

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

UNCLASSIFIED

FILE NO. Proj. 10073

SUBJECT (REST) Discussion of Washington, D.C. Radar Sightings of Unidentified Object on 20 and 26-27 July 1952

TO ATIAA

FROM ATIAE2

DATE 29 Aug 52

COMMENT NO. 1

ATTN: Capt. Ruppelt

Capt. James/leg
55170/Bldg 263A

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 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 2050 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.

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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:

<u>Altitude</u> (Thousands of ft.)	<u>Temperature</u> (Degrees Centigrade)	<u>Moisture</u> <u>Lapse Rate</u>
0	25.2	
.300	26.3	(Fairly
1	25.9	constant
2	23.1	up to
3	20.4	3,000 ft)
3.200	19.5	
4	20.4	(increased
5	19.1	rate
6	17.0	between
7	15.1	3,000 and
8	13.2	4,500 ft)
9	11.1	
10	9.5	(rapid increase
11	7.9	between 4,500
12	6.4	and 7,500)
13	4.3	
14	2.0	(above 7,500 ft
15	0.0	moisture content
16	-2.2	was <u>too small</u> to
17	-4.6	be measured)
18	-6.2	
19	-7.5	
20	-11.2	
21	-13.5	
22	-15.5	
23	-17.0	
24	-18.3	
25	-19.8	
26	-25.6	
27	-27.8	
28	-30.0	
29	-32.1	
30	-33.9	

The above data indicates slight temperature inversions at 800 feet and at 4,000 feet altitude. Moisture 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.

John E. Libbert
JOHN E. LIBBERT, Major, USAF
Chief, Electronics Branch
Technical Analysis Division

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3-22
Air Traffic Control at National Airport notified Bolling Operations that they had sighted strange objects on their radar screen. S/Sgt Richard Lacava, 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-amber in color. It was visible for a few minutes. (TIME: 0200, 20 July 52)

S/Sgt Lacava - ~~ATC~~ Bolling Dispatcher
S/Sgt Wilson - Bolling Tower Operator

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Memorandum for Record

28 July 1952

Subject: Telephone Call from a Washington Newspaper

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 PIO 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 man then 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. [REDACTED] of Life Magazine called Capt Ruppelt at his home. He stated the Time 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 D/I 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 2100 EST, the radar at Washington National Airport tower had been picking up objects on all quadrants of their 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.

File - [REDACTED]

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 [redacted] was contacted. He called in Major [redacted] 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 [redacted] and Warrant Officer [redacted] 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 [redacted] of the meeting with the weather people, Lt Col [redacted] 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 installations. 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 AF 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 aid from Flight Service and that this would be presented to Flight Service and they would put any suggestions or corrections that they felt necessary. Lt 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 Ruppelt 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 Peaberg, in the office of the Deputy for Estimates. Col Peaberg stated that under the reorganization of the Directorate of Intelligence, Major Fournet at AFOIN-2B3 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 Peaberg 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 send to these people such as memorandums for record that we feel would be of interest, etc.

While

6. /Capt Ruppelt was in the Digest Office, he received a call from Mr. [REDACTED] from the PIO. Mr. [REDACTED] 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. [REDACTED] would have to go through D/I channels to get permission for this interview. Mr. [REDACTED] 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 a 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.

note!

Memorandum for Record

23 July 1952

Subject: ATIC Participation in the Investigation of Washington Incident
of 20 July 1952.

1. The first notification of this incident was on the morning of 22 July 1952 when Col Bower 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 Teaburg, 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. This was about 0900. At about 0930 Capt Berkow arrived and briefed Col Bower, 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 Bower 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 Bower in Lt Col Teaburg's office and offered to stay over in Washington to get the investigation started but was advised that this should not be done.

MEMO ROUTING SLIP

NEVER USE FOR APPROVALS, DISAPPROVALS,
CONCURRENCES, OR SIMILAR ACTIONS

1 NAME OR TITLE Major L. J. Tacker	INITIALS	CIRCULATE
ORGANIZATION AND LOCATION SAFOI-3d OSAF	DATE	COORDINATION
2		FILE
		INFORMATION
3		NECESSARY ACTION
		NOTE AND RETURN
4		SEE ME
		SIGNATURE
		Ashe Columbia, S. C.

REMARKS

[REDACTED] 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. Elms Fire, or reflections of light by small whirlpools or vortices of air created by small irregularities of the aircraft structure.

FROM NAME OR TITLE Ted Hieatt	DATE 7 April 60
ORGANIZATION AND LOCATION AFCIN-4X3	TELEPHONE 57136

DD

FORM
1 FEB 50

95

Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

248-10-74087-1 GPO

Col. Jackson, Inspector, visited at 1420 hours, 5 Dec. 1949, regarding inquiries on a sighting of April 1949. The sighting allegedly was regarding a case which AT and local police were guarding a woman who was kidnapped by a boat at Stanley Park, B.C. Allegedly a photo was taken of the vehicle and a gentleman by the name of Jonathan Caldwell was involved in the sighting.

Questions to be answered are:

How he was found?

Who flew the object?

How was it built?

What happened to it?

2nd Station
New Castle
Lt. Commandant
Col. Jace C.
N.

Another case happened the summer of 1952. Three pilots from the 142nd fighter intercept wing allegedly landed upon in the Wood area. The pilots were stationed at Oshawa AFB. The pilots were Lt. McNamee, Watson, Lt. John Fagan, and Capt. John O. Casey.

Where are these pilots now?

3rd Case involves Jul 1952 Wash DC sighting with a question regarding this case is whether the case is still carried as being caused by an invasion.

I told Col. Jackson that the case has never been changed that it is still carried in the same category classification. I also told him to ask Beverly (Saffier) for Technical Rpt 100 which was conducted by the Civil Aeronautics Board.

Expos "Casey" Pinn - Capitol Crimes 807 at 2:15

Washington Times - March July 28, 1952

to Exams Pickups were made

1. 1st WILLIAM L. PATTERSON

2. Capt. JOHN W. McHugo

3. Capt. FRANCIS T. EVANS JR

4. Capt. JOHN C. LANG

142ND FTR INTER Sgd. NEW Castle, DEL.
Commanded by Col. JACK C. WEST.

121ST FTR INTER Sgd. TDY TO NEW
CASTLE Sm ANDREWS.

AF48090

Andrews AFB, Wash.
25, D.C.
22 July 1962Control Tower Operator
Civ.

ALL TIMES EST

I reported on duty in the tower at 2300 EST on 19 July 1962 for my eight hour tour of duty. About 1230 A/1C Brady, [redacted] and myself started talking about flying saucers. [redacted] and [redacted] were inclined to believe that there were such objects. I was and still am skeptical. The tower maintenance man T/Sgt Izzo was listening to the conversation over the intercom on the 6th floor as he worked there, and commented jokingly now and then.

At approximately 0100 hrs [redacted] answered the ringing telephone and spoke to someone unknown to me who was apparently watching the sky from Hardat and 1A. Brady became excited during the conversation and suddenly yelled "there goes one." I saw a falling star go from overhead a short distance south and burn out. About two minutes later [redacted] said there's another one "Did you see the orange glow to the south". I said I thought I saw it but he pointed south and I had been looking southwest. I went up on the roof after that and watched the sky in all directions. In the meantime Wash Center was reporting targets on their radar screen over the Andrews range. Andrews Approach Control observed nothing.

[redacted] was in the tower talking on the phone and interphonics. He was watching a star and telling various people that it was moving up and descending rapidly and going from left to right and burning and I listening to him from the roof believed we saw it move too. Such is the power of suggestion.

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

A short time later approx 0200 hrs I saw a falling star go from overhead to the north. A few minutes later another went in the same direction. They faded and went out within two seconds. The sky was full of stars, the milky way was bright and I was surprised that we did not see more falling stars.

At about 0230 hrs I descended to the tower and observed from there all the night but saw nothing more. All night Wash Center was reporting objects near Andrews or over the Andrews range but Andrews Approach Control could see nothing, however they could see the various aircraft reported so their screen was apparently in good operation.

About 0400 hrs a jet (F4E) called Wash Center on 121.5 MC's and said he had been assigned to contact Wash CA. to investigate the unknown objects reported in the sky but he was almost out of fuel and was returning to his home base.

At 0500 hrs Wash Center called me and reported an unknown object five miles southeast of Andrews Field. I looked and saw nothing. That was the last report I heard.

A TRUE COPY

George E. Marafioti, Jr.
George E. Marafioti, Jr.
WFO, USAF
Admin. Operations Officer

/s/ [redacted]

Civ.

Control Tower Operator
1500th AFB
Andrews AFB Base

Andrews AFB, Md.
20, D.C.
20 July 1960

My name is 1st Sgt John P. Izzo and I am in 140911 AGC Squadron here at Andrews. My duties are Radio Repairman (30173) and I work in the Navigational Section of this Squadron. At 001 on 20 July I reported for duty at the 6th floor of the Tower where our radio equipment is installed. At about 0015 I called tower on our intercom as I overheard them talking about flying saucers. Curiously I went up to the tower and I heard Wash Center call us on the intercom advising that they had 5 unidentified targets over the Andrews range. Mr. [redacted] and Mr. [redacted] went to the tower roof while I stayed inside the tower. I myself could not see anything at that time over the Andrews range. I went to the tower roof about ten minutes later. I myself saw what appeared to be two falling stars directly overhead falling in a south to northerly direction. They did not occur at the same time, about ten minutes apart. The first one was quite bright and orange in color. In my estimation all those were, were just falling stars. At about the same time A/IC Brady said he spotted a strange light near our beacon which is atop our water tower east of our control tower. I spotted the same from the tower roof but to me it appeared to be just a distant star and it changed position due to rotation of earth on its axis. To me it didn't appear to be moving around. At 0230 Wash Center called and said that a Capitol Airlines spotted 3 objects near Herndon Va and he stated they were like nothing he had ever seen. At about 0400 a jet with call sign (his tag) called Wash Center or 131.000 (Delta) and was going to investigate these objects. Wash Center advised him to switch to 135.000 (A). I [redacted] asked me if I could monitor it and I said I would set it up on our spare VHF receiver down on the 4th floor. I heard the jet (his tag) advise Wash Center he was at 31,000 ft and was running low on fuel. He advised he was going back to base. That was all that I heard from the jet. From 0400 to 0500 I stayed down on the sixth floor (radio room) and I then went back to my place at 0500. I went off duty at 0700.

/s/ John P. Izzo Jr 1st Sgt
AF 6-70075

A TRUE COPY

Clyde E. Mahaffey Jr
CLYDE E. MAHAFFEY JR.
WCO, USAF
Admin. Operations Officer

AF480907

1. At approximately 0113 EST, Washington Center called and asked if Andrews Air Force Base had any unidentified radar targets in the vicinity of the Andrews field. Nothing appeared on our radar scopes. Washington Center called several times in the next hour asking if Andrews radar had any unidentified targets but we were unable to pick up any targets.

2. At about 0200 EST, Washington Center and Andrews tower were talking. Andrews tower advised that their radar had a target, five miles east of Andrews field. Andrews tower reported seeing a light which changed color and said it was heading for the tower. At the same time Washington Center advised the target on their radar was moving towards Andrews. I went outside as no target appeared on Andrews radar and saw a light as reported by the tower. It was between 10 and 15 degrees above the horizon and seemed to change color, from red to orange to green to red again. It seemed to float but at times to dip suddenly and appear to lose altitude. It did not have the appearance of any star I have ever observed before. At the time of observation there was a star due east of my position. Its brilliance was approximately the same as the object and it appeared at about the same angle, 10 to 15 degrees above the horizon. The star did not change color or have any apparent movement. I estimated the object to be between 3 and 4 miles east of Andrews field at approximately 2000 ft. During the next hour very few reports were received from Washington Center. At approximately 0300 EST I again went outside to look at the object. At this time both the star and the object had increased 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.

3. At approximately 0415 EST Washington Center called and asked if we had a target 3 miles north of Riverdale. I checked our scopes and there was definitely a motionless target at the place Washington Center had indicated. It remained for about 25 to 30 seconds (5 to 6 sweeps of the antenna) and then disappeared completely. This is the only target identified by which was reported by Washington Center.

/s/ Harold G. May
Capt, USAF

AF480907

A TRUE COPY

W. E. Wallace Jr.
W. E. WALLACE JR.
Maj, USAF
Admin. Operations Officer

Airman Goodson called the tower and reported he had seen objects in the air around Andrews. While we were discussing them, he advised me to look to the south immediately. When I looked there was an object which appeared to be like an orange ball of fire, trailing a tail. It appeared to be about two miles south and one half of a mile east of the Andrews range. It was very bright and definite, and unlike anything I had ever seen before. The position of something like that is hard to determine accurately. It made kind of a circular movement, and then took off at an unbelievable speed and disappeared in a split second. This took place around 0005Z. Seconds later I saw another one same description as the one before it made an arc like pattern then disappeared. I only saw each object for about a second. The second one was over the Andrews range, the direction appeared to be southerly.

/s/ A/1C William B. Brady

A TRUE COPY

Clayton E. Marafels Jr.
CLAYTON E. MARAFELS JR.
WCOG, USAF
Admin. Operations Officer

AF480907

AF 480907
20, 1962
21 July 1962

Airport Traffic Controller

At about 0005 EST 20 July 1962 myself and two other controllers were on duty at Andrews tower. Washington Center (AWTC) called Andrews approach control to inquire about 5 radar targets near the Andrews range. Andrews approach control advised they had no traffic. Also the only traffic tower had 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 named Goodwin title unknown to me. A/IC Brady answered the phone and while he was talking he suddenly said "I see it". By the time the rest of us looked there was nothing there. Both [redacted] said they saw the object south of Andrews. Wash. Center called again and advised there were still targets east and west of the Andrews range. Mr. [redacted], T/Sgt Izzo and myself then went to the roof of the tower with field glasses. We 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 of the same heading and near where the other one had started. I went down to the drop line to report the incident to Wash Center when Mr. [redacted] and T/Sgt Izzo said there was another one following the same route and near the others origination later on the roof. A/IC Brady and myself saw a falling star, its color was 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 objects that night. However Wash Center still had targets near Andrews at times. Wash Center advised that an airline pilot reported 3 objects near Herndon Va moving at a very fast speed and also later reported 3 more between Herndon and Martinsburg Va. Still another pilot reported one near Mt. Vernon Va at about 5000 ft. At around 0530 EST Wash Center asked Mr. [redacted] if he could see anything about 10 miles north of Andrews. As they had a target there. [redacted] said he saw nothing. Wash Center said the targets would move first, slow then seem to hover then disappear. Wash also advised they seemed to be out more frequently when aircraft were moving, seeming to more or less follow the moving aircraft.

A TRUE COPY

AF480907

Charles E. Waffel
CHARLES E. WAFFEL, JR.

AF 480907

Adj. Ops. Officer

On the morning of 18 July 1961, while I was a strong light south of Andrews AFB traveling from West to East at a high rate of speed. The light was about 5 to 7 miles south and west of Andrews AFB. It was on the east side of Andrews to approximately 1000 feet east in about 5 to 15 seconds. I watched this light on several times. At times it would appear to move still then make abrupt changes of direction and altitude. I was unable to tell what it was so I called Andrews Tower and asked if they had spotted or knew what it was. They finally saw it for a few seconds off runway 28 about that time it shot out of sight at a terrific speed. Its color was a orange-red. Later on we spotted what seemed to be a star north east of the field which was in the general direction of Baltimore. It was about tree top level from where I was watching. It was very bright but not the same color. This was a bluish silver. It was very erratic in motion moved up from side to side. Its motion was very fast. 3 times I saw a red object leave the silver object at a high rate of speed and move East out of sight. At this time I had to service C-47 540 and lost sight of it for the night. The time was about 0330.

/s/ S/Sgt Charles T. Davenport
AF 1324X50
1053rd Maintenance Sqdn

ATTN: CCPT

W. E. Van Fleet
W. E. VAN FLEET, Jr.
CCPT, USAF
Admin Operations Officer

Andrews AFB, Md.
23, H.Q.
1 July 52

REPORT OF AIRBORNE CRAFT SIGHT REPORT OF 20 JULY 1952

AF480907

1. 7 unusual objects sighted by 6 base personnel from approx. 0005 to 0030 EST 20 July 52. Objects appeared to have reddish orange glow and high rate of speed. Size varied from 1 foot to size of an orange.
2. Movement of objects was erratic, one moved in a 360 degree turn and disappeared. Sighted for about 5 seconds. Another appeared to move from south west to south east and back again as sighted from tower and section 4 flight line. Same 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 & disappeared. One observer said objects could have been shooting stars.
3. Wash center has sighted unidentified targets on radar since 2345 EST 19 July. Varying numbers from 5 to 10. Several located near AIM range.

Individuals reporting these objects are:

Section 4 Flight Line

A/CO Godwin, ...
S/COt Davenport, Charles T.

/s/ ... Capt
1050 1050

AIM Tower

Mr. [REDACTED]
Mr. [REDACTED]

A/CO Brady, ...
T/COt Izzo, ...

A TRUE COPY

Charles H. Mahaffey, Jr.
CHARLES H. MAHAFFEY, JR.
MAJ, USAF
Admin. Operations Officer

On the 23 July 1952 about 22:30 hours I was just finishing a tour of my guard post in Section 21 of the 105th Maintenance Squadron on Andrews Air Force Base. At this time I noticed an object to the South West of Andrews. It looked to be about the size of a softball and it was bright orange in color. The object moved from the West to the North East in a half circle pattern and was traveling at such a speed that I knew that it could not be a jet aircraft, my estimation of the speed is from 1000 miles an hour to 2000 miles an hour. It would be hard to judge at what altitude the object was flying because it seemed to loose and gain altitude. The object moved in this pattern several times and then disappeared into the West. From the time I saw the object and then lost it I would say it was about 15 to 20 minutes. But as far as saying that this was a flying saucer I would not because it looked to me to be more round in shape than flat.

A/2C Bill Goodman

A TRUE COPY

Clyde S. Haverlee Jr.
CLYDE S. HAVERLEE JR.
WFOG, 13AF
Admin Operations Officer

AF480907

AFB

JUL 13 1951
1999 AFSS REGISTER
(AFSS OF-11-112)

AACG CONTROL TOWER

AF480907

LOG

Time	Operator	Remarks
0100	ME	END RADIO DAY AND LOG
0105	ME	PHONIC CALL ADVISG THAT THERE WAS OBJECT SOUTH OF ADM A/IC BRADY LOCKED SOUTH AND SAW A ORANGE OBJECT THAT APPEARED FOR JUST A MOMENT THEN DISAPPEARED. THE PARTY ON THE PHONE SAW THE SAME THING. WASH CENTER ALSO CALLING TO ADM THEY HAVE FIVE TARGETS UNIDENTIFIED IN THE VICINITY OF ADM BRADY. TWR WANTED TO OBSERVE FROM THE ROOF OF THE TWR.
0120	ME	WHILE WATCHING FROM THE TWR ROOF MR. [REDACTED], T/SGT IZEO AND MYSELF OBSERVED WHAT APPEARED TO BE TWO FALLING STARS BUT THEY HAD A AN ORANGE HUE AND A TAIL AND WERE TRAVELING AT A FAST PACE.
0125	ME	T/SGT AND MR. [REDACTED] ALSO SAW A THIRD OBJECT THAT APPEARED LIKE THE FIRST TWO OBJECTS. (APPEARED LIKE A FALLING STAR)
0130	ME	ADM A/O MAKING A FULL REPORT INCLUDING THE REPORT BY THE PARTY ON THE PHONE. WASH CENTER GIVE A CALL FROM A CAPITAL AIRLIFT PARTY THAT HE SAW THREE OBJECTS WHICH HE IDENTIFIED AND REPORTED THAT THEY WERE MOVING NORTH AND WEST. HE ALSO REPORTED THREE MOMENTS BETWEEN HIM AND WASH CENTER. WASH CENTER FIRST SAW THREE TARGETS AROUND 2340 AND THEN ABOUT TEN MIN LATER, THEY MOVED TOWARD ADM
0135	ME	WASH CENTER ADVISE THE TARGETS SEEMED TO MOVE MORE FREQUENTLY WHEN THERE WERE AIRCRAFT MOVING. AS DAYLIGHT WAS APPROACHING THEY SEEMED TO MOVE LESS FREQUENTLY.
0140	ME	WASH ADVISE TARGET NORTH OF ADM. TWR COULD NOT SEE IT.
0145	JD	[REDACTED] OFF DUTY.
0150	SH	S/SGT SMITH AND MR. WHELAN OFF DUTY /s/ [REDACTED] MR. [REDACTED] OFF DUTY /s/ Mr. [REDACTED]
0155	BY	A/IC BRADY OFF DUTY /s/ Brady

AACG Form 28, 13 July 1951

Attachment #1 to AACG Reg 101-35, 13 July 1951

LOCAL REPRODUCTION AUTHORIZED

A TRUE COPY:

[Signature]

CLIVE R. HANNA JR.

WCOG, USAF

Admin. Operations Officer

Capital Airlines

July 21, 1952

Civil Aeronautics Administration
Aviation Safety District Office
Washington National Airport
Washington 1, 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 2300E to 0730E of July 20, 1952.

"Echoes from unknown and unidentified objects received on radar most of nite at DCA, objects sighted by T807, and NAT Airlines 610 between Martinsburg, Harndon, and Washington cruising objects over [REDACTED] vicinity for several hours. None ground sighted that we know of here. However, ground sighted at Harrisburg and York, Pennsylvania. T807 sighted 3 at level flight moving at terrific speed."

[REDACTED] on 807 reported several flying objects with bright lights between Harndon and Martinsburg. The tower had numerous unidentified blips on the radar screen and had asked him to check. [REDACTED]'s report very interesting. As he reported the position and speed of the airborne objects, airways radar confirmed his reports. [REDACTED] very surprised at vertical speed of the objects, said they appeared like falling stars without tails. Dispatchers [REDACTED], [REDACTED], [REDACTED], and M/S Dave Pratt were able in succession, to observe the blips on airways radar. About 7 blips were in the area, and their speeds were phenomenal, but even more perplexing 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

Serving America Since 1927

JOHN Statler

Dear:

Dear Capt. Russell:

Looks like mental helpfully.

The description is reasonable; looks very much
as if he were some make brand.

Looks like a better one than
and from the way for anyone who
eyes to see the film.

Travelling but in the East, and I am
taking a break.

Yours


Dear Mr. ~~_____~~:

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," "ducting," "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]
[REDACTED] Street, Belfast 5,
North Ireland
United Kingdom

Sender's name and address:

[Redacted]
[Redacted]
Northern Ireland
United Kingdom

AN AIR LETTER SHOULD NOT CONTAIN ANY
ENCLOSURE ; IF IT DOES IT WILL BE SURCHARGED
OR SENT BY ORDINARY MAIL.



Department of Defense

Air Force Press Desk

Office of Public Information

Washington 25 D.C.

U.S.A.

OFFICE OF INFORMATION
OSAF

1961 NOV 14 15 25

[redacted] Street,
Belfart S,
Northern Ireland.

11th November 1961.

Dear Sir,

I have come across reports that unidentified Flying Objects appeared over Washington D.C. in the early hours of the morning of July 20th 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 spaceflight and allied subjects, and a student, I would be very much obliged if you would furnish me with details of these sightings and any others connected with them.

Yours faithfully,
[redacted]

18 October 1961

Dear Mr. [REDACTED]

Your letter of October 13th to the Department of Defense has been referred 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 1952. The conclusion of these sightings was that a temperature inversion (double) in the area during the period caused radar "ducting" reaction and reflected images from objects over the horizon. The visual sightings were attributed to the same cause and effect.

22 July 1960

Dear Mr. [redacted]

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 inclosing the latest Department of Defense press release on this subject. It plainly states the Air Force position in regard to UFOs.

Sincerely,

Inclosure

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

Mr. [redacted]
[redacted] Drive
Lake Worth, Florida

✓ SAFOI-3d - Comeback
SAFOI-1 - Reading

COPY
Chief, Facility Operations Branch, 1-547

Chief, Washington Center - 9

Unidentified Targets, July 20, 1952

Attached is a copy of the report written by the Senior Controller on duty, [REDACTED] from approximately 2330E July 19, to 0800E July 20, 1952.

Parts of this report have been given to Major Williams of Air Force Intelligence, Lt. Col. Searless, Office of Public Information, Department of Defense and to Mr. [REDACTED]

[REDACTED] W-11.

[REDACTED]
W-11/eb-

cc: W-1

USAF Hdqtrs.

At 2340Z (19th) Controller Nugent called my attention to several targets observed on the VC-2 scope. Eight 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 130mph) and confirmed our findings with what the Tower saw on the ASR, I called MFS and reported it. This was about midnight EST. MFS later advised that the nearest military base was supposed to handle these matters and to call the BOF Intelligence Officer or AO. There was some confusion for awhile as to whether Andrews or Bolling was going to make the report, but it was finally determined that ADW would handle.

I called [redacted] and asked if they could see them and was advised they saw nothing. Our MSW 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 noticed east and south of ADW so we asked the ADW tower to look and see if they saw anything, also asked ADW approach control to check scopes. ADW 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 ADW. They saw others as time went on with varying descriptions. Most of this information was given to [redacted] and MFS with the expectation that they would run an intercept.

The impression received from [redacted] 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 Smoke Ring. As time wore on, pilot reports were received - P807 saw 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 SP610 saw one come in with him from around Herndon and follow him to within 4 miles of touch-down. This was substantiated by Tower and Center radar.

In my conversation with MFS, ADW 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 Ring finally about 300est. 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 any 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 Thorndyke and AJW. We were then told by ADW that they had no way of forwarding it to them. Smoke Ring then said that they were not really

concerned about it anyway, that somebody else was supposed to handle it.

MFS then said that ADW was supposed to have forwarded it to Intelligence but when I checked with ADW (0505X) 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 0505X). At about 0530E 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 MFS. It was at this time that MFS advised they had determined that none of the information we had been giving to ADW was forwarded in accordance with procedures. MFS advised however, that they were following up with their own report.

At 0540E 7 targets counted in area.

NEWS INQUIRY FROM MR. [REDACTED], BALTIMORE NEWS POST

Baltimore, Maryland, 22 July 1952

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.

NEWS INQUIRY FROM MR. [REDACTED], ASSOCIATED PRESS

Columbus, Ohio, 22 July 1952

Requested statistical information on past saucer sightings, and information on current sightings.

Referred to PIO, USAF.

B. W. Taylor, Lt Col, USAF

1 September 1961

Dear Mr. [REDACTED]

At 11:40 P.M. E.D.T. on July 19, 1952, Air Route Traffic Control 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 AFB, Maryland, and seem to be traveling at approximately 100 to 130 MPH. The ARTC 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 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 Technical Intelligence Center (USAF). 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 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

Q. That the 1952 Washington UFO's were only weather balloons?
A. Yes.
k. The 1952 Washington UFO sightings were determined to be due to a double temperature inversion.

1 September 1961

Dear Mr. [REDACTED]

At 11:40 P.M. E.D.T. on July 19, 1952, Air Route Traffic Control 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 AFB, Maryland, and seem to be traveling at approximately 100 to 130 MPH. The ARTC Center advised Andrews AFB and the Military Flight Service Center at Middletown, Pennsylvania, and a remote radar center some 200 miles from Andrews AFB.

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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 overlays a cooler air mass (an increase in temperature with height above the earth's surface) 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

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

Mr. [REDACTED]
[REDACTED]
Barkham, Illinois

[redacted], Kankakee, Illinois

August 28, 1961

Dear Major Coleman,

Thanks for your recent letter. I'm
sorry to say we had a slight mistake.
I asked you for information concerning
the "black typists" flying up to that
apartment near Washington, D.C. on
July 26, 1952 and page 26, 1952.
Before you thought I meant 1961.

I would still appreciate
the information you could send me
concerning this incident. Thank you.

Respectfully,
[redacted]

19 April 1961

Dear [REDACTED]

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 1140 pm. EDT, July 19, 1952, Air Route Traffic Control radar operators noted from seven to ten "images" on their radar screens 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. ARTCC 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 am. EDT, 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 airlines pilot inbound to National Airport reported that a light had followed his aircraft from Herndon, 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 inversion. An inversion involves a layer of relatively warm air overlaying a cooler 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 are thereby limited in range for picking up surface targets due to both the earth's curvature, as well as signal strength, and that ducting 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 cause visual mirage.

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

[REDACTED] I hope you find this information helpful.

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

[REDACTED]
Normal, Illinois

~~Normal, Ill.~~
Normal, Ill.
April 9, 1961

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

Gentleman:

I am a 12 year old boy, and I am very much interested in U.F.O. (Unidentified Flying Objects).

Today I saw a movie about U.F.O. and I would like to know if it was true. I have some supposed dates and facts as to 2 incidents over Washington, D.C. involving U.F.O.

On July 20, 1952 ten U.F.O. were sighted over Washington, D.C.

One week later on July 26 at 9 p.m. 12 U.F.O. were spotted again over Washington. Two jet fighters pursued them. Washington Radar Control who was tracking the U.F.O. later said that when the planes came into the view of

their radarscope the U.F.O. disappeared. As soon as these planes went back two their radar to reflect the U.F.O. came back. Two more planes were scrambled; this time the U.F.O. didn't disappear; instead the lead jet found himself right in the middle of 7 U.F.O. The U.F.O. Javed in and then suddenly went. The jet pursued me in his maximum speed but quit because he could not catch it.

Would you please attempt to verify these facts and answer? Thank you.

Yours truly,

Normal, Ill.

SAFOI-W/Maj Tacker/mmb/72291

19 April 1960

Dear Mr. [REDACTED]

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

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

The fireballs you refer to in the Korean war were probably 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.

Sincerely,

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

Mr. [REDACTED]
University of South Carolina
Columbia, S. C.

Comback OI-3d
Reader OI-1

443
P.O. [redacted]

University of South Carolina
Columbia, S.C.

March 26, 1960

ATIC

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 "fire-balls," sometimes red or 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 "Too Tighters."

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

Sincerely,
[redacted]

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

Director of Intelligence
Air Corps, AF

REPORT NO.

UNCLASSIFIED

PAGE

OF

PAGES

On the night of 19 and 20 July 1962 Mr Burke and three other controllers were on duty in Washington National Airport control tower. At 0000Z a series of five 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 Routing 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 tower of the situation and Andrews reported visual sighting of three (3) objects in the position indicated by Washington tower.

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

There was also a visual sighting by the Controllers of the Washington National. They observed an orange disk about 8,000 feet altitude at 0000Z. Washington tower also heard conversation between "Gas Bag 17" and Andrews (jet intercept). He reported over Andrews Air Base at 0600 ZST 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, Sergeant Don L. Wilson, Tower Operator at Bolling Air Force Base scanned the skies visually and sighted a roundish object drifting low in the sky about seven (7) miles southeast of Bolling AFB.

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

UNCLASSIFIED

On the night of 19 and 20 July 1952 Mr Burke and three (3) other controllers were on duty in Washington National Air Port control tower. At 0005 EST a series of five (5) unidentified targets appeared on the radar scope. These targets were different than 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 Routing 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 tower of the situation and 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 target left a trace from west of Andrews to Riverdale a distance of seven (7) miles in four (4) seconds.

There was also a visual sighting by the Controllers of the Washington National. They observed an orange disk about 3,000 feet altitude at 500°. Washington tower also heard conversation between "Gas Bag 17" and Andrews (jet intercept). He reported to Andrews Air Base at 0300 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/Sgt Ben L. Wilson, Tower Operator at Bolling Air Force Base scanned the skies visually and sighted a roundish object drifting low in the sky about seven (7) miles southeast of Bolling AFB.

UNCLASSIFIED

SECRET
UNCLASSIFIED

Civil Aeronautics Administration
Aviation Safety District Office
Washington National Airport
Washington 1, 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 2300Z to 0700Z of July 20, 1962.

"Echoes from unknown and unidentified objects received on radar most of night at 512, objects cited by 1007, and Capital Airlines 510 between Martinsburg, Herndon, and Washington cruising objects over [REDACTED]'s vicinity for several hours. None around cited that we know of here. However, around cited at Harrisburg and York, Pennsylvania. 1007 cited 3 at level flight moving at terrific speed.

[REDACTED] 1007 reported several flying objects with bright lights between Herndon and Martinsburg. The tower had numerous unidentified blips on the radar screen and had asked him to check. [REDACTED] report very interesting. As he reported the position and speed of the airborne objects, Airways radar confirmed his reports. [REDACTED] were surprised at vertical [REDACTED] said they appeared like falling stars without tails. Discreetly Commerce, [REDACTED], and [REDACTED] were able in succession, to observe the blips on Airways radar. About 7 blips were in the area, and their speeds were phenomenal, out 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

RJN/aks

AF480908

SECRET

UNCLASSIFIED

UNCLASSIFIED

Civil Aeronautics Administration
Aviation Safety District Office
Washington National Airport
Washington 1, 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 2610Z to 2730Z of July 20, 1962.

"[REDACTED] from unknown and unidentified objects received on radar most of night at 21K, objects cited by 1247, and 1248 Airlines 810 between Martinsburg, Herndon, and Washington cruising objects over [REDACTED]'s vicinity for several hours. None around sight that we know of here. However, around site at Harrisburg and York, Pennsylvania. 1247 cited 3 at level flight moving at terrific speed.

[REDACTED] 1247 reported several flying objects with traffic lights between Herndon and Martinsburg. The tower had numerous unidentified blips on the radar screen and had asked him to check. [REDACTED] report very interesting. As he reported the position and speed of the airborne objects, Airways radar confirmed his reports. [REDACTED] were seen at various times. [REDACTED] said they appeared like falling stars without tails. Disappearance Commerce, [REDACTED], and 1248 [REDACTED] were able in succession, to observe the blips on Airways radar. About 7 blips were in the area, and their speeds were phenomenal, but screen for one and sometimes two sweeps of the beam -- after which they reappeared moving rapidly in other directions. All traps kept advised."

Very truly yours,

[REDACTED]
Manager Flight Operations

WJL/aks

AF480908

2242

UNCLASSIFIED

At 2300E (15th) Controller Nugent called my attention to targets observed on the VC-2 scope. Eight 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 IIR, I called IES and reported it. This was about midnight EST. IES later advised that the nearest military base was supposed to handle these matters and to call the SOF Intelligence Officer or AD. There was some confusion for awhile as to whether Andrews or Bolling was going to make the report, but it was finally determined that ADW would handle.

I called [redacted] and asked if they could see them and was advised they saw nothing. Our ADW 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 had been working on this equipment for five years, so guess he knows what he is doing). The targets were noticed east and south of ADW so we asked the ADW tower to look and see if they saw anything, also asked ADW approach control to check scopes. ADW 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 ADW. They saw others as time went on with varying descriptions. Most of this information was given to Thorndyke and IES with the expectation that they would run an intercept.

The impression received from [redacted] 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 Smoke Ring. As time wore on, pilot reports were received - #67 saw 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 #66 saw one come in within 10 miles from around Harrison and follow him to within 4 miles of touch-down. This was substantiated by Tower and Center radar.

In my conversation with [redacted], ADW and the men on [redacted], 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 Ring finally about 3:00 a.m. 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 any 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 Thorndyke and ADW. We were then told by ADW that they had no way of forwarding it to them. Smoke Ring then said that they were not really

At 2340Z (1.00) Controller Agent called by attention to several targets observed on the U-2 scope. Eight of them were marked and, although no operational status or return was noted, most of the targets would be classified as fair to weak. After he had checked carefully, the movement (1.00) 2345 (1.00) and confirmed. An initial report was made and a target was recalled and reported it. This was about midnight. The target was recalled and the nearest military line was supposed to handle these matters and to call the 50th Intelligence Officer or AD. There was some confusion as to whether it was or if it was going to handle the report, but it was finally determined that it would handle.

Called [redacted] and asked if they could see that and was advised they saw nothing. Our ADW Maintenance then checked the equipment very carefully and advised that it was functioning satisfactorily and confirmed it with a further check. (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 noticed that the south of ADW so we asked the ADW to look and see if they saw anything, also asked ADW approach control to check scopes. ADW did a lead on the roof with glasses was spotted an object that looked to be orange in color and appeared to be just hovering in the vicinity of ADW. They saw others at times went on with varying observations. Most of this information was given to Thermodyke and ADW with the expectation that they would run an intercept.

The impression received from [redacted] 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 Snake King. As they were on, pilot reports were received - 7 saw 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 the position and ADW saw one in the air from around Martinsburg and follow him to about 4 miles off touch-down. This was substantiated by Tower and Center radar.

In my conversation with [redacted], ADW and the men at [redacted], we learned the pilot was not working just a bunch of this stuff and he was not low on fuel. Something could be done about it. I contacted Snake King finally about 2.00. They were doing nothing about it so I asked if it was possible for something to be done about it, even though we have them all this information, without anything being done about it. The ADW was supposed to be in charge and to whom I had been talking, said he just did so. Then another voice came in 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 any 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 Thermodyke and ADW. We were then told by ADW that they had no way of forwarding it to them. Snake King then said that they were not really

could not give it to anyone tonight.

It would be extremely difficult to believe that there is a possibility
of a change in the position that seems to have existed throughout the
whole affair. For example, the bullet in the head was found in the
head with the information we had given them. This took place after 0555.
At about 0555, Commander Whitney reported seeing 10 targets in the vicinity
of the beach which was confirmed by the other man in radar and I went in and
checked from the beachhead positions which indicated a very small movement
of the targets. The targets were seen near the beach. This report was confirmed to be
true and at this time they advised they had determined the
location of the information we had been giving to them as far as the beach
was concerned. It is advised however that they were following up
with their own report.

At 0500 7 targets counted in area.

air traffic controller, William J. "Bill" Smith, advised that he had observed a small, white, round object, about the size of a basketball, flying low over the base. Smith, who was on duty at the time, reported that the object was moving in a southerly direction and was about the intensity of a star and white in color. It was visible for a few minutes. (TTE: 0200, 20 July 52)

Air Traffic Control at National Airport notified Bolling Operations that they had sighted strange objects on their radar screen. S/Sgt Richard Lacava, operations dispatcher notified the Bolling Airdrome 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-amber in color. It was visible for a few minutes. (TDE: 0200, 20 July 52)

COUNTRY

United States

REPORT NO.

32-

AF 486908

AIR INTELLIGENCE UNCLASSIFIED REPORT

SUBJECT

Unidentified Flying Object Report

AREA REPORTED ON

Washington, D.C.

FROM (Agency)

Director of Intelligence, Headquarters, USAF

DATE OF REPORT

22 July 1952

19 & 20 July 1952

Excellent

CLASS BY (U.S. AIR FORCE)

BENJAMIN L. BARNES, Capt., USAF

Central Tower Operators

REFERENCES (Number, direction, from the report, etc., as applicable)

None

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

Information contained herein resulted from an interrogation of control tower operators of Washington National Airport on unidentified flying objects.

BENJAMIN L. BARNES
Capt., USAF
Director of Intelligence
Headquarters Command, USAF

Statements by:

1. [REDACTED]
2. [REDACTED]
3. Don L. Wilson, S/Sgt

3

INCLS.

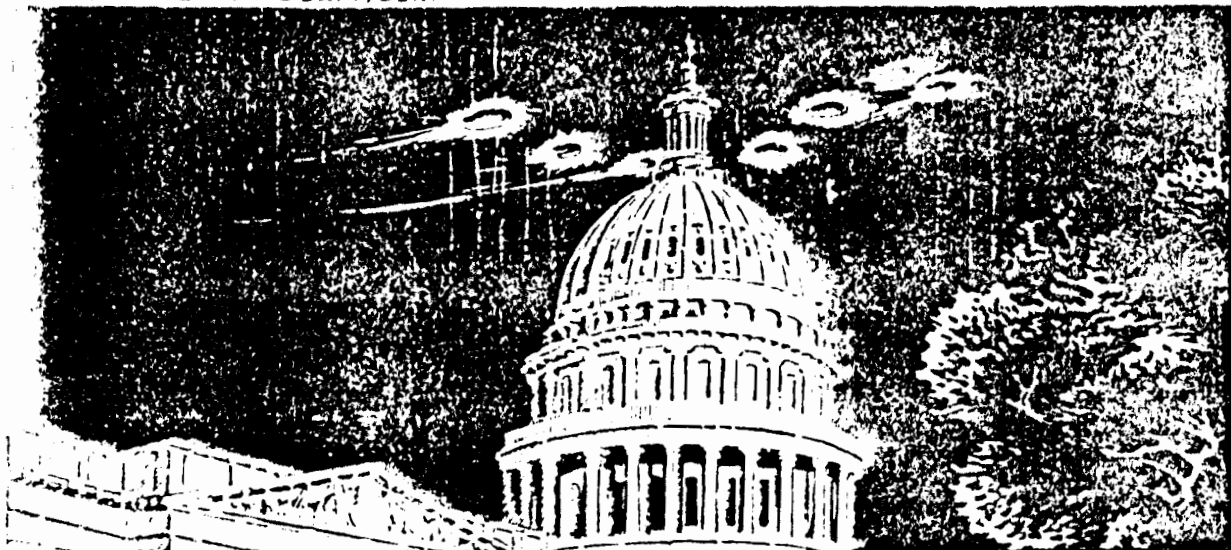
DISTRIBUTION BY ORIGINATOR

- 1 copy: Director of Intelligence, Headquarters, United States Air Force, Washington, D.C.
- 1 copy: Chief, Air Technical Intelligence Branch, Headquarters, USAF, Washington, D.C.

UNCLASSIFIED

SAUCERS OVER WASHINGTON, D.C.

HARRY G. BARNES, SENIOR AIR ROUTE TRAFFIC CONTROLLER FOR THE CIVIL AERONAUTICS ADMINISTRATION, WAS IN CHARGE OF THE NATIONAL AIRPORT, WASHINGTON, D.C., A.R.T. CONTROL CENTER ON THE NIGHT OF JULY 19, 1952. "BRIEFLY," HE STATES IN A NEWSPAPER ARTICLE, "...OUR JOB IS TO CONSTANTLY MONITOR THE SKIES AROUND THE NATION'S CAPITOL WITH THE ELECTRONIC EYE OF RADAR..." SHORTLY AFTER MIDNIGHT ON THAT DATE, SEVEN PIPS APPEARED SUDDENLY ON THE CONTROL CENTER'S SCOPE. ED NUGENT, JIM COPELAND, AND JIM RITCHIEY, ALL EXPERIENCED RADAR CONTROLLERS, CHECKED THE OBSERVATIONS. THE AIRPORT CONTROL TOWER RADAR OPERATOR VERIFIED THE SAME SIGHTING. *THEY WERE OVER "THE RESTRICTED AREAS OF WASHINGTON, INCLUDING THE WHITE HOUSE AND THE CAPITOL..."*

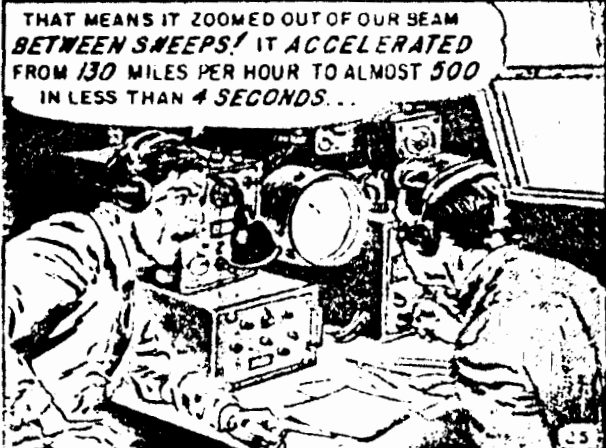


CAPTAIN C.S. PIERMAN, A CAPITOL AIRLINES PILOT OF 17 YEARS FLYING EXPERIENCE, SHORTLY AFTER TAKING OFF, WAS ASKED TO CHECK THESE MYSTERIOUS OBJECTS. HE RADIOED BACK...



PIERMAN DESCRIBED IT AS A BRIGHT LIGHT MOVING FASTER, AT TIMES, THAN A SHOOTING STAR...

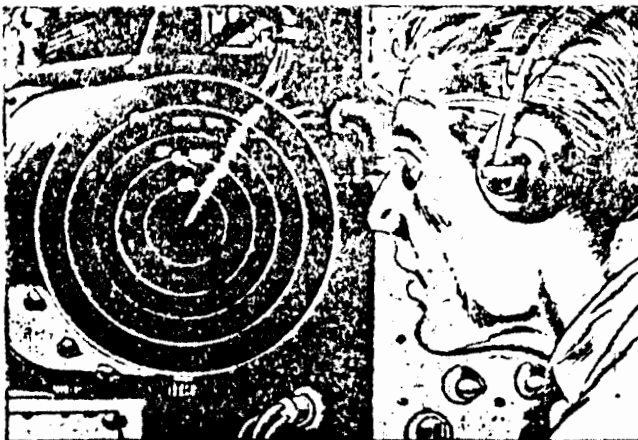
BARNES STATES: "DURING THE NEXT 14 MINUTES, HE (PIERMAN) REPORTED THAT HE SAW SIX SUCH LIGHTS... EACH SIGHTING COINCIDED WITH A PIP WE COULD SEE NEAR HIS PLANE. WHEN HE REPORTED THAT THE LIGHT STREAKED OFF AT HIGH SPEED, IT DISAPPEARED FROM OUR SCOPE..."



PIERMAN THEN STATES "BEFORE NOTIFYING THE AIR FORCE... OUR TECHNICIANS HAD CAREFULLY CHECKED THE EQUIPMENT TO MAKE CERTAIN THAT IT WAS OPERATING CORRECTLY..."



"THERE IS NO OTHER CONCLUSION I CAN REACH BUT THAT FOR SIX HOURS IN THE MORNING OF THE 10TH OF JULY THERE WERE AT LEAST 10 UNIDENTIFIABLE OBJECTS MOVING OVER WASHINGTON. THEY WERE NOT ORDINARY AIRCRAFT, I COULD TELL THAT BY THEIR MOVEMENT ON THE SCOPE..."



"I CAN SAFELY DEDUCE THAT THEY PERFORMED GYRATIONS WHICH NO KNOWN AIRCRAFT COULD PERFORM. BY THIS I MEAN THAT OUR SCOPE SHOWED THAT THEY COULD MAKE RIGHT ANGLE TURNS"



"...AND COMPLETE REVERSALS OF FLIGHT..."



"NOR IN MY OPINION COULD ANY NATURAL PHENOMENA SUCH AS SHOOTING STARS, ELECTRICAL DISTURBANCES, OR CLOUDS ACCOUNT FOR THESE SPOTS ON OUR RADAR." *



*NOT TO MENTION PIERMAN'S ACTUAL VISIBLE SIGHTINGS OF THE OBJECTS.—EDS.

THE AIR FORCE DUG DEEP IN AN EFFORT TO SQUIRM OUT OF THIS SIGHTING. AT 4 O'CLOCK ON JULY 29, 1952, A PRESS CONFERENCE WAS HELD...

GENTLEMEN! THE RADAR-SIGHTINGS OVER WASHINGTON WERE CAUSED BY TEMPERATURE INVERSION. THE OBJECTS WERE REFLECTIONS OF GROUND OBJECTS... CARS... TRAINS... ETC...



THIS WAS THE AIR FORCE'S GLIB ANSWER. THEY DREW UPON DR. DONALD H. MENZEL'S TEMPERATURE-INVERSION THEORY: WHEN A LAYER OF COOL AIR LIES BEYOND A LAYER OF WARM AIR, LIGHT RAYS ARE REFRACTED AS THEY PASS THROUGH. IF A TEMPERATURE-INVERSION IS STRONG ENOUGH... 10 TO 15 DEGREES DIFFERENCE... LIGHT RAYS MAY EVEN BE REFLECTED. THIS IS WHAT CAUSES MIRAGES ON DESERTS OR HEATED ROADS. LIKE LIGHT, RADAR WAVES ARE ALSO REFRACTED OR 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 19, '52, WAS JUST ONE DEGREE FAHRENHEIT! AND (2) YOU FORGOT THE VISUAL SIGHTINGS!

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 invasion 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 CAA air route traffic control center at National airport.

No Definite Pattern

"There was no definite pattern to the objects," according to the Air Force announcement. At 11:25 p.m. two F-94 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 fliers said the saucers

A "steady white light" was spotted by the pilot about 10 miles east of Mount Vernon a few minutes later. When he zoomed off in pursuit the light faded and then went out.

The objects, meanwhile, were spotted on radar equipment at Andrews Air Force base. Operators reported "a long series of sightings off and on until midnight." Apparently, they said, the objects were flying a short distance south of the base at a "slow rate of speed."

Data Screened

Capt. E. J. Ruppelt, who heads the Air Force's investigation of "flying saucers," said at his home in Dayton, Ohio, last night he had been informed of the latest sightings over Washington and that this information is now being screened.

The "saucer" expert reported that special Air Force personnel was sent to National airport when the objects were picked up on radar to make an "on the spot" investigation.

Capt. Ruppelt, explaining that most of the "saucer" information is "highly classified," acknowledged that a good portion of the reports he receives are spurious.

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

Jet interceptor planes attached to the Eastern Air Defense command are standing by on round-the-clock duty to zoom out after "saucers" if any more are picked up on radar.

Col Jack C. West, commanding officer of the 142d fighter interceptor squadron at New Castle, Del., said his men are ready "at a moment's notice" if new objects are spotted over the Washington area.

Second Incident

Neither of two jet planes which swung into action shortly after the "saucers" were sighted was able to pick up the objects on the planes' radar equipment. Only visual sightings were made.

First Lt. William L. Patterson, attached to the 142d 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 to within two miles of the object, and it disappeared.

In the other jet, Capt. John W. McHugo, of the same squadron, was flying at a higher altitude and was unable to glimpse the object. He reported seeing only "several civilian planes in the area."

Two other jets took off in the second flight but failed to pick up a trace of the saucers. They were flown by Captains Francis T. Evans Jr. and John C. Lanz, both of the 121st fighter interceptor squadron, which was transferred recently from Andrews Air Force base to New Castle on temporary duty.

A CAA spokesman said the objects were between "10 and 20 miles" from Washington when they appeared on the radar screen at National airport. Each time they appeared, he explained, it was from a different direction.

This was the second time the saucers were picked up by radar. Only last week between seven and ten of the elusive objects were sighted by radar operators at the airport. Two airline pilots also saw the saucers which they saw were flying up and down and even hovered in the air. The speed of these saucers was estimated at between 100 and 115 miles an hour.

Relief Sent Up

A CAA spokesman explained that objects sighted on radar showed definite "blips" on screen, indicating contact with solid objects rather than lights. He said the "blips" were similar to those given off by regular craft.

The first two jet planes which spotted the saucers were called off the chase at 12:15 a.m. yesterday. Two relief jets were sent at 1:40 a.m. and continued searching the area until about 2:20 a.m. according to the Air Force. Further contact was made, however.

A CAA air traffic controller meanwhile declared him mystified by the fact that objects apparently were visible to other planes in the area at some time they were being picked up on the radar scope.

Orange Lights Seen

"Several times we received reports from pilots we had contacted that they could see orange lights," the controller said.

But, although many of the pilots in the area couldn't see anything, as we were describing them. We contacted a number of aircraft, gave the pilots the time and position of the objects and asked them to take a look.

The radar expert said the objects "were analogous to aircraft moving at a slow rate of speed—100 to 120 miles an hour—, did not look like clouds or phenomena which is visible radar."

WASHINGTON
TIMES-HERALD --
July 28, 1952

New-Model Flying Saucers Seen Over Capital

WASHINGTON, July 21 (AP)—The Air Force disclosed tonight it has received reports of an eerie visitation by unidentified aerial objects—perhaps a new type of “flying saucer”—over the vicinity of the nation's capital.

For the first time, so far as 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 120 m.p.h., 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.

NO INTERCEPTION TRIED

The Air Force said no planes were sent out in an attempt to intercept the objects, and no sightings were reported by “Operation Skywatch,” the round-the-clock ground observer operation now underway around the Northern arc of the United States.

The Air Force said it has re-

ceived only a preliminary report, and therefore does not know why no 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 eight 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, southbound from National Airport, reported seeing objects between Washington and Martinsburg, W. Va., at 2:15 a.m., EST, the same night.

LIKE FALLING STARS

Officials of Capital Airlines said the pilot of Flight 807, Capt. “Casey” 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.”

Company officials said the airport picked up radar “blips”—in contact with aerial objects—and asked Capt. Pierman to keep a watch out for any unusual objects in the sky.

Shortly thereafter, officials said, Pierman reported back to the dispatchers tower that he had spotted a group of objects.

Pierman, then flying at normal cruising speed of 180 to 200 m.p.h., reported that the objects were traveling with “tremendous vertical speed”—moving rapidly up and down—and then suddenly changing pace until they seemed to hang motionless in the sky.

Tired, Achy,
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Try a smooth, soothing foot preparation that relieves foot trouble quickly. Ask your druggist for

MACK'S FOOT LIFE

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Washington Radar Reports Latest "Flying Saucers"

By Associated Press

WASHINGTON, July 21.—The Air Force disclosed tonight it has received reports of an eerie visitation by unidentified aerial objects—perhaps a new type of "flying saucer"—over the vicinity of the nation's capital.

For the first time, so far as 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 sightings were reported by "Operation Watch," the round-the-clock radar observer operation now in progress around the northern arc of the United States.

Preliminary Report

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The air traffic control center at Washington National airport, just across the Potomac river from the capital, reported that its radar operators picked up eight 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, southbound from National airport, reported seeing seven objects between Washington and Martinsburg, W. Va., at 2:15 a.m. the same night.

Radar "Blips"

Officials of Capital Airlines said the pilot of flight 807, Capt. "Casey" 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 these were much faster than anything else that I've ever seen. They

couldn't have been aircraft. They were moving too fast for that.

"They were about the same size as the brighter stars. And were much higher than our 6,000 foot altitude. Couldn't estimate the speed accurately.

"Please remember, I didn't speak of them as flying saucers—only very fast moving lights."

Company officials said the airport picked up radar "blips"—contact with aerial objects—and asked Captain Pierman to keep a watch-out for any unusual objects in the sky.

Shortly thereafter, officials said, Pierman reported back to the dispatchers tower that he had spotted a group of objects.

Pierman, then flying at normal cruising speed of 180 to 200 mph, reported that three of the objects, which had the appearance of bright lights, were seen traveling with tremendous speed.

No especial attention was paid to these, he reported to company officials, because those three could be taken for falling stars.

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

The pilot said he hadn't the slightest idea of what the things were.

Routine Report

Officials said Pierman made only a routine report of the incident and did not specifically say that what he saw were flying saucers.

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

The airport traffic control center said another air liner, Capital-National Airlines flight 610, reported observing a light following it from Herndon, Va., to within four miles of National airport.

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THE
ARAGE

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MOUTH

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Invites You

TO DRIVE OUT
TODAY OR THIS EVENING

and visit Lake Barcroft Estates.
Homesites for Yeararound Living.
Sailing • Fishing • Private Beaches •
Unmatched Lakeshore Beauty.

Lake Barcroft
ESTATES

DIRECTIONS: Drive across Fourteenth Street Bridge a
few signs to Columbia Pike. Lake Barcroft Estates
located on Columbia Pike about a mile and a half
beyond Bailey's Crossroads.

Saucers' Spotted on Radar H

The strange objects, moving up and down and horizontally at between 100 and 135 miles per hour, appeared on radar screens at the Air Route Traffic Control center, a civil aeronautics administration bureau at the airport, at approximately 3:15 a.m. Sunday, CAA said. The saucers were moving across the skies in the vicinity of Andrews Air Force base here, the report declared.

Pilots See Objects

At least two airline pilots said they saw the objects at about the time they were picked up by radar operators.

Capital Airlines flight 807, 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 Capital Airlines flight 810, said a mysterious light followed his plane in from Herndon, Va., to within four miles of National airport.

Sees Strange Light

A woman spotter here with "Operation Skywatch," the round-the-clock ground observer operation, said she saw a "strange light" that looked like an "orange circle" hovering over the western part of Washington about midnight Saturday.

Mrs. Hazel Gordon, of 11 Forty-ninth St. SE., reported sighting the object a few minutes after she left her observation post. Two spotters on duty at the time, however, did not see the object.

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

Captain S. C. Pierman, of Capital Airlines, said he spotted seven saucers 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 12 minutes. He finally lost sight of them when they went into what he described as a "terrific power dive" near Martinsburg.

meanwhile, picked up the saucers, according to CAA. An operator said they would occasionally disappear from one portion of the screen only to reappear within seconds on another portion, travelling in an entirely new direction. Capt. Pierman, in a written report to his operations section, described the objects as "flying with bright lights at phenomenal speed." He expressed surprise at their great vertical speeds, explaining that they "looked like comets or falling stars" when they shot down into power dives. The filter's report was relayed to CAA, which turned it over to the Air Force. The filter has a special section at Wright Field, Dayton, Ohio, devoted to studying flying saucer reports. Similar reports of the mysterious objects over the Washington area were made 10 days ago. Two Pan American Airways pilots said they spotted a flight of saucers near Norfolk and reported them to the Air Force. A Defense department spokesman said, meanwhile, the radar observation may provide investigators with new data which may aid them in solving the mystery of the strange objects. The Air Force has said in the past that many of the saucer reports can be explained as conventional objects but that others cannot be readily explained. Reports Stepped Up The Air Force revealed that flying saucer reports this summer are coming in at a rate higher than at any time since the initial flood of sightings in 1947. Reports are averaging about 100 a month in the current outbreak. Second greatest volume was during November and December 1948. Pentagon Intelligence officers explained that saucer reports are more abundant at this time of the year. They said many of the sightings are weather balloons, natural celestial phenomena, optical illusions or other similar things. There is no evidence, however, that the saucers are from a foreign nation or a result of planet, or a result of some secret research in this country, the Pentagon asserted. Intelligence officials concede that there have been a few incidents which could not be explained but they are not talking about them.

(Continued from first page)

ON RAUHN NENE

Radar Spots Air Mystery— Objects Here

Fact.
952

The Air Force disclosed last night it has received reports of an eerie visitation by unidentified aerial objects—perhaps a new type of "flying saucer"—over the vicinity of the Nation's capital.

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

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

The objects also were described as hovering in one position.

The Air Force said it has received only a preliminary report, and therefore does not know why no attempt at interception was made.

The air traffic control center at Washington National Airport reported its radar operators picked up eight of the slow-moving objects about midnight last Saturday. They were flying in the vicinity of nearby Andrews Air Force Base.

The center said Capital Airlines Flight 807, southbound from National Airport, reported seeing seven objects between Washington and Martinsburg, W. Va., at 3:15 a. m., the same night.

Capital Airlines said the pilot, Capt. "Casey" Pierman, of Detroit, 17 years with the company, described the objects in these words:

"They were like falling stars without tails."

Company officials said the airport picked up radar "blips"—contact with aerial objects—and asked Capt. Pierman to keep a watch out for any unusual objects in the sky.

Pierman, then flying at normal cruising speed of 180 to 200 m. p. h., reported the objects were traveling with "tremendous vertical speed"—moving rapidly up and down—and then suddenly changing pace until they seemed to hang motionless in the sky.

The airport traffic control center said another airliner, Capital-National Airlines Flight 610, reported observing a light following it from Herndon, Va.

"This information has been relayed to the proper Air Force authorities and the Air Force is investigating the matter," the announcement said.

'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.

Copter Causes Scare

Meanwhile, thousands of northwest Washington residents last night were alarmed by a Navy helicopter which trailed a large light on a 135-foot cable 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 Patuxent 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 (CP)—The Air Force disclosed tonight it has received reports of an eerie vision by unidentified aerial objects—perhaps a new type of "flying saucer"—over the vicinity of the Nation's Capital.

For the first time, so far as 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 150 miles per hour—instead of with the incredible swiftness attributed to earlier saucers—although at times they shot up and down.

Preliminary Report

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

The Air Force said no planes were sent in an attempt to intercept the objects, and no sightings were reported by "operation skywatch," the around-the-clock ground observer operation now under way around the northern arc of the United States.

The Air Force said it has received only a preliminary report and therefore does not know why

no 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 eight slow-moving objects around midnight last Saturday. They were flying in the vicinity of near by Andrews Air Force Base.

The center said Capital Airlines Flight 807, southbound from National Airport, reported seeing seven objects between Washington and Martinsburg, W. Va., at 2:15 A.M. the same night.

Radar "Blips"

Company officials said the airport picked up radar "blips" in contact with aerial objects—said Captain Pierman to have searched out for a "normal" object.

Shortly thereafter, officials said Pierman reported back to the dispatchers tower that he had spotted a group of objects.

Pierman, then flying at normal cruising speed of 150 to 200 miles per hour, reported that three of

(Continued on Page 4, Column 4)

Baltimore Sun
July 22, 1952

N. BALTIMORE, TUESDAY MORNING, JULY 22

OBJECTS IN SKY ARE REPORTED

Force Told Radar Picked Up Mysterious Contacts

Objects, which had the appearance of bright lights, were seen flying with extraordinary speed. Special attention was paid to the reports by a company of... because the force could not identify them.

slightest idea of what they were.

Officials said Pierman made a routine report of the incident did not specifically say that he saw were flying saucers.

Reports Light 1

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

The airport traffic control center said another airliner, Capital Airlines Flight 610, reported seeing a light following it over Herndon, Va., to within 4 miles of National Airport.

"This information has been passed to the proper Air Force agencies and the Air Force is investigating the matter," the announcement said.

Under the Air Force's

...flying saucer reports this year a rate higher than at any time in the initial flood of 1947.

Air Force spokesman said 1947 was the big year for the current average sightings a month is the norm, with the November period of 1948 next. There has been no correlation of reports to seasons, Cost Estimate

...could not furnish the cost of running the... because of rumors, because

they are handled through normal staff channels. Since there is no special project in this field, no breakdown of cost is available.

Reports are checked by the Air Technical Intelligence Center, Wright-Patterson Air Force Base, Dayton, Ohio.

The Air Force spokesman said that neither the center nor headquarters here has yet received reports on sightings said to have been made last Friday in the areas of Burlington, Vt.; South Portland, Maine and Staten Island, N.Y.

RD191

WPG192

YDD153

IYA212

JEPHQ D102

FP/RR JEDWP JEDEN 222

DE JEPHQ 173A

P/R 231929Z ZNJ

FM HQ USAF WASHDC

TO JEDWP/CGATIC WRIGHT PAT AFB OHIO

INFO JEDEN/CGAIRDEFCOM ENT AFB COLO

/ R E S T R I C T E D / FROM AFOIN 54254 CG ATIC PASS TO ATIAA-WC
FLYOB RPT. 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
2400 EST 20 JULY 52. VISUAL AND WITH LOW POWER TELESCOPE.
OBSERVERS LOCATION APPROXIMATELY 38 58 30 N CMA 76 58 45 W.
OBJECT APPEARED INITIALLY ALMOST DUE WEST. MR. AND MRS.
[REDACTED] CMA CIVILIANS CMA [REDACTED] ST CMA HYATTSVILLE CMA
MARYLAND. MR. [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

15/1945Z JUL JEPQ

1952 JUL 23

18:30

19-3712-41

AIR INTELLIGENCE INFORMATION REPORT

UNCLASSIFIED

1050th AB Wg	REPORT NO.	PAGE 1	OF 1	PAGES
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1. The following report is submitted in compliance with par 7d, AF Letter 100-5 dated 29 April 1952.

2. On the morning of 20 July 1952 between the hours of 0005 and 0520 unidentified objects were reported in the vicinity of Andrews AFB. These reports were further substantiated by a phone call from Washington AFMC that they had unidentified targets in their radar scopes, some of which were in the vicinity of Andrews.

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

Name	Duty	Reliability
A/IC Brady	Control Tower Operator	Excellent
Mr. Bovey	Control Tower Operator	Excellent
Mr. Manning	Control Tower Operator	Excellent
T/Sgt. Tavo	Radio Repairman	Good
Capt. Ray	Radar Officer	Excellent
Sgt. Davenport	Aircraft Mechanic	Good
A/IC Hoffman	Aircraft Mechanic	Good

4. Copies of the statements of each person who saw the objects, are inclosed along with an extract of the control tower log and the Airframe Officer's report.

5. The size 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. There were three reported to have left trails. The objects appeared to move from west to east, very erratic, with three reportedly starting from the same point and traveling much the same path. When observed on radar the targets remained stationary.

6. The original sighting was at 0005E and the objects were seen or reported at various times up to 0130E. The only sighting on radar at Andrews was at 0413E and lasted for 25 to 30 seconds.

7. Observation was both visual and electronic. The control tower operators reported that field glasses did not help identify the objects. The radar set at Andrews AFB was a CFB-18.

8. The weather at the time reported was: 22,000 scattered, 10 miles visibility, temperature 76 degrees, dew point, 72 degrees, wind RW at 7 MPH, altimeter 29.51; light aloft.

2,000 feet, 300 degrees at 25 MPH, 4000 feet 350 degrees at 22 MPH, 6,000 feet 350 degrees at 10 MPH, 8,000 feet 340 degrees at 14 MPH, 10,000 feet 320 degrees at 15 MPH, 12,000 feet 310 degrees at 13 MPH, 14,000 feet 320 degrees at 15 MPH, 16,000 feet 300 degrees at 10 MPH, 20,000 feet 300 degrees at 35 MPH, 25,000 feet 300 degrees at 30 MPH.

9. Some of the visual observers agree that the objects could have been meteoric objects for the color. There was no known meteorological condition which could be related.

UNCLASSIFIED

10. There is no physical evidence available.

11. Fighter control at Thorncote was notified.

12. There was one C-47 type aircraft that arrived Andrews at 0124E, no other known traffic was in the area.

AIR INTELLIGENCE INFORMATION REPORT

UNCLASSIFIED

106044 AB Wg	REPORT NO.	PAGE	OF	PAGES
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- The following report is submitted in compliance with par 73, AFM 1-10.5 dated 30 April 1962.
- On the morning of 10 July 1962 between the hours of 0005 and 0520 unidentified objects were reported in the vicinity of Andrews AFB. These reports were further substantiated by a phone call from Washington 2222 that they had unidentified targets in their radar scopes, some of which were in the vicinity of Andrews.
- The reported objects were seen by the following personnel at Andrews AFB.

Name	Duty	Reliability
A/IC Brady	Control Tower Operator	Excellent
Mr De Boves	Control Tower Operator	Excellent
Mr Fleming	Control Tower Operator	Excellent
T/Sgt Izuo	Radio Repairman	Good
Capt Ray	Radar Officer	Excellent
S/Sgt Davenport	Aircraft Mechanic	Good
A/IC Goodman	Aircraft Mechanic	Good
- Copies of the statements of each person who saw the objects, are enclosed along with an extract of the control tower log and the Airframe Officer's report.
- The size 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. There were three reported to have left trails. The objects appeared to move from west to east, very erratic, with three reportedly starting from the same point and traveling much the same path. When observed on radar the targets remained stationary.
- The original sighting was at 0005E and the objects were seen or reported at various times up to 0530E. The only sighting on radar at Andrews was at 0415E 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 set at Andrews AFB was a CPH-18.
- The weather at the time reported was: 22,000 scattered, 10 miles visibility, temperature 76 degrees, dew point, 72 degrees, wind NE at 7 MPH, altimeter 29.91; light clouds.
 - 2,000 feet, 300 degrees at 25 MPH, 4000 feet 350 degrees at 22 MPH,
 - 6,000 feet 350 degrees at 10 MPH, 8,000 feet 340 degrees at 14 MPH,
 - 10,000 feet 320 degrees at 15 MPH, 12,000 feet 310 degrees at 13 MPH,
 - 14,000 feet 320 degrees at 15 MPH, 16,000 feet 320 degrees at 10 MPH,
 - 20,000 feet 300 degrees at 35 MPH, 25,000 feet 300 degrees at 30 MPH.
- Some of the visual observers agree that the objects could have been meteorological in nature for the color. There was no known meteorological condition which might be related.
- There is no physical evidence available.
- Flighter control at Thornhlyte was notified.
- There was one C-47 type aircraft that arrived Andrews at 0124E, no other

UNCLASSIFIED

UNCLASSIFIED AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: HING (P)			
AREA REPORTED ON: USAF, Hq, USAF, D.C.		FROM (Agency): Wing Intelligence Section	
DATE OF REPORT: 10-1-54	DATE OF INFORMATION: 10-1-54	EVALUATION:	
PREPARED BY (Name):		SOURCE:	
REFERENCES (Control number, directive, previous report, etc., as applicable):			

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 118-Part II.)

1. The following objects were identified between 10:00 and 10:30 on 10-1-54. The sightings were visual & radar.

2. The visual sightings are not consistent in the several reports as to the objects were believed to be stars. The only positive report is the targets on the radar scope.

#7

This report from HAE-5
from Hq USAF on 10-1-54

FRONT-2C-11

- Distribution list:
1. Capt H.J. de B. van
 2. S/Asst Insp
 3. Capt H.C. May
 4. A/IC Huddy
 5. Mr. Herring
 6. A/IC Goodman
 7. S/Asst C.F. Davenport
 8. Capt Redding (A.C.)
 9. Control Tower log

DISTRIBUTION BY ORIGINATOR

- 1 copy to Commanding Officer
- 1 copy to Dir of Intelligence, Hq USAF, D.C.
- 1 copy to Chief Air Sec Intel Ctr, Hq USAF, D.C.

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

1040th AMWg

REPORT NO.

UNCLASSIFIED

PAGE

OF

PAGES

1. The following report is submitted in accordance with AFM 12, AF Letter 200-2 dated 20 April 1952.

2. On the morning of 26 July 1952 between the hours of 0005 and 0100, unidentified objects were reported in the vicinity of Andrews AFB. These reports were further substantiated by a phone call from Washington, D.C. that they had unidentified targets on their radar scopes, some of which were in the vicinity of Andrews.

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

Name	Rank	Reliability
A/IC Brady	Control Tower Operator	Excellent
Mr. Deves	Control Tower Operator	Excellent
Mr. Fanning	Control Tower Operator	Excellent
T/Sgt. Izso	Radio Repairman	Good
Capt. [unclear]	Master O Floor	Excellent
S/Sgt. Davenport	Aircraft Mechanic	Good
A/IC Gooden	Aircraft Mechanic	Good

4. Copies of the statements of each person who saw the objects, are included along with a transcript of the control tower log and the Airborne Officer's report.

5. The size of the objects is undetermined. The color was described as changing from red to orange to green and back to red. The color varied from one to six with no apparent set formation. There were three reported to have left trails. The objects appeared to move from west to east, very erratic, with three reportedly starting from the same point and traveling with the same path. When 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 0530L. The only sighting or report at Andrews was at 0115 and lasted for 25 to 30 seconds.

7. Observation was both visual and electronic. The control tower operators reported that field glasses did not help identify the objects. The radar set at Andrews AFB was a GPM-1C.

8. The weather at the time reported was: 20,000 scattered, 10 miles visibility, temperature 70 degrees, dew point, 72 degrees, wind NW at 7 MPH, altimeter 29.01; birds aloft:

2,000 feet, 300 degrees at 15 MPH, 4000 feet 250 degrees at 22 MPH,
6,000 feet 250 degrees at 10 MPH, 8,000 feet 240 degrees at 14 MPH,
10,000 feet 320 degrees at 15 MPH, 12,000 feet 210 degrees at 13 MPH,
14,000 feet 320 degrees at 5 MPH, 16,000 feet 300 degrees at 10 MPH,
20,000 feet 300 degrees at 25 MPH, 25,000 feet 300 degrees at 30 MPH.

9. Some of the visual observers agree that the objects could have been shooting stars, except for the color. There was no known meteorological condition or activity that can be related.

10. There is no physical evidence available.

11. Fighter control at Thornhill.

12. There was one C-47 type aircraft that arrived Andrews at 0124L, no other Andrews traffic was in the area.

UNCLASSIFIED

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. FTD 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 FTD. 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 FTD conclusion is that the radar and visual sightings on 26 July 1952 were due to the mirage 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.

17-3412-41

WASHINGTON, D C SIGHTINGS
19/20 and 26/27 July 1952

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DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT (Uncl) Transmittal of Conclusions on Sightings
of Unidentified Aerial Objects

TO AFON-2A2

FROM ATIC

DATE 22 Sept 52

COMMENT NO. 1

Attn: Maj Fournet

Capt Ruppelt/vs
65365/B263D/P D-28

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.

1 Incl
CC DF dtd 8/29/52

for James Caschel/ST LT
ROBERT E. KENNEDY, Major, USAF
Air Adjutant General
Air Technical Intelligence Center

11-0116-1a

COPY

Proj. 10075

(REF) Discussion of Washington, D.C. Radar Sightings of Unidentified Object on 19 and 26-27 July 1952

ATIAA

AFIAE2

29 Aug 52

ATTN: Capt Ruppelt

Capt James/leg
55170/Bldg 263A

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 indicates ~~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 2050 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.

COPY

SUBJECT: (REST) Discussion of Washington, D.C. Radar Sightings of Unidentified Object on 20 and 26-27 July 52

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:

<u>Altitude</u> (Thousands of ft.)	<u>Temperature</u> (Degrees Centigrade).	<u>Moisture</u> <u>Lapse Rate</u>
0	25.2	
.300	26.3	(Fairly
1	25.9	constant
2	23.1	up to
3	20.4	3,000 ft)
3.200	19.5	
4	20.4	(increased
5	19.1	rate
6	17.0	between
7	15.1	3,000 and
8	13.2	4,500 ft)
9	11.1	
10	9.5	(rapid increase
11	7.9	between 4,500
12	6.4	and 7,500)
13	4.3	
14	2.0	(above 7,500 ft
15	0.0	moisture content
16	-2.2	was too small to
17	-4.6	be measured)
18	-6.2	
19	-7.5	
20	-11.2	
21	-13.5	
22	-15.5	
23	-17.0	
24	-18.3	
25	-19.8	
26	-25.6	
27	-27.8	
28	-30.0	
29	-32.1	
30	-33.9	

The above data indicates slight temperature inversions at 300 feet and at 4,000 feet altitude. Moisture 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

COPY

SUBJECT: (RFSF) Discussion of Washington, D.C. Radar Sightings of Unidentified Object
on 20 and 26-27 July 1952

thereby 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/CPS-1 type radar, located in Florida, out of ranges of about 150 statute miles.

JOHN E. LIBBERT, MAJOR, USAF
Chief, Electronics Branch
Technical Analysis Division

COPY

(Uncl) Material for Project Blue Book

Chief, Air Technical
Intelligence Center
Wright-Patterson AFB
Dayton, Ohio

Dept of the Air Force
HQ USAF - AFOM-2A2

11 Aug 52
Maj Fournet/vz/71016

1. Inclosed are summary reports of observations as telephoned to AFOM-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 7c of AFL 200-5 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 Estimates 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:

26 Incls:
Rpts of U/I Flying Objects
originated by AFOM-2A2

JAMES P. BECKETT

WILLIAM W. WILCOX

Colonel, USAF

Chief, Policy and Management Group
Office, Deputy Director for Estimates
Directorate of Intelligence





Washington, D. C. - Night of 26/27 July 52

(partially witnessed by Maj. Tournet and Lt Helcom
[INTEL-205; remainder as reported to them])

General:

This incident involved u/i targets observed on the radar scopes at the Air Route Traffic Control Center and the tower, both at Washington National Airport, and the Approach Control Radar at Andrews AFB. In addition, visual observations were reported to Andrews and Bolling AFB and to ARTC Center, the latter by pilots of commercial a/c and one CAA a/c. Two flights of interceptors were dispatched from Newcastle, Del., but their official reports have not been received by this office; comments on their conversations with ARTC Center personnel are included herein. It has been impossible to collect all facts for a single report. The Base Intelligence Officer, Bolling AFB, is submitting a report covering the Bolling and Andrews aspects of the incident. This report covers the facts obtained from Washington National A/P personnel, the USAF Command Post and the AFOIN 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/i targets on ARTC radar scope. Tamed by CAA personnel as "generally, solid returns", similar to a/c return except slower. No definable pattern of maneuver except at very beginning about 2150 EDT, 4 targets in rough line abreast with about 1 1/2 mile spacing moved slowly together (giving about a 1" trace persistency at an estimated speed of less than 100 mph) on a heading of 110. At the same time 3 other targets were scattered throughout scope. ARTC checked Andrews Approach Control by telephone at 2200 EDT and ascertained that they were also picking up u/i targets. U/i returns were picked up intermittently until about 27/0100 EDT, following which weak and sporadic (unsteady) returns were picked up intermittently for another 3 1/2 hours. Washington National Tower radar crew reports only one target positively u/i. This return was termed a "very good target" which moved across the scope from West to East at about 30 to 40 mph. However, the radar operators stated that there could have been other u/i 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 ARTC Center control. However,

they noticed no other unusual (i.e. very slow or erratic) returns. ARTC Center controllers also report that a CAA flight inspector, Mr. [REDACTED] flying a/c #NC-12 reported at 2246 EDT that he had visually spotted 5 objects giving off a light glow ranging from orange to white; his altitude at time was 2200'. Some commercial pilots reported visuals ranging from "cigarette glow" (red-yellow) to "a light" (as recorded from their conversations with ARTC controllers). At 2238 EDT the USAF Command Post was notified of ARTC targets. Command Post notified ADC and RAMP at 2245, and 2 F-94's were scrambled from Newcastle at 2300 EDT. ARTC controlled F-94's after arrival in area and vectored them to targets with generally negative results (flew through "a batch of radar returns" without spotting anything). However, one pilot mentioned seeing 4 lights at one time and a second time as seeing a single light ahead but unable to close whereupon light "went out" (these comments from ARTC controllers). One ARTC controller worked a USAF B-25 (AF 8898 ?) for about 1 hr 20 mins about 2230 EDT. B-25 was vectored in on numerous targets and commented that each vector took him over a busy highway or intersection. Maj Fournet (APOIN-2A2) and Lt. Holcomb (USN, APOIN-2C5) arrived at ARTC Center about 27/0015 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 10') from the surface to about 1000'. However, he felt that the scope 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 ARTC, but no strong targets remained when they arrived. They were vectored on dim targets with negative results.) Maj. Fournet and Lt. Holcomb remained in ARTC Center until 0415, but no additional strong targets were picked up; many dim 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: VG-2 radar (ARTC) and ASB-1 radar (Tower). Others visual from air (details unknown).

4. Radar located at Washington National Airport, Washington, D. C. (Alexandria, Va.) A/c #NC-12 believed in vicinity of Aberdeen/Baltimore, Md., commercial a/c reporting visuals located in general area vicinity Washington National A/P.

5. ARTC Center radar crew and controllers:

Austin M. Staff)
 Lloyd Sykes)
 James M. Ritchey)

Harry Barnes)
 James M. Copeland)
 Stewart Dawson)
 Phil Ceconi)
 Mike Sankow)
 Jerome Biron)

All are CIA employees with varying levels of experience (ARTC radar installed Jan. 52). All appeared to be serious, conscientious and sincere although somewhat vague about details of their experience on 26/27 July. Considered fairly reliable.

Washington Tower radar operators:

Lester G. Woodahl (2yrs radar))
 Salvatore Marinello (1½ yrs radar)

Conscientious and sincere. Direct manner. Appeared sure of themselves. Considered very reliable.

Observer in a/c #NC-12: Mr. [REDACTED] reliability unknown.
 Pilots of commercial a/c: unknown.

6. Weather clear, scattered thins (alt unknown).

Temperatures at 26/2200Z as reported by Washington National Weather Station:

Surface	25°C	
800'	26	
3500	20	
12000	20) Steady drop
10,000	7	
15,000	0) Constant
22,000	-17	
22,300	-17)
23,000	-20	

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/i returns picked up in early hours of 20 July 52, these returns appeared to be more haphazard in their actions, i.e. they did not follow a/c around nor did they cross scope consistently on same general heading. Some commented that the returns appeared to be from objects "capable of dropping out of the pattern at will". Also that returns had "creeping appearance". One member of crew commented that one object to which F-94 was vectored just "disappeared from Scope".

shortly after F-94 started pursuing. All crew members emphasize that most u/i returns were "solid". Finally, it was mentioned that u/i 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 19/20 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 ATC 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
BOLLING AIR FORCE BASE, WASHINGTON 25, D. C.

AF 189456

24-0-203

AFOP INTELLIGENCE REPORT

SUBJECT: Unidentified Objects Sighted at Andrews AFB, 20 July 1952
SPECIAL INVESTIGATION

TO: Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

1. SYNOPSIS:

Three (3) unidentified objects were sighted by five (5) AAFB base personnel between 0005 and 0030 hours EST, 20 July 1952. The objects appeared reddish-orange 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 one (1) unidentified target at 0415 hours EST. This target was in the scope for thirty (30) seconds before fading.

DOWNGRADED AT 8 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

2. DETAILS:

Inquiry into the presence of unidentified objects over Andrews AFB was initiated after this office had received a telephone call from a Lt. WYATT (not otherwise identified) who stated that he had been Operations Officer at Andrews AFB during the period between 0001 and 0030 hours on 20 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 0005 and 0030 hours EST on 20 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)

~~UNCLASSIFIED~~

~~UNCLASSIFIED~~

Ltr, DO #4, OSI, BAFB, Wash, DC, to Dir of Sp Invest, Hq USAF, Wash, DC, File 24-0-203, dtd: , SPOT INTELLIGENCE REPORT,
Subj: Unidentified Objects Sighted at Andrews AFB, 20 July 1952,
SPECIAL INQUIRY

seconds on three (3) occasions by [REDACTED] Civilian [REDACTED] A/C, JOHN P. IZZO, T/Sgt. (all of whom are assigned to the control tower at AAFB), and Capt. HARRY W. REDDING, AQ-818915, Airdrome Officer on duty at the time. At 0415 hours EST, 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 AACS Control Tower Log, 1909th AACS Squadron, dated 20 July 1952:

- "0005 Phone call advsg that there was an object south of ADW. A/IC [REDACTED] looked south and saw a orange object that appeared for just a moment then disappeared. The party on the phone saw the same thing. Wash Center also calling to advise they have five targets unidentified in the vicinity of ADW Range. TWR personnel used to observe from roof of the TWR.
- "0120 While watching from the TWR roof Mr. [REDACTED] T/Sgt IZZO and myself, Capt H. W. REDDING, observed what appeared to be two falling stars but they had an orange hue and a tail and were traveling at a fast pace.
- "0125 T/Sgt and [REDACTED] also saw a third object that appeared like the first two objects (appeared like a falling star).
- "0235 ADW A/O making a full report including the report by the party on the phone. Wash Center received a call from Capital Airlines plane that he saw three objects near [REDACTED] and reported that they were like nothing he had ever seen. He also reported three more between HRN and Martinsburg. Wash Center first saw these targets around 2340 and then about ten minutes later they moved toward ADW.
- "0330 Wash Center advised the targets seemed to move more frequently when there were aircraft moving. As daylight was approaching they seemed to move less frequently.
- "0530 Wash Center advised target north of ADW. Tower could not see it.
- "TWX sent to Director of Intelligence, Hq USAF, Washington 25, D. C.
Air Technical Intell Center, Wright-Patterson AFB, Ohio
ATTN: ATIAA-26
Commanding General, Ent AFB, Colorado Springs, Colo.
Commanding Officer, Headquarters Command, USAF, Bolling AFB."

3. ACTION:

No investigation of this matter was conducted by this office inasmuch as no request for investigation was received. This matter was

~~UNCLASSIFIED~~

UNCLASSIFIED

24-105

(S) - Security Information) Unidentified Objects Sighted at Airbase
AFB, 20 July 1952 - SPECIAL INQUIRY

Documents & Dissemination Branch, Collection Division
Directorate of Intelligence, PCS/O

Counter Intelligence Division
Directorate of Special Investigations, 23

1
Lt Col Frank H. HCSH-6
Cals 192/X-140

Forwarded herewith for your information is a copy of a Spot Intelligence Report
prepared by District Office 4, Office of Special Investigations, Bolling Air Force
Base, dated 23 July 1952, concerning the above captioned subject.

1 Incl
Spot Intell Rpt 23 Jul 52

LEROY H. BARNARD
Colonel, U. S. Air Force
Chief, Sabotage & Espionage Branch

w/1 incl (1)
ATISDIB
8.21-52

7642

~~UNCLASSIFIED~~

Ltr, DO #4, OSI, BAFB, Wash, DC, to Dir of Sp Invest, Hq USAF, Wash,
DC, File 24-O-203, dtd , SPOT INTELLIGENCE REPORT.
Subj: Unidentified Objects Sighted at Andrews AFB, 20 July 1952,
SPECIAL INQUIRY

coordinated with Capt. BENJAMIN BERKOW, Director of Intelligence, Head-
quarters Command, Bolling Air Force Base, who stated that his office
would handle the required investigation.

Donald B. White

DONALD B. WHITE
Colonel, USAF
District Commander

15 JUL 53 15 05 PM '53

ACTION

NR 1359

C-1 PRIORITY ~~CONFIDENTIAL~~

FM SELFRIDGE AFB MT CLEMENS MICH 241935Z

TO CS USAF WASHDC ATTN DIR OF INTEL

ADF ENT AFB COLO ATTN DIR OF INTEL

AMC WPAFB OHIO ATIAA-2C

INFO CONTL AIR COMD MITCHELL AFB LI NY ATTN DIR OF INTEL

UNCLASSIFIED

1. ATIAA
2. ATIAA
3. ATIAA
4. C. Files

AIR ADJ. GENERAL

15:20

CITE AFXOI 67C

USAF MSG AFOIN 39431 CIRVIS FLYOBRPT. IN ACCORDANCE WITH JANAP 146 (B) AND ALL 200-5, THE FOLG INFO IS SBMD. (1) 7 BRILLIANT BLUISH-WHITE OBJECTS, APPEARED TO BE ROUND, SIZE OF TARGETS BRIGHT STARS, NO EXHAUST, NO TRAIL, NO SOUND, UNKNOWN PROPULSION, TREMENDOUS RATE OF SPEED, DISAPPEARED IN DISTANCE, OBJECTS SIGHTED SINGLY AT DIFFERENT INTERVALS.

(2) 20055Z TO 200605Z. (3) VISUAL. PLT STATED THAT WASH NATL APRT AIRWAYS TRAFFIC CONTROL CENTER HAD OBJECTS ON RADAR SCOPE DURING SAME PERIOD. (4) CLIMBING ON COURSE 330 DEGREES AFTER TAKE OFF FROM WASH NATL APRT. (5) CAPT C. [REDACTED] AND CO PLT [REDACTED] OF

CAPITOL AIRLINES, CAPT [REDACTED] HAS 24 YRS FLY EXPERIENCE, APPEARED TO BE CONSCIENTIOUS AND RELIABLE. (6) WEA CLEAR, SURFACE WINDS 250

DEGREES AT 4 KNOTS, 5000, 360 DEGREES AT 20 KNOTS. (7) UNKNOWN

(3) WASH NATL APRT AIRWAYS TRAFFIC CONTROL CENTER IND TO PLT THAT OBJECTS WERE ON RADAR SCOPE. UNKNOWN IF SCOPE PHOTOGRAPHS EXIST.

(9) NEGATIVE (10) 015

RPTING ABOVE LINE

(9) NEGATIVE (10) 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 NATL APRT. AF FORM 112 REPT TO FOL

25/1334Z JULY 7 TO 60

2861700

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752-13415-1

United States

UNCLASSIFIED
EXEMPT 5-52

Reporting of Information on Unidentified Flying Objects

Washington, D. C.

Director of Intelligence, Tenth AF

31 July 1952

20 July 1952

C-2

2ND LT. GEORGE H. JANCZEWSKI

CAPTAIN CASEY PIERMAN (CAPITAL AIRLINES)
172 E. HURON RIVER DRIVE, BELLVILLE, MICH

AFOIN-C/CC-2, 19 December 1951, AFL 200-5, TNX AFOIN 39431

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. JANCZEWSKI and M/Sgt O. T. TAYLOR of the DIRECTORATE OF INTELLIGENCE, HEADQUARTERS, TENTH AIR FORCE, SELFRIDGE AIR FORCE BASE, MICHIGAN.

APPROVED,

M. H. Zeine
M. H. ZEINE

Lt Col, USAF

Assistant Deputy for Operations

~~CONFIDENTIAL~~
UNCLASSIFIED

Director of Intelligence
Fifth Air Force

AFXCI FLYCRIPT 5-52

1

2

1. On 20 July 1952 at 0955h, CAPTAIN CASBY [REDACTED] of CRISTAL AIRLINES was in the cockpit of his DC-4 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 [REDACTED] looked up and observed a clear bluish white light travel from 190° to 010° at a 30° angle above the horizon in horizontal flight until it disappeared in the distance. CAPTAIN [REDACTED] stated that he had to turn his head slowly through a 45° quadrant in order to observe the object while in its flight and estimates that he observed it for five (5) seconds or less. CAPTAIN [REDACTED] 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 [REDACTED] took off from WASHINGTON NATIONAL AIRPORT on a heading of 190° and climbed to 1200' before making a right turn on course 330°. Upon gaining 1200' and course 330°, CAPTAIN [REDACTED] 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 traveling at high speeds. ATCC instructed CAPTAIN [REDACTED] to steer 290° so as to intercept the objects which were approximately nine (9) miles ahead of him. At this time CAPTAIN [REDACTED] rate of climb was approximately 600' per minute and his altitude was between 3500' and 4000'.

3. Immediately after ATCC instructed CAPTAIN [REDACTED] to steer course 290° he stated that the following events occurred within 5-8 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 five (5) miles distant dead ahead.

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

c. 1-3 seconds later - ATCC informed pilot that objects were at ten (10) o'clock. At this time pilot stated he plainly observed a DC-4 type aircraft at ten (10) o'clock level proceeding in the opposite direction. This information he reported to ATCC.

d. 4-5 minutes later - COPILOT [REDACTED] observed one (1) object bluish white in color in a twenty-five degree (25°) dive from northeast to southwest travelling at a tremendous rate of speed. The copilot told CAPTAIN [REDACTED] that he could neither estimate from what altitude the object began its descent nor at what altitude it faded. CAPTAIN [REDACTED] stated that at this time his altitude was 6000' and he could look down almost vertically and see CHARLES TOWN, WEST VIRGINIA.

e. Immediately upon sighting CHARLES TOWN, CAPTAIN [REDACTED] 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. Next CAPTAIN [REDACTED] and his copilot observed a brilliant bluish white light reappear where the last light had disappeared and flash past from

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Director of Intelligence
8th Air Force

AFXOI FLYORPT 5-52

2

2

right to left at approximately 30° above the horizon and travelling at a tremendous rate of speed. This light also appeared to be outside the earth's atmosphere.

4. CAPTAIN [REDACTED] stated that he may have 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 account of the number of objects.

TENNESSEE AIR FORCE DIRECTOR OF INTELLIGENCE 3. EXT:

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

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

3. CAPTAIN [REDACTED] also stated that ATCC contacted the tower at BOLLING AIR FORCE BASE and queried them of any knowledge of the objects. It is not known if any such targets had been plotted by BOLLING 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 (AFXOI FLYORPT 4-52) and this report since they occurred at approximately the same time.

5. Weather: 0500Z 19 July 1952, WASHINGTON D.C.

Ceiling - Unlimited

Visibility - 10 miles

Clouds - Negative

Winds:

Surface - 230°/14 knots

5,000' - 360°/20 knots

10,000' - 350°/16 knots

20,000' - 310°/25 knots

30,000' - 310°/42 knots

40,000' - 270°/46 knots

UNCLASSIFIED

George H. Janczewski
GEORGE H. JANCZEWSKI
2nd Lt. USAF
Director of Intelligence

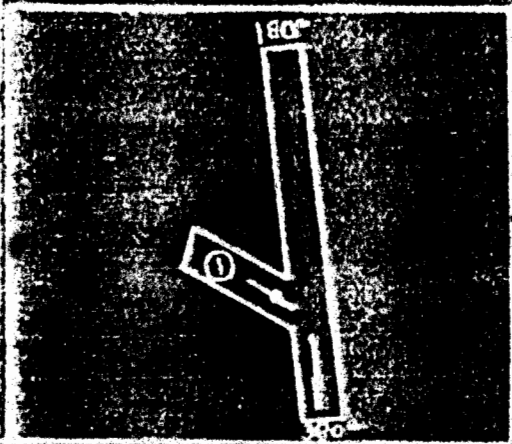
CONFIDENTIAL



BALTIMORE



WASHINGTON NATL APT



- ① CAPTAIN PIERMAN OBSERVED A BLUISH WHITE LIGHT TRAVELING FROM 180° TO 0° AT A 30° ANGLE.
- ② CAPTAIN PIERMAN CLIMBED TO 1200 FT AFTER TURNING OFF ON HEADING 180° AND MADE A RIGHT TURN ON COURSE 330°.
- ③ ATCC, WASHINGTON NATIONAL AIRPORT INSTRUCTED CAPT. PIERMAN TO STEER 250° TO INTERCEPT TWO (2) OR THREE (3) OBJECTS WHICH HAD BEEN PICKED UP ON THEIR RADAR SCOPE APPROXIMATELY NINE (9) MILES AHEAD OF CAPTAIN PIERMAN.
- ④ ATCC INFORMED CAPT. PIERMAN OBJECTS WERE FIVE (5) MILES "DEAD AHEAD."
- ⑤ ATCC INFORMED THE PILOT OBJECTS WERE FOUR (4) MILES "DEAD AHEAD."
- ⑥ ONE (1) TO THREE (3) SECONDS LATER ATCC INFORMED PILOT OBJECTS WERE AT TEN (10) O'CLOCK. CAPT. PIERMAN THEN OBSERVED A DC-4 AIRCRAFT AT TEN (10) O'CLOCK WHICH HE REPORTED TO ATCC.
- ⑦ FOUR (4) TO FIVE (5) MINUTES LATER CO-PILOT CHARLES WHEATON OBSERVED ONE (1) BLUISH WHITE LIGHT IN A TWENTY-FIVE DEGREE (25°) DIVE FROM NORTHEAST TO SOUTHWEST TRAVELING AT A TREMENDOUS SPEED.
- ⑧ PILOT & CO-PILOT OBSERVED BRILLIANT BLUISH WHITE 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 80° ABOVE HORIZON TRAVELING AT A TREMENDOUS RATE OF SPEED. THIS OBJECT ALSO APPEARED BEYOND THE EARTH'S ATMOSPHERE.

Unidentified Object - 2230 EDT 21 July 52

(As telephoned to OIN-242 on 22 July 1952)

1. Round, clearly defined circle of light. Object moved slowly (35 - 40 mph.) then speed accelerated to "100 mph." from 500 to 10,000 ft. altitude. No moon nor illumination that night. No sound made. Thought it was a "blimp". Light moved toward West to East still then South when speed increased. No illumination. Sound no loud but muffled hum.

2. 2230 EDT 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. [redacted] Army veteran, student, [redacted]
Ave, N.W., Washington, D.C., reliability unknown.

(SEE 19 JULY, 1962, SILVER SPRING, MO.)

7-3710-41

Washington, D. C. - 2230 EDT 21 July 52

-01

(As telephoned to OIN-212 on 28 July 1952)

1. Round, clearly defined circle of light. Object moved slowly (35 - 40 mph.) then speed accelerated to "100 mph." from 500 to 10,000 ft. altitude. No moon nor illumination that night. 90° turn made. Thought it was a "blimp". "Light" moved toward West to stand still then South when speed increased. No propulsion. Sound not loud but muffled hum.

2. 2230 EDT 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. [REDACTED] Army veteran, student, [REDACTED]
Ave, N.W., Washington, D. C., reliability unknown.

(SEE 17 JULY, 1952, SILVER SPRING, MD.)

1-3712-411

1. COUNTRY USA	2. REPORT NO. 52-3	3. (LEAVE BLANK)
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AIR INTELLIGENCE INFORMATION REPORT

4. SUBJECT EXCERPT		
5. REPORTED AT BALTIMORE, MARYLAND	6. FROM (Agency) HQ 26th Air Division (Defense) Roslyn, NY	
7. DATE OF REPORT 22 July 1952	8. DATE OF INFORMATION 21 July 1952	9. EVALUATION F-6
10. PREPARED BY (Officer) Major William H. Greenhalgh Jr		11. SOURCE Civilian Observation
12. REFERENCES (Control numbers, directives, previous reports, etc., as applicable) AFR 200-5		

REMARKS: (Enter concise summary of report. Use significance in final one-sentence paragraph. List enclosures at lower left. Begin text of report on AF Form 119-Part II.)

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 on observers: Jacque Ayd, 5431 Timbroke, Baltimore, Maryland, Business telephone: Plaza 2000, Home telephone: [REDACTED] John Neuman, [REDACTED] Road, Baltimore, Maryland, Home phone [REDACTED]

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 traveling 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 4500 feet scattered, visibility 10 miles, temperature 90 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.

DECLASS

DISTRIBUTION BY ORIGINATOR

2 cys - Hq USAF, Washington DC - Attn: Director of Intelligence
1 cys - Air Technical Intelligence Center Wright Patterson AFB Dayton Ohio
Attn: ATIAA-2C
1 cys - 26th Air Division (Defense) Roslyn, New York Attn: Dir of Intel

100-100214 18 2
2. ATIA
3. C. Files
ACTION

ATIA
INFOR. AGO. INFOR.
10:09

RB195

WPCZ75

YDB129

TYD141

TMA293

JEPQW E118

PP JEDEN JEDWP JEPHQ JEPNB 444

DE ROSLYN NY 208/JEPQW 35D

P 221300Z ZNJ

FM CG 26TH ADIV DEF ROSLYN NY

TO JEPHQ/HQ USAF WASHDC

JEDWP/AIR TECH INTEL CENTER WRIGHT PATTERSON AFB DAYTON OHIO

JEDEN/CG ADC ENT AFB COLO

JEPNB/CG EADF STEWART AFB NEWBURGH NY

/R E S T R I C T E D/ ADOIN 5292 USAF ATTN DIR OF INTEL PD AIR TECH
INTEL CENTER ATTN ATIAA-2C PD FOLG FLYCERPT SUBMTD IN ACCORD WITH AFL
TWO ZERO ZERO DASH FIVE PD PAREN ONE PAREN LARGE CONE SHAPED OBJ WITH
BRILLIANT ORANGE GLOW SMCLN HURT EYES TO LOOK AT SMCLN TRAVELING
SOUTHWEST SMCLN WHEN FIRST SEEN WAS EST AT TWO ZERO ZERO ZERO FT CMA

OL SMCLN SEC EST OF ALT WAS ONE FIVE TO TWO ZERO THOUSAND FT SMCLN
APPROX SIZE OF FOUR ENG PASS AC PD PAREN TWO PAREN SIGHTED AT ONE
THREE ZERO THREE EASTERN DAYLIGHT TIME SMCLN SIGHTING LASTED APPROX
ONE MIN PD PAREN THREE PAREN VISUAL OBVR FROM SUR PD PAREN FOUR PAREN

PAGE TWO ROSLYN NY 208/JEPQW 35D

LOCATION OF OBVRS UNK OTHER THAN IN CITY OF BALTIMORE MD PD PAREN
FIVE PAREN TWO OBVRS TOGETHER AT TIME OF SIGHTING SMCLN FIRST OBVR
JACQUE AYD CMA FIVE FOUR THREE ONE TIMBROKE CMA BALTIMORE CMA
BUSINESS TP PLAZA TWO ZERO ZERO ZERO CMA HOME TP CLIFTON SIX TWO
THREE NINE SMCLN SEC OBVR [REDACTED] CMA FIVE FOUR ONE TWO LEIGH
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
NINE 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

3-22-123 DEG TO THEIR HEADING; [REDACTED]
COULD NOT EST BUT STATES COURSE COULD
HAVE DESCRIBED AREA. BOTH STATE THAT
WHEN OBJ WAS DEAD AHEAD OF THEM ON
THEIR COURSE IT APPEARED TO MAKE SUDDEN
TURN TO THEIR HEADING AND TVLD AWAY
FM THEM. DESCRIBE MOTION WHILE ON
COLLISION COURSE AS MOVING FWD IN
SPURTS, IRREGULAR IN BOTH TIME AND DISTANCE,
WITH IMPRESSION DEAD STOPS BETWEEN AND NO
APPARENT ACCELERATION OR DECELERATION.
WHEN OBJ TURNED ON THEIR HEADING, SPURTING
MOTION CONTINUED BUT IN VERTICAL PLANE
GOING UP "STEP FASHION" [REDACTED] BELIEVES
OBJ WAS TVLG AWAY BECAUSE OF FADING HE
OBSERVED; [REDACTED] COULD NOT GAIN IMPRESSION
BUT BELIEVED IT COULD HAVE BEEN GOING AWAY.
BOTH EST OBJ DISAPPEARED WHEN ABOUT 12 DEG
ELEV FROM THEIR COURSE AND DEAD AHEAD. [REDACTED]
EST 10-20 SPURTS TOTAL AND [REDACTED] EST
10-12 TOTAL. [REDACTED] STATES IT DISAPPEARED
ABRUPTLY. [REDACTED] EST TIME OF 5-10 SEC FM
INITIAL OBSER TO POINT WHEN OBJ CHANGED COURSE
TO THEIR HEADING, THEN 2-3 SEC ADDITIONAL UNTIL
LOST. [REDACTED] 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
ZENITH. WEATHER DESCRIBED AS CAVU ABOVE
[REDACTED] WITH VERY SLIGHT GROUND HAZE

UNCLASSIFIED

22 July

CLASSIFIED 7 / RESTRICTED

SECURITY INFORMATION

CLASSIFIED
CLASSIFIED 7
CLASSIFIED
21 Jul 52

TO ATIAA-5 RUPPELT FM AFOIN-2C5 FOURNET

INTERROGATED [REDACTED] 2834A

AND [REDACTED] 4526A

BOTH ASGD DIRMANPOWER AND ORGANIZATION,

HQ USAF, AND OBTAINED FOLG REPORT:

AC

AT 1200 EDST 22 JULY 52 IN VICINITY

STAFFORD, VA / 38-25 N, 77-25 W, WHILE

FLYING C-45 AT 6000-6100 FT ALT ON

HEADING 270 WITH COL BAILEY AS PILOT AND

MAJ WEMPER AS CO-PILOT, OBSERVED U/I

FLYOB. OBJ DESCRIBED BY BAILEY AS BRIGHT

SPOT / BRILLIANT REFLECTION / WITH NO DEFINITE

SHAPE, APPROX SIZE OF PIN HEAD HELD 12

INCHES AWAY. BRILLIANCE AND SIZE CONSTANT

THROUGHOUT OBSERVATION EXCEPT FADED GRADUALLY

BEFORE DISAPPEARING. [REDACTED] DESCRIBES AS

CONTINUOUS, VERY BRIGHT AND SHINY OBLONG

SHAPE / PERHAPS ROUGH RECTANGLE / WITH LENGTH

THREE DEPTH. ESTIMATES LENGTH EQUIVALENT

TO 3/16 INCH AT ARMS LENGTH. NEITHER

ONE OBSERVED ANY TRAILS, PROPULSION, EXHAUST,

ETC. NO SOUND HEARD EXCEPT THEIR ENGINES.

BAILEY OBSERVED FIRST AT ABOUT 70 DEG

TO RIGHT OF A/C HEADING. CALLED

[REDACTED] ATTN TO IT AND HE PICKED IT UP

AT ABOUT 30-40 DEG TO RIGHT OF HEADING.

BOTH STATE OBJ AT ABOUT SAME ALT AS C-45

AND THAT IT TOLD WHAT APPEARED TO BE

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7-8710-11

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TO RIGHT OF A/C HEADING. CALLED
KEMPER ATTN TO IT AND HE PICKED IT UP
AT ABOUT 38-48 DEG TO RIGHT OF HEADING.
BOTH STATE OBJ AT ABOUT SAME ALT AS C-45
AND THAT IT TVLD WHAT APPEARED TO BE
COLLISION COURSE /BAILEY ESTIMATES COURSE
AS 98-128 DEG TO THEIR HEADING; KEMPER
COULD NOT EST BUT STATES COURSE COULD
HAVE DESCRIBED ARC/. BOTH STATE THAT
WHEN OBJ WAS DEAD AHEAD OF THEM ON
THEIR COURSE IT APPEARED TO MAKE SUDDEN
TURN TO THEIR HEADING AND TVLD AWAY
FM THEM. DESCRIBE MOTION UNLIK ON
COLLISION COURSE AS MOVING FWD IN
SPURTS, IRREGULAR IN BOTH TIME AND DISTANCE,
WITH IMPRESSION DEAD STOPS BETWEEN AND NO
APPARENT ACCELERATION OR DECELERATION.
WHEN OBJ TURNED ON THEIR HEADING, SPURTING
MOTION CONTINUED BUT IN VERTICAL PLANE
GOING UP "STEP FASHION" /BAILEY BELIEVES
OBJ WAS TVLG AWAY BECAUSE OF FADING HE
OBSERVED; KEMPER COULD NOT GAIN IMPRESSION
BUT BELIEVES IT COULD HAVE BEEN GOING AWAY/.
BOTH SEE OBJ DISAPPEARED WHEN ABOUT 18 DEG
FLY FROM THEIR COURSE AND DEAD AHEAD. BAILEY
EST 18-28 SPURTS TOTAL AND KEMPER EST
18-12 TOTAL. KEMPER STATES IT DISAPPEARED
ABRUPTLY. BAILEY EST TIME OF 5-18 SEC FM
INITIAL OBSER TO POINT WHEN OBJ CHANGED COURSE
TO THEIR HEADING, THEN 2-3 SEC ADDITIONAL UNTIL
LOST. KEMPER EST 5 SECS FOR FORMER AND
28-38 SECS FOR LATTER. NO OTHER A/C OBSERVED
IMMEDIATELY BEFORE OR AFTER OR DURING

THEIR COURSE IT APPEARED TO MAKE SUDDEN
TURN TO THEIR HEADING AND TOLD AWAY
IN THEM. DESCRIBE MOTION WHILE ON
COLLISION COURSE AS MOVING FOR IN
SPURTS, IRREGULAR IN BOTH TIME AND DISTANCE,
WITH IMPRESSION DEAD STOPS BETWEEN AND NO
APPARENT ACCELERATION OR DECELERATION.

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

BUT BELIEVED IT COULD HAVE BEEN GOING AWAY.

BOTH EST OBJ DISAPPEARED WHEN ABOUT 18 DEG
ELEM FROM THEIR COURSE AND DEAD AHEAD. BAILEY
EST 18-20 SPURTS TOTAL AND KEMPER EST

18-12 TOTAL. KEMPER STATES IT DISAPPEARED
ABRUPTLY. BAILEY EST TIME OF 5-10 SEC FM

INITIAL OBSER TO POINT WHEN OBJ CHANGED COURSE
TO THEIR HEADING, THEN 2-3 SEC ADDITIONAL UNTIL
LOST. KEMPER 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
ZENITH. WEATHER DESCRIBED AS CAVU ABOVE
4000 FT WITH VERY SLIGHT GROUND HAZE
AND THIN SCUDDY CLOUDS OVER HILLS AHEAD.

BAILEY HAS 23 YRS FLYING EXPERIENCE AND
KEMPER 18. BOTH RATED (HND) CURRENTLY
ON FLY STATUS. NO OTHER REPORT MADE BY
THEM.

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

END OF CSAT ITEM 7 /RESTRICTED/

IN POINT: KEMPER STATED HE DISCOVERED
ALL AT 30 SECONDS POINT AND REACHED 121
KEMPER STATED HE DISCOVERED THE ALD VALVE. EVIPEL
KEMPER STATED HE DISCOVERED THE ALD VALVE. EVIPEL
KEMPER STATED HE DISCOVERED THE ALD VALVE. EVIPEL
KEMPER STATED HE DISCOVERED THE ALD VALVE. EVIPEL

COUNTRY United States		REPORT NO. 52-1	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT Unidentified Flying Object Report			
AREA REPORTED ON Bolling AFB and Washington National AirPort		FROM (Agency) Director of Intelligence Hq Comd, USAF	
DATE OF REPORT 22 July 1952	DATE OF INFORMATION 19 & 20 July 1952	EVALUATION Excellent	
PREPARED BY (Officer) BENJAMIN L. BERKOW, Capt., USAF		SOURCE Control Tower Operators	
REFERENCES (Control number, directive, previous report, etc., as applicable) None			

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 118—Part II.)

This report constitutes statements by control towers at Washington National Air Port and Bolling Air Force Base.

BENJAMIN L. BERKOW
Capt., USAF
Director of Intelligence
Hq Comd, USAF

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Air Technical Intelligence Center, Wright-Patterson AFB, Ohio, ATTN: ATIAA-2c 1cy

COUNTRY		REPORT NO.	(LEAVE BLANK)
UNCLASSIFIED			
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT			
AREA REPORTED ON		FROM (Agency)	
Wichita, Wash 25, D.C.		Intelligence Section	
DATE OF REPORT	DATE OF INFORMATION	EVALUATION	
12 July 1952	30 July 1952		
PREPARED BY (Officer)		SOURCE	
		SOS Summary	
REFERENCES (Control number, directive, previous report, etc., as applicable)			

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 115-Form 115-1)

1. Unidentified objects were sighted between 0000E and 0530E on 20 July 1952. The sightings were visual on radar.
2. The visual sightings are not consistent in that several reports state the objects were believed to be stars. The only positive report is the target on the radar scope.

Statements by:

1. [REDACTED]
2. T/Egt Talm
3. Capt H.C. May
4. A/IC Brady
5. [REDACTED]
6. A/2C Goodson
7. S/Egt C.T. Davenport
8. Capt Redding (A.C.)
9. Control Tower log

9 INCL

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- 1. 1/24 of Intelligence, HQ USAF, Wash 25, D.C.
- 1. 1/24 Chief Air Tech Intel Cntr, AT 11 A-35, Wright Patterson AFB, Ohio