

## PROJECT 10073 RECORD

1. DATE - TIME GROUP 5 Sep 49 8/0400Z	2. LOCATION Clark AFB, Philippines
3. SOURCE Military	10. CONCLUSION Other (CONTRAIL)
4. NUMBER OF OBJECTS N/A	
5. LENGTH OF OBSERVATION about 20 minutes	11. BRIEF SUMMARY AND ANALYSIS Observers did not see the object that made the contrails. One observer stated that he saw a small black dot at the head of the contrail. Object traveled straight except for a slight change of course.  Two F-51's left the base at approximately 1135 hours on a heading of 360 degrees making good a course of 350 degrees for approximately 120 miles. At this time they were given a heading back to the base. It was the opinion of the investigating officer that these aircraft made this contrail and that it was delayed in forming.
6. TYPE OF OBSERVATION Air visual, Ground-Visual	
7. COURSE Northerly	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



## AIR INTELLIGENCE INFORMATION REPORT

Ass't C/S, A-2, FFAF, APO 925

IR-365-49

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STATEMENT

At about 1200 hours on 8 September 1949, while leading a three (3) ship flight approximately ten (10) miles southwest of Clark AFB, at 6,000 feet heading south during a turn to the left, undersigned officers left wing man, (Lt. R. J. Semrau) called, "look up to the right". Looking up to the right, I saw an object climbing towards the north at a high rate of speed leaving a con-trail. It was climbing at a steep angle (approximately  $30^{\circ}$ ). Once sighted I would estimate it to be at about 15,000 feet, thirty (30) miles from our position and climbing rapidly. I reversed the turn to the right and spread out the wing men while in the turn, all the time maintaining about a  $35^{\circ}$  bank. Upon reaching a heading of north, which took not over a minute and a half (closer to a minute) since it was a steep bank, the object had reached an altitude estimated to be 50,000 feet. It was dark in color and far enough away so that nothing more was distinguishable than a black dot. At about 50,000 feet it made a sharp level-out not at all like an airplane leveling off after the climb-making a definite "elbow" with its con-trail. My first impression was to start after it but obviously its speed was so great it was impossible. The con-trail was one long thin line and had not dissipated to any extent at all from its beginning at the south to its present position almost out of sight heading north. Upon plotting its relative position from us, and the quick lengthening of our separation, it is estimated to have been traveling well over 800 miles per hour.

/s/ Louis J. Sebille  
LOUIS J. SEBILLE, 6663A  
Major, USAF  
Commanding Officer  
67th Fighter Squadron

STATEMENT

At 1202 hours on 8 September 1949, undersigned officer was at approximately 6,000 feet in a flight of three F-51's. While in a turn Major Sebille, Flight Leader, motioned for me to look to the right. We were heading approximately south when undersigned officer saw a con-trail at about 15,000 feet. When looking back at Major Sebille he had reversed his turn so undersigned officer followed. We rolled out of the turn flying parallel to the con-trail. Undersigned could see that it was at about a  $30^{\circ}$  angle of climb. Undersigned officer checked his compass heading at  $350^{\circ}$ .

From the time undersigned officer first saw the con-trail to the time we completed the turn it had moved from a position south of us to a position far north of us. Object traveled straight except for a slight change of course. Immediately following the change of direction a slight rolling-in of the con-trail occurred. It was like the wake from a ship, but instead of rolling-out this was curling-in. Undersigned officer could see where the track continued in the climb to between 35,000 and 40,000 feet where it leveled off and continued on the straight course.

At no time did undersigned officer see what was making the con-trail. Undersigned officer saw its point of origin the first time he looked but did not see an aircraft. When he was in a position to see again the con-trail had already been made.

We continued on course parallel to object for a while and then returned to Clark AFB to land. When undersigned officer cut his engine it was 1220 and he could still see part of the con-trail from the ground.

/s/ Ronald R. Cree  
RONALD R. CREE, AO-834963  
1st Lt., USAF, 67th Ftr Sqdn.,



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## AIR INTELLIGENCE INFORMATION REPORT

Ass't C/S, A-2, FCAF, APO 925

IR-365-49

9

12

STATEMENT

At about 1200 hours on 8 September 1949, undersigned officer was flying as left wing man for Major Sebille. While in a turn to the left, at an altitude of 6,000 feet, he saw a black spot giving a smoke trail which appeared at first to be a skywriter. After watching the rate of climb of this object, at a high rate of speed on a constant course, he realized it was not a skywriter. Approximately ten to fifteen seconds later, he called the object to the attention of his Flight Leader, Major Sebille. Major Sebille then started a turn to the right, at least a standard rate turn or better, which took us approximately one to one and one half minutes to complete  $180^{\circ}$  to  $225^{\circ}$  of turn which put us on a course to parallel that of the object. When the turn was started undersigned officer estimated the distance of the object to have been at least five miles to the South and approximately twenty (20) miles away at an altitude of 15,000 to 20,000 feet. Upon completion of that turn the object appeared to be approximately 30,000 to 35,000 feet, still climbing and ahead of the Flight about twenty (20) miles on a course of about  $340^{\circ}$ . The Flight paralleled the course of the con-trail and the object continued to climb and make us look like we were standing still. It appeared to undersigned officer that it leveled off between 40,000 and 50,000 feet, north of us. There was a definite break or "elbow" in the con-trail when the object leveled off. The con-trail could be seen from the top of the cloud level, estimated to be 10,000 feet to the objects level off altitude. The trail was distinct and held, so that it was still visible from the ground after we had landed at 1220 hours.

/s/ R. J. Semrau  
R. J. SEMRAU AO#342148  
1st Lt., USAF  
67th Fighter Squadron

STATEMENT

At about 1200 hours 8 September 1949, undersigned officer was returning from an aerial gunnery tow mission and at approximately 20 miles north of Clark Air Force Base, at the altitude of 4500 feet, while on a southerly heading, undersigned officer noticed a very dense con-trail in the vicinity of Subic Bay. The con-trail was extending north at a high rate of climb and speed. Undersigned officer could not clearly discern the object making this con-trail. From the time undersigned officer first saw this object until it disappeared up near the vicinity of Lingayan Gulf a matter of only two or three minutes had elapsed. At first sight this object appeared to be at an altitude of about 15,000 feet and about 20 to 25 miles southwest of Clark. This object was at an estimated 50,000 feet by the time undersigned officer lost sight of it. The object appeared to be in level flight just before it disappeared from view.

/s/ F. S. Welch  
F. S. WELCH, AO-721563  
1st Lt., USAF  
67th Fighter Squadron

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## AIR INTELLIGENCE INFORMATION REPORT

Ass't C/S, A-2 FEAF, APO 925

REPORT NO.

IR-365-49

PAGE 10 OF 12 PAGES

STATEMENT

At about 1200 hours, 8 September 1949, undersigned officer was at the PX Service Station #4 at Clark Air Force Base, and spotted a vapor trail south of the field, coming from the direction of Florida Blanca. Approximately one and one half minutes later the trail was far to the north. During the minute and a half that he watched this vapor trail it did not appear to get wider from where he first saw it to where he lost sight of it. This trail came from the direction of Florida Blanca going north and passed over the west side of Clark Air Force Base, where it seemed to make a slight change of course to the left, approximately  $10^{\circ}$ , and continued on in a northerly direction. Undersigned officer could not tell whether or not the vapor trail was changing altitude. It is hard to estimate the height of the vapor trail but it seemed to be above 30,000 feet. He could not see what caused the vapor trail. Where he saw the vapor trail make a slight change of course, the trail appeared to burble for about ten seconds and remain in a burble state. Then the vapor trail resumed it's straight unbroken form.

Undersigned officer had been flying from 0800 to 1145 hours, 8 September 1949, at altitudes between 20,000 and 30,000 feet and watched GCI (Ground Control Intercept) ships flying at altitudes of 25,000 to 30,600 feet, and they were leaving no vapor trails and he was leaving no vapor trail.

/s/ Harry C. Moore  
HARRY C. MOORE, AO-711850  
1st Lt., USAF  
67th Fighter Squadron

STATEMENT

On the 8th of September 1949, while on duty as Fighter Interception Controller, had a flight of two F-51's at 30,000 feet. They left the base at approximately 1135 hours on a heading of  $360^{\circ}$  making good a course of  $350^{\circ}$  for approximately 120 miles. At this time they were given a heading back to base.

It is my opinion that the con-trails that were sighted twenty-five minutes later were made by this flight and were delayed in forming.

From my observation I could not see any other aircraft in the air at that altitude during this time.

/s/ Donald E. Williams  
DONALD E. WILLIAMS  
1st Lt., USAF  
622nd AC & W



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(CLASSIFICATION)

## AIR INTELLIGENCE INFORMATION REPORT

Ass't C/S, A-2 FEAF, APO 925

IR-365-49

PAGE 11 OF 12 PAGES

STATEMENT

Undersigned officer, with Lt. Ball as Wing Man, took off from Clark Air Force Base at 1010 hours, 8 September 1949 to fly Calibration Mission for 622nd AC & W Squadron. After we had climbed to 25,000 feet over the field, Varnish Control gave a Victor of 360° and continue climbing until we reached 30,000 feet. We continued on to heading and at a point east of Lingayen was given a 5° correction to the right. We followed this course about 120 miles north of the field. At this point Varnish gave us a heading of 170°, which we followed, and we began to let down at approximately 15° 20 minutes North and 120° 55 minutes East. We landed at 1240 hours. While we were flying at 30,000 feet we did not see any vapor trails, but noticed scattered thunder showers circling the entire valley.

/s/ Malcolm B. Eden  
MALCOLM B. EDEN - 739892  
Capt., USAF  
44th Fighter Squadron

STATEMENT

Undersigned officer, while flying as Wing Man for Capt. Eden, took off from Clark Air Force Base at 1010 hours, 8 September 1949, to fly Calibration Mission for 622nd AC & W Squadron. After we had climbed to 25,000 feet over the field, Varnish Control gave a Victor of 360° and continue climbing until we reached 30,000 feet. We continued on to heading and at a point east of Lingayen was given a 5° correction to the right. We followed this course about 120 miles north of the field. At this point Varnish gave us a heading of 170° which we followed, and we began to let down at approximately 15° 20 minutes north and 120° 55 minutes East. We landed at 1240 hours. While we were flying at 30,000 feet we did not see any vapor trails, but noticed scattered thunder showers circling the entire valley.

/s/ Ernest Ball  
ERNEST BALL - 829618  
1st Lt., USAF  
44th Fighter Squadron

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(CLASSIFICATION)



AIR INTELLIGENCE INFORMATION REPORT

Ass't C/S, A-2 FEAF, APO 925

REPORT NO.

IR-365-49

PAGE

12

OF

12

PAGES

Weather report covering the area West of Clark Air Force Base from Bataan Peninsula to Lingayen Gulf as of 1200 hours, 8 September 1949.

Thin high cirrus and thin cirrus stratus overcast at about 20,000 feet.

From Bataan to the area West of Florida Blanca: ( $14^{\circ}58'N - 120^{\circ}32'E$ ):

Fairly clear condition with an average of 5/10 cumulos clouds and a few towering cumulos reaching up to 12,000 feet. A few widely scattered showers.

From Florida Blanca to Lingayen Gulf:

8/10 low clouds with a few cumulo-nimbus extending up to 25,000 feet. More rain and showers were closer together than in the area from Bataan to Florida Blanca. Visibility on entire route was about 15 miles except in the shower areas.



S-104481

SECURITY	ORIGINAL REPORT NO.	IP NO.	TDU NO.	ATI NO.	NAD NO.
U R C X LIM	FEAF/IR 365-49				49579
ATTCHMT NOS.	W/O Incl of map			AF NO.	117502
TITLE	Supplementary Report of Unidentified Aircraft or Flying Object				
SUBTITLE					
AUTHOR(S)	S. F. Hepford	TRANSLTN	ISSUE DATE 4 Oct 49		
ORIG AGCY	Far East Air Force (4071)	PRIOR*	1 2 3	DIST CODE NO.	<input type="checkbox"/> LOANED
DIV HEADS		COMPLT	COUNTRY Philippines		
SECT HEADS		DIGEST	LANGUAGE English		
SUBJ HEADS		EXTRACT			
		TEXT PP	DATE 12-1-49		
		ILLUSTR PP	TID OFFICE		
		TOTAL PP	1 2 3 4 5 6 7 8 9 10		

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PROCESSING PRIORITY	C O D I N G	SOURCE	RETAIN BY:						RETURN TO:	REPRODUCTION QUANTITY	ORIGINAL TO:	
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1		CREDIBILITY	1	2	3	4	5	6	<input type="checkbox"/>	<input type="checkbox"/>	DOCUMENT	COPY TO:
2		RELIABILITY	11	12	13	14	15	16	<input type="checkbox"/>	<input type="checkbox"/>	INTERMEDIATE	
3		TREATMENT	21	22	23	24	25	26	UNTIL:		WASTER	
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SIGNED \_\_\_\_\_ APPROVED \_\_\_\_\_ DATE \_\_\_\_\_

RECOMMENDED CHANGE IN SECURITY CLASSIFICATION U R C S DATE



AMC



Clark AFB, Philippines  
8 Sep 49  
S/04002

UNCLASSIFIED  
IR-365-49

97-117502

Philippine Republic

AIR INTELLIGENCE INFORMATION REPORT

Supplementary Report of Unidentified Aircraft or Flying Object

Southwest, west and Northwest of Clark AFB Ass't C/S, A-2, FEAF, APO 925

4 October 1949

8 September 1949

B-2

Prepared by: Captain S. F. Hepford

Source: Observers, USAF Officers

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

1. At approximately 0400 hours ZEBRA, 8 September 1949, five officers of the 67th Fighter Squadron, 18th Fighter Group, observed a con-trail climbing at a 30 degree angle and at a high rate of speed in a Northerly direction. The object causing this con-trail was not identified. Several of the observers saw only the con-trail and did not see what had caused said con-trail.

2. Radar Warning at the time of sighting was in operation and was in the process of calibration, using two F-51 type aircraft for this purpose. The Fighter Interceptor Controller on duty did not identify any other aircraft in the air at that time and is of the opinion that the con-trail was formed by said two F-51 aircraft. This is discounted as thirty minutes time elapsed between the time of sighting and the time these two aircraft left Clark Air Force Base at an altitude of 30,000 feet, heading 360 degrees, and also only one con-trail was observed.

3. This section is unable to discern what object or phenomena caused the above mentioned con-trail.

*Handwritten notes:*  
Hepford  
12

APPROVED:

*for* *BJ McKinis Major*  
GERALD R. HOLSCLAW  
LT. COL USAF  
CHIEF AIR REQUIREMENTS SEC

7-3712-24

Map: Plotted estimated course of con-trail.

F.1.2 019-DA

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- 1 Copy to G-2, GHQ, FEAF, APO 500
- 1 Copy to File.

518

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS;  
DOD DIR 5200.10

UNCLASSIFIED

NAD 49579





TRANSMITTAL

RESTRICTED ATSC FORM NO. 80-506 (1 JAN. 45)

TO: (OFFICE SYMBOL) **DCAGY21** DATE **11-22-51** HOUR **3-10/4/51**

FROM: **USAF (AF01R-55)** TO: (BY) **USAF (AFV) ATTN: NCIAKT**

REG. NO. **17055 (9 of 34)**

DESCRIPTION, DATES AND SUBJECT:  
**Rpt 10-4 (1-12 pgs) AF 117502**

INCLOSURES:  
**None**

**5**

TO: (OFFICE SYMBOL)	COPY NO.	REC'D BY (FULL SIGNATURE)	DATE REC'D	HOUR
1 <b>NOTS</b>				
2				
3				
4 <b>AXA-1</b>		<b>C. Davidson</b> RESTRICTED	<b>12-7</b>	<b>1100</b>



AIR INTELLIGENCE INFORMATION REPORT

Ass't C/S, A-2, FEAF, APO 925

IR-365-49

2

12

PART II - REQUIREMENTS

General

1. Date of sighting: 8 September 1949
2. Time of sighting: 0400 hours ZEBRA
3. Where sighted (observers position):

a. Ground

Observer was at PX Service Station #4, Clark Air Force Base, (15°115'N - 120°315'E).

b. Air

Aircraft numbers 1, 2 and 3:

(1) F-51 type aircraft; airspeed between 230 and 240 miles per hour; altitude 6,000 feet; direction of flight; 130° before turn, 350° after turn.

(2) Distance and direction from known landmark: Approximately 8 miles South Southwest of Clark Air Force Base at first sighting.

(3) Clock position from observer's aircraft: Seven o'clock.

(4) Latitude and longitude: (15°15'N - 120°29'E).

Aircraft number 4:

(1) F-51 type aircraft; airspeed between 230 and 240 miles per hour; altitude 4,500 feet; direction of flight approximately 130 degrees.

(2) Distance and direction from known landmark: Approximately 20 miles North of Clark Air Force Base.

(3) Clock position of object from observers aircraft: Seven o'clock.

(4) Latitude and longitude: (15°22'N - 120°37'E).

4. Number of objects: One.

5. Observable celestial phenomena or planets that may account for the sighting: None known or observed.

6. Distance of object from observer: The closest distance reported was eight miles laterally and 20,000 feet above the observers. The con-trail climbed at a 30 degree angle.

7. Time in sight: Approximately two to three minutes.





## AIR INTELLIGENCE INFORMATION REPORT

Ass't C/S, A-2, FSAF, APO 925

IR-365-49

3-12

8. Appearance of object: Major Louis J. Sebille, 6663A, Commanding Officer, 67th Fighter Squadron described it as being dark in color and far enough away so that nothing more was distinguishable than a black dot. 1st Lt. R. J. Semrau, AC-342148, 67th Fighter Squadron states he saw a black spot giving off what appeared to be a smoke trail and then saw that it was a con-trail. The other observers did not discern any color or description of an object but did see the con-trail.
9. Direction of flight: Heading of approximately 350 - 360 degrees from Bataan Peninsula (14°45'N - 120°25'E) to the area South of Lingayen Gulf (15°50'N - 120°10'E).
10. Tactics or maneuvers: Object climbed at a 30 degree angle up to 25,000 - 30,000 feet at which point it made a slight change of course to the left and continued on the 30 degree climb up to 40,000 - 50,000 feet where it abruptly leveled off and continued on the same heading with no change in altitude.
11. Evidence of exhaust:
- a. Color of smoke; no smoke was observed. Lt. Semrau at first thought the trail was very similar to trail left by a skywriter but as the trail climbed he saw it to be a con-trail.
  - b. Length: Approximately eight miles.  
Width: Could not estimate the width. It appeared to be thin, yet definite, and traveled in a straight unbroken form with one exception, when it made a slight course correction. Refer to statements of Lt. Cree and Lt. Moore.
  - c. Odor: Unknown.
  - d. Rate of evaporation: Thirty minutes after the first sighting the con-trail was still discernable.
  - e. Does trail vary with sound? Unknown.
12. Effect on clouds. No effects observed.
13. Lights: No lights observed.
14. Support: Unknown.
15. Propulsion: Unknown.
16. Control and stability: Unknown.
17. Air ducts: Unknown.
18. Speed-MPH: Estimated at well over 1,000 MPH.
19. Sound: Unknown
20. Manner of disappearance: Faded from view.



AIR INTELLIGENCE INFORMATION REPORT

Ass't C/S, A-2, FEAF, APO 925

IR-365-49

4

12

Relative to the Observer

A.

1. Name: Major Louis J. Sebille, 6663A.
2. Address: 67th Fighter Squadron, 18th Fighter Group (SE) APO 74.
3. Occupation: Pilot, single engine, also Squadron Commander, USAF.
4. Place: Clark Air Force Base.
5. Pertinent hobbies: None

6, 7 and 8a: Major Sebille is on flying status with a total of 3,000 hours flying time, of which time, 250 hours is combat time.

Sb. Attention was drawn to object by a call from Left Wing Man, Lt. R. J. Semrau.

Sc. Major Sebille stated he was not fatigued and was airborne approximately one hour at the time of sighting.

9. Witnesses: As listed in report.

10. Comments of interrogator: There is no question as to the intelligence and character of Major Sebille. During the interrogation he was calm and stated the facts as observed. Evaluation of statement given by Major Sebille B-2.

B.

1. Name: 1st Lt. R. R. Cree, AO-834963
2. Address: 67th Fighter Squadron, 18th Fighter Group (SE) APO 74
3. Occupation: Pilot, single engine, Assistant Squadron A-2 USAF.
4. Place: Clark Air Force Base.
5. Pertinent hobbies: None

6, 7 and 8a. Lt. Cree is on flying status with a total of 1300 hours flying time of which time 24 hours is combat time.

Sb. Attention was drawn to object by a motion given by the Flight Leader, Major Sebille.

Sc. No fatigue felt and duration of flight at time of sighting was approximately one hour.

9. Witnesses: As listed in report.

10. Comments of interrogator: Lt. Cree is the Squadron Intelligence Officer and had completed the FEAF Air Intelligence School the latter part of August. Evaluation of statement given by Lt. Cree B-2.



## AIR INTELLIGENCE INFORMATION REPORT

Ass't C/S, A-2, FEAF, APO 925

IR-365-49

5

12

## C.

1. Name: 1st Lt. R. J. Semrau, AO-842148.
2. Address: 67th Fighter Squadron, 18th Fighter Group (SE) APO 74
3. Occupation: Pilot, single engine, USAF.
4. Place: Clark Air Force Base.
5. Pertinent hobbies: None.
- 6, 7 and 8a. Lt. Semrau is on flying status with a total of 1250 hours flying time.
- Sb. Attention was drawn to object by sighting which at first appeared to be a smoke trail.
- 8c. No fatigue felt and duration of flight at time of sighting was approximately one hour.
9. Witnesses: As listed in report.
10. Comments of interrogator: Lt. Semrau was the first of the three ship formation to sight the object. His character is excellent. Evaluation of statement given by Lt. Semrau B-2.

## D.

1. Name: 1st Lt. F. S. Welch, AO-721563.
2. Address: 67th Fighter Squadron, 18th Fighter Group (SE) APO 74.
3. Occupation: Pilot, single engine, USAF.
4. Place: Clark Air Force Base.
5. Pertinent hobbies: None
- 6, 7 and 8a. Lt. Welch is on flying status with a total of 1400 hours flying time, of which time, 207 hours is combat time.
- Sb. Attention was drawn to object by a very dense con-trail extending at a high rate of climb and speed.
- 8c. Slight fatigue felt and duration of flight at time of sighting was approximately one hour and forty-five minutes. Lt. Welch, at time of sighting, was returning from an aerial gunnery tow mission.
9. Witnesses: As listed in report.
10. Comments of interrogator: Evaluation of statement given by Lt. Welch, B-2.



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## AIR INTELLIGENCE INFORMATION REPORT

Ass't C/S, A-2, FEAF, APO 925

IR-365-49

6

12

E.

1. Name: 1st Lt. Harry C. Moore, AO-711850.
2. Address: 67th Fighter Squadron, 18th Fighter Group (SE) APO 74.
3. Occupation: Pilot, single engine, USAF.
4. Place: Clark Air Force Base.
5. Pertinent hobbies: None.

6, 7 and 8a. Lt. Moore is on flying status with a total of 1050 hours of flying time, of which time, 147 hours is combat time.

8b. Attention was drawn by sighting a vapor trail that was forming at a high rate of speed.

8c. Lt. Moore was on the ground at time of sighting.

9. Witnesses: As listed in report.

10. Comments of interrogator: Evaluation of statement given by Lt. Moore is B-2.

Relative to Radar Sightings

1. Re radars operating on ground: Object was not sighted by radar. Refer to statement given by 1st Lt. D. E. Williams, 622nd AC & W Squadron, Clark Air Force Base.

GENERAL

1. Teletype sequences of local weather conditions:

Weather report covering the area West of Clark Air Force Base from Bataan Peninsula to Lingayen Gulf as of 1200 hours, 8 September 1949.

Thin high cirrus and thin cirrus stratus overcast at about 20,000 feet.

From Bataan to the Area West of Floridablanca: (14°58'N - 120°32'E)

Fairly clear condition with an average of 5/10 cumulos up to 12,000 feet. A few widely scattered showers.

From Floridablanca to Lingayen Gulf:

8/10 low clouds with a few cumulo-nimbus extending up to 25,000 feet. More rain and showers were closer together than in the area from Bataan to Floridablanca. Visibility on entire route was about 40 miles except in the shower areas.

Sea level pressure	1007.8 millebars
Temperature	25°
Dew Point	73
Altimeter Setting	29.78 inches

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## AIR INTELLIGENCE INFORMATION REPORT

Ass't C/S, A-2, FEAF, APO 925

IR-365-49

7

12

## 2. Winds aloft report:

Surface	150°	at	4 Knots
2,000 feet	150°	at	51 Knots
4,000 feet	040°	at	1 Knot
6,000 feet	090°	at	1 Knot
8,000 feet	140°	at	4 Knots
10,000 feet	160°	at	18 Knots
12,000 feet	120°	at	18 Knots
14,000 feet	120°	at	6 Knots
16,000 feet	120°	at	8 Knots
18,000 feet	120°	at	10 Knots
20,000 feet	120°	at	10 Knots
25,000 feet	050°	at	10 Knots
30,000 feet	050°	at	17 Knots
35,000 feet	040°	at	26 Knots
40,000 feet	040°	at	39 Knots

## 3. Local flight schedules of commercial, private, and military aircraft flying in vicinity at the time:

None in vicinity at the time. The two F-51 type aircraft that flew the calibration mission for 622nd AC & W Squadron left this area 30 minutes prior to the sighting.

## 4. Possible releases of testing devices in vicinity:

Negative reply from Air Attache in Manila, U. S. Navy, Philippine Army and Philippine Air Force.

5. No evidence that object contacted earth.

6. Object did not come close to observing aircraft.

7. No photographs or sketches available.

8. Secure signed statement:

9. No fragments or physical evidence obtainable.

10. No radio antenna, projections or extensions were observed.