DISPOSITION FORM

UNCLASSIFIED

FILE NO. Proj. 10073
SUBJECT (TEXT) Discussion of Washington, D.C., Radar Sightings of Unidentified Object on 20 and 26-27 July 1952

ATTN: Capt. Suggelt
FROM: NELA22
DATE: 29 Aug 52
COMMENT NO. 1
Capt. James/1es
55170/814ag 2558

1. A study of the various reports regarding the subject radar sightings do not allow a positive and final explanation to be made. This is a characteristic of practically all radar reports of unidentified and/or unconventional targets. As usual, the factual and scientific data necessary for analysis is not available. However, the information available, together with weather data, does allow a plausible explanation as to the possible cause of the unidentified targets.

2. The general trend or tone of the available reports of the subject targets indicate a possible anomalous (bending) propagation (temperature inversion and/or moisture lapse) effect on the radiated electromagnetic waves of the radar sets, thereby allowing detection of ground targets which are not normally seen. Excerpts from available reports which indicate the possibility of detection of ground targets due to a mild condition of anomalous propagation effects are as follows:
   a. "Sporadic"
   b. "Intermittent"
   c. "Capable of dropping out of the pattern at will"
   d. "Creeping appearance"
   e. "Just disappeared from scope"
   f. "Solid"
   g. "Unidentified targets have been picked up from time to time over the past few months, but never before were there so many as were experienced on the nights of 17/20 and 26/27 July 52"

b. The lengths of time that targets appeared and the time of day, 0000 to 0530 EST (20 July 52) and 2050 to 0000 EST (26 July 1952), both indicate a favorable characteristic of anomalous propagation.

   a. Reported "formation" of targets could be due to the fact that prominent ground targets, such as, power poles, buildings, etc. are usually grouped in some type of regular pattern and would maintain this grouping on the radar indicator.

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3. Weather data is available during the time of subject radar sighting for the 26th only. This data, taken at 2200 EST, is as follows:

<table>
<thead>
<tr>
<th>Altitude (Thousands of ft.)</th>
<th>Temperature (Degrees Centigrade)</th>
<th>Mixture</th>
<th>Layer Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>25.2</td>
<td>(Fairly constant)</td>
<td></td>
</tr>
<tr>
<td>300</td>
<td>25.3</td>
<td>up to 3,000 ft (increased rate)</td>
<td></td>
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<tr>
<td>1</td>
<td>25.9</td>
<td>between 3,000 and 4,500 ft</td>
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<tr>
<td>2</td>
<td>23.1</td>
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<tr>
<td>3</td>
<td>20.4</td>
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<td>4</td>
<td>19.5</td>
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<td>5</td>
<td>20.4</td>
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<tr>
<td>6</td>
<td>19.1</td>
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<tr>
<td>7</td>
<td>17.0</td>
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<tr>
<td>8</td>
<td>15.1</td>
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<td>9</td>
<td>13.2</td>
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<td>11.1</td>
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<td>11</td>
<td>9.5</td>
<td>(rapid increase)</td>
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<tr>
<td>12</td>
<td>7.9</td>
<td>between 4,500 and 7,500</td>
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<td>13</td>
<td>6.1</td>
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<td>14</td>
<td>4.3</td>
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<tr>
<td>15</td>
<td>2.0</td>
<td>(above 7,500 ft)</td>
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<tr>
<td>16</td>
<td>0.0</td>
<td>moisture content was too small to be measured</td>
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<td>17</td>
<td>-2.2</td>
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<td>18</td>
<td>-4.6</td>
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<td>19</td>
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<td>20</td>
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<td>21</td>
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<td>28</td>
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<td>29</td>
<td>-30.0</td>
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<tr>
<td>30</td>
<td>-33.9</td>
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The above data indicates slight temperature inversions at 800 feet and at 4,000 feet altitude. Mixture conditions at these altitudes also appear to be somewhat favorable to anomalous propagation, sometimes referred to as "bending", "ducting", "guided propagation", "trapping", or "super refraction" of the radar electromagnetic wave.

4. There are several factors, given above, which are favorable for concluding that the subject radar targets were actually ground targets which are not normally detected. It is considered that an abnormal propagation condition caused a mild bending of the radar waves so that detection of ground targets were not giving "solid" returns for every antenna sweep and thereby would cause a misinterpretation that stationary ground targets were in motion.

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5. Very strong ground return signals have been previously observed on the indicators of the AN/CPS-1 type radar, located in Florida, out to ranges of about 150 statute miles.
Air Traffic Control at National Airport notified Bolling Operations that they had sighted strange objects on their radar screen. S/Sgt Richard Lecava, operations dispatcher notified the Bolling Airframe Officer and alerted the Bolling Mobile Control Tower. S/Sgt. Don L. Wilson, Tower operator, scanned the skies visually and reported that he saw an unidentified, roundish object drifting low in the sky about seven miles southeast of Bolling Air Force Base. He said it was of about the intensity of a star and white-yellow in color. It was visible for a few minutes. (THOM, 0729, 20 July 52)
At approximately 2130 on the night of 27 July 1952, a Washington newspaper, the name of which is unknown (the caller identified himself but the name of the newspaper could not be remembered) called Capt. E. J. Ruppelt at his home. The caller was advised that Capt. Ruppelt could make no statement for the press. He advised the caller that all public statements for the press had to come from PDA in Washington. The gentleman from the newspaper was very insistent and rather indignant about the fact that he had received a "run around" all afternoon.

Capt. Ruppelt stated that he was sorry about this but that he could still make no comments. The gentleman asked whether or not we had received a report about the Washington sighting that occurred on the night of 26 July 1952. He was advised that we had been advised of the sighting but could make no comment on it. The gentleman said that he believed the Air Force was withholding information that was vital to the press. Capt. Ruppelt said that he didn't know whether this was true or not and that he was sorry that he could not give them any information.

The next asked what could be the cause of radar returns like that. Capt. Ruppelt said that he had nothing to say about the Washington sighting although as previously had been announced in all of the newspapers, ATIC had reports of radar sightings but that he would make no comment on them. The gentleman stated that he had no knowledge of radar and assumed that since there was a radar pickup there must be something there. Capt. Ruppelt said again that he could not make any statement but that it was a well-known fact that radar images could be caused by weather, by birds, by malfunctions in the radar set, from interference of two radar sets, and many other reasons and just the fact that there was a return on a radar
scope did not mean a great deal unless that return could be evaluated. The gentleman asked next how soon it would be before we had an evaluation on the Washington incident. Again he was informed that we could make no statement.

He asked what Capt Ruppelt's affiliation with the project was and he was advised that the full details were in Look Magazine and that, as they quoted, Capt Ruppelt was the Project Officer. He was advised that nothing else could be said and the conversation was terminated.
Memo For Record 28 July 1952

Subject: Report of Unidentified Aerial Object

1. At 2115 EST, Mr. of Life Magazine called Capt Ruppelt at his home. He stated that Life and Life representatives were at Washington National Airport tower and that the same radar returns as were observed on 19 July were on the scope.

2. Capt Ruppelt called Capt F. E. Smith, ATIC D.O., and informed him of the incident. Capt Smith called Col Thomas, the D.O., at 2130 EST.

3. Capt Ruppelt arrived at ATIC at 2200 and called Col Thomas at 2215. Col Thomas stated that he had contacted Major Fournet and Lt Holcomb, a radar analyst. Both were going to Washington National to see what was taking place. He also stated that he would call the command post and have them inform Eastern Air Defense Forces. Col Thomas also agreed to report any further developments to ATIC.

At 0030 EST, Col Thomas called Capt Ruppelt at his home. He stated that since 2200 EST, the radar at Washington National Airport tower had been picking up objects on all quadrants of its scope. Major Fournet and Lt Holcomb were at Washington National tower and observing the objects. F-94's had been scrambled with no luck and "something else" was going to be tried. (What "something else" meant is unknown.)

Col Thomas also stated that several press representatives were at the tower and photos had been taken. Andrews AFB radar was also making contacts. Major Fournet was going to contact the command post so he could request operational control over the investigation.
26 July 1952

Memorandum for Record

- Subject: Trip to Washington, D. C.

1. On 21 July 1952, Col D. L. Bower and Capt E. J. Ruppelt went to MATS Hq at Andrews AFB, Maryland, to discuss the possibility of the MATS Air Weather Service and Flight Service assisting in Project Blue Book. Col was contacted. He called in Major from the Director of Intelligence Office of Hq MATS. The proposition that these people could help us in Project Blue Book was presented. The Air Weather Service could help us by assisting the reports that we receive for possible balloons and Flight Service could help us by attempting to identify reports that turned out to be aircraft.

2. Capt and Warrant Officer were called into the meeting. These men were from Air Weather Service. The project was outlined to these people and a discussion was held as to how they can help us. Capt Ruppelt showed several examples of how we had tracked balloons previously and asked these people if they could do the same. After a lengthy discussion these people left the meeting and it was decided that ATIC would draw up a proposal stating what we wanted these people to do and submit it to them on an informal basis. They would then review this with ATIC people and make necessary corrections to arrive at a final proposal, then this final proposal would be sent to them through channels. They were advised that if the task appeared to be a big one a transfer of funds from ATIC to MATS could be arranged.

3. The of the meeting with the weather people, Lt Col, who is Intelligence Officer, and Deputy for Operations of Flight Service, was
called in. The problem of identifying these objects as aircraft was discussed.

It was previously known that it is a difficult job to trace aircraft back to a
given position in the U.S. or merely using flight plan reports, etc. However there
is a possibility of working something out. Several suggestions were offered, (1)
that ATIC would furnish personnel so that there will be one person at each Flight
Service Center throughout the U.S. merely to handle unidentified aerial object
reports. In this way as soon as a report comes in it could be easily checked.

The possibility of having a roving representative visiting various flight services
was also discussed. There was no definite plan made as to what would be done
in this instance. It was decided however that it would be very advantageous
for ATIC to prepare a letter to CAA and have it distributed to all CAA's in-
stallations. This letter would state how to report unidentified aerial objects
and would give the CAA facility authorization to send a collect telegram directly
to ATIC. This would alleviate much handling of messages. At the present time
CAA facilities relay the message several times before it reaches the AP Flight
Service. After it reaches Flight Service it is handled several more times before
it reaches ATIC. In this interim handling it has been found that the message
becomes distorted. The meeting ended with an agreement that ATIC would draw
up what they desired in the way of additional material from Flight Service and that this would be
presented to Flight Service and they would put any suggestions or corrections
that they felt necessary. It Col

also agreed to contact CAA and
see how much cooperation they could give us on this subject.

4. On the next day Col Bower and Capt Huppert spent the day in the

Pentagon. The prime purpose of the visit was to coordinate the articles that
have been written for the copy of the digest, of the Air Intelligence Digest,
that will devote about half the issue to the investigation of unidentified
aerial objects. Dished in with this was a great deal of confusion on the recent sighting by radar over Washington Municipal Airport on Saturday night.

5. The first thing in the morning Col. Bower and Capt. Ruppelt visited the Digest Office. The visit was rather brief and they proceeded to the office of Lt. Col. Peabody, in the office of the Deputy for Estimates. Col. Peabody stated that under the reorganization of the Directorate of Intelligence, Maj. Fournet at AFOM-283 would no longer be the contact man in Washington for unidentified object reports. A new agency handling this coordination is under the Topical Intelligence Division and the Current Intelligence Branch. Col. Bower and Lt. Col. Peabody also visited the Office of Public Information of the Air Force.

It was there decided that ATIC would send a monthly status report to these people. This status report would be either a classified copy which they could disseminate the information they felt was not classified or a special unclassified report.

In addition to this, various things will be sent to these people such as memorandums for record that we feel would be of interest, etc.

While Capt. Ruppelt was in the Digest Office, he received a call from Mr. ______ from the PIO. Mr. ______ stated that the Washington Daily News wished to speak to Capt. Ruppelt but he was advised that this could not be done due to existing regulations and that Mr. ______ would have to go through D/I channels to get permission for this interview. Mr. ______ called back and said that the PIO had contacted Gen. Ackerman and that Gen. Ackerman said in light of the fact that there had already been publicity that the Daily News could speak to Capt. Ruppelt. He was advised however that it could not be a personal interview due to the time element involved and that they would contact him by telephone. Capt. Ruppelt called the Daily News and talked to one of the reporters. He stated that he had been
requested by Mr. [redacted] to call the newspaper. He answered several questions
none of which were used in the subsequent news story. One thing that he did
stress was that he was not in Washington specifically for the recent sighting.

7. A telephone call was also received from Gen. Landry's secretary. She
stated that the President had requested Gen. Landry to find out the details of
the sighting that had occurred in Washington on Saturday night. She was advised
that ATIC had the report and was working on it and that an evaluation would be
forthcoming.

8. While visiting Air Weather Service and Flight Service the Director of
Intelligence at MATS requested that they be put on a distribution for reports.
This was noted and they will be put on the distribution list.
Memorandum for Record  

23 July 1952


1. The first notification of this incident was on the morning of 22 July 1952 when Col Rower and Capt Ruppelt were eating breakfast and read it in the Washington papers. They had been out at Andrews AFB the previous day and had not heard of it. They had contacted people from the D/I of MATS who also did not know of it.

2. Upon reporting to the Pentagon on the morning of 22 July 1952 they met Lt Col Teasburg, D/I Estimates Division, who stated that a Capt Berkow, D/I of Headquarters Command at Bolling, was coming in with the report of the incident. He was about 0900. At about 0930 Capt Berkow arrived and briefed Col Rower, Capt Ruppelt, Major Linder of ATIC, and others on the incident. He stated that a full report would be ready, and would be delivered to Col Rower by 1700. During the day several phone calls were received by Capt Ruppelt on this sighting. One was from the White House. They were advised that an investigation would be made.

4. Before the afternoon was over it appeared that this was going to be a "hot" incident. Capt Ruppelt called Col Rower in Lt Col Teasburg's office and offered to stay over in Washington to get the investigation started but was advised that this should not be done.
You sent the writer a fact sheet in March. As to his questions here, we can say that the Air Force conclusion on the 1952 Wash sightings was "Anomalous radar returns caused by temperature inversions".

As to the "fireballs" on aircraft, these were common in World War II and to some extent in the Korean War. They are caused by one of two things: static electric phenomena, such as St. Elmo's Fire, or reflections of light by small whirlpools or vortices of air created by small irregularities of the aircraft structure.
At a meeting held at 1200 hours, 23rd 
regarding reports on the incident of April 19, 1899.
For eighteen days there was regarding a case which
the said Olaf Olsen, was operating on a
ship, said to be under the command of a
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Another case happened in the area of 1899.
Three ships from the 1899 naval operation were
allegedly located after the wreck was
the point was located at position 47°
the point was located to the north of Wilson, S. John River,
and that John & City

What are these points now?

On January 22, 1952, and B.C. officials
with a certain regard the case of whether the
rise of the hill caused the being caused by an

I told Olaf Olsen that the case has never been
alleged that it is still being run in the same
locating Wilson. I also told him to
ask Beverly (Defence) for the records as of 1942
which were deposited by the Civil Aeronautical Board.
Cope, Philip Van Dine. — Armed 24 Jan. 1783. Added the same day, New Castle, Del., commanded by Capt. James R. Matthews.
3. Capt. Frederick T. Bradner.
I reported on duty in the tower at 2300 CST on 19 July 1942 for my eight hour tour of duty about 1230 A/1st. Brody, Beavers, and myself started talking about flying saucers. We were inclined to believe that they were new objects. I tuned in on the intercom over the tower maintenance man 2/Cst. Rose was listening to the conversation over the intercom on the 6th floor as he worked there, and continued jokingly now and then.

At approximately 2300 I saw the ringer telephone and broke to someone unknown to me who was apparently watching the sky from another desk. Brody became excited during the conversation and suddenly yelled there were several. I saw a falling star go from overhead a short distance south and burn out. About two minutes later I told them there were another one about you see the orange glow to the north. I told them I saw it but he pointed south and I had been looking southwest. I went up on the roof after dark and watched the sky in all directions. In the meantime Nash Center was reporting targets on their radar screen over the Andrews Range. Andrews Approach Control observed nothing.

I was in the tower talking on the phone and interphones. He was watching a star and telling various people that it was giving us a good glow. Descending rapidly and going from left to right not being and I listened to him from the roof believed we saw it move too. Watch in the glow of another.

This star was to the east slightly to the left of and above the rotating beacon. Brody reported the star as the miles out of Houston and at an altitude of two thousand feet.

A short time later again 0000 but I he was on the roof and theFalcon 0000 at the north. A few minutes later a report went in the opposite direction. They faded and went out within two see miles. The sky was full of stars. The sky was full of stars. The sky was full of stars. The sky was full of stars. The sky was full of stars.

At about 0000 here I descended to the tower and observed from the roof at the night but not nothing more. All night Nash Center was reporting objects near Andrews or over the Andrews Range but Andrews Approach Control could see nothing. However they could see various objects reported to their screen was apparently in good operation.

About 0030 I saw a jett 15-15-15 called Nash Center were reported to be returning to that position.

At 0100 Nash Center called me and reported an object five miles southeast of Andrews Field. I looked and seeing nothing, I told him I had no report I heard.

A TELL COPY

[Signature]
the back in 1954. On the other hand, I don't know what I would have done.

The situation was tense, and the political situation was not improving. I was concerned about the safety of the people in the building.

We had a lot of equipment to move and it was a difficult task. I was responsible for coordinating the efforts of many individuals.

I remember the day we had to evacuate the building. It was a very difficult decision, but we had to prioritize the safety of the people over the equipment.

In conclusion, I believe that we were not well-prepared for such a situation. We should have had a better plan in place to handle emergencies like this.

Best regards,
John P. Jacobs
Manager, Operations Office
At approximately 2300, Washington Center and Andrews Tower were talking to Andrews Tower reported seeing a light which was located some distance from the tower. At approximately 2300, Washington Center advised the target on their radar was going towards Andrews. I went outside to the target appeared on Andrews radar and was a light as reported by the tower. It was between 10 and 15 degrees above the horizon, and seemed to be changing color from red to orange to green to red again. It seemed to float but at times to dip suddenly and disappear into the horizon. It did not have the appearance of any star I have ever observed before. At the time of observation there was a star for a light of my position. The intelligence was approximately the same at the object and I estimated it to be between 10 and 15 feet in diameter at approximately 500 ft. During the next hour very few reports were received from Washington Center. At approximately 2350, I again went outside to look at the object. At this time both the star and the object had decreased elevation by about 10 degrees. The object had ceased to have any apparent movement but still appeared to be changing color. On the basis of the second observation, I believe the unidentified object was a star.

At approximately 2350, Washington Center called and asked if there was a target 3 miles north of Silver Hill. I checked my scopes and there was definitely a small target at the Silver Hill Airport as indicated. It remained for about 25 to 30 seconds (1 to 2 minutes on the radar) and then disappeared completely. This is the only target identified by which the object was reported to Washington Center.
After a discussion with the officer and reported to have seen objects in the sky around 3:00 AM, while we were discussing the situation, we went on to look for the objects in the sky. We looked everywhere, but could not see any objects. The area was very dark, and there was no light. It was very quiet and still, and there were no other objects in the sky.

The objects were described as being a few feet off the ground and moving in a straight line. They were described as being brighter than the moon, and they were moving at a steady pace. They were described as being dark and shadowy, and they were moving at a steady pace. They were described as being dark and shadowy, and they were moving at a steady pace.

I saw another object described as the one before it, but it was moving faster. It was described as being a small, dark object. It was moving at a steady pace, and it was described as being dark and shadowy. It was described as being faster than the one before it.

The officer who reported seeing the objects was described as being very clear-headed and very experienced. He was described as being very clear-headed and very experienced. He was described as being very clear-headed and very experienced. He was described as being very clear-headed and very experienced. He was described as being very clear-headed and very experienced.
At about 2200hrs 20 July 1967 myself and two other controllers were on duty at Andrews tower. Washington Center (WASH) called and advised there were about 5 red targets near the Andrews fence. Another controller advised there had been no trouble. Also the only traffic tower had his one C-47 inbound still about an hour out of Andrews. A few moments later tower had a phone call from the C-47 flight line at Andrews by a party from Goodwin. They wished to know if a C-47 could observe the scene and while he was talking he suddenly said "I see it". By this time the rest of us looked here was not ing there. Both controllers said they saw the object south of Andrews. WASH called again and advised there were still targets east and west of the Andrews fence. Tower 30, myself and another quickly then went to the roof of the house with field glasses. I checked on a light first believed to be a possible object but it was a star. A while later we saw what appeared to be a shooting star streak across the sky heading NW followed almost immediately by another at the same heading and near where the other one had started. I went down to the tower to report the incident to WASH. Tower 30 and Tower 1 said there was another one following the same route and near the others. Another controller later on the roof, Tower 30, and myself saw a falling star the color very white like any falling star while the others observed were a light red or orange color. This is to my knowledge was the last observed object at night. However WASH Center still had targets near Andrews at times. WASH Center advised that an airline pilot reported 3 objects near Dulles Pkwy at a very fast speed and later reported 3 more between Herndon and Martinsburg Va. Still another pilot reported one over Mt. Vernon Va at about 2030 ZT. At about 0030 L.T. WASH Center asked for another if he could see anything about 2 miles north of Andrews. As they asked the up tore none and was not ing. WASH Center said the targets would move 15 degrees at a time to cover them. WASH also advised they seemed to be at a higher frequency then aircraft were moving, seeming to move or less follow the aircraft.
The other day I was driving around the countryside when I saw a strange object flying high above my car. I followed it for a few minutes and noticed it was about 10,000 feet high. Suddenly, it started to move faster and spiral wildly. I called the police and they sent a helicopter to track its movement. The object seemed to be a flying saucer and it finally landed in a nearby military base.

I was fascinated by this occurrence and I decided to write down my observations. It was a very strange experience and I don't think I will ever forget it. I hope someone can explain what happened.

/signed/ 00259

UFO WATCHER

Chief Operations Officer

101st Airborne Division

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/signed/ 00259

UFO WATCHER

Chief Operations Officer

101st Airborne Division
1. Three unusual objects sighted by a base personnel from approx. 0030 EST 20 July 52. Objects appeared to have reddish-orange glow from illuminated area. Size varied from 1 foot to size of a car.

2. Movement of objects was erratic. One moved in an N-S direction and disappeared, sighted for about 2 seconds. Another appeared to move from south-west to south-east and back again as sighted from tower and section 2 flight line. One object returned in south-westerly direction and disappeared to the north. This sighting lasted about 30 seconds. Speed was extremely great. Altitude of objects undetermined. Second object appeared about 5 minutes after first. Third object traveled from west to east and disappeared. One observer said objects could have been shooting stars.

3. Base radar has not listed unidentified flight on radar since 2245 EST 19 July. Varying numbers from 5 to 10. Several located near A/F range.

Individuals reporting these objects are:

Section A Flight Line

a/C. Bodrom, Jr.

Capt. J. Wingert, Charles T.

1600 EST

All Tower

r. S. F. Mox".

A/C Randall, C. P.

730 EST, 19 July

TIME COPY

Walter R. O'Brien

Capt., U.S.A.F.

Chief, Operations Officer
On the 4th July 1952 about 02:30 hours I was out flying a section of my flight when I noticed an object to the South West of the aircraft. It was about the size of a basketball and it was traveling at a very high speed. The object moved from the West to the North East in a line pattern and was traveling at such a speed that it could not be a jet aircraft. My estimation of the speed is the object was traveling at a speed of 700 miles per hour. It would be hard to judge what the object was flying because it was too fast to judge and was still in the air. The object moved in this pattern several times and then disappeared from the view. From this I have to say that the object and the missing one would say it was a flying saucer. But I'm not saying that this was a flying saucer because it looked more to be more round in shape than flat.

A/C Bill Goodman

A TRUE COPY

Chief of Staff

Adjutant General Officer.
AIRCRAFT TYPE

Operator

C/N 12

C/N 12

IN RADIO MAY AND LOGO

C/N 12

Said call late that there was contact south of Win A/30 Palace.

C/N 12

Brought body and is a civil contact and approached just a

C/N 12

fraction off dropping aircraft.

C/N 12

High center line. Calling all love.

C/N 12

Five targets

C/N 12

Identified in the vicinity of Win A/30.

C/N 12

Your point to observe

C/N 12

with the help of this.
Civil Aeronautics Administration
Aviation Safety District Office
Washington National Airport
Washington 2, D. C.

Attention: Mr. [Redacted]
Operations Agent-in-Charge, Capital Airlines, Inc.

Gentlemen:

The following is quoted from the aircraft dispatcher's log for the period 2000 to 0700 of July 20, 1952.

"Reports from unknown unidentified objects received on radar most of nights at DCA, objects sighted by TWA, and NAT Airlines 610 between Martinsburg, Harpers, and Washington cruising objects over 10,000 ft. for several hours. None ground sighted that we know of here. However, ground sighted at Martinsburg and York, Pennsylvania. TWA sighted 3 at level, flight moving at terrific speed."

An employee of NAT reported several flying objects with bright lights between Martinsburg and Martinsburg. The tower had numerous unidentified blips on the radar screen and had asked him to check. A report very interesting. As he reported the position and speed of the airborne objects, always radar confirmed his reports. Very surprised at vertical speed of the objects, said they appeared like falling stars without tails. Dispatchers [Redacted]. Commander [Redacted] and W/0 Dave Pratt were able to position to observe the blips on always radar. About 7 blips were in the area, and their speeds were phenomenal, but even more surprising was their occasional disappearance from the screen for one and sometimes two sweeps of the beam — after which they reappeared moving rapidly in other directions. All trips kept advised.

Very truly yours,

[Redacted]
Manager Flight Operations

Saving America Since 1927
Dear Sir,

Per Capt. Rogers,

Later date, mutual soup.

The description is overwhelming. One expects
a lot to have come amiss.

Surely we will have a sitter on Thursday.

So much good fortune.

Very truly,

[Signature]
Dear Mr. [Name]:

Your recent letter concerning unidentified flying objects has been received.

The following is a resume of the Washington, D.C., sighting of 19/20 and 26/27 July 1952:

On 19/20 and 26/27 July 1952, a great amount of excitement was generated in the Nation's Capitol due to sightings of unidentified flying objects, both visually and on radar. Most of the sightings occurred between midnight and dawn. The objects were picked up by more than one radar in the Washington area and were reported to have speeds on the order of 7500 miles per hour. Jet intercepts were unsuccessfully attempted.

Visual sightings were reported by both ground and airborne witnesses. The descriptions by the witnesses were generally the same. The objects were described as changing from orange to green and back to red. The numbers varied from one to six with no apparent set formation. Three objects were reported to have left trails. The motions of the objects for the most part appeared erratic. In some instances the objects were described as meteors.

The Air Force concluded that the radar sightings were probably due to anomalous propagation; sometimes referred to as "bending," "gaiting," "guided propagation," "trapping" or "super refraction" of the radar electromagnetic wave; the inversions and moisture conditions being responsible for the unusual functioning of the radar. Bending of the radar waves, so that detection of ground targets were not giving "solid" returns for every antenna sweep and thereby caused the misinterpretation that what were probably stationary ground targets were in motion.

As to the visual sightings, these individuals were probably experiencing the same effects as the radar (mirage), and were seeing objects normally beyond their range of vision. There is also the possibility of inconsistencies in the layers of air of different temperature causing lenses of air which resulted in distortion of some of the lower stars. It is significant to note that in all instances where it could be determined the altitude of the airborne witnesses was approximately 4000 feet, the level of the higher inversion layer. Sightings of meteors coupled with the normal excitement of the witnesses also contributed to this sighting.
The Air Force conclusion is that the radar and visual sightings on 26 July 1952 were due to the mirage effects created by a double inversion.

I hope this information is helpful.

Sincerely,

WILLIAM T. COLEMAN, JR.
Major, USAF
UFO Project Information Officer
Public Information Division
Office of Information

Mr. [Redacted]
34 Street, Belfast 5,
North Ireland, United Kingdom
Belfast,
Northern Ireland.
11th November 19...,

Dear Sir,

I have seen recent reports that unidentified flying objects appeared over Washington D.C. in the early hours of the morning of July 24th 1952, and again on July 26-27th 1952, and were tracked by radar at Washington National Airport and Andrews Field.

Since I am a member of an astronomical society interested in space-flight and allied subjects, and a student, I would be very much obliged if you could furnish me with details of these sightings and any others connected with them.

Yours faithfully,
18 October 1961

Dear Mr. ____________________

Your letter of October 13th to the Department of Defense has been returned to the Air Force.

You do not list the dates of the sightings mentioned in your letter, so I will have to assume that you refer to the Washington sightings of July 1957. The conclusion of these sightings was that a temperature inversion (double) in the area during the period caused radar "ducting" reflection and reflected images from objects over the horizon. The visual sightings were attributed to the same cause and effect.
Dear [Name],

This is to acknowledge your letter of 16 July 1960 concerning unidentified flying objects and particularly the 1952 Washington sightings.

Your information concerning the Washington sightings is in error. Weather conditions that night revealed a double inversion in the D.C. area—one at 400 feet and another at approximately 4000 feet. This double inversion caused the radar and visual sightings that night.

For your information I am enclosing the latest Department of Defense press releases on this subject. It plainly states the Air Force position in regard to MUFON.

Sincerely,

[Signature]

Inclosure

[Stamp: DAV]

LAWRENCE J. TACKET
Lt. Colonel, USAF
Public Information Division
Office of Information

[Stamp: SAPOD-36 - Coleman
SAPOD-4 - Reading]
Attached is a copy of the report written by the Senior Controller on duty, from approximately 2330 July 19, to 0600 July 20, 1952.

Parts of this report have been given to Major Williams of Air Force Intelligence, Lt. Col. Searles, Office of Public Information, Department of Defense and to Mr. W-L. [Signature]

Wt/eb
CC: W-L
USAF Hqtrs.
At 2300 (10th) Control Room Agent called my attention to several targets observed on the 70-2 scope. Right of them were counted and, although an occasional strong return was noted, most of the targets would be classified as fair to weak. After we had checked carefully on the movement (about 100 to 150 mph) and confirmed our findings with what the Tower saw on the 70-2, I called 103 and reported it. This was about midnight 105. 103 later advised that the nearest military base was supposed to handle these matters and to call the NSF Intelligence Officer or MO. There was some confusion for awhile as to whether Andrews or Rolling was going to make the report, but it was finally determined that MO would handle.

I called 103 and asked if they could see them and was advised they saw nothing. Our MO Maintenance then checked the equipment very carefully and advised that it was functioning satisfactorily and confirmed it with a fellow worker. (This lad tells me he has been working on this equipment for five years, so guess he knows what he is doing.) The targets were located east and south of MO and in fact, we advised the MO tower to look and see if they saw anything also asked AMI Approach control to check scopes. AMI had a lad on the roof with glasses who spotted an object that looked to be orange in color and appeared to be just hovering in the vicinity of AMI. They saw others as time went on with varying descriptions. Most of this information was given to 103 and NSF with the expectation that they would run an intercept.

The impression received from 103 was to the effect that more information was needed to order an intercept. I told them our equipment was giving us good readings so we would be able to do any vectoring that might be necessary but they seemed to be learing it all up to Smoke Ring. As time went on, pilot reports were received 2007, 7 of the objects between Washington and Martinsburg variously described as lights that moved very rapidly, up and down and horizontally as well as hovering in one position and SPGD saw one come in wind from around Harris and follow him to within 1 mile of touch-down. This was substantiated by Tower and Center radar.

In my conversation with NSF, AMI and the men on duty, we reached the point where we wondered just how much of this could go on and for how long before something could be done about it. I contacted Smoke King finally about 2007. They were doing nothing about it so I asked if it was possible for something like this to happen, even though we gave them all this information, without anything being done about it. The man who was supposed to be in charge and to whom I had been talking, said he guessed so. Then another voice came on who identified himself as the Combat Officer and said that all the information was being forwarded to higher authority and would not discuss it any further. I insisted I wanted to know if it was being forwarded tonight and he said yes, but would not give me my hint as to what was being done about all these things flying around Washington. He tried to assure me that something was being done about it. I asked too how he was getting his information, he said they would get it from Thornhpie and MO. We were then told by AMI that they had no way of forwarding it to them. Smoke King then said that they were not really
concerned about it anyway, that somebody else was supposed to handle it.

KPS then said that ADW was supposed to have forwarded it to Intelligence but when I checked with ADW (0505H) they said the AO had gone back to bed and the report would go in later. They confirmed the above by saying that they could not give it to anyone tonight.

It would be extremely difficult to write this so that it is in a logical sequence due to the confusion that seems to have existed throughout the whole affair. For example, ADW called us and asked what we wanted them to do with the information we had given them. (This took place after 0505H). At about 0505H Controller Ritchey reported seeing 10 targets in the vicinity of ADW which was confirmed by the other man in radar and I went in and counted 7 or 8 in scattered positions which indicated a very rapid movement if they were the same ones seen near ADW. This report was forwarded to both ADW and KPS. It was at this time that KPS advised they had determined that none of the information we had been giving to ADW was forwarded in accordance with procedures. KPS advised however, that they were following up with their own report.

At 0540H 7 targets counted in area.
IN REPLY TO QUESTIONS:

1. "We have received a preliminary report on the Washington radar sighting of 19 July, but have not evaluated it."

2. "We have received a few reports of radar sightings in the past, but these have been identified either (a) as known conventional objects or (b) due to radar malfunction."

All other questions (there were many) were referred to PIO USAF.

REQUESTED STATISTICAL INFORMATION ON PAST SAUCER SIGHTINGS, AND INFORMATION ON CURRENT SIGHTINGS.

REFERRED TO PIO, USAF.

B.W. Taylor, Lt Col, USAF
Dear Mr.,

At 11:40 P.M. E.D.T. on July 19, 1952, Air Route Traffic Control radar operators picked up seven to ten unidentified images on their radar at the Washington National Airport. The unidentified images appeared to be in the vicinity of Andrews AFB, Maryland, and seem to be traveling at approximately 100 to 130 M.P.H. The AROC Center advised Andrews AFB and the Military Flight Service Center at Middletown, Pennsylvania, and a remote radar center some 200 miles from Andrews AFB.

According to the controller and later confirmed by Air Force sources, Andrews AFB radar operators were unable to pick up these images on their radars.

At approximately 3:15 A.M. E.D.T., July 20, 1952, a pilot of a Capital Airlines flight, outbound from National Airport, reported sighting seven lights between Washington, D.C., and Martinsburg, West Virginia. They were described as moving rapidly up and down and horizontally, as well as hovering in one position. Shortly thereafter the pilot of a Capital-National Airlines flight reported that a light had followed him from Herndon, Virginia to within four miles of touchdown at Washington National Airport. This information was relayed to the proper Air Force agencies, including the Air Force Intelligence Section in the Pentagon and the Aerospace Technical Intelligence Center (ATIP). The solution for those sightings was relatively simple and was quickly found.

The radar and visual sightings were due to a temperature inversion which was prevalent at the time. This is an abnormal atmospheric condition wherein a layer of cool air overlays a warmer-air mass and a duct is formed through which radar pulses travel and reflect ground targets from great distances. Radar pulses normally travel in a straight line and therefore are limited in range for picking up surface targets when interfered with by the curvature of the earth's surface. Signal strength of the pulse action is also a consideration. The inversion permitted a "ducting" action to occur resulting in the signal (normally line-of-sight) following the earth's curvature, thereby
The 1952 Washington UFO sightings were determined to be due to a double temperature inversion.
Dear Mr. [Redacted],

At 11:40 P.M. E.D.T. on July 19, 1952, Air Route Traffic Control Center radar operators picked up from seven to ten unidentified images on their radar at the Washington National Airport. The unidentified images appeared to be in the vicinity of Andrews Air Force Base, Maryland, and seemed to be traveling at approximately 200 to 230 M.P.H. The ARTCC advised Andrews AFB and the Military Flight Service Center at Hidletown, Pennsylvania, and a remote radar center some 200 miles from Andrews AFB.

According to the controller and later confirmed by Air Force sources, Andrews AFB radar operators were unable to pick up these images on their radars.

At approximately 3:15 A.M. E.D.T., July 20, 1952, a pilot of a Capital Airlines flight, outbound from National Airport, reported sighting several lights between Washington, D.C., and Martinsburg, West Virginia. They were described as moving rapidly up and down and horizontally, as well as hovering in one position. Shortly thereafter the pilot of a Capital-National Airlines flight reported that a light had followed him from Herndon, Virginia to within four miles of touchdown at Washington National Airport. This information was relayed to the proper Air Force agencies, including the Air Force Intelligence Section in the Pentagon and the Aerospace Research and Intelligence Center (ARIC). The solution for these sightings was relatively simple and was quickly found.

The radar and visual sightings were due to a temperature inversion which was prevalent at the time. This is an abnormal atmospheric condition wherein a layer of warm air overlies a cooler air mass (an increase in temperature with height above the earth's surface) and a dust is formed through which radar pulses travel and reflect ground-targets from great distances. Radar-pulses normally travel in a straight line and therefore are limited in range for picking up surface targets than interfered with by the curvature of the earth's surface. Signal strength of the pulse action is also a consideration. The inversion permitted a "shooting" action to occur resulting in the signal (normally line-of-sight) following the earth's curvature, thereby
picking up targets at greater than normal distances. The inversion also explains the visual sightings because with a layer of warm air over cool air the path of light rays is lengthened to parallel the earth's surface at greater distances. This condition often may cause a mirage.

I hope this information is helpful.

Sincerely,

WILLIAM T. COLEMAN, JR.
Major, USAF
UFO Project Officer
Public Information Division
Office of Information

Rockwell, Illinois
August 25, 1953

Dear Mr. [Name],

Thank you for your prompt response to the request for the approval to proceed with the electronic data processing. It is greatly appreciated that you have taken the time to review the proposal and provide your thoughts and suggestions.

I believe we have discussed the various factors that have influenced the decision to include the incident in the incident report, and I would like to reiterate the importance of this inclusion. Your insights are invaluable, and I am confident that we can work together to address any concerns or modifications that may be necessary.

Once again, thank you for your time and effort in reviewing the proposal. I look forward to hearing your feedback and proceeding with the implementation of the electronic data processing.

Sincerely,

[Name]
Your letter of April 9th to the Department of Defense concerning unidentified flying objects has been referred to this office.

The UFO sightings you refer to are in connection with the following: at 11:40 p.m. EST, July 19, 1952, Air Route Traffic Control radar operators noted from seven to ten "blips" on their radar scopes at the National Airport in Washington, D.C. The unidentified "blips" appeared to be in the vicinity of Andrews Air Force Base, Maryland, a few miles SSE of Washington National Airport. Speed of these "objects" appeared to be approximately 120 mph. U.S.A.F. advised Andrews AFB and the Military Flight Service Center, as well as a remote radar center some 200 miles from Andrews. Andrews AFB radar, according to the controller and later confirmed by Air Force sources, was unable to pick up these images on their radar scopes. The next day, at 3:15 a.m. EST, a Capital Airlines pilot, outbound from National Airport, reported sighting several lights between Washington, D.C. and Martinsburg, West Virginia. They were described as moving rapidly up and down and horizontally, as well as hovering in one position. Shortly thereafter, another airline pilot inbound to National Airport reported that a light had followed his aircraft from Hamden, Virginia, to within four miles of National Airport.

All of this information was relayed to the Air Force Intelligence Section in the Pentagon and the Aerospace Technical Intelligence Center at Wright-Patterson Air Force Base, Ohio.

The solution for these sightings was relatively simple and quickly found. These sightings, both radar and visual, were due to temperature inversions. An inversion involves a layer of relatively warm air overlaid by a cooler air mass and a dark is formed through which radar pulses travel and reflect ground targets from great distances. Radar pulses normally travel in a straight line and are thereby limited in range for picking up surface targets due to both the earth's curvature, as well as signal strength, and then traveling causes the signal to follow the earth's curvature, therefore allowing for returns from a surface target at greater than normal distances. The temperature inversion also explains the
visual sightings for the same reasons, in that light rays are lengthened to parallel the earth's surface at greater distances and this condition in many instances causes visual mirage.

Enclosed you will find a copy of the latest fact sheet, "Air Force UFO Report."

I hope you find this information helpful.

WILLIAM T. COLEMAN
Major, USAF
Public Information Division
Office of Information

Normal, Illinois
U.S. Department of Defense,
The Pentagon,
Washington, D.C.

Ladies and Gentlemen,

I am a 12 year old boy and hereby report an event that I am much interested in, i.e., unidentified flying objects (UFOs).

Today I saw a movie about UFOs and I would like to share with you my thoughts. I have some information about two incidents involving UFOs.

On July 20, 1952, two UFOs were sighted over Washington, D.C., on July 27, 1952.

One week later on July 24, at 9 p.m., 12 UFOs were spotted again over Washington. Two jet fighters were sent to pursue them. The pilot of the jet reported that when the planes came into the vicinity of the UFOs, they...
This adds up for the UFO disappearance. Even as these planes went back for their fuel to refill the UFO came back. Two more planes were despatched this time. The UFO did not disappear entirely. In fact it seemed to be half in the middle of 7 UFO. The UFO turned in and then suddenly went. The jet passed me at his maximum speed but quit because he could not catch it.

Should you make attempt to verify these facts and answers? Thank you.

Sincerely,

[Signature]

[Address]
Dear Mr. [Name]

This is to acknowledge your letter of 26 March concerning unidentified flying objects.

7. Air Force conclusions on the 1952 Washington (visual and radar) sightings are that they were caused by a temperature inversion.

8. The fireballs you refer to in the Korean war were probably caused by one of two things: static electric phenomena, such as Stabbing's fire, or reflections of light by small whirlpools or vortices of air created by small irregularities of the aircraft structure.

Sincerely,

LAWRENCE J. TACKER
Major, USAF
Public Information Division
Office of Information

University of South Carolina
Columbia, S.C.
Dear Sir:

I want to thank you for the fact sheet of the UFO report. It was very interesting.

The 1952 Washington, D.C. sightings, which I read another report of, said that there were radar pick-ups, visual sightings by persons at the airport, and both radar and visual sightings by the pilots sent up to investigate. What was the Air Force explanation for this?

Are there any investigations into the small "fireballs" sometimes red-green, that have been reported by pilots in Korea during the Korean War which would follow their planes and then either fly away or explode? I think the pilots referred to them as "fire fighters."

Again, I will appreciate any information you can give me.

Sincerely,
On the night of 19-20 May 1965, Dr. Brueck and other observers were on duty in the WACOM National Airport Control Tower. At about 2345 GMT, a5
aircraft were identified on radar in the south sector. These aircraft appeared different from those made by aircraft and a careful search was made of the sky to determine if the objects were visually seen. All were at 100' feet. These were all believed to be training DC 6s. Control Center and they too had the same targets located in the same vicinity which had been identified in the previous flight and Washington observed another object in the vicinity and was now reported visual sighting of these 21 objects in the position established by Washington Tower.

This was repeated on the radar scope until 0000 GMT. During this time one of these aircraft was seen to descend a track from west of Andrews to Riverdale, a distance of seven miles in four minutes.

There was also a visual sighting of the controllers at National Airport. They observed an orange disk about 1,000 feet altitude at 0000 GMT. Washington was also in contact with the controllers at Andrews and received the same information from the intercept. He reported the object was flying at an altitude of 15,000 feet and was returning toward Andrews.

After being notified by Air Traffic Control at National Airport, Chief Don L. Wilson, Tower Operator at Andrews Air Force Base searched the area visually and sighted a redish object drifting low in the sky about seven miles northwest of Andrews.

UNCLASSIFIED
On the night of 18 and 19 July 1952 Mr. Fox and three (3) other controllers
were duty in Washington National Airport control tower. At 0004 hrs C.S.T.
three (3) unidentified targets appeared on the radar scope. These targets were
different from those made by aircraft and a careful search was made of the sky
to determine if the objects were visual; none were at this time. Then a call was
made to air force traffic control center and they too had the same targets
located in the same vicinity which was over Andrews Air Base. A call was made to
Andrews on the direct line and Washington advised Andrews of the situation.
Andrews reported visual sighting of three (3) objects in the position
indicated by Washington tower.

The targets remained on the radar scope until 0030 EST during this time one
object left a trace from west of Andrews to Riverdale a distance of seven (7)
airs in four (4) seconds.

There was also a visual sighting by the Controllers of the National
Tower of a strange disk about 5000 feet altitude at 2200 EST. Washington tower
also had a conversation between "Dog Bag 17" and Andrews (let intercept). He reported
Andrews air base at 0000 EST at 21,000 feet, said he was low on fuel and was
returning to his base.

After being notified by Air Traffic Control at National Air Port, S/Lt. Don L.
Johnson, Tower Operator at Bolling Air Force Base scanned the skies visually and
reported a roundish object drifting low in the sky about seven (7) miles southeast
of Bolling air.
The following is quoted from the Aircraft Dispatcher's log for the period 2300 to 0600 of July 23, 1941:

"Special attention was called to a possible object observed on radar about 7 miles northeast of site at 2300, objects 8 miles by NNE, and in air mass 15,000 feet. The objects were believed to be moderate size, as they were seen on all radar sites. The object was a small size, and it was determined by the Aircraft Dispatcher that it was of interest. However, due to the weather and terrain, it was not possible to contact the object.

"Upon reporting to the Aircraft Dispatcher, the object had moved in a linear pattern, and it was not possible to establish a contact with the object. The object was observed to be moving at a constant speed, and it was determined that it was not under control of any control agency.

"In conclusion, to observe the object in the area, with its speed and path, was considered a phenomenon, but further investigation was not possible due to weather conditions, and the object was not under control of any control agency.

Very truly yours,

[Signature]

[Name]
The following is quoted from the Aircraft Dispatcher's log for the period 2004 to 3004.

"Close approach and uncontrolled objects observed in vicinity of north-south, opposite 1,000 feet, and two airplanes circling southwest, southwest, and northwest. Citation observers were stationed for several minutes and observed that the aircrafts were on parallel courses and in proximity. At 1300, aircrafts were maintaining an altitude of 2,000 feet.

There was no significant activity between aircrafts and objects. The objects did not exhibit any characteristics that would suggest any potential threat. The distance between the aircrafts and objects was approximately 3,000 feet at all times. There was no indication of any intentional activity. All aircrafts were seen to be operating within their designated airspace, and no abnormalities were noted in their operations.

Approximately 2,000 feet above the objects, about 7 birds were flying in the area, and their speed was phenomenal, but present for approximately two hours of the observation period. Objects were moving rapidly in other directions. All troops were advised.

Very truly yours,
I called and asked if they could see that and was advised they couldn't. I called Maintenance then blocked the equipment very carefully and advised that it was functioning exactly as it should and confirmed it with a fellow worker. (This lad tells me he has been working on this equipment for five years, so please be aware of what he is saying). The targets were noticed south of JFK so we asked the AW to look and see if they saw anything, else we asked AW to approach control to check out. I think the AW had an idea on the east with glasses that spotted an object that looked to be orange in color and appeared to be just hovering in the vicinity of JFK. They saw others at times but nothing with varying descriptions. That is this information was given to Thondyke and AW with the expectation that they would run an intercept.

The interception received from 10CC was to the effect that more information was needed to order an intercept. I told them our equipment was giving us good readings so we would be able to do any vectoring that might be necessary but they seemed to be leaving it all up to Boston. At times were only pilot reports were received. I saw the target objects between the Lincoln and Nortonburg officially described as objects that moved very quickly up and down almost vertically as well as horizontally. In one position and also, as far as I could see, it was a lot higher than our normal time was to within a mile or two from that. This was calculated at 2000 and similar power.

In conversation with the JFK and the man on JFK, we discussed the possible scenario that was at work, just to a man all the people in both for whatever reason believe that there were some objects of concern. They were doing nothing about it as I asked if it was possible for something like this to happen, even though we gave them all this information, without anything being done about it. The man who was supposed to be in charge and as many people who worked in the directorate office at the combat center had said that all the information was being forwarded to higher authority and would not discuss it any further. I insisted I wanted to know if it was being forwarded tonight and he said yes, he would call me any high authority who he had to call and make sure that all the information was being passed around Washington. We tried to assure our NEQ that nothing was going done about it. I asked too how he was getting this information. He said they would feel free to talk to JFK and did. They were then told by JFK that they had no way of forwarding it to them. Boston then told that they were not really
...
Air Traffic Control at National Airport notified Rolling Operations that they had sighted strange objects on their radar screen. S/Cst. Richard Laava, operations dispatcher notified the Rolling Airborne Officer and alerted the Rolling Mobile Control Tower. S/Cst. Don L. Wilson, Tower operator, scanned the skies visually and reported that he saw an unidentified, roundish object drifting low in the sky about seven miles southeast of Rolling Air Force Base. He said it was of about the intensity of a star and white-silver in color. It was visible for a few minutes. (ITE: 0200, 20 July 52)
Information contained herein resulted from an interview of control tower operators of Washington National Airport on unidentified flying objects.

Statement by:
1. [Redacted]
2. [Redacted]
3. Don L. Wilson, S/Opt

Director of Intelligence
Headquarters, USAF

UNCLASSIFIED
SAUCERS OVER WASHINGTON, D.C.

Harry O. Barnes, senior route traffic controller for the Civil Aeronautics Administration, was in charge of the nation's capital this Independence Day with the electronic eye on high. Barnes states in a newspaper article, "...my job is to constantly monitor the skies around the capital with the electronic eye of radar."

Barnes states, "During the next 2 minutes, I saw two objects flying at high speed, each object more than twice the size of a plane and moving faster than a shooting star."

Barnes reports that he saw two objects moving at high speed, each object more than twice the size of a plane and moving faster than a shooting star. He states, "...my job is to constantly monitor the skies around the capital with the electronic eye of radar."

Barnes reports that he saw two objects moving at high speed, each object more than twice the size of a plane and moving faster than a shooting star. He states, "...my job is to constantly monitor the skies around the capital with the electronic eye of radar."
The Air Force's official answer they drew upon on this and several other phenomena fit the inversion theory. When a layer of cold air lies beneath a layer of warm air, lighter rays are refracted as they pass through it. If a temperature inversion is strong enough, it is called a stratus sky. Light rays may even be reflected. This is what caused lit-up objects, like lights, streetlights, or heated windows, to appear reflected. Temperature inversion, the Air Force said, was the answer. Just two points, boys: (1) the actual temperature inversion over Washington on the night of July 16, 1952, was just one degree Fahrenheit! And (2) you forgot to mention Kenneth's actual visible sightings of the objects.
JETS ALERTED FOR "SAUCERS"

INTERCEPTORS CHASE LIGHTS IN D.C. SKIES

Radar-Detected Objects Escape

Jet fighters of the Eastern Interceptor command last night were alerted to reach the Washington area "in a matter of minutes" if "flying saucers" paid a second visit within 24 hours. The jets roared into action late Saturday night when a new hip of "saucers" was picked up on radar here.

Two jet pilots, sent up by the Air Force to investigate the mysterious objects, pursued the saucers but were unable to make contact before they disappeared.

The Air Force announced that the strange phenomena, "between four and twelve in number," were first sighted at 9:08 p.m. Saturday by radar operators at the Chantilly air traffic control center at National airport.

Mr. Defense Pattern

"There was no definite pattern to the objects," according to the Air Force announcement. At 11:25 p.m. two F-84 Jet fighters were ordered aloft by the Air Defense command to investigate. The fighter pilots reported they were unable to get any closer than two miles to the saucers which they said were only faintly visible. One of the pilots said the saucers had a "peculiar white light" which was spotted by the pilots about 10 miles east of Mount Vernon, a few miles north of the city. At an altitude of 10,000 feet, they seemed to have a "swift rate of speed.

Data Screened

Capt. E. J. Dishner, a member of the Air Force's investigation of flying saucers, said at his briefing in Baltimore this morning that he had been informed of the latest incident near Washington and that this information is now being screened.

Capt. Ruppell. explaining that most of the "saucer" information is "highly classified," acknowledged that a good portion of the reports remains open to question:

"People are seeing a lot of things in the sky these days," he said. "But we are continuing to investigate and look into all reports.

Jet interceptor planes attached to the Eastern Air Defense command are standing by on the clock to move out as soon as the saucers are spotted. If any more are picked up on radar, Col. James C. West, commandant of the 42nd fighter interceptor squadron at nearby Chantilly, said his men are ready to act. He said the "mysteries" of the jet fighters was something between 100 and 1000 miles high.

Second Incident

Neither of two jet planes which swung into action last night are able to pick up the objects on the planes' radar equipment. Only visual sightings were made.

First Lt. William L. Patterson, attached to the 42nd fighter Interceptor squadron, said he spotted a "bright light" about five to ten miles in front of his plane and streaked off to investigate. He approached within two miles of the object, and it disappeared.

In the other jet, Capt. John W. Wilkins, of the same squadron, was flying at a higher altitude and was unable to pick up the object. It reported "a small object of several million points in the area."

Two other jets took off in the second flight but failed to pick up a target near the western part of the area covered by the two jet planes which were flown by Captain Patterson and Capt. Wilkins.

A CAA air-traffic controller said all flights were "in position" and the area covered by the two jet planes which were flown by Captain Patterson and Capt. Wilkins.

WASHINGTON TIMES-HERALD

July 23, 19
New Model Flying Saucers Seen Over Capital

WASHINGTON, July 21-The nation's only a preliminary report revealed reports of an eerie visitor to the skies by unidentified aerial objects identified by Air Traffic Control Center as "flying saucers" over the vicinity of the nation's capital.

For the first time, some far out on the radar screen objects appeared above the city, the objects were picked up last Saturday night. They were in a vogue, indicating slow flying in the vicinity of radar coverage.

In addition, they were described as moving at a slow speed. The objects were described by the Air Traffic Control Center as moving at a slow speed. The objects were described as moving at a slow speed. The objects were described as moving at a slow speed. The objects were described as moving at a slow speed.

The "objects" were described as hovering in one position.

No Explanation

The Air Force said no plan was made to investigate the objects, and that reports were received by "Operation Watchway," as the report is known. The report was sent to the National Air Space Agency.

The Air Force and its officials received reports of several objects, including some that were not identified. The objects were described as having a "slow" speed and moving at a slow speed. The objects were described as having a "slow" speed and moving at a slow speed.

Company officials said the air

Capt. Fitch, in keeping a watch out for any unusual objects in the sky, shortly thereafter notified the authorities, who reported back to the dispatchers tower that he had spotted a group of objects.

Pierman, the flying at normal cruising speed of 250 to 300 m.p.h., reported that the objects were moving at a "terrific terminal speed," having rapidly up and down, and then suddenly changing course until they seemed to hover, moving at a slow speed.

The Air Force and its officials received reports of several objects, including some that were not identified. The objects were described as having a "slow" speed and moving at a slow speed.

For a smooth, soundless foot program, that makes feet walking sound quickly. Ask your dealer for MAC'S FOOT LIFE.
Washington Radar Reports
Latest "Flying Saucers"

WASHINGTON, July 21—The Air Force disclosed tonight it has received reports of so-called "flying saucers"—perhaps a new type of "flying saucer"—over the vicinity of the nation’s capital.

For the first time, as far as is known, the objects were picked up by radar—indicating actual substance rather than mere light.

In addition, they were described as traveling at a slow 100 to 130 miles per hour—instead of with the incredible swiftness attributed to earlier saucers—although at times they shot up and down.

The "objects" were also described as hovering in one position.

The Air Force said no planes were sent out in an attempt to intercept the objects, and no object was reported by operation "Bigfoot" around the northwestern edge of the United States, as yet.

Preliminary Reports

The Air Force said it has received only a preliminary report, and therefore does not know why the attempt at interception was made.

The air traffic control center at Washington National Airport, just across the Potomac river from the capital, reported that its radar operators picked up sight of the slow-moving objects around midnight last Saturday. They were flying in the vicinity of nearby Andrews Air Force base.

The center said Capital Airlines flight 807, bound from National airport, reported seeing seven objects between Martinsburg, W. Va., at 2:13 and the same flight.

Radar "Bigfoot"

Officials of Capital Airlines said the pilot of flight 807, "Cass" Pierman of Detroit, a veteran of 17 years’ service with the company, spotted the objects and described them in these words:

"They were like falling stars without tails."

At his home in Detroit tonight, Pierman said:

"In my years of flying I've seen a lot of falling or shooting stars—whatever you call them—but there were much faster than anything else that I've ever seen. They couldn't have been aircraft. They were going too fast for that."

"They were about the same size as the brighter stars. And a little closer than our 6,000-foot glide slope."

The speed was estimated to be over 200 mph.

"It’s my first time to see such a thing."

"I didn’t see any aircraft." In his cockpit, he had the unusual sight of radar "blips"—concealed from normal objects—and asked Cobalts, "Could you keep a light going for me?"

Pierman then reported back to the dispatcher that the light was shining on his plane.

Pierman, then flying at normal cruising speed of 160 to 200 mph, reported that three of the objects which had the appearance of bright lights, were seen traveling with tremendous speed.

No special attention was paid to these, he reported in company bulletins, because these three could be taken for falling stars.

Later three bright lights were observed, Pierman reported, flying extremely fast, at a very tremendous height. They were watched from three to five seconds.

The pilot said he hadn’t the slightest idea what these things were.

Air Force Bulletin

The Air Force officially said it has received only a routine report of the incident and did not specifically say that the objects were flying saucers.

The eight objects picked up by the Air Force radar were said to be traveling at slightly more than 100 mph.

The airport traffic control center of Capital Airlines flight 807 reported observing a light following from Herndon, Va., in within a mile of National airport.
Invites You

TO DRIVE OUT
TODAY OR THIS EVENING
and visit Lake Barcroft Estates.

Homesites for year-round living.
Sailing, Fishing, Private Beaches
Unmatched Lakeshore Beauty.

Lake Barcroft

DIRECTIONS: Drive across Fourteenth Street bridge a
half-mile up to Columbia Pike. Lake Barcroft Estates
located on Columbia Pike about a mile and a half
beyond Hunting Country.

MORE TO COME
The strange objects, moving up and down and horizontally at between 100 and 120 miles per hour, appeared on radar screens at the Air Route Traffic Control center, a civil aeronautical administration bureau at the airport, at approximately 2:15 a.m. Sunday, Cal. said. The saucers were moving across the skies in the vicinity of Andrews Air Force Base, she said.

Pilots See Objects
A least two airline pilots said they saw the objects at about the time they were picked up by radar operators.

"Capitol Airlines Flight 610, a bound from National airport, reported seven lights between Washington and Martinsburg, W. Va., in addition to moving up and down rapidly, the objects were said to have hovered in one position, the carrier said.

Another pilot, on Continental Airlines Flight 610, said a mysterious light followed his plane in from Herndon, Va., to within four miles of National airport.

Saw Strange Light
A woman spotted here with "orange circles," the round-the-clock ground observer operation, said she saw a "strange "circle" hovering over the western part of Washington about mid-night Saturday.

Mrs. Hazel Gordon, of 11 Forest St., 66th St., reported sighting the object a few minutes after she left her observation post. Two东南ers on duty at the time, however, did not see the object.

The flight center at Baltimore, which receives reports of unidentified formations from this area, announced that no sightings were turned in from the section where the saucers were seen.

Captain S. G. Piersen, of Capitol Airlines, said he spotted an saucer as he began his early morning flight from Washington to Detroit.

A veteran of 17 years' flying with the airline, he reported watching the objects for about 15 minutes. He finally lost sight of them when they went into what he described as a "terrific power dive" near Martinsburg.
"Flying Saucers"

SKY OBJECTS SEEN ON SCOPE AT D.C. AIRPORT

Data Turned Over To Air Force

The Air Force last night was investigating reports that from seven to ten unidentified aerial objects were picked up by radar operators at National Airport early Sunday.

This is believed to be the first time that the mysterious "flying saucers" have been detected by radar since hundreds of such objects were sighted several years ago.

Capt. Charles Page.

Meanwhile, thousands of northwest Washington residents last night were startled by a Navy helicopter which trained a large light on a 30-foot cube over the Naval Observatory, Thirty-fourth Street and Massachusetts Avenue northwest.

Observatory Staff Dr. John Hall told the "Times-Herald" that the craft, dispatched into the restricted air space from the Pensacola Naval Air Station, was aiding the center in finding out "what makes the stars twinkle."

Hall said the experiment involved determining the effect of atmosphere on light. The helicopter hovered about the observatory grounds at altitudes ranging between 2,000 and 8,000 feet.

However, Hall said the observatory did not conduct any experiments over the weekend and can offer no help in explaining the unidentified radar "blips."
Radar Picked Up Mysterious Objects In Sky, Air Force Told

Washington July 21: The Air Force said today that radar observations of an aerial phenomenon over the eastern United States had been received at several installations.

There were no reports of a similar phenomenon over the Atlantic Ocean, which was the focus of earlier speculation.

The phenomenon, which was described as resembling a V-shaped object, was first spotted over the eastern United States last night, according to the Air Force.

The Air Force said it had no information on the nature of the object or its possible origins.

Preliminary report

The phenomenon was detected by a radar system at the base in Washington, DC, and was tracked for several hours.

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12, 1979

YDD153

NYA212

JEPH D162

VPAR JEDWP JEDEN 222

DE JEPHQ 173A

TVR 231929Z ZHU

HQ USAF WASHDC

TO JEDWP/COTAIC WRIGHT PAT AFB OHIO

INFO JEDEN/CGAIRDEFCOM ENT AFB COLO

RESTRICTED FROM AFOIN 54254 CG ATIC PASS TO ATIAA-WC

LYOSRPT. OBJECT APPEARED AS POINT SOURCE OF LIGHT SIMILAR TO STAR.

WHEN VIEWED WITH LOW-POWER TELESCOPE OBJECT SHOWED MORE RED LIGHT

THAN STAR. NO AERODYNAMIC FEATURES OBSERVED. NO TRAIL OR EXHAUST.

OBJECT HOVERED THEN MOVED IN SOUTHERLY DIRECTION FOR 5 TO 10

MINUTES. NO SOUND. OBJECT BOBBED AROUND IN IRREGULAR PATH AND

LIGHT APPEARED TO BLINK ON AND OFF IRREGULARLY. NO ALTITUDE OR

SPEED DETERMINATION. NO DISTANCE ESTIMATED. APPROXIMATELY

2002 EST 28 JULY 52 VISUAL AND WITH LOW POWER TELESCOPE.

OBSERVERS LOCATION APPROXIMATELY 38 58 30 N CMA 78 58 45 W.

OBJECT APPEARED INITIALLY ALMOST DUE WEST. MR. AND MRS.


MARYLAND. MR. [NAME REDACTED] WORKS IN AIR WORTHINESS DIVISION CMA CIVIL

AERONAUTICS BOARD. HAS WORKED FOR CAA FOR TWO AND ONE-HALF

YEARS. WEATHER CLEAR CMA WIND UNKNOWN

19/1943 Z JUL JEPHQ
The following report is submitted in accordance with paragraph 2.5 of the report dated 29 April 1942.

On the morning of 20 July 1942, the controllers at Andrews AFB observed unidentified objects in the vicinity of Andrews AFB. These reports were further substantiated by a personal call from Washington on 22 July that they had unidentified targets in their radar screens, some of which were in the vicinity of Andrews.

The reported objects were seen by the following personnel at Andrews AFB:

<table>
<thead>
<tr>
<th>Name</th>
<th>Duty</th>
<th>Reliability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moon</td>
<td>ART Optr.</td>
<td>Excellent</td>
</tr>
<tr>
<td>May</td>
<td>ART Optr.</td>
<td>Excellent</td>
</tr>
<tr>
<td>Baker</td>
<td>ART Optr.</td>
<td>Excellent</td>
</tr>
<tr>
<td>Brown</td>
<td>Radar Repair</td>
<td>Good</td>
</tr>
<tr>
<td>Ray</td>
<td>Radar Officer</td>
<td>Good</td>
</tr>
<tr>
<td>Devonport</td>
<td>Aircraft Mechanic</td>
<td>Good</td>
</tr>
<tr>
<td>Baker</td>
<td>Aircraft Mechanic</td>
<td>Good</td>
</tr>
</tbody>
</table>

The color of the objects was determined. The color was described as changing from red to orange to green and back to red. The number varies from one to six, and no apparent set formation. There were three reported to have left traffic. The objects appeared to move from west to east, very erratic, with three repeatedly starting from the same point and traveling much the same path. When observed on radar, the objects remained stationary.

The original sighting was at 0005 and the objects were seen or reported at various times up to 0130. The only sighting on radar at Andrews was at 0015 and lasted for 25 to 30 seconds.

Observation was both visual and electronic. The control tower operators reported that field glasses did not help identify the objects. The radar test at Andrews showed 29 D.P.

The maximum altitude reported was 20,000 feet, 300 degrees at 23 MPH, 4000 feet 360 degrees at 23 MPH, 6950 feet 350 degrees at 10 MPH, 6900 feet 350 degrees at 11 MPH, 12,000 feet 320 degrees at 11 MPH, 14,000 feet 360 degrees at 11 MPH, 16,000 feet 360 degrees at 11 MPH, 20,000 feet 360 degrees at 23 MPH, 25,000 feet 320 degrees at 30 MPH, 30,000 feet 300 degrees at 23 MPH, 40,000 feet 300 degrees at 30 MPH, and 50,000 feet 300 degrees at 30 MPH.

The aircraft observers agree that the objects could have been unknown meteorological conditions or lighting phenomena that can be related.

There is no physical evidence available.

Fighter control at Thurstable was notified.

There was one G-47 type aircraft that arrived Andrews at 0145, no other aircraft arriving in the area.

UNCLASSIFIED
1. The following report is submitted in accordance with para 25 of 16th March 1940

2. On the evening of 10 July 1940 between the hours of 0005 and 0010 unidentified objects were observed in the vicinity of Kents Hill. The reports were further augmented by a report made from a man in a boat who observed unidentified objects on a radar scope; some of which were in the vicinity of America.

3. The reported objects were seen by the following personnel at America AN/S.

<table>
<thead>
<tr>
<th>Name</th>
<th>Inset</th>
<th>Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>M. F. H. Brady</td>
<td>Central Tower Operator</td>
<td>Excellent</td>
</tr>
<tr>
<td>L. H. Jones</td>
<td>Central Tower Operator</td>
<td>Excellent</td>
</tr>
<tr>
<td>E. H. Bednall</td>
<td>Central Tower Operator</td>
<td>Excellent</td>
</tr>
<tr>
<td>T. F. H. Rice</td>
<td>Radio Operator</td>
<td>Good</td>
</tr>
<tr>
<td>W. D. Cook</td>
<td>Radar Operator</td>
<td>Excellent</td>
</tr>
<tr>
<td>R. W. Parkers</td>
<td>Aircraft Mechanic</td>
<td>Good</td>
</tr>
<tr>
<td>E. W. B. Thomas</td>
<td>Aircraft Mechanic</td>
<td>Good</td>
</tr>
</tbody>
</table>

4. Copies of the statements of each person who saw the objects, are included along with a statement of the radar operator's and the America Officer's report.

5. The shape of the objects is undetermined. The color was described as changing from red to orange to green and back to red. The number varies from one to six, with no apparent set formation. They were three reported to have left a trail. The objects appeared to move from west to east, very erratically, with three reported to leave from the same point and traveling such the same path. They observed on radar the objects remained stationary.

6. The original sighting was at 0005 and the objects were seen or reported at various times up to 0025.

7. Observation was both visual and electronic. The central tower operators reported that their field glasses did not help identify the objects. The radar set at America AN/S was C-79-12.

8. The weather at the time reported was 22,000 scattered, 10 miles visibility, temperature 76 degrees, one point, 22 degrees, wind NE at 7 MPH, altitude 29,049 feet, giving 0.00025 degrees per mile.

9. The objects were seen by two personnel at America AN/S.

10. There is no physical evidence available.

11. Further control at Thorney has been notified.

12. There was one G-A type aircraft that arrived America at 0120, no other

13. The central tower operator saw the objects leave from the same point and traveling such the same path. They observed on radar the objects remained stationary.

14. There was no physical evidence available.

15. Further control at Thorney has been notified.

UNCLASSIFIED
1. The following report is submitted in accordance with 10 USC 102 as amended 27 April 1945.

2. On the morning of January 11, 1942, just over 14 hours of 16,000 cubic feet of advertising objects were reported in the vicinity of Area 51. These objects were further substantiated by a phone call from a civilian in Area 51, who had witnessed the objects on her radar screen, some of which were in the vicinity of Area 51.

3. The reported objects were seen by the following observers at Area 51:

4. Copies of the statements by each member of the objects, as included within each unit of the control tower for the area within Chicago area.

5. The date of the objects is undetermined. The objects were reported as occurring from north to south to east, then back to north again. The objects varied from 1 to 5 miles in radius at various times up to 27 March. The only objects observed were a few on 11 February and March 4 to 30 seconds.

6. Observers can identify visual and electronic. The control tower operators reported 19,000 objects on the control tower; no other objects, 19 objects at 75 knots, and at a 134 degrees.

7. The weather at the time reported was 25.7" C, 10 miles visibility, and cloudy with 30 degrees, 90 20 degrees, and 100 degrees at 75 knots, according to winds aloft:

8. Between 1200 and 1600 hours, 10 miles visibility, 95 knots, 20 degrees, and 100 degrees at 7:30, according to winds aloft:

9. Some of the visual observers were not able to observe objects, except for the larger. There were no known non-extraterrestrial objects or activity that can be related.

10. There is no physical evidence available.

11. Further action at this time.

12. There was one C-47 type aircraft that arrived Andrews at 0120, no other unusual traffic in the area.
WASHINGTON, D.C. SIGHTINGS
19/20 and 26/27 July 1952

On 19/20 and 26/27 July 1952, a great amount of excitement was generated in the Nation's Capitol due to sightings of unidentified flying objects, both visually and on radar. Most of the sightings occurred between midnight and dawn. The objects were picked up by more than one radar in the Washington area and were reported to have speeds on the order of 7500 miles per hour. Jet intercepts were unsuccessfully attempted. PTD reports contained unconfirmed information that the President of the United States had taken an active interest in the sightings.

Visual sightings were reported by both ground and airborne witnesses. The descriptions by the witnesses were generally the same. The objects were described as changing from orange to green and back to red. The numbers varied from one to six, with no apparent set formation. Three objects were reported to have left trails. The motions of the objects for the most part appeared erratic. In some instances the objects were described as meteors.

Unfortunately the only day for which weather data was obtained was for 26 July 1952. The data on this day showed that there was a temperature inversion at 800 feet and at 4000 feet.

The radar portion of this report was analyzed by the Electronic Division of PTD. It was concluded that the radar sightings were probably due to anomalous propagation; sometimes referred to as "bending," "ducting," "guided propagation," "tapping" or "super refraction" of the radar electromagnetic wave; the inversions and moisture conditions being responsible for the unusual functioning of the radar. The "ducting," "tapping," etc., being responsible for detecting ground targets which are not normally seen. Bending of the radar waves, so that ground targets were not giving "solid" returns for every antenna sweep, thereby caused the misinterpretation that what were probably stationary ground targets were in motion.

As to the visual sightings, these individuals were probably experiencing the same effects as the radar (mirage), and were seeing objects normally beyond their range of vision. There is also the possibility of inconsistencies in the layers of air of different temperature causing lenses of air which resulted in distortion of some of the lower stars. It is significant to note that all instances where it could be determined the altitude of the airborne witnesses was approximately 4000 feet, the level of the higher inversion layer. Sightings of meteors coupled with the normal excitement of the witnesses also contributed to this sighting.

The PTD conclusion is that the radar and visual sightings on 26 July 1952 were due to the mirror effects created by a double inversion. It is also concluded that since the circumstances of 19/20 and 27 July 1952 parallel to those of 26 July 1952, that similar conditions existed and that the sightings were due to the same cause.
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**DISPOSITION FORM**

<table>
<thead>
<tr>
<th>FILE NO.</th>
<th>SUBJECT (Unc)</th>
<th>Transmittal of Conclusions on Sightings of Unidentified Aerial Objects</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FROM ATIC</td>
<td>DATE 22 Sept 52</td>
</tr>
<tr>
<td>10 APOLI-343</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Attn: M.J. Fournet</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Attached is a carbon copy of the conclusions on the sighting of unidentified aerial objects at Washington National Airport on 20 and 26 July 1952.

\[\text{[Signature]}\]

ROBERT S. KEATING, Major, USAF
Air Adjutant General
Air Technical Intelligence Center

1 Incl
CC EF dtd 8/29/52
A study of the various reports regarding the subject radar sightings do not allow a positive and final explanation to be made. This is a characteristic of practically all radar reports of unidentified and/or unconventional targets. As usual, the factual and scientific data necessary for analysis is not available. However, the information available, together with weather data, does allow a plausible explanation as to the possible cause of the unidentified targets.

2. The general trend or tone of the available reports of the subject targets indicate possible anomalous (bending) propagation (temperature inversion and/or moisture lapse) effect on the radiated electromagnetic waves of the radar sets, thereby allowing detection of ground targets which are not normally seen. Excerpts from available reports which indicate the possibility of detection of ground targets due to a mild condition of anomalous propagation effects are as follows:

a. "Sporadic"

b. "Intermittent"

c. "Capable of dropping out of the pattern at will"

d. "Creeping appearance"

e. "Just disappeared from scope"

f. "Solid"

g. "Unidentified targets have been picked up from time to time over the past few months, but never before were there so many as were experienced on the nights of 19/20 and 26/27 July 52"

h. The lengths of time that targets appeared and the time of day, 0005 to 0530 EST (20 July 52) and 0530 to 0000 EST (26 July 1952), both indicate a favorable characteristic of anomalous propagation.

i. Reported "formation" of targets could be due to the fact that prominent ground targets, such as power poles, buildings, etc. are usually grouped in some type of regular pattern and would maintain this grouping on the radar indicator.
3. Weather data is available during the time of subject radar sighting for the 26th only. This data, taken at 2000 EST, is as follows:

<table>
<thead>
<tr>
<th>Altitude (Thousands of ft.)</th>
<th>Temperature (Degrees Centigrade)</th>
<th>Moisture</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>25.2</td>
<td>(Fairly constant) up to 3,000 ft</td>
</tr>
<tr>
<td>0.500</td>
<td>25.3</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>25.0</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>25.1</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>20.4</td>
<td></td>
</tr>
<tr>
<td>3.200</td>
<td>19.5</td>
<td>(Increased rate)</td>
</tr>
<tr>
<td>4</td>
<td>19.1</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>17.0</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>15.1</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>13.2</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>11.1</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>9.5</td>
<td>(Rapid increase between 1,500 and 7,500 ft)</td>
</tr>
<tr>
<td>10</td>
<td>7.0</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>6.4</td>
<td>(Above 7,500 ft moisture content was too small to be measured)</td>
</tr>
<tr>
<td>12</td>
<td>4.3</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>2.0</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>0.0</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>-2.2</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>-4.6</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>-6.2</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>-7.5</td>
<td></td>
</tr>
<tr>
<td>19</td>
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<tr>
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<tr>
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<td></td>
</tr>
<tr>
<td>29</td>
<td>-33.9</td>
<td></td>
</tr>
</tbody>
</table>

The above data indicates slight temperature inversions at 300 feet and at 1,000 feet altitude. Moisture conditions at these altitudes also appear to be somewhat favorable to anomalous propagation, sometimes referred to as "bending", "dusting", "guided propagation", "trapping", or "super refraction" of the radar electromagnetic wave.

4. There are several factors, given above, which are favorable for concluding that the subject radar targets were actually ground targets which are not normally detected. It is considered that an abnormal propagation condition caused a mild bending of the radar wave so that detection of ground targets was not giving "solid returns for every sweep and

...
whereby would cause a misinterpretation that stationary ground targets were in motion.

5. Very strong ground return signals have been previously observed on the indicators of the AN/OPN-1 type radar, located in Florida, out of range of about 150 statute miles.

JOHN E. LIBERT, MAJOR, USAF
Chief, Electronics Branch
Technical Analysis Division
Chief, Air Technical
Intelligence Center
Wright-Patterson AFB
Dayton, Ohio

1. Enclosed are summary reports of observations as telephoned to APOL-2A2 during the past two weeks plus a report on radar observations at Washington National Airport on the night of 26/27 July 52. In all cases, the outline specified for electrical messages in paragraph 7e of APOL-2A2 has been utilized for the sake of expediency with appropriate notations as necessary.

2. No attempt has been made to follow-up on any telephone reports taken by the Estimation Duty Officer nor was any attempt made to obtain great detail in the other telephone reports. Wherever possible, a general statement of weather conditions, usually as reported by observer, has been included. In all cases where pro-forma items are omitted, they are negative.

3. No further action is contemplated on any of these incidents.

By Command of the Chief of Staff:

WILLIAM W. WILCOX
Colonel, USAF
Chief, Policy and Management Group
Office, Deputy Director for Estimates
Directorate of Intelligence
This incident involved U/S targets observed on the radar scopes at the Andrews Traffic Control Center and the tower, both at Washington National Airport, and the Approaching Control radar at Andrews AFB. In addition, visual observations were reported to Andrews and Rolling AFB and to ANG Center, the latter by pilots of commercial a/c and one CAA a/c. These flights of interceptors were dispatched from Washington, D.C., but their official reports have not been received by the office; comments on their conversations with ANG Center personnel are included herein. It has been impossible to collect all facts for a single report. The Base Intelligence Officer, Rolling AFB, is submitting a report covering the Rolling and Andrews aspects of the incident. This report covers the facts obtained from Washington National AFB personnel, the USAF Command Post and the ANG Duty Officer log. As yet, the commercial and CAA pilots who reported visuals have not been contacted, nor have other potential sources been investigated. Such action will not be possible by this office.

1. Varying numbers (up to 12 simultaneously) of U/S targets on ANG radar scope. Towed by CAA personnel as "generally build" returns, similar to W/S return except slower. No definable pattern of maneuver except at very beginning about 30 N 22°, 4 targets in rough line abreast with about 1500 ft spacing moved slowly together (giving about a 1° trace) persistency at an estimated speed of less than 300 mph on a heading of 110°. At the same time 3 other targets were scattered throughout scope. ANG checked Andrews Approach Control by telephone at 2300 CST and ascertained that they were also picking up U/S targets. U/S returns were picked up intermittently until about 0730 CST, following which weak and sporadic (unsteady) returns were picked up intermittently for another 36 hours. Washington National Tower radar crew reports only one target positively U/S. This return was termed a "very good target" which moved across the scope from East to West at about 30 to 40 mph. However, the radar operators stated that there could have been other U/S targets on their scopes, particularly outside their area of a/c control, which they would not have noticed or would have assumed to be a/c under ANG Center control. However,
they noticed no other unusual (i.e., very slow or erratic) returns. 

ATC controllers also noticed two, a USAF inspector, 2/23, flying 3/4 NFC-12 reported at 1300 that he had visually spotted 5 co sets giving off a light slow ranging from orange to white, plus altitude at time was 1200. Some commercial pilots reported visuals ranging from "afterglow" to "a light" (as recorded from their conversations with ATC controllers). At 2238 EDT the USAF Command Post was notified of ATC targets. Command Post notified AFC and USAF at 2245, and 2 F-106s were scrambled from New Castle at 2250 EDT. ACT controlled 2-25's after arrival in area and vectored them to targets with generally negative results (few through "a batch of radar returns" without noticing anything. However, one pilot noticed seeing a lights at one time and a second one seeing a single light ahead but unable to close whereupon light "went out" (these comments from ATC controllers), One ATC controller worked U-16P A-4 and 2-25 (1F 8898 ?) for about 1 hr 20 mins about 2230 EDT. 2-25 was vectored in on numerous targets and commented that each vector took him over a busy highway or intersection. Maj. Fournet (APOB-262) and Lt. Holcomb (USN, APC-265) arrived at AFTC Center about 2700 EDT. Lt. Holcomb observed scopes and reported "7 good, solid targets. He made a quick check with airport weather station and determined that there was a slight temperature inversion (about 19') from the surface to about 1000'. However, he felt that the scopes targets at that time were not the result of this inversion and so advised the Command Post with the suggestion that a second intercept flight be requested. (2nd intercept flight controlled by ATC, but no strong targets remained when they arrived. They were vectored on dim targets with negative results.) Maj. Fournet and Lt. Holcomb remained in AFTC Center until 0155, but no additional strong targets were picked up and unstable targets (assumed due to temperature inversion) were observed throughout the remainder of the period.

2. Intermittently between 26/2150 and 27/0100 EDT July 52.
Periods of observation vary.

3. Electronics: VQ-2 radar (ATC) and AN-L-1 radar (Torrer). Others visual from air (details unknown).


ATC Center radar crew and controllers:

Justin H. Staff
Lloyd Sykes
James B. Hitchey
Harry Barnes  All are GDA employees with varying 
James A. Goddard  levels of experience (MRT radar in-
Howard Smallon  stalled Jan. 52). All appeared to
Phil Cas Cool  be serious, conscientious and
Mike Jenkins  sincere although somewhat vague about
details of their experience on 26/77
James Alvon  July. Considered fairly reliable.

Washington Tower radar operators:

Lester G. Woodahl (Lyra radar)  Consistent and sincere.
Salvatore Marinello (1/4 yrs radar)  Direct manner. Appeared 
sure of themselves. Consi-
cidered very reliable.

Observer in a/c NWE-12: Skontas  reliability unknown.
Pilots of commercial a/c: unknown.

Feather Station:

<table>
<thead>
<tr>
<th>Surface</th>
<th>25°C</th>
</tr>
</thead>
<tbody>
<tr>
<td>300'</td>
<td>26</td>
</tr>
<tr>
<td>3500</td>
<td>20</td>
</tr>
<tr>
<td>8300</td>
<td>7</td>
</tr>
<tr>
<td>10,000</td>
<td>7</td>
</tr>
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<td>15,000</td>
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<td>22,000</td>
<td>17</td>
</tr>
<tr>
<td>22,300</td>
<td>17</td>
</tr>
<tr>
<td>23,000</td>
<td>20</td>
</tr>
</tbody>
</table>

7. See 6. Others negative.

8. Negative.

9. See 1. Official reports not received.

10. Normal commercial traffic inbound and outbound Washington National Airport plus some USAF a/c — all known and identified.

Remarks:

ARTC crew commented that, as compared with u/h returns picked up in early hours of 20 July 52, these returns appeared to be more
hazardous in their actions, i.e. they did not follow a/c around 
car did they cross scope consistently on same general heading.
Some commented that the returns appeared to be from subjects "capable of 
dropping out of the pattern at will". Also that returns had "creeping appearance". One member of crew commented that the 
object to which F-94 was vectored just "disappeared from scope"
shortly after T-9 started pursuing. All crew members stated that most u/t returns were "solid." Finally, it was mentioned that u/t returns have been picked up from time to time over the past few months but never before had they appeared in such quantities over such a prolonged period and with such definition as was experienced on the nights of 15/16 and 26/27 July 52.

A transcript of a conversation between the towers at Washington National and Andrews which took place at 2130 EDT 26 July is attached. The "Center" mentioned is the ANC Center at Washington National. The number of the National Airlines flight referred to is unknown.
UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL USAF

4TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
ROLLING AIR FORCE BASE, WASHINGTON 25, D. C.

U-30-260

263-260

SUBJECT: Unidentified Objects Sighted at Andrews AFB, 30 July 1952

IN: Director of Special Investigations

Washington D.C.

1. SUMMARY:

Three (3) unidentified objects were sighted by five (5) AFB base personnel between 0001 and 0030 hours EST, 30 July 1952. The objects appeared reddish-brown in color and moved erratically in flight at an undetermined altitude. They traveled from a northerly to a southeasterly direction. They were sighted for periods of from five (5) to thirty (30) seconds on three (3) different occasions. Another sighting was made by the Approach Control which picked up on the (1) unidentified target at 0146 hours EST. This target was in the scene for thirty (30) seconds before fading.

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS

2. DETAILS:

Inquiries into the sequence of unidentified objects over the Andrews AFB area initiated after this office had received a telephone call from a J. L. Yvette (not otherwise identified) who stated that he had been Operations Officer at Andrews AFB during the period between 0001 and 0030 hours on 30 July 1952, and that during his tour of duty, he had been receiving calls reporting "flying saucers" in the area. The lieutenant stated that the objects had been picked up by radar.

After receiving this call, an inquiry was made at the Control Tower at Andrews AFB where the following information was obtained:

Three (3) unidentified objects were sighted by five (5) base personnel between 0001 and 0030 hours EST on 30 July 1952. The three (3) objects appeared reddish and orange and moved erratically from a northerly to a southeasterly direction at an undetermined altitude. They were sighted for periods of from five (5) to thirty (30)
SUBJ: Unidentified Objects sighted at Andrews AFB, 20 July 1952,
SPECIAL INJURY

OCCURRED ON three (3) occasions by day

(3) dates were 19, 20, and 21 July 1952. WO, 1ST LT. P. R. ZEGO, T/Sgt. (all of whom are
assigned to the control tower at Andrews), and Capt. K. W. K. COWAN, AO-238215, Airplane Officer on duty at the time. At 0315 hours on the
Approach Control picked up one (1) unidentified target which remained
on the scope for thirty (30) seconds and then disappeared.

The following is a copy of the ACS Control Tower log,
1909th ACS Squadrons, dated 20 July 1952:

"3005: Phone call saying that there was an object south of Andrews. A/C
looked south and saw a strange object that appeared for
just a moment then disappeared. The party on the phone saw the
same thing. Each party also calling to advise they have five
targets unidentified in the vicinity of Andrews. TWR person-
nels used to observe from roof of the TWR.

"0220: While watching from the TWR roof Mr. [name] [name] T/Sgt. ZEGO and
myself, Capt. K. W. K. COWAN, observed what appeared to be two
falling stars but they had an orange hue and a tail and were
carried at a fast pace.

"0215 T/Sgt and I also saw a third object that appeared
like the first two objects (appeared like a falling star).

"0230: A/C I/O making a full report including the report by the party
on the phone. Each party received a call from Capital Air-
lines plane that he saw three objects were purple and reported
that they were losing nothing he had seen. He also reported
three more between 2000 and 2100. Nash Center first saw
those targets around 0200 and then about ten minutes later they
moved toward Andrews.

"0300 Nash Center advised the tower seemed to move more frequently
than there were aircraft moving. As daylight was approaching
they seemed to move less frequently.

"0530 Nash Center advised target north of Andrews. Tower could not see it.

"TWA sent to Director of Intelligence, HQ USAF, Washington 25, J. L.
Carr Technical Intell Center, Wright-Patterson AFB, Ohio
ATTN: ATFA-26
Commanding General, USAF, Colorado Springs, Colo.
Commanding Officer, Headquarters Command, USAF, Washington D.C.

Action:

No investigation of this matter was conducted by this office
inasmuch as no request for investigation was received. This matter was
For your information, I have provided a copy of a Intelligence Report prepared by the Director of Special Investigations, Bolling Air Force Base, dated July 25, 1954, containing the above mentioned subject.

Col. J. W. Smith
Chief, Special Investigation Division
UNGCLASSIFIED


SPOT INTELLIGENCE REPORT

Subj: Unidentified Objects Sighted at Andrews AFB, 20 July 1952

SPECIAL INQUIRY

coordinated with Capt. Benjamin Berle, Director of Intelligence, Headquarters Command, Rolling Air Force Base, who stated that his office would handle the required investigation.

DONALD R. WHITZ
Colonel, USAF
District Commander
C-1 PRIORITY CONFIDENTIAL

FROM: Brigade AFB at Climax High 2810927
TO: C2 USAF WASH DC ATTN DIR OF INTEL

TO: AFU ENT AFB COLO ATTN DIR OF INTEL

MC WASH DC ATTN AFGA-26.
INFO CONCIL AIR COMD MITCHELL AFB LI NY ATTN DIR OF INTEL

CITE AFXO 676
USAFC MSG AF/CIN 29431 CIRUS FLYOBRT. IN ACCORDANCE WITH JANAP 56-14 (B)
AND ALL 223-9 THE FOLG INFO IS SBMD. (1) 7 BRILLIANT BLUISH-WHITE
OBJECTS, APPEARED TO BE ROUND, SIZE OF LARGE CHICAGO, NO EXHAUST,
NO TRAIL, NO SOUND, UNKNOWN PROPULSION, TREMENDOUS RATE OF SPEED,
DISAPPEARED IN DISTANCE, OBJECTS SIGHTED SIMPLY AT DIFFERENT INTERVALS.
(2) 233332 TO 233632. (3) VISUAL, PLT STATED THAT WASH HATL APRT
AIRWAYS TRAFFIC CONTROL CENTER HAD OBJECTS ON RADAR SCOPE DURING SAME
PERIOD. (4) CLIMBING ON COURSE 310 DEGREES AFTER TAKE OFF FROM WASH
HATL APRT. (5) CAPT OF CAP IT WAS PANAFC CAPT 24 VRS FLY EXPERIENCE, APPEARED TO
BE CONSCIENTIOUS AND RELIABLE. (6) WEATHER CLEAR, SURFACE WINDS 250.
DEGREES AT 9 KNOTS, 5000, 360 DEGREES AT 20 KNOTS. (7) UNKNOWN
(8) WASH HATL APRT AIRWAYS TRAFFIC CONTROL CENTER IND TO PLT THAT
OBJECTS WERE ON RADAR SCOPE. UNKNOWN IF SCOPE PHOTOGRAPHS EXIST.
(9) NEGATIVE (18) 05

REPTING ABOVE LINE
(9) NEGATIVE (18) PLT STATED OBSERVING 1 ACFT DURING TIME OBJECTS WERE
ON SCOPE AT TRAFFIC CONTROL CENTER. CONVERSATION BETWEEN PLT AND ATCC
DURING SIGHTING POSSIBLE RECORDED BY ATCC AT WASH HATL APRT. AF FORM
112 REPT TO FOL
25 JULY 13427 06:30 7-8 UNCLASSIFIED

75-13415-1
United States

UNCLASSIFIED

Reporting of Information on Unidentified Flying Objects

Washington, D.C. Director of Intelligence, USAF

31 July 1952 20 July 1952

Lt. Col. George H. Janczynski C-2

CAPTAIN CASEY PICKMAN (CAPITAL AIRLines)

172 E. WOODS RIVER DRIVE, BELLEVILLE, MICH

APOLLO 04-06-5-2, 19 December 1951, AFL 200-5, TFS APOLLO 56-31

1. This report contains information on unidentified flying objects as reported to this headquarters by CAPTAIN

[Redacted] of CAPITAL AIRLines, DETROIT, MICHIGAN.

2. Subject report was investigated by 2nd Lt. GEORGE H. JANCZYNSKI and 1/STG C. T. TAYLOR of the DIRECTORATE OF INTELLIGENCE, HEADQUARTERS, TENTH AIR FORCE, SELFRIDGE AIR FORCE BASE, MICHIGAN.

APPROVED:

Lt. Col. USAF
Assistant Deputy for Operations

Sketch of CAPTAIN sightings.
1. On 20 July 1952 at 2355, Captain Early of No. 114 Serial 33443 was in the cockpit of his B-36 aircraft performing a check list prior to take-off from Washington National Airport, Washington D.C. The aircraft was on the parking ramp heading 020°. Captain Early looked up and observed a clear bluish white light travel from 120° to 1010° at a 30° angle above the horizon in horizontal flight until it disappeared in the distance. Captain Early stated that he had to turn his head slowly through a 90° quadrant order to observe the object while in its flight and estimates that he observed it for five (5) seconds or less. Captain Early states that he did not attach any significance to this light until later events demanded attention to it.

2. Immediately after performing his check list, Captain Early took off from Washington National Airport on a heading of 120° and climbed to 12000 before making a right turn on course 330°. Upon gaining 12000' and course 330°, Captain Early stated that he switched over from Tower Control to Airway Traffic Control Center (ATCC) at Washington National Airport. At this time ATCC informed him that their radar scope indicated two or three objects on the screen travelling at high speeds. ATCC instructed Captain Early to steer 250° so as to intercept the objects, which were approximately nine (9) miles ahead of him; at this time Captain Early’s rate of climb was approximately 600’ per minute and his altitude was between 3500’ and 10000’.

3. Immediately after ATCC instructed Captain Early to steer course 250°, he stated that the following events occurred within 5-6 minutes in the order in which presented and at the approximate time intervals as indicated:

   a. 3-5 minutes after take-off - ATCC informed pilot that objects were two (2) miles distant dead ahead.

   b. 3-5 seconds later - ATCC informed pilot that objects were four (4) miles distant dead ahead.

   c. 3-5 seconds later - ATCC informed pilot that objects were at ten (10) o’clock. At this time pilot stated he plainly observed a B-41 type aircraft at ten (10) o’clock level proceeding in the opposite direction. This information he reported to ATCC.

   d. 3-5 minutes later - COPILOT observed one (1) object bluish white in color in a boatswain’s quarter (25°) dive from northeast to southwest travelling at a tremendous rate of speed. The copilot told Captain Early that he could neither estimate from what altitude the object began its descent nor what altitude it faded. Captain Early stated that at this time his altitude was 6000’ and he could look down almost vertically and see Washington Tech. Test 41201A.

   e. Immediately upon sighting, Captain Early, Captain Initial, and his copilot observed a brilliant bluish white light flash past from high over his left and disappear in level flight dead ahead travelling at a tremendous rate of speed and appeared to be outside the earth’s atmosphere.

   f. Last Captain E. and his copilot observed a brilliant bluish white light reappear where the last light had disappeared and flash past from
right to left at approximately 30° above the horizon and traveling at a tremendous rate of speed. This light also appeared to be outside the earth’s atmosphere.

4. CAPTAIN stated that he saw, but has seen as many as seven (7) objects during as many minutes but due to the fact that things were happening so fast he had no way of keeping an accurate count of the number of objects.

TEXT: AS FORCSE DIRECTOR OF INTELLIGENCE 21-7-52

1. The interrogators, LT JAGODZINSKI and CAPTAIN TAYLOR, are of the opinion that CAPTAIN is a reliable and conscientious man. He has been a pilot for twenty-four (24) years and has piloted for CAPITAL AIRLINES for seventeen (17) years. CAPTAIN stated that during all his years as a pilot he has never seen anything that would disagree with the objects mentioned in this report. He further stated that he is thoroughly convinced that the objects observed were traveling at such tremendous speeds that he would not attempt to estimate the rate of their speeds.

2. CAPTAIN stated that the AOC at WASHINGTON NATIONAL AIRPORT had the objects on the radar scope. Due to such an unusual circumstance there is a possibility that some photographs were made providing the equipment was available.

3. CAPTAIN also stated that AOC contacted the tower at OAKTON AIR FORCE BASE and queried them of any knowledge of the objects. It is not known if any such targets had been plotted by OAKTON AIR FORCE BASE.

4. The following is offered as a suggestion:

Due to the tremendous speeds of the objects and the inability of the observers to determine the exact altitudes or even if the objects observed were in the earth’s atmosphere there is a possibility that there is some connection between a previous report (AFOSI FLYBRIEF 4-52) and this report, as this occurred at approximately the same time.

5. Weather: 0100, 19 July 1952, WASHINGTON D.C.

Visibility - 10 miles

Clouds - Negative

Table:

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<tr>
<th>Height</th>
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<td>0</td>
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</tr>
<tr>
<td>3,000</td>
<td>350/20 knots</td>
</tr>
<tr>
<td>10,000</td>
<td>350/25 knots</td>
</tr>
<tr>
<td>20,000</td>
<td>310/25 knots</td>
</tr>
<tr>
<td>40,000</td>
<td>290/25 knots</td>
</tr>
</tbody>
</table>

UNCLASSIFIED

GEORGE H. JAGODZINSKI
2nd Li., USAF
Director of Intelligence
1. CAPTAIN PIERMAN REPORTED THAT A OBJECT ON THE PENDING RAMP HEADED EAST WHEN HE OBSERVED A BLURRY OBJECT LIGHT TRAVELING FROM 180° TO OVER A 30° ANGLE.

2. CAPTAIN PIERMAN CLIMBED TO 2000 FT. AND DROPPED OFF ON HEADING 160° AND MADE A RIGHT TURN ON COURSE 330°.

3. ATC: WASHINGTON NATIONAL AIRPORT INSTRUCTED CAPT. PIERMAN TO STEER 290° TO INTERCEPT TWO (2) OR THREE (3) OBJECTS WHICH HAD BEEN PICKED UP ON THEIR RADAR SCOPES APPROXIMATELY NINE (9) MILES AHEAD OF CAPTAIN PIERMAN.

4. ATC: INFORMED CAPT. PIERMAN OBJECTS WERE FIVE (5) MILES DEAD AHEAD.

5. ATC: INFORMED THE PILOT OBJECTS WERE FOUR (4) MILES DEAD AHEAD.

6. ONE (1) TO THREE (3) SECONDS LATER ATC INFORMED PILOT OBJECTS WERE AT TEN (10) O'CLOCK. CAPT. PIERMAN THEN OBSERVED A DC-8 AIRCRAFT AT TEN (10) O'CLOCK WHICH HE REPORTED TO ATC.

7. FOUR (4) TO FIVE (5) MINUTES LATER CO-PILOT CHARLES WHEATON OBSERVED ONE (1) BLUISH WHITE 'LIGHT' ON A TWENTY-FIVE DEGREE (25°) DIVE FROM NORTHEAST TO SOUTHWEST TRAVELING AT A TREMENDOUS SPEED.

8. PILOT & CO-PILOT OBSERVED BRILLIANT BLUE WHITE LIGHT FLASH BY FROM OVER THEIR LEFT & DISAPPEAR IN LEVEL FLIGHT "DEAD AHEAD" AT TREMENDOUS SPEED & APPARENTLY OUTSIDE THE EARTH'S ATMOSPHERE, ACCORDING TO CAPT. PIERMAN.

9. PILOT & CO-PILOT OBSERVED BLUISH WHITE LIGHT FLASH BY FROM RIGHT TO LEFT WHERE THE LAST LIGHT HAD DISAPPEARED AT APPROXIMATELY 3000 FT. ABOVE THE HORIZON TRAVELING AT A TREMENDOUS RATE OF SPEED & THIS OBJECT ALSO APPEARED BEYOND THE EARTH'S ATMOSPHERE.
Washington, D. C. - 2330 ZDT 21 July 52
(As telephoned to OHL-2.2 on 28 July 1952)

1. Round, clearly defined circle of light. Object moved slowly (35 - 60 mph.) then speed accelerated to 150 mph. From 500 to 1,000 ft. altitude. No moon for illumination that night. 90° turn made. Thought it was a "blimp." Light moved toward vast to stand still then South when speed increased. No propulsion. Sound not loud but muffled hum.

2. 2330 ZDT 21 July 52. Observed for about 20 minutes.

3. Visual with naked eye from ground.

4. Observer at home on roof top in Washington, D. C. Object disappeared westward then south where speed accelerated.

5. Mr. ——— army veteran, student, 10th St, N.W., Washington, D. C., reliability unknown.

(See 17 July, 1952, Silver Spring, Md.)
1. On 21 July 1952 at 1303 Eastern Daylight time, two civilians in Baltimore, Maryland reported sighting an unconventional aircraft (flying object). Exact position of observers and their occupation is unknown. Following is the information available to observers: Jacques Ayd, 5431 Piacente Street, Baltimore, Maryland, Business telephone: Plaza 2000, Home telephone: [illegible]. John Newman, [illegible], Road, Baltimore, Maryland, Home phone: [illegible].

2. Object was described as a large cone shaped object with a brilliant orange glow which hurt the eyes to look at it. Object was travelling southwest and when first seen it was estimated to be at 2000 feet. It dove with terrific speed, traveling so fast that it was difficult to follow, and then the observers estimated that it must have been at 15,000 or 20,000 feet before diving. It was about the size of a four engine aircraft, and was in sight for approximately one (1) minute.

3. Weather was good, visibility 10 miles, temperature 70 degrees, dew point 71, winds West at 11 miles per hour.

4. No known aircraft in the area at time of sighting.

5. Report relayed to this Headquarters from Baltimore, Filter Center, Ground Observer Corps.
ACTION

AB195
WPC275
YDB129
TYD141
THA223
JEPON B118
PP JEDEN JEDMP JEPHO JEPHD AEK
DE ROSLYN NY 228/JEPON 350
P 22136622 ZUJ
FH CG 26TH ADIV DEF ROSLYN NY
TO JEPHO/AQ USAF WASHDC
JEDMP/AI TECH INTEL CENTER WRIGHT PATTERSON AFB DAYTON OHIO
JEDEN/QG ADC ENT AFB COLO
JEPHO/AQ FADF STEWART AFB NEWBURGH NY
/\ E S T I C E D/ ADDON 529/ USAF ATTN DIA OF INTEL PB AIR TECH
INTEL CENTER ATTN ATCAA-2C PB FOLG FLYGCAPT SUBMTD IN ACCORD WITH AFL
TWO ZERO ZERO EIGHT FIVE TO PARENT CAR PANEL LATER COME SHAPED ORI WITH
BRIGHTLY ORANGE GLOW SMOKE HURT EYES TO LOOK AT SMOKE TRAVELING
SOUTHWEST SMOKE WHEN FIRST SEEN WAS EST AT TWO ZERO ZERO ZERO FT CMA
LOCATION OF OBSRS UNK OTHER THAN IN CITY OF BALTIMORE MD PD PAREN FIVE PAREN TWO OBSRS TOGETHER AT TIME OF SIGHTING SMCLN FIRST OBSR ROAD BALTIMORE CMA MARYLAND CMA HAM ZERO SIX SEVEN SEVEN SMCLN OCCUPATIONS UNK SMCLN RELIABILITY UNK PD PAREN SIX PAREN WEA FOUR FIVE ZERO ZERO SCATTERED CMA VISIBILITY ONE ZERO MILES CMA TEMPERATURE ZERO DEG CMA DEW POINT SEVEN ONE CMA WINDS WEST ONE ONE MILES PER HOUR PD PAREN SEVEN PAREN NEG PD PAREN EIGHT PAREN NEG PD PAREN NINE PAREN NEG PD PAREN TEN PAREN UNK PD END OF RPT 22/1340Z JUL JEPQW
WHEN CBJ TURNED ON THEIR HEAD, INITIAL
CJ继续保持在垂直位置
BY UPWARD PULLING 2-3 Sec

TURNED 90° TO THE RIGHT AT 3-5 Sec
INITIAL OBSERVATIONS

TOTAL MAJORS AT 10-10 2-3 Sec
HAD DISAPPEARED

EST TIME OF 5-10 Sec in

THEIR HEAD. THEN 2-3 Sec ADDITIONAL UNTIL

EST 5 Secs for former and

30-35 Secs for latter. NO OTHER A/C OBSERVED.

IMMEDIATELY BEFORE OR AFTER OR DURING

RESERVATION, ALTHOUGH TRAFFIC THIS AREA NORMALLY

VERY HEAVY, SUN BEHIND THEM NOT QUITE AT

ZENITH. WEATHER DESCRIBED AS CAVU ABOVE

1000 ft with very slight ground haze

AND THEN SCUDDY CLOUDS OVER HILLS AHEAD.

HAS 25 YRS FLYING EXPERIENCE AND

10, BOTH RATED CURRENTLY

FLYING STATUS. NO OTHER REPORT MADE BY

THEN.

DO NOT CONSIDER CANOPY REFLECTION
A POSSIBILITY SINCE KEMPER MOVED HIS HEAD
TO VARIOUS POINTS WITHIN CABIN DURING
RESERVATION AND ALWAYS OBSERVED SAME
THING.

END OF CSFR ITEM 7 /RESTRICTED/
CAME TO THEIR HEADING COULD NOT SET BUT STATED COURSE COULD HAVE DESCRIBED ARC. BOTH STATED THAT OBJ WAS DEAD AHEAD OF THEM ON THEIR COURSE IT APPEARED TO MAKE SUDDEN TURN TO THEIR HEADING AND TWIST AWAY.

THEM DESCRIBE MOTION WHILE ON COLLISION COURSE AS MOVING FWD IN SPURTS, IRREGULAR IN BOTH TIME AND DISTANCE, WITH IMPRESSION DEAD STOP BETWEEN AND NO APPARENT ACCELERATION OR DECELERATION.

WHEN OBJ TURNED ON THEIR HEADING, SPURTING MOTION CONTINUED BUT IN VERTICAL PLANE GOING UP "STEP FASHION" / \BELIEVES OBJ WAS TWIST AWAY BECAUSE OF FADING HE OBSERVED / \COULD NOT GAIN IMPRESSION BUT BELIEVED IT COULD HAVE BEEN GOING AWAY.

BOTH EST OBJ DISAPPEARED WHEN ABOUT 12 DEG FROM THEIR COURSE AND DEAD AHEAD. EST TIME: 10-20 SPURTS TOTAL AND \EST 10-12 TOTAL. STATES IT DISAPPEARED ABRUPTLY. EST TIME OF 2-10 SEC FM INITIAL ORDER TO POINT WHEN OBJ CHANGED COURSE TO THEIR HEADING, THEN 2-3 SEC ADDITIONAL UNTIL HOST. \EST 5 SECS FOR FORMER AND 20-30 SECS FOR LATTER. NO OTHER A/C OBSERVED IMMEDIATELY BEFORE OR AFTER OR DURING OBSERVATION ALTHOUGH TRAFFIC THIS AREA NORMALLY

VERY HEAVY. SUN BEHIND THEM NOT QUITE AT POINT. CLOUD DESCRIBED AS CAVU ABOVE 1000 FT WITH VERY SLIGHT CLOUD HAZE.
KEMPFR ATTEMPTED TO RISE AND HE PICKED IT UP
AT ABOUT 30-40 DEG TO RIGHT OF HEADING.

BOTH STATE OBJ AT ABOUT SAME ALT AS C-49
AND THAT IT TOLD WHAT APPEARED TO BE

COLLISION COURSE / BAILEY ESTIMATES COURSE
AS 90-120 DEG TO THEIR HEADING; KEMPFR
COULD NOT EST BUT STATES COURSE COULD
HAVE DESCRIBED ABC / BOTH STATE THAT
WHEN OBJ WAS DEAD AHEAD OF THEM ON
THEIR COURSE IT APPEARED TO HAVE SUDDEN
TURN TO THEIR HEADING AND TOLD AWAY

BAILEY DESCRIBED MOTION WHILE ON
COLLISION COURSE AS MOVING FWD, IN
SPRS, IRREGULARS IN BOTH TIME AND DISTANCE,
WITH IMPRESSION DEAD STOPS BETWEEN AND NO
APPARENT ACCELERATION OR DECELERATION.

WHEN OBJ TURNED ON THEIR HEADING, SPURTED
MOTION CONTINUED BUT IN VERTICAL PLANE
GOING UP "STEP FASHION" / BAILEY BELIEVES,
OBJ WAS TOLD AWAY BECAUSE OF FADING HE
OBSERVED; KEMPFR COULD NOT GAIN IMPRESSION

BUT HELD IT COULD HAVE BEEN GOING AWAY /
BOTH OBJ DISAPPEARED HERE ABOUT 18 DEG
FROM THEIR COURSE AND DEAD AHEAD. BAILEY
EST 18-20 SEC TOTAL AND KEMPFR EST
18-12 SEC. BAILEY SAYS DISAPPEARED
ABRUPTLY. BAILEY EST TIME OF 9-10 SEC IN
INITIAL OBSErv TO POINT WHEN OBJ CHANGED COURSE
TO THEIR HEADING, THEN 2-3 SEC ADDITIONAL UNTIL
LOST. KEMPFR EST 5 Secs FOR FORMER AND
20-30 Secs FOR LATTER. NO OTHER A/C OBSERVED
THIS COURSE IS APPEARED TO HAVE SUDDENLY TORN TO THEIR HEADING AND TUND AWAY.

PROCEED, REPEATED TO CION TORN ON.

OBJ ACCELERATION OR DECELERATION.

WHEN OBJ TURNED ON THEIR HEADING, SPURTING.

MOTION CONTINUED, BUT IN VERTICAL PLANE.

GOING UP, "STEP VAPOR" BALEY BELIEVES.

OBJ WAS TUND AWAY BECAUSE OF FALSE HEADING.

OBSERVED; KEMPER COULD NOT GET IMPRESSION.

BUT BELIEVED IT COULD HAVE BEEN GOING AWAY.

DOES NOT OBJ SEEM TO HAVE ABOUT 16 SEC.

EJECTED FROM THEIR COURSE AND HEAD SLOWED; BALEY EST. 16-20 SEC TOTAL AND KEMPER EST.

18-22 SEC. TEMPETE STATES IT DISAPPEARED.

ABRUPTLY. BALEY EST TIME OF 5-10 SEC PN.

INITIAL OBLER TO POINT WHEN OBJ CHANGED COURSE.

TO THEIR HEADING, THEN 2-3 SEC ADDITIONAL UNIL.

LOST, KEMPER EST 3 SEC FOR FORMER AND

25-30 SEC FOR LATTER. NO OTHER A/C OBSERVED IMMEDIATELY BEFORE OR AFTER OR DURING.

OBSERVATION ALTHOUGH TRAFFIC THIS AREA NORMALLY

VERY HEAVY. "SUN BEHIND THEM NOT QUITE AT

ZENITH" WEATHER DESCRIBED AS CAUV ABOVE

4000-FT WITH VERY SLIGHT GROUND-HAZE

AND SOME SCATTERED CLOUDS, JER MILL" AHEAD.
BAILEY HAS 22 YRS PINIER EXPERIENCE AND
KEEPER 16. BOTH MALE AND CURRENTLY
ON FLY STATUS. NO OTHER REPORT MADE BY
THEM.

DO NOT CONSIDER CARRY REFLECTION
A POSSIBILITY SINCE KEEPER MOVED HIS HEAD
TO VARIOUS POINTS WITHIN CABIN DURING
OBSERVATION AND ALWAYS OBSERVED SAME
THING.

RESTRICTED
UNCLASSIFIED

Director of Intelligence, Headquarters USAF, Washington 25, D.C. 1 by
Air Technical Intelligence Center, Wright-Patterson AFB, Ohio, ATTN: ATIA-SE-locy
1. Unidentified objects were sighted between G05E and G07E on 20 July 1952. The objects were visual and radar.

2. The visual sightings are not consistent with several reports that objects were observed to be stationary. The only positive report is the target was radar detected.

UNCLASSIFIED