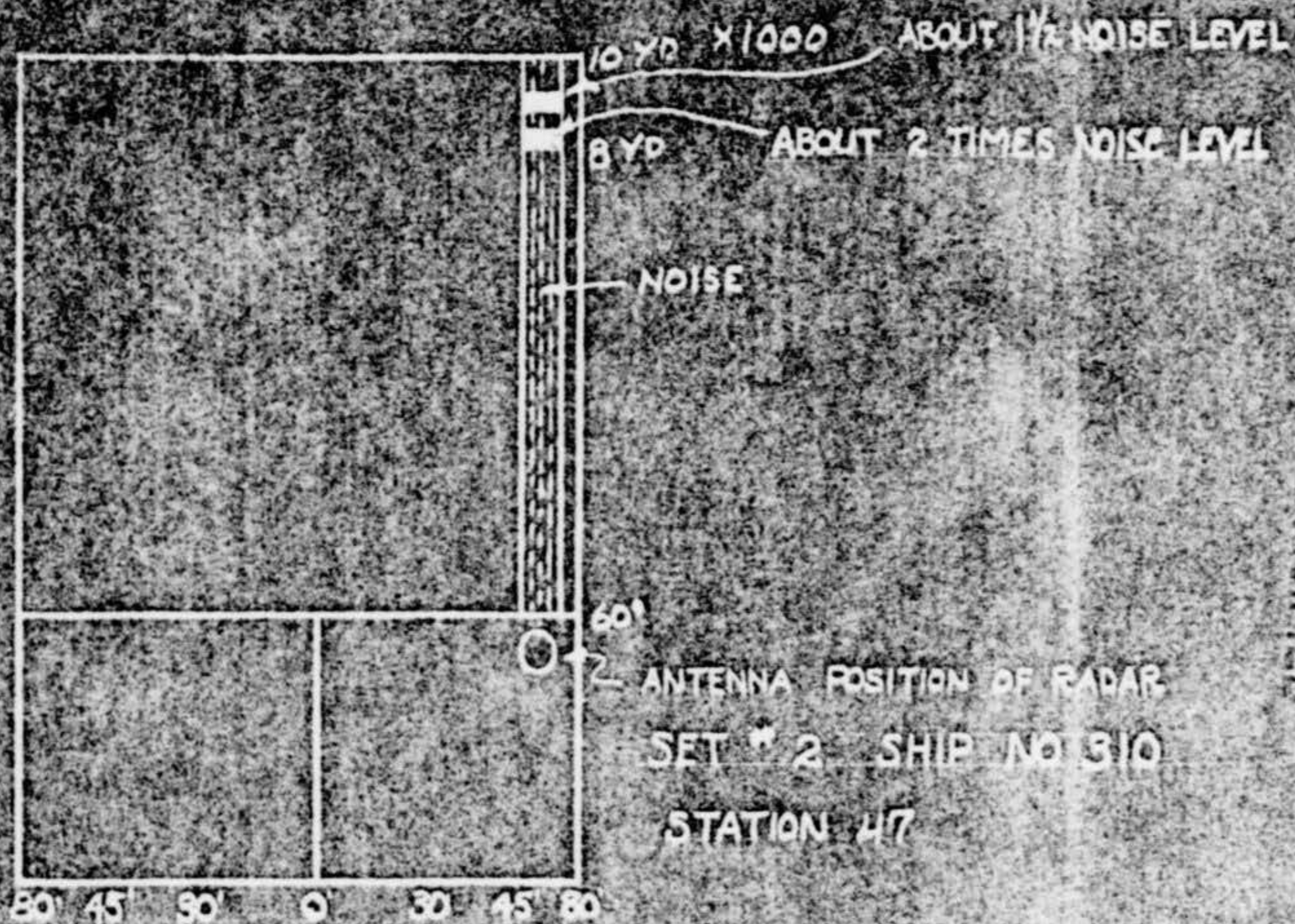


1. DATE - TIME GROUP 13 Feb 53 13/0835Z	2. LOCATION Carswell AFB, Texas
3. SOURCE Civilian Man	10. CONCLUSION VISUAL - WAS AIRCRAFT. RADAR - GROUND TARGETS.
4. NUMBER OF OBJECTS Three	Evaluation: Possible ground clutter & F-86. Temperature inversion existent. Radar analyst stated that it had highly probably that blips were ground targets. VISUAL: It is believed that lights
5. LENGTH OF OBSERVATION 10-15 Min.	11. BRIEF SUMMARY AND ANALYSIS were from an a/c.
6. TYPE OF OBSERVATION Ground-Visual Ground-Radar	Three bright lights were observed hovering in various forma- tions during a period of 10-15 minutes. Objects were also picked up by radar on B-36 a/c, 2 minutes elapse between visual sighting and radar sighting.
7. COURSE	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

FORM
 FTD SEP 63 0-329 (TDE) Previous editions of this form may be used. /

APG 41 IN TRACK WITH LR SWITCH ON



UNCLASSIFIED AND RELEASED UNDER E.O. 13526

UNCLASSIFIED

UNCLASSIFIED AND RELEASED UNDER E.O. 13526

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

103A
17/2242-8
22W

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

COMDR ATIC

DATE-TIME GROUP

161845 Z JUL 53

PRECEDENCE FOR:

ACTION

INFORMATION

ROUTINE

 BOOK MESSAGE ORIGINAL MESSAGE MULTIPLE ADDRESS

CRYPTOPRECAUTION

 NO

REFERS TO MESSAGE:

IDENTIFICATION

7A2 644

CLASSIFICATION

TO:

COMDR CARSWELL AF BASE TEXAS

JWFQB

INFO:

RESTRICTED

FROM: AFOIN-ATIAE-7-16-E FOR 19th Air Division

Reurmsg 7A2 644 0835Z 13 Feb 53, radar-visual sighting of unidentified objects.

Mr. ~~Johnston~~, ~~McDuffee~~, and ~~Johnson~~ making radar sighting from B-36.

ATIC has received Electronics Data Sheet submitted by your Base. Additional questions which arise follow: 1) Were the 2 radar blips moving? 2) Did they change size rapidly? 3) If moving, was the speed variable? 4) Did they appear and disappear, then reappear at a new location? 5) Were they sharp returns compared to known aircraft targets? The above is needed to analyze radar portion of sighting.

In reply cite Project Blue Book.

COORDINATION:

ATIAE-5 R. Olsson DATE 16 July 53
Lt Olsson
ATIAE H. B. Johnston DATE 16 July 53
Lt Johnston
ATIA W. W. McDuffee DATE 16 July 53
Col McDuffee

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
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DOD DIR 5206.10

ATIAE-5
Office of Record
Project 10073

UNCLASSIFIED

SECURITY CLASSIFICATION

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (Signature, when required)

Lt R. M. Olsson/jos

RELEASING OFFICER'S SIGNATURE

Robert C. Ercown
OFFICIAL TITLE ROBERT C. ERCOWN, Major, USAF
Adjutant

SYMBOL ATIAE-5

TELEPHONE 65365

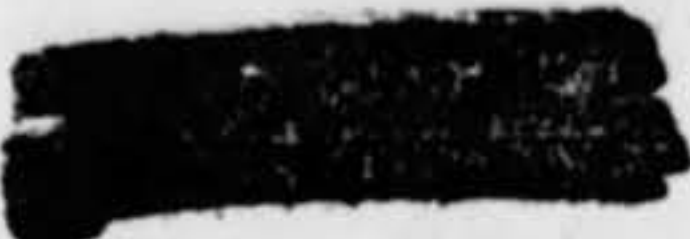
DD FORM 173
1 OCT 49REPLACES NME FORM 173, 1 MAY 48
WHICH MAY BE USED.

16-56923-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

09

COORDINATION

INSERT
ORGNL CODE AND
FULL SIGNATURE



UNCLASSIFIED

In reply refer to
AFOIN-ATIAE-5

R.M. OLSSON/jos/65365

9 JUN 1953

SUBJECT: (Uncl) Unidentified FLYOBRPT 13 February 1953

TO: Commanding Officer
19th Air Division
Carswell Air Force Base
Fort Worth, Texas

1. Your station's unidentified object report involving radar detection for the above date has been received by the Air Technical Intelligence Center and reviewed by its electronics personnel.

2. It was found that insufficient radar data existed for an explanation of this sighting and, therefore, ATIC is forwarding the inclosed Electronics Data Sheet. This Center realizes that the subject sighting took place four months ago; however, if the radar personnel involved can remember the facts of the sighting, ATIC requests that they fill out this form.

3. With the information provided by this form the Air Technical Intelligence Center feels that a logical explanation can be made for the incident.

FOR THE COMMANDING GENERAL

1 Incl
Elec Data Sheet

BARBARA P. HANAWALT
1st Lt, USAF
Asst. Adjutant

COORDINATION:

ATIAE-5
Lt Olsson R.M. Olsson Date 5 June 53

ATIAE
Lt Col Johnston H. Johnston DATE 5 June 53

ATIA
Col McDuffee J. A. Callahan DATE 5 June 53

ATIG
Lt Hanawalt _____ DATE _____

1
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DESIGNATE AUTHD OFFICE OF RECORD





UNCLASSIFIED

ELECTRONICS DATA SHEET
(GROUND RADAR)

The purpose of this questionnaire is to provide technical data for evaluating the report of an unusual radar target or track. It is requested that it be completed as accurately as possible.

When not filled in, the form is Unclassified. The reporting officer will use his own judgement as to what degree of classification is required.

It is preferred that the answers to the questions be typewritten, however, if it will expedite the completion of the form, the answers may be printed in ink. If additional space is needed, use reverse side of form.

1. STATION OBSERVING TARGET: <u>CONVAIR ACFT PLANT</u> Organization <u>FORT WORTH, TEXAS</u> Location	2. DATE OF THIS REPORT: <u>29</u> <u>June</u> <u>1953</u> Day Month Year																								
3. DATE TARGET OBSERVED: <u>13</u> <u>FEB</u> <u>53</u> Local Time <input type="checkbox"/> Day Month Year Z Time <input type="checkbox"/> Time-Local <u>0235 CST</u> Time-Z <u>0835</u>	4. NAME, RANK AND ORGANIZATION OF REPORTING OFFICER: <u>THOMAS SMITH, CAPT</u> <u>HQ SQ 7th BOMB WG</u> <u>CARSWELL AFB, TEXAS</u>																								
5. EXACT LOCATION OF STATION (COORDINATES):																									
6. OBSERVER DATE (LIST EACH OBSERVER): <table border="1"> <thead> <tr> <th>Name</th> <th>Rank</th> <th>Duty</th> <th>No. of Years Exp. in Radar</th> </tr> </thead> <tbody> <tr> <td>A. <u>[REDACTED]</u></td> <td><u>CIVILIAN</u></td> <td><u>ELECTRONIC TECH</u></td> <td><u>4 yrs</u></td> </tr> <tr> <td>B. <u>[REDACTED]</u></td> <td><u>CIVILIAN</u></td> <td><u>" "</u></td> <td><u>2 yrs</u></td> </tr> <tr> <td>C. <u>[REDACTED]</u></td> <td><u>CIVILIAN</u></td> <td><u>ARMAMENT INSPECTOR</u></td> <td><u>2 yrs</u></td> </tr> <tr> <td>D. _____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>E. _____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </tbody> </table>		Name	Rank	Duty	No. of Years Exp. in Radar	A. <u>[REDACTED]</u>	<u>CIVILIAN</u>	<u>ELECTRONIC TECH</u>	<u>4 yrs</u>	B. <u>[REDACTED]</u>	<u>CIVILIAN</u>	<u>" "</u>	<u>2 yrs</u>	C. <u>[REDACTED]</u>	<u>CIVILIAN</u>	<u>ARMAMENT INSPECTOR</u>	<u>2 yrs</u>	D. _____	_____	_____	_____	E. _____	_____	_____	_____
Name	Rank	Duty	No. of Years Exp. in Radar																						
A. <u>[REDACTED]</u>	<u>CIVILIAN</u>	<u>ELECTRONIC TECH</u>	<u>4 yrs</u>																						
B. <u>[REDACTED]</u>	<u>CIVILIAN</u>	<u>" "</u>	<u>2 yrs</u>																						
C. <u>[REDACTED]</u>	<u>CIVILIAN</u>	<u>ARMAMENT INSPECTOR</u>	<u>2 yrs</u>																						
D. _____	_____	_____	_____																						
E. _____	_____	_____	_____																						
7. WAS A VISUAL SIGHTING MADE BY ANY PERSONNEL OF THE STATION? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO IF SO, GIVE NAME AND RANK OF ALL PERSONNEL MAKING A VISUAL SIGHTING AND A BRIEF DESCRIPTION OF WHAT THEY SAW: <u>[REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; and [REDACTED]</u> , all Third Shift workers at Convair Aircraft Plant, FortWorth Division, Texas. Approx 0235 Hrs CST, 13 Feb 53, observers saw three bright lights in the sky at a distance of approx 2 miles and altitude between 1,000 and 4,000 feet. The lights were stacked vertically and moved from SE to SSE direction, with the outer two lights occasionally shifting position so that they appeared to swing like a pendulum on the center light. They gained altitude as they moved and suddenly appeared to accelerate at a tremendous speed away from the observers and disappeared. The outer lights were greenish-cast in color and the center light was white. No sound was heard. The weather was <u>SAVV</u> at time of sighting.																									

ATIC FORM 112 (REVISED 25 NOV 1952)
DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10



UNCLASSIFIED 297/205

Action

ATIC

1953 JUL 22

08:41

JEDMH A12
JWFQB 120
RR JEDWP
DE JWFQB 09C

[REDACTED]

*3. Atia
4. R. File*

UNCLASSIFIED

PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENTER
BEFORE DECLASSIFYING

DM

FM COMDRADIV 19 CARSWELL AFB TEX
TO COMDR ATIC WRIGHT PATTERSON AFB DAYTON OHIO
[REDACTED] 7DI 1416. PROJ BLUE BOOK, REF URMSG
AFOIN-ATIAE-7-16-E. REQD INFO IS AS FOL. BLIPS WERE AT EXTREME RANGE
OF RADAR AND OPR COULD NOT TELL WHETHER THEY MOVED IN RANGE BUT THEY
DID NOT MOVE IN AZIMUTH. BLIPS DID NOT CHANGE SIZE. BLIPS
DISAPPEARED INTO NOISE AND DID NOT REAPPEAR. RADAR OBS THEN
ATTEMPTED TO PICK THEM UP ON TAIL RADAR OF ANOTHER B-36 ACFT
UNSUCCESSFULLY. RETRNS OF NEAREST BLIP WERE VERY SHARP COMPARED TO B-36
TGT. OTHER BLIP WAS JUST ABOVE THE NOISE LEVEL OF THE RADAR.

JUL JWFQB

[REDACTED]

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

UNCLASSIFIED

10

733-8472-

UNCLASSIFIED

8. HAVE YOU HEARD OF ANYONE NOT AT THE RADAR STATION MAKING A VISUAL SIGHTING AT APPROXIMATELY THE SAME TIME THE RADAR CONTACT WAS MADE? YES NO
IF SO, GIVE NAME AND ADDRESS.

9. RADAR SCOPE PHOTOS:

IS RADAR EQUIPPED WITH A SCOPE CAMERA? ----- YES NO
WAS CAMERA OPERATIONAL? ----- YES NO
WERE SCOPE PHOTOS TAKEN? ----- YES NO
WERE PRINTS OF THE SCOPE PHOTOS FORWARDED TO THE AIR TECHNICAL INTELLIGENCE CENTER? ----- YES NO

10. TRACK DATA:

WHAT WAS THE NUMBER OF THE TRACK? _____
WAS A PERMANENT PLOT MADE OF THE TRACK AT THE TIME OF THE OBSERVATION? YES NO

11. WERE AIRCRAFT SCRAMBLED TO INTERCEPT THE TARGET? YES NO
IF SO, WERE THE AIRCRAFT BEING OBSERVED ON THE SCOPE AT THE SAME TIME AS THE TARGET? YES NO

12. WERE ANY NEARBY RADAR INSTALLATIONS QUERIED WHETHER THEY HAD OBSERVED THE SAME TARGET OR TRACK? YES NO
IF SO, WHICH STATIONS? Carswell AFB GCA. This radar was not operating at the time of sighting.

13. WAS THE TARGET OBSERVED ON SEARCH RADAR? YES NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? APG-41A Gunlaying Radar
(Tail-mounted on B-36 acft)

14. WAS THE TARGET OBSERVED ON HEIGHT FINDING RADAR? YES NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? _____

15. HAVE THERE BEEN ANY RECENT MAINTENANCE DIFFICULTIES? YES NO
IF SO, DESCRIBE. _____

16. WHAT TYPE MODULATOR (I.E., SPARK GAP, HARD TUBE, ETC.) IS USED IN THE RADAR EQUIPMENT?
Hard Tube

17. WAS THE AFC (AUTOMATIC FREQUENCY CONTROL) CIRCUIT OPERATING PROPERLY? YES NO
COMMENTS: _____

18. HAS INTERFERENCE FROM ANOTHER RADAR SET BEEN OBSERVED RECENTLY? YES NO
COMMENTS: _____

UNCLASSIFIED

19. ARE PERSONNEL FAMILIAR WITH THE EFFECTS CAUSED BY AN INTERFERING SIGNAL? YES NO
COMMENTS: _____

20. ARE PERSONNEL FAMILIAR WITH THE EFFECTS OF ANOMALOUS PROPAGATION (DUCTING EFFECTS) AS THEY PERTAIN TO THIS TYPE OF RADAR? YES NO

21. HAS ANOMALOUS PROPAGATION (DUCTING EFFECT) BEEN OBSERVED TO EXTEND THE RANGE OF THE GROUND CLUTTER OF THIS RADAR AT THIS SITE? YES NO
COMMENTS: _____

22. WAS ANOMALOUS PROPAGATION (DUCTING EFFECT) EXTENDING THE RANGE OF THE GROUND CLUTTER AT THE TIME THE TARGET WAS OBSERVED? YES NO
COMMENTS: _____

23. HOW DID THE TARGET APPEAR IN SIZE AND SHAPE AS COMPARED TO CONVENTIONAL AIRCRAFT TARGETS?
About three times the size of a B-36.

24. PERFORMANCE OF TARGET:

- | | | | |
|--------------------------------------|-------------------------------------|--|--------------------------|
| a. REMAINED CONSISTENT IN SIZE | <input checked="" type="checkbox"/> | CHANGED SIZE RAPIDLY | <input type="checkbox"/> |
| b. SPEED WAS CONSTANT | <input type="checkbox"/> | SPEED WAS VARIABLE | <input type="checkbox"/> |
| c. FOLLOWED CONSISTENT TRACK | <input checked="" type="checkbox"/> | APPEARED, DISAPPEARED, THEN REAPPEARED IN NEW LOCATION | <input type="checkbox"/> |
| d. FUZZY COMPARED TO AIRCRAFT TARGET | <input type="checkbox"/> | SHARP COMPARED TO KNOWN AIRCRAFT TARGET | <input type="checkbox"/> |
| e. SAME AS AIRCRAFT TARGET | <input checked="" type="checkbox"/> | | |

25. WERE OTHER TARGETS (KNOWN) OBSERVED IN THE SAME GENERAL AREA, AT APPROXIMATELY THE SAME TIME AND AT THE SAME ALTITUDE AS THE UNUSUAL TARGET? YES NO
IF SO, DESCRIBE. _____

26. WHAT TYPE INDICATORS ("A" SCOPE, "B" SCOPE, ETC.) WERE USED TO FOLLOW THE TARGET?
"B" scope

DESCRIBE THE SIGNAL: Two blips.

27. WHAT WAS THE RADAR SCAN RATE? 1 cycle in 3 seconds.

28. WHAT WAS THE FREQUENCY OF THE TRANSMITTER?
9245 Mcs

29. DID ANY OF THE OBSERVERS HAVE ANY OPINIONS AS TO THE NATURE OF THE TARGET? YES NO
IF YES, GIVE THEIR NAMES AND OPINIONS BELOW.

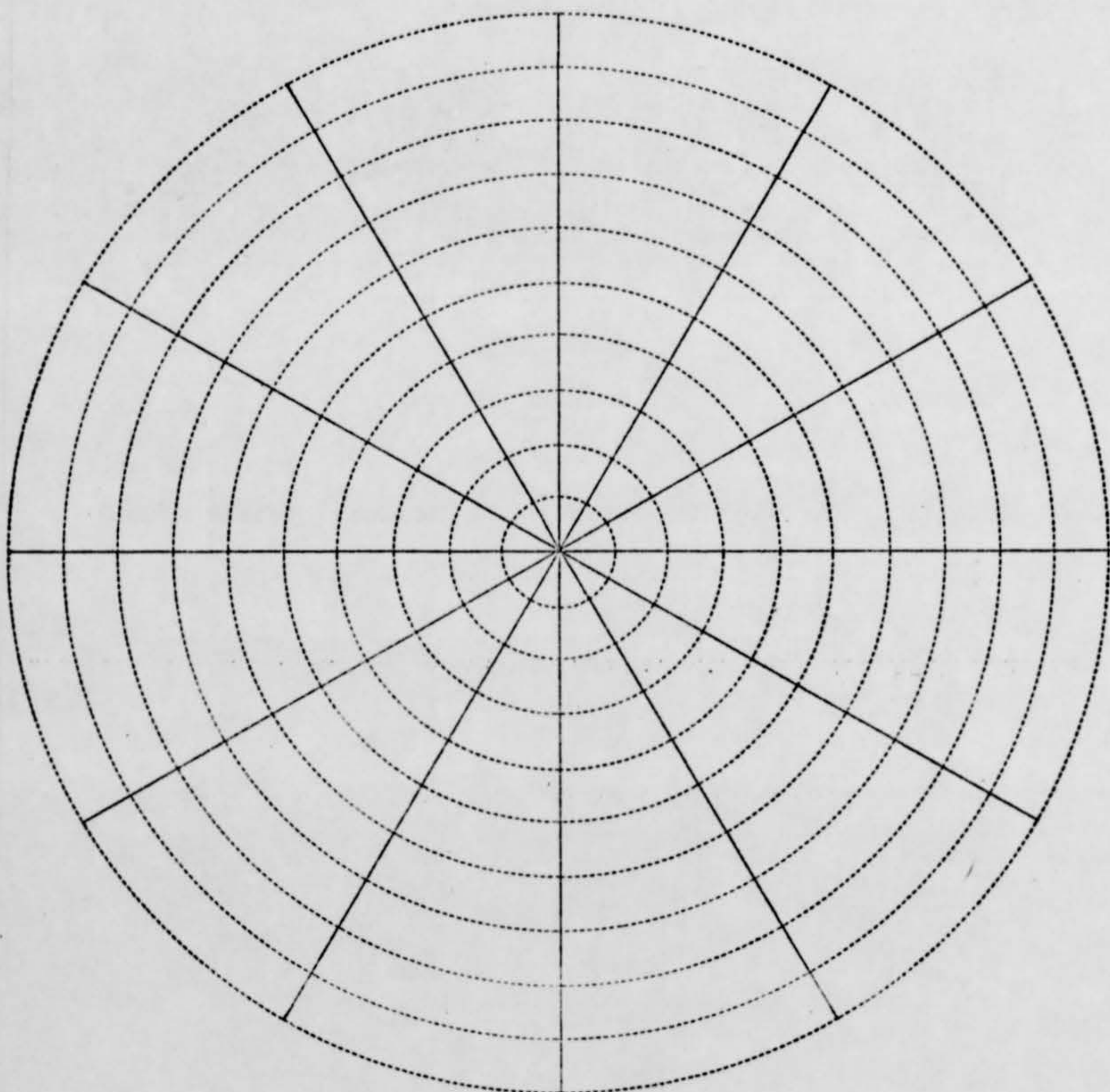
14
DOWNGRADED AT 3 YEAR INTERVALS.
DECLASSIFIED AFTER 12 YEARS.
DGD DIR 5200.10

UNCLASSIFIED

[REDACTED]

UNCLASSIFIED

30. IF SCOPE PHOTOS ARE NOT AVAILABLE, PLOT THE TARGET TRACK AS ACCURATELY AS POSSIBLE. GIVE THE TIME AND ALTITUDE (IF MEASURED) FOR EACH POINT PLOTTED. PUT THE NECESSARY RANGE SCALE ON THE DIAGRAM.



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UNCLASSIFIED

[REDACTED]

[REDACTED]

UNCLASSIFIED

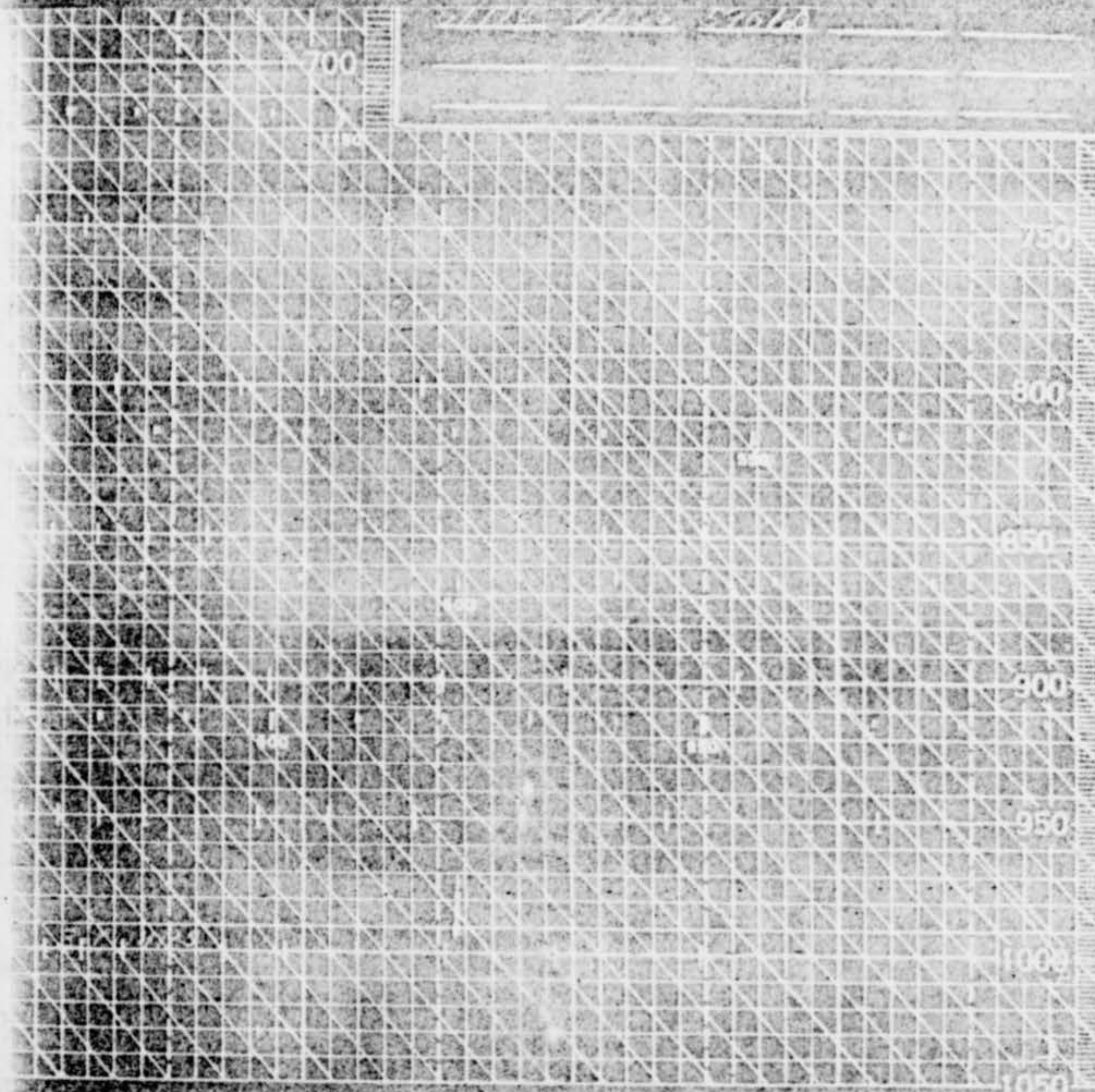
31. USE THIS SHEET FOR ANY COMMENTS, OPINIONS OR ADDITIONAL DATA NOT COVERED BY THE QUESTIONS.

1. Visual observation was made of the target by the radar observers prior to observation on the APG-41A. And visual observation was being made at the same time as the radar observations. Azimuth of target was the same in both cases, and observers are certain that the visual target and radar target were the same object.

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

1000 1000 1000



1000	1000	1000
1000	1000	1000
1000	1000	1000

1000	1000	1000
1000	1000	1000
1000	1000	1000

1000	1000	1000
1000	1000	1000
1000	1000	1000

1000	1000	1000
1000	1000	1000
1000	1000	1000

SURFACE TO 1000

SURFACE TO 1000

10° 20° 30° 40° 50°
 4 Km 3 Km 2 Km 1 Km M.S.L. SURFACE

Drawn by _____

Verified by *[Signature]*

Inspected by _____

DATE AND RELEASE TIME

	Year	Month	Day	Time
1000				
1000				
1000				
1000				

A. F. STOCK NO. 2800-701-416-510

UNCLASSIFIED

Multiple

SUBJECT: Carswell AFB Radar Sites

TO: ATIAE-5
THRU: ATIAE

13/023

FROM: ATIAE

DATE: 4 Aug 53

COMMENT NO. 2

ATIAE2/Mr. James/wh
65364/Bldg 268 A

1. Reference is made to the additional information mentioned in paragraph 1 of Comment No. 1. This information is quoted below:

"Blips were at extreme range of radar and operator could not tell whether they moved in range, but they did not move in azimuth. Blips did not change size. Blips disappeared into noise and did not reappear. Radar observers then attempted to pick them up on tail radar of another B-36 aircraft unsuccessfully. Returns of nearest blip were very sharp compared to B-36 target. Other blip was just above noise level of the radar."

2. The characteristics of the above signals are compatible with those of ground return. The inclosed weather information indicates that there was a temperature inversion at 1000 Mb pressure (near the earth) and at 890 Mb pressure. Also a rapid moisture lapse began at 890 Mb pressure.

3. It is considered that it is highly probable that the reported radar targets were ground targets.

4. This correspondence may be downgraded to CONFIDENTIAL upon removal of inclosure, in accordance with paragraph 25e, Air Force Regulation 205-1.

1 Incl
n/c

R. L. James
R. L. James
Chief, Radiation Section

2

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED



40° 30° 20° 10° 0° (C)

9 Km 8 Km 7 Km 6 Km 5 Km

Station: SABLE AFB (050° EAST)

32° 46' N. 97° 21' E

Lat: _____

DATA AS TRANSMITTED	DATA TO 0.1°C OTHER DATA AS ENTERED ON WEAR-33 OR PUNCHED CARD	
TEMP	W (gm)	
TEMP	W	D.W.
TEMP	D.1 (gm)	S.F. (cc)

100° Fahrenheit

1° Fahrenheit

100° Fahrenheit

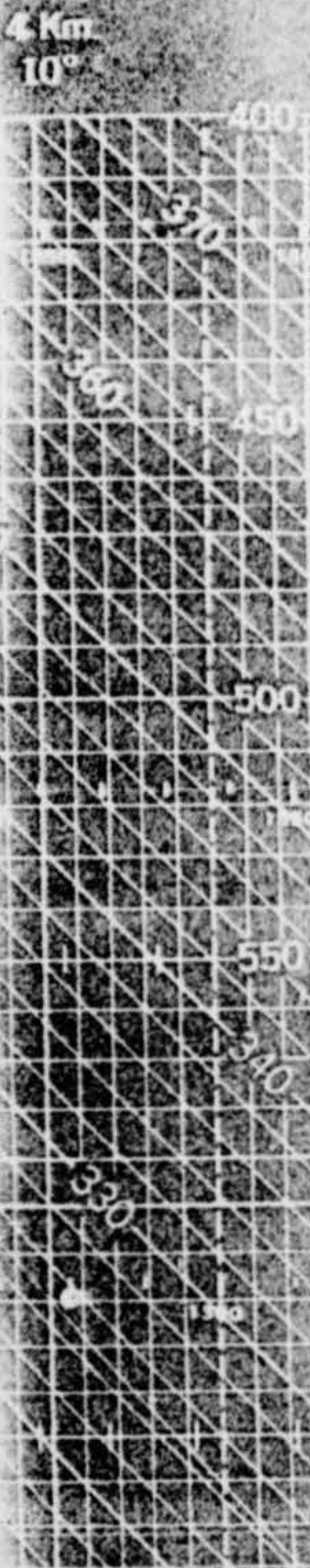
100° Fahrenheit

CHART HL-425/UM
1 AUG 1951 - SIG C STOCK NO. 74507-425

REPLACES CHART HL-425/UM, 1 SEP 49, WHICH MAY BE USED

20 U.S. GOVERNMENT PRINTING OFFICE

DATA BLOCK #



Level No.	Time (hr)	PRESSURE		TEMPERATURE		RELATIVE HUMIDITY		DEW POINT	REMARKS
		Observed	mb	Observed	Recent (C)	Observed	% Including Correction		
SIGNIFICANT LEVELS									
1							105	18	
2	11	32.3	1024	12.2	12.2	100	100	18.2	
3	12	11.2	1025	12.2	12.2	100	100	18.2	
4	13	6.2	1026	12.2	12.2	100	100	18.2	
5	14	2.1	1027	12.2	12.2	100	100	18.2	
6	15	1.2	1028	12.2	12.2	100	100	18.2	
7	16	0.8	1029	12.2	12.2	100	100	18.2	
8	17	0.6	1030	12.2	12.2	100	100	18.2	
9	18	0.5	1031	12.2	12.2	100	100	18.2	
10	19	0.4	1032	12.2	12.2	100	100	18.2	
11	20	0.3	1033	12.2	12.2	100	100	18.2	
12									
13									
14									
15									
16									
17									
18									
19									
20									

CONSTANT PRESSURE DATA

1000	1000	1000
950	950	950
900	900	900

1000	1000	1000
950	950	950
900	900	900

CODED MESSAGE FOR TRANSMISSION

1000 1000 1000 1000 1000
 950 950 950 950 950
 900 900 900 900 900
 850 850 850 850 850
 800 800 800 800 800
 750 750 750 750 750
 700 700 700 700 700

SIGNIFICANT LEVELS

CONSTANT PRESSURE DATA

BASELINE CHECK READINGS

Time G.C.T.	TEMPERATURE			RELATIVE HUMIDITY			
	Ordinate	Dry Bulb	Wet Bulb	Ordinate	Feet	Cor. %	Psychrometric Chart
							Water

ADIABATIC
WBAN

Mb

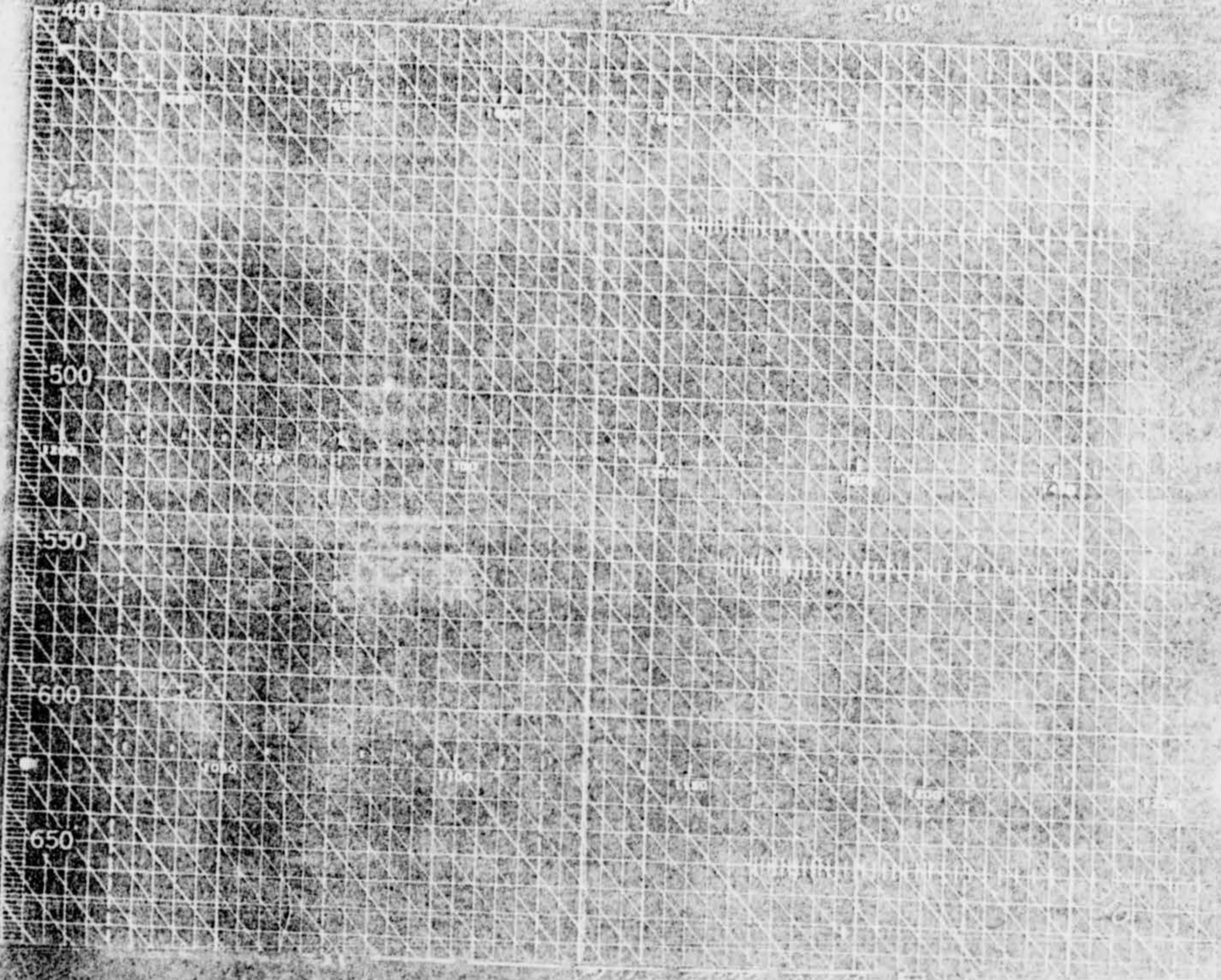
9 Km
-10°

8 Km
-30°

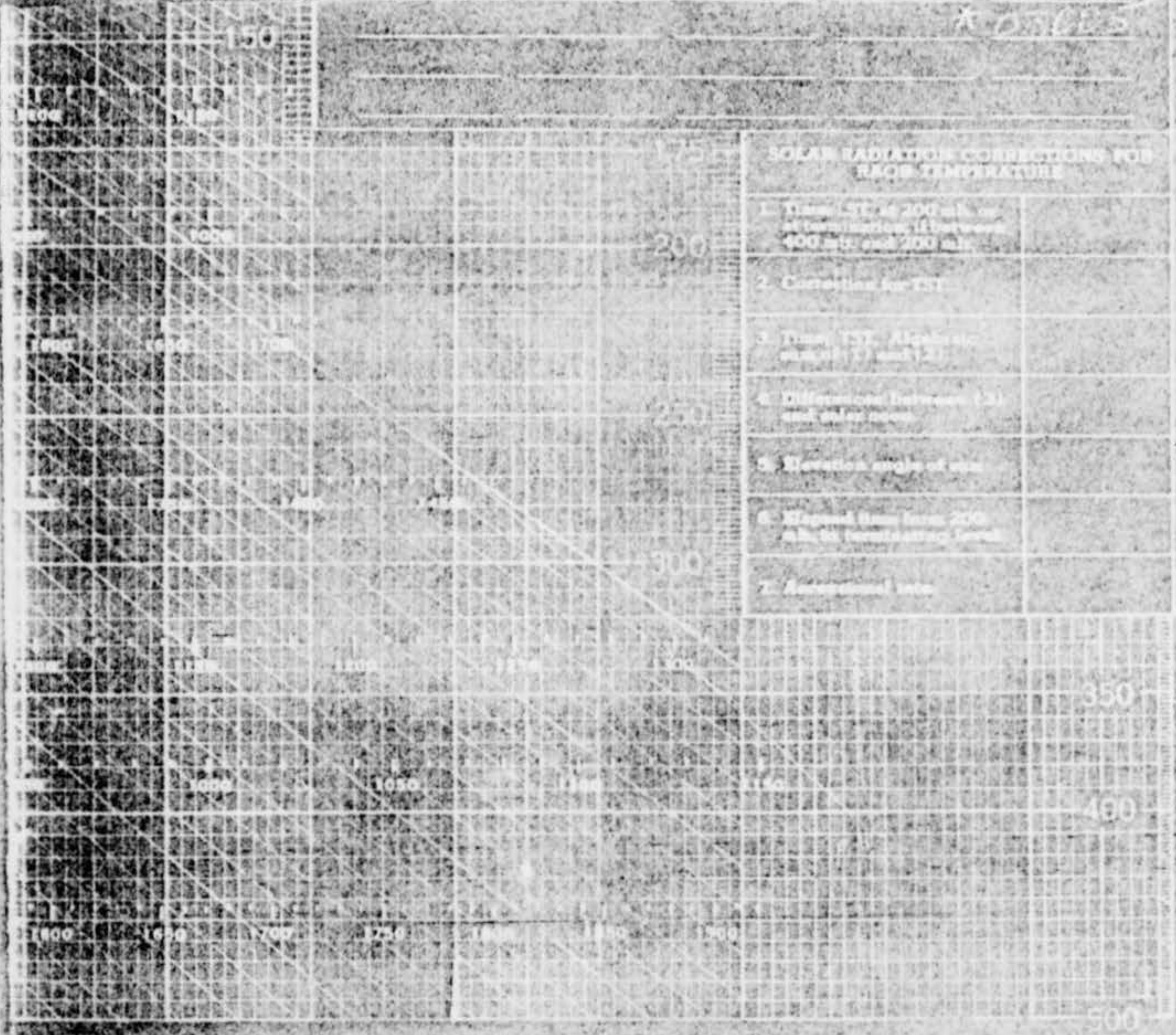
7 Km
-20°

6 Km
-10°

5 Km
0°(C)



* 0.615



SOLAR RADIATION CORRECTIONS FOR SEA SURFACE TEMPERATURE

1. From T_{ST} to 200 m depth at determination of distance 100 m to 200 m	
2. Correction for SST	
3. From SST. Algebraic difference between (2) and 100 m depth	
4. Difference between (2) and 100 m depth	
5. Difference between (2) and 100 m depth	
6. Standard deviation from 200 m depth to 100 m depth	
7. Final result	

1			
2			
3			

4			
5			
6			

7			
8			
9			

MONITORING BOARD No. 1

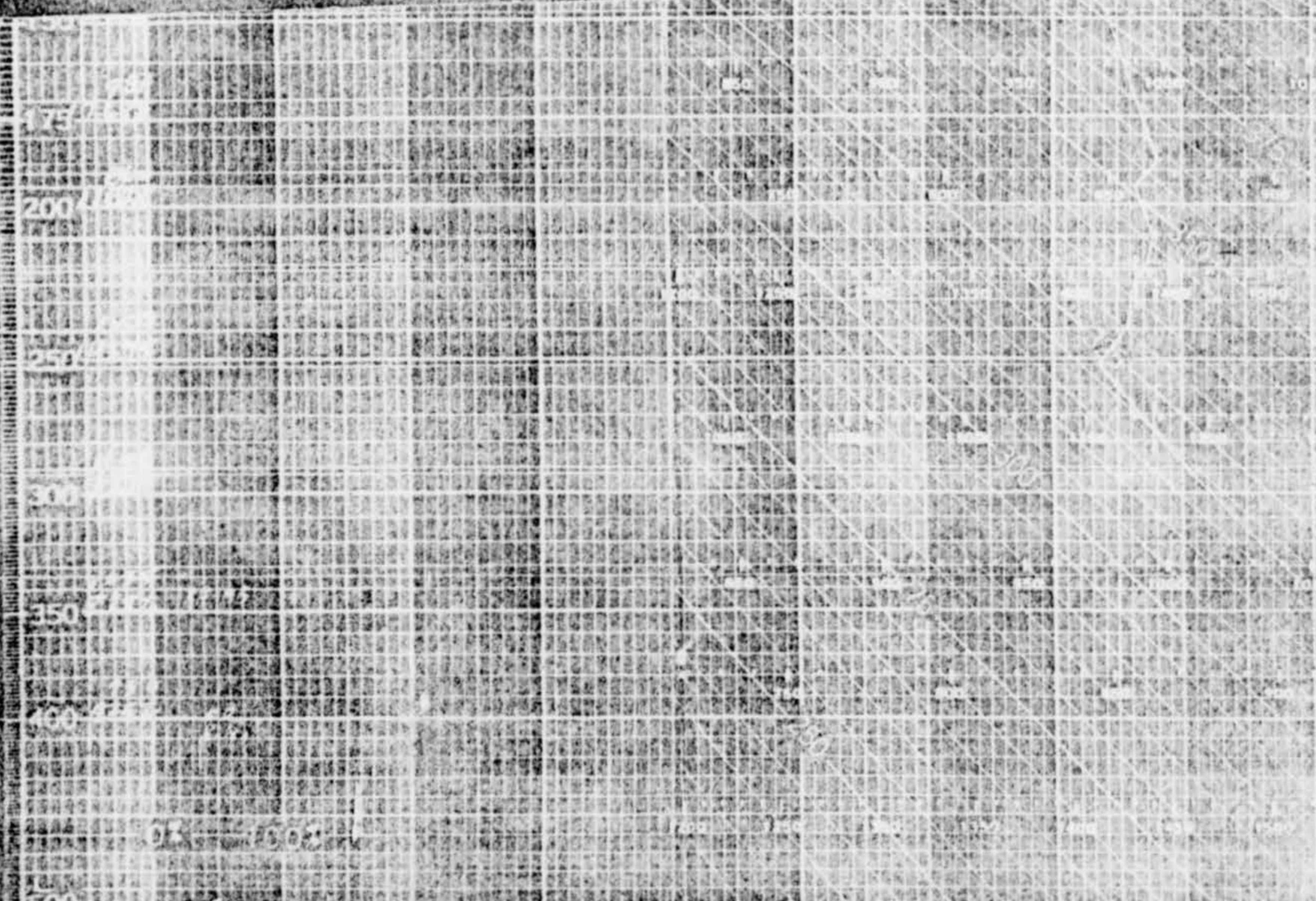
MONITORING BOARD No. 2

30° -20° -10° 0° 10° (C) Km 12 Km 11 Km 10 Km 9 Km 8 Km 7 Km 6 Km 5 Km

DATE AND RELEASE TIME

	Year	Month	Day	Time
Dr. No.				
O.C.F.				
Reference No.	Acquisition No.			

A. F. STOCK NO. 2600-101-636-515



13911

24 Km 23 Km 22 Km 21 Km 20 Km 19 Km 18 Km 17 Km 16 Km 15 Km 14 Km

ARST 511 110 FORM 1-51	
12° 43' N	97° 22' W

DATA AS TRANSMITTED	D. P. TO D. P. C. OTHER DATA AS ENTERED ON WRAK-13 OR PUNCHED CARD	
	DATE	TIME
TIME	TIME	TYPE
CLASS	CLASS	CLASS

1. This chart is for use with the WRAK-13 or WRAK-13C punched card system.

2. The chart is for use with the WRAK-13 or WRAK-13C punched card system.

3. The chart is for use with the WRAK-13 or WRAK-13C punched card system.

CHART HL-26/UM
1 AUG 1958 - SIG C STOCK NO. 74507-426

REPLACES CHART HL-26/UM, 1 SEP 49, WHICH MAY BE USED

DATA BLOCK B

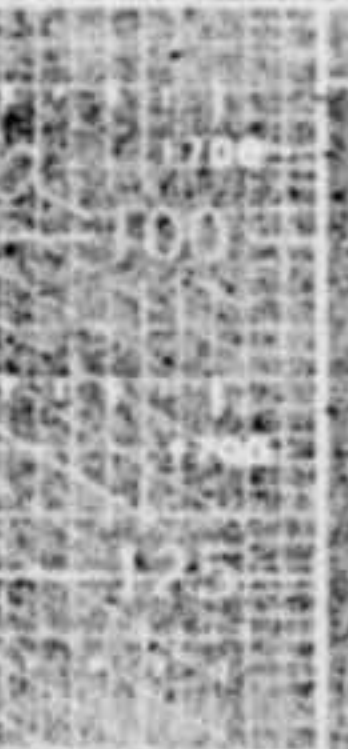
Core Chart	Level No.	PRESSURE		TEMPERATURE				RELATIVE HUMIDITY		DEW POINT	REMARKS
		Corrected	mb	Observed	Recent (1st)	Correction	Corrected	Original	Including Correction	°C	
SIGNIFICANT LEVELS											
	10			71.2							
	11			70.5							
	12			69.8							
	13			69.1							
	14			68.4							
	15			67.7							
	16			67.0							
	17			66.3							
	18			65.6							
	19			64.9							
	20			64.2							
	21			63.5							
	22			62.8							
	23			62.1							
	24			61.4							
	25			60.7							
	26			60.0							
	27			59.3							
	28			58.6							
	29			57.9							
	30			57.2							
	31			56.5							
	32			55.8							
	33			55.1							
	34			54.4							
	35			53.7							
	36			53.0							
	37			52.3							
	38			51.6							
	39			50.9							
	40			50.2							
	41			49.5							
	42			48.8							
	43			48.1							
	44			47.4							
	45			46.7							
	46			46.0							
	47			45.3							
	48			44.6							
	49			43.9							
	50			43.2							

30°
60
50
40
30
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10
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10
1

CONSTANT PRESSURE DATA

PUNCH CARD NO. 8
PUNCH CARD NO. 8
PUNCH CARD NO. 8
PUNCH CARD NO. 8

COAST MESSAGE FOR SHIP POSITION



ADIABATIC CHART

WEAN-31B

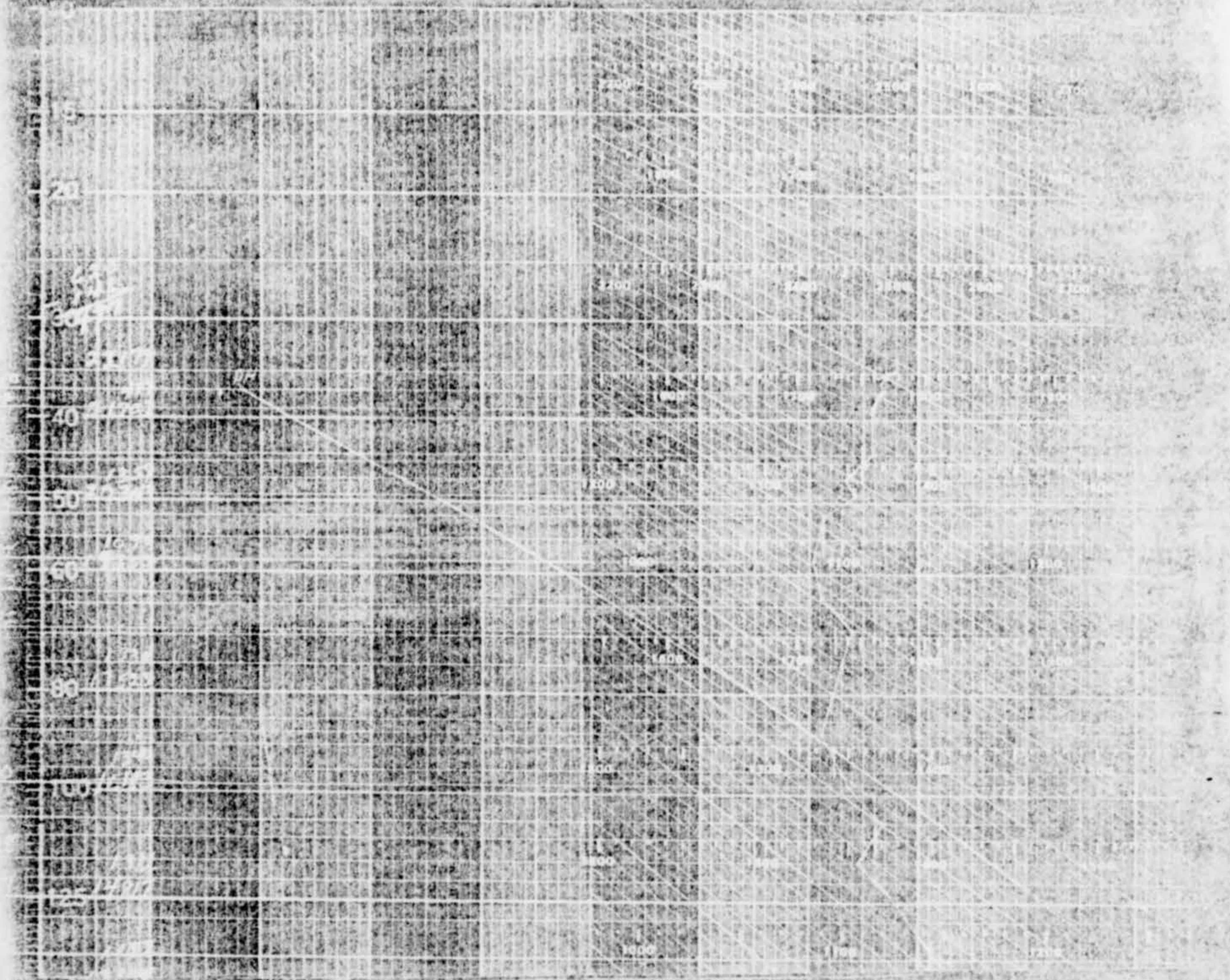
Mo

90

80

70


60



This case includes two (2) 16" x 16"
photocopy charts.

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)


UNCLASSIFIED

FILE NO.

SUBJECT

Carswell AFB Radar Sites

TO ATIAE-2

FROM ATIAE-5

DATE 27 Jul 53

COMMENT NO. 1

Lt Olsson/vs
65365/B263A/P A-12

1. Inclosed is a radar sighting on 13 Feb 53 from Carswell AFB, Texas, concerning radar blips picked up by B-36 tail radar. In a preliminary analysis of this report, your office stated that the radar information supplied was insufficient for you to analyze. For example, there was no indication that the targets observed on the APG-41 were moving targets. Project Blue Book has requested and received the additional information needed and incloses it herewith.

2. According to this information the targets in question were moving and also a certain amount of ground clutter or "noise" was present. Project Blue Book requests your office determine, in the light of the additional information you had requested, whether temperature inversion was present or any other phenomena known to you could have caused this sighting.

1 Incl
File dtd 13 Feb 53
Carswell AFB, Texas

for *Map B. Futch, AIC*
ROBERT M. OLSSON, 1st Lt, USAF
Chief, Aerial Phenomena Section
Electronics Branch
Technical Analysis Division

If inclosure Is withdrawn (or not attached), the classification of this correspondence will be downgraded to ~~Secret~~ in accordance with paragraph 25E, AFR205-1.

3

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

UNCLASSIFIED

DD

BY USE

16-5201-3

U. S. GOVERNMENT PRINTING OFFICE: 1952 O - 986475

CASE #24

13 Feb 53


Carswell AFB, Texas

At 0235 in the morning of 13 Feb 53, a civilian visually observed 3 very bright lights traveling across the sky over Fort Worth, Texas. The weather was clear and calm. These unidentified objects were traveling from ESE toward the observer at a moderate rate of speed. (Cruising speed of a F-86.) The 3 lights had the same intensity as the rotating beacon at Carswell AFB. All 3 lights were of similar intensity, and white in color except the center light which was bluish-green. These lights were observed for a period of 10-15 minutes until disappearing out of sight.

The lights were first observed approximately 500' apart and appeared stacked in a vertical echelon. The light suddenly accelerated a distance of 1500' and came to a complete stop. In sequence the other 2 lights duplicated this maneuver. After assuming the original formation these lights repeated the same maneuver only ending up in horizontal echelon. These maneuvers appeared to take place over a distance of 2 miles and at an altitude at or below 4,000'. After the 3 lights came to a stand-still in a third maneuver they were arranged in a vertical echelon; then with the center light acting as a pivot the 2 outer lights maneuvered in a swinging motion resembling the motion of a kite's tail. The lights were next observed in a steep climb and attained an altitude of approximately 20,000' very rapidly.

A Radar technician then picked up blip on the tail radar of B-36 a/c. The lapse of time between visual and first radar sighting was estimated 2 minutes. The lights were observed at a maximum azimuth of 80 deg to the S, between 40-50 deg vertical angle, between 8-10,000 yards on etchings. On a 2-2½ multiplier, this distance would be approximately 16,000 yards.

Only two of the three original lights were observed on the radar. There was a considerable amount of "snow" but the closer blip was distinguished easily. A check for ground returns was made and none was received. An attempt was made to pick up these lights on 3 different radar sets of other a/c with negative results.



CASE #24 (contd)

Besides the original observers, 8 other observers witnessed this incident. An Electronics Data Sheet was forwarded to Carswell AFB to be filled out so as to get technical information on radar.

The radar data contained in the report from Carswell AFB was not sufficient for analysis purposes. For instance, there was no indication that the targets observed on the radar set were moving targets. The weather data submitted indicated that there was an a temperature inversion and a moisture lapse at about the time of the incident. This weather condition could cause radar ground clutter signals to appear above the horizon, although the report states that a check indicated no ground return signals were received. A wire was sent to Carswell AFB requesting information as to whether the objects moved or not. Radar operators at Carswell AFB stated that this was extreme range of radar and operator could not tell whether they moved in range but they did not move in azimuth. Also stated that blip did not change side. Blip disappeared into noise and did not reappear. Radar eye observers then attempted to pick them up on tail radar of another a/c. This attempt was unsuccessful.

ATIC Comment and Conclusion

From

Since the above stated information, there was a temperature inversion at the time of sighting and it is believed by ATIC analysts that radar sighting was a temperature inversion or weather effects on radar and the visual sighting was an a/c flight.

UNCLASSIFIED

ER/jw

1443

HEADQUARTERS 19TH AIR DIVISION
Carswell Air Force Base
Fort Worth, Texas

7DI 350.09

- 6 JUL 1953

SUBJECT: Unidentified FLYOBRPT 13 February 1953

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio

1. Reference your letter AFOIN-ATIAE-5, 9 June 1953.
2. ATIC Form 332, forwarded to this headquarters by referenced letter, has been completed and is returned herewith as Inclosure #1.

FOR THE COMMANDER:

Carl Grounds

1 Incl:
ATIC Form 332, completed
29 June 1953 (1 copy)

CARL T. GROUNDS
WOJG USAF
Ass't Adj.

If inclosure no. 1 is withdrawn
(or not attached) the classification
of this correspondence will be down-
graded to Unclassified in
accordance with AFR 205-1.

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

UNCLASSIFIED

[Redacted]

6897
7DI

4

ACTION

1953 FEB 16 09:18
14 12 41 1953

[REDACTED]

RE391 0
WPB119
TMA289
TYA204

DD

DISPATCHED

1. Attn
3 Attn
3 C files

UNCLASSIFIED

ATIC

WDA205

JWFQB A065

PP JEDMH JEDWP JEDEN JEPHQ 444

DE JWFQB 266

P 132335Z ZNJ

FM CGADIV 19 CARSWELL AFB TEX

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

TO JEDMH/CGSAC OFFUTT AFB OMAH NEBR

JEN/CGAF 8 CARSWELL AFB TEX

JEPHQ /DIRECTOR OF INTEL HQ USAF WASHINGTON 25 DC

JEDWP /AIR TECH INTEL CENTER WRIGHT-PATTERSON AFB OHIO ATTN ATIAA2C

JEDEN/CG ENT AFB COLORADO SPRING COLO

[REDACTED] /7A2 644. FLYCVRPT. 3 BRIGHT LIGHTS WER FIRST VISUAL

SIGHTING STACKED IN VERTICAL ECHELON HOVERING. SECOND VISUAL SIGHTING WAS

HORIZONTAL ECHELON IN BROKEN FORMATION. THIRD SIGHTING WAS A VERTICAL

ECHELON HOVERING WIHT LIGHTS MOVING AS INVERTED PENDULM. A FOURTH

SIGHTING WAS MADE BY B-36 GL TAIL RADAR. SIGHTING S WERE MADE 13 FEB

13 BETWEEN 0235 AND 0300 FOR A PERIOD OF 10 TO 15 MIN. THE OBS WAS

AT CONVAIR E OF THE FLTLINE FACING ESE. RELIABLILTY OF OBS IS F-6.

OBS WAS MR J V RUTH 1235 GRACE ST WEATHERFORD TEX. WEATHER AND WIND

CONDITIONS AT TIME WAS CLEAR. SHORTLY AFTER SIGHTING A B-36 APPROACHED

FROM THE WEST.

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

14/0137Z FEB JWFQB

UNCLASSIFIED

cy 15

[REDACTED]

UNITED STATES

IR-11-53

0835
0900 Lm

UNCLASSIFIED

FLYCRPT

TEXAS

7TH BOMB WING, CARSWELL AFB, TEXAS

18 February 1953

13 February 1953

F-6

2nd Lt Charles F. Springer

Mr. J. [redacted]; [redacted]
Weatherford, Texas; Pno: [redacted]

AF Ltr 200-5; 19th AirDivision Message 7A2 544, DTG 132335Z Feb 53

F-6 Annex

1. At 0235 on the morning of 13 Feb 1953, Mr. [redacted] visually observed 3 very bright lights traveling across the sky over Fort Worth, Texas.

2. The lights were first observed approximately 500 feet apart and appeared stacked in vertical echelon.

3. The lights were next observed in a steep climb and attained an altitude of 20,000 feet very rapidly.

4. Mr. [redacted] then picked up blips on the tail GL AFG-41 Radar on B-36 aircraft 310, station 47, at Convair, Fort Worth Division.

5. Mr. [redacted] observed only two of the 3 original lights on the AFG-41. There was a considerable amount of "snow" but the closer blip was distinguished easily.

6. Besides Mr. [redacted], 8 other members of Department 76 at Convair witnessed this incident.

APPROVED:



EDWARD RATKOVICH
Major, USAF
Director of Intelligence

1

Sketch of Radar Return (3 copies)

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

6
FEB 23 12 12

7th Bomb Wing, Carswell AFB, Tex

2

2

1. At 0235 on the morning of 13 Feb 1953, Mr. [redacted] visually observed 3 very bright lights traveling across the sky over Fort Worth, Texas. The weather was clear and calm. These unidentified objects were traveling from east southeast toward the observer at a moderate rate of speed (cruising speed of an F-86). The 3 lights had the same intensity as the rotating beacon at Carswell AFB. All 3 lights were of similar intensity, and white in color except the center light which was bluish-green. These lights were observed for a period of 10 to 15 minutes until disappearing out of sight.

2. The lights were first observed approximately 500 feet apart and appeared stacked in vertical echelon. The lower light suddenly accelerated a distance of 1500 feet and came to a complete stop. In sequence the other two lights duplicated this maneuver. After assembling in original formation, these 3 lights repeated the same maneuver only ending up in horizontal echelon. These maneuvers appeared to take place over a distance of 2 miles and at an altitude at or below 4,000 feet. After the 3 lights came to a standstill in a third maneuver they were arranged in a vertical echelon; then with the center light acting as a pivot the 2 outer lights maneuvered in a swinging motion resembling the motion of a kite's tail.

3. The lights were next observed in a steep climb and attained an altitude of 20,000 feet very rapidly. (merely a visual estimate - not to be taken as true value)

4. Mr. [redacted] then picked up blips on the tail (GI AFG-41) radar on B-36 aircraft 310, station 47, at Convair, Fort Worth Division. The lapse of time between visual and first radar sighting was an estimated 2 minutes. The lights were observed at a maximum azimuth 80 degrees to south, between 45-60 degrees vertical angle, between 8-10,000 yards on etchings. On a 2-2 1/2 multiplier, this distance would be approximately 16,000 yards. A sketch of the radar presentation received is attached as an inclosure. *in approx 9 miles away*

5. Mr. [redacted] observed only two of the 3 original lights on the (AFG-41). There was a considerable amount of "snow" but the closer blip was distinguished easily. A check for ground returns was made and none was received. Mr. Ruth attempted to pick up these lights on three different radar sets of other aircraft with negative results.

6. Besides Mr. Ruth, 8 other members of Department 76 at Convair witnessed this incident. They are listed below.

<u>Name</u>	<u>Address</u>	<u>Phone</u>
[redacted]	Don 99, [redacted]	
[redacted]	1202 [redacted], Tex	NO 8432
[redacted]	[redacted], Tex	SU 5403
[redacted]	[redacted], Fort Worth, Tex	LA 0783
[redacted]	[redacted], Fort Worth, Tex	NO 4852
[redacted]	[redacted], Fort Worth, Tex	WE 3558
[redacted]	[redacted], Fort Worth, Tex	WI 1300
[redacted]	[redacted], Fort Worth, Tex	

COMMENTS of preparing officer:

Mr. Ruth is employed by Convair, Fort Worth Division, Department 76. His total radar experience is 4 years. He has approximately 3 months experience with the AFG-41, 2 1/2 years with the AFG-32A on ship 84 from its engineering stage.

Charles F. Springer

CHARLES F. SPRINGER, 2nd Lt, USAF, Asst Opnl Intel