

PROJECT 10073 RECORD CARD

4. DATE 8 Dec 52	2. LOCATION LADD AFB, ALASKA		<input checked="" type="checkbox"/> 12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local 8/2016 AST GMT 9/0616 Z	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE AF PILOT & RADAR OBS		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION 10 Minutes	8. NUMBER OF OBJECTS one	9. COURSE WSW	<input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input checked="" type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING <p>White oval shaped object (light) traveled at a noticeable speed on straight course on a 240° heading. Obj appeared to change from white to red as if atmosphere had something to do with it as it gained altitude. Obj then took up a 160° heading gaining speed until it appeared as falling star falling to the earth.</p>		11. COMMENTS <p>1. Too long for a meteor. 2. No a/c were reported in area.</p>	

characteristics. The color of the light seemed to change from white to red as if the atmosphere had an affect on it as it gained altitude. Object unidentifiable due to darkness of night, speed of object, and position of observer. Object not audable. When on ground, nothing of a motor, engine, or other propulsion nature was noticed. Temperature approximately -22° and noise could be (have been) heard at very long distance with no wind at that temperature. Upon landing, (Note: After F-94 landed) the object moved in an erratic flight path for a period of three minutes until it was pointed out again to the pilot and a ground crew members.(???) Then it took up a heading of 160° gaining speed until it looked like a falling star or meteor. Descending all the time, it continued to become a brighter red as it reached the earth. The light appeared to diminish its forward speed and descent to the earth as a helicopter would. At this point the light was noticeably more red than before. Time: 090616Z to 090626Z.

Weather conditions: Night, VFR CAVU.

5. Donald A. Dickman, 1st Lt USAF, pilot, Ship No. 49-2522; 1st Lt Thomas W. Davies, radar observer, Ship No. 49-2522.

Note: Due to conflicting statements in the original wire, the above comments have been added. Plotting the original given data showed some parts of the message were inaccurate.

ROUTING

JOINT MESSAGEFORM

MUNICATIONS CENTER NO.

TID-
7430141
UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIO

DATE-TIME GROUP 111900Z DEC 52		SEC [REDACTED]
PRECEDENCE FOR:	ACTION ROUTINE	INFORMATION
<input type="checkbox"/> BOOK MESSAGE	<input checked="" type="checkbox"/> ORIGINAL MESSAGE	
<input type="checkbox"/> MULTIPLE ADDRESS	CRYPTOPRECAUTION <input type="checkbox"/> YES <input type="checkbox"/> NO	
REFERS TO MESSAGE:		
IDENTIFICATION	CLASSIFICATION	

TO: CG Alaska, All Command Elements AFB ALASKA

INFO:

FROM: APOIN-ATIAA-12-5-B FOR DIRECTOR OF INTELLIGENCE

Reference CIVIS report message LFNOP 3-0370 from CG 5001st Composite Wing, Ladd AFB, referring to unidentified flying object sighted at 090616Z by F-94 crew at Ladd AFB. Request AF Form 112 be forwarded by air mail in compliance with Air Force letter 200-5. If no Form 112's are available, put in letter form. Following data should be included:

1. Sketch of flight path of F-94 and apparent flight path of the object on an aerial photo or large scale map. Also include apparent path of object as seen from the ground. Note significant points such as when object first seen, etc.
2. Detailed statements from all observers including angles of azimuth and elevation of object when first seen and when it disappeared, apparent size compared to known object held at arm's length, etc.

UNCLASSIFIED

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

SECURITY [REDACTED]	PAGE 2 OF 2 PAGES
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ATIAA-5 File

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIS

DATE-TIME GROUP 111930Z DEC 52		SECURITY CLASSIFICATION [REDACTED]
PRECEDENCE FOR:	ACTION	INFORMATION
<input type="checkbox"/> BOOK MESSAGE	<input type="checkbox"/> ORIGINAL MESSAGE	
<input type="checkbox"/> MULTIPLE ADDRESS	CRYPTOPRECAUTION <input type="checkbox"/> YES <input type="checkbox"/> NO	
REFERS TO MESSAGE:		
IDENTIFICATION	CLASSIFICATION	

TO:

INFO:

3. Did radar in area carry any unknown tracks or targets previous to, during, or after the sighting?
4. Although object apparently was not a balloon, request check be made of all weather stations within 40 mile radius that launch weather balloons. Were any balloons lost in the area or had all definite bursts been recorded on all previous flights?
5. Desired weather data are winds aloft, plot of temperature and moisture lapse rates if available.

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

COORDINATION:

AFIAA _____

ATIA _____

UNCLASSIFIED

SECURITY CLASSIFICATION [REDACTED]	PAGE 2 OF 2 PAGES
DRAFTER'S NAME (and signature, when required) CAPT E.J. RUPPELT/vs	RELEASING OFFICER'S SIGNATURE ROBERT S. [REDACTED], MAJOR, USAF
SYMBOL AFIAA-5	TELEPHONE 82365
OFFICIAL TITLE	AIR ADJUTANT GENERAL

DD FORM 173
1 OCT 49REPLACES NME FORM 173, 1 MAY 49
WHICH MAY BE USED.

16-55223-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED

COUNTRY Territory of Alaska	REPORT NO. IR 11-52	(LEAVE BLANK)
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AIR INTELLIGENCE INFORMATION REPORT

SUBJECT FLYCBRTS		
AREA REPORTED ON Alaska	FROM (Agency) Intelligence Directorate, AAG	
DATE OF REPORT 16 December 1952	DATE OF INFORMATION 9 and 11 December 1952	EVALUATION A-1
PREPARED BY (Officer) Capt. Charles W. Jeffries	SOURCE Reports from 5001st Composite Wing, Ladd Air Force Base, Alaska	

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 11A—Part II.)

8/2016 local

Unidentified flying object sighted 0616Z to 0626Z, 9 December 1952, at Ladd Air Force Base, Alaska. (See Inclosure No. 1 for full report.)

Unidentified flying object sighted 0417Z, 11 December 1952, at approximately 146°25'W-64°27'N. (See Inclosure No. 2 for full report.)

In separate file

Charles W. Jeffries
CHARLES W. JEFFRIES
Captain, USAF
Acting Chief, Air Intelligence Division

APPROVED: *Francis H. MacDuff*
FRANCIS H. MacDUFF
Colonel, USAF
Director of Intelligence

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

2 INCL.
2 ltrs w/ atchmts

DISTRIBUTION BY ORIGINATOR

D/I USAF (1)
D/I AFIC (1) ✓
ADG (1)

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.

UNCLASSIFIED

~~████████████████████~~
HEADQUARTERS

5001ST COMPOSITE WING, LADD AIR FORCE BASE
APO 731, c/o Postmaster, Seattle, Washington

UNCLASSIFIED

LF 003

DEC 12 1952

SUBJECT: Unidentified Flying Objects (FLYORRPT)

TO: Commanding General
Alaskan Air Command
Elmendorf Air Force Base
APO 642, U. S. Air Force
ATTN: AAOID

1. Reference is made to TWX, this headquarters, date-time-group 10/0225Z, Dec. 1952

2. The following summary is a synopsis of information obtained both by interrogation and by a statement made by the observers, which is attached as Inclosure No. 1.

(a) The object observed was a light appearing to be approximately the size of a landing light at a distance of one half to one mile away, distance decreasing at one point to 200 yards as indicated on inclosure No. 2. Light was much more intense and larger than a star. No filament core or directional beam were noticeable. The object was white at that point.

(b) Time of sighting was from 09/0616Z to 09/0626Z.

(c) The object was not observed by anything other than visual means. It was first observed by Lt. Davies, the Radar Operator, who called the pilots attention to it. Throughout the landing maneuvers, Lt. Davies kept it in sight, except during approach and during touchdown. Speed of the observing aircraft (an F-94A) varied from 250 MPH when the object was first sighted to nil when parked on the ramp. At time of original sighting, the aircraft was at an altitude of 2,000 ft.

(d) Observations were made at Ladd Air Force Base. For headings of aircraft and object, see map attached hereto as Inclosure No. 2. When first seen, the object was level with the aircraft and approximately 200 - 1000 yards distant from the aircraft. The object's altitude throughout its flight is estimated at approximately 2000 ft. and up.

DOWNGRADED AT 3 YEARS
DECLASSIFIED AFTER 12 1 1952

~~████████████████████~~
UNCLASSIFIED

Incl No 1

[REDACTED]

Ltr., Hq 5001st Comp Wg. LEWOP-3. SUBJ: Unidentified Flying
Objects (FLYGERPT) [REDACTED]

UNCLASSIFIED

(e) The object was observed by 1st Lt. Thomas W. Davies, Radar Observer, and 1st Lt. Donald A. Dickman, Pilot. Lt. Davies has been flying in this theater for 1½ years; Lt. Dickman for 2 years, 3 months. Both are regarded as reliable witnesses.

(f) The weather was CAVU with negligible winds. Temperature was -22°.

(g) There is no activity or condition, meteorological or otherwise known at this time which might account for the sighting. Further investigation is being conducted at this base to determine any possibility along this line, and any further information, if developed, will be forwarded in a supplemental report.

(h) No physical evidence has been developed in connection with this sighting.

(i) No interception or identification action was taken due to a recall of the aircraft during an alert at the time.

(j) After landing, the Radar Observer and the Pilot watched the object fly off in a south-westerly direction; making the last directional change indicated on the map, and dive swiftly toward the ground disappearing behind intervening buildings. Lt. Davies then went to the operations office and called Ladd tower and Crane Control to see if any aircraft were reported in the vicinity at the time of his observations. He was given a negative report in both instances.

FOR THE COMMANDING GENERAL:

- 2 Incls:
1. Statement made
by Observers
2. Annotated Chart

JOHN E. MEAD
Capt USAF
Adjutant

DOWNGRADED AT 3 1
DECLASSIFIED AF
DOD DIR 521

[REDACTED]

UNCLASSIFIED

1. Cirvis.

2. Iadd Air Force Base, Alaska, 147° 42' W - 64° 49' N.

3. a. Unidentified airborne object (light) heading approximately 240° at 2,000 feet altitude. On straight course for approximately one (1) minute then it started increasing its speed noticeably. Approximate size of large cabin light of two (2) engine transport or diffused light of that nature. Shape non-reflective, white in hue oval in shape. Altitude 2,000 feet. Continued on 240° heading at 2,000 feet altitude for approximately two (2) minutes. No jet or rocket stream noticed.

b. Serial number 49-2522, heading 060°, F-94A. Land-jet, one engine, USAF insignia, 2,000 feet altitude, speed 200 knots per hour. Name Starfire, serial number 49-2522.

c. Not applicable.

4. Aircraft serial number 49-2522, F94A, 1st Lt Donald A. Dickman pilot, 1st Lt Thomas W. Davies radar observer, was on base leg to approach for landing when 1st Lt Davies called attention to pilot of a target at 11:30 o'clock same altitude, target moving from starboard to port. Target affirmed by pilot. The F-94A was heading 060°, target was heading 240° approximately parallel and 180° to fighter flight. During the next 30 to 45 seconds, target increased its speed noticeably. When F-94A, serial number 492522, turned on base leg, heading approximately 240°, target continued on heading approximately 240° same altitude. From position of base area target seemed to ascend at a phenomenal rate with a straight course and very erratic flight characteristics. The color of the light seemed to change from white to red as if the atmosphere had an affect on it as it gained altitude. Object unidentifiable due to darkness of night, speed of object, and position of observer. Object not audible. When on ground, nothing of a motor, engine, or other propulsion nature was noticed. Temperature approximately minus twenty-two (-22) degrees and any noise could be heard at a very long distance with no wind at that temperature. Upon landing, the object moved in an erratic flight path for a period of three (3) minutes until it was pointed out again to the pilot and two (2) ground crew members. Then it took up a heading of 160° gaining speed until it looked like a falling star or meteor. Descending all the time, it continued to become a brighter red as it reached the earth. The light appeared to diminish its forward speed and descend to the earth as a helicopter would. At this point the light was noticeably more red than before. Time 090606Z to 090625Z. Weather condition, night VFR CAVU.

/s/ THOMAS W. DAVIES
THOMAS W. DAVIES
1st Lt., USAF
Radar Observer
Ship No. 49-2522

/s/ DONALD A. DICKMAN
DONALD A. DICKMAN
1st Lt., USAF
Pilot
Ship No. 49-2522

UNCLASSIFIED

COPY

UNCLASSIFIED

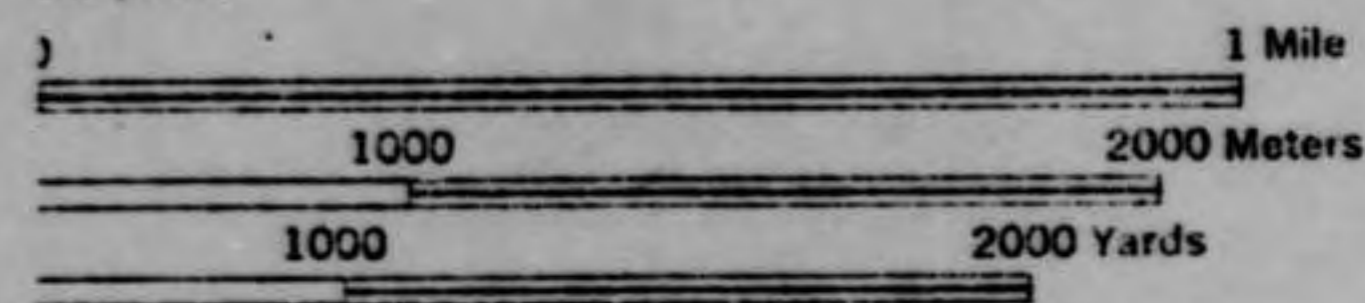
VERTICAL
DESCENT

GUNNERY RANGE



PRINTED BY ARMY MAP SERVICE, CORPS OF ENGINEERS, 8-51, 701778

1:25,000



VERTICAL INTERVAL 50 FEET
HORIZONTAL INTERVALS AT 25 FOOT INTERVALS
ELEVATIONS MEAN SEA LEVEL

CYLINDRICAL PROJECTION
NORTH AMERICAN DATUM

SCALE 1:250,000 METER UNIVERSAL TRANSVERSE
MERCATOR, GRID ZONE G

GRID NUMBERS ARE OMITTED

SHOWS PUBLIC LAND LINES

FOR INFORMATION TO MARK HEREON AND FORWARD DIRECTLY TO COMMANDING
OFFICER. IF NOT FORWARDED WILL BE RETURNED OR REPLACED IF DESIRED

INDEX TO ADJOINING SHEETS

3450 IV NW	3450 IV NE	3450 I NW
3450 IV SW	3450 IV SE	3450 I SW
3450 III NW	3450 III NE	3450 II NW

Sheet 3450 IV SE falls within NQ 5, 6-15, AMS Q501, 1:250,000

TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 100 METERS

POINT: Δ 3450 442

From first VERTICAL grid line to LEFT of point read LARGE figures labeling the line in the top or bottom margin, or line itself:

69

From first HORIZONTAL grid line BELOW point read LARGE figures labeling the line in the left or right margin, or line itself:

87

From grid line to point:

4 9

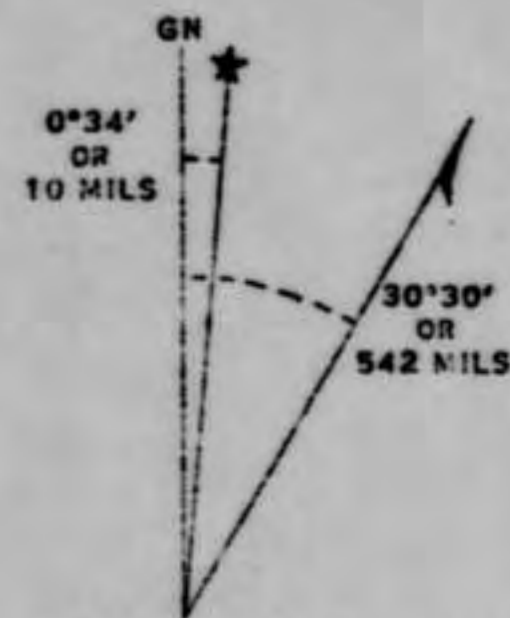
REFERENCE: 694879

When using beyond 100,000 meters or if sheet is overlapped, prefix 100,000 Square Identification, as:

VG694879

When using beyond 9°N-S or 15°E-W, prefix one Designation, as:

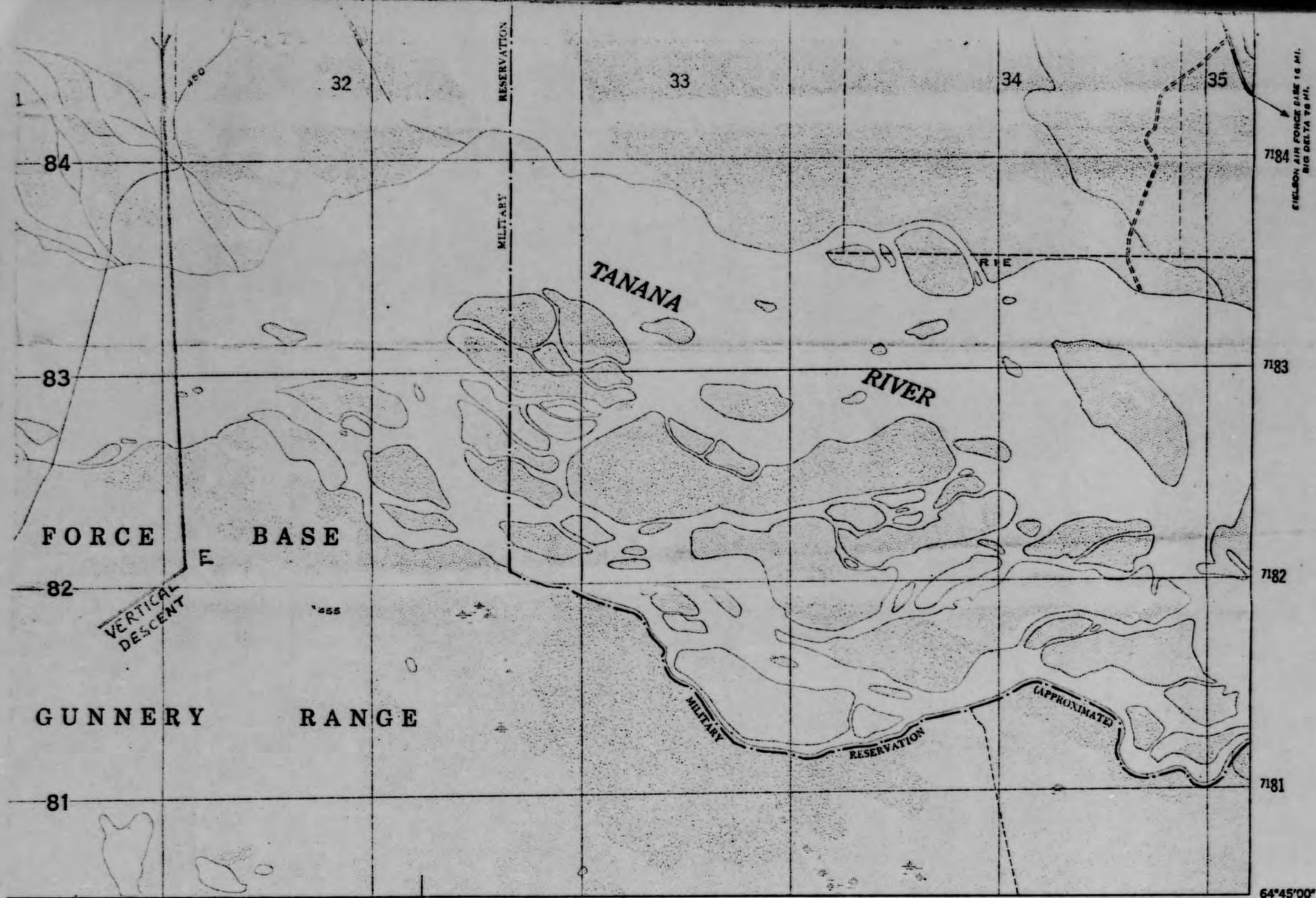
ENVG694879



APPROXIMATE MEAN DECLINATION 1951 FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 4' WESTERLY

Use diagram only to obtain numerical values. To determine magnetic north line, connect the pivot point "P" on the south edge of the map with the value of the angle between GRID NORTH and MAGNETIC NORTH, as plotted on the degree scale of the north edge of the map.

FAIRBANKS D-2 SE, ALASKA



EISENBERG AIR FORCE BASE 16 MI.
BIG DELTA 78 MI.

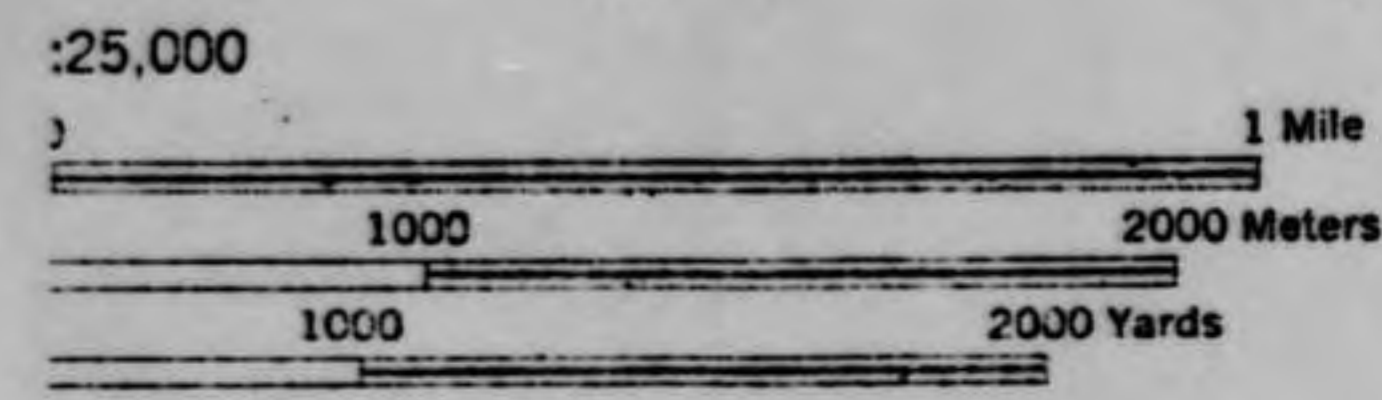
FORCE BASE

GUNNERY RANGE

TANANA RIVER

VERTICAL DESCENT

APPROXIMATE



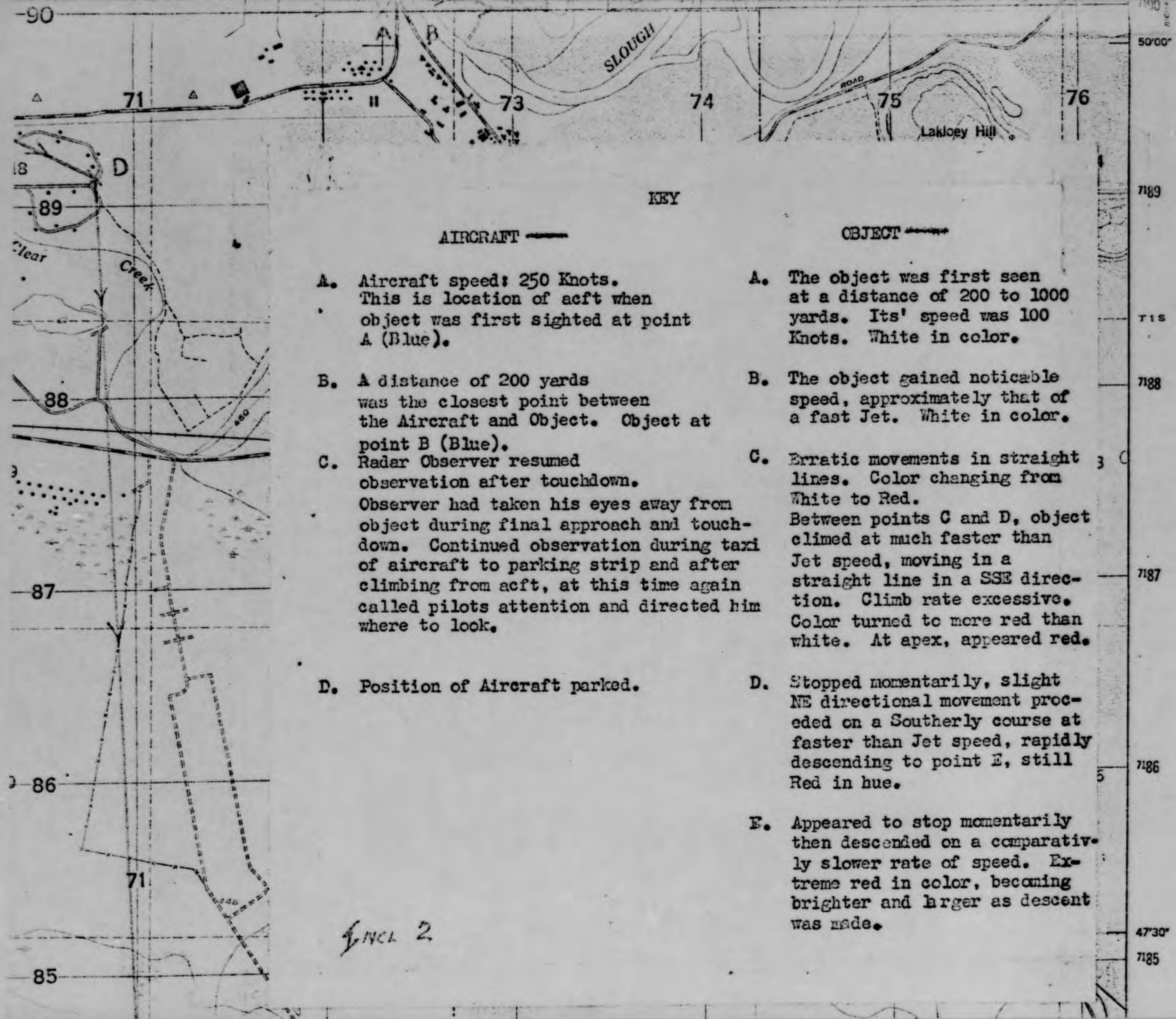
VERTICAL INTERVAL 50 FEET
HORIZONTAL INTERVALS AT 25 FOOT INTERVALS
MEAN SEA LEVEL

PRINTED BY ARMY MAP SERVICE, CORPS OF ENGINEERS, 8-51, 701778

INDEX TO ADJOINING SHEETS

3450 IV NW	3450 IV NE	3450 I NW
3450 IV SW	3450 IV SE	3450 I SW





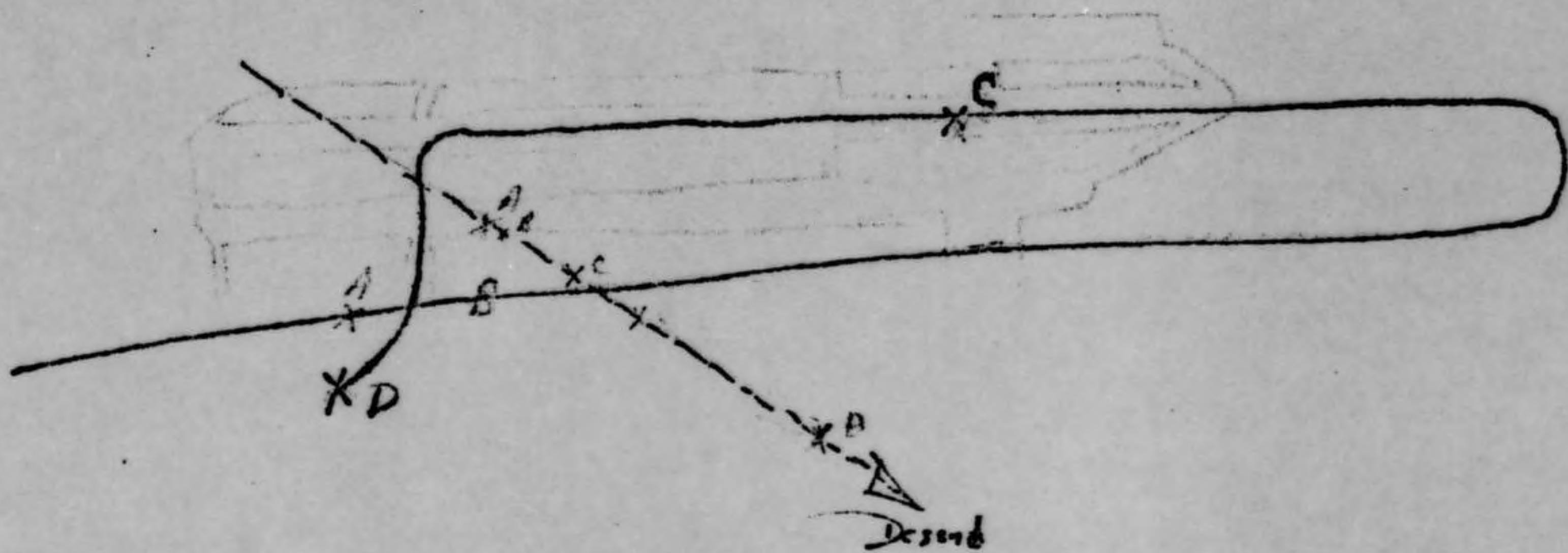
KEY

AIRCRAFT ———

OBJECT - - - - -

- | | |
|--|---|
| <p>A. Aircraft speed: 250 Knots. This is location of acft when object was first sighted at point A (Blue).</p> <p>B. A distance of 200 yards was the closest point between the Aircraft and Object. Object at point B (Blue).</p> <p>C. Radar Observer resumed observation after touchdown. Observer had taken his eyes away from object during final approach and touchdown. Continued observation during taxi of aircraft to parking strip and after climbing from acft, at this time again called pilots attention and directed him where to look.</p> <p>D. Position of Aircraft parked.</p> | <p>A. The object was first seen at a distance of 200 to 1000 yards. Its' speed was 100 Knots. White in color.</p> <p>B. The object gained noticable speed, approximately that of a fast Jet. White in color.</p> <p>C. Erratic movements in straight lines. Color changing from White to Red. Between points C and D, object climbed at much faster than Jet speed, moving in a straight line in a SSE direction. Climb rate excessive. Color turned to more red than white. At apex, appeared red.</p> <p>D. Stopped momentarily, slight NE directional movement proceeded on a Southerly course at faster than Jet speed, rapidly descending to point E, still Red in hue.</p> <p>E. Appeared to stop momentarily then descended on a comparatively slower rate of speed. Extreme red in color, becoming brighter and larger as descent was made.</p> |
|--|---|

ENCL 2



- A Actual ^{approximate} position of a lighted building and the F-94 at the time of the initial sighting
- B Point where F-94 was observed at night
- C Approximate position of F-94 and lighted building at time of descent
- D Position of F-94 in parking area and location of limit of sight line.

KS D-2 SE

28° 29° 30° 31° 32° 33°

SHEET 3450 IV SE

AMS SERIES Q801

471

472

35°00'

473

R 1 E

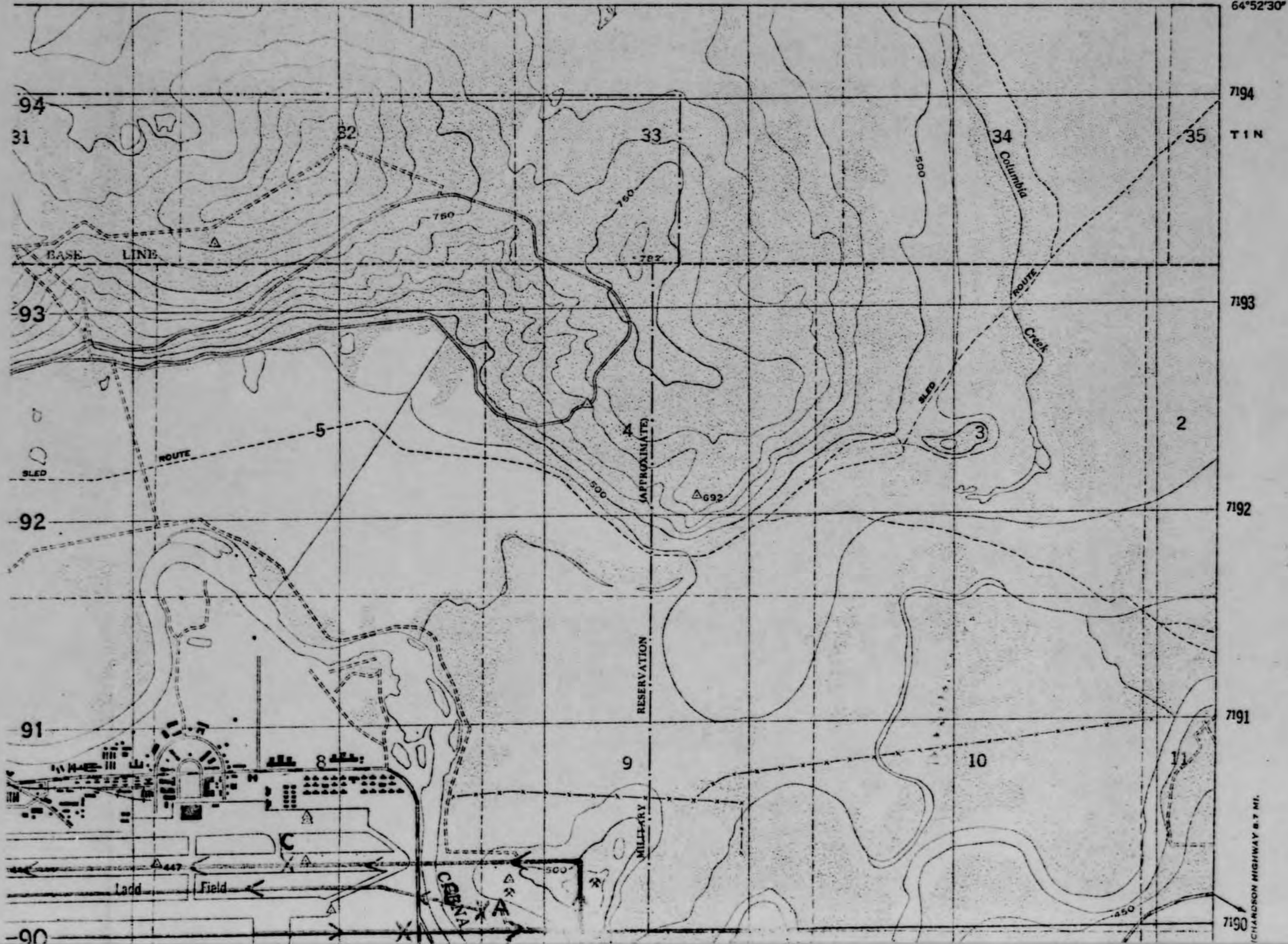
474

475

476

147°30'00"

64°52'30"



7194

T 1 N

7193

7192

7191

7190

CHARDON HIGHWAY 8.7 MI.

7181000m.N.

64°45'00"

147°45'00"

465000m.E.

SALCHAKET

SLOUGH

P

466

467

468

40'00"

469

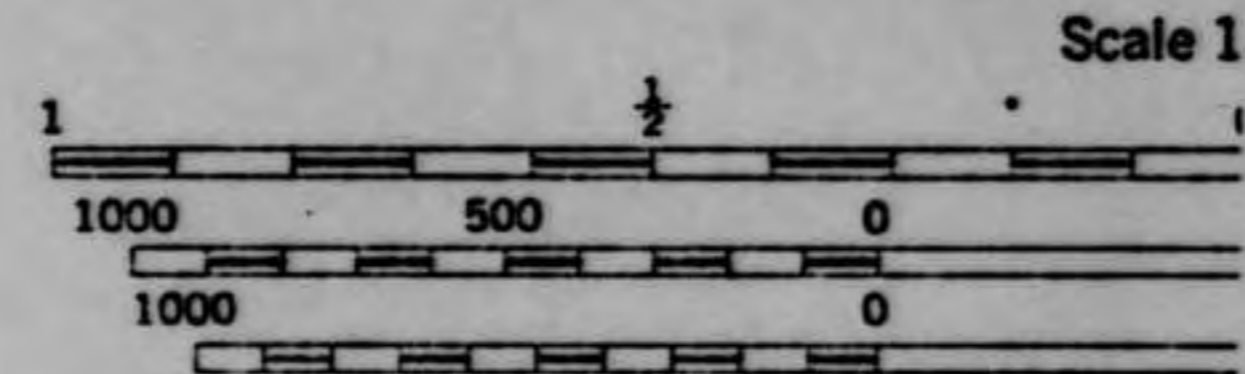
470

BOMBING

AND

AMS Q801
First Edition—AMS

Prepared by the Army Map Service (GEAU), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1951 by photogrammetric (multiplex) methods by the U.S. Geological Survey. Aerial photography 1949. Horizontal and vertical control by USGS and USC&GS. Public land lines are based on the Fairbanks Principal Meridian. Map not field checked.



CONTOUR INT
WITH SUPPLEMENTARY CONT

VERTICAL DATUM

TRANSVERSE MERC

HORIZONTAL DATUM: 1927

BLACK NUMBERED LINES INDICATE THE
MERCATOR C

THE LAST THREE DIGITS OF T

LINES SHOWN IN RED.

USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE URG
OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. MAPS 5

LEGEND

Tint indicates built-up areas in which only landmark buildings are shown.

ROAD DATA 1950

In developed areas, only through roads are classified.

Hard surface, heavy duty road, four or more lanes wide	4 LANES 6 LANES	Loose surface, graded and drained, or narrow hard surface road	=====
Hard surface, heavy duty road: Two lanes wide; Three lanes wide	3 LANES	Improved dirt road or street	=====
Hard surface, medium duty road, four or more lanes wide	4 LANES 6 LANES	Unimproved dirt road; Trail	-----
Hard surface, medium duty road: Two lanes wide; Three lanes wide	3 LANES	Route markers: Federal; State	19 50
Buildings	• □	Horizontal control point	△
School; Church	⌘ ⌘	Bench mark, monumented	BM X 792
Standard gauge railroad	Single track Double track	Bench mark, non-monumented	X 431
Narrow gauge railroad	-----	Spot elevation in feet: Checked; Unchecked	169 169
Railroad in street	=====	Woods or brushwood	[Pattern]
Carline	-----	Scrub; Orchard	[Pattern]
National boundary	-----	Intermittent lake	[Pattern]
State boundary (with monument)	-----	Intermittent stream; Dam	[Pattern]
County boundary	-----	Swamp, marsh	[Pattern]
County subdivision boundary	-----	Rapids; Falls	[Pattern]
Corporate limits	-----	Large rapids and falls	[Pattern]
Reservation boundary	-----	Public land line, reliable	-----
Public land line, unreliable	-----	Public land line, unreliable	-----

GRID ZONE DESIGNATION:
6W

100,000 M. SQUARE IDENTIFICATION

VG

IGNORE the SMALLER figures of any grid number; these are for finding the full coordinates. Use ONLY the LARGER figures of the grid number; example: 7181000

SAMPLE

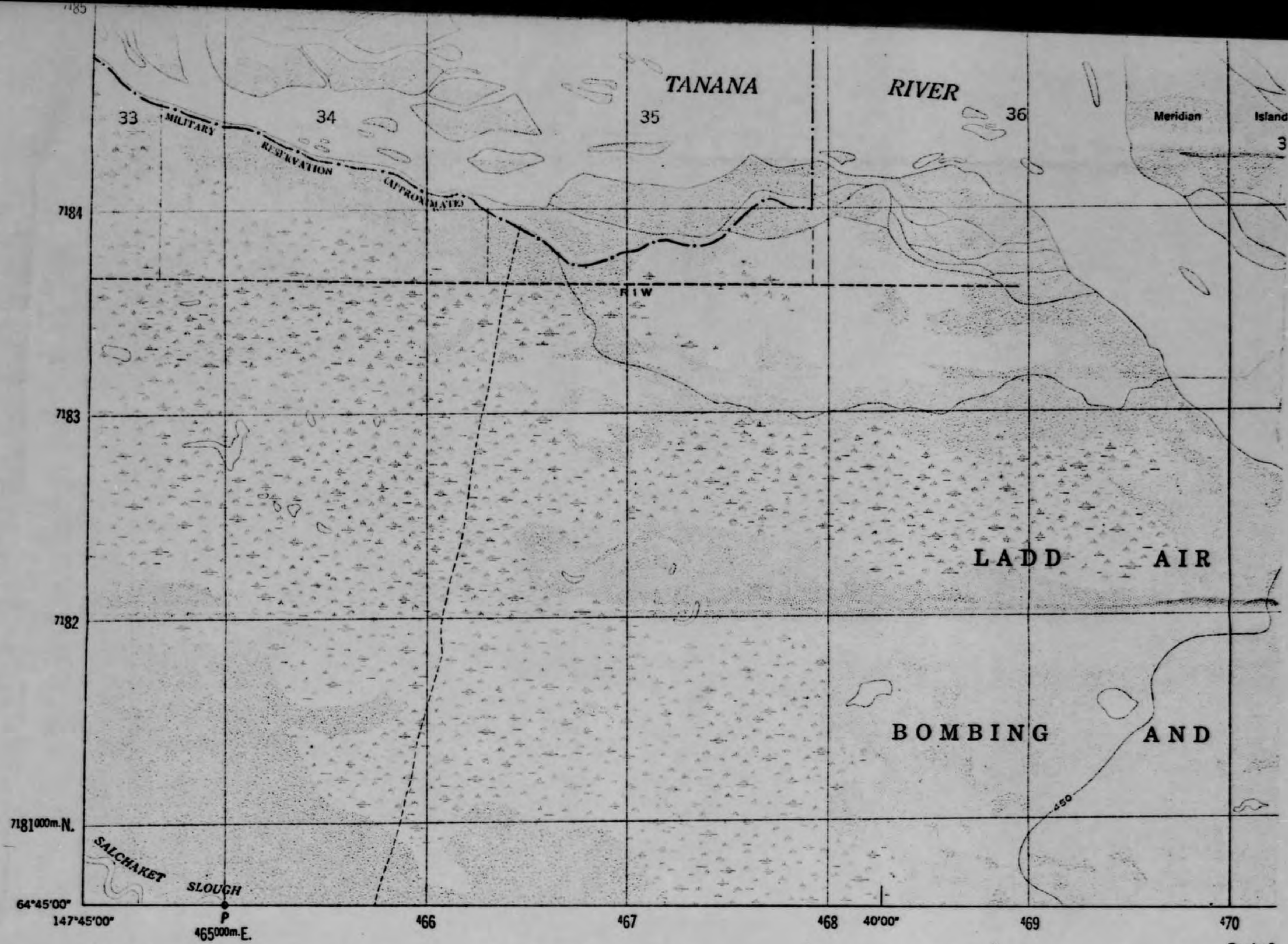
1. Locate point; line on the Estima

2. Locate point; line on the Estima

SAMPLE

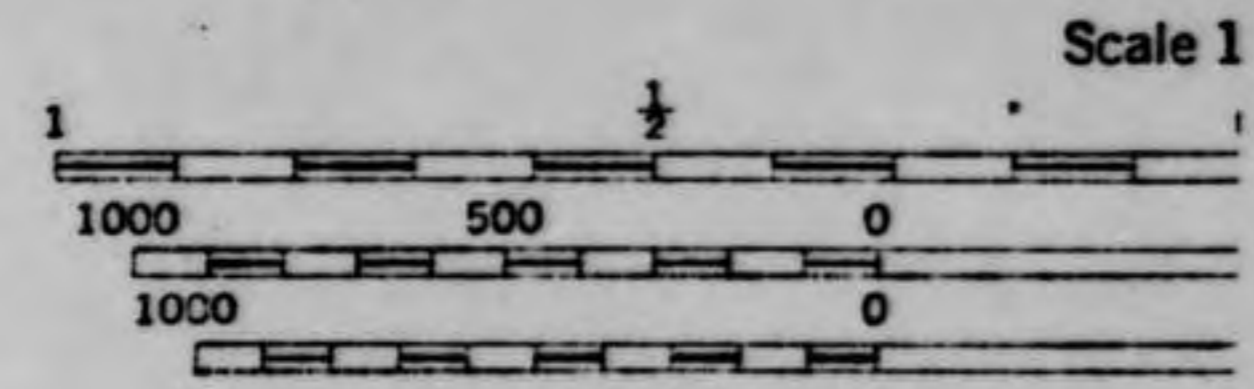
if rep: bears Meter

if rep: Grid Z

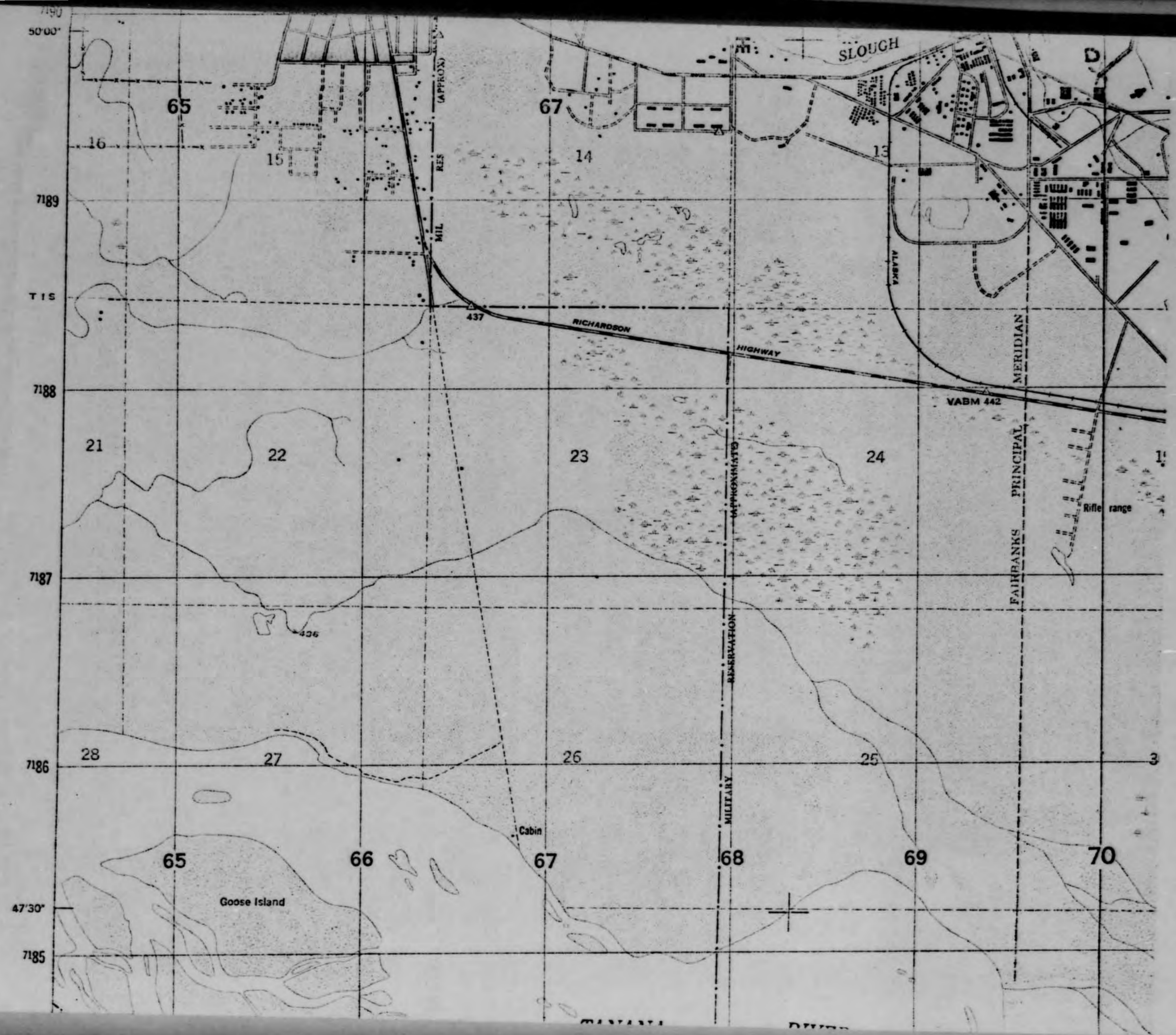


AMS Q801
First Edition—AMS

Prepared by the Army Map Service (GEAU), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1951 by photogrammetric (multiplex) methods by the U.S. Geological Survey. Aerial photography 1949. Horizontal and vertical control by USGS and USC&GS. Public land lines are based on the Fairbanks Principal Meridian. Map not field checked.



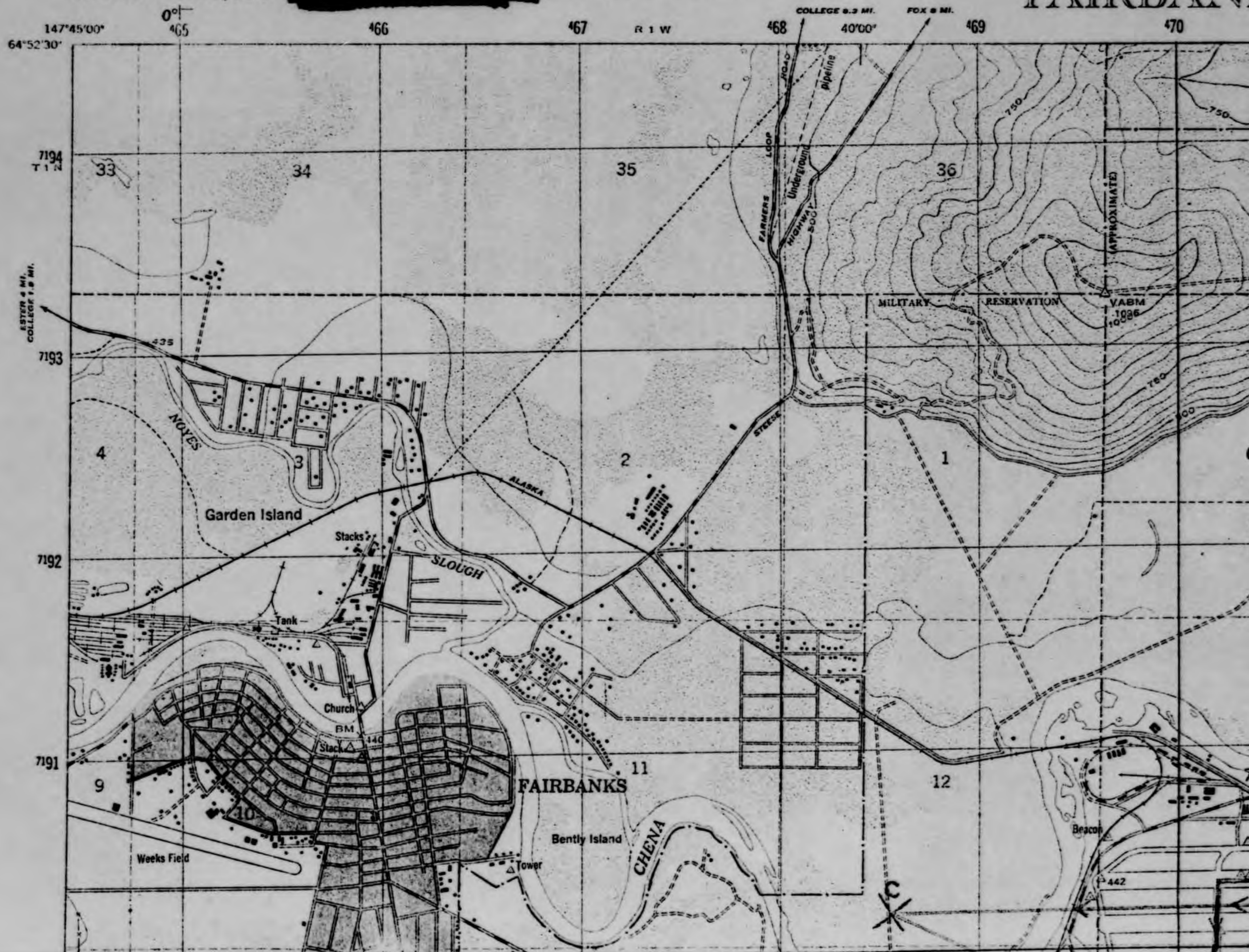
CONTOUR INT
WITH SUPPLEMENTARY CONT
VERTICAL DATUM



ALASKA 1:25,000

FIRST EDITION-AMS

FAIRBANKS



PROJECT 10073 RECORD CARD

<p>1. DATE 10 Dec 52</p>	<p>2. LOCATION Ladd AFB, Alaska</p>		<p>12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon</p>
<p>3. DATE-TIME GROUP Local 10-1817 LOCAL GMT 11 0417 Z</p>	<p>4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar</p>		<p><input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft</p>
<p>5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>6. SOURCE airline pilot</p>		<p><input checked="" type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical</p>
<p>7. LENGTH OF OBSERVATION 3-4 seconds</p>	<p>8. NUMBER OF OBJECTS 1</p>	<p>9. COURSE</p>	<p><input type="checkbox"/> Other <input checked="" type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown</p>
<p>10. BRIEF SUMMARY OF SIGHTING Bluish color. Object passed in front and above aircraft, was bluish light on forward section.</p>			<p>11. COMMENTS Insufficient data to evaluate. Meteor</p>

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING UNCLASSIFIED MESSAGE

EMERGENCY

DEPT OF NAVY MSG

FROM: CG 5001ST COMP WG LADD AFB ALS

TO : CG ADC ENT AFB COLO
SEC DEF WASH DC
CG AAC ELMENDORF AFB ALS

DTG : 110645Z

11 Dec 52

Text of message on following page.

*Sent to ATIC
11 ± Dec 52
[Signature]*

NOTE : Adv Copy delivered to OIN

ACTION: OIN

INFO : COP

AF IN. : 28043 (11 Dec 52)

CWS/hnk

E M E R G E N C Y

DECEMBER 1952

D141

OO 110645Z

FM CG 5001ST COMP WG LADD AFB ALS

TO JEDEN/CG ADC ENT AFB COLO

BEPW/SEC DEF WASHINGTON D C

JKDC/CG AAC ELMENDORF AFB ALS

LFWOP3 0399 CIPVIS CONFIRM PD UNIDENTIFIED OBJECT OBSERVED

APPROX 146 DEG 25 MIN W 64 DEG 27 MIN N BY COMMERCIAL AIRLINE

PB OBJECT PASSED IN FRONT AND ABOVE OF REPORTING ACFT CMA APPROX

12 TO 13000 ALT CMA FASTER THAN JET ACFT CMA BLUISH LIGHTO

ON FORWARD SECTION CMA HEADING 120 DEG MAGNETIC PB WEATHER CLEAR TO

SCATTERED CMA WINDS LESS THAN 10 KNOTS AND VARIABLE PD TIME OF

SIGHTING 110417Z PD PILOT ██████████ OF ALASKA AIRLINES FLITE 100

FLYING AT 9999 ALT PD

DIST: 03/32...AF...ARMY...ACTION

002--006--05--202--SECDEF--CIA--CG--AFSA--JCS/SITRON/--203

203T--CNO/OOD

DLVT NR: 156/AB/RP

//NOTE: THIS MSG HAS BEEN RELAYED TO CIA VIA ELECTRICAL MEANS//

/BEPW--BTRO--BEPJC--BEPSP/

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING UNCLASSIFIED MESSAGE

2

PRIORITY

DEPT OF ARMY MSG

FROM: CGALAIRCOM ELMENDORF AFB ALASKA

TO : SECT OF DEF WASH DC, CGAIRDEFCON ENT AFB COL

NR : AACID-4 0813

11 Dec 52

(DTG 112139Z)

Text of message on following page.

ACTION: CIN,

INFO : COP, AFSA

AS IN : 28438 (12 Dec 52) DA IN 712586

EAN/TWT

MESSAGE

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

PRIORITY

FROM: CGALAIRCOM ELMENDORF AFB AL
TO: SECY OF DEF WASH DC, CGAIRDEFCON ENT AFB COLO
NR: AA01Q-4 0813 112139Z DEC 52
CIRVIS evaluation 110645Z improbable.

NOTE: This msg has been relayed to CIA.

NOTE: 110645Z is DA IN 712335 (11 Dec 52) AF

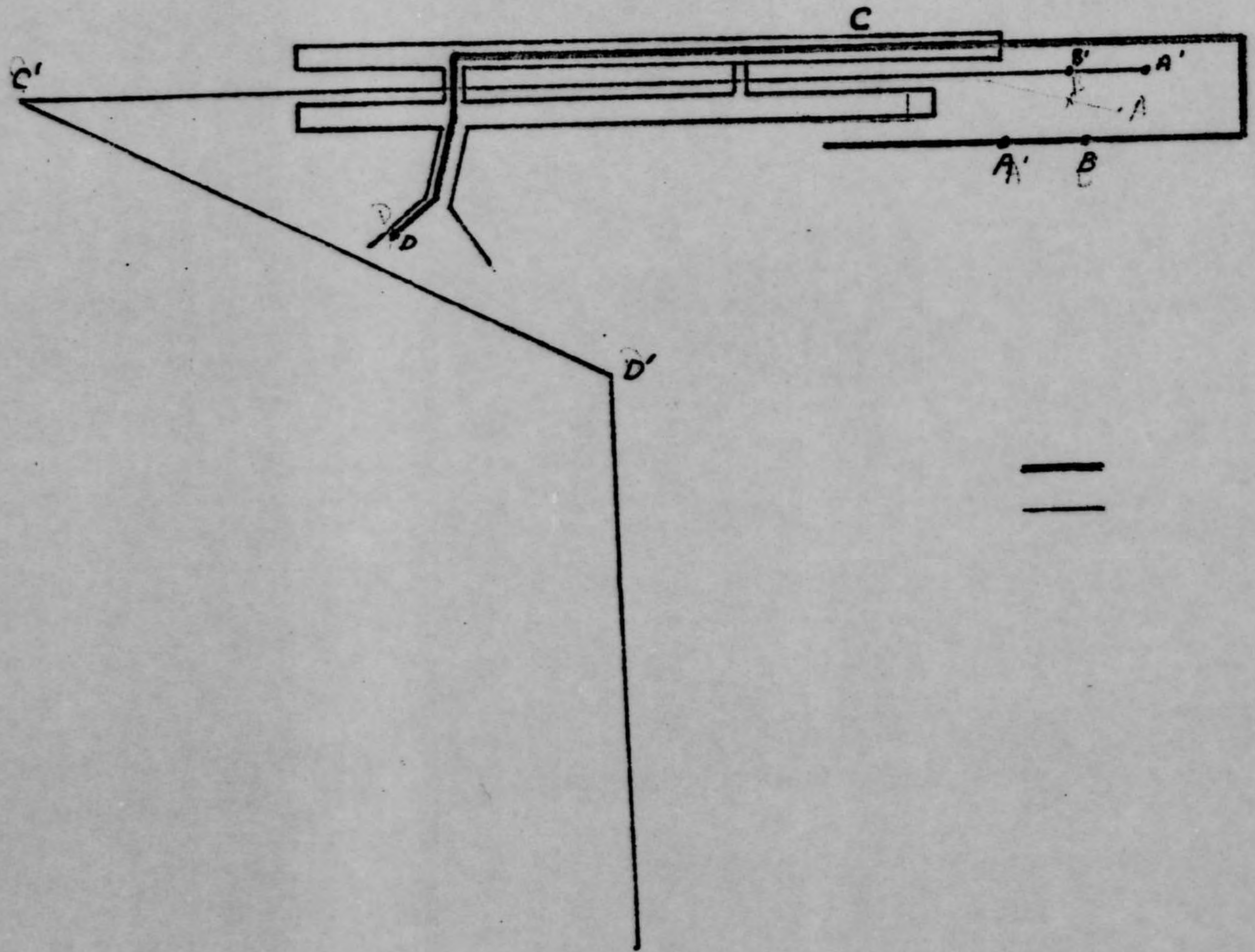
ACTION: AF

INFO : CSA, G2(C1A), G3, NSA, NAVY, JCS, OSD

DA IN 712586

(11 Dec 52)

cdf/ 8



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HEADQUARTERS

5001ST COMPOSITE WING, LADD AIR FORCE BASE
APO #31, c/o Postmaster, Seattle, Washington

LFWOP3

DEC 12 1952

SUBJECT: Unidentified Flying Objects (FLYOBJRPT)

TO: Commanding General
Alaskan Air Command
Elmendorf Air Force Base
APO 942, U. S. Air Force
ATTN: AACID

1. Reference is made to TWX, date-time 110645Z, this headquarters, symbol LFWOP-3.

2. The following information, submitted in accordance with Air Force Letter 200-5, dated 29 April 1952 is presented in conformity therewith as a summary of the information contained in the transcript of interrogation, attached hereto as Inclosure 1.

(a) Object sighted consisted of a white light, oval in shape. Size could not be determined, except that it was much larger than any visible star. It ranged in color from white to blue (bluish-white). Only one object appeared. No aerodynamic features were observed, since no silhouette was seen. No accurate estimate of speed can be made since distance of object was unknown; however, observers felt it was very much faster than any jet aircraft. No exhaust or means of propulsion was visible.

(b) Time of sighting was 11/0417Z. No positive check can be made on duration of observation, but observers estimate the total elapsed time at from four to ten seconds.

(c) Observation was visual only, from the air. Aircraft was a DC-3, flying at 9,000 feet approximately at 1500H.

(d) Observation was made at approximately 146° 25'W, 64°N. Light was first seen approximately the one o'clock position and traveling in level flight from right to left, disappearing when in the 9 o'clock position, off the left wing of the aircraft. It appeared to be at a slightly higher altitude, observers stating a possible 12-13,000 feet altitude; however, since distance of object

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Ltr Hq 5001st Comp
Objects (FLYCRPT)

UNCLASSIFIED
Subj: Unidentified Flying

from the aircraft was not known, definite altitude cannot be ascertained. After completing approximately a 1000 arc of visibility, the object disappeared abruptly with no trail or trace. At the time of the observation, the aircraft was on a heading of approximately 280° magnetic, and the object traveled in a southwesterly direction.

(e) Observers were [redacted], Captain, and [redacted], Co-pilot of flight 100, Alaska Air Lines, coming from Seattle. Both are very experienced, having flown in this territory for from six to seven years, and are considered to be extremely reliable. Captain [redacted] has had prior experience in such sightings, having been an observer to a much more detailed sighting several years ago over Elmendorf Air Force Base, Alaska, which received much publicity at the time. Co-Pilot [redacted] who was standing in the aisle of the flight deck at the time did not see the object, but noticed the pilot's and co-pilot's heads turning to watch the object.

(f) Weather was clear, with winds less than 10 knots, variable, and temperature was -18°.

(g) At the present time, no condition, either meteorological or otherwise which might account for the sighting is known; however, local sources are being checked for this information and if an affirmative answer is found, this information will be forwarded in a separate, supplemental report.

(h) No physical evidence is available.

(i) No interception or identification action was taken other than a rather tardy attempt at electronic surveillance, for the reason that the initial report was not made until some time after the landing of the aircraft.

(j) Pilot called Ladd Tower immediately after the sighting and requested information regarding any other aircraft in the area of the sighting and was given a negative answer. He was told that there were three aircraft in the vicinity of Ladd making their approaches.

FOR THE COMMANDING GENERAL:

1 Incl:
Transcript of
Interrogation

JOHN E. MEAD
Capt USAF
Adjutant



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HEADQUARTERS
5001ST COMPOSITE WING, LADD AIR FORCE BASE
APO 731, c/o Postmaster, Seattle, Washington

SUBJECT: Interrogation of Unidentified Flying Objects 11 December 1952

The following is a transcript of an interrogation made 11 December 1952, at the Northward Hotel; military personnel present: Lt Col William Brown, Assistant Chief of Staff Operations and Training; Maj John Ahlstrom, Wing Intelligence; Maj Walter Henry, Wing Weather; personnel interrogated: Captain [redacted] pilot; co-pilot, [redacted] and co-pilot [redacted] of Alaska Air Lines. (Pilot [redacted] of Wien Air Lines was also present.)

Q. Where were you when this happened?

A. We were half way between Big Delta and Eielson. [redacted] was standing in the aisle between us when this darn thing came across from about one o'clock.

Q. How long was this visible?

A. Pilot: Only for about three or four seconds.
Co-pilot: I could see it for about ten seconds; I took my eyes off it to look at [redacted] the pilot, then looked back at the object again and could see it until losing it just over the wing.

Q. What direction was it going in?

A. It was going in a straight line, horizontal to the horizon, toward the left wing.

Q. What color was this?

A. It was a blue, greenish, white.

Q. Was there any shape to it other than the light?

A. No, we could just make out the light.

Q. What time did this take place?

A. It was just about 6:10 or 6:15.

Q. How far away did it appear?

A. We couldn't say because there was nothing to compare it to. The crew that saw it the other night might be able to give you a better description since they saw it below the overcast.

[redacted] of Wien Air Lines: I saw one about a year and a half ago up near Northway. The radio called us and asked us if we had seen anything. The stations at Northway and Galena reported it from the ground. That was about ten or eleven o'clock at night. This light was exactly the same as these guys described it. It never faded or anything. It traveled in a

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INC 2-2-5

[REDACTED]

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very horizontal path from Northway toward Galena.)

Q. Did this one the other night impress you in any way as far as distance?

A. Just that it was going like hell.

Q. It didn't give you any feeling of how far or how close?

A. I would say it was about twelve thousand feet, but we couldn't tell how far it was away. We could see the lights of Ladd and Nielson and it was bigger than any light that we could pick out. It looked like a landing light - there was no beam to it.

Q. Was it more intense or brighter than any star?

A. Yes, and bigger. It really amazed me because I never seen anything like it before. It was just horizontal and fast.

[REDACTED] of Wien Air Lines: The one that I saw must have gone from Big Delta to Menana in about two seconds it was going so fast.)

Q. Does CIA give you any directions about reporting these things?

A. They have never said anything. We were going to call in but we didn't know just what to say and we thought it would cause a lot of confusion. When we got on the ground, there was a reporter at Operations. We told him we didn't know anything. When five or six people see the same thing, it has to be something. As fast as that was traveling, it would be in Seattle in about twenty-five minutes. We have had jets go by us and this seemed to be going four or five times as fast as a jet.

(Pilot [REDACTED] I saw one at Elmendorf a couple of years ago over the airport at about three hundred feet. Everyone must have seen that one. It looked like a big cigar with little windows in it with about fifteen turbos sticking out of the back of it. The officers up in the tower were looking at it with glasses.)

Q. What was your first impression of this one that you saw the other night?

A. We thought it might be a missile, but there were no tracks behind it.

Q. How long have you been flying up here?

A. We have all been flying up here about five or six years and we have never seen anything like this before other than what we have mentioned.

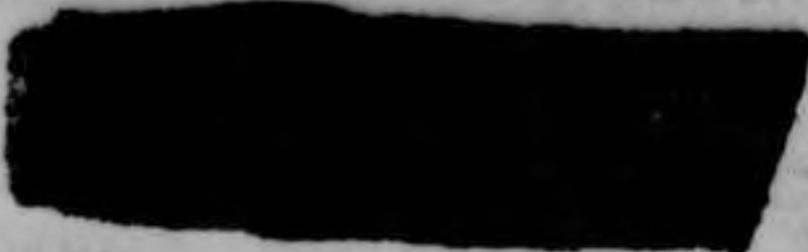
UNCLASSIFIED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

JOHN SWENLY
A/20, USAF
Reporter

UNCLASSIFIED

[REDACTED]

2




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ATIC DOCUMENT 103473 is a report of unidentified vapor trail observed by 3 officers at the Narsarssuak Air Base in Greenland at 1607Z on 12 Dec 52. The report goes on to evaluate the vapor trails as being possibly those from a hostile aircraft on a reconnaissance mission. States that this is the second time reported unidentified vapor trails have been observed in a three-day period over Greenland.

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DOD DIR 5200.10

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DOWNGRADED AT 5 YEAR INTERVALS;
DECLASSIFIED AT 10 YEAR INTERVALS.
DOD DIR 5300.10

MEMORANDUM FOR RECORD

SECRET
AUTH CS, USAF

WJH

PROBLEM: To obtain additional information on the reporting of contrail sightings in Greenland 10 and 12 December 1952.

FACTS AND DISCUSSION:

2. Received message AFIN 27501 which was garbled, AFIN 27525 dtd 10 Dec 52 was corrected copy. These were followed by AFIN 27571 confirming cable (from Sonderstrom AFB Greenland).
3. Received AFIN 28916 dated 12 Dec 52 (from Narsarssuak AB Greenland).
4. Cables received 10 Dec indicated contrails heading of 360° which would not indicate hostile aircraft proceeding towards the U.S.
5. Cable received 12 Dec contained insufficient information to make a flash evaluation. Investigation referred no SAC, MATS or Canadian aircraft could have been involved if the date time group stated in this cable are correct. Navy is continuing to investigate if it could have been one of their aircraft.
6. The Command Post obtained information that three F-86s landed at Narsarssuak at 1450 Zulu, 12 Dec on a classified mission. There is a possibility that these aircraft could have been responsible for the reported contrails due to a discrepancy in the reported time.
7. A check with the weather service at Andrews AFB revealed that between 1200 and 1800 Zulu, 12 Dec, the visibility was 15 miles and the ceiling varied from 5 to 6 thousand feet with 10/10ths strato cumulus. While it is possible that contrails could have been seen below the overcast by these ground observers, it is certain that the aircraft could not have been more than 15 miles away and possibly much closer. Further information concerning the contrails is so vague that it is questionable if contrails could have been observed.
8. The provisions of paragraph 203 of JANAP 146 B were only partially complied with in Cable 27571 from Sonderstrom AFB.
9. While the report from Narsarssuak does not fall into a *CIRVIS* category since it was not observed from the air. The information required in the case of *CIRVIS* messages should have been reported.
10. Cable 28916 from Narsarssuak indicates that the cable was prepared for dispatch at 1100 Zulu reporting an incident that occurred at 1607 Zulu of the same date. It was dispatched from Greenland 1617 Zulu and received here at 1809 Zulu. The discrepancy of time and preparation and time of sighting indicates either a garble or typographical error either in time or date. The fact that both sightings occurred within

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seven minutes of the same time of day at approximately the same place could have been a possibility that these may have been the same sighting. All messages were sent under flash priority which is the highest priority and will put them through any circuit immediately. JANAP 146B provides for sending such information in the clear with an emergency priority. As a result of this improper use of flash priority considerable anxiety was caused in Headquarters, USAF.

ACTION:

11. CG ADC was advised by priority cable that no further information was available in this Headquarters.

12. Attached message was prepared for dispatch to CG NEAC requesting additional information.

COORDINATION:

AFOIN-2A2 - Colonel Weldon H. Smith

DOWNGRADED BY [REDACTED] INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SECRET AUTH CS, USAF

W/1/ AT ONW 54563

OUTGOING CABLE NUMBER

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HA USAF WASHINGTON, D. C.

TO: COMBACOM PEPPERELL AFB NYLD

INFO: CO SONDRESTROM AB GRNLD

INFO: CO HARGRESSUM AB GRNLD

FROM: AF01N

DATE-TIME GROUP		SECURITY CLASSIFICATION	
PRECEDENCE FOR: PRIORITY		ACTION INFORMATION	
<input type="checkbox"/> BOOK MESSAGE	<input type="checkbox"/> ORIGINAL MESSAGE		
<input type="checkbox"/> MULTIPLE ADDRESS	CRYPTOPRECAUTION		
		<input type="checkbox"/> YES	<input type="checkbox"/> NO
REFERS TO MESSAGE:			
IDENTIFICATION 1058315		CLASSIFICATION	
AFIN 23416		UAPL	

Ref Hargressum's IAF 1433 Contrails observed at 1607 Zulu on 20 December five two. Req for number of contrails as well as direction of contrail line three: clarification of formation shape four: weather conditions five: observers qualifications and experience in observing contrails and weather six: time quoted time of obs or time of rpt and if time of obs how accurate seven: detailed interrogation of Capt Pfoiffer and Vance. Eight: info available here reveals three: contrast obs located Hargressum 1433 Zulu could contrails have been caused by these obs. Nine: location of observers when sighting was made, Ten: lapse of time between sighting and reporting. NEW ITEM: Ref Sondrestrom SAFAD 4431 04d 10 Dec. Req info outlined in par 4 of IAFAP 146 (B) plus any subsequent evaluation that has been made of this rpt. Ref both items above. Req priority reply as info becomes available.

DISTRIBUTION: OOP, OOP-CP
 DOWNGRADED TO [unclear] INTERVALS;
 DECLASSIFIED [unclear] YEARS.
 DOD DIR 5200.10

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DRAFTER'S NAME (and signature, when required)		SIGNING OFFICER'S SIGNATURE	
H. F. Smith, Capt, USAF		[Signature]	
SYMBOL AF01N-2A2	TELEPHONE	OFFICIAL TITLE	PAGE OF PAGES
		WILLIAM H. SMITH, Col, USAF Chief, AF01N-2A, by Dir of Estimates, D, I	1 1

COMEBACK CY AF01N-2A2

AF IN 44
AF
Adv. copy

RECEIVED
COMMUNICATIONS OFFICE
DEFENSE DEPARTMENT
14 DEC 52

EUS 072
TUB 039
JEZ A271
JEX C106
EMERGENCY UEPC
DE JEXC 24
O 151840Z ZFF

FM CG NEAC PEBBERBELL AFB NE

TO UEPC/SEC DEF WASH DC

JEDEN/CG ADC ENT AFB COLO

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AF GRNC

NEOIN 13793 CIRVIS EVALUATION, 101600Z DEC 52. REFERENCE

SONDRESTROM SABAD 4431 DTG 101345Z DEC 52. POSSIBLE

15/1845Z DEC JEXC

*NO Boot, Andrews AB Heather, reports
contrails possible at time & date above 30000.
most likely between 30000-40000.
15 Dec*

EU 1900Z

UNCLASSIFIED

12
13

COUNTRY: Greenland REPORT NO.: IR-68-52 FROM (Agency): (LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Contrails

AREA REPORTED ON: Southwestern Greenland FROM (Agency): Dir/Int, NEAC

DATE OF REPORT: 29 December 1952 DATE OF INFORMATION: 10 December 1952 EVALUATION: C-2

PREPARED BY (Name): NATHAN J. MEYERSON, Captain, USAF SOURCE: Col. J.V.O. Weaver & Capt. Robert C. Kopp

REFERENCE: (Control number, title, publication, etc., as applicable)

SUMMARY: (Enter concise summary of report. Give significance in final one-paragraph. List inclusions at least 100. Report if report on AF Form 112-Part II.)

1. A celestial formation, believed to be contrails, was observed by two NEAC C-54 pilots enroute from Narsarsuaq Air Base, Greenland to Sondrestrom Air Base, Greenland on 10 December at 1600Z.

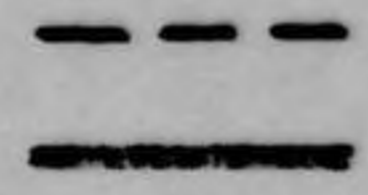
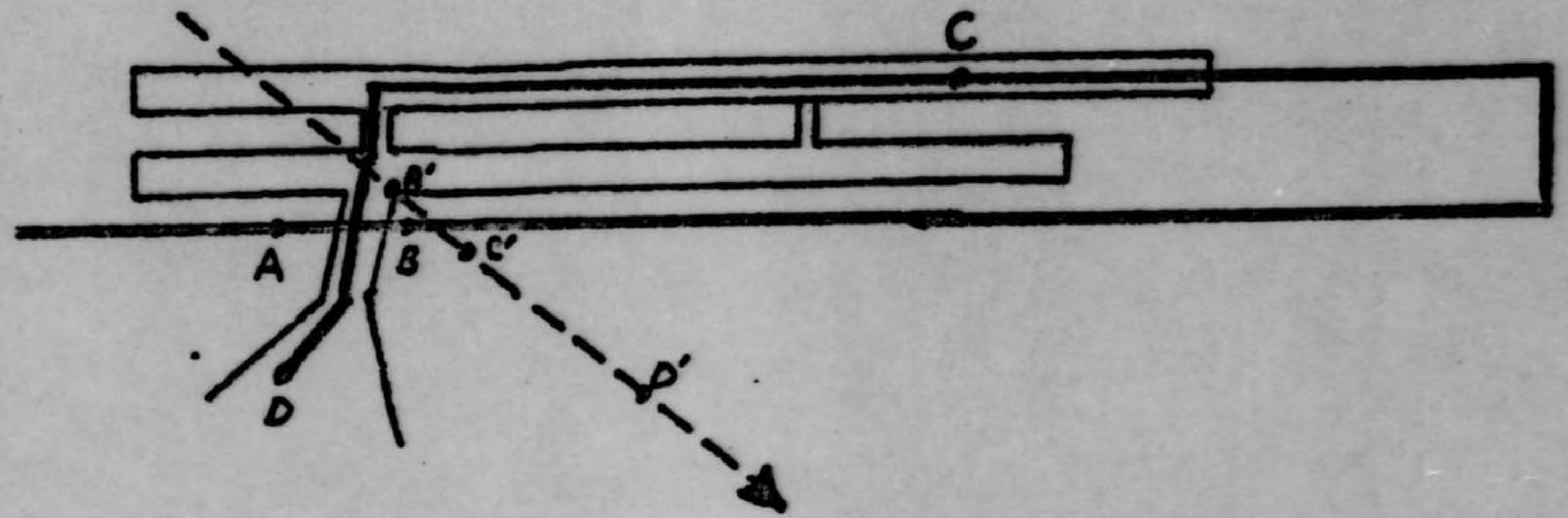
2. While the exact cause of the contrail formations cannot be determined, it is considered possible that they were caused by Soviet aircraft on a reconnaissance mission.

APPROVED:

Fred W. Siebert
FRED W. SIEBERT
Lt. Colonel, USAF
Director of Intelligence

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

CO, ALL NEAC Bases
CANAIRDEF
CANAIRNEW
AIC
CO, 64th AD
CC, ADC
CC, SADF
CC, AAC
AirA, Canada



AIR INTELLIGENCE INFORMATION REPORT

REPORT NUMBER Dir/Int, NEAG	REPORT NO. IR-18-52	PAGE 2	OF 2	PAGES
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1. A conical formation, resembling condensed contrails (contrails) was observed by the pilot and co-pilot (Colonel J.V. Weaver and Captain Robert C. Kopp) of a NEAG C-54 enroute from Narsarsuaq Air Base to Sondrestrom Air Base on the Southwestern coast of Greenland at a point midway between the two bases (654N/4650W).

2. The C-54 was on a magnetic heading of 019° at an altitude of 11,000 feet. The contrails were extended on a course approximately 90° to the left of that of the C-54, and at a considerably higher altitude. The observers estimate the altitude of the contrails to be between 50,000 and 60,000 feet.

3. The contrails were first observed high above the bearing of approximately 315° from the NEAG aircraft. Twenty minutes later, the point of origin of the contrails was at right angles to the observing aircraft though at a higher altitude. Total time of observation was about 20 minutes after which the visual contact was lost to the left rear of the liner.

4. Both observers agreed that the contrails had a definite point of origin, and could be seen from any altitude, but the extreme high altitude made it impossible to see the object responsible for the formation.

5. The observers reported clear skies and conditions of excellent visibility. A low level of scattered cirrus was reported at 10,000 to 15,000 feet extending in a Southwest/Northeast direction. A higher level of scattered cirrus was reported at 35,000 to 40,000 feet extending in a similar direction. The contrails were thus moving at almost right angles to the cloud formations and at a higher altitude.

COMMENTS of Preparing Officer:

1. Reliability of this sighting is supported by the fact that both observers are experienced pilots and observers. Colonel Weaver, Commanding Officer, 6400th Air Depot Group, Persimmon Air Force Base is a Command Pilot while Captain Kopp has logged 1347 hours flying time.

2. The 7th Weather Squadron provided the following information regarding winds at 50,000 and 60,000 feet at the time and location of the sighting. At 50,000 feet winds were from 200° at 15 knots; at 60,000 feet, from 270° at 25 knots.

3. The observers estimate of the altitude of the contrails should be treated with reservation due to the difficulty encountered in estimating distance when size and speed of the object judged is unknown.

4. Negative replies were received from all NEAG bases, the Iceland Defense Force and the Air Force Air Command covering the period of the sighting, indicating that the contrails were not formed by any known friendly aircraft.

5. While the exact cause of the contrails cannot be determined, it is considered possible that they were caused by a Soviet aircraft on a reconnaissance mission. The area of this sighting is within the combat radius of TU-16s operating from bases on the Kola Peninsula and Ostrov Ryzhich on the coast of the Gulf of Bothnia.

Arthur J. Meyerson

Colonel, USAF
Chief, Current Intelligence Division

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DOD DIR 5200.10

753-152

PROJECT 10073 RECORD CARD

1. DATE 16 Dec 52	2. LOCATION LADD AFB, ALASKA		3. CONCLUSIONS <input type="checkbox"/> Was Balloon <input checked="" type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon	
3. DATE-TIME GROUP Local 16/1955 GMT 17/0550	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		<div style="border: 2px solid black; padding: 5px;"> <input type="checkbox"/> Was Aircraft <input checked="" type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Astronomical <input checked="" type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown RETURN TO: 16-31 Dec 1955 KAFB. 6012-1 </div>	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE 3 MILITARY PERSONNEL		AFMNG Aeronautics Branch Maxwell AFB, Alabama	
7. LENGTH OF OBSERVATION 20 minutes	8. NUMBER OF OBJECTS one	9. COURSE N		
10. BRIEF SUMMARY OF SIGHTING Object comparable to star in intensity, size, color traveled at a varied speed from slow to fast. Size and intensity of light appeared to diminish as it traveled on its N course.		11. COMMENTS Due to the fact that object was observed for 20 min & the speed varied from jet to barely perceptible movement, it probably was not a star, planet, meteor, or a/c. A star or planet would not travel from S to N. <i>Balloons set up</i>		

ACTION



26 FEB 53 05 26z

RC65
MPA 33
XYA 1 25

1. Atia
2. Atia
3. C files

XDB077

26 FEB 53

13:41

pg

JIZ CE79U

JKD A69

JKDCR 15

NNNN JEPHQ JEDWP 222

DE JKDCR 18A

INFOR
ATIA
1953 FEB 26 08:30

NR 260341Z ZNJ

FROM CG AAC ELMENDORF AFB ALS

UNCLASSIFIED

TO JEPHQ/D/I USAF, WASH 25 DC

JEDWP/ATIA, WRIGHT-PATTERSON AFB, OHIO ATTN: ATIAA-2C

~~AAOID-4 3272 RE AAC FLYOBRPTS IR-11-52 AND IR-12-52 X INVES PROVES SIGHTINGS REPT WERE LIGHTED WEA BALLONS RELS~~

BY AAA WEA PERS X OBSERVERS WITNESSING DMST RELS AND SIMILAR WEA
COND STATE SIGHTINGS WERE UNDOUBTEDLY LIGHTED WEA

26/2341Z FEB JKDCR

Director	RETURN TO	1003376
Maxwell AFB, Alab		

SMC

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cy

28

COUNTRY Territory of Alaska	REPORT NO. IR 12-52	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYOBREP		
AREA REPORTED ON Alaska	FROM (Agency) Intelligence Directorate, AAC	
DATE OF REPORT 31 December 1952	DATE OF INFORMATION 16 December 1952	EVALUATION A-1
PREPARED BY (Officer) Capt. Winston E. Boutelle	SOURCE 5001st Comp. Sq, Ladd AFB, Alaska	
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. Inclosed FLYOBREP was received in this Headquarters on 31 December 1952. An electrical report was not submitted at the time of the sighting and AF Forms 112 were not available to the reporting agency.
2. This is the third such sighting reported from the Ladd AFB area during the month of December. Other sightings were made on the 9th and 11th, and were reported in AAC IR 11-52.
3. Personnel from the Meteorological Department, University of Alaska, have stated that at the present time, and at the time of the reported sightings, there were numerous meteor showers which could possibly account for the sightings.

WINSTON E. BOUTELLE
Captain, USAF
Chief, Plans; Policy and Collection Div.

APPROVED: FRANCIS H. MacDUFF
Colonel, USAF
Director of Intelligence

MHA: make an incident folder

7 INCL.
FLYOBREP

DISTRIBUTION BY ORIGINATOR
D/I USAF (1)
D/I ATIC (1)

[REDACTED]

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FLY OBJECT

16 December 1952

1. Object sighted was a light, comparable in size, intensity and color to a large bright star. No aerodynamic feature, trail or exhaust or propulsion were seen. Speed varied from very fast to very slow — no approximation can be made since the distance of the light from the observers cannot be accurately established. Size and intensity of light appeared to diminish as it traveled its northerly course.
2. Time of sighting was from 17/0555Z to 17/0615Z (local time 1955 hrs. to 2015 hrs. on the 16th of Dec.) with intermittent disappearances.
3. Observation was visual from the ground, no optical or electronic equipment was used.
4. See attached map with legend for approximate movements of object. General directions of light should be fairly accurate, however, since distance is not known it must be kept in mind that the observed locations as shown on map are only an inaccurate estimate.
5. A/1c RICHARD A. LONG 74th Air Rescue Sqdn. (on outside guard duty at 74th Air Rescue Sqdn.) was first to observe light and saw it for the longest length of time. He has been in this theater 19 months. This is his first experience with unidentified flying objects and no evaluation can be made as to his reporting reliability.

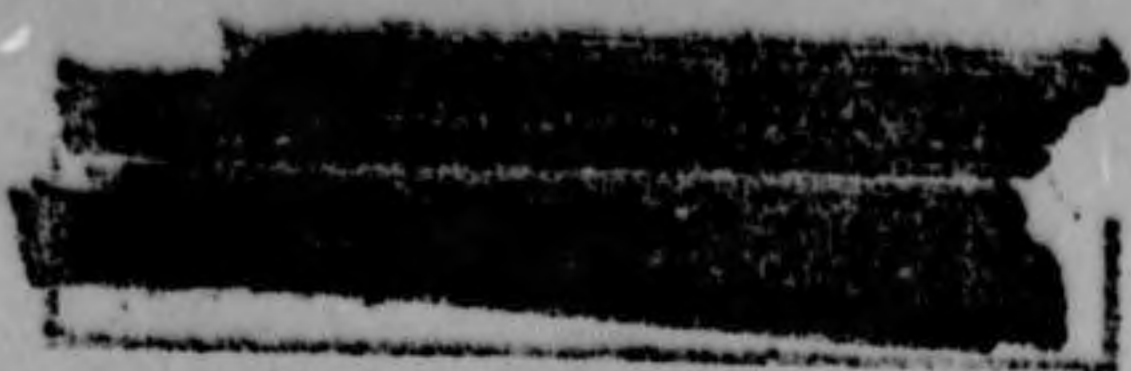
A/1c RICHARD J. KOACH, 74th Air Rescue Sqdn (on inside guard duty) was shown light by A/1c LONG. He has been in the theater 17½ months. This is his first experience with unidentified flying objects and no evaluation can be made as to his reporting reliability.

1st Lt. LEROY P. OAKLEY, 74th Air Rescue Sqdn. (on duty as duty controller) was shown the light by the above mentioned airmen when the light had completed better than half of its course. Lt. OAKLEY has been in this theater 22 months and from his experience in flying should be a qualified person to report such observations. However, since he observed the object for only a short duration, he does not have too much to report.

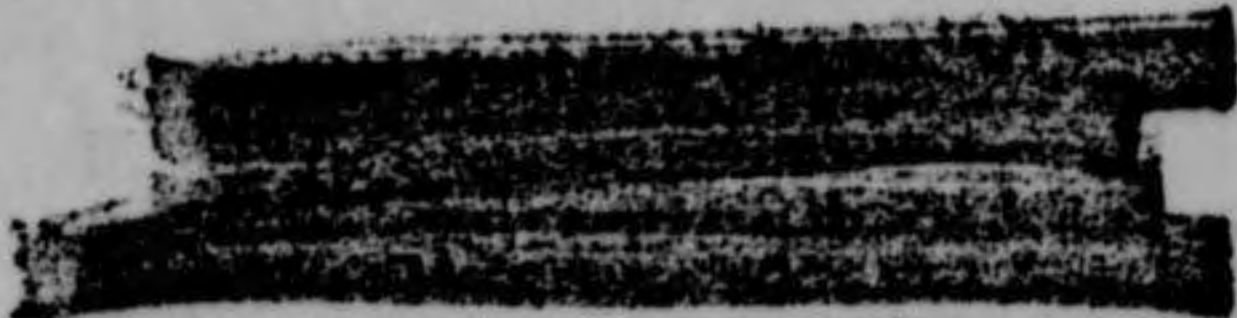
[REDACTED]


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[REDACTED]

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6. Scattered clouds at 12,000 feet, solid overcast at 20,000 feet, temperature 0° to -10°, winds negligible.
7. No activity or condition known which would account for this sighting.
8. No physical evidence available.
9. No action taken by observers to alert Air Defense Center or surveillance agencies. It was not reported to organizations' Intelligence Section until late the following day.
10. Check of Base Operations by personnel preparing this report determined that there was no conventional air traffic in the area from 17/0515Z to 17/2045Z.

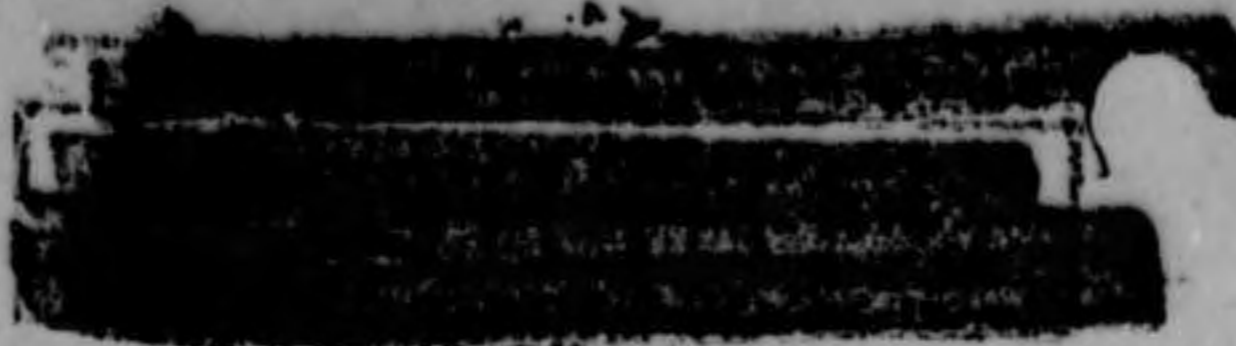
 UNCLASSIFIED

 UNCLASSIFIED

1. Position of observers throughout observation.
2. General direction (line of sight) in which light was first noticed at 1955 hrs. (~~170315Z~~¹⁹⁵⁵_{10555Z}) by A/1c LONG.
3. Point at which observer estimated light to be at time of original observation. At this time it had a definite up and down motion. He ascertained this by its position over a nearby telephone pole.
4. Broken red line (← →) denotes lights' course and distance as estimated by observers.
5. Red line denotes general direction (line of sight) at which A/1c LONG was joined by A/1c KOACH in observation at approximately 2000 hrs. LONG states object traveled very swiftly (faster than jet) when first starting from point (3) and then slowed down to a barely perceptible movement before arriving at the intersection of lines (4) and (5). At this point the light blinked off momentarily and LONG requested KOACH (who was just inside the Bldg.) to come out and observe. Light continued in same general direction and very slowly with a discernible ascent to line (6) at which time it again momentarily blinked out. At this time Lt. CARKLEY (also in the hangar) was requested to come outside and observe. This was at approximately 2005 hrs.

UNCLASSIFIED





UNCLASSIFIED

6. From line (6) to (7) all three (3) observers watched light ascending slowly until it disappeared at intersection (7).
7. At intersection (7) it disappeared and was seen again at approximately point (8) by LONG and KOACH, and disappeared shortly thereafter.

UNCLASSIFIED



Incl # 2

ALASKA 1:25,000

RESTRICTED

FIRST EDITION-AMS

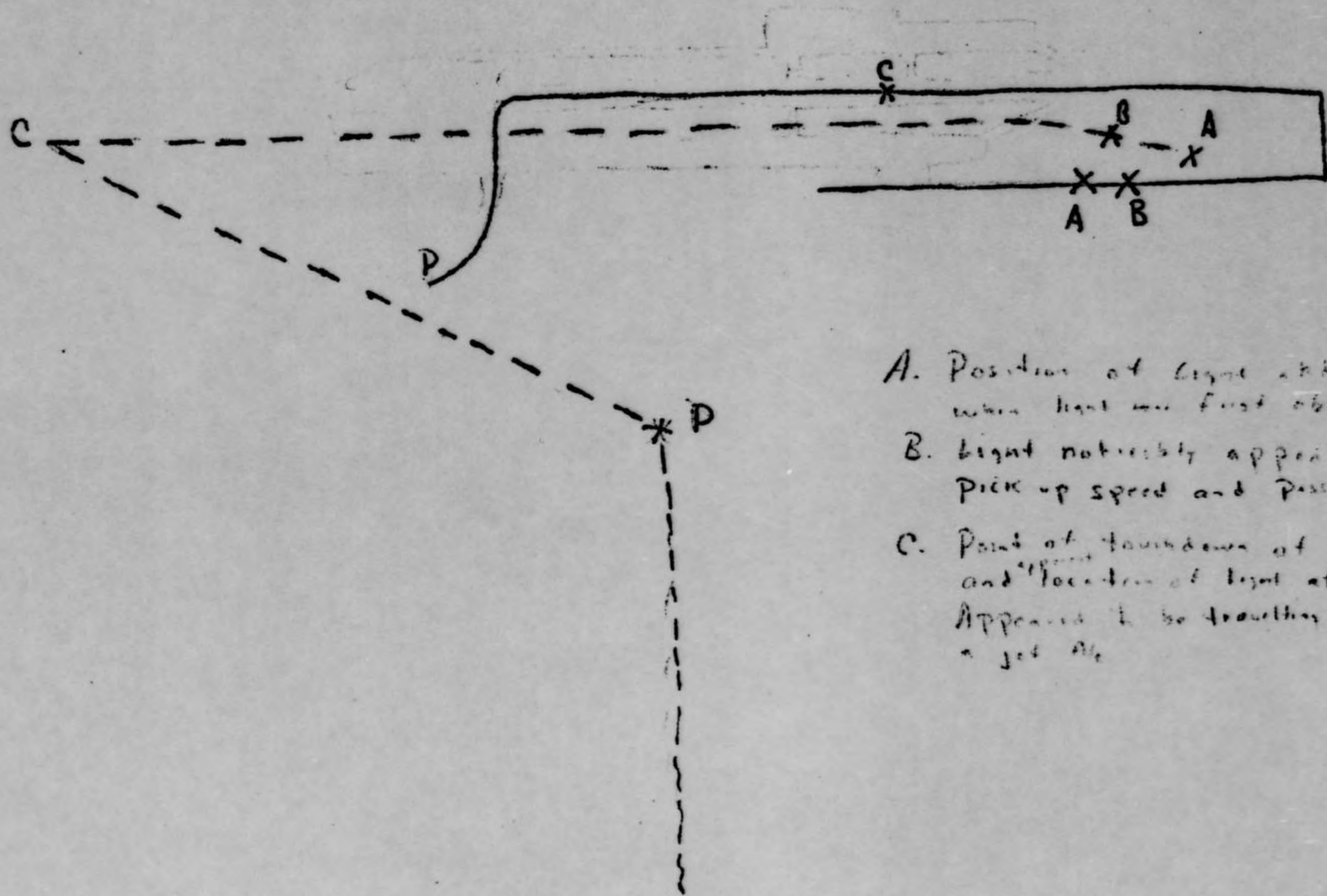
R7C

147°45'00" 0' 465 466 467 R 1 W 468 40'00"
64°52'30" 7194 T 1 N 33 34 35 7193 7192 7191 7190 65 67 14 23



FAIRBANKS D-2 SE





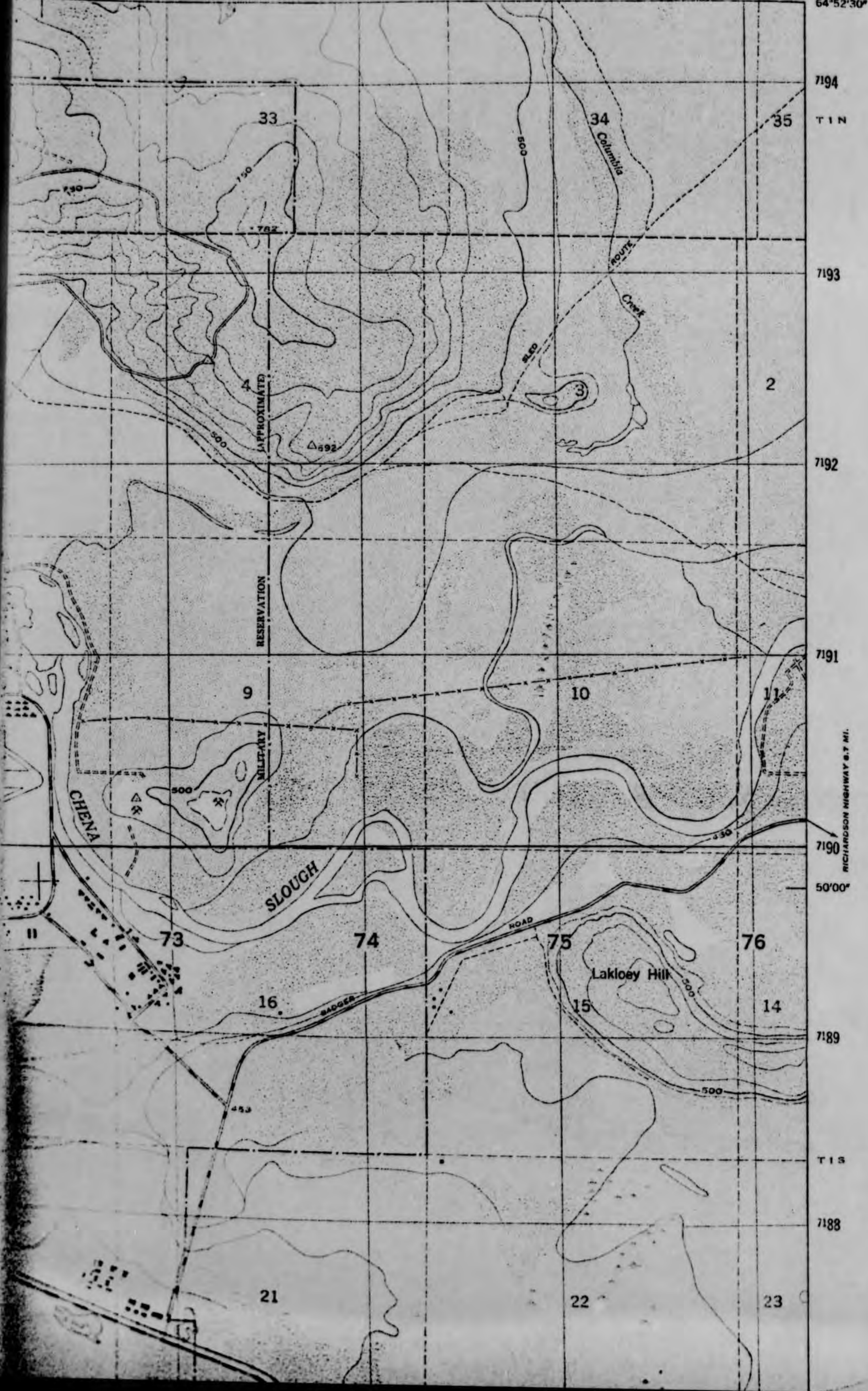
- A. Position of light at 8:54 when light was first observed
- B. Light noticeably appeared to pick up speed and pass 8:54
- C. Point of touchdown at 7:54 and location of light at that time. Appeared to be travelling faster than a jet plane

28° 29° 30° 31° 32° 33°

SHEET 3450 IV SE

AMS SERIES Q801

35°00' 473 M I E 474 475 476 147°30'00"



64°52'30"

7194

T I N

7193

7192

7191

7190

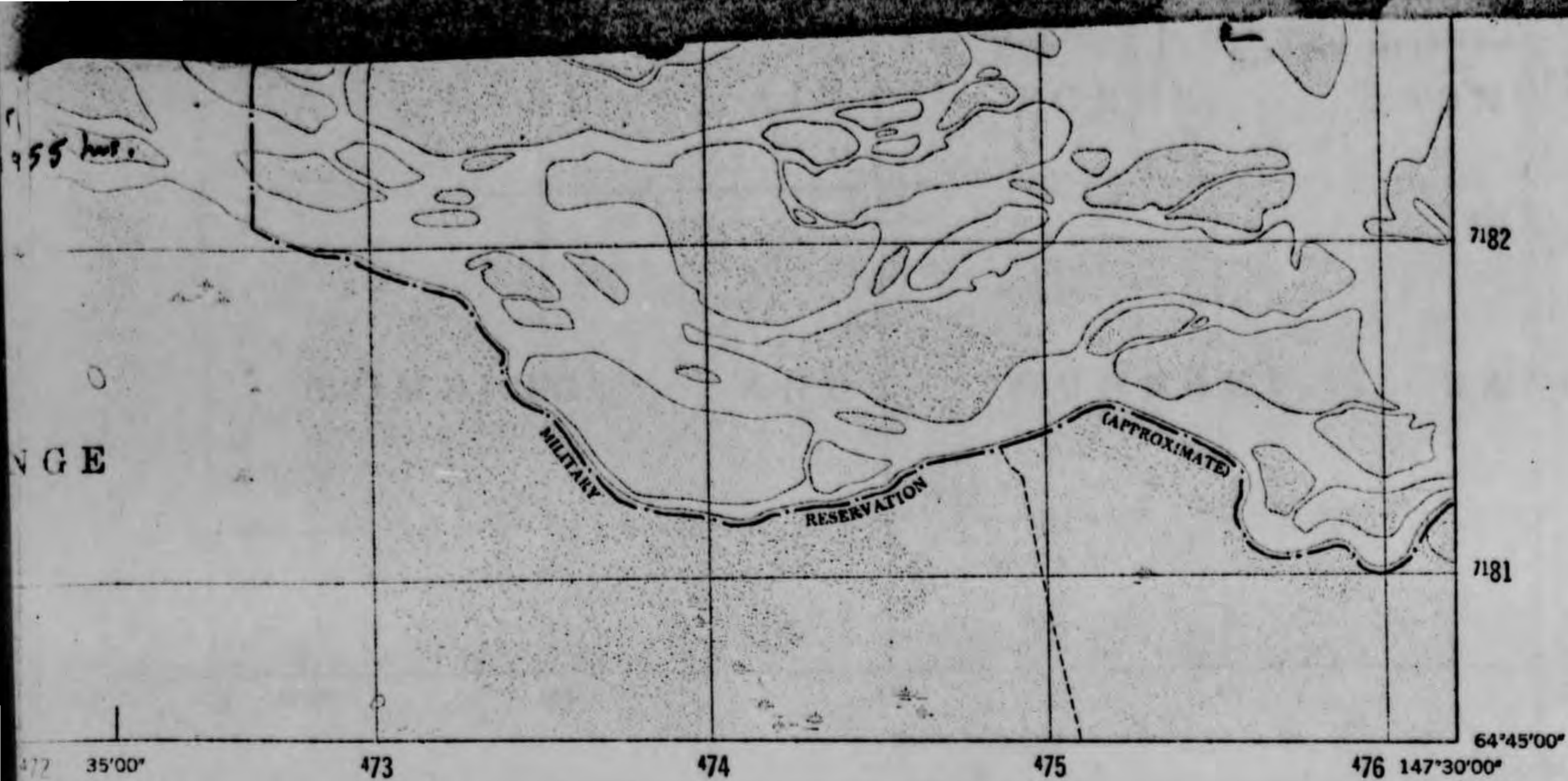
50'00"

7189

T I S

7188

RICHARDSON HIGHWAY 8.7 MI.



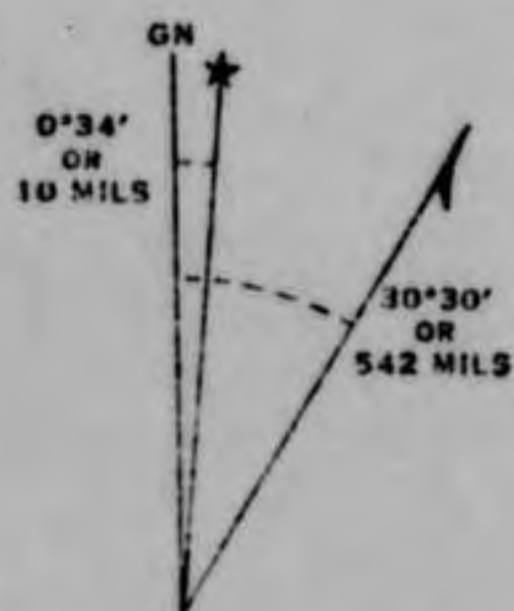
PRINTED BY ARMY MAP SERVICE, CORPS OF ENGINEERS, 8-51, 701778

INDEX TO ADJOINING SHEETS

3450 IV NW	3450 IV NE	3450 I NW
3450 IV SW	3450 IV SE	3450 I SW
3450 III NW	3450 III NE	3450 II NW

Sheet 3450 IV SE falls within NQ 5, 6-15, AMS Q501, 1:250,000

RESTRICTED

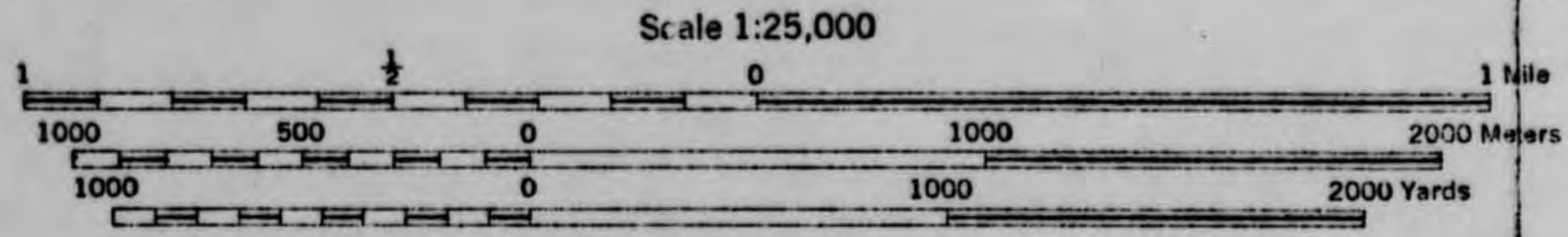
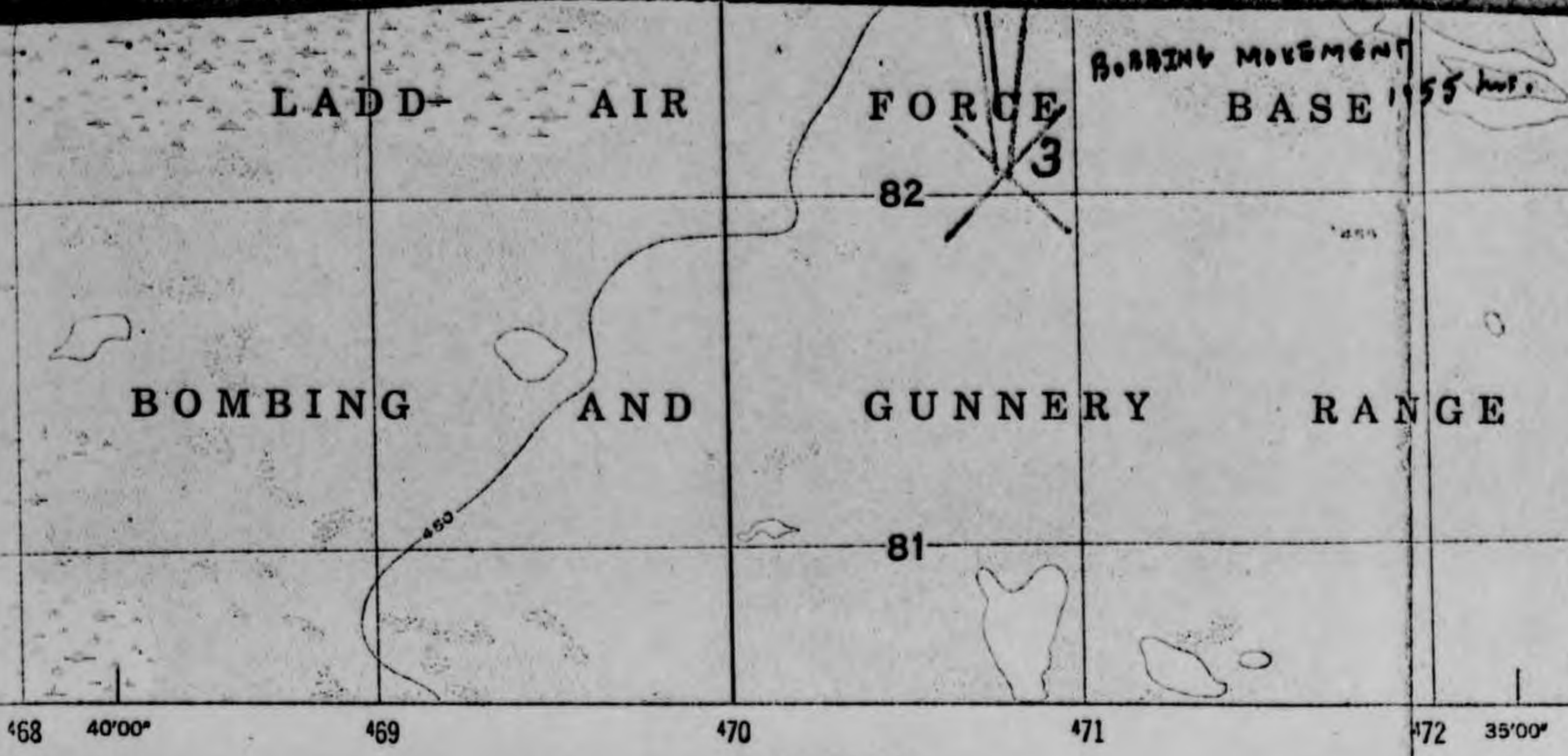


APPROXIMATE MEAN DECLINATION 1951
FOR CENTER OF SHEET
ANNUAL MAGNETIC CHANGE 4' WESTERLY

Use diagram only to obtain numerical values.
To determine magnetic north line, connect the pivot point "P" on the south edge of the map with the value of the angle between GRID NORTH and MAGNETIC NORTH, as plotted on the degree scale at the north edge of the map.

FAIRBANKS D-2 SE, ALASKA





CONTOUR INTERVAL 50 FEET
 WITH SUPPLEMENTARY CONTOURS AT 25 FOOT INTERVALS
 VERTICAL DATUM: MEAN SEA LEVEL

TRANSVERSE MERCATOR PROJECTION
 HORIZONTAL DATUM: 1927 NORTH AMERICAN DATUM

BLACK NUMBERED LINES INDICATE THE 1,000 METER UNIVERSAL TRANSVERSE
 MERCATOR GRID, ZONE 6
 THE LAST THREE DIGITS OF THE GRID NUMBERS ARE OMITTED

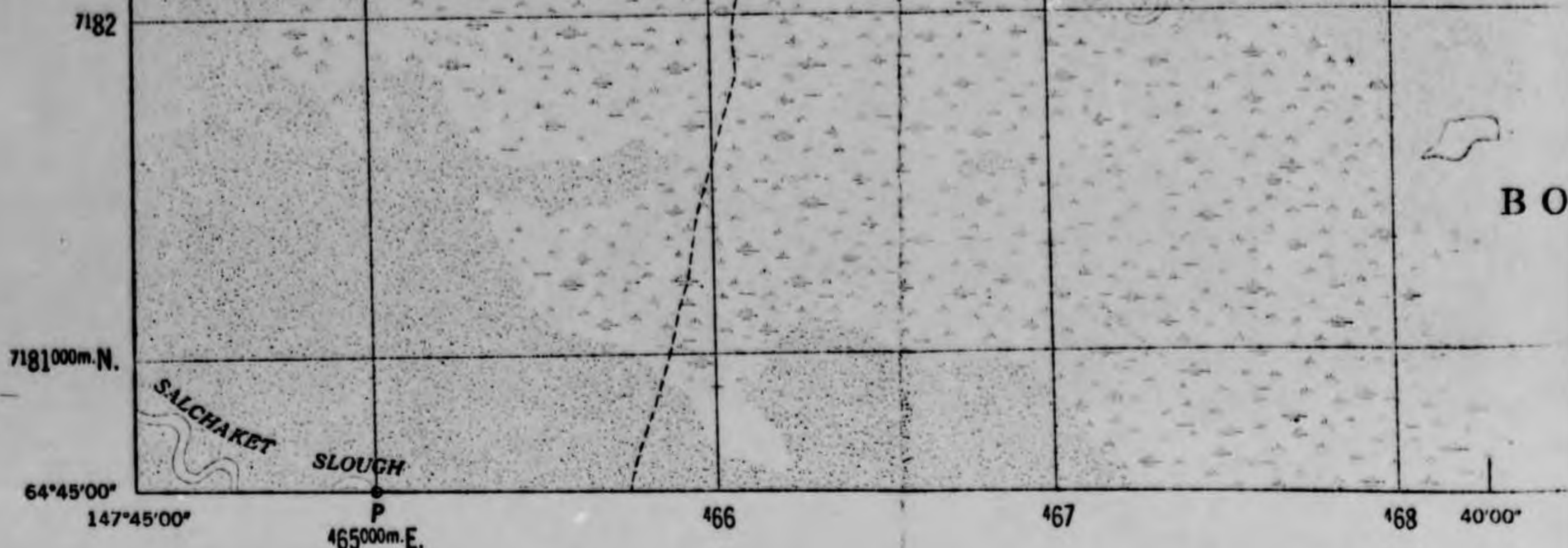
LINES SHOWN IN RED ARE PUBLIC LAND LINES

USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE URGED TO MARK HEREON AND FORWARD DIRECTLY TO COMMANDING
 OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. MAPS SO FORWARDED WILL BE RETURNED OR REPLACED IF DESIRED.

GRID ZONE DESIGNATION: 6W 100,000 M SQUARE IDENTIFICATION <div style="border: 1px solid black; width: 40px; height: 40px; margin: 10px auto; text-align: center; line-height: 40px;">VG</div>	TO GIVE A STANDARD REFERENCE ON THIS SHEET TO NEAREST 100 METERS	
IGNORE the SMALLER figures of any grid number; these are for finding the full coordinates. Use ONLY the LARGER figures of the grid number; example: 7181000	SAMPLE POINT: Δ VABM 442	
	1. Locate first VERTICAL grid line to LEFT of point and read LARGE figures labeling the line either in the top or bottom margin, or on the line itself: Estimate tenths from grid line to point:	69 4
	2. Locate first HORIZONTAL grid line BELOW point and read LARGE figures labeling the line either in the left or right margin, or on the line itself: Estimate tenths from grid line to point:	87 9
	SAMPLE REFERENCE: 694879	
	If reporting beyond 100,000 meters or if sheet bears an overlapping grid, prefix 100,000 Meter Square Identification, as: VG594879	
	If reporting beyond 9°N-S or 18°E-W, prefix Grid Zone Designation, as: 6WVG694879	

APPROXIMATE
 FOR
 ANNUAL MAGN
 Use diagram on
 To determine the
 pivot point "P"
 with the value
 NORTH and MA
 the degree scale





AMS Q801
First Edition—AMS

Prepared by the Army Map Service (GEAU), Corps of Engineers, U.S. Army, Washington, D.C. Compiled in 1951 by photogrammetric (multiplex) methods by the U.S. Geological Survey. Aerial photography 1949. Horizontal and vertical control by USGS and USC&GS. Public land lines are based on the Fairbanks Principal Meridian. Map not field checked.

LEGEND

Tint indicates built-up areas in which only landmark buildings are shown.

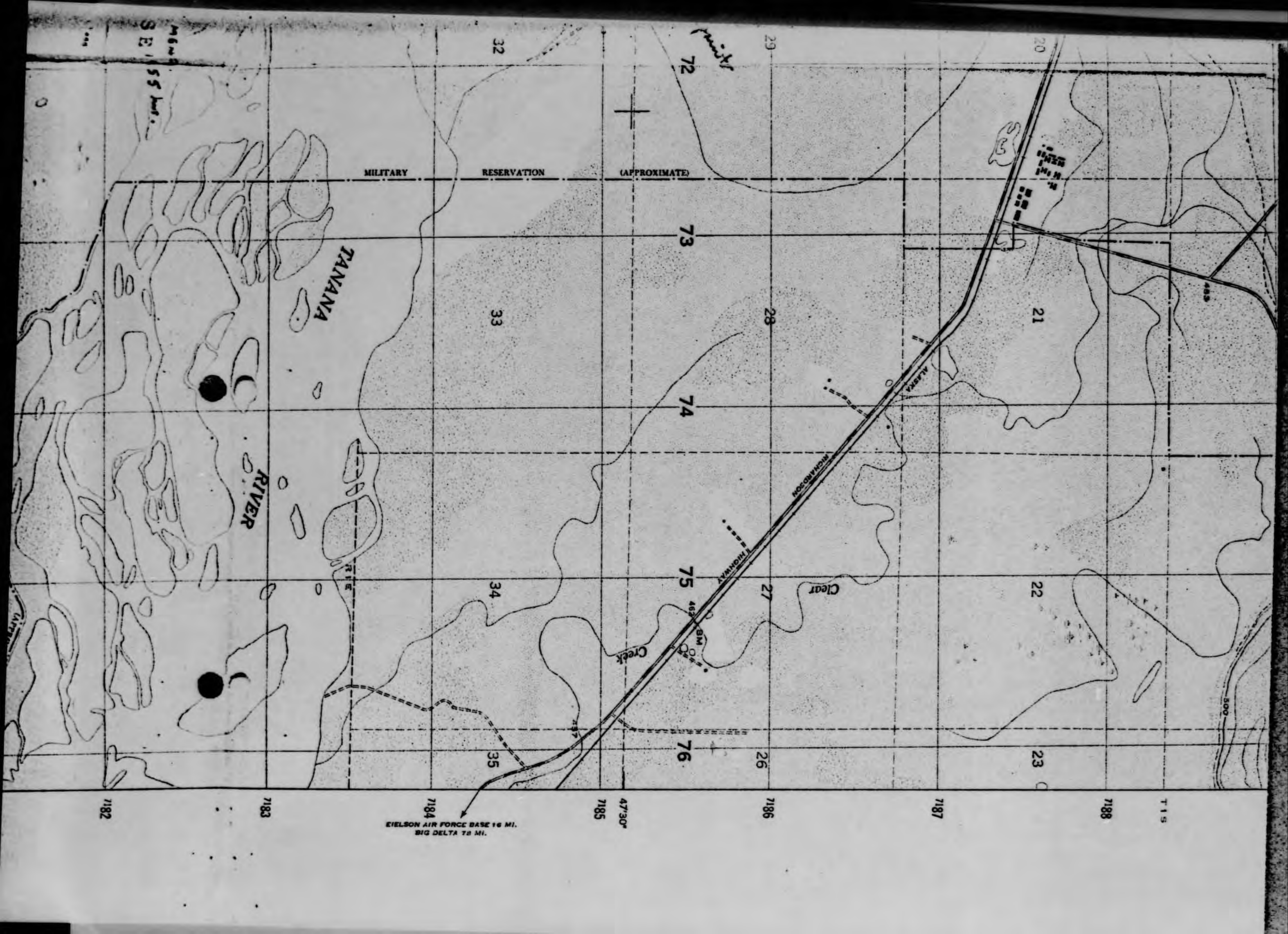
ROAD DATA 1950

In developed areas, only through roads are classified.

Hard surface, heavy duty road, four or more lanes wide			Loose surface, graded and drained, or narrow hard surface road	
Hard surface, heavy duty road: Two lanes wide; Three lanes wide			Improved dirt road or street	
Hard surface, medium duty road, four or more lanes wide			Unimproved dirt road; Trail	
Hard surface, medium duty road: Two lanes wide; Three lanes wide			Route markers: Federal; State	
Buildings			Horizontal control point	
School; Church			Bench mark, monumented	
Standard gauge railroad		Single track Double track	Bench mark, non-monumented	
Narrow gauge railroad			Spot elevation in feet: Checked; Unchecked	
Railroad in street			Woods or brushwood	
Carline			Scrub; Orchard	
National boundary			Intermittent lake	
State boundary (with monument)			Intermittent stream; Dam	
County boundary			Swamp, marsh	
County subdivision boundary			Rapids; Falls	
Corporate limits			Large rapids and falls	
Reservation boundary			Public land line, unreliable	
Public land line, reliable				

Sheet # 2





SE 155 mi.

unit

MILITARY RESERVATION (APPROXIMATE)

TANANA

RIVER

RICHARDSON HIGHWAY

Clear Creek

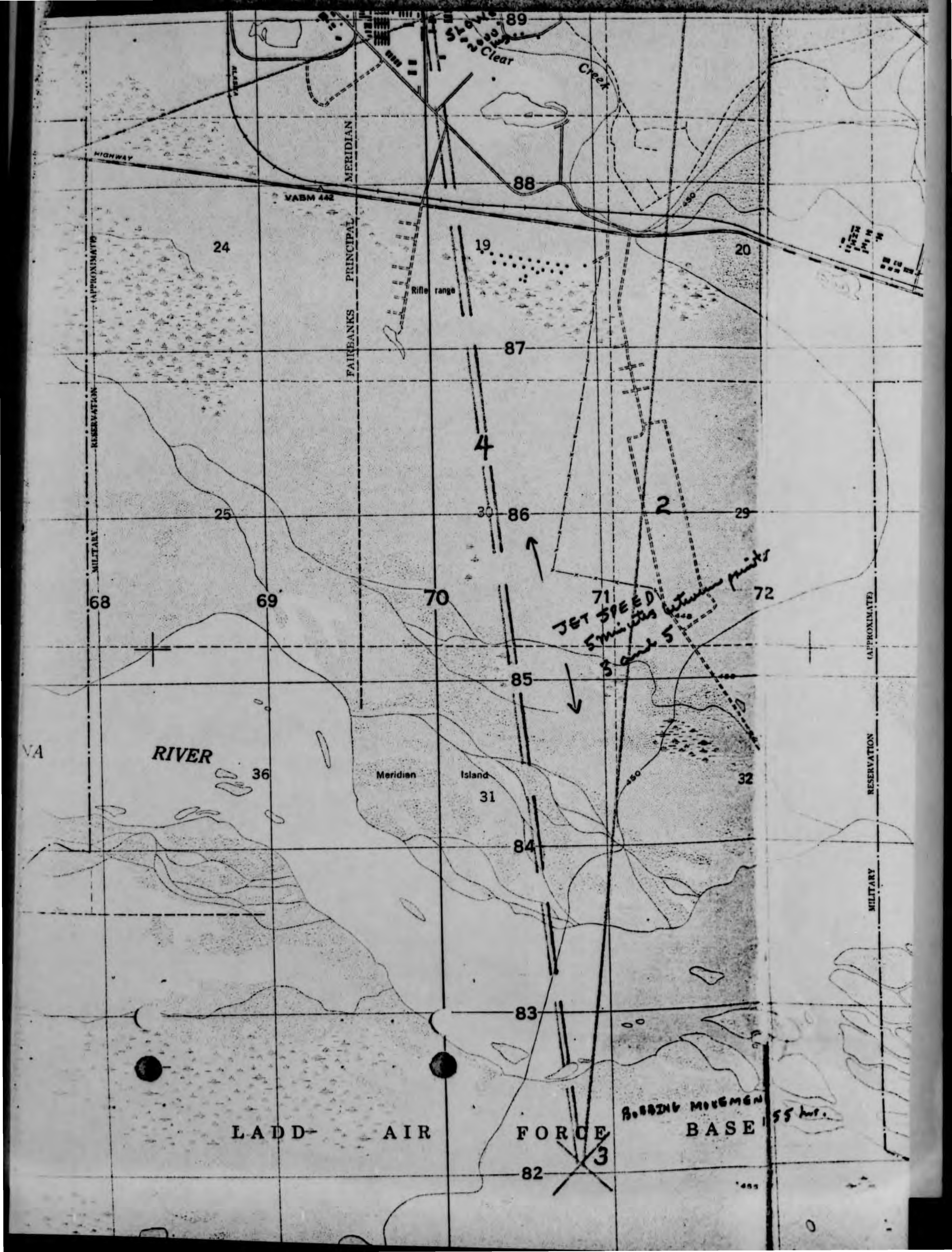
EIELSON AIR FORCE BASE 16 MI. BIG DELTA 70 MI.

7182 7183 7184 7185 7186 7187 7188 T 15

47°30'

20 21 22 23 26 27 28 29 32 33 34 35 72 73 74 75 76

500



HIGHWAY

FAIRBANKS

MERIDIAN

RESERVATION

MILITARY

68

24

25

69

70

VA RIVER

36

Meridian

Island

31

LADD AIR FORCE

FORCE

ROBBIN MOVEMENT BASE 55 hr.

82

83

84

85

86

87

88

89

19

4

2

72

32

20

(APPROXIMATE)

RESERVATION

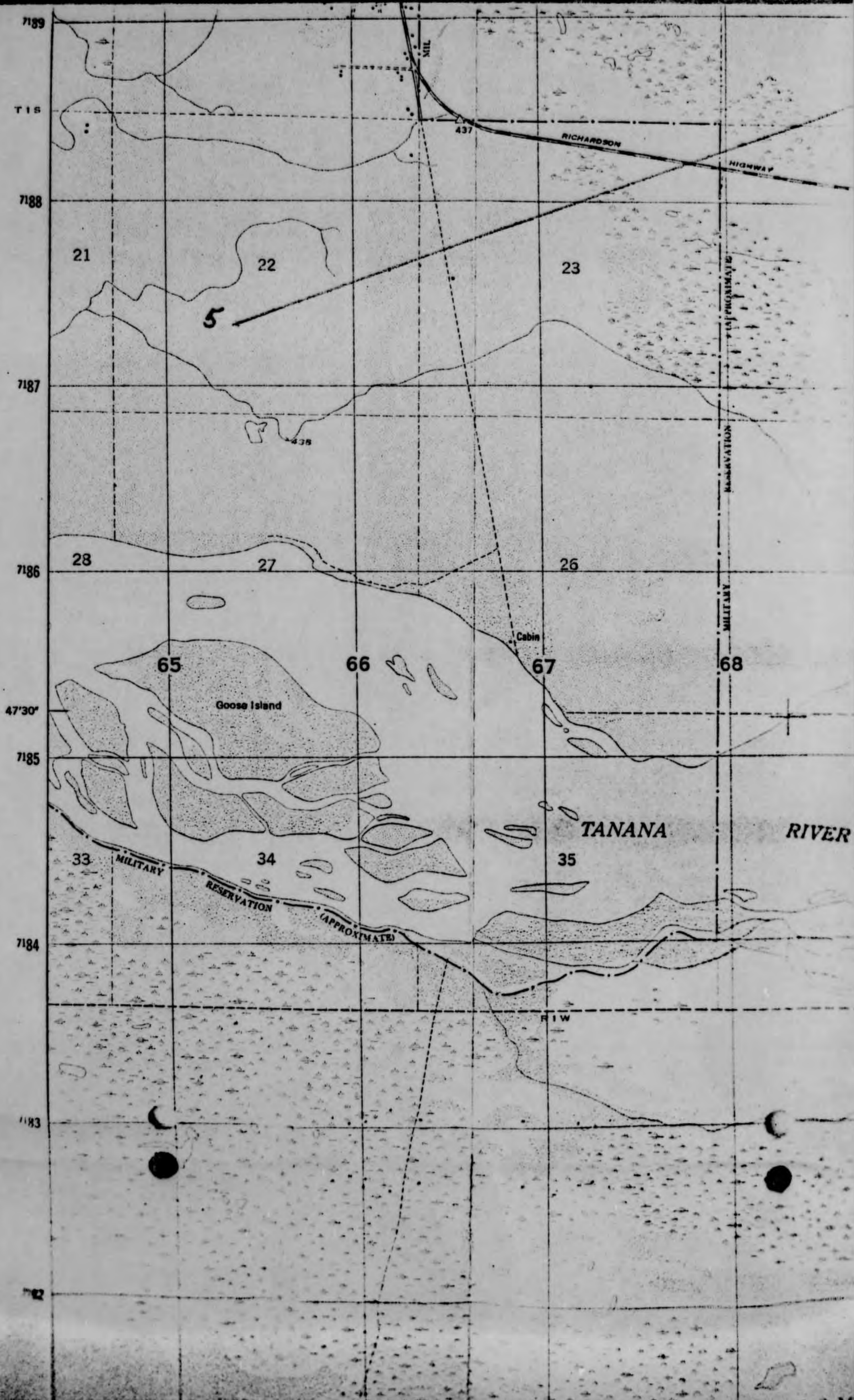
MILITARY

Clear Creek

Rifle range

JET SPEED 5 minutes between points 3 and 5

0



1. Atia
2. Atia
3. C. files

PM

10 DEC 1952 07 53 Z... AGO 1
INFOR. INFOR.

*Wife sent
11 Dec 52 to get
more info*

*K
A*

PM 7:36

NR

A
WPA115
KYB110
JWZ A101
JMD B61
JWDC 100
PF JEDWP
DE JKDC 124
P 1006437

at 2083 local

FM SINCAL EDF AFB ALS / FM CG AAC EDF AFB ALAFB ALS
PER JKDC 105
TO CG AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

O 100225Z 09/1625 Local
FM CG 5001ST COMP WG LADD AFB ALS
TO JEDEN/CG ADC ENT AFB COLO
JKDC/CG AAC ELMENDORF AFB ALS
USFC/SEC DEF WASH D C

LFWOP3 037 1. CIRVIS 2. LADD AFB ALS, 147 DEG 42 MIN WEST 64 DEG
49 MIN NORTH. 3. A. UNIDENTIFIED AIRBORNE OBJECT (LIGHT) HEADING
APPROXIMATELY 240 DEG AT 2,000 FT ALTITUDE. ON STRAIGHT COURSE
FOR APPROXIMATELY ONE (1) MIN THEN IT STARTED INCREASING ITS SPEED
NOTICEABLY. APPROXIMATE-SIZE OF LARGE CABIN LIGHT OF TWO (2) ENGINE
TRANSPORT OR DIFFUSED LIGHT OF THAT NATURE. SHAPE NON-REFLECTIVE,
WHITE IN HUE OVAL IN SHAPE. ALTITUDE 2,000 FEET. CONTINUED ON 240 DEG
HEADING AT 2,000 FEET ALTITUDE FOR APPROXIMATELY TWO (2) MIN. NO JET
OR ROCKET STREAM NOTICED. B. SERIAL NUMBER 49-2522, HEADING 060 DEG,
F-94A. LAND-JET, ONE ENGINE, USAF INSIGNIA, 2000 FEET ALTITUDE, SPEED

PAGE THREE JKDL 25B

MOVE IN AN ERRATIC FLIGHT PATH FOR A PERIOD OF THREE (3) MINUTES
UNTIL IT WAS POINTED OUT AGAIN TO THE PILOT AND TWO (2) GROUND CREW
MEMBERS. THEN IT TOOK UP A HEADING OF 165 DEG GAINING SPEED UNTIL IT
LOOKED LIKE A FALLING STAR OR METEOR. DESCENDING ALL THE TIME, IT
CONTINUED TO BECOME A BRIGHTER RED AS IT REACHED THE EARTH. THE
LIGHT APPSARED TO DIMINISH ITS FORWARD SPEED AND DESCENT TO THE EARTH
AS A HELICOPTER WOULD. AT THIS POINT THE LIGHT WAS NOTICEABLY MORE
RED THAN BEFORE. TIME 170610Z TO 170626Z. WEATHER CONDITIONS , NIGHT
VFR CAVU. S. DONALD A. DICKMAN 1ST LT., USAF PILOT, SHIP NO. 49-2522
THOMAS W. DAVIES 1ST LT., USAF RADAR OBSERVER, SHIP NO. 49-2522.

17/0626Z DEC JKDL

17/0626Z DEC JKDC

09/0616 Z

08/2016 Loc. 1

cyf 1

←

PAGE TWO JKDL 25B

250 KNOTS PER HOUR. NAME STARFIRE, SERIAL NUMBER 49-2522. C. NOT APPLICABLE. 4. AIRCRAFT SERIAL NUMBER 49-2522, F-94A, 1ST LT DONALD A. DICKMAN PILOT 1ST LT THOMAS W. DAVIES RADAR OBSERVER, WAS ON BASE LEG TO APPROACH FOR LANDING WHEN 1ST LT DAVIES CALLED ATTENTION TO PILOT ON A TARGET AT 11:30 O'CLOCK SAME ALTITUDE, TARGET MOVING FROM STAR-BOARD TO PORT. TARGET AFFIRMED BY PILOT. THE F-94A WAS HEADING 160 DEG, TARGET WAS HEADING 240 DEG APPROXIMATELY PARALLEL AND 100 DEG TO FIGHTER FLIGHT. DURING THE NEXT 30 TO 45 SECONDS, TARGET INCREASED ITS SPEED NOTICEABLY. WHEN F-94A, SERIAL NUMBER 49-2522 TURNED ON BASE LEG, HEADING APPROXIMATELY 240 DEG, TARGET CONTINUED ON HEADING APPROXIMATELY 240 DEG SAME ALTITUDE. [FROM POSITION OF BASE AREA TARGET SEEMED TO ASCEND AT A PHENOMENAL RATE WITH A STRAIGHT COURSE AND VERY ERRATIC FLIGHT CHARACTERISTICS. THE COLOR OF THE LIGHT SEEMED TO CHANGE FROM WHITE TO RED AS IF THE ATMOSPHERE HAD AN AFFECT ON IT AS IT GAINED ALTITUDE. OBJECT UNIDENTIFIABLE DUE TO DARKNESS OF NIGHT, SPEED OF OBJECT, AND POSITION OF OBSERVER. OBJECT NOT AUDABLE. WHEN ON GROUND, NOTHING OF A MOTOR, ENGINE, OR OTHER PROPULSION NATURE WAS NOTICED. TEMPERATURE APPROXIMATELY MINUS TWENTY-TWO (22) DEG AND NOISE COULD BE HEARD AT A VERY LONG DISTANCE WITH NO WIND AT THAT TEMPERATURE. UPON LANDING, THE OBJECT

1. GIRVIS

2. Ladd AFB, Alaska, $147^{\circ} 42'W$, $64^{\circ} 49'N$.

3. A. Unidentified airborne object (light) heading approximately 240° at 2,000 ft. altitude, on straight course for approximately one minute, then it started increasing its speed noticeably. Approximate size of large cabin light of two engine transport or diffused light of that nature. Shape non-reflective, white in hue, oval in shape. Altitude 2,000 ft. Continued on 240° heading at 2,000 ft. altitude for approximately two minutes. No jet or rocket stream noticed.

B. Serial No. 49-2522, heading 60° , F-94A. Land jet, one engine, USAF insignia, 2,000 ft. altitude, 200 knots per hour. Name "Star Fire", Serial No. 49-2522.

C. Not applicable.

4. Aircraft Serial No. 49-2522, F-94A, 1st Lt Donald A. Dickman, pilot; 1st Lt Thomas W. Davies, radar observer, was on base leg (comment: Probably means down wind) to approach for landing when 1st Lt Davies called attention to pilot on a target at 11:30 o'clock same altitude, target moving from star-board to port. (Note: Probably means right to left when looking out port side of a/c.) Targets affirmed by pilot. The F-94 was heading 60° . Target was heading 240° approximately parallel and 180° to fighter flight. During the next 30 to 45 seconds target increased its speed noticeably. When F-94, Serial No. 49-2522 turned on base leg (Note: Probably means final approach) heading approximately 240° , target continued heading approximately 240° at the same altitude. (Note: Probably means targets same altitude.) From position of base area target seemed to ascend at a phenomenal rate with a straight course and very erratic flight