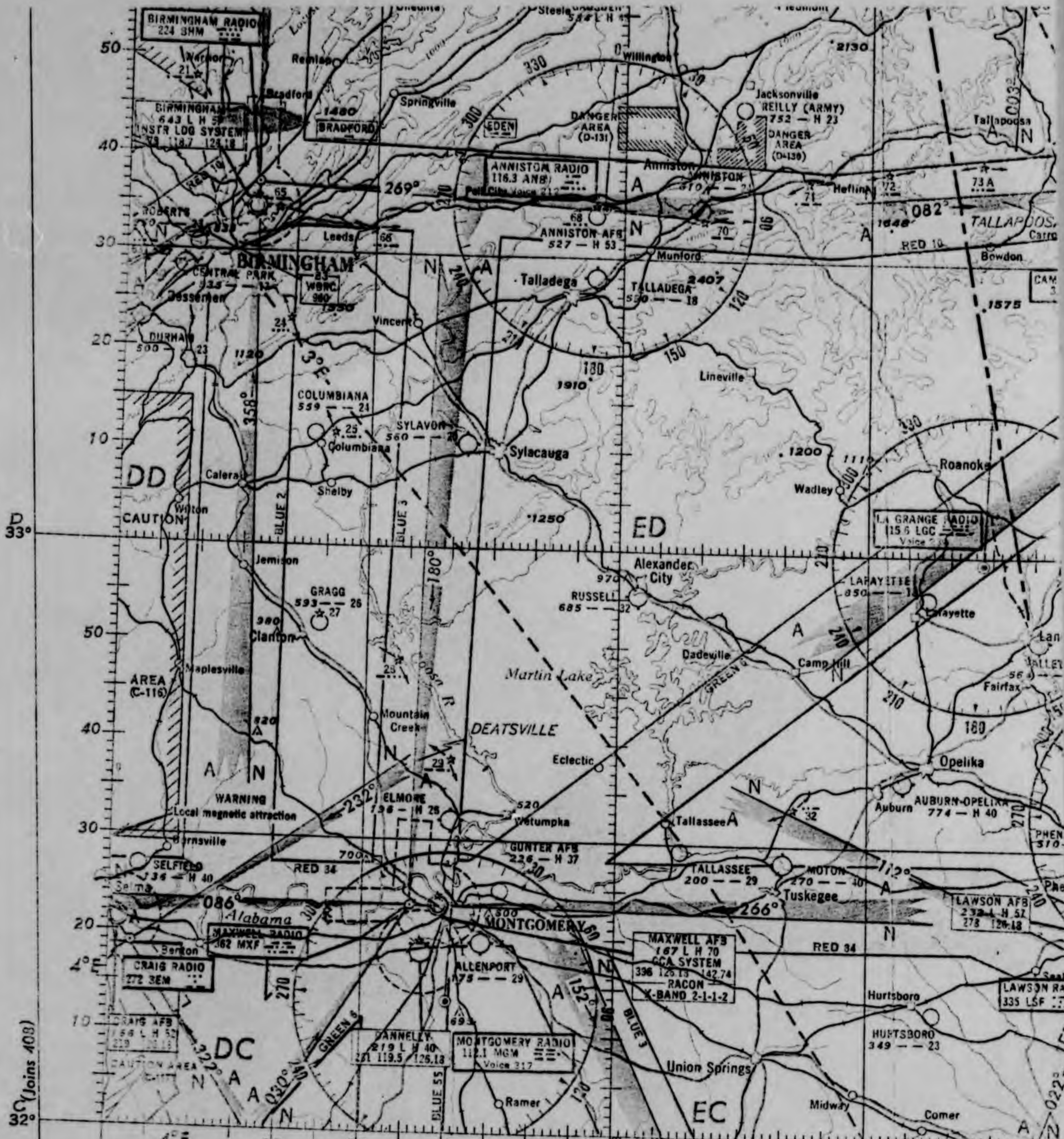
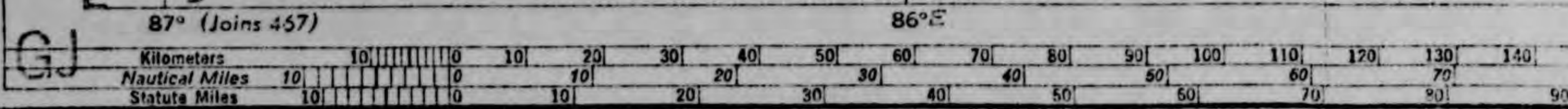


PROJECT 10073 RECORD CARD

1. DATE 15 Dec 52	2. LOCATION GREENSBORO, NORTH CAROLINA	11. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input checked="" type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
3. DATE - WE GROUP Local 15/0925EST GMT 15/1425Z	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	
5. PHOTOS 1 2	6. SOURCE AF Pilot	
7. LENGTH - OBSERVATION 20 seconds	8. NUMBER OF OBJECTS One	9. COURSE N
10. BRIEF SUMMARY OF SIGHTING	11. COMMENTS	
Bright silver spherical object traveling at an unestimated speed was sighted at 11 o'clock high to 6 o'clock high where observer lost visual contact. Observer was flying at 2500' traveling 300 mph.		



TO REFERENCE BY THE GEOREF (SHOWN IN BLUE) TO MINUTES
 (Select nearest intersection south and west of point)
 Sample Point: CLANTON
 1. GJ identifies basic 15° quadrangle
 2. DC identifies 1° quadrangle
 3. 21 identifies Georef minute of longitude
 4. 50 identifies Georef minute of latitude
 5. Sample reference: GJDC2150



(409)

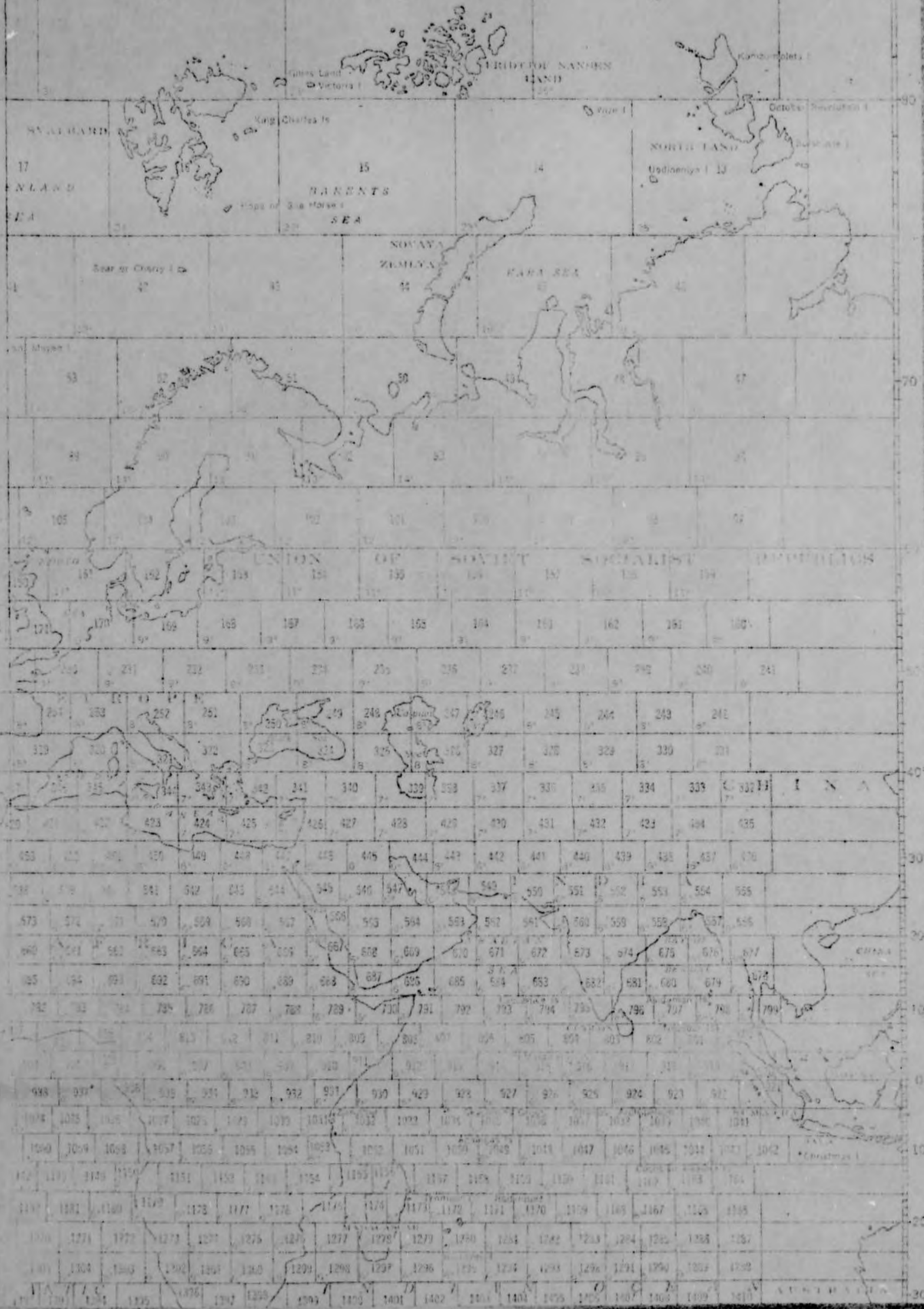
PRICE 25 CENTS

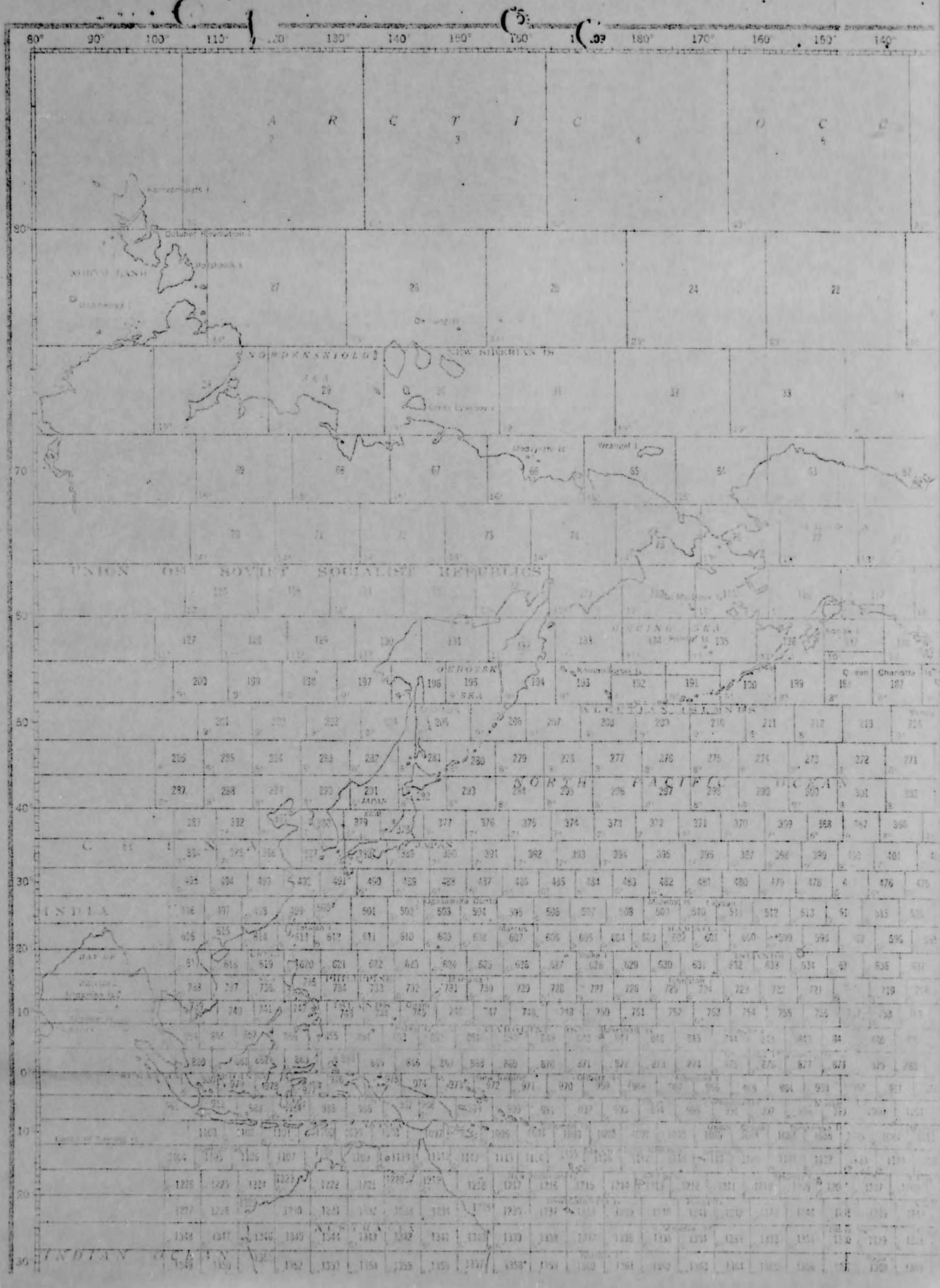
THIRTEENTH (3N Aug 16, 1951

Principal Sources: U. S. Geological Survey, U. S. Army Corps of Engineers, U. S. Air Force, U. S. Dept. of Agriculture, Civil Aeronautics Administration and the U. S. Coast and Geodetic Survey.

0° 10 20 30 40 50 60 70 80 90 100 110 120

R C T I C O C E A N





ARCTIC OCEAN

UNION OF SOVIET SOCIALIST REPUBLICS

PACIFIC OCEAN

INDIA

INDIAN OCEAN

AERONAUTICAL SYMBOLS

AERODROMES

LANDPLANE SEAPLANE

		MILITARY BASE	OF MAJOR AERONAUTICAL IMPORTANCE
		CIVIL	
		JOINT CIVIL AND MILITARY BASE	
		MILITARY	OFFERING SERVICES THAT INCLUDE REPAIRS FOR NORMAL TRAFFIC AND/OR REFUELING
		CIVIL	
		JOINT CIVIL AND MILITARY	
		LANDING AREA OR ANCHORAGE	NO PUBLIC SERVICES AVAILABLE
		LANDING STRIP (MILITARY)	

AERODROME DATA

HARMON FIELD
70 L H 45
Airport of entry
GCA SYSTEM
278 125.18

LANDPLANE

70	ELEVATION IN FEET
L	MINIMUM LIGHTING
H	HARD SURFACED RUNWAY
45	LENGTH OF LONGEST RUNWAY TO NEAREST HUNDRED FEET

SEAPLANE

00	ELEVATION IN FEET
L	MINIMUM LIGHTING
S	NORMAL SHELTERED TAKE-OFF AREA
62	LENGTH OF LONGEST RUNWAY TO NEAREST HUNDRED FEET

NAS APACOSTIA
00 L S 02
2871

GCA SYSTEM - GROUND CONTROL APPROACH SYSTEM, OTHER CONTROLLED APPROACH SYSTEMS BY APPROPRIATE SYMBOL
278 125.18 2470 CONTROL TOWER TRANSMITTING FREQUENCIES
WHEN SPECIFIC INFORMATION PERTAINING TO LANDING FACILITY DATA IS MISSING, THE RESPECTIVE CHARACTER WILL BE REPLACED BY A DASH (-) 132 -- H 40

AIR NAVIGATION LIGHTS

ROTATING LIGHT	---	*	FLASHING LIGHT	---	---
			(WITH CODE)		
ROTATING LIGHT	---	*	OBSTRUCTION LIGHT	---	*
(WITH FLASHING CODE)					
ROTATING LIGHT	---	30	MARINE LIGHT	---	*
(WITH COURSE LIGHTS)					
FLASHING LIGHT	---	*	LIGHTSHIP	---	*

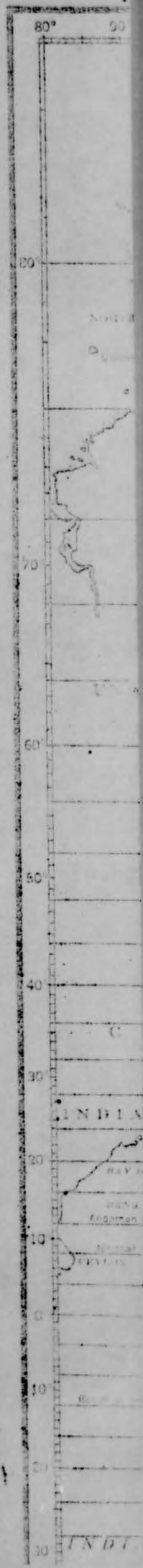
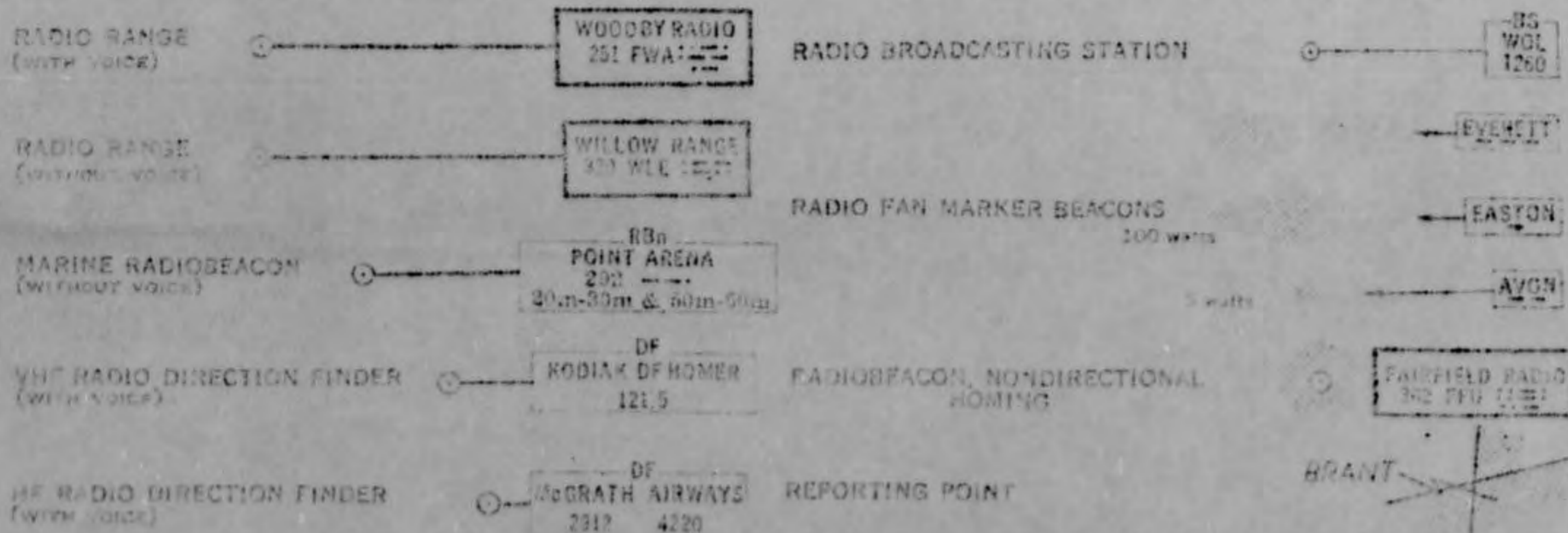
MARINE LIGHT CHARACTERISTICS

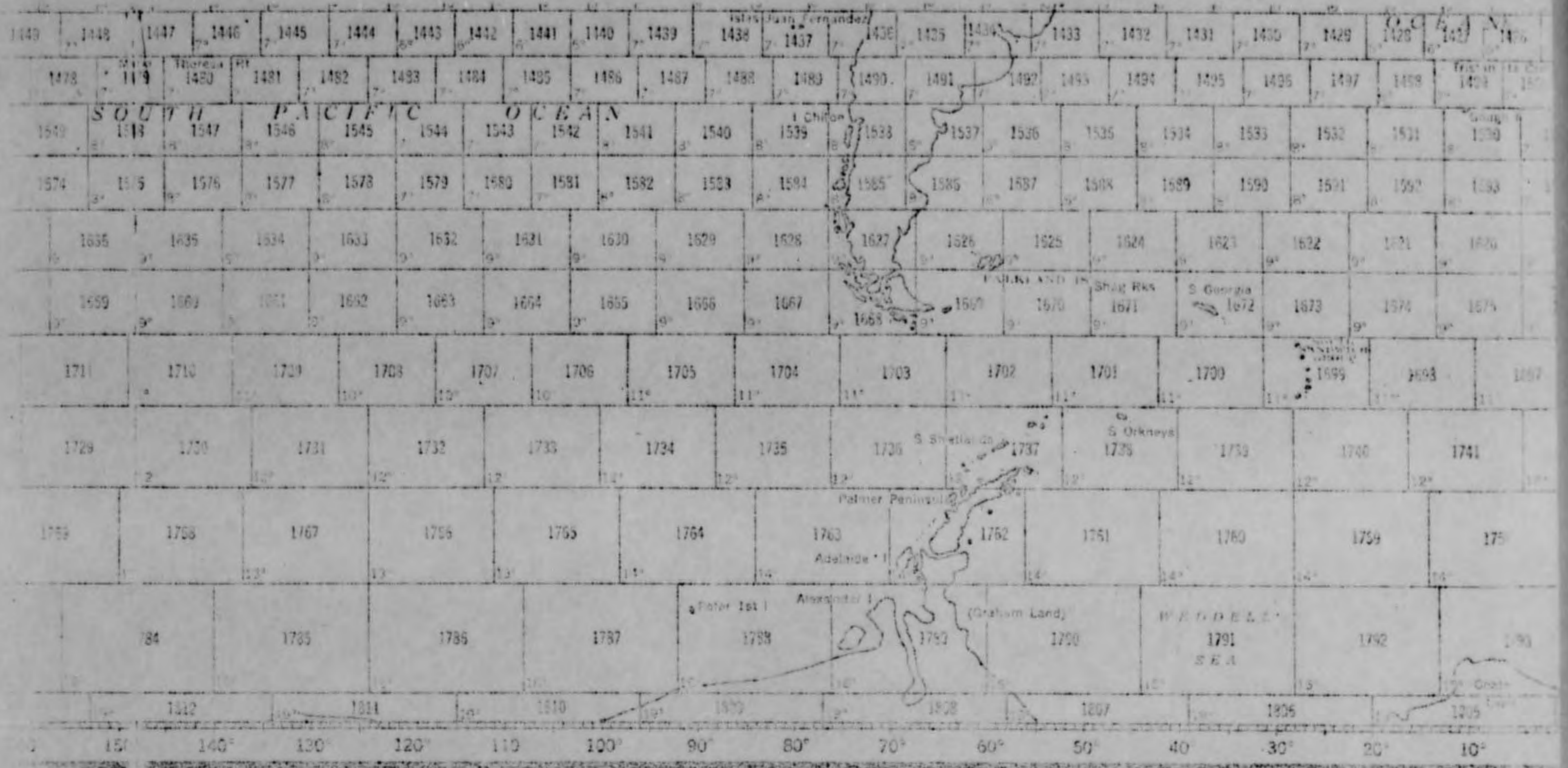
F - fixed FL - flashing C - occulting A - alternating G - group R - red W - white
(U) - unlighted SEC - sector sec - second G - green B - blue

Marine alternating lights are red and white unless otherwise indicated.
Marine lights are white unless colors are stated.

RADIO FACILITIES

USE OF THE WORD "RADIO" WITHIN THE BOX INDICATES VOICE FACILITIES





DRAINAGE FEATURES

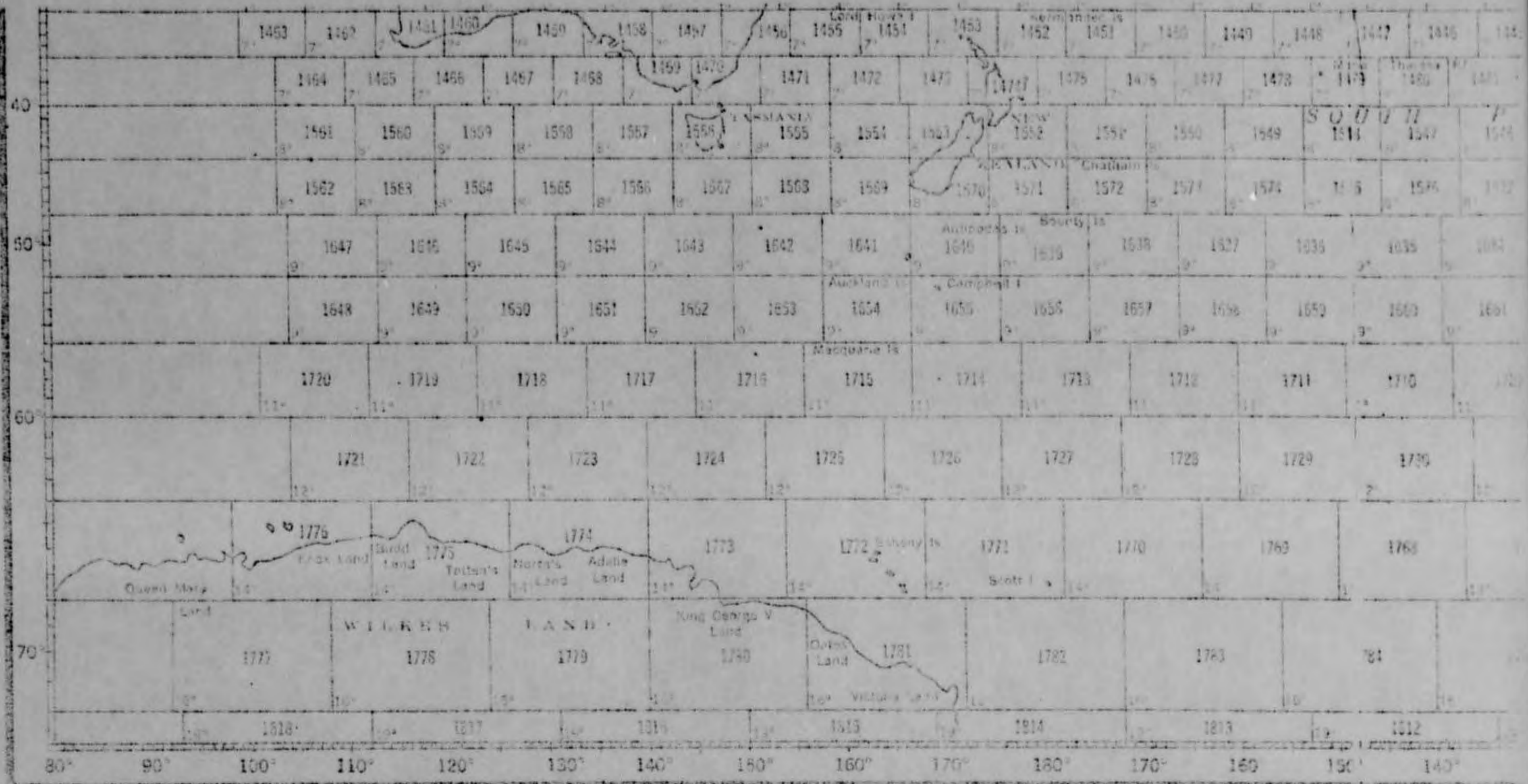
	SHORE LINES (RELIABLE & UNRELIABLE)		RIVERS & LAKE (NON-PERENNIAL)		LAKES (PERENNIAL & NON-PERENNIAL)
	MUD & TIDAL FLATS		RIVERS & STREAMS (UNRELIABLE)		GLACIER
	CORAL REEFS & LEDGES		RAPIDS & FALLS		SALT PANS (EVAPORATOR)
	SHOALS & SAND BARS		WASH (BLUE AND BROWN)		RICE FIELD
	CHARTED ROCK		CANALS	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

PROMINENT LANDMARKS (LIGHTS AND BELL BUOYS)

- OIL TANKS
- CIGARETTE
- LOOKOUT TOWER
- RANGER STATION
- COAST GUARD STATION
- BATTERY JACK STATION

CULTURAL FEATURES

- DAMS
- PIPE LINES
-
-
-
-
-
-



WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

To insure that the airman has the latest information available, U. S. World Aeronautical Charts are revised at six-month periods and the Alaskan World Aeronautical Charts are revised at twelve-month periods. The time of the next scheduled printing is shown on the face of the chart below the date of the aeronautical information.

Chart users are advised to check the list Dates of Latest Prints to display with authorized agents.

CIVIL CHART SUPPLY

Authorized agents for the sale of aeronautical charts have been appointed at certain airports and principal cities throughout the United States. The charts may also be obtained from the Director, U. S. Coast and Geodetic Survey, Washington 25, D. C.

MILITARY CHART SUPPLY

(Ref: AF Reg. 67-3)

1. Aeronautical charts, maps and publications distributed by the Aeronautical Chart Service are indexed or listed in the current edition of the USAF "Catalog of Aeronautical Charts and Related Publications."

2. Requisitioning.

a. Outside Continental United States:

- (1) USAF activities are to submit requisitions thru the supply channels designated by the Theater Commander for maintenance and distribution of aeronautical charts and maps.
- (2) Theater supply facilities are to submit requisitions for replenishment of stocks of aeronautical charts and maps thru channels to Headquarters, Aeronautical Chart Service, USAF, Washington 25, D. C.

b. Within Continental United States: Requisitions from USAF activities within Continental United States are to be submitted to USAF Aeronautical Chart Service Store, St. Louis, Mo. Except when originating from an Air Force, Wing, or Command Headquarters, requisitions are to bear the signature or approval by endorsement of the Base or Station Operations Officer. Quantities of charts and maps requested are to be such as to assure the maintenance of a 30-day supply at all times but not to exceed a 90-day supply.

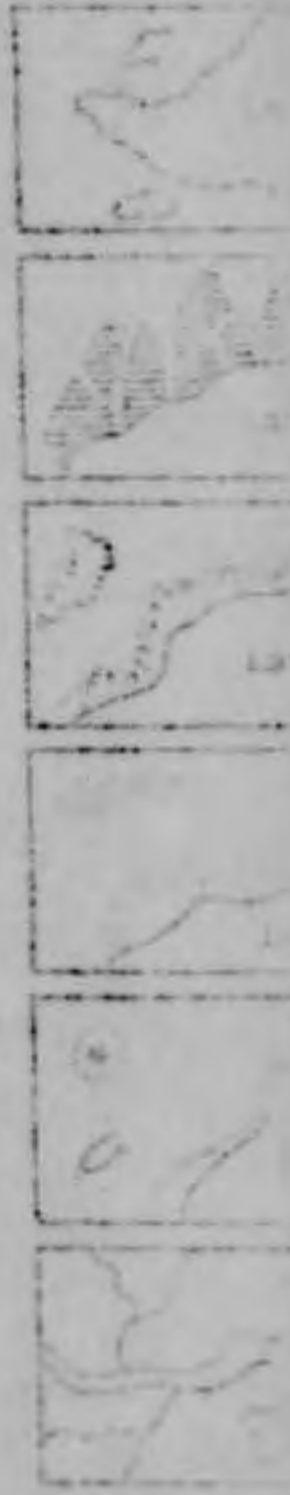
3. Requisitions for Special Purpose Maps and Charts.

a. Maps and charts for special purposes, specific missions and also those maps and charts published by other Government agencies, which are not listed in the principal series of aeronautical charts, are to be ordered through the USAF "Catalog of Aeronautical Charts and Related Publications." Requisitions should be submitted to Headquarters, Aeronautical Chart Service, USAF, Washington 25, D. C. and, if available, when an alternate source of supply is known, to that source for production and publication.

b. Information regarding exact reproduction of certain selected aeronautical charts and maps may be obtained on request to Headquarters, Aeronautical Chart Service, USAF.

4. Obsolete Charts.

a. Obsolete charts under a complete title or a revision shall not be discarded until they have been salvaged with the edition to be salvaged if feasible, or until destroyed. Disposal shall be in accordance with the provisions of AFR 905-1. New editions of charts available are announced in the Aeronautical Chart Service Bulletin published semi-monthly.



((A ((A

~~SECRET~~
UNCLASSIFIED

Hurstville, South Carolina

15 December 1952

I. Description of Incident

At 0915 EST an RF-80 over this location visually sighted a circular silver object about the size of a half-dollar. Object was seen for a period of 10 to 15 seconds and apparently was oscillating, losing and gaining altitude alternately. The pilot was on a 270° heading at 15,000 ft. and saw the unknown at a relative bearing of 330° at approximately 30,000 ft. The weather was clear with CAVU conditions.

II. Discussion of Incident

Since this sighting occurred 10 minutes before a similar one at Greensboro, North Carolina, the possibility of the two pilots actually seeing the same object has been looked into. The following conclusions have been drawn: The objects could not have been a single weather balloon launched at Hurstville, South Carolina, because the prevailing winds for the general area were from 360° at 75 knots, or blowing directly against a free floating object and carrying it south of the original observation point, nor north. Secondly, the objects could not have been a single jet aircraft traveling from Hurstville north to Greensboro. The distance is 115 miles between sightings and the sightings were 10 minutes apart thereby necessitating a ground speed of 690 mph. With a general wind from the north blowing at 75 knots at 25,000 ft. it seems unlikely that a jet could hit this speed. Furthermore the description of the unknown as "round and silver" from experienced fighter pilots indicates that the objects probably were not jets. Although there was much local air traffic in both sightings, aircraft has been eliminated as a possibility for the above reason.

Both sightings occurred within an hour of a scheduled rawinsonde weather balloon release at Greensboro, North Carolina, and an unscheduled release around the Hurstville area. Taking the descriptions given of both objects, which are, incidentally, very characteristic of balloon observations received by ATIC, the conclusion reached is that the object seen at Hurstville was possibly a balloon. At Greensboro probably a balloon.

III. Conclusion

Possibly a balloon.

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD 11/18/88

~~SECRET~~
UNCLASSIFIED

OPERATIONAL IMMEDIATE

15 DEC 1952 22 29 Z

NR

1. *Ata*
2. *Alac*
3. *files*

ATTC
INFOR
19 DEC 15 17:4

RE089

WPB127

YDC069

VYC140

VMX037

JESDD 049

OPOP JEPHQ JEPLG JEDWP JEDEN JESDF 555

DE JESDD 26

OP 152000Z

FM CO THREE SIX THREE TACRECONWG SHAW AFB SC

TO JEPHQ/DIR OF INTELL HQ USAF WASH DC

JEDWP/AIR TECH INTELL CEN WRIGHT PATTERSON AFB OHIO

JEDEN/CG ENT AFB COLO SPRINGS COLO

INFO JEPLG/CG TAC LANGLEY AFB VA

JESDF/CG NINTH AF POPE AFB NC

/ R ~~XXXXXXXXXX~~ RWOI 0503 PD ACTION ATTN CLN ATIAA-2C PD

FLYCRPT FOL INFO SBMD ICW PAR 7C AFL 200-5 DTD 29 APR 52 PD

1. OBJ APPEARED TO BE SPHERICAL WITH TWO PROJECTIONS ON TOP PD SIZE

UNK CMA COLOR A BRIGHT SILVER CMA NO VAPOR TRAIL OR EXHAUST CMA PRPLN

SYS OR SPEED UNDETERMINED OBJ WAS SIGHTED AT ONE ONE ZERO ZERO HIGH TO

ZERO SIX ZERO ZERO WHERE OBSV LOST VIS CONTACT PD

2. ZERO NINE TWO FIVE EASTERN CMA ONE FIVE DEC FIVE TWO PD APRX TWO ZERO

SECONDS PD

3. VIS FR TWO FIVE ZERO ZERO ZERO CMA SPEED APRX THREE ZERO ZERO MPH CMA

ROMEO FOXTROT EIGHT ZERO PD

25000

12 hrs - 3 hrs

3 days

00-80 in the

UNK CMA COLOR A BRIGHT SILVER CMA NO VAPOR TRAIL OR EXHAUST CMA PRPLN

SYS OR SPEED UNDETERMINED OBJ WAS SIGHTED AT ONE ONE ZERO ZERO HIGH TO
ZERO SIX ZERO ZERO WHERE OBSV LOST VIS CONTACT PD

2. ZERO NINE TWO FIVE EASTERN CMA ONE FIVE DEC FIVE TWO PD APRX TWO ZERO
SECONDS PD

3. VIS FR TWO FIVE ZERO ZERO ZERO CMA SPEED APRX THREE ZERO ZERO MPH CMA
ROMEO FOXTROT EIGHT ZERO PD

Sighted by RF-8D in the daytime.

*0925
5
1425*

PAGE TWO JESDD 26

4. ~~OVER GREENSBORO CMA NORTH CAROLINA ON HEADING OF NORTH PD~~

5. LT USAF PILOT RELIABLE PD ~~621~~ WEA CLEAR CMA NO RESTRICTION TO VIS PD

7. NONE

8. NONE

9. NONE

10. SEVERAL SHAW BASED ACFT IN AREA PD

15/2137Z DEC JESDD

Faint, mostly illegible text at the top of the page, possibly a header or routing information.

OPERATIONAL IMMEDIATE

NR

- 1. Atci
- 2. Atcom
- 3. C. Files

RA239

WPB124E

YDBD66

VYA185

VNY285

JESDD 648

OPOP JEPHQ JEPLG JEDWP JEDEN JESDF 555

DE JESDD 25

OP 152236Z

FM CC THREE SIX THREE TACRECONWG SHAW AFB SC

TO JEPHQ/DIR INTEL HQ USAF WASHDC

JEDWP/AIR TECH INTEL CE (WRIGHT PATTERSON AFB OHIO (

JEDEN/CC INT AFB COLO

Handwritten: FAX

RECEIVED	INFOR
DEC 15	17:00

Handwritten: 010 105222

Handwritten: [Signature]

INFO JEPLG/CG TAC LANGLEY AFB VA

JESDF/CG AF NINE POPE A (NC

[REDACTED] RWOI 0534 PD FLYOBRPT FOL INFO SBMD ICW PAR 7C

AFL 233-5 DTD 29 APR 52 PD

1. ONE CIR SILVER OBJ APPEARED SIZE HALF DOLLAR FR DIS TEN MILES PD
APPEARED TO BE OSCILLATING AND LOSING AND GAINING APRX THREE ZERO ZERO
ZERO FEET AT RT FIVE ZERO ZERO ZERO FEET PER MINUTE PD
2. ZERO NINE ONE FIVE EASTERN CMA ONE FIVE DEC ONE NINE FIVE TWO PD
APRX ONE ZERO TO ONE FIVE SECONDS PD
3. VISUALLY FR ONE FIVE ZERO ZERO ZERO FEET CMA SPEED APRX THREE ZERO
ZERO MPH IN RONEC CONTACT EIGHT ZERO PD
4. OVER HARTSVILLE SOUTH CAROLINA ON HEADING TWO SEVEN ZERO DEGREES

PAGE TWO JESDD 25

PD OBJ SIGHTED RELATIVE BEARING APRX THREE THREE ZERO DEGREES CMA DIS
APRX ONE ZERO MILES CMA ALT THREE ZERO ZERO ZERO ZERO FEET PD

5. PILOT CMA MAJ CMA USAF CMA RELIABLE PD
6. WEA CLEAR NO RESTRICTION TO VISIBILITY PD
7. NONE
8. NONE
9. NONE
10. CONSIDERABLE AIR TRAFFIC IN LOCAL AREA PD

13/2124Z DIC JESDD

UNCLASSIFIED

Hastulla sightings

COUNTRY	REPORT NO.	(LEAVE BLANK)
United States		
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT		
Report of Unidentified Flying Object		
AREA REPORTED ON	FROM (Agency)	
SE - Shaw Air Force Base, South Carolina	363d Tactical Reconnaissance Group	
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
17 December 1952	15 December 1952	B-3
PREPARED BY (Officer)	SOURCE	
Captain John E. Sandstrom	Major R.W. Gray and 1/Lt. R. Williams	
REFERENCES (Control number, directive, previous report, etc., as applicable)		
Message, 363d Tactical Reconnaissance Wing RWOI 0503, 0504		

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

An unidentified flying object was sighted on 15 December 1952 in the North Carolina - South Carolina area by pilots from Shaw Air Force Base.

This report is significant due to the fact that the same, or similar objects were sighted by two qualified Tactical Reconnaissance pilots within ten minutes of each other.

4 Incls:

1. Statement by Major R.W. Gray
2. Statement by 1/Lt. R.H. Williams
3. Diagram of object as seen by 1/Lt. Williams
4. US WAC Chart showing location of sightings.

APPROVED BY:

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

Roger K Rhodarmen
ROGER K RHODARMER
Major, USAF
Operations Officer

Evaluation:

No apparent tie-up between object seen at Hastulla, S.C. and one seen at Columbus N.C. 10 minutes later. It appears that in both cases the pilots sighted two separate weather balloons flights.

INCL.

Director of Intelligence, Hq, USAF, Washington 25, DC
Chief, Air Technical Intelligence Center, ATTN: ATIA A-2c, Wright-Patterson AFB, Ohio
Info Cpy to: Director of Intelligence, Hq, Ninth Air Force, Pope AFB, Ft Bragg, N.C.

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 GOVERNMENT AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

UNCLASSIFIED

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
363d Tactical Reconnaissance Gp		1	1	1

Major Gray:

On 15 December 1952 while flying straight and level at 15,000 ft, as number two man in a two ship formation (2RF-30's), I observed an unidentified object at 11 o'clock high position. The time was approximately 0915 and we were heading west over Hartsville, S.C. at the time of sighting. I first noted the object by its silver color, reflections from it, and its oscillating movements. I was flying close formation at the time, approximately 300 mph, off of the right wing of the lead aircraft and observed a reflection approximately 6" to 12" above the leader canopy. At first I thought that it was another aircraft doing "Lazy Eights" at 30,000 ft or higher; however, from past observations of aircraft doing this maneuver at high altitudes, I decided that it was rising and falling too fast to be another aircraft. I called it to the attention of the flight leader, but he did not observe it. About that time we went into a bank, and I lost sight of the object and did not observe it again.

Since it was some distance away, I could not determine too much about it. However, from my position it appeared about the size of a 50 cent piece and I felt that it was at least 10 miles away. As a rough estimation, it appeared to be loosing and gaining about 3,000 ft. at a rate of about 5,000 ft. per minute. It appeared circular in shape, but distance precluded an accurate description.

Shortly thereafter another two ship element reported an unidentified object. Recognizing their call sign as two pilots in my squadron, I requested that they try to get a good observation since I too had noted it.

1/Lt. Williams:

I was in a flight of two RF-30's flying north at approximately 300 mph at 25,000 ft. I spotted an object over Greensboro, North Carolina. It was first seen at 11 o'clock high (approximately 35,000 ft.) and it made an arc around to our 6 o'clock position. I called it to the leader's attention and he also spotted the object. Time was 0925. It was observed for approximately 45 seconds. Speed and size unknown. The object was bright silver in color and appeared to be spherical in shape with two projections on top.

I was undetermined whether the object was moving or hovering after it went to our 6 o'clock position. We did not try to intercept the object.

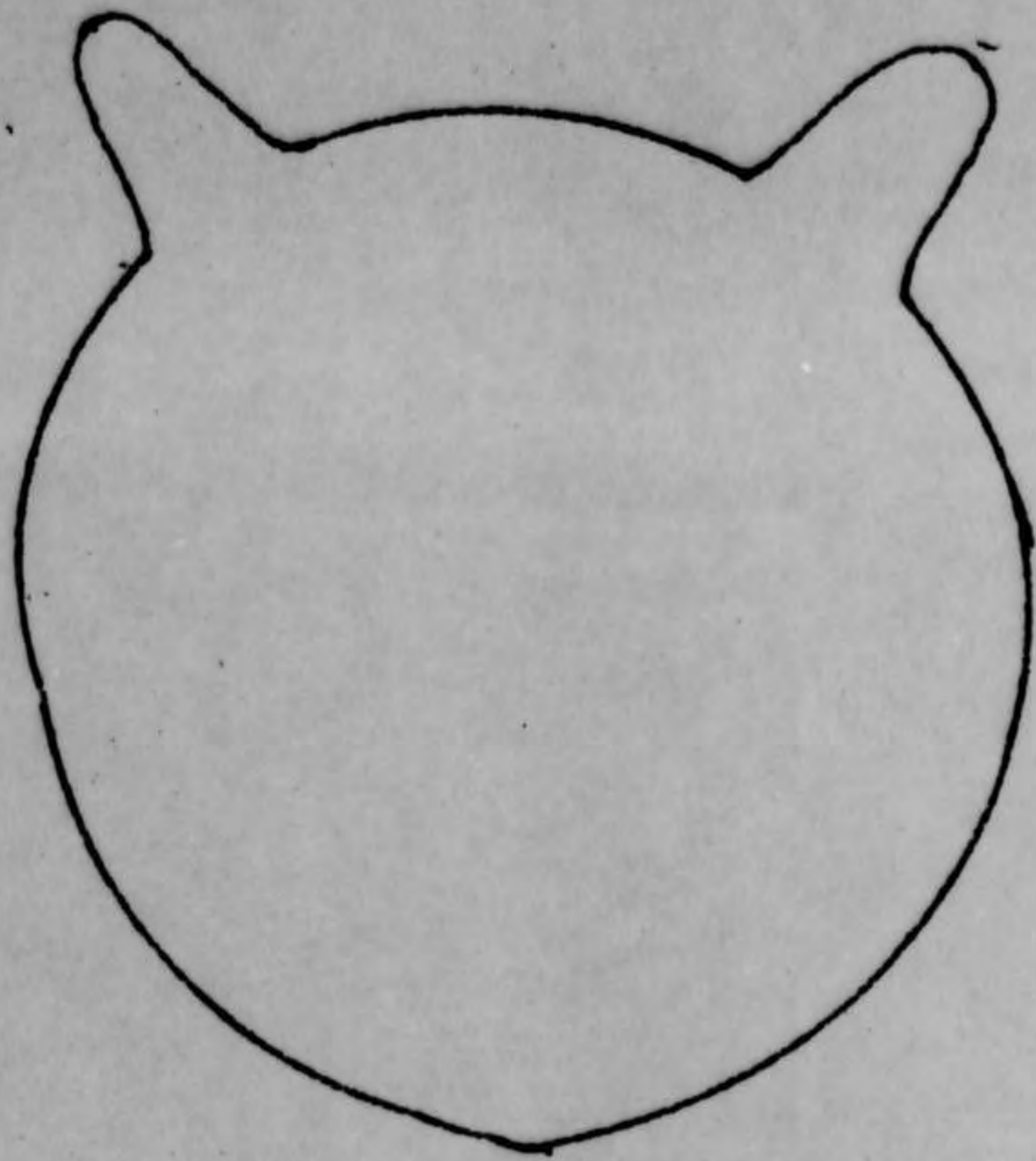
Winds aloft at this time were reported at 360° at 75 knots.

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

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

Diagram of object as seen by Lt. Williams



3²

STATEMENT CONCERNING UNIDENTIFIED FLYING OBJECTS

On 15 December 1952 while flying straight and level at 15,000 feet, as number two man in a two ship formation (2 RF-80's), I observed an unidentified object at 11 o'clock high position. The time was approximately 0915 and we were heading west over Hartsville, S. C. at the time of sighting. I first noted the object by it's silver color, reflections from it, and its oscillating movements. I was flying close formation at the time, approximately 300 MPH, the right wing of the lead aircraft and observed a reflection approximately 6" to 12" above the leader's canopy. At first I thought that it was another aircraft doing "Lazy Eights" at 30,000 feet or higher; however from past observations of aircraft doing this maneuver at high altitudes, I decided that it was rising and falling too fast to be another aircraft. I called it to the attention of the flight leader, but he did not observe it. About that time we went into a bank and I lost sight of the object and did not observe it again.

Shortly thereafter another two ship element reported an unidentified object. Recognizing their call sign as two pilots in my squadron, I requested that they try to get a good observation since I too had noted it.

Since it was some distance away, I could not determine too much about it. However, from my position it appeared about the size of a 50 cent piece and I felt that it was at least 10 miles away. As a rough estimation, it appeared to be loosing and gaining about 3,000 feet at a rate of about 5,000 feet per minute. It appeared circular in shape, but distance precluded an accurate discription.

Ruffin W. Gray
Major Ruffin W. Gray

STATEMENT CONCERNING UNIDENTIFIED FLYING OBJECTS

I was in a flight of two RF-80's flying north at approximately 300 MPH at 25,000'. I spotted an object over Greensboro, N. C. It was first seen at 11 o'clock high (approximately 35,000') and it made an arc around to our 6 o'clock position. I called it to the leader's attention and he also spotted the object. Time was 0925. It was observed for approximately 45 seconds. Speed and size unknown. The object was bright silver in color and appeared to be spherical in shape with two projections on top.

I was undetermined whether the object was moving or hovering after it went to 6 o'clock position. We did not try to intercept the object.

Robert H. Williams
1/Lt. Robert H. Williams

~~SECRET~~

3. 4 10

Greensboro, North Carolina

15 December 1952

I. Description of Incident

An RF-80 in flight over Greensboro sighted a spherical object with a bright silver color at about 0925 EST on 15 December 1952. It moved from a 12 o'clock high position to 6 o'clock high when the pilot lost contact with the unknown. Pilot was on a north heading at 25,000 feet traveling at 300 mph.

II. Discussion of Incident

Two aircraft from Shaw AFB were in the area at the time of sighting as was a balloon released from the weather station at Greensboro. The pilot probably could have recognized the aircraft but a silver, round, weather balloon might not be so easily recognized due to its small size. It appears that the latter explains the cause for this sighting.

III. Conclusion

Probably a balloon.

DOWNGRADED AT 3 YEAR
DECLASSIFIED AFTER 12 -
DOD DIR 5200.10

~~SECRET~~

UNCLASSIFIED

This eliminates the possibility that both objects sighted was the same balloon. The objects could not have been a single jet seen flying north because it covered 115 miles in 10 minutes or:

$$\frac{10 \text{ m}}{115} \text{ or } \frac{60 \text{ m}}{x = 690}$$

$$10x = 6900$$

$$\begin{array}{r} 115 \\ 60 \\ \hline 6900 \end{array}$$

$$\begin{array}{r} 690 \\ 10 \overline{)6900} \\ \underline{60} \\ 90 \\ \underline{90} \\ 0 \end{array}$$

a speed of 690 m.p.h. This is too fast for a jet banking strong headwinds from the north.

Conclusion: unknown

Analysis of Two Sightings:

1.) 0915 EST - Hartsville, S.C.

2.) 0925 EST - Greensboro, N.C.

75
10
750

~~100 nautical miles~~

115 miles between Greensboro + Hartsville $\frac{8 \text{ knots}}{10 \text{ m.p.h.}} = \frac{75 \text{ knots}}{93 \text{ m.p.h.}}$

Winds 75 knots per hour from 360°

$Y = 750$

$X = 93 \text{ m.p.h.}$

$$\begin{array}{r} 93 \\ 8 \overline{) 750} \\ \underline{72} \\ 30 \\ \underline{24} \end{array}$$

m.p.h. balloons appear if object was rainbow

Object would have ^{traveled} 16 miles in 30 mins

$$\begin{array}{r} 2195 \\ 13 \\ \underline{12} \end{array}$$

$$\begin{array}{r} 13 \\ \underline{12} \end{array}$$

Object would have traveled 23 miles in 15 mins

$$\begin{array}{r} 2146 \\ 23 \\ \underline{46} \end{array}$$

" " " " 11.5 miles in 7 mins

$$\begin{array}{r} 2123 \\ 23 \\ \underline{46} \end{array}$$

$$\begin{array}{r} 23 \\ \underline{23} \end{array}$$

$$\begin{array}{r} 23.0 \\ + 11.5 \\ \hline 34.5 \text{ in 10 minutes} \end{array}$$

Object sighted at Greensboro would have traveled 34.5 miles ^{to the north} in 10 minutes. The object seen at B Hartsville is located 115 miles away from Greensboro.

Most important factor eliminating the possibility of both objects sighted being one is the time & object was seen first at Hartsville at 0915 and would have had to have gone against the 360° northerly wind to be seen at Greensboro.

Lambert Conformal Conic Projection
Standard Parallels 33° and 45° Scale 1:1,000,000

(409)

number.

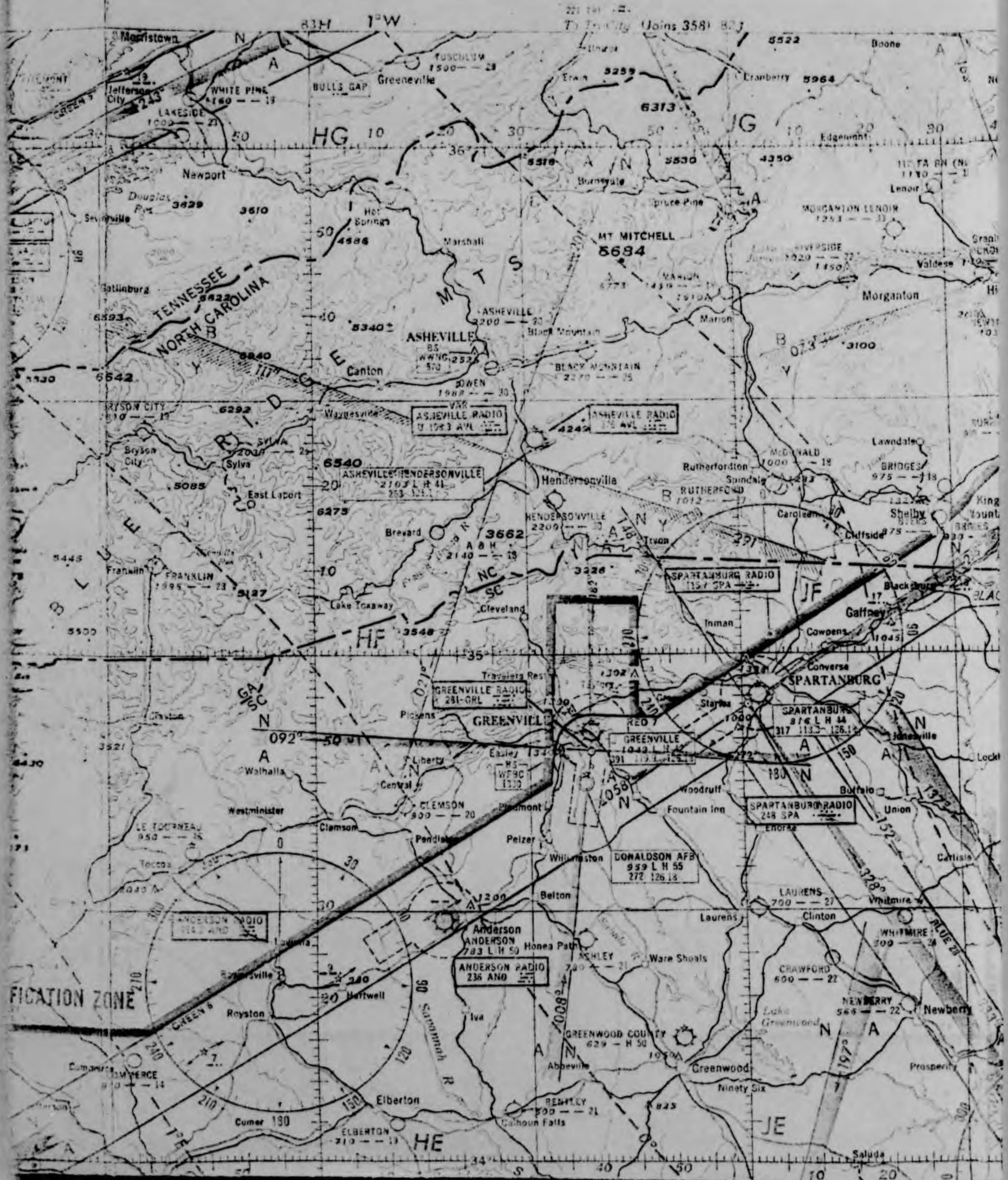


Wind 360° at 75 knots
at 25,000 ft 3°W

Handwritten notes:
120 ft
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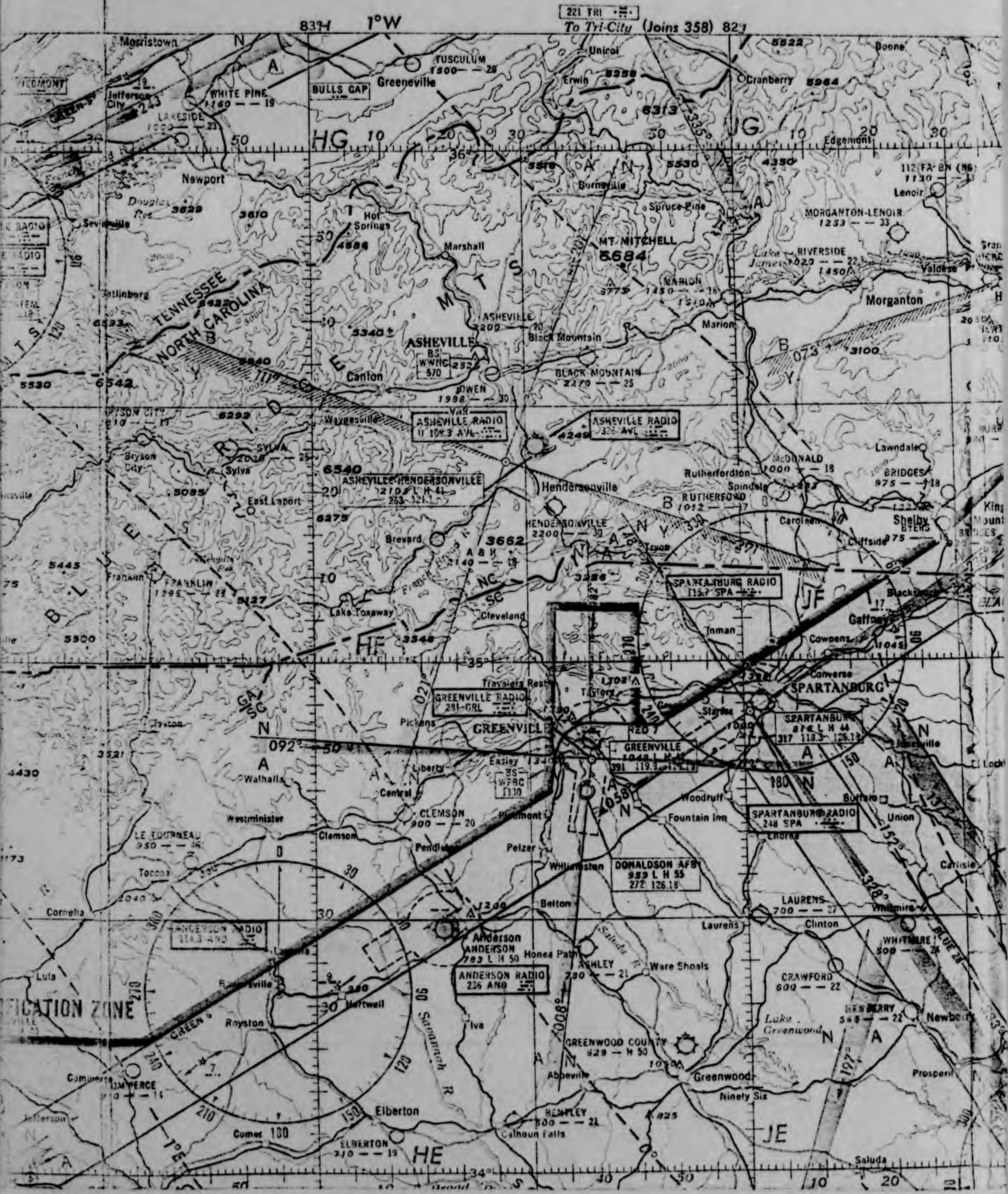
RONAUTICAL CHART

Complied to ICAO Standards
ICAO number add 2000 to the chart number.



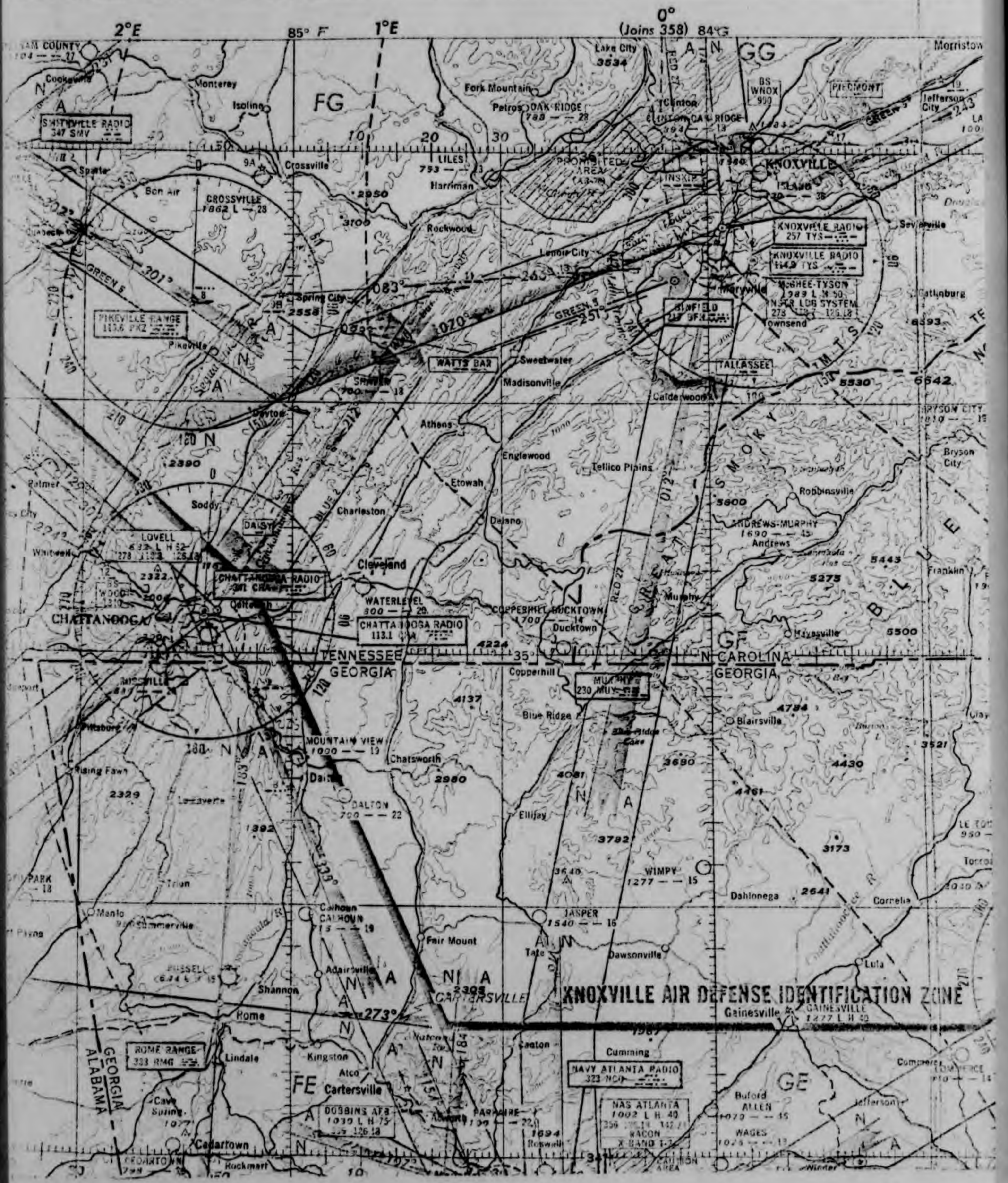
AVIATION CHART

Compiled to ICAO Standards
For ICAO number add 2000 to the chart number.



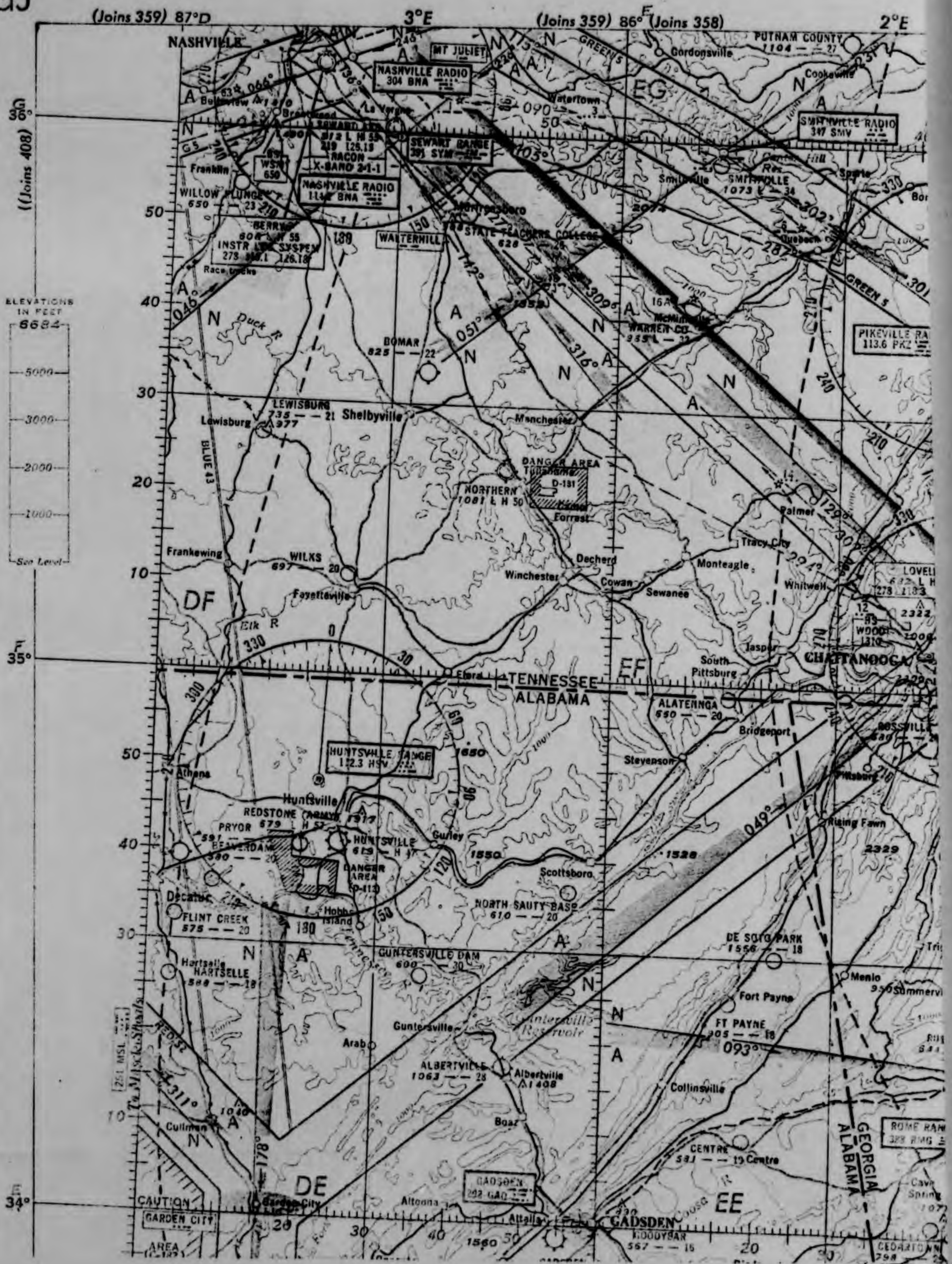
ELEVATIONS (FEET

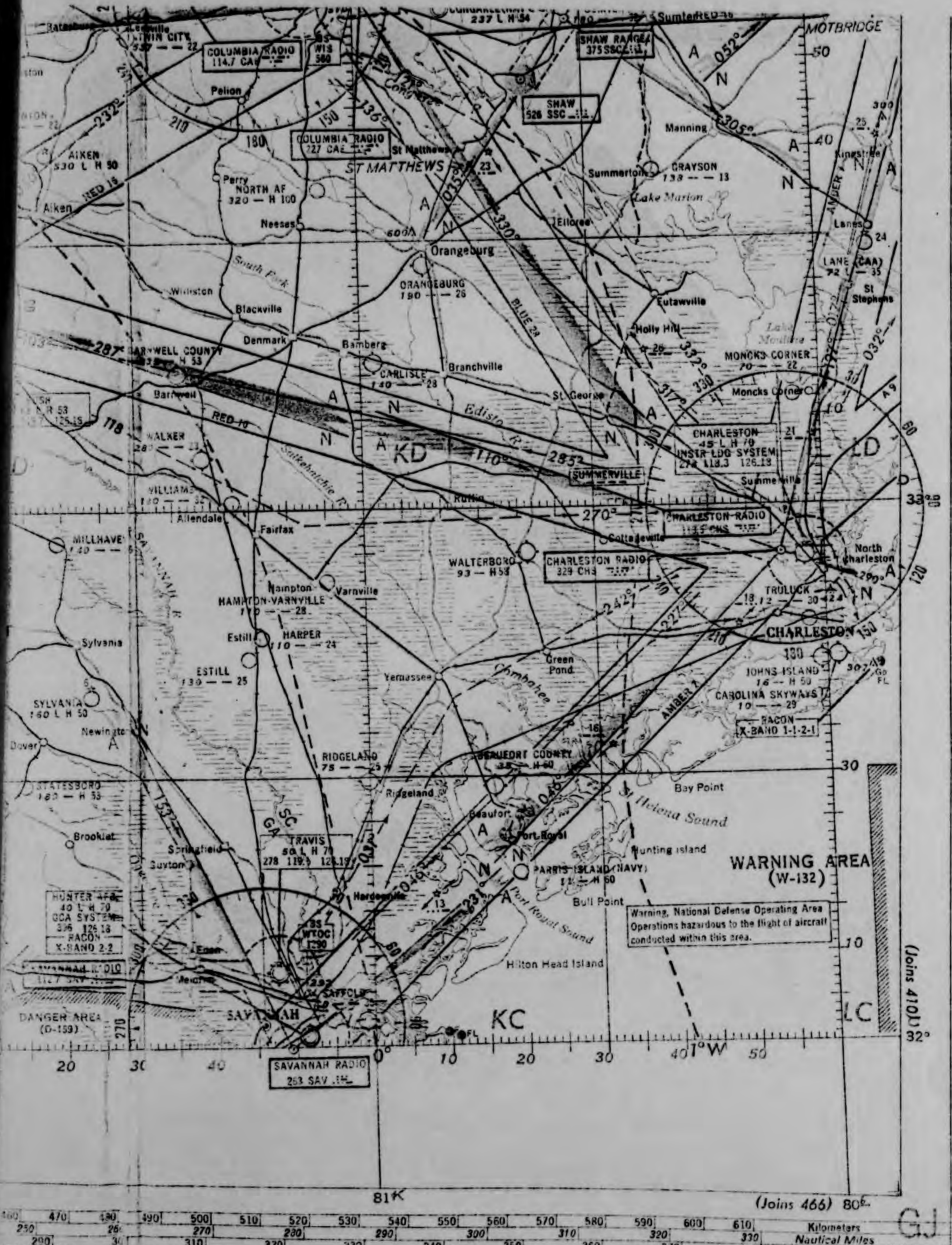
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(409) GREAT SMOKEY MOUNTAINS

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 Date of magnetic information 1950
 Consult Coast and Geodetic Survey Radio Facility
 Charts and Civil Aeronautics Administration Airmen's
 Guide for changes in aeronautical information of
 chart after August 26, 1951
 Next scheduled edition, February 1952

GREAT SMOKY MOUNTAINS (409)

UNITED STATES
 U.S. AIR FORCE (01108)

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