtain a more detailed report through our source.

[REDACTED]

Attachments:

Attachment A: [REDACTED]

Attachment B: [REDACTED]

Attachment C: [REDACTED]

[REDACTED]

[REDACTED]

ORIG: [REDACTED]		CLASSIFICATION [REDACTED]		FILE TIME
EXT: [REDACTED]		PRECEDENCE - ACTION		000677
PRECEDENCE - ACTION		PRECEDENCE - INFO		
Routine				
MULTIPLE ADDRESS MESSAGE		BOOK MESSAGE		CHECK NO. (S)
DATE	TIME	PAGE	OF	
25 June 1976	1425	1	1	

TO DCD, [REDACTED] INFO

15678
NUMBER

SUBJECT: CASE [REDACTED] - UFO RESEARCH/ORD REQUEST FOR ADDITIONAL INFORMATION [REDACTED]

REFERENCE: A. [REDACTED]
B. [REDACTED]

1. ORD HAS EXHIBITED SOME INTEREST IN THE WORK OF [REDACTED] A QUALIFIED ANALYST IS CURRENTLY ATTEMPTING TO EVALUATE [REDACTED] SYSTEM AND HAS REQUESTED ADDITIONAL INFORMATION.

2. WE NOTE THAT IN SOME OF THE EARLIER CORRESPONDENCE FROM YOUR OFFICE (REFERENCE B) MENTION WAS MADE OF THE POSSIBILITY OF OBTAINING MORE COMPLETE DESCRIPTION OF [REDACTED] SYSTEM. IF THIS POSSIBILITY STILL EXISTS, ORD WOULD APPRECIATE SEEING WHATEVER IS AVAILABLE.

3. PLEASE KEEP US ADVISED OF ANY NEW DEVELOPMENTS.

[REDACTED]

AUTHENTICATING OFFICER
[REDACTED]

COORDINATING OFFICERS
[REDACTED]
[REDACTED]
CLASSIFICATION

RELEASING OFFICER
[REDACTED]
[REDACTED]

APPROVED FOR RELEASE
DATE 17 Nov 78

On 25 June 1976, [redacted] met with [redacted] of ORD ([redacted]) regarding possible interest by that office in the UFO case. [redacted] was provided copies of the [redacted] and later [redacted] memo as well as the original [redacted]. These items were provided at his request.

[redacted] felt that there may be some ongoing ORD interest, ~~depending~~ by depending on the evaluation of that office of the material provided.

[redacted] asked that we ~~attempt to~~ obtain additional info on the [redacted] system which we agreed to do. (a TWX was sent to this effect to the [redacted] Office ^{requesting additional info} on 25 June 1976).

~~Microfilm~~

[redacted] asked that the ORD interest be kept at a low profile until some evaluation could be made, but at the same time indicated that he would be in touch with me on a fairly ~~and~~ regular basis.

[redacted]

25 June 1976

[redacted]

[redacted]

[redacted]

TITLE: [REDACTED] INTERNATIONAL CONGRESS OF SPACE MEDICINE [REDACTED]

DCC REFERENCE: GDA 71 064876

INF CLCCATION: 29 JAN 76, 2 PP
MEXICO [REDACTED]

INF CDATE: 7509 [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

UNITED STATES SCIENTISTS BELIEVE THAT LOW MAGNETIC FIELD DO NOT HAVE A SERIOUS EFFECT ON ASTRONAUTS, BUT HIGH MAGNETIC FIELD, OSCILLATING MAGNETIC FIELD, AND ELECTROMAGNETIC FIELD CAN OR DO HAVE CONSIDERABLE EFFECT. THERE IS A THEORY THAT SUCH FIELD ARE CLOSELY ASSOCIATED WITH SUPERCONDUCTIVITY AT VERY LOW TEMPERATURES,

[REDACTED]

SUCH AS IN SPACE. THIS IN TURN IS RELATED TO THE POSSIBLE PROPULSION SYSTEM OF UFO'S. THERE IS A RUMOR THAT FRAGMENTS OF A POSSIBLE UFO FOUND IN BRAZIL BORE A RELATIONSHIP TO SUPERCONDUCTORS AND MAGNETOHYDRODYNAMICS.

[REDACTED]

[REDACTED]

[REDACTED]



Domestic Collection Division
Foreign Intelligence Information Report

000667

COUNTRY Mexico

DCD REPORT NO. OO-8-321/00913-76

SUBJECT International Congress of Space
Medicine

DATE DISTR. 29 January 1976

NO. PAGES 2

REFERENCES

DATE OF INFO September 1975

THIS IS UNEVALUATED INFORMATION

SOURCE

1.

2.

3.

4.

US scientists believe that low magnetic fields do not have a serious effect on astronauts, but high magnetic fields, oscillating magnetic fields, and electromagnetic fields can or do have considerable effect. There is a theory that such fields are closely associated with superconductivity at very low temperatures, such as in space. This in turn is related to the possible propulsion systems of UTOs. There is a rumor that fragments of a possible UTO found

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TOP SECRET

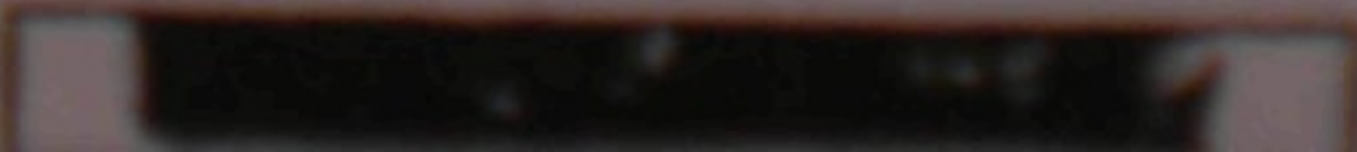


000668

in Brazil have a relationship to superconductors and magnetohydrodynamics.

3.

4.



001059

21 September 1957

MEMORANDUM FOR: Acting Director, Central Intelligence

SUBJECT: Unidentified Flying Object Reported on 20 September 1957

1. As reported by components of the US Air Defense Command, an unidentified flying object (UFO) was tracked by US radars on a relatively straight course from the eastern tip of Long Island to the vicinity of Buffalo. The object was reportedly moving westward at an altitude of 50,000 feet and speed of 2,000 kts. "Jamming" was reported by several radars in this vicinity and westward as far as Chicago. In a subsequent briefing for representatives of the IAC, the US Air Force reported that the original reports had been degraded somewhat by information that: (a) there was an 11 minute break in the track; (b) weather conditions in the area were of the type which have in the past produced false radar pips and electronic interference; (c) B-47's of SAC were in the area near Chicago on an ECM training flight. The ADC has not completed its investigation of this incident, but in any event it now seems clear that the phenomena reported west of Buffalo were not related to the UFO.

2. We have no intelligence on Soviet activities (e.g., long-range air, submarine, or merchant shipping operations) which can be related specifically to this reported event. We believe it unlikely that a Soviet aircraft could conduct a mission at this speed and altitude and return to Bloc territory. However, we credit the USSR with the capability to have a submarine-launched cruise-type missile of low ~~performance~~ ^{submarine} performance and a range of about 500 n.m., but we have no specific evidence of the existence of such a missile.

3. We have examined possible Soviet motives for launching a one-way vehicle on an operation over the US, and consider that there would be little motivation at this time, except possibly a psychological or retaliatory motive, which we believe is marginal. One-way reconnaissance operations are largely ruled out by the likelihood that the results would be of small value, and the risk of compromise would be very great.

4. We conclude, therefore, that it is highly improbable that a Soviet operation is responsible for the UFO reports of 20 September.

001060

5. Considering the facts that the ADC investigation is incomplete, and that weather phenomena are increasingly likely explanations of the original reports, we recommend that no IAC meeting be called on this subject at this time.

Herbert Scoville, Jr.
HERBERT SCOVILLE, Jr.

Copies to IAC Agencies as follows:

Intelligence Advisory Committee Agencies -

- AEC 1
- ONL (OSI) 3
- FBI 1
- JIG 2
- ARMY 3
- AIR FORCE 3
- STATE 3
- CIA 3

Dear (Hurst) knows for his virtue but of course.

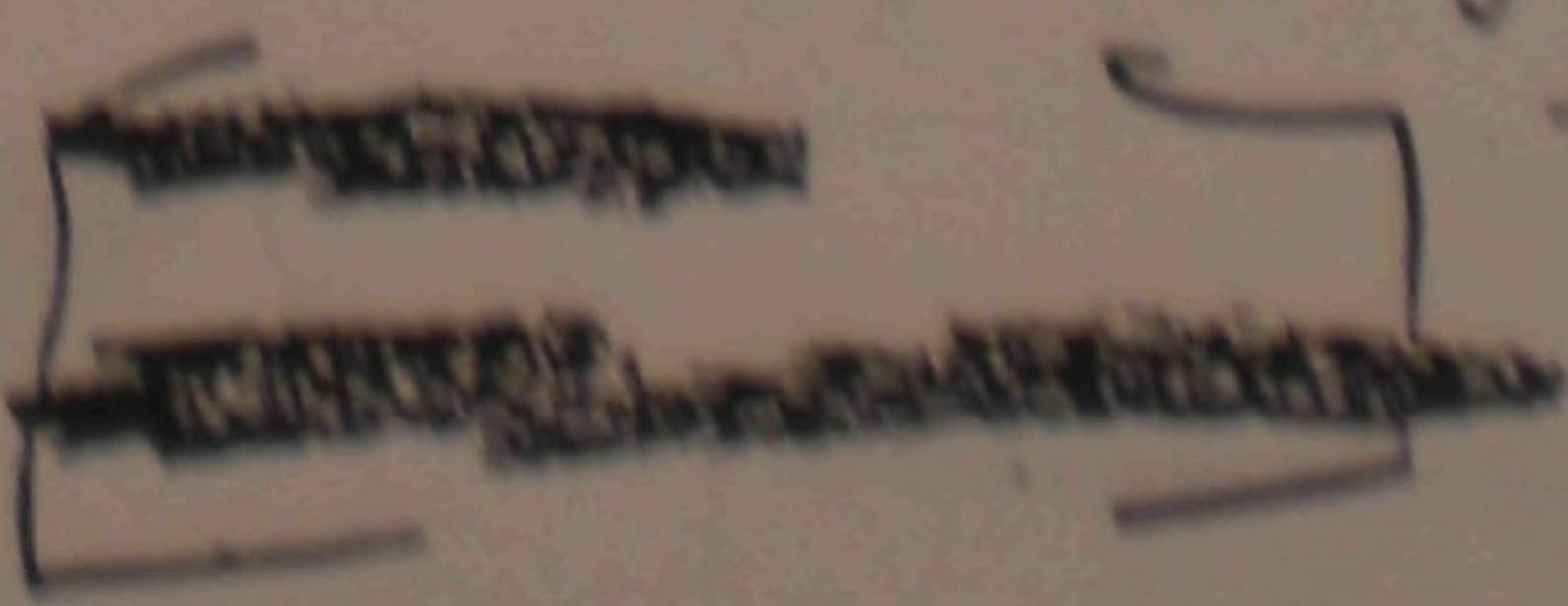
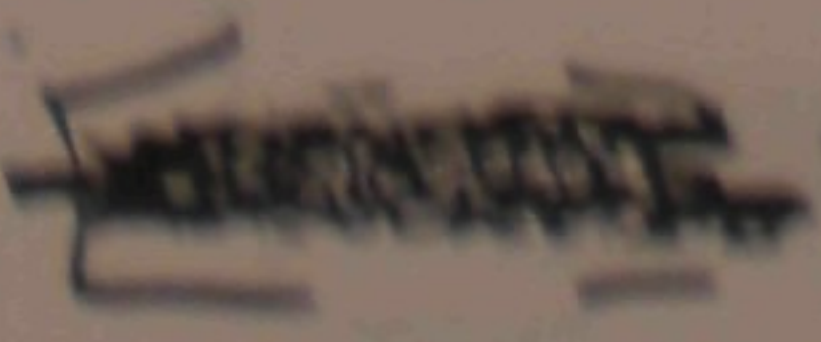
Joint Intell Group -

Oh I see The U.S. State Dept. doesn't know anything about UFOs?

Dealing with Secret UFO Tenth and dealing us the general American people out.

Of course for our protection

✓ Last of course.



PERTINENT PARTS RETYPED FOR READABILITY

000427

[blacked out]

21 September 1957

MEMORANDUM FOR: Acting Director, Central Intelligence

SUBJECT : Unidentified Flying Objects Reported on
20 September 1957

1. As reported by components of the US Air Defense Command, an unidentified flying object (UFO) was tracked by US radars on a relatively straight course from the eastern tip of Long Island to the vicinity of Buffalo. The object was reportedly moving westward at an altitude of 50,000 feet and speed of 2,000 kts. "Jamming" was reported by several radars in this vicinity and westward as far as Chicago. In a subsequent briefing for representatives of the IAC, the US Air Force reported that the original reports had been degraded somewhat by information that: (a) there was an 11 minute break in the track; (b) weather conditions in the area were of a type which have in the past produced false radar pips and electronic interference; (c) B-47's of SAC were in the area near Chicago on an ECM training flight. The ADC has not completed its investigation of this incident, but in any event it now seems clear that the phenomena reported west of Buffalo were not related to the UFO.

2. We have no intelligence on Soviet activities (e.g., long-range air, submarine, or merchant shipping operations) which can be related specifically to this reported event. We believe it unlikely that a Soviet aircraft could conduct a mission at this speed and altitude and return to Bloc territory. However, we credit the USSR with the capability to have a submarine-launched cruise-type missile of low supersonic [illegible] and a range of about 500 n.m., but we have no specific evidence of the existence of such a missile.

3. We have examined possible Soviet motives for launching a one-way vehicle on an operation over the US, and consider that there would be little motivation at this time, except possibly a psychological or retaliatory motive, which we believe is marginal. One-way reconnaissance operations are largely ruled out by the likelihood that the results would be of small value, and the risk of compromise would be very great.

00428

4. We conclude, therefore, that it is highly improbable that a Soviet operation is responsible for the UFO reports of 20 September.

5. Considering the facts that the ADC Investigation is incomplete, and that weather phenomena are increasingly likely explanations of the original reports, we recommend that no IAC meeting be called on this subject at this time.

HERBERT SCOVILLE, Jr.

Copies to [omitted]

001049

UA-11/34



COAST GUARD NEWS

Release No 03-73
Contact LTJG M. J. DONOHUE

Date 08 NOVEMBER 73
Time of Release 1000

AT APPROXIMATELY 9:30 PM ON THE SIXTH OF NOVEMBER, TWO PASCAGOULA FISHERMEN REPORTED TO THE USCG STATION IN PASCAGOULA, MISSISSIPPI THAT THEY HAD OBSERVED A STRANGE ILLUMINATING OBJECT IN ABOUT 4 FT OF WATER APPROXIMATELY 2 1/2 MILES WSW OF PASCAGOULA. THE OBJECT WAS MOVING AT A RATE OF ABOUT 5-7 MILES PER HOUR.

AT 9:40 PM A SMALL BOAT FROM COAST GUARD STATION PASCAGOULA WAS DISPATCHED TO INVESTIGATE THE REPORTED HAPPENINGS AND DID LOCATE THE OBJECT. THE OBJECT CAST AN AMBER COLORED BEAM OF ABOUT 4-6 FT IN DIAMETER AND WAS ATTACHED TO A METAL OBJECT. ATTEMPTS TO RECOVER THE OBJECT PROVED NEGATIVE AS EACH TIME THE PERSONNEL INVOLVED MOVED TO RECOVER IT, IT WOULD FAIL TO ILLUMINATE AND CHANGE DIRECTION. HOWEVER, IT DID CHANGE COURSE SEVERAL TIMES WHILE ILLUMINATED.

THE COAST GUARD PERSONNEL INVOLVED WITNESSED THE MOVEMENTS OF THIS UNIDENTIFIED SUBMERGED OBJECT FOR APPROXIMATELY 15 MINUTES AT WHICH POINT IT WAS NO LONGER VISIBLE AND REMAINED UNLOCATED.

A handwritten signature in dark ink, appearing to read "M. J. Donohue".

UNITED STATES COAST GUARD (USCG)
PASCAGOULA, MISSISSIPPI

000635

ACC NO. AP3004236

SOURCE CODE: - V3/9060/62/000/007/0027/0029

AUTHOR: Iigel, F. (Doctor of technical sciences, Assistant professor)

ORIG: none

TITLE: Unidentified flying object

SOURCE: Soviet life, no. 2, 1968, 27-29

TOPIC TAGS: ^{atmosphere} optic phenomenon, unidentified flying object, meteorite

ABSTRACT: The author (Moscow Aviation Institute) presents several striking and reliable UFO observations and refutes the theory of U. S. astrophysicist Menzel and others that until recently no scientific study of UFOs has been made in the Soviet Union. He claims that the prevailing view that UFOs are common optical phenomena in the earth's atmosphere is wrong and due to the fact that there was no collection of UFO observations. The general impression was that flying saucers are fantasies. This situation is beginning to change.

In 1968 the Nauka Publishing House of the USSR Academy of Sciences is scheduled to publish a book entitled *Populated Outer Space*, edited by Academician Boris Konstantinov, Vice President of the USSR Academy of Sciences, and written by distinguished Soviet and foreign contributors, including Americans.

Card 1/4

ACC NO. AP3004236

In May 1967 a sponsoring group of scientists, the military, writers, and public figures set to form an unofficial body whose purpose would be to conduct a preliminary scientific investigation of UFOs.

The organization, set up in October 1967, is called the UFO Section of the All-Union Cosmonautics Committee, with headquarters at the Central House of Aviation and Cosmonautics in Moscow. Air Force Major General Porfiri Stolyarov was elected chairman of the section.

The hypothesis that UFOs originate in other worlds, that they are flying craft from planets other than earth, merits the most serious examination.

Observations show that UFOs behave "sensibly." In a group formation flight they maintain a pattern. They are most often spotted over airfields, atomic stations, and other very new engineering installations. On encountering aircraft, they always maneuver so as to avoid direct contact. A considerable list of these seemingly intelligent actions gives the impression that UFOs are investigating, perhaps even reconnoitering.

Curiously enough, the number of UFO observations increases as Mars approaches the earth. Is this pure coincidence?

Card 2/4

1902 2028

RELEASED

5/9/94

055

[REDACTED]

[REDACTED]

000614

10 APRIL 1967

ROUTINE

1100

1 1

75335

CONTACTS/NEW YORK

FROM [REDACTED]

NEW CASE [REDACTED]

1. ORD FOR TRAINING NEEDS THIRTY (30) DAY LOAN OF FILM - UFO-FACT OR FANCY - SPONSORED BY IBM AND RECENTLY SHOWN ON CBS.
2. IF YOU CANNOT GET FILM ON LOAN, CAN YOU PURCHASE COPY AND AT WHAT PRICE.
3. PLEASE TXR REPLY.

ORD -

[REDACTED]

APR 10 11 33 AM '67

APPROVED FOR RELEASE
DATE 17 Nov 78

D- (#121)

[REDACTED]

000636

ACC NO AP2004256

Some people think that UFOs have appeared in the earth's atmosphere only during the past two decades. This is not the case. The UFO phenomenon has been observed throughout the history of mankind. There are medieval and ancient reports strikingly similar to ours.

Among the earlier UFO reports, as an example, may be the well-documented observations of a "large saucer" in 1882 and a "procession of bolides" in 1913. These reports still await investigation.

The most remarkable UFO phenomenon is the famous "Tungusky meteorite." In recent years Soviet scientists have established that the Tungusky explosion had every parameter of an atmospheric nuclear blast. *The USSR Academy of Sciences Reports* (Volume 172, Nos. 4 and 5, 1967) include studies by Alexei Zolotov which attempt to prove that the Tungusky body could not be a meteorite or a comet.

In the summer of 1967 the Joint Institute of Nuclear Research at Dubna published a study by Vladimir Mekhedov, who concludes that the Tungusky blast left considerable residual radioactivity. Finally, as recently as 1966, after analyzing the sum total of observations on the Tungusky body's flight, this writer showed that before the blast the Tungusky body described in the atmosphere a tremendous arc of about 375 miles in extent (in azimuth), that is, carried out a maneuver.

All these new results warrant the conclusion that the Tungusky body seems to have been an artificial flying craft from some other planet.

Card 3/4

ACC NO AP2004256

Should this be finally confirmed by investigations now in progress, the significance of the Tungusky disaster would be incalculable.

But this, incidentally, will pose new problems. If we are indeed being studied by creatures from other planets, what is their purpose? Why are they so studiously avoiding any direct contact? Is their unsociability the result of so high a level of development that they study us from that "height" just as we look upon and study ants? Or is there still the possibility of common understanding since we are born in the same Universe and obey the same laws of nature?

The study of UFOs may lead to quite different conclusions and present mankind with quite different problems.

The important thing now is for us to discard any preconceived notions about UFOs and to organize on a global scale a calm, sensation-free, and strictly scientific study of this strange phenomenon. The subject and aims of the investigation are so serious that they justify any efforts. It goes without saying that international cooperation is vital. [NC]

SUB CODE: 0104031/227/ SUM DATE: none/ AFD PRESS: 6092

Card 4/4

000613

APR 16 3 59 PM '67

[REDACTED]

[REDACTED]

102025Z CITE CONTACTS NEW YORK 7866

CONTACTS WASHINGTON

[REDACTED]

RE CASE [REDACTED] AND CONTACTS WASHINGTON 76335, BELIEVE ESTABLISHED AGENCY CHANNELS [REDACTED] IN NEW YORK WILL HANDLE ORD REQUEST FOR "UFO-FACT OR FANCY" MOST EXPEDITIOUSLY. IF WE GET INTO THESE ROUTINE FILM ACTIONS IT GENERALLY TENDS TO CONFUSE THE HARMONIOUS [REDACTED] RELATIONSHIP ON FILM PROCUREMENT.

BT

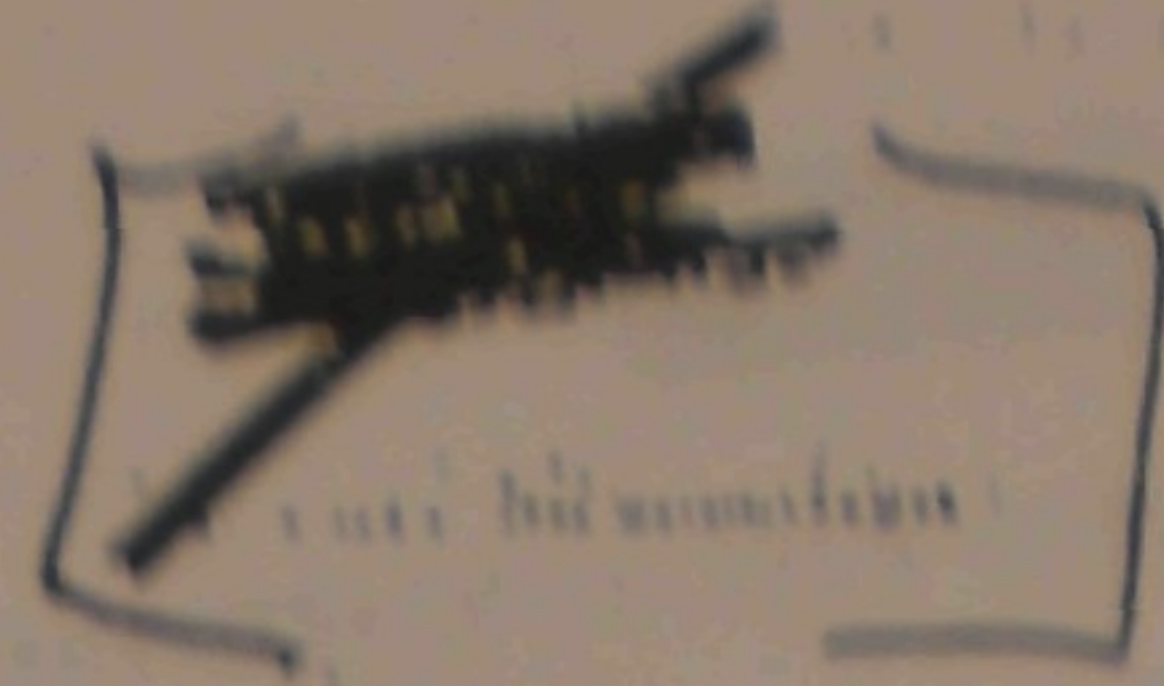
[REDACTED]

APPROVED FOR RELEASE
DATE 17 Nov 78

[REDACTED]

[REDACTED]

D- (#122)



TOP SECRET

Deputy Assistant Director/BI

1 August 1952

Acting Chief, Weapons & Equipment Division

"Flying Saucers"

1-1-52
1-5-52

1. Pursuant to your request for overall evaluation of "flying saucers" and associated reports, the following is pertinent:

a. Of 1000 to 2000 such reports received by ATIC, a large percentage are clearly "phony". An equally large percentage can be satisfactorily explained as known flights of currently operational U.S. equipment (aircraft, weather balloons, etc.) and many others are undoubtedly of natural phenomena (meteorites, clouds, aberration of light caused by thermal inversion or reflections, etc.).

b. Less than 100 reasonably credible reports remain "unexplainable" at this time; regarding these reports, there is no pattern of specific sizes, configurations, characteristics, performance, or location. The sources of these reports are generally no more or less credible than the sources of the other categories. It is probable that if complete information were available for presently "unexplainable" reports, they, too, could be evaluated into categories as indicated in "a" above.

2. Notwithstanding the foregoing tentative facts, so long as a series of reports remains "unexplainable" (interplanetary aspects and alien origin not being thoroughly excluded from consideration) caution requires that intelligence continue coverage of the subject.

3. It is recommended that CIA surveillance of subject matter, in coordination with proper authorities of primary operational concern at ATIC, be continued. It is strongly urged, however, that no indication of CIA interest or concern reach the press or public, in view of their probable alarmist tendencies to accept such interest as "confirmatory" of the soundness of "unpublished facts" in the hands of the U. S. Government.

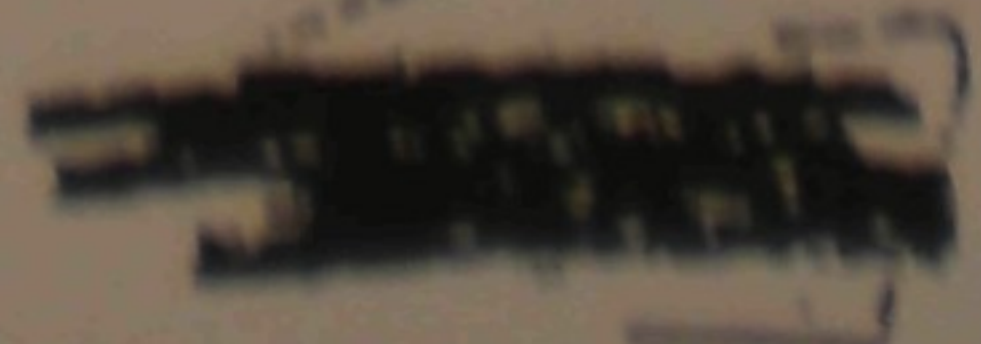
4. The undersigned has arranged with the Commanding Officer of the Air Technical Intelligence Center at Wright-Patterson Air Force Base, Ohio, for a thorough and comprehensive briefing related to this subject on 8 August 1952. Subsequent to obtaining full details, a detailed analysis will be prepared and forwarded.

mission below

RELEASED

5/9/94

EDWARD TAYLOR

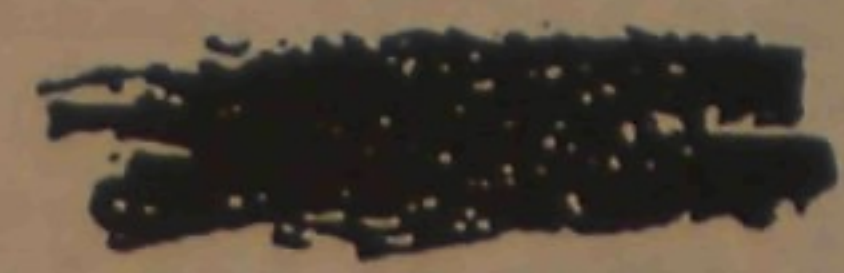


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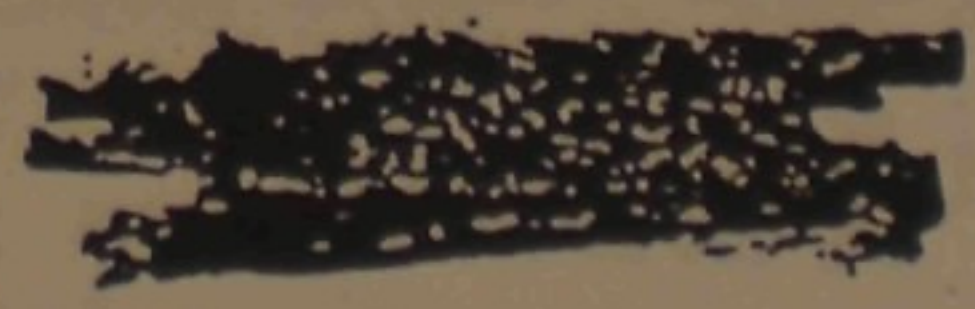
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DAD/SI

- P. G. STRONG
- F. C. DURANT
- H. CHANNING
- M. J. GARDER
- J. B. QUIGLEY

b-3



8 Aug

00001

AFP Paris. Radio teletype in French to the Americas on 8 August 1952,

carried the following item:

Bonn. Writing in the German magazine "Der Flieger", Dr. Waldemar Beck says that a flying saucer which recently fell at Spitsbergen has been studied by eminent Norwegian and German rocket experts. He writes that Dr. Horsel, a Norwegian expert in rocket construction went to the place where the flying saucer had fallen a few hours after it had been discovered in the mountains of Spitsbergen by Norwegian jet planes.

In the wreck of the apparatus the expert is said to have discovered a radio piloting transmitter with a nucleus of plutonium transmitting on all wave lengths with 934 hertz, a measure that has been unknown so far.

The investigation has also shown that the flying saucer crashed because of a defect in its radio piloting system. The saucer which carried no crew has a diameter of 47 meters. The steel used in the construction is an unknown alloy. It consists of an exterior disc provided at its peripheral with 16 automatic jets. This disc pivots around the central sphere which contains the measurement and remote control equipment. The measurement instructions have an inscription in Russian.

8 Aug. —
FBI item not used for
Director's log. ■

P

452.1 AKADB

13 January 1949 /dob

7A

SUBJECT: Unconventional Aircraft (Control No. A-1917).

TO : Director of Intelligence, GSUSA
Washington 25, D. C.

1. The inclosed Summary of Information, subject, "Unconventional Aircraft (Control No. A-1917," dated 13 Jan 49, is forwarded for your information and any action deemed necessary.

2. Agencies in New Mexico are greatly concerned over these phenomena. They are of the opinion that some foreign power is making "sensing shots" with some super-stratosphere devise designed to be self-disintegrating. They also believe that when the devise is perfected for accuracy, the disintegrating factor will be eliminated in favor of a warhead.

3. Another theory advanced as possibly acceptable lies in the belief that the phenomena are the result of radiological warfare experiments by a foreign power, further, that the rays may be lethal or might be attributed to the cause of some of the plane crashes that have occurred recently.

4. Still another belief that is advanced is that, it is highly probable that the United States may be carrying on some top-secret experiments.

5. It is felt that these incidents are of such great importance, especially as they are occurring in the vicinity of sensitive installations, that a scientific board be sent to this locality to study the situation with a view of arriving at a solution of this extraordinary phenomena with the least practicable delay.

6. It is further requested that this Headquarters be informed of action taken on this and a previous report in order that reporting agencies may be advised.

FOR TEL COORDINATING GENERAL:

1 Incl:
as stated

EUSTIS L. POLAND
Colonel, GSC
AC of S, G-2

171C, 1 am 1c

CONFIDENTIAL

Handwritten notes and signatures in the bottom right corner, including a large signature and the word "CONFIDENTIAL" stamped vertically.

Vertical handwritten notes on the right margin: (S) 452.1

Vertical handwritten notes on the right margin: 13 January 1949 (E.L.P.)

~~CONFIDENTIAL~~

000944

DA - 1/2c

SUMMARY OF INFORMATION

DATE 13 Jan 49

PREPARING OFFICE: Office of the AC of S, G-2, Headquarters, Fourth Army, Fort Sam Houston, Texas

SUBJECT

7B

Unconventional Aircraft

(Control Number A-1917)

SUMMARY OF INFORMATION

(G-2 NOTE: This report is a supplement to report, this headquarters, subject as above, dated 3 January 1949.)

1. Following is a list of sightings of unidentified lights over New Mexico subsequent to 27 December 1948:

a. Los Alamos, 20 Dec 48, 2054 hours. Falling light from 45 degree angle, decreasing to 20 degree angle. Observed by four security inspectors at Los Alamos AEC project.

b. Los Alamos, 28 Dec 48, 0431 hours. Descending vertical light much slower than falling star. Disintegrated in greenish flash lighting up cloud area between observer and light. Observed by security inspector, Los Alamos AEC project.

c. Los Alamos, 30 Dec 48, 2010 and 2100 hours. High speed motor sound directly over Los Alamos and above overcast. Sound heard for seven seconds (timed) and repeated 10 minutes later. Heard again at 2100 hours for 8.2 seconds (timed). Positive determination that no vehicles on approaching highways and no planes overhead. Checked and observed by Los Alamos security inspectors.

d. Sandia Base, 6 Jan 49, 1735 hours. Brightly lighted object from southeast to northwest. Diamond shape, two feet long. Altitude 1500 to 2000 feet. Speed - faster than a jet plane. No smoke or vapor trail. No sound. Observed by Sandia Base sentry who claims experience in aircraft observation.

2. Dr. La PAZ, Meteorologist at the University of New Mexico, personally interviewed all persons who have made observations. He has made transit sightings to determine altitudes and angles of flight. He has made a report to the O.S.I. of the U.S.A.F., closing with this remark, "I have no hesitancy in testifying that an object possessing the real path and other peculiarities observed by Messrs. WILSON, TRUETT, STOKES, and SKIPPER was not a falling meteorite."

Distribution: D/I; C/S; G-3; 14th AF; FBI; file; O.S.I., A.M.C.

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Handwritten initials or stamp at the bottom right corner.