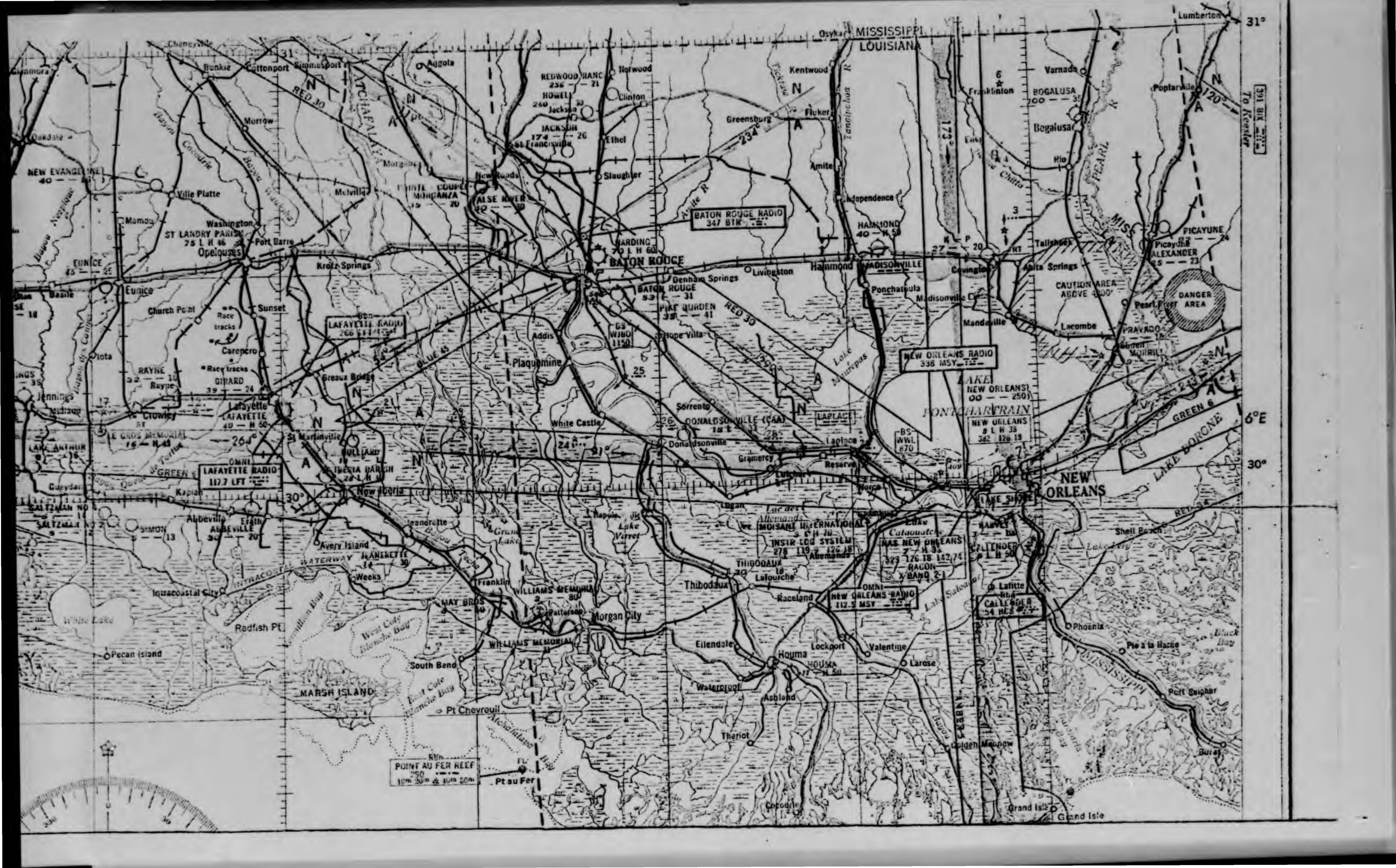


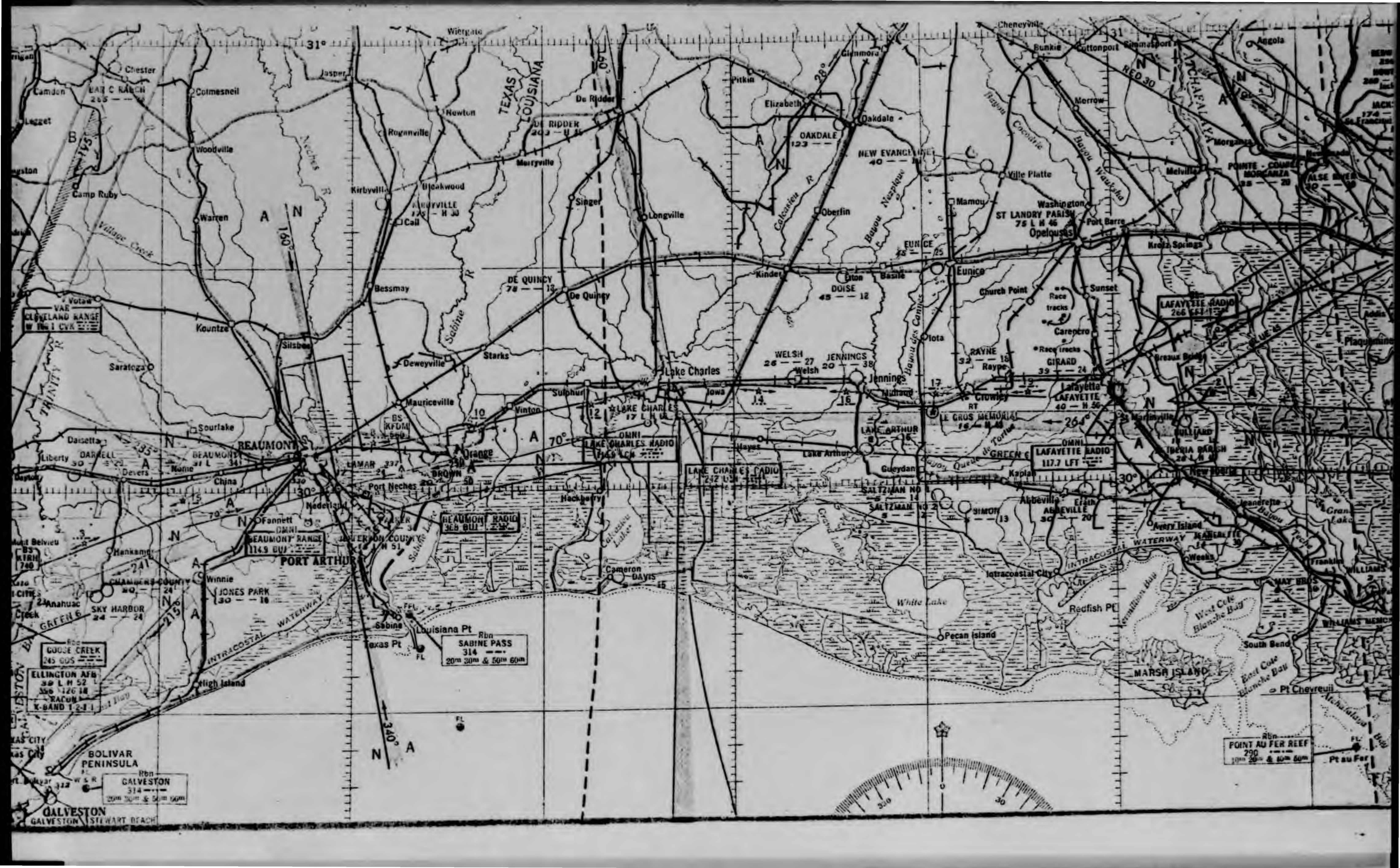
PROJECT 10073 RECORD CARD

1. DATE 6 Dec 52	2. LOCATION 28°N 92°W Off Coast of La.	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 type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input checked="" type="checkbox"/> Other: Radar BNA <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
3. DATE-TIME GROUP Local 6/2325CST GMT 7/0525Z	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input checked="" type="checkbox"/> Air-Intercept Radar	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE AF a/c crew	
7. LENGTH OF OBSERVATION 10 min	8. NUMBER OF OBJECTS one	9. COURSE
10. BRIEF SUMMARY OF SIGHTING Bluish white flashes of light seen. Radar scope of a/c detected 25 targets in period of 10 min. Object were est to be 25 miles from a/c at 18,000' moving on approx 120° heading moving very fast in a straight line. No interception was attempted by a/c.		11. COMMENTS See Radar Analysis









VAE  
CLEVELAND RANGE  
W 161 CVK

BS  
MTRH  
740

GOOSE CREEK  
245 GOS

ELLINGTON AFB  
39 L H 52  
356 126 18  
RACON  
X-BAND 1 2-1

BOLIVAR PENINSULA  
Rbn  
GALVESTON  
314  
20m 30m & 50m 60m

GALVESTON  
GALVESTON STEWART BEACH

BEAUMONT RADIO  
1149 BU

BEAUMONT RADIO  
365 BU

Rbn  
SABINE PASS  
314  
20m 30m & 50m 60m

LAKE CHARLES RADIO  
17 L H

LAKE CHARLES RADIO  
242 US

LAKE CHARLES RADIO  
242 US

OMNI  
LAFAYETTE RADIO  
117.7 LFT

LAFAYETTE RADIO  
266 E

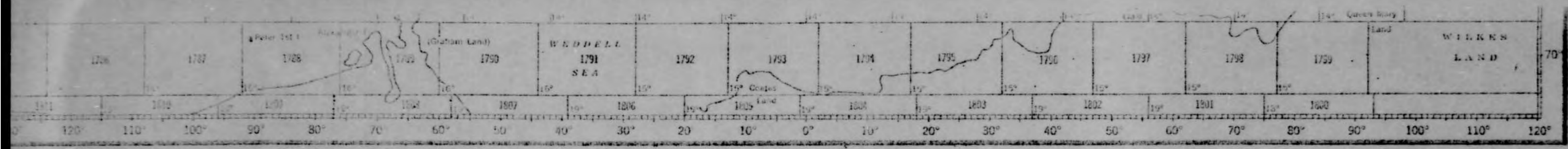
Rbn  
POINT AU FER REEF  
290  
10m 30m & 40m 60m











### DRAINAGE FEATURES

SHORE LINE (RELIABLE & UNRELIABLE)		RIVERS & LAKE (NON-PERENNIAL)	
MUD & TIDAL FLATS		RIVERS & STREAMS (UNSURVEYED)	
CORAL REEFS & LEDGES		RAPIDS & FALLS	
SHOALS & SAND BARS		WASH (BLUE AND BROWN)	
CHARTED ROCK		CANAL TUNNEL ABANDONED CANAL CANAL	
DANGER LINE		DRY LAKE BED	
RIVERS & LAKE (PERENNIAL)			

	SALT LAKE
	GLACIER
	SALT PANS (EVAPORATOR)
	RICE FIELD
	SWAMP
	SPRING WELL
	WATER HOLE
	RESERVOIR

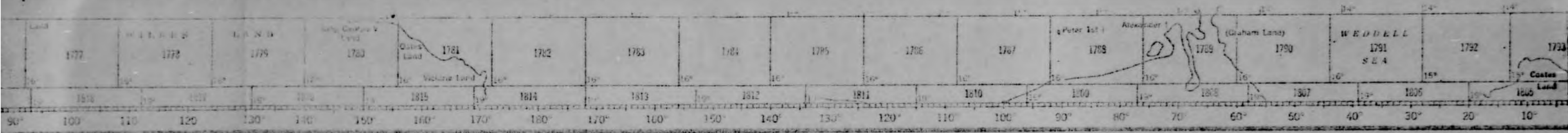
### RELIEF FEATURES

	CONTOURS		SAND DUNES
	APPROXIMATE CONTOURS		SAND AREA
	HACHURES		GRAVEL
	BLUFF, CLIFF, OR ESCARPMENT		LEVEE OR ESKER
	LAVA FLOW		SPOT ELEVATION (IN FEET)
			HIGHEST ELEVATION ON CHART (IN FEET)

### CULTURAL FEATURES

		COAST GUARD STATION		RAILROAD (SINGLE TRACK)
LARGE CITY		RANGER STATION		RAILROAD (MULTIPLE TRACKS)
CITY		OIL TANKS		RAILROAD (ABANDONED)
TOWN OR VILLAGE		OIL FIELD		BRIDGE (RAILROAD)
PROMINENT LANDMARK (WITH APPROPRIATE NOTE)		BOUNDARY (INTERNATIONAL)		TUNNEL (RAILROAD)
MINE		BOUNDARY (STATE)		HIGHWAY (SUPERHIGHWAY)
LOOKOUT TOWER		PIPE LINE		HIGHWAY (MAIN ROUTE)
RACE TRACK		DAM		HIGHWAY (SECONDARY ROUTE)
		TELEGRAPH OR TELEPHONE LINE		TRAIL
				BRIDGE (HIGHWAY)
				TUNNEL (HIGHWAY)





# WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

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Obsolete Charts: Aeronautical charts rendered obsolete-for-air by a revised edition, when not practicable to correct for conformity with current provisions of AR 380-5, are to be salvaged if feasible, or else destroyed. Disposition by salvage or destruction is to be made in accordance with provisions of AR 380-5.

## DRAINAGE FEATURES

	SHORE LINE (RELIABLE & UNRELIABLE)		RIVERS & LAKE (NON-PERENNIAL)		SALT LAKE
	MUD & TIDAL FLATS		RIVERS & STREAMS (UNSURVEYED)		GLACIER
	CORAL REEFS & LEDGES		RAPIDS & FALLS		SALT PANS (EVAPORATOR)
	SHOALS & SAND BARS		WASH (BLUE AND BROWN)		RICE FIELD
	CHARTED ROCK		CANAL TUNNEL		SWAMP
	DANGER LINE		ABANDONED CANAL		SPRING WELL
	RIVERS & LAKE (PERENNIAL)		DRY LAKE BED		WATER HOLE
					RESERVOIR

## CULTURAL FEATURES

	LARGE CITY		COAST GUARD STATION
	CITY		RANGER STATION
	TOWN OR VILLAGE		OIL TANKS
	PROMINENT LANDMARK (WITH APPROPRIATE NOTE)		OIL FIELD
	MINE		BOUNDARY (INTERNATIONAL)
	LOOKOUT TOWER		BOUNDARY (STATE)
	RACE TRACK		PIPE LINE
			DAM
			TELEGRAPH OR TELEPHONE



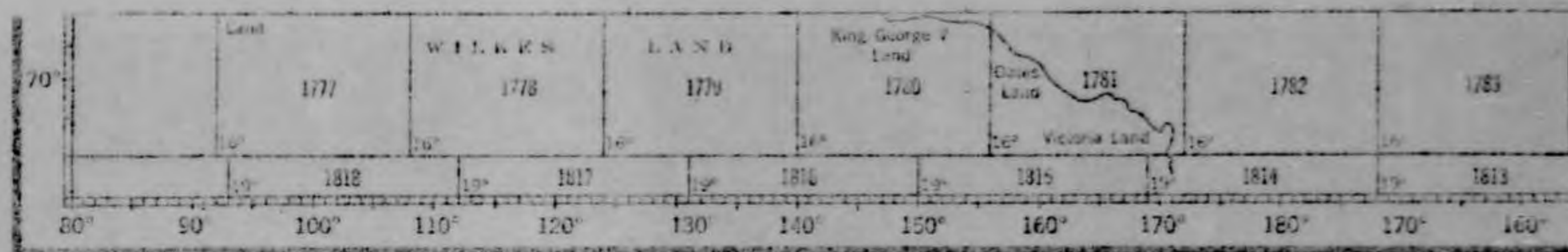
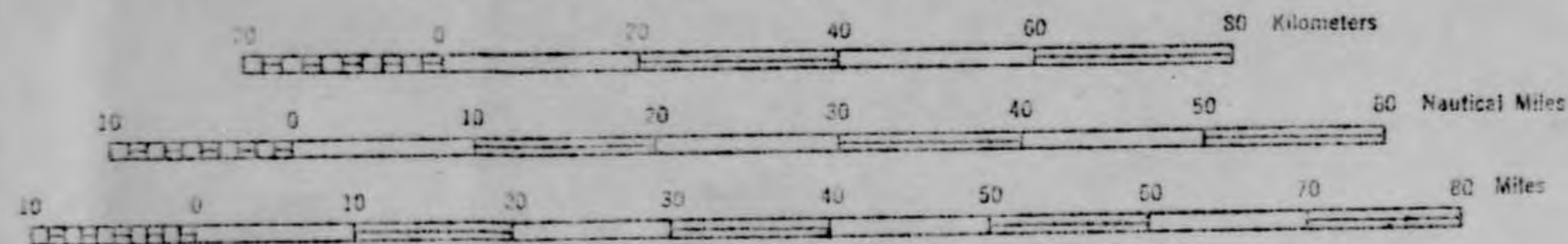
VHF FOUR-COURSE VISUAL-AURAL RANGE



MISCELLANEOUS

MOORING MAST		VISUAL GROUND SIGN		<b>M</b>
DIRIGIBLE BASE		TOWN HAVING VISUAL GROUND SIGN		<b>HOUSTON</b>
OCEAN STATION VESSEL (NORMAL POSITION)		PROMINENT TRANSMISSION LINE		
LIGHTED OBSTRUCTION		ISOGONIC LINE OR ISOGONAL		<b>24°E</b>
OBSTRUCTION (NUMERALS IN ITALICS INDICATE ELEVATION ABOVE SEA LEVEL OF TOP. WHERE REQUIRED, HEIGHTS ABOVE GROUND SHALL BE ADDED IN UPRIGHT TYPE WITHIN PARENTHESES).				<b>1108</b> <b>Δ</b> <b>(259)</b>
CIVIL AIRWAY-LIMIT OF		<b>AMBER 2</b> (TRAFFIC CONTROLLED) (TRAFFIC UNCONTROLLED)		
PROHIBITED AREA				
DANGER OR RESTRICTED AREA				
CAUTION AREA				
HIGH EXPLOSIVES AREA (MARKED)		HIGH EXPLOSIVES AREA (UNMARKED)		<b>5</b>
INTERNATIONAL BOUNDARY CLOSED TO PASSAGE OF AIRCRAFT EXCEPT THROUGH AIR CORRIDOR				

Scale 1:1,000,000 or 1 inch = 15.8 miles



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10 DEC 1952 22 48 Z

*1. Area  
2. Area  
3. Files*

*ATIC*

*NR*

WPG195E  
YBB171  
WYC199

WDA226

NR 5

JWFBL 8719

PP JEPHQ JEDWP JEDEN JEDST 444

DE JWFBL 836

P 182155Z 2NJ

FM CG RANDOLPH AFB TEX

TO JEPHQ/DIR OF INTEL HQ USAF

JEDWP/ATIC WRIGHT PATTERSON AFB DAYTON OHIO

JEDEN/CG ENT AFB COLORADO SPRINGS COLO

JEDST/CG HQ ATRC SCOTT AFB ILL

~~XXXXXXXXXX~~ G1053SE/ATTN: ATIAA-2C/ ATTN: D/I DCS/O/FLYORPT

IS REPT ON SIGHTING OF UNIDENTIFIED AERIAL OBJ IAW AFL 203-5. ITEM ONE: DESCRIPTION: VISUAL: BLUISH WHITE FLASHES OF LIGHT SEEN AT TIME AND IN DIRECTION INDICATED BY RADAR SIGHTING, UNDETERMINED TRACK, SHAPE, OR SOLIDITY: RADAR: SEEN ON SCOPE 25 TIMES IN PERIOD OF TEN MIN, ESTIMATED TO BE ABOUT 25 MILES FROM A/C, AT 18,000 FT, MOVING IN APPROX 120 DEGREE HEADING AT 5240-9900 MPH IN A STRAIGHT LINE.

ITEM TWO: OBJ OBSRVD AT 2325 HRS CST, 6 DEC 52: LGTH OF OBSRVN: VISUAL: SPLIT SECOND FLASHED: RADAR: 25 SIGHTINGS IN TEN MIN. ITEM THREE: OBJ OBSRVD FROM A/C. ITEM FOUR: OBSRVD FROM 28 DEGREES 17 MIN NORTH, 92 DEGREES 4 MIN WEST OVER GULF OF MEXICO: HEADING OF A/C 315 DEGREES NORTHWEST. ITEM FIVE: IDENTIFYING INFO OF OBSVRS: SIGNED BY SIX MEMBERS OF CREW, 2 VISUAL, 5 BY RADAR: 1ST LT NORMAN KARAS, VO: 1ST LT WM HAWKINS, JR, INST NAV: W/SGT B. R. PERCELL, APT: S/SGT WM J. DEBOUSE, GUNNER: 2ND LT ROBERT J ECKERT, NV: S/SGT H. D. SHOEGREN, RO., ALMOST ALL HAVE LONG TERMS OF SERVICE AND MUCH EXPERIENCE AND FLYING TIME. ITEM SIX: NO WIND, CLEAR, DRY, CAVU. ITEM SEVEN: NO KNOWN MET OR OTHER COMES WOULD ACCOUNT FOR RPT. ITEM EIGHT: NO FRAGMENTS OR PHOTOS EXIST. ITEM NINE: NO INTCP OR IDENTIFICATION ACTION TAKEN BY THIS HQS. ITEM TEN: LOCATION OF TRAF IN AREA UNDETERMINED.

18/2150Z DMC JWFBL

*Altitude of obj ?  
1. but ...  
2. ...  
3. ...*

*Good report!*

*cyf!*



\*\*\*\*\*08  
DEC. 6, 1952 GULF OF MEXICO (KEYHOE-1953 P 161) 5 WITNESSES00

AT 5.24 A.M. A B-29 BOMBER, PILOTED BY CAPTAIN JOHN HARTER, WAS 190 MILES 01  
FROM GALVESTON AND ABOUT 100 MILES SOUTH OF THE LOUISIANA COAST. THE B-29, 02  
CRUISING IN BRIGHT MOONLIGHT AT 18,000 FEET, WAS RETURNING TO ITS BASE IN 03  
TEXAS. A MINUTE BEFORE, HARTER HAD CALLED THE RADAR OFFICER, LIEUTENANT SID 04  
COLEMAN, AND ASKED HIM TO TURN ON THE SET, SO HE COULD CHECK THE COASTLINE ON 05  
THE AUXILIARY SCOPE IN THE COCKPIT. 06

AT 5.25, BACK IN THE SHIP, COLEMAN WAS WATCHING THE MAIN RADARSCOPE TO SEE 07  
IF THE COAST SHOWED UP. SUDDENLY THE BLIP OF SOME UNKNOWN OBJECT APPEARED AT 08  
ONE EDGE OF THE SCREEN. WHEN THE SWEEP MADE ITS NEXT REVOLUTION, COLEMAN 09  
JUMPED. 10

IN THAT BRIEF MOMENT THE UNKNOWN OBJECT HAD GONE 13 MILES. 11  
A THIRD BLIP LEAPED ONTO THE SCOPE AS THE ONCOMING OBJECT STREAKED TOWARD 12  
THE B-29. FOR AN INSTANT IT SEEMED THEY WOULD MEET HEAD-ON. THEN COLEMAN SAW 13  
THEIR PATHS WERE DIVERGING. HE SNATCHED UP HIS STOP-WATCH, YELLED FOR THE 14  
FLIGHT ENGINEER. 15

\*BAILEY. HELP ME TRACK THIS THING.\* 16

BEFORE THE BLIPS FADED, COLEMAN AND THE STAFF SERGEANT SWIFTLY COMPUTED THE 17  
UNKNOWN-S SPEED. 18

IT WAS 5,240 MILES AN HOUR. 19

THE TWO MEN GAPED AT EACH OTHER, THEN COLEMAN GRABBED HIS INTERCOM MIKE AND 20  
CALLED THE PILOT. 21

\*CAPTAIN -- CHECK YOUR SCOPE. WE JUST CLOCKED AN UNKNOWN AT OVER 5,000.\* 22

\*THAT-S IMPOSSIBLE,\* SNAPPED HARTER. \*RECALIBRATE THE SET.\* 23

AS COLEMAN HURRIEDLY WENT TO WORK, MASTER SERGEANT BAILEY BENT OVER THE 24  
SCOPE. 25

\*THERE-S ANOTHER ONE -- TWO OF THEM,\* HE EXCLAIMED. 26

A SECOND LATER LIEUTENANT CASSIDY, THE NAVIGATOR, CUT IN ON THE INTERCOM. 27

\*I-VE GOT -EM ON MY SCOPE, TOO\* HE SAID TAUTLY. 28

BY THE TIME COLEMAN FINISHED RECALIBRATING, THE BLIPS OF FOUR UFO-S WERE 29  
RACING ACROSS HIS SCREEN. ABRUPTLY, HARTER-S CRISP VOICE CAME THROUGH THE 30  
INTERCOM. 31

\*I-VER GOT FOUR UNKNOWNNS AT 12 O-CLOCK (DEAD AHEAD). WHAT DO YOU SHOW.\* 32

\*THEY-RE ON ALL THREE SCOPES,\* SAID COLEMAN. \*I-VE RECALIBRATED -- IT-S NO 33  
MALFUNCTION.\* 34

UP IN THE COCKPIT, HARTER INCREDULOUSLY WATCHED THE SWIFT-MOVING BLIPS 35  
CROSS HIS GLASS. AS ONE APPROACHED ON THE RIGHT, HE CALLED OUT A HASTY ALERT. 36

\*UNKNOWN AT 3 O-CLOCK.\* 37

BACK IN THE B-29, BAILEY SPRANG TO THE RIGHT WAIST BLISTER AND PEERED OUT 38  
INTO THE NIGHT. ASTONISHED, HE SAW A BLUE-LIT OBJECT STREAK FROM FRONT TO 39  
REAR. MOVING SO FAST IT WAS ONLY A BLUE-WHITE BLUR, THE OBJECT VANISHED UNDER 40  
THE BOMBER-S WING. 41

THE STRANGE OBJECT HAD HARDLY DISAPPEARED WHEN ANOTHER GROUP OF BLIPS CAME 42  
ONTO ALL THREE SCOPES. LIKE THE OTHER OBJECTS, THE NEW GROUP WAS MAKING OVER 43  
5,000 MILES AN HOUR. TO MAKE IT WORSE, THEY WERE ALL COMING FROM ALMOST DEAD 44  
AHEAD. THOUGH THEIR COURSE STILL DIVERGED ENOUGH TO MISS THE BOMBER BY MILES, 45  
THE SLIGHTEST CHANGE MIGHT PUT THE CREW IN INSTANT PERIL. AT THOSE TERRIFIC 46  
SPEEDS THEY WOULDN-T HAVE A PRAYER, AND EVERY MAN ABOARD KNEW IT. 47

SIX MINUTES AFTER THE FIRST SIGHTING, THERE WAS A SUDDEN LULL. AS THE 48  
SCOPES CLEARED, COLEMAN DREW A LONG BREATH. APPARENTLY THE NIGHTMARE WAS 49  
OVER. 50

A MINUTE PASSED. THE TENSE AIRMEN WERE SLOWLY BEGINNING TO RELAX WHEN A 51  
THIRD GROUP OF BLIPS FLASHED ONTO THE SCOPES. COLEMAN SEIZED HIS STOP-WATCH, 52  
SWIFTLY CALLED OFF THE TIMES AND DISTANCES. BAILEY FIGURED THE SPEEDS, GRIMLY 53  
NODDED. 54

\*SAME AS BEFORE,\* HE MUTTERED. 55

THE RADAR OFFICER BENT OVER THE SCREEN. TWO OF THE UFO-S WERE ROCKETING BY 56  
ON THE RIGHT. 57

\*UNKNOWNNS AT FOUR O-CLOCK,\* HE BAWLED INTO THE MIKE. 58

STAFF SERGEANT FERRIS BEAT BAILEY TO THE WAIST BLISTER. OPEN-MOUTHED, HE 59  
WATCHED TWO OBJECTS STREAK BY -- MERE BLURS OF BLUE-WHITE LIGHT. 60

UP IN THE COCKPIT, HARTER-S EYES WERE GLUED TO THE AUXILIARY SCOPE. FORTY 61  
MILES AWAY, FIVE OF THE OBJECTS WERE RACING BEHIND THE BOMBER, CUTTING ACROSS 62  
ITS COURSE. 63

SUDDENLY THE OBJECTS SWERVED, HEADING STRAIGHT FOR THE B-29. HARTER FROZE, 64  
AT THEIR TERRIFIC SPEED THEY WOULD CLOSE THE GAP IN THREE SECONDS. 65

BUT BEFORE HE COULD MOVE THE CONTROLS, AN INCREDIBLE THING HAPPENED. 66  
ABRUPTLY THE ONRUSHING UFO-S SLOWED TO THE BOMBER-S SPEED. FOR TEN SECONDS 67  
THEY KEPT PACE BEHIND IT, WHILE THE PILOT HELD HIS BREATH. 68

THEN, SWIFTLY PICKING UP SPEED, THE UNKNOWN OBJECTS PULLED OFF TO ONE SIDE. 69  
AT THE SAME MOMENT HARTER CAUGHT SIGHT OF A HUGE BLIP -- A HALF-INCH SPOT ON 70  
THE SCOPE. AMAZED, HE SAW THE MOST FANTASTIC THING OF ALL. 71

STILL MOVING AT OVER 5,000 MILES AN HOUR, THE SMALLER OBJECTS MERGED WITH 72  
THE LARGER OBJECT. INSTANTLY, THE HUGE BLIP BEGAN TO ACCELERATE. MOVING SO 73  
FAST THAT HARTER SAT STUNNED, IT FLASHED ACROSS HIS SCOPE AND WAS GONE. 74

A FEW MOMENTS LATER COLEMAN-S AWED VOICE CAME THROUGH THE INTERCOM. 75

\*CAPTAIN, DID YOU SEE THAT.\* 76

\*YES -- I SAW IT,\* SAID HARTER. 77

\*WE CLOCKED IT,\* SAID COLEMAN. \*YOU WON-T BELIEVE THIS -- IT WAS MAKING 78



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\*YES -- I SAW IT,\* SAID HARTER. 77

\*WE CLOCKED IT,\* SAID COLEMAN. \*YOU WON-T BELIEVE THIS -- IT WAS MAKING 78  
OVER 9,000 MILES AN HOUR.\* 79

\*I BELIEVE IT, ALL RIGHT,\* HARTER SAID GRIMLY. \*THAT-S JUST WHAT I 80  
FIGURED.\* 81

FOR THE REST OF THE WAY, HE KEPT THE CREW ON ALERT, BUT NO MORE UFO 82  
APPEARED. 83

CAPTAIN HARTER HAD RADIOED AHEAD, AND INTELLIGENCE OFFICERS WERE WAITING 84  
WHEN THEY LANDED. OVER AND OVER THE AIRMEN WERE INTERROGATED, SEPARATELY AND 85

TOGETHER. NOTHING WOULD CHANGE THEIR STORY, AND STATEMENTS IN THE REPORT 86  
SHOWED THEIR FIRM CONVICTION. 87

CAPTAIN HARTER. \*ONE GROUP OF BLIPS WAS NOTED AFTER THE SET WAS 88  
CALIBRATED, TO ARC ABOUT AND SWING IN BEHIND US AT ABOUT 30 MILES, AND 89  
MAINTAIN SPEED AND DISTANCE FOR APPROXIMATELY TEN SECONDS... CONTACT WAS 90  
BROKEN OFF AT 0535, AFTER A GROUP OF THE BLIPS MERGED INTO A ONE-HALF-INCH ARC 91  
AND PROCEEDED ACROSS THE SCOPE AND OFF IT AT A COMPUTED SPEED OF OVER 9,000 92  
M.P.H.\* 93

LIEUTENANT COLEMAN. \*I NOTICED ONE UFO APPROACH OUR AIRCRAFT AT A TERRIFIC 94  
RATE OF SPEED. I TIMED IT AS BEST I COULD WITH A STOP-WATCH OVER A KNOWN 95  
DISTANCE AND THE FLIGHT ENGINEER COMPUTED THE SPEED AT 5,240 M.P.H. I ALERTED 96  
THE ENTIRE CREW TO LOOK FOR THE OBJECTS VISUALLY, AND FLASHES OF LIGHT WERE 97  
NOTED. THE CLOSEST THE OBJECTS CAME WAS APPROXIMATELY 20 MILES. I SAW ABOUT 98  
20 OBJECTS IN ALL... I RECALIBRATED THE SET AND THERE WAS NO CHANGE. 99

\*THE OBJECTS WERE SMALL AND POSSIBLY ROUND, WITH THE EXCEPTION OF ONE VERY 00  
LARGE RETURN SHAPED AS FOLLOWS, ONE-HALF-INCH CURVED ARC. I ALSO NOTICED A 01  
LARGE RETURN COME UP TO WITHIN 40 MILES OF OUR TAIL FROM BEHIND AND THEN 02  
DISAPPEAR. TO THE BEST OF MY KNOWLEDGE, I BELIEVE THAT THIS OBJECT WAS REAL 03  
AND MOVED AT AN EXTREMELY HIGH SPEED AND WAS NOT A SET MALFUNCTION OR OPTICAL 04  
ILLUSION.\* 05

MASTER SERGEANT BAILEY. \*THE RADAR OPERATOR CLOCKED THE OBJECT (THE FIRST 06  
ONE SEEN) AND I COMPUTED THE AIR SPEED OF THE OBJECT TO AVERAGE 5,240 M.P.H. 07  
TWICE DURING THE PERIOD, THE RADAR OPERATOR REPORTED AN OBJECT TO BE PASSING 08  
AT 3 O-CLOCK. UPON LOOKING OUT THE WINDOW, I SAW A BLUE-WHITE STREAK TRAVEL 09  
FRONT TO REAR AND DISAPPEAR UNDER THE WING.\* 10

STAFF SERGEANT FERRIS. \*AFTER THE RADAR OPERATOR REPORTED OBJECTS 11  
APPROACHING AT 4 O-CLOCK, I IMMEDIATELY LOOKED IN THAT POSITION AND SAW TWO 12  
OBJECTS APPROACHING AT 4 O-CLOCK. I IMMEDIATELY LOOKED IN THAT POSITION AND SAW TWO 13



Another strange sighting occurred over the Gulf of Mexico as a B-29 bomber was returning to its base in Texas. It was just before dawn on December 6, 1952, less than 48 hours after Lieutenant Fogle's near collision at Laredo, Texas.

Approaching the end of a night practice flight to Florida, the B-29 was cruising in bright moonlight at 18,000 feet. At 5:24 a.m., the big bomber, piloted by Capt. John Harter, was 180 miles from Galveston and about 100 miles south of the Louisiana coast. A minute before, Harter had called the radar officer, Lt. Sid Coleman, and asked him to turn on the set, so he could check the coastline on the auxiliary scope in the cockpit.

At 5:25, Coleman was watching the main radarscope. The blip of some unknown object appeared at one edge of the screen. When the sweep made its next revolution,

Coleman jumped. In that brief moment, the unknown craft had gone 15 miles!

Another blip leaped onto the scope as the oncoming object streaked toward the B-29. For an instant, it seemed that they would meet head-on. Then Coleman saw their paths were diverging. He yelled for the flight engineer: "Help me track this thing!"

Before the blips faded, Coleman and the staff sergeant swiftly computed the unknown's speed. It was 5,240 miles an hour.

"That's impossible," snapped Harter. "Recalibrate the set."

By the time Coleman finished recalibrating, the blips of four UFO's were racing across his screen. "They're on all three scopes," said Coleman. "I've recalibrated. It's no malfunction."

Master Sergeant Bailey leaped to the right waist blister and

peered out into the night. He saw a blue-lit object streak from front to rear. Moving so fast it was only a blue-white blur, the saucer vanished under the bomber's wing. The strange machine had hardly disappeared when another group of blips came into all three scopes. Like the other machines, the new group was making over 5,000 miles an hour. To make it worse, they were all coming from almost dead ahead. Though their course still diverged enough to miss the bomber by miles, the slightest change might have put the crew in instant peril. At those terrific speeds, they wouldn't have a prayer, and every man aboard knew it.

Six minutes after the first sighting, there was a sudden lull. The

tense airmen were beginning to relax when a third group of blips flashed onto the scopes. The radar officer bent over the screen. Two of the UFO's were rocketing by on the right. "Unknowns at four o'clock," he howled.

Staff Sergeant Ferris beat Bailey to the blister. He watched two machines streak by, mere blurs of blue-white light. Up in the cockpit, Harter's eyes were glued to the auxiliary scope. Forty miles away, five of the saucers were racing behind the bomber. Suddenly, the saucers swerved, headed straight for the B-29. Before Harter could move the controls, an incredible thing happened. The onrushing UFO's slowed to the bomber's speed. For 10 seconds, they kept pace. Then, swiftly picking up speed, the unknown machines pulled off to one side. At the same moment, Harter caught sight of a

huge blip—a half-inch spot on the scope. Amazed, he saw the most fantastic thing of all.

Still moving at more than 5,000 miles an hour, the smaller craft merged with the large machine. Instantly, the huge blip began to accelerate. It flashed across Harter's scope and was gone.

The meaning of what they had seen was inescapable. The discs had been launched from a huge mother ship for some type of reconnaissance mission. After the B-29 was sighted, one group had been diverted for a brief observation. Then, flying at 5,000 mph, they had been taken back aboard the mother ship. It was almost unbelievable. But the radar set had been working perfectly, and the visual confirmation, as Bailey and Ferris saw the machines flash by, was final, absolute proof. Three separate times, saucers had been seen exactly where the three radarscopes showed them.

#### Checking Coastline Returns

The ATIC summary, written by the pilot, follows:

"On the return leg from Florida to Galveston, Texas, training mission, natural-gas burnings from oil refineries on the Louisiana coast were noted. To check student navigator's celestial, I requested the student radar to turn on the scope, which had been off from 30 miles W of Tampa, and see if he could pick up the coast there on the 100-mile range. After the set was on for a sufficient time to warm up, I was given permission to turn up the brilliance on the aux. scope, and both student and I checked for coastline returns and found none. At this time, the set had not been calibrated. My attention then was attracted from the scope for a period of time. At 0525 CST, radar called for my attention to the scope, and I first noted small bright blips returns, approximately 4, with no specific grouping such as a radar beacon transmits. Azimuth stabilization was on. As the sweep rotated one revolution, the blips moved SE across the scope, more than one range marker.

"Radar stated at that time he had 50-mile range on, indicating a movement of 12-14 miles. With each successive revolution, the blips continued SE to a point 15-20 miles from the ship at a bearing of 70 deg. and then out of the scope. At 150 deg., radar gave the instructor flight engineer the time and distance, which was computed as over 5,000 mph. These groupings of blips occurred for about 5 minutes and speeds were recomputed. During this period, student navigator and instructor radio viewed the aux. scope and confirmed my observations. At this time, I called for radar to calibrate his set to eliminate any possibility of malfunction. He did this speedily, and when he scanned the scope once more, the blips reappeared moving SE across the scope. I called off two separate blips track and position

in relation to the aircraft by the clock system over interphone of the ship, and as they passed at 3 o'clock, the instructor engineer visibly saw a blue-bright white flame go from front to rear under our wing. Contact was broken off at 0535 after a group of the blips merged into a 1/2-inch curved arc about 30 miles from our aircraft at 320 deg. and proceeded across the scope and off it at a computed speed of over 9,000 mph. At all times during the contact, the aircraft was level and stable, the weather was clear, not a cloud in the sky, and visibility was excellent. There was a full moon, giving excellent water reflection. The aircraft was flying long-range cruise at the time. Radar checked the blips at all scan tilt angles full up and down and didn't lose the blips until the scanning antenna was pointed down. One group of blips after the scope was calibrated were noted, after moving from 330 deg. to 150 deg. across the scope, to arc about and swing in behind us at approximately 30 miles and maintain speed and distance for approximately 10 seconds and then disappear."

#### A Cluster of Lights

The ATIC comment was: "All possibilities were checked for known aerial phenomena. The conclusion was: 'Unknown.'"



SAFOI-3d' ol Tacker/mhb/72291

14 March 1961

I ask these questions: Q. Dec. 6, 1952; what conclusion in the Gulf of Mexico case, where three groups of UFO's were seen and radar-tracked by the crew of an B-29 bomber, and a very large object was tracked at over 9,000 m.p.h. after one group of UFO's had merged with it? as follows:

a. The object which was tracked by radar 6 December 1952 is carried as unidentified in the Aerospace Technical Intelligence Center files.



**PROJECT 10073 WORKSHEET**

**I. GENERAL**

<b>1. DATE</b> <i>6 Dec. 1952</i>	<b>2. LOCATION</b> <i>Gulf of Mexico</i>	<b>3. TIME</b> Local: <i>2325G</i> Zebra: <i>0525</i>
<b>4. WAS OBJECT OBSERVED FROM THE GROUND?</b>		
<input type="checkbox"/> Yes <input type="checkbox"/> Naked Eye <input type="checkbox"/> Binoculars <input type="checkbox"/> Telescope <input type="checkbox"/> Theodolite		<input checked="" type="checkbox"/> No
<b>5. WAS OBJECT OBSERVED BY GROUND RADAR?</b>		
<input type="checkbox"/> Yes <input type="checkbox"/> By One Set <input type="checkbox"/> By Two Sets <input type="checkbox"/> By Three Sets		<input checked="" type="checkbox"/> No
<b>6. WAS OBJECT OBSERVED FROM THE AIR?</b>		
<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> A/C Observed Object <input type="checkbox"/> Interception Attempted <input type="checkbox"/> No Intercept Attempted		<input type="checkbox"/> No
<b>7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT?</b>		
<input type="checkbox"/> Yes <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		<input checked="" type="checkbox"/> No
<b>8. DID OBJECT CHANGE DIRECTION AT ANY TIME?</b>		
<input type="checkbox"/> Yes <input type="checkbox"/> Normal <input type="checkbox"/> Violent		<input checked="" type="checkbox"/> No
<b>9. IF OBJECT WAS A "LIGHT", WAS IT:</b>		
<input checked="" type="checkbox"/> Blinking <input type="checkbox"/> Steady		
<b>10. LENGTH OF TIME IN SIGHT:</b>		
<input type="checkbox"/> 1-15 Seconds <input type="checkbox"/> 1-5 Minutes <input checked="" type="checkbox"/> Over 10 Minutes		
<b>11. REPORTING AGENCY (Unit Number and Mailing Address)</b>		
<i>C. G. Randolph AFB, Tex.</i>		

**II. ASTRONOMICAL DATA**

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

**III. AIRCRAFT DATA**

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



IV. BALLOON DATA

21. WERE BALLOONS RELEASED IN AREA?  Yes  No

22. TIME SINCE SCHEDULED BALLOON RELEASE: \_\_\_\_\_ Minutes

23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:

	Location	Type	Launching Agency	Lighted?		Describe Lighting
				Yes	No	
a.						
b.						
c.						
d.						

(attach overlay)

V. EVALUATION

<p>21. EVALUATION OF SOURCE:</p> <p><input checked="" type="checkbox"/> Excellent  <input type="checkbox"/> Good  <input type="checkbox"/> Fair  <input type="checkbox"/> Poor  <input type="checkbox"/> Unreliable  <input type="checkbox"/> Extremely Doubtful  <input type="checkbox"/> Hoax</p>	<p>22. DETAILS OF REPORT:</p> <p><input type="checkbox"/> Good  <input type="checkbox"/> Fair  <input type="checkbox"/> Poor  <input type="checkbox"/> Insufficient to Evaluate</p>												
<p>23. FINAL EVALUATION:</p> <table> <tr> <td><input type="checkbox"/> Was Balloon</td> <td><input type="checkbox"/> Was Astronomical</td> </tr> <tr> <td><input type="checkbox"/> Probably Balloon</td> <td><input type="checkbox"/> Probably Astronomical</td> </tr> <tr> <td><input type="checkbox"/> Possibly Balloon</td> <td><input type="checkbox"/> Possibly Astronomical</td> </tr> <tr> <td><input type="checkbox"/> Was Aircraft</td> <td><input type="checkbox"/> Other: _____</td> </tr> <tr> <td><input type="checkbox"/> Probably Aircraft</td> <td><input type="checkbox"/> Insufficient Data For Evaluation</td> </tr> <tr> <td><input type="checkbox"/> Possibly Aircraft</td> <td><input checked="" type="checkbox"/> Unknown</td> </tr> </table>		<input type="checkbox"/> Was Balloon	<input type="checkbox"/> Was Astronomical	<input type="checkbox"/> Probably Balloon	<input type="checkbox"/> Probably Astronomical	<input type="checkbox"/> Possibly Balloon	<input type="checkbox"/> Possibly Astronomical	<input type="checkbox"/> Was Aircraft	<input type="checkbox"/> Other: _____	<input type="checkbox"/> Probably Aircraft	<input type="checkbox"/> Insufficient Data For Evaluation	<input type="checkbox"/> Possibly Aircraft	<input checked="" type="checkbox"/> Unknown
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<input type="checkbox"/> Was Aircraft	<input type="checkbox"/> Other: _____												
<input type="checkbox"/> Probably Aircraft	<input type="checkbox"/> Insufficient Data For Evaluation												
<input type="checkbox"/> Possibly Aircraft	<input checked="" type="checkbox"/> Unknown												
<p>24. COMMENTS:</p> <p><i>Further analysis and more information needed. Study insufficient info.</i></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 \_\_\_\_\_ MILES.

9. COMMENTS:

"No clouds, only CAVU"