

PROJECT 10073 RECORD CARD

1. DATE 12 Oct 52		2. LOCATION ATLANTIC CITY N J		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input checked="" type="checkbox"/> Probably Balloon <input checked="" type="checkbox"/> Possibly Balloon  <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input 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 Possibly Skyhook type	
3. DATE-TIME GROUP Local 12/2045 EST GMT 13/0145 Z		4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar			
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE F-94 pilot			
7. LENGTH OF OBSERVATION 20 min		8. NUMBER OF OBJECTS 1	9. COURSE		
10. BRIEF SUMMARY OF SIGHTING  Brilliant white light, shaped like F-86 standing on its nose, sighted at approx 50000' by F-94B about 25 mi from Atlantic City. Object was not picked up by A/I radar due to distance, but painted faintly on ground radar. A/C could not approach object due to distance. Object displayed no maneuvers, but seemed to gain and lose altitude.			11. COMMENTS Balloon  1. Haven't agree with this evaluation why not check with AF + Navy on upper air balloon tracks?  2. This is a good radar-air visual sighting which hasn't been checked thoroughly enough. H. C. Sene		



~~RESTRICTED~~  
(CLASSIFICATION)

COUNTRY USA	REPORT NO.	(LEAVE BLANK)
----------------	------------	---------------

**AIR INTELLIGENCE INFORMATION REPORT**

SUBJECT  
Report of Unidentified Flying Object (FLYCRPT)

AREA REPORTED ON EADF	FROM (Agency) 142d Fighter Interceptor Squadron
--------------------------	--

DATE OF REPORT 15 October 1952	DATE OF INFORMATION 12 October 1952	EVALUATION A-1
-----------------------------------	--	-------------------

PREPARED BY (Officer) LESLIE C. TRIPP, 1st Lt	SOURCE Lt Sonnett & Lt Wallace
--	-----------------------------------

REFERENCES (Control number, directive, previous report, etc., as applicable)  
Teletype Report FSC0 0458 dtd 13/1630Z

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.)

An unidentified brilliant white object was sighted off the coast of New Jersey at approximately 2045 Eastern Standard Time on 12 October 1952. The sighting aircraft was approximately 25 miles North of Atlantic City on a northerly heading and the objects position was out over the water at approximately 2 O'clock. The GCI station was contacted and the controller vectored the aircraft toward the unidentified object. The aircraft flew on a heading of 030 degrees toward the object for approximately 10 minutes apparently without getting any closer to the object. The image picked up by the GCI station faded and the aircraft was directed to return to its home station.

APPROVED:  
  
CHARLES J. GANE  
2nd Lt, USAF  
Wing Intelligence Officer

0 INCL.

DISTRIBUTION BY ORIGINATOR

- 1 cy CG, Ent AFB, Colorado Springs, Colorado
- 1 cy Chief, ATIC, Wright-Patterson AFB, Ohio
- 1 cy CG, EADF, Stewart AFB, Newburgh, N.Y.

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.

~~RESTRICTED~~  
(CLASSIFICATION)



~~RESTRICTED~~  
(CLASSIFICATION)

### AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) <b>142d Ftr Intop Sqdn New Castle County Appt, Delaware</b>	REPORT NO.	PAGE <b>1</b> OF <b>2</b> PAGES
---	------------	---------------------------------

1. In accordance with AFL 200-5, 29 April 1952, the following report is submitted.

a. While on combat air patrol an unidentified brilliant white light was sighted off the coast of New Jersey at approximately 2045 Eastern Standard Time on 12 October 1952. Aircraft was approximately twenty-five (25) miles North of Atlantic City at this time and the light was sighted at approximately 2 O'clock high. Object was at first believed to be a star but this was discounted as the object appeared to gradually lose altitude, and in comparison with stars in the area the object was far more brilliant. At this point the CCI station was called and asked if they had a contact on anything in that area. The controller reported that he had a faint contact and vectored the aircraft on a heading of 080 degrees which was within 2 or 3 degrees of a course which would have taken the aircraft straight for the unknown object. The aircraft was at an indicated altitude of 20,000 feet and the object was located approximated 20 to 30 degrees above the aircraft at a reported distance of several miles. While flying toward the light at an indicated air speed of 250 knots, the bright object appeared to move gradually to the right and also gain in altitude to a position of approximately 40 to 45 degrees above the observers. Both observers at this time thought that the object could possibly have been an aircraft at great distance with its landing lights on. However, after flying toward the object for about 10 minutes, both observers agree that the object appeared as circular to egg shaped with what appeared to be a mid-wing with approximately 30 to 40 degrees dihedral. Directly below and as a part of the circular section there appeared a tail or cone shaped section of the same brilliant white light. This cone or tail section seemed to vary in size, sometimes appearing short and then longer. Sketches by the two observers are shown below.

2nd Lt Robert Sonnett, pilots:



2nd Lt James W. Wallace, Radar Observer:



The object when described was likened to an F-86 aircraft standing on its nose except that while the fuselage of an F-86 is long and slim the object was oblong or egg shaped. The complete object as pictured above glowed with the same bright white light. The object appeared to remain in the same general area and there was no indication of contrails, sound or maneuvers with the exception of a gradual change in position in both elevation and azimuth, as described above. Observers could note no exhaust or propulsion methods as the entire object glowed with a brilliant white light. Observers suggested that the tail of white light which projected below the cylindrical portion, which varied in size, couldn't have been exhaust since it was of the same color as the rest of the object. Had it been an exhaust flame the color would have differed. The CCI station finally lost contact with

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.

~~RESTRICTED~~  
(CLASSIFICATION)



~~RESTRICTED~~  
(CLASSIFICATION)

## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) 142d Ftr Intop Sqdn  
New Castle County Aprt, Delaware

REPORT NO.

PAGE 1 OF 2 PAGES

1. In accordance with AFL 200-5, 29 April 1952, the following report is submitted.

a. While on combat air patrol an unidentified brilliant white light was sighted off the coast of New Jersey at approximately 2045 Eastern Standard Time on 12 October 1952. Aircraft was approximately twenty-five (25) miles North of Atlantic City at this time and the light was sighted at approximately 2 O'clock high. Object was at first believed to be a star but this was discounted as the object appeared to gradually lose altitude, and in comparison with stars in the area the object was far more brilliant. At this point the CCI station was called and asked if they had a contact on anything in that area. The controller reported that he had a faint contact and vectored the aircraft on a heading of 080 degrees which was within 2 or 3 degrees of a course which would have taken the aircraft straight for the unknown object. The aircraft was at an indicated altitude of 20,000 feet and the object was located approximated 20 to 30 degrees above the aircraft at a reported distance of several miles. While flying toward the light at an indicated air speed of 250 knots, the bright object appeared to move gradually to the right and also gain in altitude to a position of approximately 40 to 45 degrees above the observers. Both observers at this time thought that the object could possibly have been an aircraft at great distance with its landing lights on. However, after flying toward the object for about 10 minutes, both observers agree that the object appeared as circular to egg shaped with what appeared to be a mid-wing with approximately 30 to 40 degree dihedral. Directly below and as a part of the circular section there appeared a tall or cone shaped section of the same brilliant white light. This cone or tail section seemed to vary in size, sometimes appearing short and then longer. Sketches by the two observers are shown below.

2nd Lt Robert Sonnett, pilots



2nd Lt James W. Wallace, Radar Observer:



The object when described was likened to an F-86 aircraft standing on its nose except that while the fuselage of an F-86 is long and slim the object was oblong or egg shaped. The complete object as pictured above glowed with the same bright white light. The object appeared to remain in the same general area and there was no indication of contrails, sound or maneuvers with the exception of a gradual change in position in both elevation and azimuth, as described above. Observers could note no exhaust or propulsion methods as the entire object glowed with a brilliant white light. Observers suggested that the tail of white light which projected below the cylindrical portion, which varied in size, couldn't have been exhaust since it was of the same color as the rest of the object. Had it been an exhaust flame the color would have differed. The CCI station finally lost contact with

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.

~~RESTRICTED~~  
(CLASSIFICATION)



~~RESTRICTED~~  
(CLASSIFICATION)

## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) <i>646th Ftr Intep Sqdn</i> New Castle County Aprt, Delaware	REPORT NO.	PAGE 2 OF 2 PAGES
---	------------	-------------------

whatever object it had on its scope and since the aircraft did not appear to be getting any closer to the brilliant object, the controller directed the observing aircraft to return to home base.

b. Object was first sighted at 2045 Eastern Standard Time 12 October 1952 and was under observation for approximately 20 minutes.

c. Observation was by visual means from an F-94B type aircraft at 20,000 feet indicated altitude with an indicated air speed of 250 knots. The object could not be picked up by aircraft radar.

d. When object was first sighted, the observing aircraft was approximately 25 miles North of Atlantic City at 20,000 feet indicated. The sighted object was out over the water at approximately 2 O'clock and roughly 20 to 30 degrees above the observing aircraft. Observers estimated the object to be at 50,000 feet and several miles away.

e. Flying experience of observers is as follows:

- (1) Robert Sonnett, Pilot, 2nd Lt, AO-2222869, total flying time 500 hours with 1 year 9 months experience.
- (2) James W. Wallace, Radar Observer, 2nd Lt, AO-2224028, observer time 150 hours with one year experience plus 11 months naval aviation cadet pilot training and 150 hours student pilot time.

f. Weather at time of sighting, ceiling and visibility unlimited with slight ground haze. Temperature at 20,000 feet indicated was minus 15 degrees centigrade.

g. It is believed no meteorological activity or condition can account for the sighting.

h. No photographs were taken.

i. Interception action taken was as follows: Shortly after sighting the bright object, the 646th AC&W Squadron was contacted and asked if they had picked up anything in the area of this sighted object. The controller reported he was faintly painting an object and then vectored the aircraft on a heading that was within 2 or 3 degrees of the unidentified object visually sighted. The aircraft flew toward the unidentified bright object for approximately 10 minutes. The object on the ground stations scope finally faded and the F-94 aircraft was directed to return to its home station.

j. There were no other aircraft observed in the general area of the sighting.

*Leslie C Tripp*  
LESLIE C. TRIPP  
1st Lt, USAF  
Squadron Intelligence Officer

~~RESTRICTED~~  
(CLASSIFICATION)



## PROJECT 10073 WORKSHEET

## I. GENERAL

1. DATE <i>12 Oct 1952</i>	2. LOCATION <i>Atlantic City, N.J.</i>	3. TIME Local: <i>2045 EST</i> Zebra: <i>0145</i>
4. WAS OBJECT OBSERVED FROM THE GROUND?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
		<input type="checkbox"/> Naked Eye <input type="checkbox"/> Binoculars <input type="checkbox"/> Telescope <input type="checkbox"/> Theodolite
5. WAS OBJECT OBSERVED BY GROUND RADAR?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
		<input checked="" type="checkbox"/> By One Set <input type="checkbox"/> By Two Sets <input type="checkbox"/> By Three Sets
6. WAS OBJECT OBSERVED FROM THE AIR?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
		<input checked="" type="checkbox"/> A/C Observed Object <input checked="" type="checkbox"/> Interception Attempted <input type="checkbox"/> No Intercept Attempted
7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
		<input type="checkbox"/> A/C Scrambled <input type="checkbox"/> Visual Contact Made <input type="checkbox"/> A/I Contact Made <input type="checkbox"/> No Contact Made
8. DID OBJECT CHANGE DIRECTION AT ANY TIME?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
		<input type="checkbox"/> Normal <input type="checkbox"/> Violent
9. IF OBJECT WAS A "LIGHT", WAS IT:		<input type="checkbox"/> Blinking <input checked="" type="checkbox"/> Steady
10. LENGTH OF TIME IN SIGHT:		<input type="checkbox"/> 1-15 Seconds <input type="checkbox"/> 1-5 Minutes <input checked="" type="checkbox"/> Over 10 Minutes <i>20 min</i>
11. REPORTING AGENCY (Unit Number and Mailing Address)		
<i>Wilmington, Del (New Castle AFB)</i>		

## II. ASTRONOMICAL DATA

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED?		
13. DID OBJECT APPEAR TO ARCH DOWNWARD?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
14. DID OBJECT HAVE A TAIL?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
15. DID OBJECT APPEAR TO DISINTEGRATE?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data From Air Almanac)		
<input type="checkbox"/> Night <input type="checkbox"/> Day <input type="checkbox"/> Sunrise <input checked="" type="checkbox"/> Sunset		

## III. AIRCRAFT DATA

17. WERE AIRCRAFT NOTED IN AREA?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<input type="checkbox"/> One Aircraft <input type="checkbox"/> More Than One Aircraft		
18. WAS ANY SOUND HEARD?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	



**IV. BALLOON DATA**

21. WERE BALLOONS RELEASED IN AREA?  Yes  No

22. TIME SINCE SCHEDULED BALLOON RELEASE: 4 hrs + 45 Minutes

23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:

	Location	Type	Launching Agency	Lighted?		Describe Lighting
				Yes	No	
a.	Philadelphia, Penn.	Pitball <sup>15012</sup>	U.S. Navy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	white
b.	" "	Pitball	U.S. D. A. W. D.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	"
c.	Atlantic City, N.J.	Pitball	U.S. Navy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	"
d.			→ irreg. releases			

(attach overlay)

**V. EVALUATION**

<p>21. EVALUATION OF SOURCE:</p> <p><input checked="" type="checkbox"/> Excellent</p> <p><input type="checkbox"/> Good</p> <p><input type="checkbox"/> Fair</p> <p><input type="checkbox"/> Poor</p> <p><input type="checkbox"/> Unreliable</p> <p><input type="checkbox"/> Extremely Doubtful</p> <p><input type="checkbox"/> Hoax</p>	<p>22. DETAILS OF REPORT:</p> <p><input checked="" type="checkbox"/> Good</p> <p><input type="checkbox"/> Fair</p> <p><input type="checkbox"/> Poor</p> <p><input type="checkbox"/> Insufficient to Evaluate</p>		
<p>23. FINAL EVALUATION:</p> <table style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p><input type="checkbox"/> Was Balloon</p> <p><input type="checkbox"/> Probably Balloon</p> <p><input type="checkbox"/> Possibly Balloon</p> <p><input type="checkbox"/> Was Aircraft</p> <p><input type="checkbox"/> Probably Aircraft</p> <p><input type="checkbox"/> Possibly Aircraft</p> </td> <td style="width: 50%; vertical-align: top;"> <p><input type="checkbox"/> Was Astronomical</p> <p><input type="checkbox"/> Probably Astronomical</p> <p><input type="checkbox"/> Possibly Astronomical</p> <p><input type="checkbox"/> Other: _____</p> <p><input type="checkbox"/> Insufficient Data For Evaluation</p> <p><input checked="" type="checkbox"/> Unknown</p> </td> </tr> </table>		<p><input type="checkbox"/> Was Balloon</p> <p><input type="checkbox"/> Probably Balloon</p> <p><input type="checkbox"/> Possibly Balloon</p> <p><input type="checkbox"/> Was Aircraft</p> <p><input type="checkbox"/> Probably Aircraft</p> <p><input type="checkbox"/> Possibly Aircraft</p>	<p><input type="checkbox"/> Was Astronomical</p> <p><input type="checkbox"/> Probably Astronomical</p> <p><input type="checkbox"/> Possibly Astronomical</p> <p><input type="checkbox"/> Other: _____</p> <p><input type="checkbox"/> Insufficient Data For Evaluation</p> <p><input checked="" type="checkbox"/> Unknown</p>
<p><input type="checkbox"/> Was Balloon</p> <p><input type="checkbox"/> Probably Balloon</p> <p><input type="checkbox"/> Possibly Balloon</p> <p><input type="checkbox"/> Was Aircraft</p> <p><input type="checkbox"/> Probably Aircraft</p> <p><input type="checkbox"/> Possibly Aircraft</p>	<p><input type="checkbox"/> Was Astronomical</p> <p><input type="checkbox"/> Probably Astronomical</p> <p><input type="checkbox"/> Possibly Astronomical</p> <p><input type="checkbox"/> Other: _____</p> <p><input type="checkbox"/> Insufficient Data For Evaluation</p> <p><input checked="" type="checkbox"/> Unknown</p>		
<p>24. COMMENTS:</p>          			



PROJECT 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION	2. TIME OF OBSERVATION	3. STATION OBSERVING
------------------------	------------------------	----------------------

4. WINDS ALOFT:					
ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0			25,000		
1,000			30,000		
2,000			35,000		
3,000			40,000		
4,000			45,000		
5,000			50,000		
6,000			55,000		
7,000			60,000		
8,000			65,000		
9,000			70,000		
10,000			75,000		
12,000			80,000		
14,000			85,000		
16,000			90,000		
18,000			95,000		
20,000			100,000		

5. WAS AN INVERSION LAYER NOTED?  Yes  No  
 (If yes, at what altitude? \_\_\_\_\_)

6. WERE ANY THUNDERSTORMS NOTED IN AREA?  Yes  No  
 (If yes, at what quadrant? \_\_\_\_\_)

7. CLOUD COVER:

_____ tenths at _____ feet.	_____ tenths at _____ feet.
_____ tenths at _____ feet.	_____ tenths at _____ feet.

8. VISIBILITY WAS  
CAVVU - MILES.

9. COMMENTS:

Temp. at 20,000 ft. - 15°C.  
 Slight ground haze.