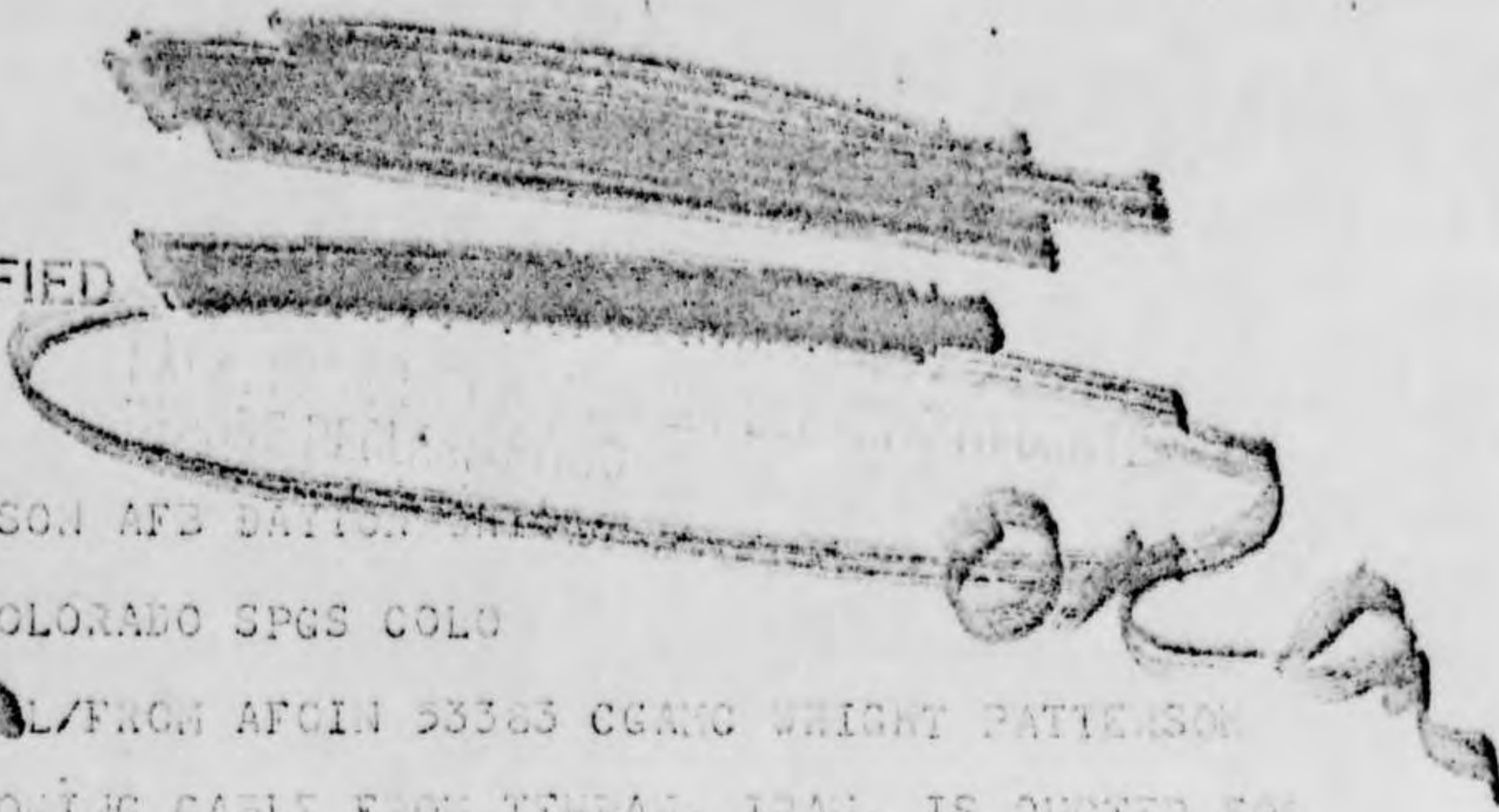


PROJECT 10078 RECORD CARD

1. DATE 2 JUL 52	2. LOCATION 30°35'N-140°00'W (PACIFIC) PACIFIC OCEAN	10. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Date 2/0850 Time 2/1850	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Radar Data	11. TYPE OF OBJECT <input type="checkbox"/> Free Balloon <input type="checkbox"/> Parachute Balloon <input type="checkbox"/> Possible Rocket
5. PROJECT 1100	6. SOURCE MARS AIRCRAFT	<input checked="" type="checkbox"/> Was Aircraft <i>METEOR</i> <input type="checkbox"/> Parachute Balloon <input type="checkbox"/> Possibly Rocket
7. DURATION OF OBSERVATION 1 second	8. NUMBER OF OBJECTS one	12. COMMENTS <input type="checkbox"/> One <input type="checkbox"/> Insufficient Data for Classification <input type="checkbox"/> Unknown
9. BRIEF SUMMARY OF SIGHTING MARS aircraft observed what they thought to be a rocket burst off the wing of the a/c.		13. COMMENTS METEOR.

AIR 99;
AFM DE AIR
FP JEDWP
DE JEPHQ 109C

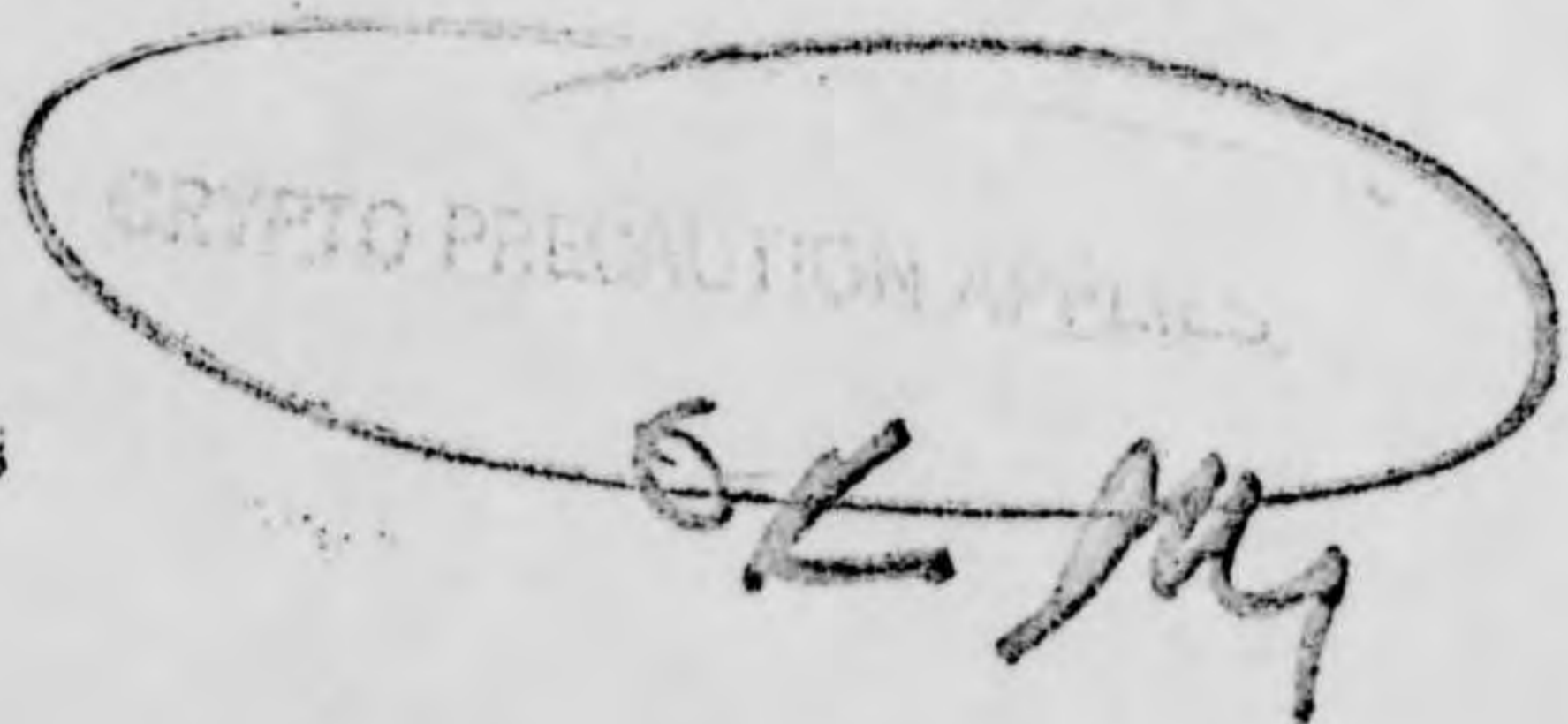
UNCLASSIFIED



FM HQ USAF WASHDC
TO JEDWP/WRIGHT PATTERSON AFB DAYTON OH
JEDWP/CC ABC ENT AFB COLORADO SPGS COLO
/C [REDACTED] L/FROM AFCIN 53383 CGANG WRIGHT PATTERSON
AFB FOR AFIC. THE FOLLOWING CABLE FROM TEHRAN, IRAN, IS QUOTED FOR
YOUR INFORMATION: REPT FROM BANDAR ABBAS (27 DEGREES 11 MINUTES
NORTH AND 56 DEGREES 17 MINUTES EAST). A STRANGE, SHINING OBJECT
WAS SEEN FLYING OVER BANDAR ABBAS AT MIDDAY 10 FEB IN ESTD DIRECTION
OF EAST TO WEST THEN TO SEA. A FEW MINUTES LATER A SEVERE EXPLOSION
WAS HEARD WHICH SHOOK BLDGS IN BANDAR ABBAS. SOURCES CONSIST OF
'ITLAAT' NEWSPAPER, REPT FROM CHIEF OF BANDAR ABBAS TELEGRAPH
OFFICE AND CORRESPONDENT FROM NEWSPAPER 'DAB' WHO CLAIM TO HAVE
SEEN OBJECT AND HEARD EXPLOSION. EFFORT TO DETERMINE SIZE, SHAPE,

- ✓ 1. ATIAA
- 2. ATIA
- 3. ATI
- 4. Central Files

ACTION



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

PAGE TWO JEPHQ 109C

SPEED AND ACCURATE DIRECTION FRUITLESS TO DATE. WILL CONTINUE WATCH
AND REPT SOONEST ANY SIMILAR OCCURRENCE IN FUTURE EVEN THOUGH
DETAILS MAY BE LACKING.

UNCLASSIFIED



752-5077-1

PROJECT WAVE RECORD CARD

DATE	LOCATION	CONCLUSIONS
11 Feb 52	KANSAS CITY, MISSOURI	<input checked="" type="checkbox"/> Not Balloon <input checked="" type="checkbox"/> Probably Balloon <input checked="" type="checkbox"/> Possibly Balloon
1. DURATION OF OBS.	4. TYPE OF OBJECT	
Local 11/1205 CST	<input checked="" type="checkbox"/> Geographical <input checked="" type="checkbox"/> Atmospheric <input checked="" type="checkbox"/> Astronomical <input checked="" type="checkbox"/> Other	
11/1805 S	5. SOURCE	
None	CIV. WGNM	
14 Yes	6. NUMBER OF OBJECTS	
None	one	
7. DURATION OF OBSERVATION	8. DIRECTION	
10 Minutes	S	
9. BRIEF SUMMARY OF SIGHTING	10. COMMENTS	
Bright round object appeared to hang in the sky floating into a S direction where it disappeared.	1. Weather balloon launched at Fairfax at 1130 CST.	

~~CONFIDENTIAL~~

UNCLASSIFIED

4
Ballou

COUNTRY USA	REPORT NO. IR 52-1	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Reporting Unconventional Aircraft Sighting		
AREA REPORTED ON Kansas City, Missouri	FROM (Agency) D/I CADE	
DATE OF REPORT 4 March 52	DATE OF INFORMATION 11 February 52	EVALUATION C-2
PREPARED BY (Officer) Capt. Ted W. Sorensen	SOURCE Mrs. [REDACTED]	
REFERENCES (Control number, directive, previous report, etc., as applicable) ADC LETTER 200-1		

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

1. Housewife observing passage of 'B-36 bomber' over Kansas City, observed un-identified shiny object that appeared to be near same altitude and passed behind bomber. Binoculars used during 10-minute observation period.
2. Object un-identified. Possibly weather balloon with RAWIN target released from Fairfax or Fort Leavenworth.

APPROVED:

R. E. WEINZETTEL
Colonel, USAF
Deputy for Intelligence

COMMENTS of Approving Officer:

Civilian reporting this incident gave no reason for having waited until 4 March 1952, to make known this sighting.

INCL.

DECLASSIFIED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
EOD DIR 6200.10

DISTRIBUTION BY ORIGINATOR

UNCLASSIFIED

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

~~CONFIDENTIAL~~

(CLASSIFICATION)

~~CONFIDENTIAL~~
(CLASSIFICATION)

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
D/I CADP	IR 52-1	2	2	

Observer was interviewed with the following results:

Observer was housewife. Sighting was made from residence yard which is 31 blocks south of city center. Observer stated, "When we hear the 'special drone' of the B-36's as they cross over Kansas City on their simulated bomb runs, we usually take our binoculars and go out and watch them." "Sometimes," she continued, "they leave 'trails' behind them." On this date, February 11, 1952, the bomber left a long trail as it passed from East to West across the city at a 'high' altitude. The shiny object was first sighted behind the bomber and about one-third of the way back along the visible trail (above West side of city). When first sighted it appeared to be North of the trail. During observation period it 'drifted' south of trail and seemingly lost altitude. It was not lost from sight while crossing trail so was assumed to pass beneath it. Weather was sunny and bright. Object appeared round - no wings visible. It seemed to hang and float like a 'low-hanging-star'. It appeared bright, but not too bright to look at. During 10-minute period it drifted from over city to South of city on a path passing overhead of observer's post. Observer stepped into house for few minutes and object disappeared during this interim.

COMMENTS of Preparing Officer:

1. Binoculars used were 6 x 30.
2. Weather was bright sunshine. (25,000 Scattered)
3. Weather records indicate that the winds from 10,000 to 30,000 feet were conducive to Southeastward movement of a free floating object at speeds varying from 30 to 55 knots.
4. Size of object was described as appearing smaller, but nearly the same size as tail of bomber. Object could be seen with naked eye.
5. RAWIN observations at both Fairfax and Fort Leavenworth could provide basis for sighting due to timing and wind conditions.

Ted W. Sorenson
 TED W. SORENSON
 Captain USAF
 Chief, Research & Planning Div.

EXPIRES AT 3 YEAR INTERVALS
 DECLASSIFIED AFTER 12 YEARS
 DOD DIR 5200.10

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

~~CONFIDENTIAL~~
(CLASSIFICATION)

7-3714-113

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

Co
~~ATIC~~ ATIC

DATE-TIME GROUP

101430Z Mar 52

PRECEDENCE FOR:

ACTION

INFORMATION

TO: OGCADF KANSAS CITY MISSOURI

RADNOTE

BOOK MESSAGE

ORIGINAL MESSAGE

MULTIPLE ADDRESS

CRYPTOPRECAUTION

YES

NO

REFERS TO MESSAGE:

INFO:

IDENTIFICATION

CLASSIFICATION

UNCLASSIFIED

FROM: APOIN-ATIAA2C FOR CAPT T W Sorenson CHIEF RESEARCH & PLANNING DIV

RE YOUR REPORT IR-52-1 COULD THE FOLLOWING ADDITIONAL INFO BE OBTAINED:

1. TIME OF SIGHTING
2. TIMES OF BALLOON RELEASES FROM FAIRFAX AND FORT LEAVENWORTH AND WINDS ALOFT AT THOSE TIMES?

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

UNCLASSIFIED

UNCLASSIFIED

052-5291 5921

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

LT J. K. BOHUSHEIN

SYMBOL

ATIAA 2C

TELEPHONE

94261

RELEASING OFFICER'S SIGNATURE

OFFICIAL TITLE

UNCLASSIFIED

PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

ROUTINE

1 ATIA
2 ATIA
3 ATIA
4 Central Files

OK

4124

C1 [REDACTED] ROUTINE
FM CENTRAL AIR DEFENSE FORCE KANSAS CITY MO
TO CG AMC WP AFB OHIO

CITE INT 0153 UNCLASSIFICATION ACTION

REF UR CLASSIFIED MSG IC-362 DTG FOLG INFO SUBMTD REF CADF
IR-52-1: (1) TIME OF SIGHTING 1205 TO 1215 CENTRAL, (2) WEATHER BALLOON
RELEASED AT FAIRFAX AT 1130 CENTRAL, WEATHER BALOON RELEASE FORT
LEAVENWORTH AT 0900 CENTRAL, (3) COMPUTED WINDS ALOFTOVER FAIRLAX:
10000 FEET, 315 DEGREES, 30 KNOTS; 20000 FEET, 315 DEGREES, 40
KNOTS; 30000 FEET 315 DEGREES 55 KNOTS.

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

UNCLASSIFIED

752-6128-1

~~SECRET~~ *EXTRACT STATUS Review 5*
UNCLASSIFIED

APPENDIX III

Kansas City, Missouri - 11 February 1952

I. DESCRIPTION OF INCIDENT

On 11 February 1952, between 1205 and 1215 CST the source, a civilian woman, was watching a B-36 fly from East to West over Kansas City. While watching the B-36, she noticed a round bright object just north of the vapor trail left by the aircraft. The object was observed for ten minutes through 6 x 30 binoculars and during this period it drifted over the observer and continued south of Kansas City.

II. STATUS OF INVESTIGATION

Two balloons were launched in the general area prior to the time of sighting. A pitball balloon was launched from Fort Leavenworth, Kansas, at 0930 CST and a Rawinsonde balloon was launched from Fairfax Airport, Kansas City, at 1130 CST. It is doubtful if the balloon launched at 0930 would be in the area at 1205 CST as they usually burst within an hour after the launching.

The balloon launched at 1130 CST could have been observed, however. In the 35 minutes between the time of the balloon launch and the observation, the balloon would have ascended to approximately 30,000 feet and would have traveled approximately 15 miles. (The wind was from 315° and averaged about 30 knots.) This would mean that the balloon passed near the source. If some allowance is made for an error in time, it is very possible that the balloon could have passed directly over the observer. (See inclosed overlay.)

The fact that it could be observed at 30,000 ft. is probably due to the fact that the sun caused the balloon to glow.

III. CONCLUSIONS

The object observed by the source was very possibly a rawinsonde balloon launched from Fairfax Airport.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

UNCLASSIFIED

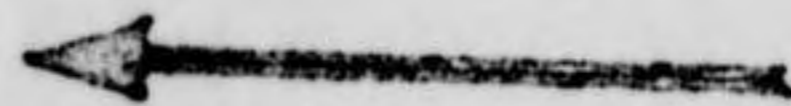


Sherman AFB



Ft. Leavenworth, Kansas

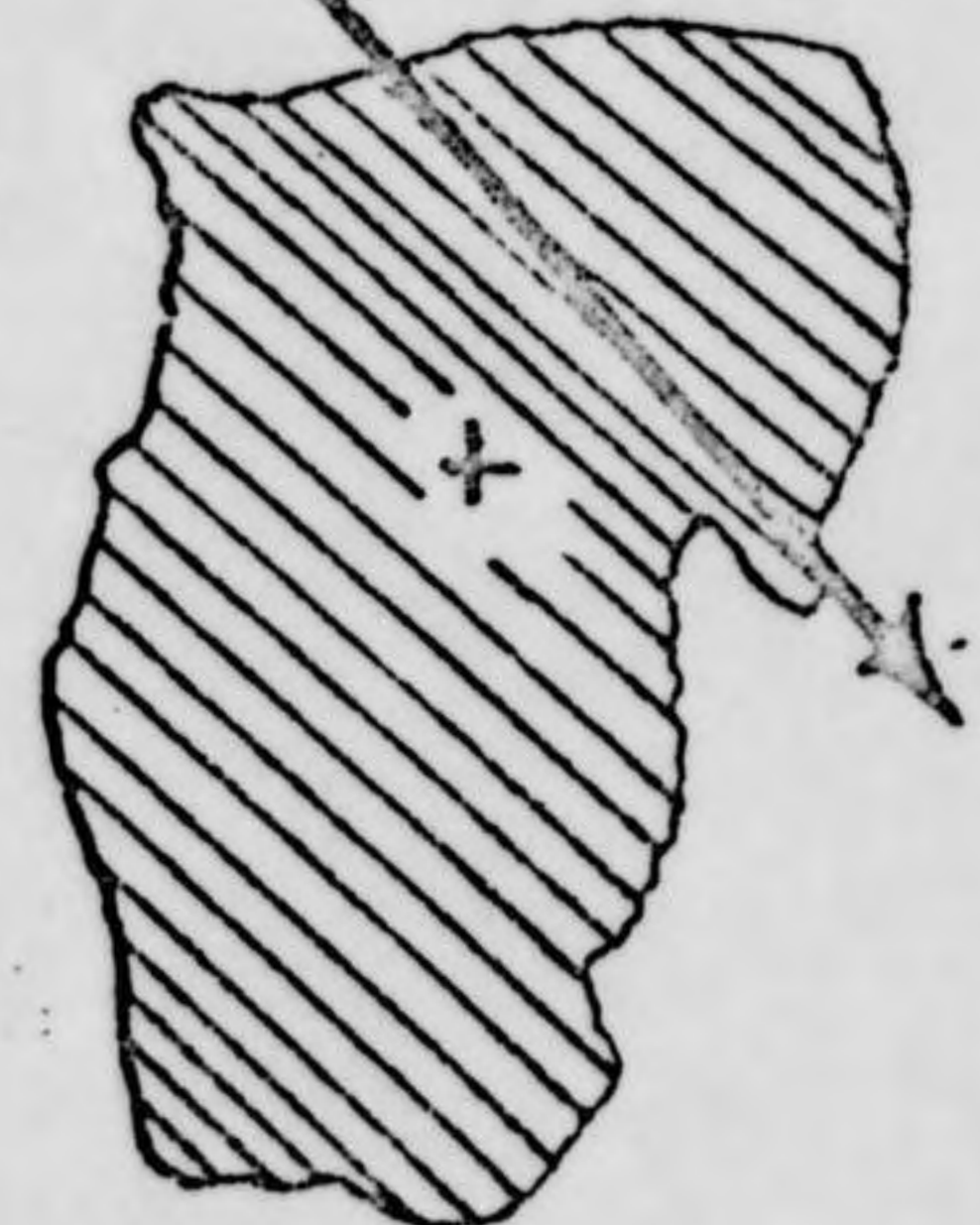
Fairfax Airport



Path of Balloon



Approximate location
of observer



Kansas City

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

UNCLASSIFIED

OVERLAY OF KANSAS CITY LOCAL AREA CHART

PROJECT 473 REPORT

<p>1. DATE</p> <p>12 Feb 52</p>	<p>2. LOCATION</p> <p>WASINGTON, D. C.</p>	<p>12. CONCLUSIONS</p> <p><input type="checkbox"/> Was Balloon</p> <p><input type="checkbox"/> Probably Balloon</p> <p><input type="checkbox"/> Possibly Balloon</p>
<p>3. DATE-TIME OF SIGHT</p> <p>12/2030 EST</p> <p>13/0230 G</p>	<p>4. TYPE OF OBSERVATION</p> <p><input type="checkbox"/> Ground-Visual</p> <p><input type="checkbox"/> Ground-Radar</p> <p><input type="checkbox"/> Air-Visual</p> <p><input type="checkbox"/> Intercept Radar</p>	<p><input type="checkbox"/> Was Aircraft</p> <p><input type="checkbox"/> Probably Aircraft</p> <p><input type="checkbox"/> Possibly Aircraft</p>
<p>5. PHOTOS</p> <p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	<p>6. SOURCE</p> <p>2 AF Pilots</p>	<p><input type="checkbox"/> Was Astronomical</p> <p><input type="checkbox"/> Probably Astronomical</p> <p><input type="checkbox"/> Possibly Astronomical</p>
<p>7. LENGTH OF OBSERVATION</p> <p>2-3 min</p>	<p>8. NUMBER OF OBJECTS</p> <p>ONE</p>	<p>9. SOURCE</p> <p>---</p> <p><input type="checkbox"/> Other</p> <p><input type="checkbox"/> Insufficient Data for Evaluation</p> <p><input type="checkbox"/> Unknown</p>
<p>10. BRIEF SUMMARY OF SIGHTING</p> <p>Bright white object at 7500-8500' was observed by crew of C-47. Traveled slowly, then accelerated, disappeared and appeared again, making normal approach to Washington.</p>	<p>11. COMMENTS</p> <p>No available info on a/c in the area.</p>	

~~SECRET~~
UNCLASSIFIED

SUBJECT: (U) Unidentified Radar Returns (27 May 1953)

THRU AFIAE
TO AFIAE-5

FROM AFIAE-2

DATE 3 June 53 COMMENT NO. 2
Mr. ~~J. L. James~~ leg
65364/5 Idg 263A

1. The incident reported as happening at Granite City, Illinois, 13 Feb 52, cannot be firmly evaluated. However, since the target appeared to be normal until the radar tracking equipment was switched to an expanded scale for a 25 second period, it appears very likely that there was some malfunctioning of the radar, although the report states that immediate checks of the RBS equipment determined that the radar tracker was operating normally. It is very doubtful that additional data obtained at this late date would be of value in evaluating this target unless similar happenings have been experienced since 13 Feb 52.

2. The radar data contained in the report from Carswell AFB, dated 13 Feb 53, is not sufficient for analysis purposes. For instance, there is no indication that the targets observed on the APG-41 radar were moving targets. The weather data submitted indicates that there was a temperature inversion and a moisture lapse at about the time of the incident. This weather condition could cause radar ground clutter signals to appear above the horizon, although the report states that a check indicated that no ground return signals were received.

3. The following information is in reply to paragraph 4 of Comment No. 1:

"The properties of the atmosphere which determine the refractive index (bending) and which change with height are temperature, pressure, and moisture content.

"Excessive refraction occurs when there is a rapid decrease of moisture with height (moisture lapse) and, to a lesser degree, when there is a rapid increase of temperature with height (temperature inversion). The most pronounced cases of excessive refraction occur when both of these conditions prevail at the same time."

4. This comment is classified ~~SECRET~~ **RTC**

2 Incls
n/c

Ray L. James
ROY L. JAMES
Chief, Radiation Section

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

UNCLASSIFIED

SECURITY INFORMATION

~~SECRET~~

UNCLASSIFIED

EXTRACT FROM STATUS REPORT # 7

DATE: 2 Feb 52

TIME (Local): 0850

LOCATION: Easter Pacific

LENGTH OF TIME OBSERVED: Unknown

SOUND: Unknown

SPEED: Unknown


ALTITUDE: 5,000'

HEADING: Unknown

SOURCE: MATS Crew

ACTION OR COMMENTS: Delayed report. No investigation due to time lapse in reports.

DESCRIPTION OF INCIDENT: MATS Crew observed what appeared to be a red rocket burst at an estimated 500 yds. off the port wing of the a/c.


UNCLASSIFIED

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

UNCLASSIFIED

1-3712-43

UNCLASSIFIED

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

UNCLASSIFIED

~~SECRET~~

SECURITY INFORMATION

FILE NO.

SUBJECT (Uncl) Unidentified Radar Returns

TO ATIAE-2
Attn: Mr. James

FROM ATIAE-5

DATE 27 May 1953

COMMENT NO. 1

Lt R.M. Olsson/jos
65365/B263A/PA30

1. Inclosed are two sightings of unidentified aerial objects which Project Blue Book requests you review for a possible explanation.

2. The first, 13 Feb 52, Granite City, Illinois, concerns a seemingly conventional target painted by an automatic tracking device which eventually reaches the unconventional speed of 1090 mph. In this instance there is some confusion on whether the target was picked up by air radar or not. Weather information to determine the presence of a possible inversion layer was requested but unfortunately not forwarded by Asheville.

3. The second sighting took place at Carswell AFB on 13 Feb 53. Project Blue Book believes that the visual and radar sighting may be explained by a/c and ground clutter respectively, just happening to be coincident.

4. As an item of general interest Blue Book would like to know if a moisture inversion can effect a radar as a temperature inversion often does.

2 Incls

1. File dated 13 Feb 52
Granite City, Ill
2. File dated 13 Feb 53
Carswell AFB

Robert M. Olsson
 ROBERT M. OLSSON, Lt, USAF
 Acting Chief, Aerial Phenomena Section

DOWNGRADED AT 5 YEAR INTERVALS;
 DECLASSIFIED AFTER 12 YEARS.
 DOD DIR 5200.10

UNCLASSIFIED

Case contains 4, $11\frac{1}{2}$ " x $10\frac{1}{2}$ "
charts and 4, 13 " x 16 " charts.

Station
 Lat. *30° 45' N* Long. *107° 22' W*

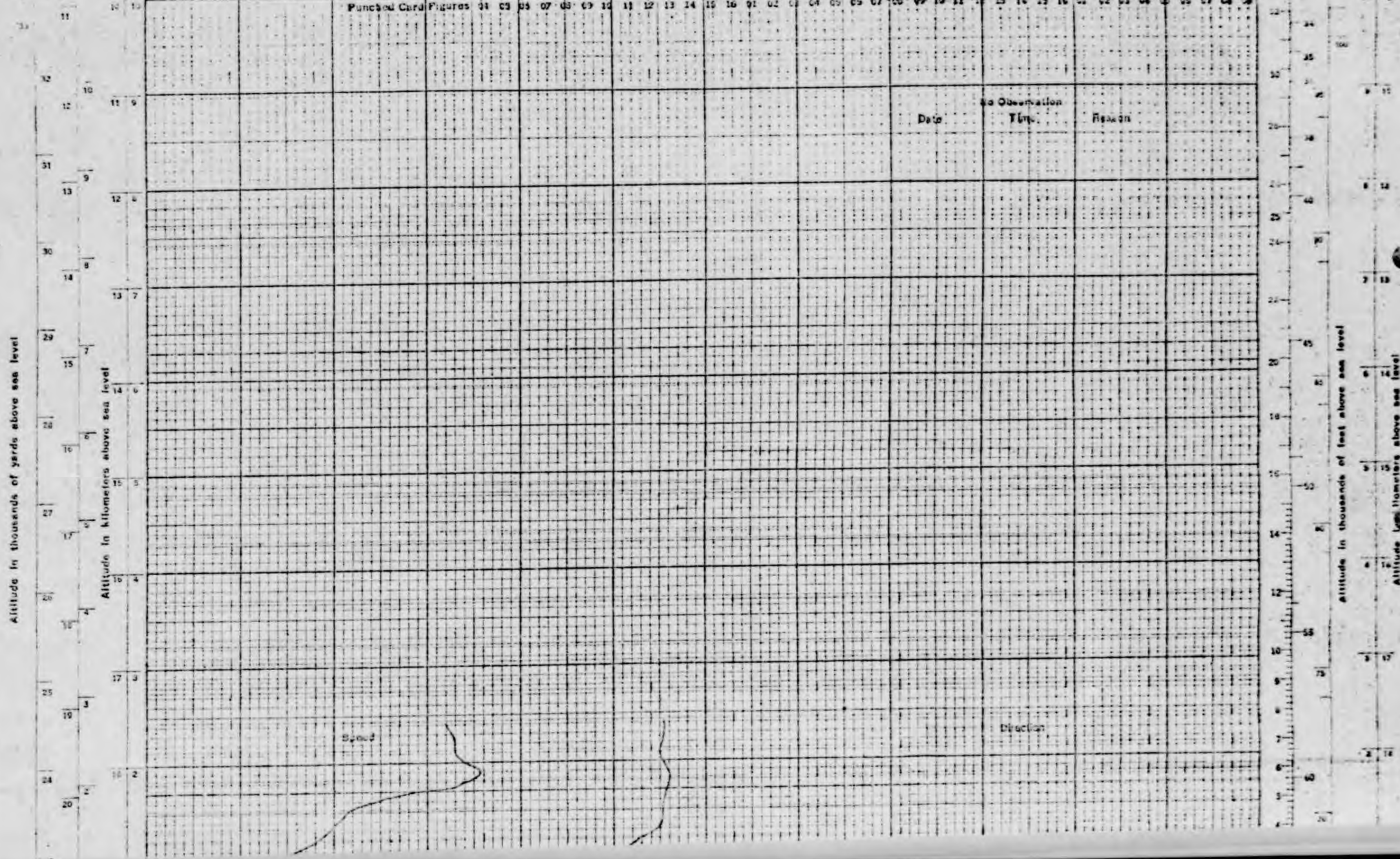
U. S. DEPARTMENT OF COMMERCE WEATHER BUREAU
WINDS ALOFT GRAPH
 WBAN 20A
 Ascension No. *149*

Release Date and Time
 Year *1952* Month *Feb* Day *13* Time *2140*
 G.C.T. *1952* Feb *14* *0340*

STANDARD LEVEL DATA FOR TRANSFORMATION TO 10 METER ALTITUDE

Altitude (ft)	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	2500	2600	2700	2800	2900	3000	3100	3200	3300	3400	3500	3600	3700	3800	3900	4000
Altitude (m)	300	330	360	390	420	450	480	510	540	570	600	630	660	690	720	750	780	810	840	870	900	930	960	990	1020	1050	1080	1110	1140	1170	1200

Wind Direction Ten Degree Points
 03 E 04 SE 05 S 06 SW 07 W 08 NW 09 N 10 NE 11 E 12 SE 13 S 14 SW 15 W 16 NW 17 N 18 NE 19 E 20 SE 21 S 22 SW 23 W 24 NW 25 N 26 NE 27 E 28 SE 29 S 30 SW 31 W 32 NW 33 N 34 NE 35 E 36 SE 37 S 38 SW 39 W 40 NW 41 N 42 NE 43 E 44 SE 45 S 46 SW 47 W 48 NW 49 N 50 NE 51 E 52 SE 53 S 54 SW 55 W 56 NW 57 N 58 NE 59 E 60 SE 61 S 62 SW 63 W 64 NW 65 N 66 NE 67 E 68 SE 69 S 70 SW 71 W 72 NW 73 N 74 NE 75 E 76 SE 77 S 78 SW 79 W 80 NW 81 N 82 NE 83 E 84 SE 85 S 86 SW 87 W 88 NW 89 N 90 NE 91 E 92 SE 93 S 94 SW 95 W 96 NW 97 N 98 NE 99 E 00 SE

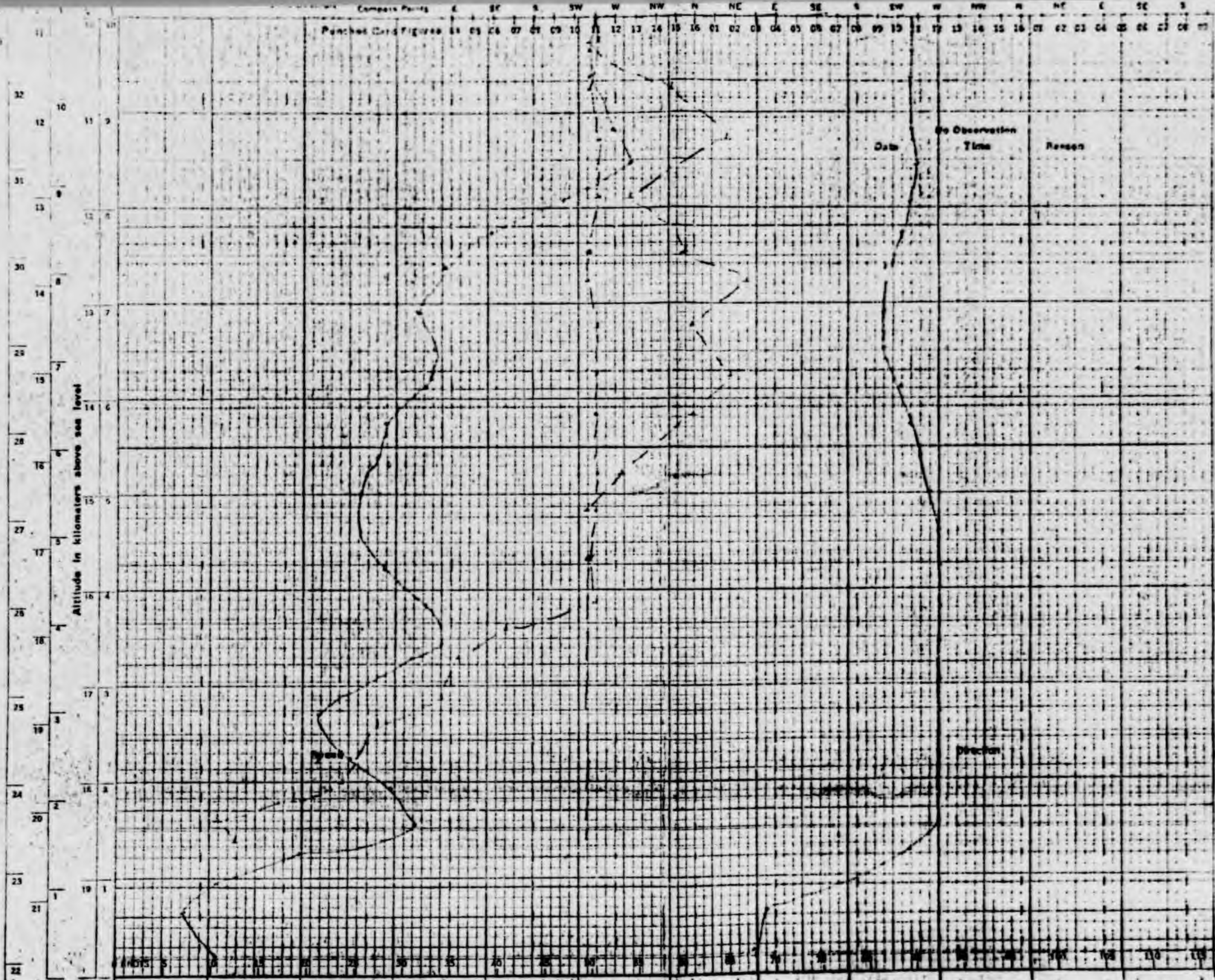


Compass Points E SE S SW W NW N NE E SE S SW W NW N NE E SE S
 Punched Card Figures 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 01 02 03 04 05 06 07 08 09 10

Altitude in thousands of yards above sea level

Altitude in kilometers above sea level

Altitude in thousands of feet above sea level



Date: _____
 Observation Time: _____
 Reason: _____

Section

Sea level 0 MPS 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

Prepared by *[Signature]*

Verified by *[Signature]*

Altitude in thousands of yards above sea level

Altitude in kilometers above sea level

Altitude in thousands of feet above sea level

Partial Case Figures 01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Date: No. Observation Time: Reason:



Prepared by *R. Buesan* Verified by *A. Courtois*

STATION No. 149	LAT 36° 49' N	LONG 109° 23' W	UNITED STATES DEPARTMENT OF COMMERCE WEATHER BUREAU WINDS ALOFT COMPUTATION SHEET (LAND STATION FORM) WBAN-20		Report Due Day Time Year Month Day Time 1916 Feb 13 2140 G.C.T. 1916 Feb 17 0340			
					Method of observation: <i>Rings Theodolite</i> Elevation of observation point above M.S.L.: _____ (feet) _____ (meters)			

Altitude (feet)	Altitude (meters)	Wind dir. (100° - E)	Wind speed (m.p.h.)	Wind dir. (100° - E)	Wind speed (m.p.h.)	Distance from observer to point (meters)	Dist. range (meters)	Wind dir. (100° - E)	Wind speed (m.p.h.)	Minutes	Altitude			Elevation angle	Azimuth angle	Distance from observation point (meters)	Dist. range (meters)	Wind dir. (100° - E)	Wind speed (m.p.h.)	Altitude
											100 gram	50 gram	Other (m.p.h.)							
1	33.6	197	215	11	97	39	1	97	39	46	18,975	8,370								46
2	32.5	170	205	11	118	46	2	118	46	47	18,375	8,350								47
3	257	109.5	875	3	157	35	3	157	35	48	18,075	8,780								48
4	44.1	1272	875	3	229	67	4	229	67	49	17,075	8,910								49
5	52.0	1440	800	5	256	83	5	256	83	50	16,275	9,090								50
6	53.9	1450	815	5	280	78	6	280	78	51	16,375	9,270								51
7	57.6	1480	1070	7	283	140	7	283	140	52	16,850	9,450								52
8	41.5	2512	1710	7	289	157	8	289	157	53	16,145	9,630								53
9	32.8	2705	1625	9	289	128	9	289	128	54	16,425	9,810								54
10	27.3	2710	1660	11	310	167	10	310	167	55	15,705	9,990								55
11	25.9	2745	1670	11	310	167	11	310	167	56	15,085	10,170								56
12	21.8	2763	1625	11	285	160	12	285	160	57	14,365	10,350								57
13										58	13,645	10,530								58
14										59	12,925	10,710								59
15										60	12,205	10,890								60
16										61	11,485	11,070								61
17										62	10,765	11,250								62
18										63	10,045	11,430								63
19										64	9,325	11,610								64
20										65	8,605	11,790								65
21										66	7,885	11,970								66
22										67	7,165	12,150								67
23										68	6,445	12,330								68
24										69	5,725	12,510								69
25										70	5,005	12,690								70
26										71	4,285	12,870								71
27										72	3,565	13,050								72
28										73	2,845	13,230								73
29										74	2,125	13,410								74
30										75	1,405	13,590								75
31										76	685	13,770								76
32										77	0	13,950								77
33										78		14,130								78

Checked

STATION		WINDS ALOFT COMPUTATION SHEET 403 (LAND STATION FORM) WBAH-20				Release Date and Time			
LAT. 33° 32' N LONG. 118° 15' W						Year	Month	Day	Time
			52	FEB	13	2100			
			52	FEB	14	0300			

Method of observation Radiometer (Radar) Elevation of observation point above MSL 442 (feet) (meters)

Altitude	Altitude		Dist. from station (yards)	Azimuth angle	Azimuth angle	Dist. from station (yards)	Start range (yards)	Wind dir. (150°-W, 000°-E, etc.)	Wind speed (knots)	Altitude	Altitude			Elevation angle	Azimuth angle	Dist. from observation point (yards)	Start range (yards)	Wind dir. (150°-W, 000°-E, etc.)	Wind speed (knots)	Altitude
	1000 ft	500 ft									100 ft	50 ft	Other (feet)							
3000	2700	2400	1100	110	110	1100	1000	240	12	3000	2700	2400	1100	110	1100	1000	240	12	3000	
3100	2800	2500	1100	110	110	1100	1000	240	12	3100	2800	2500	1100	110	1100	1000	240	14	3100	
3200	2900	2600	1100	110	110	1100	1000	240	12	3200	2900	2600	1100	110	1100	1000	240	14	3200	
3300	3000	2700	1100	110	110	1100	1000	240	12	3300	3000	2700	1100	110	1100	1000	240	14	3300	
3400	3100	2800	1100	110	110	1100	1000	240	12	3400	3100	2800	1100	110	1100	1000	240	14	3400	
3500	3200	2900	1100	110	110	1100	1000	240	12	3500	3200	2900	1100	110	1100	1000	240	14	3500	
3600	3300	3000	1100	110	110	1100	1000	240	12	3600	3300	3000	1100	110	1100	1000	240	14	3600	
3700	3400	3100	1100	110	110	1100	1000	240	12	3700	3400	3100	1100	110	1100	1000	240	14	3700	
3800	3500	3200	1100	110	110	1100	1000	240	12	3800	3500	3200	1100	110	1100	1000	240	14	3800	
3900	3600	3300	1100	110	110	1100	1000	240	12	3900	3600	3300	1100	110	1100	1000	240	14	3900	
4000	3700	3400	1100	110	110	1100	1000	240	12	4000	3700	3400	1100	110	1100	1000	240	14	4000	
4100	3800	3500	1100	110	110	1100	1000	240	12	4100	3800	3500	1100	110	1100	1000	240	14	4100	
4200	3900	3600	1100	110	110	1100	1000	240	12	4200	3900	3600	1100	110	1100	1000	240	14	4200	
4300	4000	3700	1100	110	110	1100	1000	240	12	4300	4000	3700	1100	110	1100	1000	240	14	4300	
4400	4100	3800	1100	110	110	1100	1000	240	12	4400	4100	3800	1100	110	1100	1000	240	14	4400	
4500	4200	3900	1100	110	110	1100	1000	240	12	4500	4200	3900	1100	110	1100	1000	240	14	4500	
4600	4300	4000	1100	110	110	1100	1000	240	12	4600	4300	4000	1100	110	1100	1000	240	14	4600	
4700	4400	4100	1100	110	110	1100	1000	240	12	4700	4400	4100	1100	110	1100	1000	240	14	4700	
4800	4500	4200	1100	110	110	1100	1000	240	12	4800	4500	4200	1100	110	1100	1000	240	14	4800	
4900	4600	4300	1100	110	110	1100	1000	240	12	4900	4600	4300	1100	110	1100	1000	240	14	4900	
5000	4700	4400	1100	110	110	1100	1000	240	12	5000	4700	4400	1100	110	1100	1000	240	14	5000	
5100	4800	4500	1100	110	110	1100	1000	240	12	5100	4800	4500	1100	110	1100	1000	240	14	5100	
5200	4900	4600	1100	110	110	1100	1000	240	12	5200	4900	4600	1100	110	1100	1000	240	14	5200	
5300	5000	4700	1100	110	110	1100	1000	240	12	5300	5000	4700	1100	110	1100	1000	240	14	5300	
5400	5100	4800	1100	110	110	1100	1000	240	12	5400	5100	4800	1100	110	1100	1000	240	14	5400	
5500	5200	4900	1100	110	110	1100	1000	240	12	5500	5200	4900	1100	110	1100	1000	240	14	5500	
5600	5300	5000	1100	110	110	1100	1000	240	12	5600	5300	5000	1100	110	1100	1000	240	14	5600	
5700	5400	5100	1100	110	110	1100	1000	240	12	5700	5400	5100	1100	110	1100	1000	240	14	5700	
5800	5500	5200	1100	110	110	1100	1000	240	12	5800	5500	5200	1100	110	1100	1000	240	14	5800	
5900	5600	5300	1100	110	110	1100	1000	240	12	5900	5600	5300	1100	110	1100	1000	240	14	5900	
6000	5700	5400	1100	110	110	1100	1000	240	12	6000	5700	5400	1100	110	1100	1000	240	14	6000	
6100	5800	5500	1100	110	110	1100	1000	240	12	6100	5800	5500	1100	110	1100	1000	240	14	6100	
6200	5900	5600	1100	110	110	1100	1000	240	12	6200	5900	5600	1100	110	1100	1000	240	14	6200	
6300	6000	5700	1100	110	110	1100	1000	240	12	6300	6000	5700	1100	110	1100	1000	240	14	6300	
6400	6100	5800	1100	110	110	1100	1000	240	12	6400	6100	5800	1100	110	1100	1000	240	14	6400	
6500	6200	5900	1100	110	110	1100	1000	240	12	6500	6200	5900	1100	110	1100	1000	240	14	6500	
6600	6300	6000	1100	110	110	1100	1000	240	12	6600	6300	6000	1100	110	1100	1000	240	14	6600	
6700	6400	6100	1100	110	110	1100	1000	240	12	6700	6400	6100	1100	110	1100	1000	240	14	6700	
6800	6500	6200	1100	110	110	1100	1000	240	12	6800	6500	6200	1100	110	1100	1000	240	14	6800	
6900	6600	6300	1100	110	110	1100	1000	240	12	6900	6600	6300	1100	110	1100	1000	240	14	6900	
7000	6700	6400	1100	110	110	1100	1000	240	12	7000	6700	6400	1100	110	1100	1000	240	14	7000	
7100	6800	6500	1100	110	110	1100	1000	240	12	7100	6800	6500	1100	110	1100	1000	240	14	7100	
7200	6900	6600	1100	110	110	1100	1000	240	12	7200	6900	6600	1100	110	1100	1000	240	14	7200	
7300	7000	6700	1100	110	110	1100	1000	240	12	7300	7000	6700	1100	110	1100	1000	240	14	7300	
7400	7100	6800	1100	110	110	1100	1000	240	12	7400	7100	6800	1100	110	1100	1000	240	14	7400	
7500	7200	6900	1100	110	110	1100	1000	240	12	7500	7200	6900	1100	110	1100	1000	240	14	7500	
7600	7300	7000	1100	110	110	1100	1000	240	12	7600	7300	7000	1100	110	1100	1000	240	14	7600	
7700	7400	7100	1100	110	110	1100	1000	240	12	7700	7400	7100	1100	110	1100	1000	240	14	7700	

ACTION

UNCLASSIFIED

1. Attn
4. Attn
3. C. file

12 MAY 53 08 17PZ MAY 53 00 31 23

@

ATIAA
MAY 12 07:33
INFOR

WPB065

YDB085P

KYA139T

JWPD 138DB107

PP JEPHQ JEDWPJEDEN JEPRS 444

DE JWPD 06B

P 120500Z

FM MCCHORD FLT SV CEN MCCHORD AFB WASH. ---

TO JEPHQ DIRECTOR OF INTELLIGENCE HQ USAF WASH D C

AIR TECHNICAL INTELLIGENCE CENTER

ATTN: ATIAA-2C

JEDWN/WRIGHT-PATTERSON AFB OHIO

JEDEN/CMDG ENT AFB COLO SPRINGS COLO

JEPRS/CO FS WASH D C

COMMANDER MATS ATTN: INTELLIGENCE DIV WASH D C

~~REDACTED~~ FSC 11-E-02 FLYPBRPT UNCLASSIFIED

- A. ONE ROUND OBJECT ISIZE WHEN VIEWED THRU A FOUR(4) POERR SCOPE SET TO BE ABT THE SIZE OF A MARBLE WHITE TO OPAQUE AERODYNAMIC FEATURES UNKN CMA NO EXHAUST TRAIL, NO OBSERVED PROPULSION SYSTEM SEPPD STATIONARY NO SOUND HEARD; MANEUVERS OBJ SHIFTED BACK AND FOURTH? DESAPPEARED OVER HORIZON; ONE OBS REPORTED OBJ WAS GLOWING AND LIGHTED
- B. OBJ SIGHTED 1910PST, 11 MAY 53, LGTH OF TIME UNKN
- C. MANNER OF OBS WAS VISUAL FROM THE ROURUND, FOUR(4) PER RIFLE SCOPE.
- D. OBJ SIGHTED FROM 47 DEG 33 MIN NORTH, 122 DEG 13 MIN WEST, TOWN OF RENTON, WASH.

STATION		WINDS ALFT CONVERSION SHEET				OBSERVATION DATE AND TIME			
NO. 1000						MO.	DAY	HR.	MIN.
LAT. 38° 45' N		302 WIND STATION				FEB 13 3:00			
LONG. 122° 00' W		MILWAUKEE				52 FEB 14 0400			

Ascention No. *1000* Method of observation *Rawinsonde* Elevation of observation point above sea *442* (ft) *500* (m)

ALTI- TUDINE (FEET)	TEMP. (°C)	TEMP. (°F)	WIND DIR.	WIND SPEED	CORRECTED WIND SPEED	CORRECTED WIND DIR.	RELATIVE HUMIDITY (%)	WIND SPEED (KTS)	WIND DIR.	ALTI- TUDINE (FEET)	TEMP. (°C)	TEMP. (°F)	WIND DIR.	WIND SPEED	CORRECTED WIND SPEED	CORRECTED WIND DIR.	RELATIVE HUMIDITY (%)	WIND SPEED (KTS)	WIND DIR.
1000	1.0	33.8	080	10	10	080	85	10	080	1000	1.0	33.8	080	10	10	080	85	10	080
1100	1.1	33.5	080	10	10	080	85	10	080	1100	1.1	33.5	080	10	10	080	85	10	080
1200	1.2	33.2	080	10	10	080	85	10	080	1200	1.2	33.2	080	10	10	080	85	10	080
1300	1.3	32.9	080	10	10	080	85	10	080	1300	1.3	32.9	080	10	10	080	85	10	080
1400	1.4	32.6	080	10	10	080	85	10	080	1400	1.4	32.6	080	10	10	080	85	10	080
1500	1.5	32.3	080	10	10	080	85	10	080	1500	1.5	32.3	080	10	10	080	85	10	080
1600	1.6	32.0	080	10	10	080	85	10	080	1600	1.6	32.0	080	10	10	080	85	10	080
1700	1.7	31.7	080	10	10	080	85	10	080	1700	1.7	31.7	080	10	10	080	85	10	080
1800	1.8	31.4	080	10	10	080	85	10	080	1800	1.8	31.4	080	10	10	080	85	10	080
1900	1.9	31.1	080	10	10	080	85	10	080	1900	1.9	31.1	080	10	10	080	85	10	080
2000	2.0	30.8	080	10	10	080	85	10	080	2000	2.0	30.8	080	10	10	080	85	10	080
2100	2.1	30.5	080	10	10	080	85	10	080	2100	2.1	30.5	080	10	10	080	85	10	080
2200	2.2	30.2	080	10	10	080	85	10	080	2200	2.2	30.2	080	10	10	080	85	10	080
2300	2.3	29.9	080	10	10	080	85	10	080	2300	2.3	29.9	080	10	10	080	85	10	080
2400	2.4	29.6	080	10	10	080	85	10	080	2400	2.4	29.6	080	10	10	080	85	10	080
2500	2.5	29.3	080	10	10	080	85	10	080	2500	2.5	29.3	080	10	10	080	85	10	080
2600	2.6	29.0	080	10	10	080	85	10	080	2600	2.6	29.0	080	10	10	080	85	10	080
2700	2.7	28.7	080	10	10	080	85	10	080	2700	2.7	28.7	080	10	10	080	85	10	080
2800	2.8	28.4	080	10	10	080	85	10	080	2800	2.8	28.4	080	10	10	080	85	10	080
2900	2.9	28.1	080	10	10	080	85	10	080	2900	2.9	28.1	080	10	10	080	85	10	080
3000	3.0	27.8	080	10	10	080	85	10	080	3000	3.0	27.8	080	10	10	080	85	10	080
3100	3.1	27.5	080	10	10	080	85	10	080	3100	3.1	27.5	080	10	10	080	85	10	080
3200	3.2	27.2	080	10	10	080	85	10	080	3200	3.2	27.2	080	10	10	080	85	10	080

Station

WINDS All

W/B

Lat

Long

Assigned

Altitude (ft)

Direction (0-360)

Wind (M.P.S.)

STATION NUMBER 017 1000

DATE 10/10/50

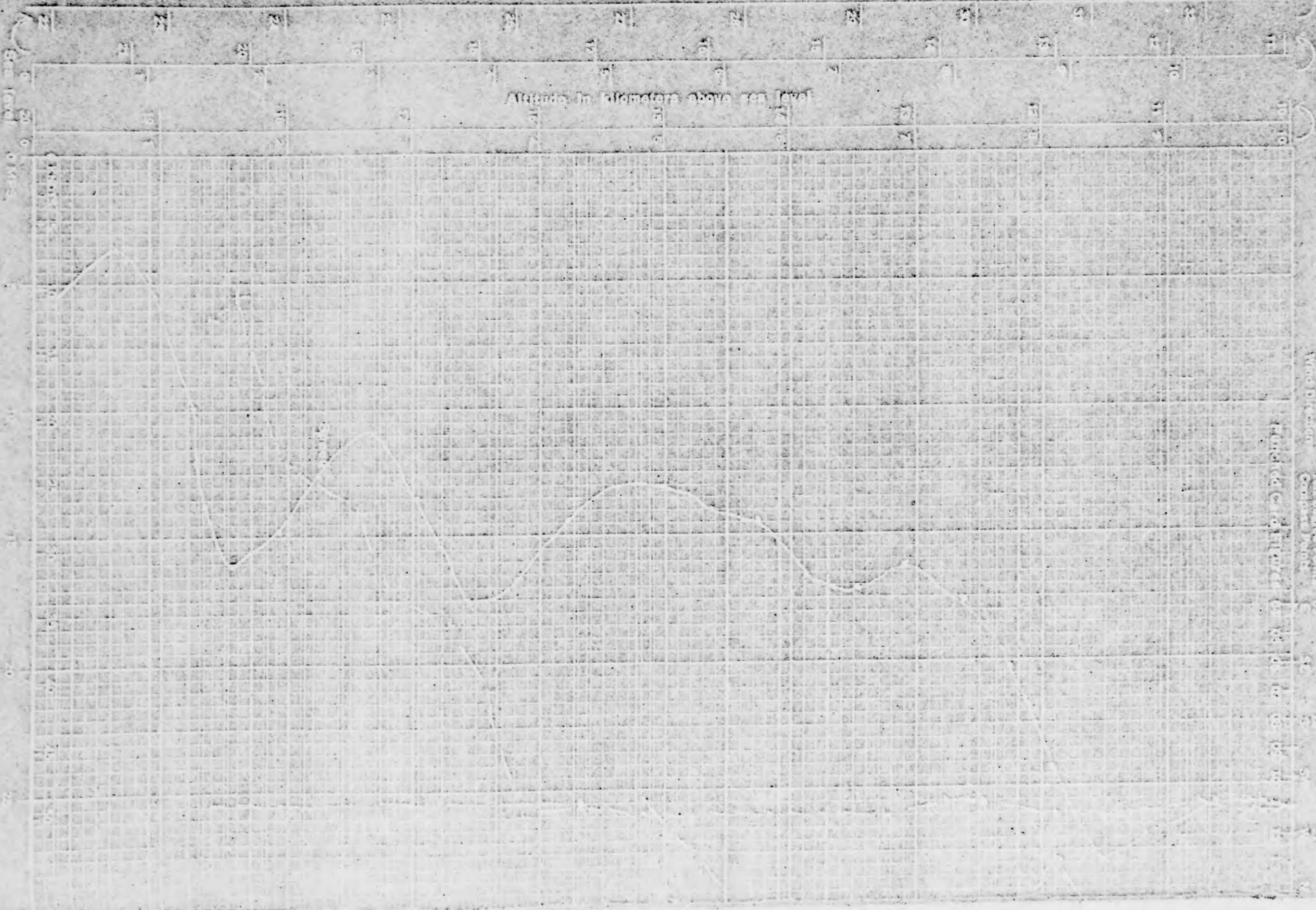
Wind direction

Wind speed

Time of day

Altitude in thousands of yards above sea level

Altitude in thousands of yards above sea level



PROJECT TOWN REPORT CARD

1. DATE 24 Feb 52	2. LOCATION 31° 51' N - 157° 10' W	12. CONCLUSIONS <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Probably <input type="checkbox"/> Possibly
3. DATE OF OBSERVATION 12/0145 K 13/1545 W	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Air-Visual <input type="checkbox"/> Radar	13. PROBABILITY OF IDENTIFICATION <input type="checkbox"/> Yes <input type="checkbox"/> Probably <input type="checkbox"/> Possibly
5. NUMBER OF OBSERVATIONS 5 minutes	6. NUMBER OF OBJECTS one	14. COMMENTS 1. Pilot stated that the only identification feature was that the spacing of the running lights indicated that it was a multiengine a/c. 2. There were no a/c reported in area. 3. No attempt was made to contact the object.
7. BRIEF SUMMARY OF SIGHTING Pilot of a NATS a/c flying at 9000' on 100° course sighted an object at approx 9500' heading 120° at an approx speed of 200 mph. Object flew approx 1000' to the right of a/c, turning its course, taking up a course of 360°.		

COUNTRY USA-MATS	REPORT NO IR-127-52	LEAVE BLANK
AIR INTELLIGENCE INFORMATION REPORT		
TITLE Unidentified Aircraft Sighted Between Midway Island and Japan		
REPORTED ON Pacific Ocean	FROM (Agency) Intelligence Division, Hq MATS, Andrews AF Base, Washington 25, D. C.	
DATE 3 March 1952	DATE OF INFORMATION 21 February 1952	EVALUATION F-6
PREPARED BY (Full Name) Charles J. Powley, Captain, USAF	MATS Transport Pilot	
REFERENCES (Control number, director, previous report, etc., as applicable)		

94174-5 A/C
[Handwritten signature]

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

- At 1545Z, 13 February 1952, Captain William T. Burke, pilot of MATS aircraft #9106 en route to Midway from Haneda, Japan, flying at 9,000 feet on 100° course, sighted an unidentified aircraft at 31°45'N-159°10'E, altitude approximately 9,500 feet, heading 120°, speed approximately 200 mph.
- The unidentified aircraft flew from 1,000 to 1,500 feet to the right of the MATS aircraft and turned across its' course, taking up a course of 360°.
- The pilot and navigator of the MATS aircraft observed the unidentified aircraft for about five minutes. The only identification feature observed was the spacing of the running lights which indicated that it was a multiengine, medium sized aircraft of the B-29 or C-54 type. No attempt to communicate with the unidentified aircraft was made. The sighting was made in clear weather with visibility limited only by darkness.
- The Intelligence Officer, Pacific Division, MATS stated that further check with CAA revealed the possibility that three friendly aircraft were in the vicinity at the time of the sighting but it is believed that these aircraft were not at the same altitude or within sighting distance of the MATS aircraft. Personnel of the 57th Strategic Reconnaissance Squadron, Hickam AF Base, T. H. indicated the possibility of a weather reconnaissance aircraft from Japan flying weather missions to the area of the reported unidentified aircraft.

Comments of Preparing Officer:

The Weather Reconnaissance tracks in the Pacific area were checked at Hq, Air Weather Service. None of these tracks extends to the area in which the unidentified aircraft was observed. The possibility that the unidentified aircraft was being flown on a USAF weather reconnaissance mission can be discounted.

IR

APPROVED:

[Handwritten signature]
WILLIAM L. TRAVIS
Colonel, USAF
Chief, Intelligence
Division

INCL.
[Handwritten signature]
CHARLES J. POWLEY
Captain, USAF

ATTC 49635

DISTRIBUTION BY ORIGINATOR

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

PAGE TWO JWPB 06B

D. CONT'D DIR; EAST OF SEATTLE, WASH, ALT; ONE (1) EST 20,000 FT
TWO (2) EST 10,000 FT THREE (3) NO EST

E. MR. [REDACTED], [REDACTED] SEATTLE WASH.

MR. [REDACTED] N, WASH PHONE [REDACTED]

U KK UNKN PHONE IS SAQUAH 66405

AALL CIVILIAN RELIABILITY AD EXP UNKN

F. WEATHER; SEATTLE, WASH 1828KPST CLEAR VIS 15 MI B 1928PST 25000
THIN SCATTERED VIS 15 MI PD WINDS ALOFT 050 DEG 18 KNOTS CMA 10,000FT
020 DEG 30 KNOTS 20,000 FT; 360 DEG 40 KNOTS 30,000 FT

G. MOBY DICK ALLOO IN GERNERAL VICINITY

SEATTLE NAS VHF/DF OBSERVATIONS

1830PST BALLOO-TO STATION BEARING 006 DEG CLASS B

1900 RST BALLOON TO STATION BEARING 006 DEG CLASS B VIS CONTACT 302

DEG 1930PST BALOO TO STATION BEARING 005 DEG CLASS B VIS CONTACT 305
DEG

H. PHOTOGRAPHS NONE

I. NEG

J. SEVERAL AIRCRAFT FLYING LOCAL

LLY ONONE AT HIGH ALT PD

K. ALL REPORTS WERE RELAYED TO FLT SV Y SEATTLE ARTC PD

L. REMKS; INVESTIGATION REVEALED REPORTS HAD BEEN MADE TO MCCORD
AFB OPERATIONS AND TO SEATTLE-NAS DURING THE AFTERNOON PD

12/0609Z MAY JWPB

UNCLASSIFIED

cup

UNCLASSIFIED

EXTRACT FROM STATUS REPORT # 5

DATE: 13 Feb 52

TIME (Local): 1545Z

LOCATION: 31° 45'N 159° 10'E

LENGTH OF TIME OBSERVED: 5 Min.

SOUND: Unknown

SPEED: 200 MPH

ALTITUDE: 9,500'

HEADING: 120° to 360°

SOURCE: MATS C-54 crew

ACTION OR COMMENTS: Unidentified conventional aircraft.

DESCRIPTION OF INCIDENT: MATS crew observed unidentified aircraft flying parallel to their a/c. Aircraft then turned across their flight path. Possibilities of friendly a/c in the area was doubtful.

(Secret)

UNCLASSIFIED

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 13 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

UNCLASSIFIED

EXTRACT FROM STATUS REPORT # 6

DATE: 13 Feb 52

TIME (Local): 1515Z

LOCATION: Pacific Ocean 31° 45'N 159° 10'E

LENGTH OF TIME OBSERVED: 5 Min

SOUND: Unknown

SPEED: 200 MPH

ALTITUDE: 9,000'

HEADING: 120° to 360°

SOURCE: MATS Crew

ACTION OR COMMENTS: Possibly conventional a/c.

DESCRIPTION OF INCIDENT: Sources observed what appeared to be lights of a conventional aircraft near their aircraft. Lights cut across their course after flying parallel. No known aircraft in the vicinity. ~~(Restricted)~~

UNCLASSIFIED

DOWNGRADED AT 2 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

PROJECT 10671 RECORD CARD

1. DATE		2. LOCATION		3. CONDITIONS	
15 Feb 52		KUREA		<input checked="" type="checkbox"/> 1. Clear <input type="checkbox"/> 2. Partly Cloudy <input type="checkbox"/> 3. Heavy Clouds <input type="checkbox"/> 4. Fog <input type="checkbox"/> 5. Smoke <input type="checkbox"/> 6. Rain <input type="checkbox"/> 7. Snow <input type="checkbox"/> 8. Ice <input type="checkbox"/> 9. Other	
4. TIME GROUP		4. TYPE OF OBSERVATION		5. METHOD OF OBSERVATION	
16/1550		<input type="checkbox"/> 1. Ground View <input type="checkbox"/> 2. Air-to-Air <input type="checkbox"/> 3. Radar <input type="checkbox"/> 4. Other		<input type="checkbox"/> 1. Visual <input type="checkbox"/> 2. Radar <input checked="" type="checkbox"/> 3. Radar <input type="checkbox"/> 4. Other	
6. LOCATION OF OBSERVATION		7. NUMBER OF OBJECTS		8. OTHER	
17th		one			
9. BRIEF SUMMARY OF SIGHTING			10. COMMENTS		
Pilot appeared on radar scope appearing to be similar to that of a jet a/c traveling at a terrific speed.			1. A contrail was observed in the vicinity at the same time of sighting. 2. This rpt does not contain the necessary supporting info to properly evaluate the identity of the object.		



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

IN REPLY REFER TO

Op-322F2/im
Ser 00992P32

UNCLASSIFIED

From: Director of Naval Intelligence
To: Commanding General, Air Material Command
Attention: ATIC

Subj: Unusual Radar Scope Presentation, report of

Ref.: (a) DNI Conf. ltr Ser 016236P32 dtd 19 Oct 1950 and enclosure
thereto (AFOIN Memo to CNO(DNI) of 18 Sept 1950)

Encl: (1) HQ MACG-2 secret ltr ser 00146 of 22 Feb 1952

1. Enclosure (1) is forwarded for information in accordance with reference (a).
2. If any conclusions are drawn from this report they would be of interest to this office.

C. L. Gilbert

C. L. GILBERT
By direction.

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

UNCLASSIFIED

ATIC 232927-3712-13

T52-13514-A13

TRIA/ACE-2
S-3/ACD/RAF
3157
Serial 00746
22 Feb 1952

SECURITY INFORMATION

c. Operational characteristics of the AN/CPS-5 Radar, at the time of the incident, were as follows:

- (1) Frequency - 1298 mc/cycles.
- (2) Pulse Repetition Frequency - 600 cycles.
- (3) Pulse width - 2 microseconds.
- (4) Range scale employed - 140 miles.
- (5) Uncooperative. Ground return was ten to thirty miles irregular.

d. The object was not sighted visually. There were high scattered clouds, with visibility to ten miles. Seas were running high.

4. The initial plot of track number two was observed at 1550, 16 February 1952.

a. As shown on enclosure (1), the track followed a course of 170 degrees, faded momentarily at ER 3328 and proceeded on a course of 130 degrees until contact was lost at ER 6200. The antenna was rotating at a speed of four revolutions per minute and the calculated average speed of the target was 1380 nautical miles per hour.

b. The appearance of the target response was similar to that normally received from a flight of 6 or 8 jet type aircraft.

c. Operational characteristics of the AN/CPS-5 Radar were as listed in paragraph 3 c above.

d. Visibility was 10 to 12 miles, with high scattered clouds. A single contrail was observed in the general area in which the target was tracked.

M. A. SEVERSON

Contains 1, 18" x 11" chart
photograph.

Secret

EXEMPT FROM AUTOMATIC
DOWNGRADING AND
DECLASSIFICATION

UNCLASSIFIED



SECRET

TOTY

AD/BUK

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100

100

DOWNGRADED AT 8 VET. ANNALS;
DECLASSIFIED AT 103 112 EARS.
FOOD PH 8200114

UNCLASSIFIED

Secret

SECRETARY OF DEFENSE

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

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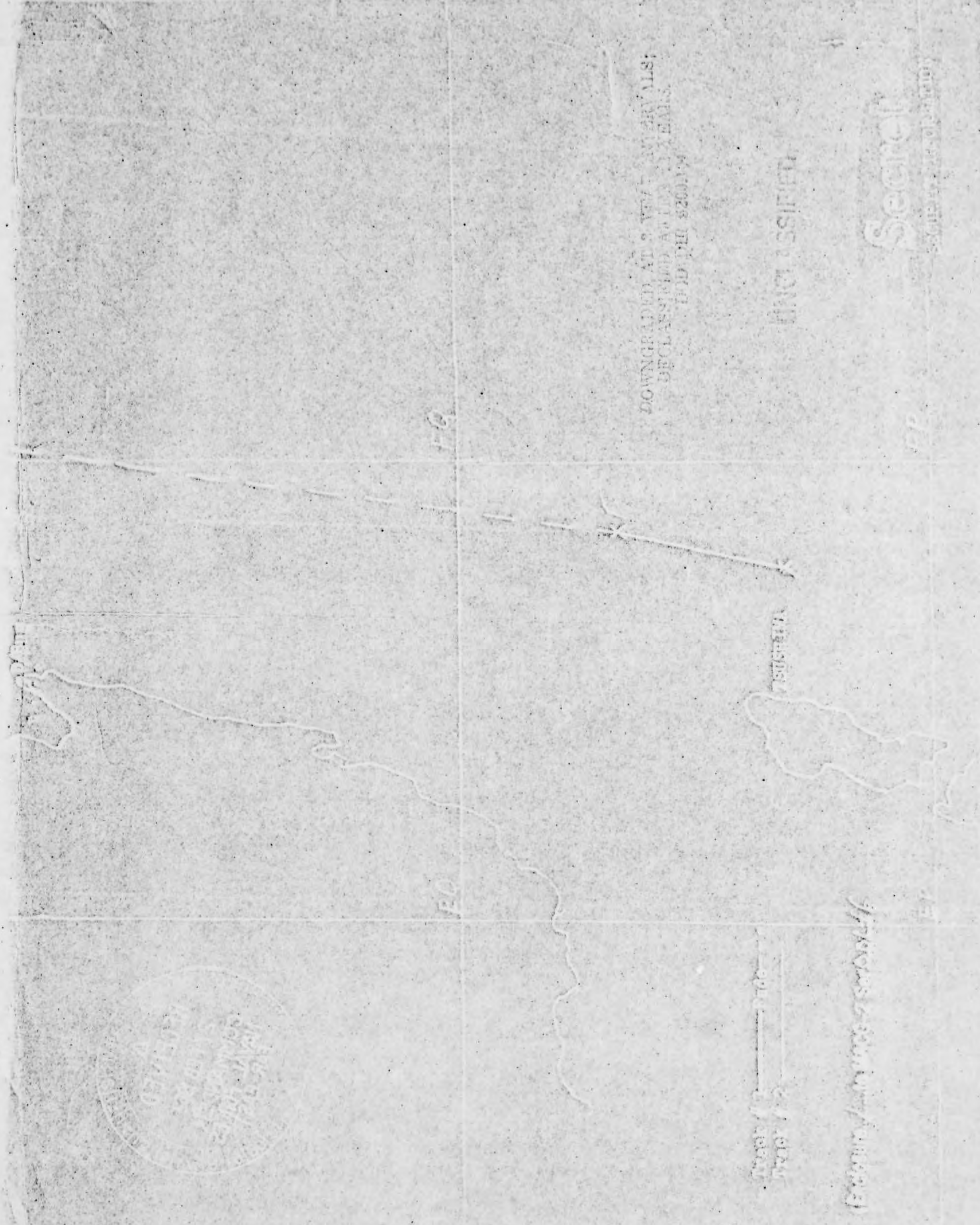
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UNCLASSIFIED

(CLASSIFICATION)

Inseuff
1 of 137290

COUNTRY USA-MATS	REPORT NO. IR-173-52	(LEAVE BLANK)
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AIR INTELLIGENCE INFORMATION REPORT

SUBJECT Unidentified Sighting in Eastern Pacific		
AREA REPORTED ON Eastern Pacific Ocean	FROM (Agency) Intelligence Division, Hq MATS, Andrews AFB, Washington 25, D. C.	
DATE OF REPORT 13 April 1952	DATE OF INFORMATION 2 February 1952	EVALUATION C-3
PREPARED BY (Officer) Arthur G. Love, Captain, USAF	SOURCE MATS Aircrew	
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 112--Part II.)

1. A delayed report received from the Intelligence Officer, 1500th Air Transport Wing, MATS, Hickam AFB, Hawaii, advises that at 0850 hours local time on 2 February 1952 a MATS (VR-3) aircrew en route from Travis Air Force Base to Hickam Air Force Base observed what appeared to be a red rocket burst at an estimated distance of 500 yards off the port wing of the aircraft. The burst was at 5000 feet; the aircraft was at an altitude of 4000 feet. The position of the aircraft at the time of sighting was $30^{\circ}38'$ North, $140^{\circ}02'$ West.
2. No other descriptive data was furnished this headquarters but full details were given by the crew to Office of Naval Intelligence upon landing. The aircrew was reported to be tentatively of the opinion that the incident may have been of celestial origin.

Arthur G. Love
ARTHUR G. LOVE
Captain, USAF

APPROVED:
William L. Travis
WILLIAM L. TRAVIS
Colonel, USAF
Chief, Intelligence Division

IR

AL

9 ATTN 56677

INCL.

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DOD DIR 5200.10

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

UNCLASSIFIED

PROBABLE WIND RECORD CARD

1. DATE 23 FEB 52	2. LOCATION ATLANTIC OCEAN 35° 50' N 40° 30' W	3. CONCLUSIONS <input type="checkbox"/> Not Bottom <input type="checkbox"/> Possibly Bottom <input checked="" type="checkbox"/> Possibly Bottom
4. DATE-TIME GROUP Local GMT 0215 Z	5. TYPE OF OBSERVATION <input type="checkbox"/> Ground-based <input type="checkbox"/> In-flight <input type="checkbox"/> In-flight Radar	6. PROBABLE WIND DIRECTION <input type="checkbox"/> Not Determined <input type="checkbox"/> Probably Directional <input type="checkbox"/> Possibly Directional
7. PHOTON None	8. SOURCE AF Pilot (NATO)	9. COMMENTS None
10. LENGTH OF OBSERVATION 15 minutes	11. NUMBER OF SIGHTS one	12. COMMENTS None
13. BRIEF SUMMARY OF SIGHTING Three lights flashed at 8 minute intervals.		14. COMMENTS

REPORT NO. **UNCLASSIFIED** (AVE BLANK)
IR-131-52

9417999

COUNTRY
USA-MATS

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Unusual Sighting in Atlantic Ocean

AREA REPORTED ON
Atlantic Ocean

FROM (Agency)
Intelligence Division, Hq MATS,
Andrews AF Base, Washington 25, D. C.

DATE OF REPORT
7 March 1952

DATE OF INFORMATION
24 February 1952

EVALUATION
C-3

PREPARED BY (Officer)
Charles J. Fowley, Captain, USAF

SOURCE
MATS Transport Pilot

REFERENCES (Control number, directive, previous report, etc., as applicable)
MATS IR-232-51

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

1. The security officer of Headquarters Azores Air Transport Station reported that at 0215Z, 23 February 1952, Captain William S. Treacy, pilot of a MATS aircraft en route from Fort Lyautey, French Morocco to Lisbon, Portugal, observed a bright flash at an estimated distance of 50 miles directly ahead of the aircraft and at approximately the same altitude. The aircraft was on a heading of 343 degrees, altitude 8,500 ft. and flying on the top of a cloud formation. Lights and land were observed through the clouds far to the right of the aircraft at the time of the sighting. Captain Treacy did not know the exact position of the aircraft at the time this information was given to the Security Officer, but estimated the plane's position as 36 degrees, 50 minutes North and 8 degrees, 50 minutes West.

2. At approximately 0223Z another flash at the same altitude as the plane was observed, this one being 45 degrees to the right of the plane. This flash was much closer than the first one observed. Finally, at approximately 0231Z a white flash was observed off the right wing tip approximately one mile away. All of the flashes were reported as being instantaneous and of very high intensity. The second and third flash occurred at 8-minute intervals. No other flashes were reported after the one at 0231Z.

APPROVED:

Charles J. Fowley
CHARLES J. FOWLEY
Captain, USAF

IR

W. L. Loomis
Int Col USAF
WILLIAM L. TRAVIS
Colonel, USAF
Chief, Intelligence
Division

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7-3712-4311 50578

UNCLASSIFIED

DATE: 23 Feb 52

TIME (Local): 0215Z, 0223Z, 0231Z

LOCATION: 36° 51'N - 8° 50'W Mediterranean Area

LENGTH OF TIME OBSERVED: Unknown

SOUND: Unknown

SPEED: Unknown

ALTITUDE: 8,500'

HEADING: Unknown

SOURCE: MATS Crew

ACTION OR COMMENTS: No conclusions. No investigation.

DESCRIPTION OF INCIDENT: MATS crew observed three bright white flashes of light.
Each successive flash was nearer the aircraft. ~~(Cont)~~

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PROJECT NOTE RECORD

1. DATE	2. LOCATION	3. TIME	4. WEATHER
26 Feb 52	71st St (ALBANY, N.Y.)		
5. DATE-TIME REPORT	6. NAME OF OBSERVER	7. TYPE OF OBJECT	8. COLOR
26/1210 GMT 26/1710 H	AF OFFICER (PILOT)		
9. DISTANCE	10. SOURCE	11. ALTITUDE	12. DIRECTION
20 min	one		
13. BRIEF SUMMARY OF SIGHTING	14. COMMENTS	15. OTHER DATA	16. OTHER DATA
Unidentified object leaving a gray-white vapor trail traveled at a high rate of speed.	Observed twice.		

Notes

14
**DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLEAR MESSAGE**

FLASH

DEPT OF ARMY MSG

FROM: CO 60TH FTR INTCP SQ WESTOVER AFB MASS

TO : CGAIRDEFCON ENT AFB COLO, SEC DEF WASH DC
CGEASTAIRDEFOR STEWART AFB NY

NR : NCNE

26 Feb 52

(DTG 261915Z)

Text of message on following page.

26 FEB 52

01N-V

ACTION: OLN

AF IN : 19559

(26 Feb 52) DA IN 609271

SDM/file

ACTION COPY

1-3712-43

MESSAGE

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

FLASH

FROM: CO 60TH FTR INTCP SQ WESTOVER AFB MASS

TO: CGAIRDEFCON ENT AFB COLO, SEC DEF WASH DC,
CGEASTAIRDEFOR STEWART AFB NY

DTG: 261915Z

261915Z FEB 52

CIRVIS vicinity of Albany New York north northwest,
at estimated over 50,000 feet unidentified object unknown
size and shape observing acft at 20,000 feet on a 90 degree
intersecting course for approximately 20 minutes 2 pilots
verify visibility good sky clear 80 knot wind at 230 degrees
261710Z.

Barnes Olshefski

Sylvia 51 Sylvia 41

NOTE: This message has been relayed to CIA.

ACTION: AF

INFO : CSA, G2(CIA), G3, AFSA, NAVY, JCS, OSD

DA IN 609271

(26 Feb 52)

jgj/10

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLEAR MESSAGE

EMERGENCY

DEPT OF ARMY MSG

FROM: CO 60TH PER INTCP SQ WESTOVER AFB MASS

TO : CGAIRDEFCON ENT AFB COLO, SECDEF WASH DC,
CGEASTAIRDEFOR STEWART AFB NY

NR : NONE

26 Feb 52

(DTG 262110Z)

Text of message on following page.

ACTION COPY

OIN-V

NOTE : Adv Copy delivered to OIN 1800 hours 26 Feb 52.
261710Z refers to AF IN 19559 (26 Feb 52)

ACTION: OIN

AF IN : 19667

(27 Feb 52) DA IN 609325

MEM/vls

MESSAGE

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

EMERGENCY

FROM: CO 60TH FTR INTCP SQ WESTOVER AFB MASS

TO : CGAIRDEFCON ENT AFB COLO, SECDEF WASH DC,
CGEASTAIRDEFOR STEWART AFB NY

DTG : 262110Z 262110Z FEB 52

CIRVIS amplifying 261710Z same object same details sighted 7530W 43N observing aircraft at 74W 43N object travelling estimated 1,000 MPH observed from distance approximately 60 miles object of indiscernible color left pencil-thin whitish gray vapor trail approximately straight 10 miles long under non-concurrent observation for 3 to 5 minutes further verification by pilot Henley USAF 512779 at 261710Z approximate. Barnes USAF 512773 Olshefski USAF 512771.

Note: This message has been relayed to CIA.

ACTION: AF

INFO: CSA, G2(CIA), G3, AFSA, NAVY, JCS, OSD

DA IN 609325 (26 Feb 52) dsd/4

RESTRICTED

UNCLASSIFIED

**DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION**

INCOMING CLASSIFIED MESSAGE

**RESTRICTED
SECURITY INFORMATION
OPERATIONAL IMPEDANCE**

DEPT OF ARMY MSG

FROM: CCEASTAINEFFOR STEWART AFB NY

TO : CEAINCORCOM HET AFB COLO, 333 DEFENSE WASH DC

NR : BA007-00 1546

27 Feb 52

(DTG: 270445Z)

Text of message on following page.

26 Feb 52

OIN-V

→ = AF IN 1959

445
OIN-E

NOTE : 261710Z IS NOT IDENTIFIED IN SMD

ACTION: OEH

CAP IN: 80330

(27 Feb 52) DA IN 105789

JUN/ASZ

ACTION COPY

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UNCLASSIFIED

**AFHQ FORM 0-309g
19 JAN 51**

PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

UNCLASSIFIED

~~RESTRICTED~~

~~SECURITY INFORMATION~~

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

MESSAGE

~~RESTRICTED~~
OPERATIONAL IMMEDIATE

PARAPHRASE NOT REQUIRED

FROM: CGEASTAIRDEFFOR STEWART AFB NY

TO: CGAIRDEFCON ENT AFB COLO, SEC DEFENSE WASH DC

NR: EA00T-CO 1546

270445Z FEB 52

26/1710Z CIRVIS evaluation corrected copy CIRVIS evaluation.

Sighting possibly meteor. Observing pilots inter-
rogated by EADF. No additional information exists.

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

ACTION: AF

INFO: CSA, G2(CIA), G3, AFSA, NAVY, JCS, OSD

DA IN 109789

(27 Feb 52)

nw/8

~~RESTRICTED~~

UNCLASSIFIED

PROJECT 10073 RECORD CARD

1. DATE 10 Feb 52	2. LOCATION BANDAR ABANG, MALAKA	12. CONCLUSIONS <input checked="" type="checkbox"/> 10. Ion Engine <input type="checkbox"/> 11. Probably Rocket <input type="checkbox"/> 12. Possibly Jet Prop <input type="checkbox"/> 13. Jet Aircraft <input type="checkbox"/> 14. Possibly Rocket <input type="checkbox"/> 15. Possibly Rocket <input type="checkbox"/> 16. Possibly Rocket <input type="checkbox"/> 17. Possibly Rocket <input type="checkbox"/> 18. Possibly Rocket <input type="checkbox"/> 19. Possibly Rocket <input type="checkbox"/> 20. Possibly Rocket <input type="checkbox"/> 21. Possibly Rocket <input type="checkbox"/> 22. Possibly Rocket <input type="checkbox"/> 23. Possibly Rocket <input type="checkbox"/> 24. Possibly Rocket <input type="checkbox"/> 25. Possibly Rocket <input type="checkbox"/> 26. Possibly Rocket <input type="checkbox"/> 27. Possibly Rocket <input type="checkbox"/> 28. Possibly Rocket <input type="checkbox"/> 29. Possibly Rocket <input type="checkbox"/> 30. Possibly Rocket <input type="checkbox"/> 31. Possibly Rocket <input type="checkbox"/> 32. Possibly Rocket <input type="checkbox"/> 33. Possibly Rocket <input type="checkbox"/> 34. Possibly Rocket <input type="checkbox"/> 35. Possibly Rocket <input type="checkbox"/> 36. Possibly Rocket <input type="checkbox"/> 37. Possibly Rocket <input type="checkbox"/> 38. Possibly Rocket <input type="checkbox"/> 39. Possibly Rocket <input type="checkbox"/> 40. Possibly Rocket <input type="checkbox"/> 41. Possibly Rocket <input type="checkbox"/> 42. Possibly Rocket <input type="checkbox"/> 43. Possibly Rocket <input type="checkbox"/> 44. Possibly Rocket <input type="checkbox"/> 45. Possibly Rocket <input type="checkbox"/> 46. Possibly Rocket <input type="checkbox"/> 47. Possibly Rocket <input type="checkbox"/> 48. Possibly Rocket <input type="checkbox"/> 49. Possibly Rocket <input type="checkbox"/> 50. Possibly Rocket <input type="checkbox"/> 51. Possibly Rocket <input type="checkbox"/> 52. Possibly Rocket <input type="checkbox"/> 53. Possibly Rocket <input type="checkbox"/> 54. Possibly Rocket <input type="checkbox"/> 55. Possibly Rocket <input type="checkbox"/> 56. Possibly Rocket <input type="checkbox"/> 57. Possibly Rocket <input type="checkbox"/> 58. Possibly Rocket <input type="checkbox"/> 59. Possibly Rocket <input type="checkbox"/> 60. Possibly Rocket <input type="checkbox"/> 61. Possibly Rocket <input type="checkbox"/> 62. Possibly Rocket <input type="checkbox"/> 63. Possibly Rocket <input type="checkbox"/> 64. Possibly Rocket <input type="checkbox"/> 65. Possibly Rocket <input type="checkbox"/> 66. Possibly Rocket <input type="checkbox"/> 67. Possibly Rocket <input type="checkbox"/> 68. Possibly Rocket <input type="checkbox"/> 69. Possibly Rocket <input type="checkbox"/> 70. Possibly Rocket <input type="checkbox"/> 71. Possibly Rocket <input type="checkbox"/> 72. Possibly Rocket <input type="checkbox"/> 73. Possibly Rocket <input type="checkbox"/> 74. Possibly Rocket <input type="checkbox"/> 75. Possibly Rocket <input type="checkbox"/> 76. Possibly Rocket <input type="checkbox"/> 77. Possibly Rocket <input type="checkbox"/> 78. Possibly Rocket <input type="checkbox"/> 79. Possibly Rocket <input type="checkbox"/> 80. Possibly Rocket <input type="checkbox"/> 81. Possibly Rocket <input type="checkbox"/> 82. Possibly Rocket <input type="checkbox"/> 83. Possibly Rocket <input type="checkbox"/> 84. Possibly Rocket <input type="checkbox"/> 85. Possibly Rocket <input type="checkbox"/> 86. Possibly Rocket <input type="checkbox"/> 87. Possibly Rocket <input type="checkbox"/> 88. Possibly Rocket <input type="checkbox"/> 89. Possibly Rocket <input type="checkbox"/> 90. Possibly Rocket <input type="checkbox"/> 91. Possibly Rocket <input type="checkbox"/> 92. Possibly Rocket <input type="checkbox"/> 93. Possibly Rocket <input type="checkbox"/> 94. Possibly Rocket <input type="checkbox"/> 95. Possibly Rocket <input type="checkbox"/> 96. Possibly Rocket <input type="checkbox"/> 97. Possibly Rocket <input type="checkbox"/> 98. Possibly Rocket <input type="checkbox"/> 99. Possibly Rocket <input type="checkbox"/> 100. Possibly Rocket
3. TIME OF SIGHTING Last 10/1200 10/0900 Z	4. TYPE OF OBSERVATION A Ground Based B Air Based	5. SOURCE Newspaper Reporter
6. DURATION 1 min 2 sec	7. NUMBER OF OBJECTS ONE	8. COURSE U
9. HEIGHT OF OBSERVATION --	10. COMMENTS 1. Shape, size, color, speed, and altitude are unknown making it difficult to identify the object.	
11. BRIEF SUMMARY OF SIGHTING Shiny object moved from E to W. Source said they heard explosion over the sea, where object was last seen.		

UNCLASSIFIED

EXTRACT FROM STATUS REPORT # 6

DATE: 26 Feb 52

TIME (Local): 1110

LOCATION: Albany, N. Y.

LENGTH OF TIME OBSERVED: 3-5 Min.

SOUND: Unknown

SPEED: 1,000 MPH (Est)

ALTITUDE: Very High

HEADING: Unknown

SOURCE: AF Pilots

ACTION OR COMMENTS: Possibly meteor.

DESCRIPTION OF INCIDENT: Two aircraft observed object flying very high and very fast.
"Pencil-thin" vapor trail observed. ~~rest of report~~

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DOD DIR 5200.10

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AMC ITEM 9/~~CONFIDENTIAL~~
FROM ATIAA-2C/ LT E. J. RUPPELT
TO AFOIN-V/TCB CAPTAIN FOURNET

UNCLASSIFIED

TT 56
28 FEB 52

~~SECRET~~ REFERENCE IS MADE TO YOUR ITEMS
IN TELECON OF 27 FEB 51. ATIC HAS WIRES ON BOTH KOREAN **INFORMATION**
INCIDENT OF 24 FEB AND IRANIAN
INCIDENT OF 10 FEB.
KOREAN INCIDENT HAS BEEN TURNED OVER
TO ATIC GUIDED MISSILES GROUP, BUT
NO EVALUATION HAS BEEN MADE
AS YET. DESCRIPTION IRANIAN INCIDENT INDICATED
THE POSSIBILITY OF A METEOR, ALTHOUGH
INFORMATION WAS SKETCHY.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.

DOD DIR 5200.10

END AMC ITEM 9/~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

UNCLASSIFIED

EXTRACT FROM STATUS REPORT # 4

DATE: 10 Feb 52

TIME (Local): Mid-day

LOCATION: Bandar Abbas, Iran

LENGTH OF TIME OBSERVED: Unknown

SOUND: Unknown

SPEED: Unknown

ALTITUDE: Unknown

HEADING: 270°

SOURCE: Several Iranian Citizens

ACTION OR COMMENTS: Possibly a meteor. Data was incomplete.

DESCRIPTION OF INCIDENT: A shining object was observed passing over the city.
A few minutes later, an explosion shook the city.

7-3712-43

UNCLASSIFIED

CSAF ITEM 3

TT 53
27 FEB 52
CSAF ITEM 3
ATIAA

TO ATIAA-2C RUPPELT FROM AFOIN-V/TC FOURNET
FOLLOWING MESSAGE AFC 37 DTD 25 FEB 52
FROM USAIRA/IRAN QUOTED FOR YOUR INFORMATION (

NR USAF NUMBER IS CAF IN 79799);
REPT FROM BANDAR ABBAS (27 DEGREES 11
MINUTES NORTH NAD 56 DEGREES 17 MINUTES EAST).

A STRANGE, SHINING OBJECT WAS SEEN FLYING
OVER BANDAR ABBAS AT NIDDAY 10 FEB IN ESTD
DIRECTION OF EAST TO WEST THEN TO SEA.
AFEW MINUTES LATER A SEVERE EXPLOSION WAS HEARD
WHICH SHOOK BLDGS IN BANDAR ABBAS. SOURCES
CONSIST OF "ITLAAT" NEWSPAPER, REPT FROM
CHIEF OF BANDAR ABBAS TELEGRAPH OFFICE AND
CORRESPONDENT FROM NEWSPAPER "DAD" WHO CLAIM
TO HAVE SEEN OBJECT AND HEARD EXPLOSION.

EFFORT TO DETERMINE SIZE, SHAPE SPEED AND ACCURATE
DIRECTION FURTHER TO DATE. WILL CONTINUE
WATCH AND REPT SOONEST ANY SIMILAR OCCURANCE IN
FUTURE EVEN THOUGH DETAILS MAY BE LACKING

COPY ALSO PASSED TO GM/AAA SECTION OF TCB
FOR THEIR INFO.

END CSAF ITEM 3

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ATIAA