

PROJECT 10073 RECORD

1. DATE - TIME GROUP 6 Feb 53	2. LOCATION King Salmon, Alaska
3. SOURCE military and civilian	10. CONCLUSION ASTRONOMICAL: STAR/PLANET Comments: One of the observers reported on 18 Feb that he had seen same obj several times after initial sighting and concluded that obj was a planet. 10pm. Most likely Jupiter. Mars & Venus set about 9 pm.
4. NUMBER OF OBJECTS one	
5. LENGTH OF OBSERVATION 6 min	
6. TYPE OF OBSERVATION ground visual	
7. COURSE - - -	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	11. BRIEF SUMMARY AND ANALYSIS Orange light changing to white was observed at a stationary position performing various pulsating movements disappearing instantly.
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input type="checkbox"/> No	

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

CG 10th Air Div (Def) APO 942

REPORT NO.

LOAD-2-53

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S T A T E M E N T

There was a temperature inversion at the time. On the surface the temperature was -22°F, at 3500 feet the temperature was believed to be about plus 2°F and at 10,000 feet the temperature was estimated at -5°F by the weather officer. The sky was very clear and it was a very cold night.

The F-94B jet fighters available for Air Defense were grounded at the time and no intercept was attempted.

There is no other known evidence other than that contained in these statements.

I certify the statements contained herein to be true and correct to the best of my knowledge.

/s/ William F. Farley
/t/ WILLIAM, F. FARLEY
1st. Lt. USAF
Chief Controller

COMMENTS of Preparing Officer:

This report is considered to be of value primarily for the assistance it may furnish in identifying other sightings not otherwise so clearly established to be planets.

Robert F. Shrigley
ROBERT F. SHRIGLEY
Capt, USAF
Ass't Dir of Intell

AKB 08
AIR DE AKB
PP JEPHQ JEDEN JEDWP 333
DE JKDAD 221

1953 FEB 9
UNCLASSIFIED 10:0

PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENTER
BEFORE DECLASSIFYING

*1. ATIA
2. ATIAE
ATI
F. P. L...*

FM CG 10TH AIR DIVISION (DEFENSE) ELMENDORF AFB ALS
TO JEPHQ/DIRECTOR OF INTELL, HQ USAF, WASH 25 DC
JEDEN/CG, AIR DEFENSE COMMAND, ENT AFB, COLO.
JEDWP/AIR TECH INTELL CENTER, ATTN ATIAA-2C, WRIGHT PATTERSON AFB OHIO
ZEN/ CG, ALASKAN AIR COMMAND ELMENDORF AFB ALASKA
// // FLYOBRPT PD 10ADIN 0525 PD ORANGE COLORED LIGHT
SIGHTED BY GROUND OBSERVER NAKNEK ALASKA 07/0800Z FEB 53 PD POSITION OK
OBJECT GIVEN AS SOUTH OF AIR FIELD CMA THEN DISAPPEARED BELOW HORIZON PD
NOTHING APPEARED ON RADAR SCOPES THAT VICINITY PD DETAILED REPORTS WILL
BE SUBMITTED WHEN INFO AVAILABLE PD END

*2200 local time
0900Z*

ACTION

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

UNCLASSIFIED

753-1509

ACTION

1953 FEB 12 13:26

[REDACTED]

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- 1. Atia
- 2. Ati
- 3. C. files

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UNCLASSIFIED

PP JEPHQ JEDWP JEDEN 333

DE JKDAD 202

P 112130Z

FM CG 10TH AIR DIVISION (DEFENSE) ETMENDORF AFB ALASKA —
 TO JEPHQ/DIRECTOR OF INTELL, HQ USAF, WASH 25 DC
 JEDWP/AIR TECH INTELL CNTR, WRIGHT PATTERSON AFB OHIO, ATTN:AI1AA-2C —
 JEDEN/CG AIR DEFENSE COMMAND ENT AFB COLO
 ZEN/CG ALASKAN AIR COMMAND

// [REDACTED] / 10ADIN 0592 PD REF MY FLYOBRPT MSG 07/2140Z
 FEB 53 PD ZRITTEN REPORT ZILL BE DELAYED DUE TO REL INACCESSABILITY
 OF REPORTING SITE AND STATUS OF MAIL SERVICE BETWEEN SITE AND THIS HQ
 PD END

12/0045Z FEB JKDAD

[REDACTED]

DOWNGRADED AT 8 YEAR INTERVALS;
 DECLASSIFIED AT 15 YEARS.
 DOD DIR 5200.10

UNCLASSIFIED

Cy!

COUNTRY Alaska	REPORT NO. LOAD-2-53	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYCRPT		
AREA REPORTED ON Alaska	FROM (Agency) CG 10th Air Div (Def) APO 942	
DATE OF REPORT 20 Feb 53	DATE OF INFORMATION 7 Feb 53	EVALUATION B-1
PREPARED BY (Officer) Capt Robert F. Shrigley, Ass't D/I	SOURCE William F. Farley, 1st Lt, USAF	
REFERENCES (Control number, directive, previous report, etc., as applicable) TWX, DTG 07/2140Z FEB 53		

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

This report involves the visual sighting and observation of an unusual light in the sky west of King Salmon, Alaska at approximately 0800Z 7 Feb 53 by four individuals; one USAF officer and three CAA operations and/or communications personnel. Copy of statements of all concerned and letter transmitting same to this headquarters are included in part II of this report.

On 13 Feb 53 source informed preparing officer verbally that he had been informed by one of the observers, J. [REDACTED], that he, [REDACTED], has made additional observations, subsequent to his original sighting and statement, which definitely established this object to be a planet. He observed the planet during its normal apparent path thru the sky until it approached the horizon where it assumed the characteristics described in his previous statement, including changing colors and distortion of size and shape.

APPROVED:

John S. Masterson
JOHN S. MASTERSON
Major, USAF
Director of Intelligence

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118273

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIS 118273

5001st Composite Wing	39th Air Depot Wing
5004th AISS	
5010th Composite Wing	
10th Air Rescue Gp	

CINCAL AFIC
 AAC NSAC
 USARAF FEAF
 ADC COMALSEAFRON

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705TH AIRCRAFT CONTROL AND WARNING SQUADRON
APO 948, c/o Postmaster
Seattle, Washington

11 February 1953

SUBJECT: FLYOBRPT

TO: Commanding General
10th Air Division, Defense
APO 942, U. S. Air Force

1. On 6 February 1953 at 2000 A.S.T. the Neknek Detachment of the 64th Fighter-Interceptor Squadron informed 795th AC&W Squadron radar operations that personnel at King Salmon Tower, King Salmon, Alaska had sighted a light in the sky to the west of the field. Nothing unusual could be detected by radar. The 705th AC&W Squadron controller called the tower asking for more information and was informed that the object had dissappeared.

2. King Salmon, Alaska is an isolated C.A.A. airfield located at 156° 39'W, 58° 41'N. There was no reported air traffic in the area. Weather observers at King Salmon Airport reported they had not sent up weather ballons that night. The sky was very clear and the temperature was very low approximately -22°F.

3. The Chief Controller later interviewed [redacted], Chief Airways Operations Specialist (Airport), Mrs. M. [redacted], wife of [redacted], Chief Airways Operations Specialist (Communications), and [redacted], Aircraft Communicator. These are all Civil Aeronautic Administration personnel and all saw the light. Their signed statements are inclosed. The magnetic headings given in the statements were determined at the time of the interview from land marks observed at the time of the sighting.

4. AF Form 112, Air Intelligence Information Report, required by AFL 200-5 daved 29 April 1952 are not available at this station.

FOR THE COMMANDING OFFICER:

/s/ William F. Farley
/t/ WILLIAM F. FARLEY
1st Lt, USAF
Assistant Adjutant

AIR INTELLIGENCE INFORMATION REPORT UNCLASSIFIED

UNIT (Agency) CG 10th Air Div (Def) APO 942	REPORT NO. 10AD-2-53	PAGE 3 OF 7 PAGES
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STATEMENT

I, Victor Mahler, Aircraft Communicator residing at King Salmon, Alaska make the following statement.

On 7 February 1953 at approx 0800Z I received a call from the control tower operator at King Salmon CAA control tower. I was in the CAA communications at the time I received the call from James Burrus to come to the tower and take a look at a strange light in the sky. I observed the light for about six minutes. The shape of the light was as I have sketched below and changed from an orange color to white several times. There was no definite movement to indicate it was traveling in one set direction although it made slight movements in the horizontal plane but always returned to its stationary position. The direction from the tower was west and the distance was very hard to judge and at the first I estimated it to be about thirty miles, after observing it for a few minutes realized it could be any distance. The size was approx ten to twelve inches. The oval shape changed from time to time as though someone were rotating a cylinder. The light disappeared just as though a candle were put out.

The above is a voluntary statement and is true and correct to the best of my knowledge.

/s/ Victor Mahler
/t/ Victor Mahler
King Salmon, Alaska



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S T A T E M E N T

I, James N. Burrus, Chief Airways Operations Specialist (Airport), residing at King Salmon, Alaska make the following statement.

On 7 February 1953 at approx 0800Z I observed a light west of the CAA Control Tower located at King Salmon Airport, at which I was on duty. The light appeared when first noticed by me to be approx 20° elevation above the horizon. Having served 14 mos. at this airport I have never noticed a light at that position or elevation. Having no A/C in the vicinity at the time I made an attempt to notify radar operations at Wainwright AFB, in order to do this I had to relay the message through the Fighter Det. stationed at King Salmon Airport. I obtained a pair of 6 power Field Glasses so that I might observe the light more closely. The light appeared to be oval shaped and changing in color from a reddish orange to white. The frequency of change was not regular, one time the change would be very rapid and the next very slow. I was unable to estimate the distance of the light. The position of the light remained stationary with a slight side movement. The oval would become longer vertically and then return to a normal oval. There was no noticeable change in width. When the light changed it was like a piece of metal being made white hot, the white was very distinctive from the reddish orange. The size of the light looked approx. one foot in diameter. After a period of approx. ten minutes I turned away to answer a phone call and upon returning to observe the light I was unable to see anything where the light had been.

The above is a voluntary statement and is true and correct to the best of my knowledge.

/s/ James N. Burrus
/t/ James N. Burrus
King Salmon

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S T A T E M E N T

I, Mrs. Marcelle L. Adair, residing at King Salmon, Alaska make the following statement.

During the evening of 6 February 1953 at approx. 10:00 P.M. Alaskan standard time I observed a strange bright light in the sky west of my home. The light was a Red-Orange when I first observed it and changed to white and back to Red-Orange several times. The light was about the size of the obstruction lights on the end of the runway, 8" to 10". There appeared to be fog or clouds above the horizon and below the light. The light did not change colors regularly, sometimes fast, sometimes slow, and did not appear to move. When the light was white it was very white.

The above is a voluntary statement and is true and correct to the best of my knowledge.

/s/ Marcelle L. Adair
/t/ Mrs. Marcelle L. Adair
King Salmon

[REDACTED]

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10AD-2-53

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S T A T E M E N T

I, 1st Lt William F. Farley, AO 715 752, make the following statement.

At 2000Z 7 February 1953 while on duty as controller in 705th AC&W Squadron radar operations the Naknek Detachment of the 64th Fighter-Interceptor Squadron called me and said that King Salmon Tower informed them that they could see an unusual light in the sky. Tower requested the information be passed to radar operations. We could see nothing unusual on the radar scope.

On 9 February I went to King Salmon Airport and interviewed the personnel who saw the light. James N. Burrus who was on duty in the Control Tower was the first to see the light. We took a bearing from land marks he noted during the sighting and got a magnetic bearing, of 250° from the Control Tower. I have worked with Mr. Burrus several times and have found him to be a very reliable and efficient Airport Traffic Control Chief. He has had eight years experience in Air Traffic Control.

Victor Mahler, Aircraft Communication also saw this light from the Control Tower. He has held this position since August 1951. I have had no previous opportunity to meet Mr. Mahler but he seemed very sincere in his statements and seemed to be a most reliable type of person.

I then interviewed Mrs. Marcelle L. Adair, wife of Joe L. Adair who is the Chief Airways Operations Specialist (Communications) at King Salmon Airport. Taking a bearing from the point where she saw this light gave a bearing the same as from the Tower. I would judge the distance from the Tower to where she made the observation to be not more than two-hundred feet. She also seemed to be a very reliable and sincere type person.

I interviewed the Weather Officer at the Airport and found Weather to be as follows. On the surface there was a high pressure center northwest of field and a low pressure center southeast of field. At 10,000 feet the high pressure center was still northwest of field but much farther away. The low pressure center was S.W. of field at 10,000 feet but not far from the field. A line from the high pressure center on the ground to the high pressure center at altitude would be a line slanting upward in a direction of around 310° true about 290° magnetic.

Surface winds were 340° at nine knots, at 2000 feet 34° seventeen knots, at 6000 feet 290° at six knots, at 10000 feet 290° at eight knots and at 14000 feet 240° at 23 knots.