

PROJECT 10073 RECORD CARD

1. DATE 27 Apr 52		2. LOCATION CMI, Ft. W., Calif.		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input checked="" type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
3. DATE-TIME GROUP Local 1030 GMT		4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar			
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE Electronics Unit.			
7. LENGTH OF OBSERVATION		8. NUMBER OF OBJECTS 1		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Stray yellow color.			11. COMMENTS Behaved like aircraft.		

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AF FORM 112--PART II
APPROVED 1 JUNE 1948



AIR INTELLIGENCE INFORMATION REPORT

FROM: Agency ATIL Office, D/I FEAF	REPORT NO. IR-23-52	PAGE 5 OF 16 PAGES
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(Continuation of Paragraph 4, Page 4)

e. Comment - No further information has been forthcoming. No explanation of the sighting can be proposed other than the possible reflection and refraction of light through haze, exhaust gases, air currents, or the canopy of the observer's aircraft.

(Misawa, Japan is located at 40°42'N, 141°23'E).

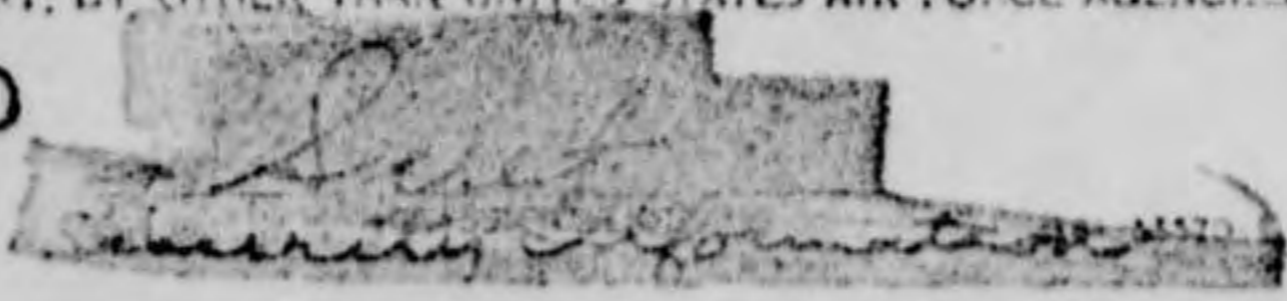
(EVALUATION: C-6)

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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29 March 1952

Misawa AFB, Japan

AT 1120 hours, 29 March 1952, an unidentified object was observed approximately 20 miles north of Misawa ^{AFB}, this sighting was made by an Air Force Pilot flying a T-6 type aircraft. This T-6 was traveling at 6,000' altitude, on a heading of 0 degrees, at 130 knots. AT the time of sighting, two F-84 type A/C were making practice runs on the T-6 ~~pass~~. This object was first noticed by the pilot of the T-6 aircraft when it pulled abreast of him and reflected the sunlight. The object that had reflected the sunlight was a small, shiny disc-shaped object, ~~and~~ ^{which then} appeared to make a pass at the F-84 at an estimated 40 to 50 ^{MACH} miles in excess of the F-84's airspeed. It closed rapidly and just before flying into his fuselage it decelerated ~~rapidly~~ to his airspeed almost instantaneously. In doing so, it flipped on its edge at approximately a 90 degree bank. It then flutted within 20 feet of his fuselage for two or three seconds, and pulled away ~~and~~ around his starboard wing where it was caught in the slipstream behind the aircraft and flipped once. Then it passed him; crossed in front of him and pulled away abruptly, appearing to accelerate and shot out of sight in a steep, almost verticle climb. The pilot of the F-84 didn't observe the object.

COMMENT:

No further information has been forthcoming. No explanation for this sighting can be proposed other than the possible reflection and refraction of light through the canopy of the observers aircraft.

CONCLUSION:

UNSOLVED

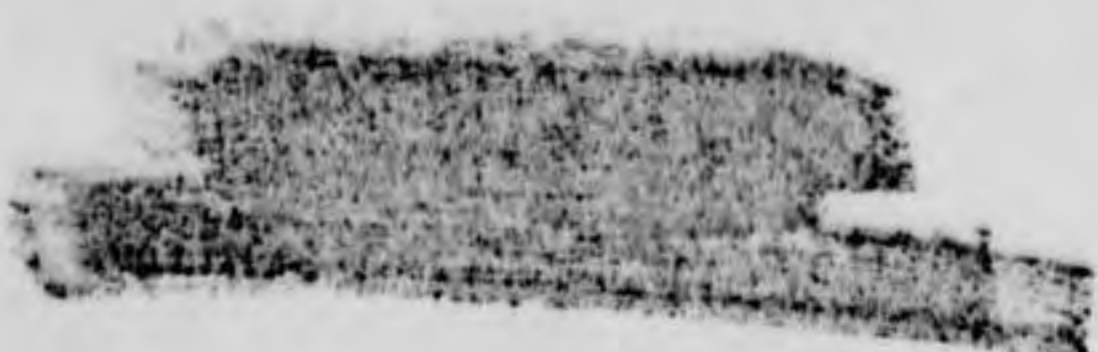
*****52
 MAR 29, 1952 NORTH OF MISAWA, JAPAN (KEYHOE-1953 P 192) 1 WITNESS 00
 [REDACTED], A YOUNG AIR FORCE PILOT FROM ROCKFORD, ILLINOIS, SUPPLIED THE FOLLOWING REPORT. 01
 *AT 11.20 HOURS, MARCH 29, 1952, I WAS FLYING A T-6 NORTH OF MISAWA. GCI WAS RUNNING AN INTERCEPT ON ME WITH A FLIGHT OF TWO F-84-S. ONE OF THEM OVERTOOK ME, PASSING STARBOARD AT APPROXIMATELY 100 FEET, AND TEN FEET BELOW ME. AS HE PULLED UP ABREAST, A FLASH OF REFLECTED SUNSHINE CAUGHT MY EYE. THE OBJECT WHICH HAD REFLECTED THE SUNSHINE WAS A SMALL, SHINY DISC-SHAPED THING WHICH WAS MAKING A PASS ON THE F-84.
 *IT FLEW A PURSUIT CURVE AND CLOSED RAPIDLY. JUST AS IT WOULD HAVE FLOWN INTO HIS FUSELAGE, IT DECELERATED TO HIS AIR SPEED, ALMOST INSTANTANEOUSLY. IN DOING SO, IT FLIPPED UP ON ITS EDGE AT AN APPROXIMATE 90-DEGREE BANK. IT FLUTTERED WITHIN TWO FEET OF HIS FUSELAGE FOR PERHAPS TWO OR THREE SECONDS. THEN IT PULLED AWAY AROUND HIS STARBOARD WING, APPEARING TO FLIP ONCE AS IT HIT THE SLIPSTREAM BEHIND HIS WING-TIP FUEL TANK.
 THEN IT PASSED HIM, CROSSED IN FRONT, AND PULLED UP ABRUPTLY, APPEARING TO ACCELERATE, AND SHOT OUT OF SIGHT IN A STEEP, ALMOST VERTICAL CLIMB. IT WAS ABOUT EIGHT INCHES IN DIAMETER, VERY THIN, ROUND, AND AS SHINY AS POLISHED CHROMIUM. IT HAD NO APPARENT PROJECTIONS AND LEFT NO EXHAUST OR VAPOR TRAILS. AN UNUSUAL FLIGHT CHARACTERISTIC WAS A SLOW, FLUTTERING MOTION. IT ROCKED BACK AND FORTH IN 40-DEGREE BANKS, AT ABOUT ONE-SECOND INTERVALS THROUGHOUT ITS COURSE.
 *****22

Lieutenant David [REDACTED], flying a T-6
 approaching his base in northern Japan
 night of March 29, 1952. The object was
 excellent. When it was close, it was
 streaking at him, came to a sudden stop
 air, then pulled around over his wing
 and hit the slipstream behind wing tip
 fuel tank. The object was very shiny
 and verified the report. It was not
 its own "engine noise" but it was
 a flat way to go. The object was
 of course, the object was very
 unusual. The object was very
 by mistake of the pilot, and military
 material. It is very unusual. The
 to have a very unusual flight
 public report of the incident.
 Object was very shiny and
 that it was.

1120
- 9

0220 Z

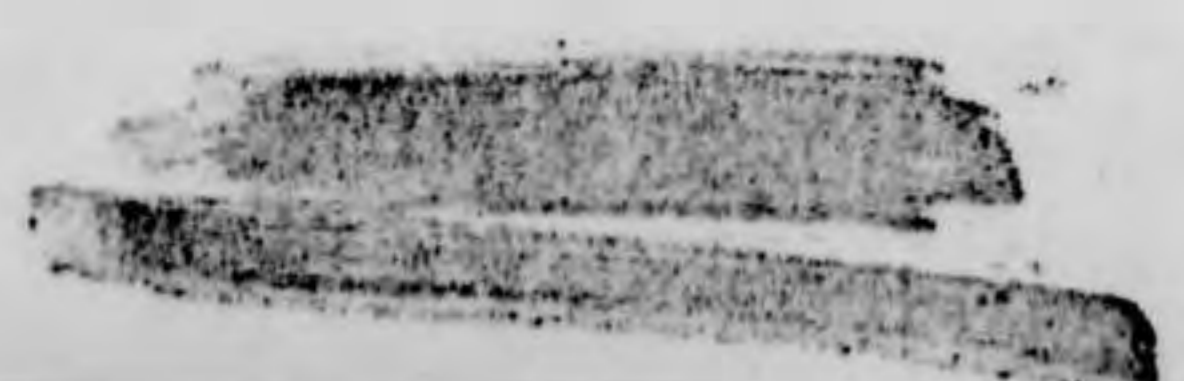
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PAGE THREE JAPYC 6B

BELOW ME CMA TAKING MY NUMBER PD AS HE PULLED UP ABEAST OF ME AT APPROX MY 3 O CLOCK POSITION D XHTT LOW CMA A FLASH OF REFLECTED SUNSHINE CAUGHT MY EYE AT ABOUT MY 4 O CLOCK POSITION PD THE OBJECT WHICH HAD REFLECTED THE SUNSHINE WAS A SMALL SHINY DISC SHAPED OBJECT WHICH WAS MAKING A PASS ON MIKE 3 PD IT CLOSE FROM SLIGHT ABOVE HIM FROM APPROX 4 O CLOCK AND FLEW APPROX A PURSUIT CURVE CMA APPEARING TO OVERTAKE HIM AT AROUND 30 OR 40 MPH OVER HIS AIRSPEED CMA WHICH I WOULD ESTIMATE AT APPROX 150 TO 160 MPH PD IT CLOSELY RAPIDLY AND JUST BEFORE FLYING INTO HIS FUSELAGE IT DECELERATED TO HIS AIRSPEED ALMOST INSTANTANEOUSLY PD IN DOING SO IT FLIPPED UP ON ITS EDGE AT APPROX 90 DEGREE BANK PD THEN IT FLUTTERED WITHIN 20 FT OF HIS FUSELAGE FOR PERHAPS 2 OR 3 SECONDS CMA PULLED AWAY AND AROUND HIS STARBOARD WING CMA APPEARING TO FLIP ONCE AS IT HIT THE FLIPSTREAM BEHIND HIS WING TIP FUEL TANK PD THEN IT PASSED HIM SWCLM CROSSED IN FRONT OF HIM AND PULLED UP ABRUPTLY CMA APPEARING TO ACCELERATE AND SHOT OUT OF SIGHT IN A STEEP CMA ALMOST VERTICAL CLIMB PD IT WAS ABOUT 8 INCHES IN DIAMETER CMA VERY THIN CMA ROUND AND AS SHINY AS POLISHED CHROMIUM SWCLM HAD NO APPARENT PROJECTIONS CMA AND LEFT NO EXHAUST TRAILS OR VAPOR TRAILS PD AN UNUSUAL FLIGHT CHARACTERISTIC WAS A SLOW FLUTTERING MOTION PD IT POKED BACK AND

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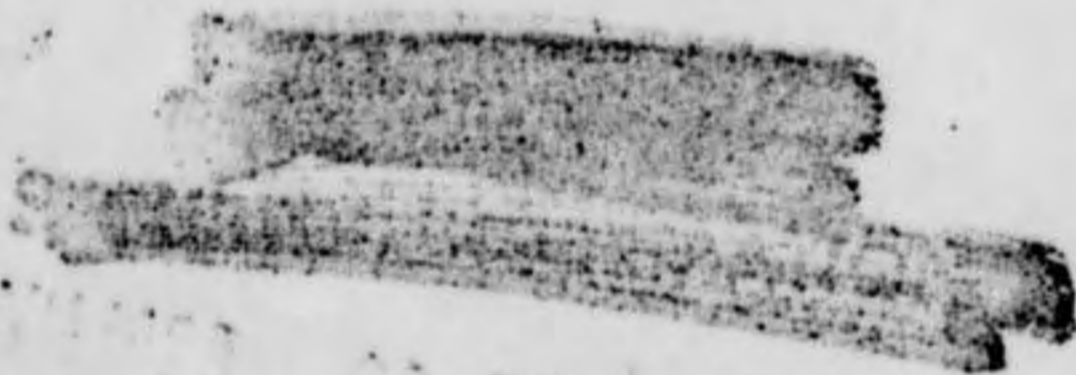
PAGE FOUR JAPYC (

FORTH AT APPROX 40 DEGREE BANKS ONA AT APPROX ONE SECOND INTERVALS
THROUGHOUT ITS COURSE PD IT WAS VERY THIN AND RESEMBLED A ROUND
PIECE OF SHINY SHEET METAL PD THE WEATHER WAS VERY GOOD PD I DO
NOT REMEMBER ANY CLOUDS THAT DAY PD DURATION OF SIGHTING WAS
APPROX 10 SECONDS PD SCND D C BRIGMAN PD UNQUOTE END SCND THOMSON
20/0222Z JAN JAPYC

Ballon ? No!


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PAGE TWO JAPYC 6B

OF MATERIALLED BARNARD TIN Q IRE AFTER OFFICIAL REPORTS PD
NORTHERN AIR DEFENSE COMMANDER RELEASED ONLY RESTRICTED REPEAT
RESTRICTED REPORTS OF COL BLAKESLEE AND OTHER PILOTS WHO HAD
SIGHTED WHIRLING COLORED DISCS AND LIKE OBJECTS PD NO OFFICIAL
AF PIO RELEASE ON THIS SUBJECT HAS BEEN MADE PD NO AF CONFIRMATION
OF VALIDITY OF SIGHTINGS AND NO AF EVALUATION OF THESE OR SIMILAR
FLYING OBJECTS HAVE BEEN RELEASED PD REFERENCE LT DAVID C BRIGHAM S
REPORT OF MAR 52 CMA SUBJ OFFICER SIGHTED SMALL DISC-SHAPED OBJECT
WHILE FLYING T-6 AND MADE SIGHTING A MATTER OF OFFICIAL REPORT TO
HIS INTELLIGENCE OFFICER AT MISAWA PD SUBJ STATEMENT OF LT BRIGHAM
WAS ALSO FERRETED OUT INFORMALLY BY BARNARD IN UNOFFICIAL
CONVERSATIONS PD BRIGHAM S REPORT CMA UNCLASSIFIED CMA IS VERBATIM
CMA AS FOLLOW CLN QUOTE 19 APR 1952 CMA STATEMENT CLN AT 1120 HRS
29 MAR 1952 I WAS FLYING A T-6 HEADING APPROX NORTH AT APPROX 20
MILES NORTH OF MISAWA OVER THE COAST PD I WAS CLIMBING AT APPROX
130 MPH INDICATED AIRSPEED CMA ALTITUDE APPROX 6000 FT PD GCI WAS
PURSUING AN INTERCEPT ON ME WITH AN F-84 FLIGHT OF TWO PD CALL SIGN
OF THE F-84S WERE FROSTY NINE 3 AND 4 PD I WATCHED THEM CLOSE
ON ME FROM ABOUT 7 O CLOCK AROUND TO ABOUT 5130 AND FROSTY NINE 3
OVERTOOK ME PASSING STARBOARD APPROX 100 FT CMA AND APPROX 10 FT

NPAT86

TYA118

TBC 08T

JET A83

ACA N7

AIP DE ACA

PP AIR ZVA

PP JEPHQ JEDWP 70Y

AIA DZ

ACA DE AIA

PP ACA ZVA

JAPYC B'S

PP JEPHQ JEDWP 222

DE JAPYC CB

R 290215Z ZNJ

FM CG FEAF TOKYO JAPAN

TO JEPHQ/HQ USAF WASHDC

INFO JEDWP/ATIC WRIGHT PATTERSON AFB OHIO UNCLASSIFIED

~~REURADNOTE~~ RADNOTE FROM CLN MAJOR C. E. THOMSON CMA DEP

PIO CMA FEAF FOR CLN DIRECTORATE OF PUBLIC INFO CMA HQ CMA USAF

CMA ATTN CLN SAFOPI-3 CMA WASH 25 CMA D C INFO CLN ATIC CMA

WRIGHT-PATTERSON AFB CMA DAYTON CMA OHIO PD THIS IS RADNOTE CAS

PD REURADNOTE 835 CMA ASSOCIATED PRESS CORRESPONDENT UNCOVERED

INITIAL STORY ON FLYING OBJECTS OVER JAPAN IN THE COURSE OF

SCHEDULED VISIT TO MISAWA AB FOR JAPAN AIR DEFENSE STORY PD STORIES

ON FLYING OBJECTS (RESULTED FROM PERSONAL CONVERSATIONS BETWEEN

AB REPORTER BILL BARNARD AND VARIOUS OFFICERS) STATIONED IN

NORTHERN JAPAN PD CONVERSATIONS WERE INFORMAL AND NEWSY NATURE

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DOD DIR 5200.10

Handwritten notes: "ATIC 2/11/83" and other illegible scribbles.





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Date of Inci: 29 Mar 52

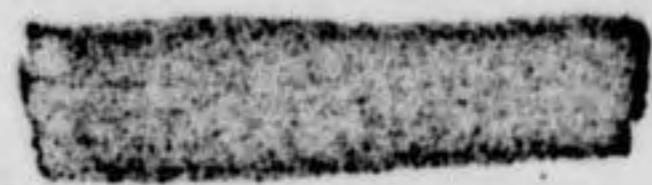
Location: Belgian Congo

Recently two fiery disks were sighted over the uranium mines located in the southern part of the Belgian Congo in the Elisabethville district. The disks glided in curves and changed their position many times, so that from below they sometimes appeared as plates, ovals and simply lines. Suddenly both disks hovered in one spot, then took off in a unique zigzag flight to the NE.

Commander [redacted] of the small Elisabethville airfield immediately set out a pursuit with a fighter plane. On his approach he came within about 120 meters of one of the disks. No further identification action was taken.

ATIC DOCUMENT 108463

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INFORMATION REPORT

OFFICE OF NAVAL INTELLIGENCE

ONE FORM 120-2 (REV 12 51)

DATE OF REPORT: 20 April 1952

210-1116, San Diego, California

A San Diego Electronics Engineer

UNCLASSIFIED

Enclosure (1) of airplane sighting

This report contains information regarding the reported sighting of an unidentified object in the skies over San Diego, California, on 27 March 1952.

Enclosure (1) of airplane sighting

1. Background. The object reported as herein was sighted by an observer from a point east and slightly north of the City of San Diego. The Montezuma School named below is situated at Latitude 32° 41' N, Longitude 117° 03' W, approximately. All information surrounding the sighting is as reported by the source.

2. Description of Sighting. The following is quoted from statements made by source during interview on 6 April 1952:

"At approximately 7:30 on the night of 27 March 1952, while walking near the Montezuma School grounds, I noticed in the sky to the east what first appeared to be a rocket, travelling at a usual or customary speed for such an object. It appeared to be straw-yellow in color, in contrast to white appearance of the stars. When first seen, this object was of such height to place it at an angle of about 10° above the horizon. Its original path was to the northwest but as it reached a point to the north of where I was standing, it turned to the west and the angle above the horizon decreased gradually to 20° and then to approximately 15°. At this time, the light was between the last two stars of the Big Dipper and below Polaris. The object continued on a circular path, now heading South and still appearing, reducing in height when it appeared to be directly over Point Loma, from where I was standing, the angle above the horizon was 10° or less. Still continuing its circular path, the object turned as if to pass or at least appear to pass over the Naval Air Station, North Island, at an angle to the horizon which I would estimate to be only about 5°. As it reached a point directly west of us, it turned quite sharply to the east and came back about the toward where I was standing. It was apparently coming vertically, since it now seemed to be at an angle of approximately 15° from the horizon. At this time I saw a flashing light of a more intense whitish color than the rest of the object and located near its center. I would judge the light to be of a ratio of 1 to 10 in size compared with the object

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COLLIER --- CDR, USAF, Harvard, Calif.

- (9)
(4)
(5)
(2)

OP 322F2

Enclosure (1) - One copy to each addressee.

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BB29218

[Redacted signature area]

[Redacted signature area]

SECURITY INFORMATION

DTIC-311D 17-52

10 April 1954

Int. R. 510

10015. The flashes were the color of flashes seen in flashes, very similar to a white flash light on standard aircraft. The object's appearance was about 2 mi or so while turning to the east, and two circles over the Royal Auxiliary Air Station, Thames, turned in a new direction and eventually disappeared from view. From the time of the first sighting until it was seen again about 1 or 2 minutes later it was seen by. All reports was in of a usually quiet location, at no time could I hear any noise or whine etc as an aircraft's tail. No other planes were visible at the time and it was about 10 minutes later but not in the vicinity of where I was sighted."

3. Additional Information. The point at which source stated that he was the reported object is situated at that altitude at an altitude of about 500 feet above sea level. The weather was calm, temperature moderate, and visibility unlimited with practically no clouds or haze. Source could not verify to estimate size of the object but was able to state it was about "10 times the size of Venice as it is a point from the earth". As for distance from his, or height, source preferred to indicate only an angle from the horizon. He estimated its speed as "between 2,000 and 3,000 miles per hour -- definitely over 1,000". No further details as to whether it was a "jet, rocket engine, or other (1) illustrates the reported directional path of the object, like enclosure (1) depicts its path with regard to the North Pole of Earth. Enclosure (2) as shown are copies exactly from those drawn by source at the time of interview."

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DAF-1118 87-52

10 April 1952

Source Information: Source of the above information is:

Mr. [redacted]
San Diego 15, California.

Mr. [redacted] is an Electronics engineer with the Electronics Division, [redacted], U.S. Naval Station, San Diego 36, California. He has been with Civil Service for the past ten years in the Electronics Field. He is 43 years of age, was born in San Diego and has resided in San Diego for the past 20 years. He stated that he has a strong interest in aerospace. The interviewing officer evaluated Mr. [redacted] as being a sincere and reliable informant who would not tend to create an incident out of his imagination.

Examining Officer's Comments: No other witnesses to the alleged sighting are known to this office. Inquiry at the NAS, San Diego, and NAAS, Miramar, produced no additional information indicating the presence, at the reported time, over San Diego, of any conventional missile. It was determined, however that several aircraft were in flight out of both NAS, San Diego, and NAAS, Miramar, at the time of the incident, although source stated he was none for several minutes following.

According to source's description of the flight path of the object (see enclosure (1)), some 65 to 70 miles would have been traversed. Source's estimate of elapsed time of minutes or less would necessitate a speed of 1200 miles per hour or more. It is believed very probable that the object was on a shorter course than it appeared to be to source, on the ground. Also, time was estimated only, since source was not wearing a watch. Considerable error on both these points is believed likely. Also, USN aviators contacted stated that a "glow" around a jet aircraft at high speed is not uncommon, possibly explaining the object's appearance, and that the flashing light observed by source would be very similar to what would be seen on a Navy jet aircraft. Further, it is believed that the differences in angle from the horizon, which led source to report variations in altitude of the object, were more likely the result of distance of the object from source.

In light of the possibly explanatory comments above, which point to a more conventional explanation, the information supplied by source, despite his previous reliability, is evaluated as doubtful.

Prepared:

Glenn J. Lippold
1934, 1947

Forwarded:

J. K. Wells
Captain, USN

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~~CONFIDENTIAL~~
~~SECURITY INFORMATION~~

DIO 11 ND Serial 67-52 dated 10 April 1952
Subj: Unconventional airborne object; sighting of

ONI COMMENT:

Although it is believed that the Source reported factual data of this sighting as he remembered them, there appears to be ample cause to suspect that the object was actually a jet aircraft. This would parallel the comments made by the preparing officer. Based on previous analysis of similar sightings, it can be stated that estimates of location, speed and distance of an airborne object, particularly if unidentified, are very deceptive when based solely on visual perception. Also, it is known that a jet aircraft with afterburner in operation emits a bluish-white exhaust, elongated to give the appearance of a tail. It is unfortunate that the originating agency did not check this report against flight patterns of jet aircraft operating in the area at the time of the sighting. Report will be forwarded to the Air Technical Intelligence Center for appropriate action and incorporation into the study maintained on unidentified flying objects.

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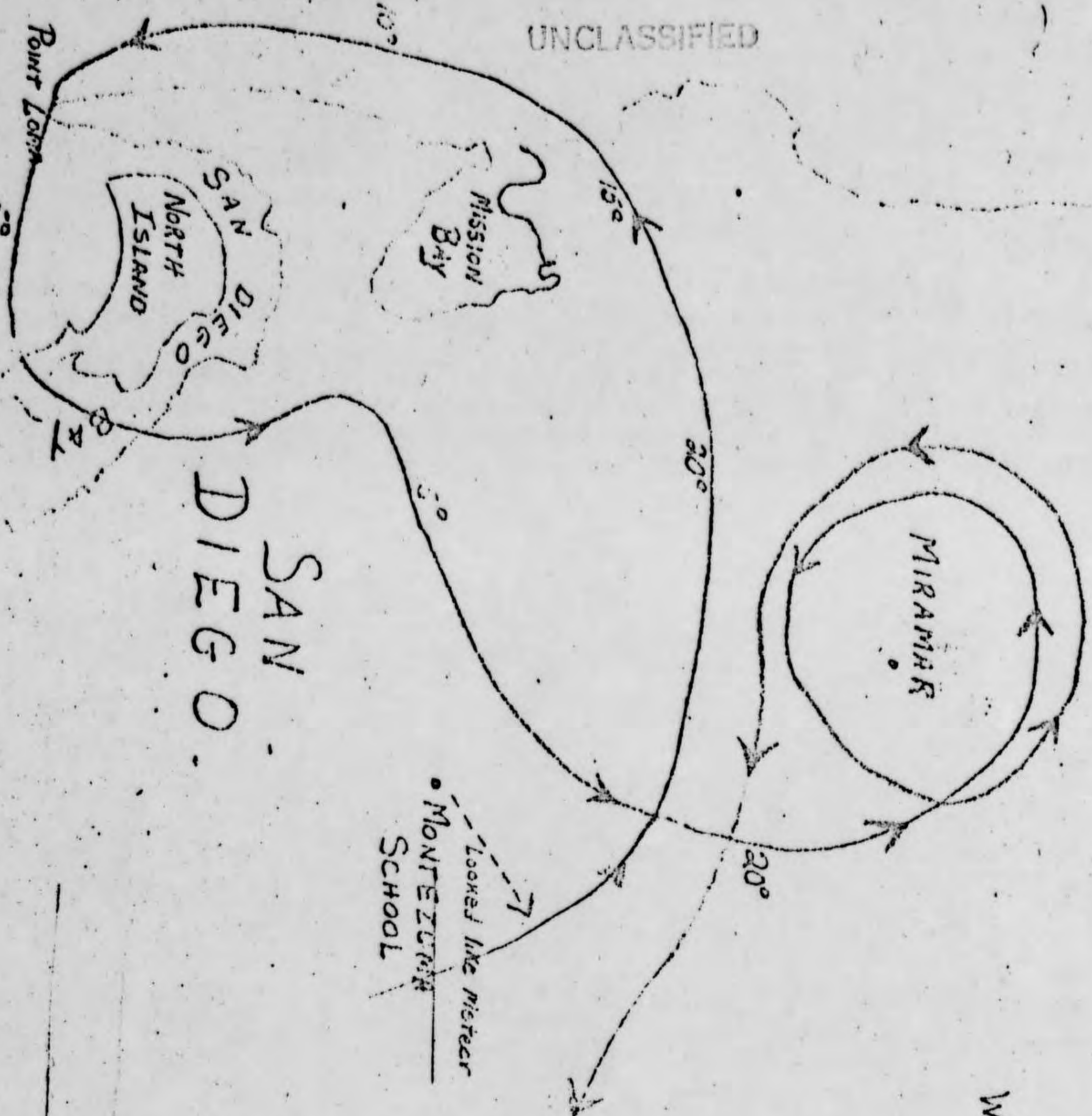
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~~CONFIDENTIAL~~
~~SECURITY INFORMATION~~

(1) a

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Enclosure to
 DIO - 11ND [redacted] 20-2 13/4
 Date: 4/11/52
 Serial No. 67-52

(1) b

UNCLASSIFIED

★ POLARIS
NORTH STAR

★
LAST
STAR IN
HANDLE

★
MAY BE
LAST STAR
IN HANDLE

10 TIMES SIZE OF VENUS.
LUMINOSITY LESS INTENSE
PER UNIT AREA BUT
GREATER LIGHT OUTPUT.
APPROXIMATELY THE SAME
AS THE AVERAGE METEOR

UNCLASSIFIED

UNCLASSIFIED

30 MAR

AF FORM 112—PART II
APPROVED 1 JUNE 1949

AIR INTELLIGENCE INFORMATION REPORT

27 MAR 1952

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
ATIL Office, D/I FEAF	IR-23-52	3	16	

3. Extracted from Fifth Air Force Mission Summary, 2 April 1952:

5

At 292110/I over YD 1545, the crew of a B-26 observed 4 dull lights shaped in a square, approximately 1 mile apart. These lights appeared to be stationary and suspended at 7000 feet altitude. This observation was made from 20 miles to within 3 miles at which time the lights went out. 1 crew member states that he has made the same observation in the general area on 3 other flights.

a. Comment - No other reports have been received of any such phenomena in this area. The placement of the lights in a square may indicate radio long-wire antennas carried aloft by balloons, or a visual beacon or method of communication.

(EVALUATION: B-3)

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AF FORM 112--PART II
APPROVED 1 JUNE 1958

AIR INTELLIGENCE INFORMATION REPORT

FROM: Agency	REPORT NO.	PAGE	OF	PAGES
ATIL Office, D/I FEAF	IR-23-52	4	16	

4. Copied from letter from 116th Fighter Bomber Wing, APO 919, to D/I, Japan Air Defense Force, APO 710, dated 19 April 1952:

a. On 29 March 1952, an unidentified object (disc) was reportedly observed approximately 20 miles north of Misawa at 1120 hours. The observation was made by [REDACTED] Sqdn, pilot of a T-6.

b. The following information was gathered from the pilot in a preliminary investigation:

- (1) Date of sighting - 29 March 1952
- (2) Time of sighting - 1120 hours
- (3) Position of observer - Approximately 20 miles north of Misawa
- (4) Altitude of observing aircraft - 6000 feet.
- (5) Heading of observing aircraft - approximately 0°
- (6) Speed of observing aircraft - approximately 130 MPH
- (7) Duration of sighting - Approximately 10 seconds
- (8) Moving or stationary - Moving (see statement by pilot)
- (9) Description of object - Observed to be round, flat, metallic object approximately 8 inches in diameter. Extremely thin.

c. The local detachment of the OSI has been requested to make a complete investigation, the results of which will be forwarded to your Headquarters, (JADF), upon receipt.

d. (The statement inclosed to the letter follows):

(1) At 1120 hours 29 March 52, I was flying a T-6 heading approximately due north at approximately 20 miles north of Misawa over the coast. I was climbing at approximately 130 mph indicated airspeed, altitude approximately 6000 feet. GCI was running an intercept on me with an F-84 flight of two. Call sign of the F-84's was Frosty Mike 3 and 4. I watched them close on me from about 7:00 o'clock around to about 5:30 and Frosty Mike 3 overtook me passing starboard approximately 100', and approximately 10' below me, taking my number. As he pulled abreast of me at about my 3:00 o'clock position and 10 feet low, a flash of reflected sunshine caught my eye at about 4 o'clock position. The object which had reflected the sunshine was a small shiny disc-shaped object which was making a pass on Mike 3. It closed from slightly above him from approximately 4 o'clock and flew an approximate pursuit curve, appearing to overtake him at around 30 or 40 mph over his airspeed, which I would estimate at approximately 150 to 160 mph. It closed rapidly and just before flying into his fuselage it decelerated to his airspeed almost instantaneously. In doing so it flipped up on its edge at approximately a 90° bank. It then fluttered within 20 feet of his fuselage for perhaps 2 or 3 seconds, pulled away and around his starboard wing, appearing to flip once as it hit the slipstream behind his wing tip fuel tank. Then it passed him; crossed in front of him and pulled up abruptly, appearing to accelerate and shot out of sight in a steep, almost vertical climb.

It was about 8 inches in diameter, very thin, round and as shiny as polished chromium; had no apparent projections, and left no exhaust trails or vapor trails.

An unusual flight characteristic was a slow fluttering motion. It rocked back and forth at approximately 40° banks, at approximately 1 second intervals throughout its course. It was very thin and resembled a round piece of shiny sheet metal.

The weather was very good. I do not remember any clouds that day. Duration of sighting was approximately 10 seconds.

/s/ [REDACTED]

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