

OBJECT LOG RECORD CARD

DATE 21 JUN 52

STATION SAN ANTONIO, TEXAS

1. DATE TIME OF OBSERVATION 28/0652 Z

4. TYPE OF OBSERVATION  
 Ground-Vision  Ground-Radar  
 Radar - Visual  Intercept Radar

- 1. Pilot
- 2. Observer
- 3. Radar Operator
- 4. Recorder
- 5. Assistant Recorder
- 6. Assistant Radar Operator
- 7. Air Intercept Radar Operator (J.P. Fox)
- 8. Radar Operator
- 9. Radar Operator

2. OBJECT IDENTIFICATION 28/0652 Z

5. SOURCE

3. VISIBILITY  
 Yes  
 No

7. LENGTH OF OBSERVATION

6. NUMBER OF OBJECTS IN COURSE

1

BRIEF SUMMARY OF SIGHTING

White light which ascended when approached by a/c was seen by personnel of KAFB and WAFB. Object was supposedly picked up on ground radar. Object was identified as Planet Jupiter. 0-07 a/c ran other intercepts from radar on another a/c and a cloud.

USA

IR-21-52

FLYGERPT

South Texas

3510th Fly Tng Wg (MB), RAFB, Texas

30 July 1952

23 July 1952

B-4

Maj Marvin P. Thompson, Wg Intel Officer

A/IC Leroy D. Pratt

Teletype, this headquarters, GIO 1273 E FLYGERPT and AFL 200-5

1. Reference teletype this headquarters, 281630 July 1952, number GIO 1273 E FLYGERPT and AFL 200-5, dated 29 April 1952, a report is submitted on the sighting of an unidentified aerial object.

2. An unusual light of very high intensity was seen by the control tower operator at Randolph Air Force Base, Texas at 0053 hours, Central Standard time, 23 July 1952. The light was white with a bluish cast near the outside edges and only appeared to move up and down but never horizontally. This object was also seen by a pilot flying in the area at the time and was later thought to have been picked up on the radar scope of the ground controller in the local AC and W station. The ground controller later identified a DC-6 on his scope in approximately the same position as the original unidentified object.

3. This is the sixth reported sighting made to this headquarters in the San Antonio Area since 25 May 1952. This is the first time we have had coordination between a ground visual observer, a ground electronic observer and an airborne visual observer who were in agreement on sighting the same object at the same time.

APPROVED:

*Marvin P. Thompson*  
MARVIN P. THOMPSON  
Major, USAF  
Wing Intelligence Officer

2 Incl.

1. CERTIFICATE
2. SKETCH

Through channels in accordance with AFL 200-5, dated 29 April 1952.

1. At approximately 1100 hours, 23 July 1952, the Wing Intelligence Office at Randolph Air Force Base was notified by phone that an unidentified object had been reported near Randolph by the control tower operator early that same morning. The airman having gone off duty was sought at his home and asked to report to Wing Intelligence. Interrogation was conducted at 1350 hours, 23 July 1952.

2. The interrogation revealed that an unusual light of very high intensity was seen by A/IC Pratt who was on duty in the Randolph Control Tower during the night of 27, 28 July 1952. The object sighted was described as elongated in shape (about 1/4 inch across to the naked eye) and appeared as a brilliant white light with a bluish cast to the outside edges. Only one (1) was sighted and the observer was unable to determine any aerodynamic characteristics. It had no trail or exhaust. He was unable to determine its propulsion system or speed. However, he observed that it had a rapid acceleration in both ascent and descent but that there was no horizontal movement. He stated its disappearance as drifting slightly to the South then climbing until it was out of sight. He heard no sound whatsoever. Airman Pratt further described the object as projecting an intensive focussed beam of light which seemed to be sweeping the area from North to South, but it did not strike the terrain at any time.

3. The tower operator first sighted the object at 0053, Central Standard Time, 23 July 1952 and observed the light for thirty-two (32) minutes. He used field glasses much of the time to keep the light in view. He notified CAA officials who contacted an Aircraft Control and Warning site in the area who turned on their radar scope at 0111 hours, Central Standard Time, to attempt contact with the object. He also was in contact with a MATS C-97 pilot flying out of Kelly in the local area who claimed he observed the same thing. The pilot of the C-97, Captain S. W. Tyson, the ground controller, Captain R. S. Hoggatt, and Airman Pratt were in radio contact with one another on Channel "D" during the subsequent period. Pratt heard that the controller had a positive return on his scope and had vectored the C-97 in pursuit of the target. He claimed the object was on a true heading of sixty-two (62) degrees from the Aircraft Control and Warning site which would put the object in the same relative position described by Pratt from Randolph. The controller gave the distance at about sixty (60) miles. Its altitude or air speed could not be determined. When the C-97, which was closing on the object at the rate of one (1) mile per minute, had reached a point seven (7) miles from the target, the light disappeared from the sight of pilot Tyson. At that moment the controller identified a return on his scope, which was in the same position of the object he had been following, as an aircraft. This aircraft was later identified as a DC-6. Because of this no report was made by Captain Hoggatt. A later interrogation of Hoggatt by this office revealed that he was knowledgeable of a temperature inversion in the area that morning. This, he said, could have accounted for his first sighted return, had it not been the DC-6. Then, the DC-6 could have been picked up later. He described this inversion as causing an anomalous propagation which could create returns on his scope of ground objects.

4. Airman Pratt's manner of observation was visual from the surface. Type of ground radar equipment used by Captain R. S. Hoggatt is unknown by this office.

5. The observer, located in the Randolph Air Force Base Control Tower, was facing the light most of the time which appeared to be on a magnetic heading of about sixty (60) degrees. This was determined by the fact that he was facing perpendicular to the runway heading which is one hundred and forty (140) degrees magnetic, when he first sighted the light about ten (10) degrees to his right at an undetermined distance and altitude.

6. A/IC LeRoy D. Pratt, AF 19340619, is a Senior Control Tower Operator at Randolph Air Force Base. He has been a control tower operator for the past three (3) years. He is very familiar with most all types of military aircraft and was very emphatic in stating that it would not have been a landing light of any aircraft. A/IC Samuel Levy, also a tower operator, was present with Pratt and confirms all of the observer's statements. Levy has a approximately two and one-half (2 1/2) years of tower operating time.

7. The weather at Randolph during the sighting was clear, visibility fifteen (15) miles, surface winds South Southeast at seven (7) knots.

8. No meteorological conditions were present to account for the sighting by the ground observer. However, a more detailed check of the Randolph weather, after interrogating the ground controller of the Aircraft Control and Warning site, revealed that a temperature inversion was recorded in their 0900 observation, 23 July 1952. The inversion took place between 2,000 and 3,200 feet, and at that time occurred six (6) miles North of the station. Also, investigation revealed that a somewhat unusual astronomical phenomena took place during the early morning hours of the 23rd of July. The planet Jupiter could be first sighted on the horizon from this area at 0051 on 23 July 1952. Its true position from any observer located on Randolph and facing North would have been seventy-five (75) degrees. It was described by competent navigators as being very bright and appearing elongated in shape when sighted near the horizon. It appears to get smaller and loses some of its intensity as it rises in the sky.

9. No fragments exist nor were any photographs taken.

10. No identification or interception action was taken other than the vectoring of the VATS C-97, #2608, and the subsequent identification of a return on the ground controller's radar screen of a DC-6 located in the approximate direction of the unidentified light.

11. The traffic in the immediate area was one (1) B-25 landing at Randolph whose pilot was unable to definitely distinguish the light. Other traffic was the DC-6 (paragraph 10, above) located more than sixty (60) miles from San Antonio on the ground controller's radar screen.

#### COMMENTS OF PREPARING OFFICER:

12. The reporting airman was well above the average in intelligence. He was alert and had all his facts at hand. He was very sincere in his interpretations of what he had seen. However, certain astronomical and meteorological phenomena brought out in this report warrants equal consideration in evaluating this airman's story and his supporting testimony.

C E R T I F I C A T E

I, LeRoy D. Pratt, Airman First Class, AF 19340619 assigned to the 1923-4 AACB Detachment at Randolph Air Force Base, Texas do hereby certify that the following statement is true and correct to the best of my knowledge.

While on duty as Senior Operator in the control tower at Randolph Air Force Base, Texas between the hours of 2330, 27 July and 0700 hours, 28 July. I made the following observations:

At 0050 hours on the 28th of July, a B-25 type aircraft, serial number 8145, entered the traffic pattern at Randolph Air Force Base to land. As the airplane turned on its crossing leg at 0053 hours, I noticed an exceptionally brilliant light above and to the right of the aircraft, South-East of the station. I requested information from the pilot of 8145 concerning the light. He was unable to decide just what kind of light it was, due to the vibration of his aircraft. While discussing this with him, the pilot of a C-97 airplane, number 2608 (Mats) overheard the transmissions and advised that he was over Kelly Air Force Base at 3,500 feet and that he also had the light in sight. He advised that he was leaving Kelly area to see if he could get closer to it. He began to climb toward the light and passed Randolph at 8,500 feet. I then called San Antonio Control Center and advised of the situation. Mr. E. P. Shaw, controller in the center, advised me to make my report to him as complete as possible as it was being recorded for transmission to Washington D. C.

After advising CAA, I then called the A.O. here, and he came to the tower at approximately 0125 hours.

In the meantime the C-97 had continued his pursuit to 15,400 feet and we had advised him to contact Detail Control on "D" channel. The switch and contact successfully completed we, the aircraft, myself, and Detail Control, began to attempt closure with the object.

My description of the object agreed with the pilot of the C-97, a brilliant, white, high intensity light, seen to be sweeping from North to South. The shape of the light was elongated and rather elliptical. It continued to climb and descend rapidly.

Detail Control advised that they had a definite object on their radar scope and were getting a good return. They also had the aircraft closing with the object at the approximate rate of one mile per minute. When "Detail Control" reported that the aircraft was seven miles from the object it grew fuzzy on their scope and disappeared altogether. At the same time, I observed the object make a counter clockwise swing and ascend at a terrific rate until out of sight. The aircraft continued its search with the assistance of the tower and Detail Control, but without results. At one time after the disappearance of the object, we sighted a bright light of lesser brilliance than previously seen and thought that we once again had sighted the object. After a quick check with the navigator of the C-97 we decided that it was the planet Jupiter, overlooked previously because of concentration upon the other light.

I was unable at any time to estimate either the altitude or distance of the object from the field due to my not knowing the intensity of the light.

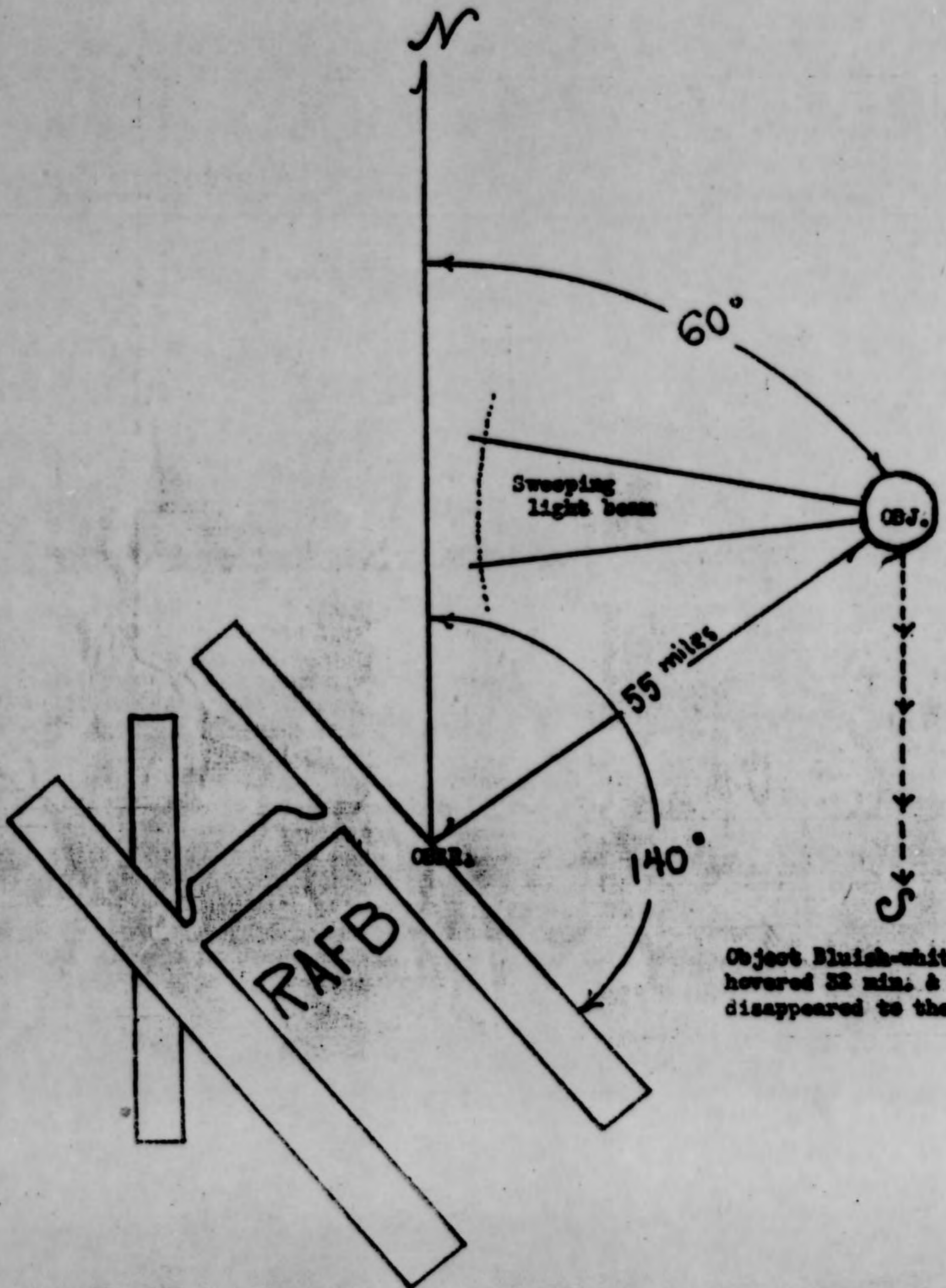
Radar at Detail Control, under supervision of Captain Hoggatt, determined the position of the object at one time as 60 miles from the field at a bearing of 043° Magnetic.

The pilot of the C-97 was Captain W. S. Tyson, 1256th Mats, Kelly Air Force Base, Texas. Captain Hoggatt was in the 139th AC & W Squadron. My assistant operator was A/IC Samuel Levy, 1923-4 AICS Detachment, Randolph Air Force Base.

I had visual reference with the object for approximately 32 minutes. The weather was clear with 15 miles visibility. My final report to the control center was at 0225 hours, 23 July 1952.

*Leroy D. Pratt*

LEROY D. PRATT  
A/IC, USAF  
AF 1940619



Object Bluish-white,  
hovered 32 min. &  
disappeared to the S.

IN REPLY, ADDRESS BOTH  
COMMUNICATION AND EN-  
VELOPE TO ATTENTION OF  
FOLLOWING OFFICE SYMBOL  
SAIP

*ATTN: SAIP*

HEADQUARTERS  
SAN ANTONIO AIR MATERIEL AREA  
KELLY AIR FORCE BASE, TEXAS

*(29)*

30 July 1952

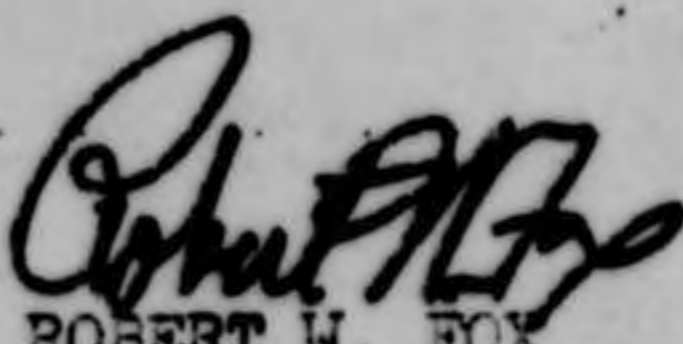
SUBJECT: (UNCLASSIFIED) FLYOBRPT

THRU: Commanding General  
Air Materiel Command  
ATTN: Intelligence Division  
Wright-Patterson AF Base, Ohio

TO: Director of Intelligence  
Headquarters, USAF  
Washington 25, D. C.

In compliance with AF Letter 200-5, dated 29 April 1952, the  
attached AF Form 112 is forwarded.

FOR THE COMMANDING GENERAL:

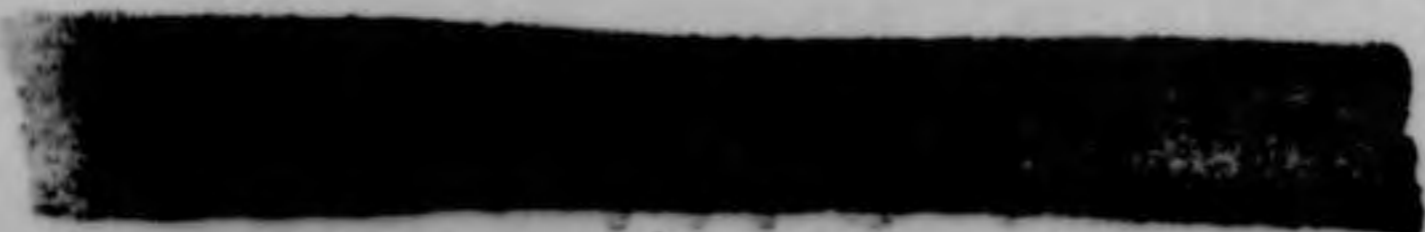


ROBERT W. FOX  
Major, USAF  
Asst Air Provost Marshal

- 2 Incls:
- 1. AF Form 112
- 2. Statement, ~~██████████~~

Use of records of inclosures (3)  
this correspondence may be  
subject to the provisions of  
AFR 205-11

7-3719 --5-





COUNTRY United States		REPORT NO.	(LEAVE BLANK)
<b>AIR INTELLIGENCE INFORMATION REPORT</b>			
SUBJECT FLYOBREP			
AREA REPORTED ON San Antonio, Texas		FROM (Agency) SAAMA	
DATE OF REPORT 30 July 1952	DATE OF INFORMATION 28 July 1952		EVALUATION Unknown
PREPARED BY (Officer) Major Robert W. Fox		SOURCE Eye-Witness	
REFERENCES (Control number, direction, previous report, etc., as applicable) AFL 200-5 dated 29 April 1952			

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.)

At approximately 0052 hours, CST, 28 July 1952, an unidentified white light, in the San Antonio vicinity, was reported by an unknown B-29 pilot to Randolph AFB Tower and a Kelly based C-97 aircraft flew interceptive mission and established identity of the object to be the Planet Jupiter.

cc: Chief, AFIC  
ATTN: AFIAA-2c  
W-P AFB, Ohio

INCL.

# AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

SAAMA

REPORT NO.

PAGE 1 OF 1 PAGES

In compliance with AF Letter 200-5, dated 29 April 1952, the following information is submitted:

- (1) Object was singular, appeared round, size undetermined, and emitted a white light. What appeared to be faint vapor trails were observed in the immediate area of object. Object gave appearance of rapid ascension when approached by C-97.
- (2) Time of sighting approximately 0052 hours, CST, 28 July 1952.
- (3) A visual observation from a C-97 aircraft was made.
- (4) Observer was in C-97 aircraft flying in the vicinity of San Antonio, Texas, exact latitude and longitude unknown, at the time of the sighting.
- (5) Object observed by Captain Samuel W. Tyson, Pilot, and Capt Donald E. Knebusch, Co-pilot, of C-97, aircraft no 2608. Both officers attached to 1256th Air Transport Squadron, 1700th Air Transport Group, Kelly AFB, Texas. Both are completely reliable.
- (6) Weather and winds aloft at the time of the sighting unknown.
- (7) Object was identified as the Planet Jupiter.
- (8) No physical evidence of the sighting.
- (9) C-97 from Kelly AFB, Texas flew interceptive mission and identified object as the Planet Jupiter.
- (10) Local air traffic in the immediate vicinity unknown.

cc: Chief, ATIC  
ATTN: ATIAA-2c  
W-P AF Base, Ohio

[REDACTED]

STATEMENT

[REDACTED]

Aircraft # 2608, a C-97, departed Kelly Air Force Base at 0045 hours, Central Standard Time, on a routine training flight. Shortly after take off, we overheard Randolph AF Base Tower on conversation with a third person. They were concerned over a lighted object in the vicinity and we then noticed a bright light off our right side. Randolph Tower mentioned something about flying saucers so we decided to investigate.

The object gave off a bright light and gave the appearance of rapid ascent as we flew toward it.

We climbed to an altitude of 12,000 feet at which time we lost sight of the object behind clouds. We picked it up again and became aware that the object was a planet. While the navigator checked his charts to determine if a planet should be in the approximate location, we proceeded to climb to 18,500 feet at which time the navigator confirmed the object as the Planet Jupiter.

Meanwhile Detail Radar Control joined with Randolph Tower in observation. We informed them of our confirmation as to Planet Jupiter and proceeded back towards home base. Enroute back, Detail Control informed us of targets on their radar scope and on their directional instructions, we flew interceptions on the targets. We identified one target as another aircraft, probably identified another as a cloud. As they had no more targets, we returned to our routine mission.

I certify that the above statement is true and correct to the best of my knowledge:

Donald E. Knebusch Capt USAF

[REDACTED]

MSG NR 1546 229 JULY 52  
C-1 RESTRICTED PRIORITY  
FM SAAMA KELLY AFB TEX 282140Z  
TO DIR OF INTELL USAF WASH D C  
INFO AIR TECH INTELL CEN ATTN: ATIAA-2C  
INTELL DIV WPAFB DAYTON OHIO  
ADF ENT AFB COLORADO SPRINGS COLO

29 JUL 1952

1. ATIAA  
2. ATIAA  
3. ATIA  
TO C. Files

CITE SA-407.

AN UNIDENTIFIED WHITE LIGHT WAS REPORTED BY UNKNOWN B-29 PILOT TO RANDOLPH AFB TOWER AT APPROX 0052 HOURS, 23 JUL 52. THIS MSG PICKED UP BY C-97 MATS ACFT NR 2608 WHICH HAD JUST TAKEN OFF FR THIS STA. OBJECT WAS PURSUED BY C-97 AS FOLLS: 1. A WHITE LIGHT WHICH APPEARED TO LEAVE TRAILS WAS OBSERVED ABOUT 3 DEGREES ABOVE HORIZON. 2. TIME OF SIGHTING WAS 0054. 3. OBSERVATION WAS VISUAL FR 3500 FT AT 185 MPH. NO OPTICAL OR ELECTRONIC EQUIP WAS USED. 4. FIRST OBSERVATION MADE 5 MILES WEST OF SAN ANTONIO. ACFT WAS ON HEADING OF 300 DEGREES AND TURNED TO HEADING OF 60 DEGREES TO PURSUE OBJECT. 5. PILOT OF C-97,

PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENT  
BEFORE DECLASSIFYING

ACTION

ACTION

PAGE TWO NBR 1546 29 JULY 52

CAPT SAMUEL W TYSON, AO-730192, CO PILOT CAPT DONALD E AUEBUSCH, AO-708488, AND NAV, CAPT CLARENCE H WILLIAMS, AO-2080835, ALL COMPLETELY RELIABLE. 6. WINDS ALOFT WERE NORTH AT 6 KNOTS, VISIBILITY UNLIMITED. 7. 3 OFF LISTED ABOVE ARE ALL OF THE OPINION THAT THE OBJECT OBSERVED WAS THE RISING OF THE PLANET JUPITER. BEARINGS TAKEN WERE COMPARED WITH NAVIGATION ALMANAC AND LOCATION VERIFIED. THEY BELIEVE INTENSITY OF LIGHT WAS DUE TO LOCATION WITH RESPECT TO HORIZON, MOVEMENT DUE TO REFRACTION, RAPID RISE DUE TO ACFT CLIMBING AND TRAILS DUE TO REFLECTION FR SCATTERED CIRRUS CLOUDS. AFTER FOL TO A POINT APPROX HALF WAY BETWEEN SAN ANTONIO AND HOUSTON THEY BECAME CONVINCED OF THIS AND TURNED BACK. UPON TURNING BACK THEY WERE NOTIFIED BY THE 239 AC AND W LOCATION THAT 4 OBJECTS WERE SIGHTED ON THEIR RADAR SCOPES. C-97 WAS DIRECTED TO THE 1ST OF THESE WHICH APPARENTLY WAS A SMALL CLOUD AND TO THE 2ND WHICH WAS A C-47 ACFT. DURING THE CHASE C-97 HAD CLIMBED TO 18500 FT. 8. NO PHYSICAL EVIDENCE OR PHOTOS OBTAINED. SOUND RECORDINGS OF RADIO TRANSMISSIONS DURING THE ENTIRE PERIOD WERE MADE BY 329 AC AND W. 9. INTERCEPTION AND IDENTIFICATION ACTION IS CITED ABOVE. PILOT OF C-97 ADVISED RANDOLPH NOT TO SEND F-80'S ALOFT WHEN SUCH ASSISTANCE WAS OFFERED  
29/0642Z JULY

[REDACTED]

Cy 1

**ACTION**

V1. ATIAA

2. ATIA

3. C. Files

*Handwritten signature*

09 JUL 1952

09 11

**SECRET**

AGG. 1  
INFOR. INFOR.

WPE016

YMX009

WYB017

WDC012

JWFDL 001

PP JEPHQ JEDWP JEDEN JEDST 444

DE JWFDL 034

P 282330Z ZNJ

FM CG RANDOLPH AFB TEX

TO JEPHQ/DIR OF INTEL HQ USAF

**ACTION**

JEDEN/CG ENT AFB COLO

JEDST/CG HQ ATRC SCOTT AFB ILL

**[REDACTED]** /G101273E. ATTN: ATIAA-2C, ATTN: D/I DCS/O.

FLYOBREP IS REPT ON SIGHTING OF UNIDENTIFIED AERIAL OBJ IAW AFL 200-5. ITEM ONE: OBJ SIGHTED WAS ELONGATED IN SHAPE, APPEARED ONE QUARTER IN LONG TO NAKED EYE, AND AS A BRILLIANT WHITE LIGHT WITH BLuish CAST TOWARD OUTSIDE EDGES, OBSR SAW ONLY ONE, UNABLE TO DETERMINE AERODYNAMIC FEATURES, NO TRIAL OR EXHAUST, UNABLE TO DETERMINE PROPULSION SYSTEM OR SPEED, NO SOUND, RAPIDLY CLIMBED AND DECENDED UNTIL FINALLY CLIMBED OUT OF SIGHT. OBSR FURTHER DESCRIBED OBJ AS HIGHLY INTENSIFIED FOCUSSED BEAM OF LIGHT WHCIH SEEMED TO BE

SWEEPING AREA FROM N TO S BUT BEAM DID NOT STRIKE TERRAIN WITHIN  
SIGHT OF OBSR. ITEM TWO: SIGHTED AT 0053 HR 28 JUL 52 AND OBSR BY  
REPT AMN FOR 32 MINUTES. ITEM THREE: MANNER OF OBSR WAS VISUAL FR  
SURFACE BY AMN. HOWEVER AC AND W STA LOC IN SAN ANTONIO AREA WHICH  
WAS CONTACTED BY CAA AFTER REPT WAS MADE BY PRATT, MADE RADAR  
CONTACT WITH OBJ. TYPE OF GRD ELECT EQUIP USED IS UNKNOWN THIS HQ.  
ITEM FOUR: OBSR LOC IN RAFB CON TOWER. OBSR WAS FACING MAG HEADING  
OF 50 DEGREES AND OBJ APPEARED 10 DEGREES TO HIS RIGHT AT AN  
UNKNOWN DIS AND ALT. ITEM FIVE: A/IC LEROY D PRATT, AF1934619 IS SR  
CON TOWER OPR AT RAFB AND HAS BEEN CON TOWER OPR FOR PAST 3 YRS.  
A/IC SAMUEL LEVY, ALSO TOWER OPR WAS PRES WITH REPT WHO CFM ALL OF AMN  
PRATT'S STATEMENTS. LEVY HAS APPROX 2 AND HALF YRS TOWER OPR TIME.  
CAPT W S TYSON OF 1256TH AIR TRANS SQ, CONTL DIV, MATS WAS PLT MATS  
C-97 NO 2608 FR KELLY AFB AND VOL PURSUIT. TYSON WAS VECTORED BY LOCAL  
AC AND W STA UNDER CON OF CAPT HOGGATT BOTH OF WHOM FOL OBJ VIS AND  
ON SCOPE UNTIL ITS DESSAPPEARANCE FR THEIR SIGHT AT 0210 HR. ITEM SIX:  
WEA AT RAFB, SKY CLEAR, VIS 15 MI SURFACE WINDS SSE AT 7 KNOTS. ITEM  
SEVEN: NO METRO OR OTHER COND TO ACCOUNT FOR SIGHTING. ITEM EIGHT:  
NO FRAG OR PHOTOS. ITEM NINE: NO IFF OR INTCP ACTION TAKEN  
THAN C-97 MATS NO 2608. ITEM TEN: TRAF IN IMMED AREA WAS LDG B-25  
AT RAFB PLT OF WHICH WAS UNABLE TO DEFINITELY DISTINGUISH ANY OBJ

AFTER LDG. ITEM ELEVEN: CAA REQ PRATT TO GIVE ABOVE INFO TO THEM  
OVER INTERCOM AT TIME OF SIGHTING IN ORDER THAT IT COULD BE TAPE  
RCD AND SENT THEIR HQ IN WASH DC. ALSO CLAIMED FLT SV NOTIFIED AT  
FT WORTH.

28/2340Z JUL JWFDL

*Cy!*