

1. DATE - TIME GROUP 5 March 53 5/2045Z - 5/2207Z	2. LOCATION Congaree AFB & Shaw AFB, South Carolina
3. SOURCE Military	10. CONCLUSION BALLOON
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 15 Minutes to 1 Hour	11. BRIEF SUMMARY AND ANALYSIS Silver, crescent shaped object was observed visually from the surface hovering over a river. Object was picked up on OCA radar scope and was observed traveling in a level flight. F-80 a/c scrambled to air with negative results. Object observed on radar scope 65 miles distant at an estimated altitude of 10,000 heading SW. A second object appeared on scope 20 minutes later at 103-115 miles distance. OCA RFS: Radar return similar to high altitude balloon track. Direction consistent with this analysis. Visual description description in accord with balloon observation in daylight.
6. TYPE OF OBSERVATION Visual Ground & Gnd Radar	
7. COURSE SW	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

COUNTRY United States of America	REPORT NO.	(LEAVE BLANK)
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AIR INTELLIGENCE INFORMATION REPORT

SUBJECT Unidentified Flying Object

AREA REPORTED ON Congaree Air Force Base, South Carolina	(Reporting Agency) 727th ACMW Sq., Shaw AFB, S.C.
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DATE OF REPORT 6 March 1953	DATE OF INFORMATION 5 March 1953	CLASSIFICATION E-2
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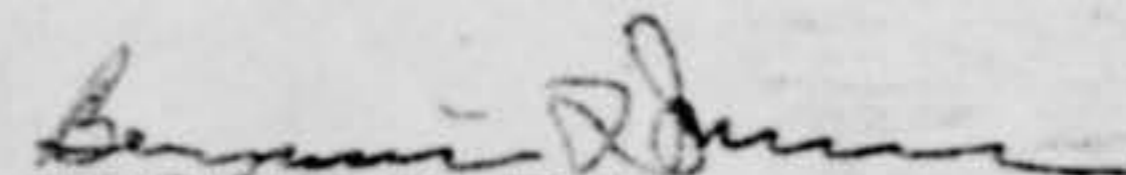
PREPARED BY (Officer) Benjamin F. Inman	SOURCE Tactical Air Direction Center, Congaree, AFB
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REFERENCES (Control number, directive, previous report, etc., as applicable) Not Applicable
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SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 111-Part II.)

In this case a summary of the following report is impossible. The report in the most concise form is prepared on Part II of this report.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10


 BENJAMIN F. INMAN
 Captain, USAF
 Approving Officer

5 INCL.

- Notarized Statement by S/Sgt John C. Hayes
- Notarized Statement by S/Sgt Neil Braden
- Notarized Statement by S/Sgt Buford Kelley
- True Copy of Controller's Log
- Grid Map for Reference

DISTRIBUTION BY ORIGINATOR

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On March 5, 1953 about 1715 hours, I, S/Sgt. Buford J. Kelley was in the Mess Hall eating chow when S/Sgt. Neil Braden, OPS B at Control Van TADC, stating that he had received word from Captain Harrington, Base Operations that there was a strange object sighted over the Prohibited area at Aiken, South Carolina and was heading toward Congaree., and wanted us to remain on the air. He stated that Captain Harrington was trying to get a plane to intercept the strange object. At that time I alerted Exceed 2 and our DF's and the rest of our section to go on the air. I called the C. Q. here at Congaree to call the Air National Guard to see if they had a plane available to intercept the strange Bogie. They informed that they would have a F-51 airborne in a few minutes Call Sign 4522. That he would contact us on 121.50. About the time 4522 was airborne the bogie faded 20 miles north of Congaree. The fade of the target was 1725. At that time 4522 called in for a vector to bogie. S/Sgt. John Hayes took control of the A/C. I got in contact with the Commanding Officer, Major Baskerville to get more information whether to remain on the air. Major Baskerville informed us to alert all DF's Exceed 2. I informed him that they were on the air. He also informed us that there would be an A/C from Shaw available to intercept Bogie. At 1752 I received a call from VHF that AF 401 was calling on channel 2 (143.82). He reported his position 40 miles north of Congaree, 8 thousand feet. At that time Exceed 2 reported a target 335° 105 miles. The target moved to 330° 108 miles. The target was now heading south west of Congaree. They also reported that they had no other target on their weapon. I assumed this was the bogie. I gave AF 401 a vector of 320°. He reported steady 320° 80 miles. The bogie moved to 315° 104 miles and faded there. I informed AF 401 that the bogie had faded at that point. Exceed re-appeared bogie 330° 92 miles which put the bogie fading 030°. I then gave the fighter a vector of 030° heading him toward the bogie. Exceed reported initial target 310° 105 miles which on the map indicated that was the fighter. Gave him his location according to the map and he said that was roger. Next report on bogie 338° 100 miles. I informed fighter bogie 1 O'clock 20 miles. Then the bogie was 345° 98 miles bogie position from fighter 12 o'clock 15 miles. Bogie faded at that position. Informed AF 401 that bogie faded 10 miles west north west of Charlotte, N. C. He was informed to orbit there. Exceed 2 reported bogie reappeared 345° 100 miles the bogie was now on a heading of 020°. I gave 401 vector of 020° at that time Exceed 2 reported fighter faded. I informed 401 that bogie was now over Salisbury, N. C. I then deal reckon the fighter toward the bogie. The bogie faded 008° 104 miles which is over Salisbury, N. C.. I informed him to orbit over Salisbury, N. C.. At 1827 Exceed 2 reported a plot 342° 107 miles. Not knowing whether the plot was the fighter or the bogie I had the fighter do an identification turn which indicated the plot was not the fighter. I then informed 401 the bogie was ^{on} on a heading 250° from Congaree and gave him a vector of 250°. Position of bogie from fighter 12 O'clock 25 miles. At that time the bogie had done an abute turn and was now heading 020°. I then gave 401 a new heading of 025°, and at that time the bogie faded. The fighter 401 called and said he would orbit around Charlotte, N. C. a few minutes later 401 called in and informed me he had only 25 minutes of fuel remaining. I gave him a vector 130° to Camden. He reported over Camden and said he had Shaw Base in sight. At 1846

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO.

727th ACW Sq., Shaw AFB, S.C.

PAGE

OF

PAGES

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In compliance with paragraph 7d, Air Force Letter 200-5 the following information is submitted. All information is itemized corresponding to paragraph 7c:

1. One object was sighted by radar at 1707 E. Hours at 235⁰, 65 miles South West of Congaree AFB, South Carolina. The object was traveling at an estimated speed of 200 MPH. The object was on a heading of 060 degrees and faded at 20 miles north of Congaree AFB on a heading of 360 degrees.

a. No information is available as to shape, size, color, aerodynamics, trail or exhaust, propulsion system, and sound.

2. The object was sighted by radar at 1707 E. Hours and tracked until 1725 E. Hours, the object was again sighted at 1745 E. Hours and faded at 1835 E. Hours.

3. Object was observed by an AN/MPS-5 and an AN/TPS-1B.

4. The AN/MPS-5 radar set is located at Congaree AFB, S.C., Coordinates Lat. 33 degrees 56 minutes and 0 seconds North, the Lon. 80 degrees 47 minutes and 30 seconds West. The AN/TPS-1B is located at Camden, S.C., Coordinated Lat. 34 degrees 15 minutes and 10 seconds North, the Lon. 80 degrees 37 minutes and 0 seconds West. The object was first sighted at 65 miles from Congaree AFB on a heading of 60 degrees and an estimated altitude of 20,000 ft. The track faded at 20 miles north of Congaree on a heading of 360 degrees. Radar contact was again made at 1745 E. Hours and faded at 1835 E. Hours. (See map as reference - all distances and azimuth measured from Congaree AFB)

5. The Radar Set Operators were S/Sgt Braden, S/Sgt Kelley, and S/Sgt Hayes were on duty. These airman are rated excellent in regard to reliability and are graduates of Radar Operators School with three to four years experience.

6. The weather conditions were as follows:

a. Pilots reported VFR Conditions

- (1) Charlotte, N.C. - Thin broken clouds at 25,000', 15 M. Vis.
- Spartanburg, N.C. - Thin broken clouds at 25,000', 15 M. Vis.
- Columbia, S.C. - Thin broken clouds at 25,000', 15 M. Vis.
- Shaw AFB, S.C. - Thin broken clouds at 25,000', 15 M. Vis.

- (2) Spartanburg, N.C. - Winds aloft at 25,000', 270deg., 84 knots
- Atlanta, Ga. - Winds aloft at 25,000', 290 deg., 74 knots
- Charlotte, N.C. - Winds aloft at 25,000', 260 deg., 87 knots

7. No known meteorological conditions existed.

8. No physical evidence exists such as fragments, or photographs.

9. One F-51 type aircraft from Congaree AFB, S.C. and one F-80 type were utilized for attempted interception without success.

10. No known air traffic was in the area at the time of sighting.

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AF 401 was cleared from our control to go to baker channel to pan cake. After I had cleared AF 401 to alnd AF 999 called in for a vector to bogie. I informed him that bogie had faded and we had dropped the missar. I told him he was cleared to go to baker channel to pan cake. He gave me roger. Entire mission with AF 401 was conducted by dead reckoning utilizing plots received from Exceed 2. At no time during attempted intercept did I, Exceed Control have radar contact with fighter or bogie, due to blind Zone of our radar coverage. (See Radar Calibration report dated 9 January 1953).

Buford J. Kelley
BUFORD J. KELLEY, AF 14 223 515
S/Sgt., USAF

Sworn and subscribed to before me this 6th day of March 1953.

Elmer T. Edwards
ELMER T. EDWARDS
Captain, USAF
Summary Court Officer

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DOD DIR 5200.10

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UNCLASSIFIED

727TH AIRCRAFT CONTROL AND WARNING SQUADRON
507th Tactical Control Group
Shaw Air Force Base
South Carolina

UNCLASSIFIED

S T A T E M E N T

At 1655 5 March 1953, I received a call from Captain Herrington telling me that there was a strange object hovering over the restricted area near Augusta, Ga. He said to put Exceed radar back on the air and try to pick up object on same. At 1705 radar was back on the air and we had the target over restricted area.

When the call from Captain Herrington just came in I immediately called TADC orderly room for a controller. Receiving no answer I then called the Mess Hall to see if any officers or radar personnel NCOs were available. At approximately 1715 S/Sgt John Hayes and S/Sgt Buford Kelley arrived to give assistance. At that time we had approximately 7 plots on the unknown object. The initial plot JD1627. The 7th plot JD5552. The object was moving at the time on a heading of 060° towards Congaree. When the object was within 11 miles of Congaree he circled so to remain 11 miles from base. He then took a direct North heading when due north of base. The object then faded at 360° 20 miles at 1725.

I took over the job of keeping the log and answering communications while S/Sgt Hayes and Kelly worked with A/C sent to investigate.

NEIL BRADEN AF 22961731
S/Sgt USAF

Neil Braden

Sworn to and subscribed before me this 6th day of March 1953.

Elmer T Edwards

ELMER T EDWARDS
Captain, USAF
Summary Court Officer

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S T A T E M E N T

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At 1715 hours, 5 March 1953, I, John Hayes, was in the mess hall when S/Sgt Buford Kelley informed me that a strange object was believed to be in our area, and a target was on our radar scope and the restricted area. S/Sgt Kelley and I proceeded to the control van. Upon arrival there I saw an object on the radar bearing 140° 25 miles from Congaree. The object was flying North easterly direction at about 220 miles per hour. S/Sgt Kelley called the orderly room and had the C.O. to call the National Guard hanger and ask if they had an aircraft that could be used for interception.

S/Sgt Kelley told me that a F-51 National Guard 4522 would be airborne in 15 minutes and to intercept track 1. At 1725 track 1 had faded from the radar scope. NG 4522 called me on dog channel (121.50), I informed him that the object had faded from the radar but to search area north of Camden, S.C. The pilot of NG 4522 informed me that he had enough fuel for about one hour of flying. There were no targets on the radar in the North and I vectored him to that area to search. At 1800 I told NG 4522 to drop mission as he had only about 30 minutes of fuel remaining. When NG 4522 was over Camden I informed him that an aircraft was orbiting in the vicinity of the prohibited area, and if he had enough fuel left to take a look at it. The pilot said he had enough fuel and he would take a look. I gave him a vector of 220° when over Congaree Base. NG 4522 made a tally he on an aircraft and reported it as constillation. At that time 1816 I gave him a vector of 020° for base. At 1822 NG 4522 said he had field in sight and was changing to Baker Channel for Pan Cake.

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DOD DIR 5200.10

John C. Hayes
JOHN C. HAYES AF 14331010
S/Sgt USAF

Sworn to and subscribed before me this 6th day of March 1953.

Elmer T. Edwards
ELMER T EDWARDS
Captain, USAF
Summary Court Officer

UNCLASSIFIED

CONTROLLERS LOG

UNCLASSIFIED

E X T R A C T

5 March 1953

- 1655 Received call from Capt Harrington to put Exceed Radar on air. Unidentified object over restricted area. Radar was turned on and contact was made at 1700. Target was tracked from restricted area to within 11 miles of Congaree. It took a North heading. Lost contact.
- 1730 C.Q. informed us Major Baskerville wanted radar on temporarily.
- 1730 Got in contact with National Guard at Congaree. They put plane 4522 in air at 1742.
- 1742 Plane in air Sgt Hayes working as controller. VHF on air.
- 1744 Major Baskerville informed C.Q. that plane from Shaw in Air on Charlie Channel.
- 1745 Exceed II made contact with what is believed to be object.
- 1752 Gained contact with AF-401. Controlling AF-401 towards Bogey. Sgt Kelley AF-401, Sgt. Hayes NG-4522
- 1800 Sgt Kelley directed AF-401 on Vet. 320°. Plane orbiting in area of 320° 105 Mi.
- 1800 Sgt Hayes directed NG-4522 back to Congaree. Fuel low.
- 1810 Capt. Inman directed that we bring AF-401 back to base.
- 1803 (Back Log) Bogey faded at 310° 105 Mi.
- 1814 Picked up P-80 323° 102 Mi. Bogey 345° 99 Mi.---Negative, just opposite.
- 1822 Plane 4522 given B-Baker for pancake.
- 1839 Captain Inman said to give plane steer to bring back to base. Sgt Kelley is doing so. Also keep radar on.
- 1846 AF-401 cleared over Shaw for B-Baker for pancake.
- 1951 Received call from AF7188. It was informing of strange object. Ex 10 gave steer back to base after Exceed informed aircraft that mission was over and we didn't need his aid. (Capt. Cobert from Group)
- 1846 (Back Log) AF-999 reported he was airborne to aid in hunt of strange object. Exceed informed him search was over and he was given a B-Baker pancake back to base.
- 2105 Exceed Radar shut off. (Capt Anderson)

A CERTIFIED TRUE EXTRACT COPY:

Benjamin F Inman
BENJAMIN F INMAN
Captain, USAF
C.Q. Team Commander

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COUNTRY U. S. A.		REPORT NO. 53-02	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT			
SUBJECT FLYCRPT			
AREA REPORTED ON South Carolina		FROM (Agency) Hq 363d Tac Recon Wing, Shaw AFB, S. C.	
DATE OF REPORT 7 March 1953	DATE OF INFORMATION 5 March 1953	EVALUATION	
PREPARED BY (Officer) Capt Paul O. Invaldstad		SOURCE Mr. J. Howard Jones, Asst Director of Security, Savannah River Project	
REFERENCES (Control number, directive, previous report, etc., as applicable) Mag 363d Tac Recon Wing, EWQI-2599			

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

1. A crescent shaped flying object of undeterminable size was observed. The object was silver in color, and there was no sound, trail, or exhaust observed.
2. The time of visual sighting was 1545 EST, 5 March 1953, for a period of approximately one hour.
3. The observations were made visually from the ground and with the electronic equipment (AN/APS-5) of the LMRU-1, 727th AC & W Squadron, located at Congaree, S. C., and with the electronic equipment (AN/PPS 1-C) of the LMRU-2, 727th AC & W Squadron, located at Camden, S. C.
4. The observer was located at the Savannah River Project (P-378), S. C., 33-15 North Lat.; 81-40 West Long. The object was observed visually directly overhead with altitude and distance undeterminable.
5. The observer, Mr. J. Howard Jones, Assistant Director of Security, Savannah River Project, was non technical in his report. The LMRU-1 at Congaree made their initial contact at 1707 EST, the position of the unidentified object being 65 miles, 235 degrees from Congaree. The object was tracked on a constant course, speed 200-210 mph, estimated altitude of approximately 20,000, until 1725 EST when it disappeared from the scope 20 miles and 360 degrees from Congaree. The LMRU-2 unit, located at Camden, S. C., made an initial contact of an unidentified object at 1745 EST, position being 108 miles, 335 degrees from Congaree, speed approximately 220 mph. The blip was lost on the radar scope at 1835 EST, position being 115 miles and 008 degrees from Congaree.
6. High cirrus clouds at an estimated 25,000 with 15 plus miles visibility were present as reported by base weather. Winds aloft at 20,000 were: Aiken, S. C. 270/90; Atlanta, Ga. 290/74; and Charleston, S. C. 260/87. Winds at Aiken, S. C., at 25,000 were reported at 270/84.
7. There were no meteorological and other conditions reported which might account for the object.

INCL.

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 DOD DIB 5200.10

DISTRIBUTION BY ORIGINATOR

Director of Intelligence, Headquarters USAF, Washington 25, D. C.
 Commanding General, Tactical Air Command, Langley AFB, Va.
 Commanding General, Ninth Air Force, Pope AFB, N. C.

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO.

Hq 363d Tac Recon Wg, Shaw AFB

53-02

PAGE

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OF

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PAGES

8. There is not any known physical evidence such as fragments or photographs of the sighting.

9. Shaw AFB, S. C. was notified and an RF-80 aircraft was scrambled at 1750 EST but failed to make a successful interception. Three GCI's were made, but the pilot made no visual observation. The altitude of this aircraft varied from 20,000 to 30,000. During the entire flight, the pilot reported excellent visibility above the ground base and that his vision was never hampered by clouds.

10. There was not any known air traffic at altitudes from 20,000 to 30,000 in the vicinity of Shaw AFB between the hours 1600 and 1900 EST, 5 March 1953, with the exception of the RF-80 which was alerted.

Roger K. Riedarmer
ROGER K. RIEDARMER
Major, USAF
Director of Operations

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

13 MAR 1953

In reply refer to
AFOIN-ATIAE-5

UNCLASSIFIED

SUBJECT: (Uncl) Radar Sighting of Unidentified Aerial Object

TO: Commanding Officer
363D Tactical Reconnaissance Wing
Shaw Air Force Base, South Carolina

42-10
42-10
18 Mar 53

1. In reference to your station's radar sighting of 5 March 1953 of an unidentified aerial object, the Air Technical Intelligence Center is forwarding the inclosed Electronics Data Sheet. In an attempt to uncover a logical explanation for such observations, ATIC has developed this questionnaire which, when accurately completed by the radar technicians involved, allows ATIC radar specialists to attempt an evaluation of the sightings.

2. ATIC would appreciate, therefore, the completion and forwarding of the subject Electronics Data Sheet at your earliest possible convenience.

3. If radar scope photos are available, please forward them to ATIC also.

FOR THE COMMANDING GENERAL

- 2 Incls
- 1. Electronics Data Sheet
- 2. Self-addressed envelope

Robert C. Brown
ROBERT C. BROWN
Major, USAF
Air Adj. Gen.

INTELLIGENCE 1164
R. C. Brown ATIAE-5
12 Mar 53
T. J. [unclear]
12 Mar 53
12 Mar 53
SULLY AND MAINT. 2 In
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DOD DIR 5200.10

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SECURITY

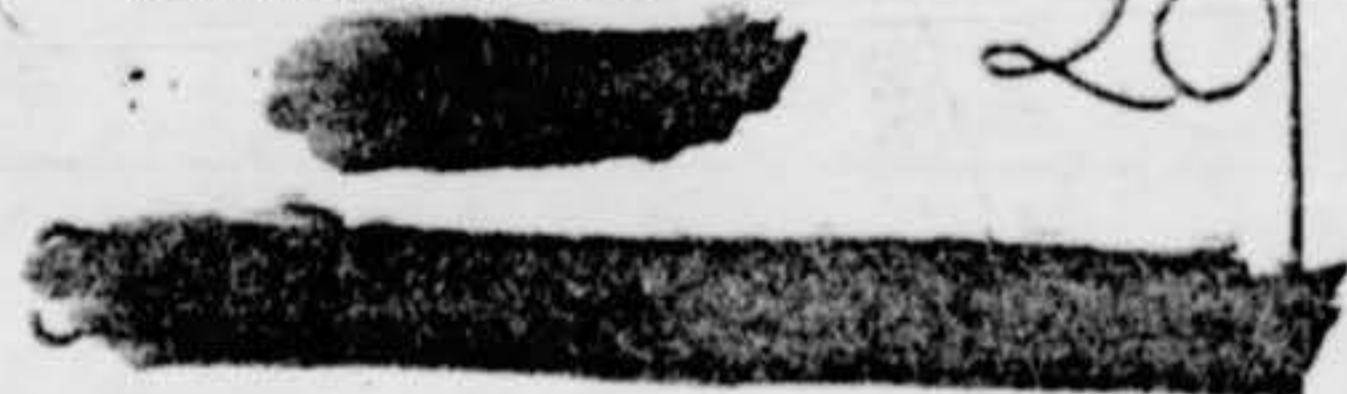
CLASSIFICATION (if any)

20

DISPOSITION FORM

Multiplex

*05/1545 EST
S.C. 21/2/53*



FILE NO. _____ SUBJECT (Uncl) Unidentified Aerial Object Sighting

TO ATIAE-2 FROM ATIAE-5 DATE 29 Apr 53 COMMENT NO. 1
ATTN: Mr. James A/IC Castellaw/vs
65365/B263/P A-30

1. Attached is an unidentified aerial object sighting from the South Carolina area on 5 March 1953.
2. The object was first observed ground visually by the Assistant Director of Security at the Savannah River Project from 1545 to 1645 EST.
3. The 727th AC&W Squadron at Shaw AFB was notified to make a radar check on the object. From 1707 until 1835 EST the object was tracked by two elements of the 727th, one located at Congaree, S.C., and the other at Camden, S.C.
4. Interception by F-80 and F-51 type aircraft was attempted with negative results.
5. We would appreciate your comments on the above sighting.
6. Adiabatic charts are being requisitioned, and when they are received, the subject sighting will be returned to you for further analysis.

R.M. Olsson
ROBERT M. OLSSON, Lt, USAF
Acting Chief, Aerial Phenomena Section

1 Incl
File dtd 3/5/53
(Shaw AFB, S.C.)

TO: ATIAE-5 FROM: ATIAE-2 DATE: 30 Apr 53 COMMENT NO. 2
Mr. James/wjh
65365/B. 263

1. Information presented with Comment No. 1 indicates nothing more than an unidentified slow-flying aircraft, or aircrafts since two tracks are reported.
2. Contents of this comment are unclassified.

R. James
ROY L. JAMES
Chief, Radiation Section

1 Incl
n/c

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DOD DIR 5200.10

UNCLASSIFIED

[REDACTED]
UNCLASSIFIED

[REDACTED]
Air Tech Intel Cen, AFOIN-ATIAE-5, Subject: (Uncl) Radar Sighting
of Unidentified Aerial Object

RWOI 350.09 (13 Mar 53) 1st Ind

HEADQUARTERS 363D TACTICAL RECONNAISSANCE WING, Shaw AFB, S. C. 23 MAR 1953

TO: Commanding General, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio

1. Paragraph 2 basic correspondence complied with.
2. Reference paragraph 3 basic correspondence. Radar scope photographs for this sighting was not accomplished.

FOR THE COMMANDING OFFICER:

Ewald C. Braeunig
EWALD C. BRAEUNIG
Captain, USAF
Adjutant

1 Incl
w/d Incl 2

When Incl 1 is withdrawn or not attached, the classification of SECRET on this correspondence will be canceled in accordance with paragraph 25a, AFR 205-1

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2

[REDACTED]
[REDACTED]
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R#279-3

TSB-3634-A

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ELECTRONICS DATA SHEET
(GROUND RADAR)

Date: 18 MAR. 1953

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>1. Congaree (NG) & Camden Airport</u> Organization (727th AC&W Sq.) <u>Shaw AFB, Sumter, S.C.</u> Location	2. DATE OF THIS REPORT: <u>18</u> <u>Mar</u> <u>1953</u> Day Month Year																								
3. DATE TARGET OBSERVED: <u>5</u> <u>March</u> <u>1953</u> Local Time <input checked="" type="checkbox"/> Day Month Year Z Time <input type="checkbox"/> Time-Local <u>1707 E</u> Time-Z <u>2207 Z</u>	4. NAME, RANK AND ORGANIZATION OF REPORTING OFFICER: <u>Inman, Benjamin F Capt. 727th AC&W Sq.</u>																								
5. EXACT LOCATION OF STATION (COORDINATES): Congaree 33 56 N 80 47 30 W Camden 34 17 N 80 34 W																									
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>Kelley, Buford J.</u></td> <td><u>S/Sgt</u></td> <td><u>Chief Radar Operator.</u></td> <td><u>3 to 4 yrs.</u></td> </tr> <tr> <td>B. <u>Braden, Neil</u></td> <td><u>S/Sgt</u></td> <td><u>Floor Supr. & Ops "B"</u></td> <td><u>3 to 4 yrs.</u></td> </tr> <tr> <td>C. <u>Hayes, John C.</u></td> <td><u>S/Sgt</u></td> <td><u>Sr. Clerk (TADC)</u></td> <td><u>3 to 4 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>Kelley, Buford J.</u>	<u>S/Sgt</u>	<u>Chief Radar Operator.</u>	<u>3 to 4 yrs.</u>	B. <u>Braden, Neil</u>	<u>S/Sgt</u>	<u>Floor Supr. & Ops "B"</u>	<u>3 to 4 yrs.</u>	C. <u>Hayes, John C.</u>	<u>S/Sgt</u>	<u>Sr. Clerk (TADC)</u>	<u>3 to 4 yrs.</u>	D. _____	_____	_____	_____	E. _____	_____	_____	_____
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D. _____	_____	_____	_____																						
E. _____	_____	_____	_____																						
7. WAS A VISUAL SIGHTING MADE BY ANY PERSONNEL OF THE STATION? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO IF SO, GIVE NAME AND RANK OF ALL PERSONNEL MAKING A VISUAL SIGHTING AND A BRIEF DESCRIPTION OF WHAT THEY SAW:																									

UNCLASSIFIED

TS 3-3634

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.

Visual sighting made inside Prohibited Area near Aiken S C. Name and address of person or persons unknown. It was by these sightings that the local radar was alerted.

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? Track 1
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? Lightweight station at Camden Airport SC.

13. WAS THE TARGET OBSERVED ON SEARCH RADAR? YES NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? MPS 5 and TPS/1B

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. _____

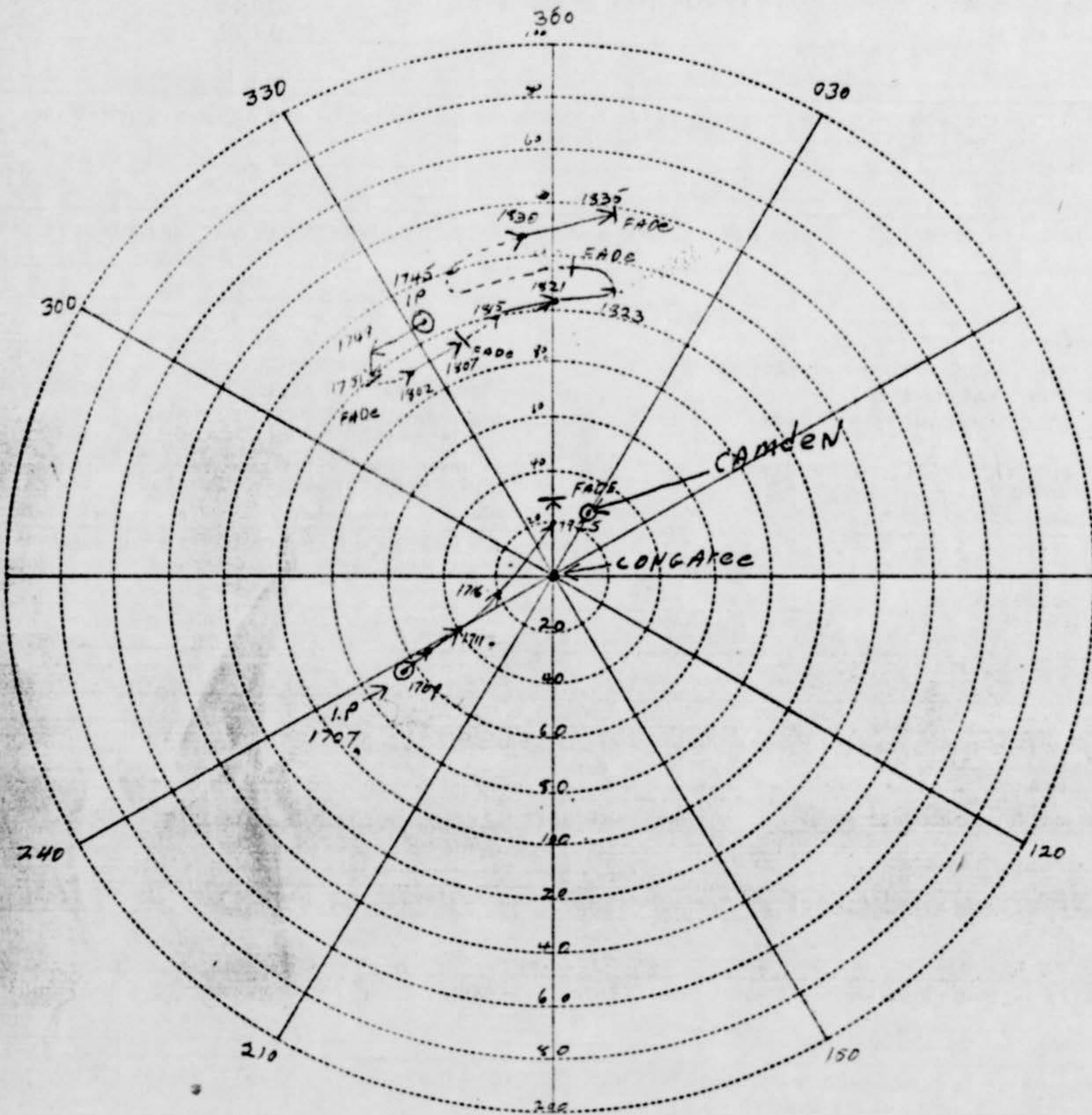
16. WHAT TYPE MODULATOR (I.E., SPARK GAP, HARD TUBE, ETC.) IS USED IN THE RADAR EQUIPMENT?
Spark Gap (MPS 5) Klystron (TPS/1B)

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

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.



OBSERVATION IN S.W. MADE BY CONGAREE (MPS-5) AT 1707
 " " " NORTH " " CAMDEN (TPS-1-B) AT 1745

Altitude Estimated AT 20,000 FT

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?
Same

24. PERFORMANCE OF TARGET:

- | | | | |
|--------------------------------------|-------------------------------------|--|-------------------------------------|
| a. REMAINED CONSISTENT IN SIZE | <input checked="" type="checkbox"/> | CHANGED SIZE RAPIDLY | <input type="checkbox"/> |
| b. SPEED WAS CONSTANT | <input checked="" type="checkbox"/> | SPEED WAS VARIABLE | <input type="checkbox"/> |
| c. FOLLOWED CONSISTENT TRACK | <input type="checkbox"/> | APPEARED, DISAPPEARED, THEN REAPPEARED IN NEW LOCATION | <input checked="" 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?

12 in PPI & 7 in PPI

DESCRIBE THE SIGNAL: Same as conventional acft target, would fade upon entering normal fade areas.

27. WHAT WAS THE RADAR SCAN RATE? 6 RPM

28. WHAT WAS THE FREQUENCY OF THE TRANSMITTER?

2800 mc (MPS5) 1257 mc (TPS/1B)

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.

UNCLASSIFIED

75-2-8784

Felt in Lynch Station

THE OHIO STATE UNIVERSITY

HOWARD L. BEVIS, President

COLUMBUS 10

EMERSON McMILLIN OBSERVATORY

April 9, 1953

1st Lieutenant Popt. Olsson
Wright-Patterson Air Force Base
Dayton, Ohio

Dear First Lieutenant:

Thank you for your letter and comments. I too think that we are getting someplace. This system of weekly reporting and comments--AND FOLLOW UP---gives continuity. With your aid I should like to make a collection of the truly unknown cases with their follow ups so that a true scientific evaluation can someday be made. Heretofore there has been so much frustration. Without a follow up on critical points the best cases had little scientific value. I want to get to the bottom of the natural phenomena behind all this. if this is possible

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Just for the record, the Venus cases were March 6 (Leeds Center), 8, 10 and 11. Those of 6 Erie Penn. and 7 March seem most probable to have been some unknown light aircraft.

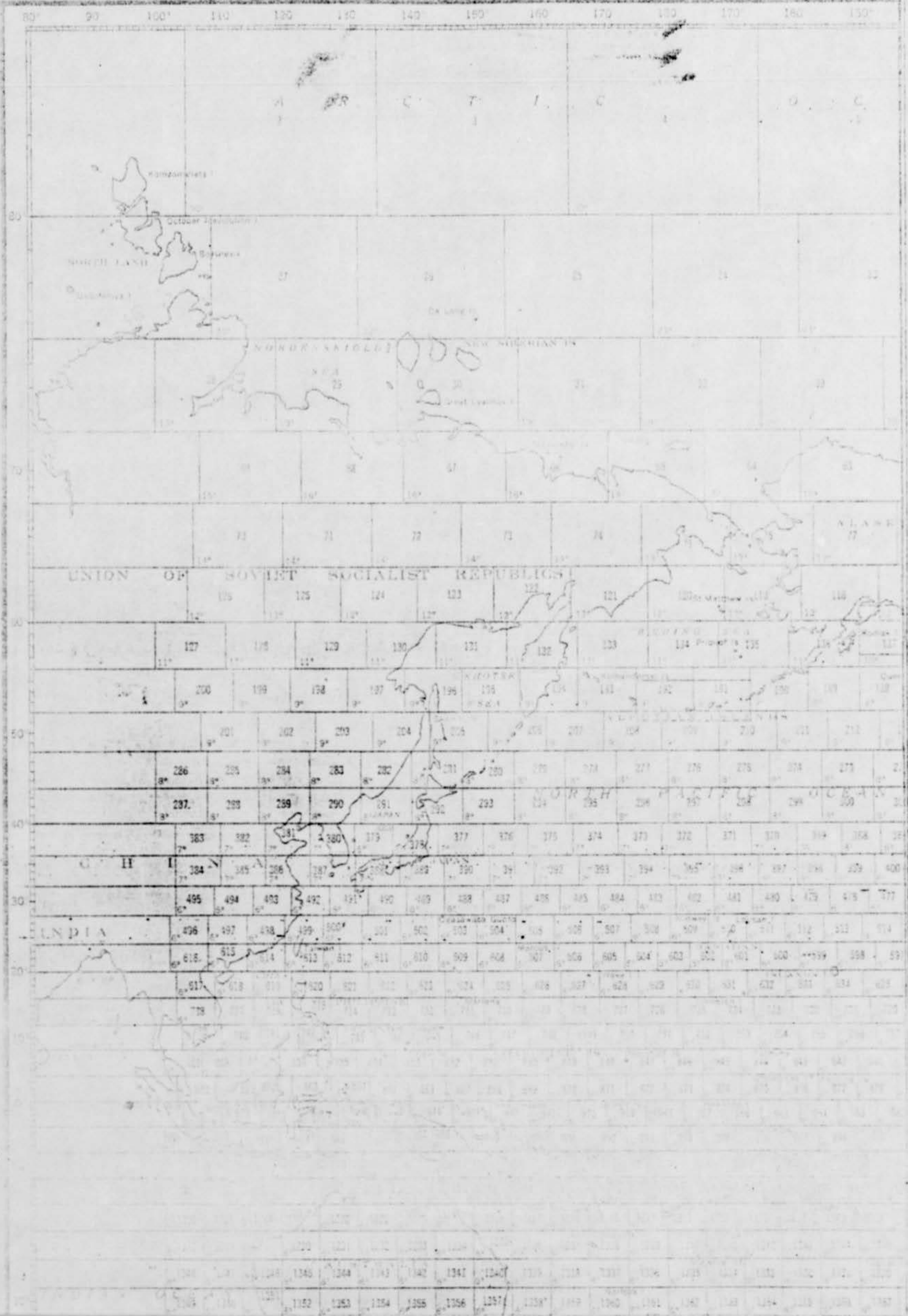
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on 3 March, Luke AFB, was the 30 feet of gun camera film ever developed?

Question: Is it permissible to keep the typed copies of the TWX reports?

ADM B CASBY



AERONAUTICAL SYMBOLS

AERODROMES

AERODROMES WITH FACILITIES

LAND	WATER	
		CIVIL
		JOINT CIVIL AND MILITARY
		MILITARY

AERODROMES WITH EMERGENCY OR NO FACILITIES

LAND	WATER	
		LANDING AREA
		SHeltered ANCHORAGE

AERODROME DATA

LAND		WATER	
14	ELEVATION IN FEET	10	ELEVATION IN FEET
1	MINIMUM LIGHTING	2	MINIMUM LIGHTING
3	LAND SURFACE CHARACTER	4	GRASS SURFACE
5	LENGTH OF LONGEST RUNWAY IN HUNDREDS OF FEET	6	LENGTH OF LONGEST RUNWAY IN HUNDREDS OF FEET

ICA SYSTEM CONTROLLED APPROACH SYSTEM OTHER CONTROLLED APPROACH SYSTEM BY APPROPRIATE ABBREVIATION
 THE 1245 200 CONTROL TOWER TRANSMITTING FREQUENCIES
 WHEN REQUIRED INFORMATION PERTAINING TO LANDING FACILITY DATA IS MISSING LACKING OR UNRELIABLE CHARACTER WILL BE REPLACED BY A DASH (-) 200 - 11 30

AIR NAVIGATION LIGHTS

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

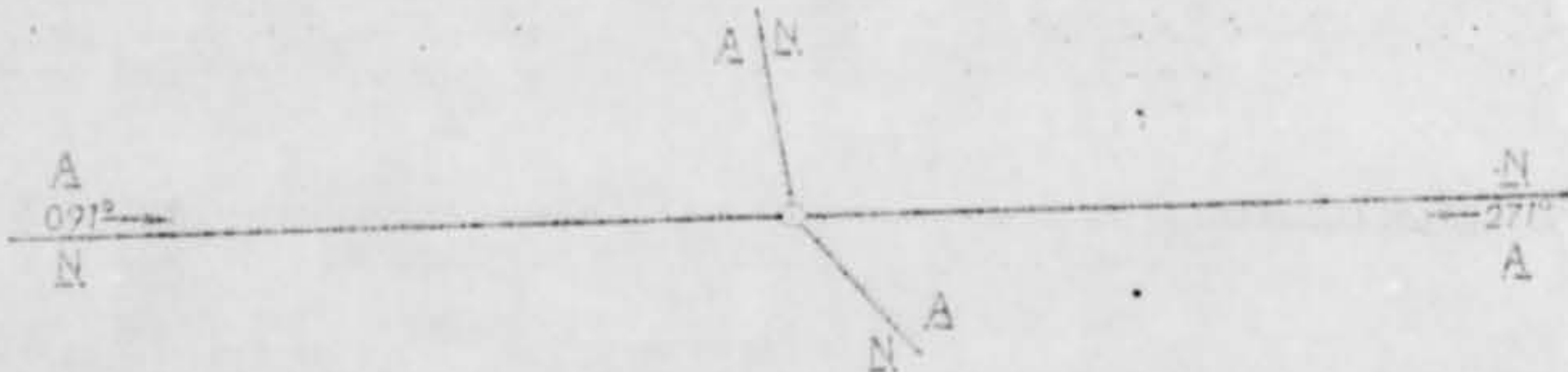
MARINE LIGHT CHARACTERISTICS

F - FLASHING, R - ROTATING, G - GREEN, W - WHITE, A - ALTERNATING, Q - GROUP, R - RED, W - WHITE
 () - ENCLINED, () - REVERSED, () - REVERSED, () - REVERSED, () - REVERSED, () - REVERSED
 Marine alternating lights are red and white unless otherwise indicated.
 Marine lights are white unless colors are stated.

RADIO FACILITIES

	RADIO BROADCASTING STATION		RADIO STATION - DIRECTIONAL
	RADIO STATION - NON-DIRECTIONAL		REPORTING POINT (COMPULSORY)
	REPORTING POINT (NON-COMPULSORY)		DIRECTION FINDER
	DIRECTION FINDER		DIRECTION FINDER

AURAL RANGE



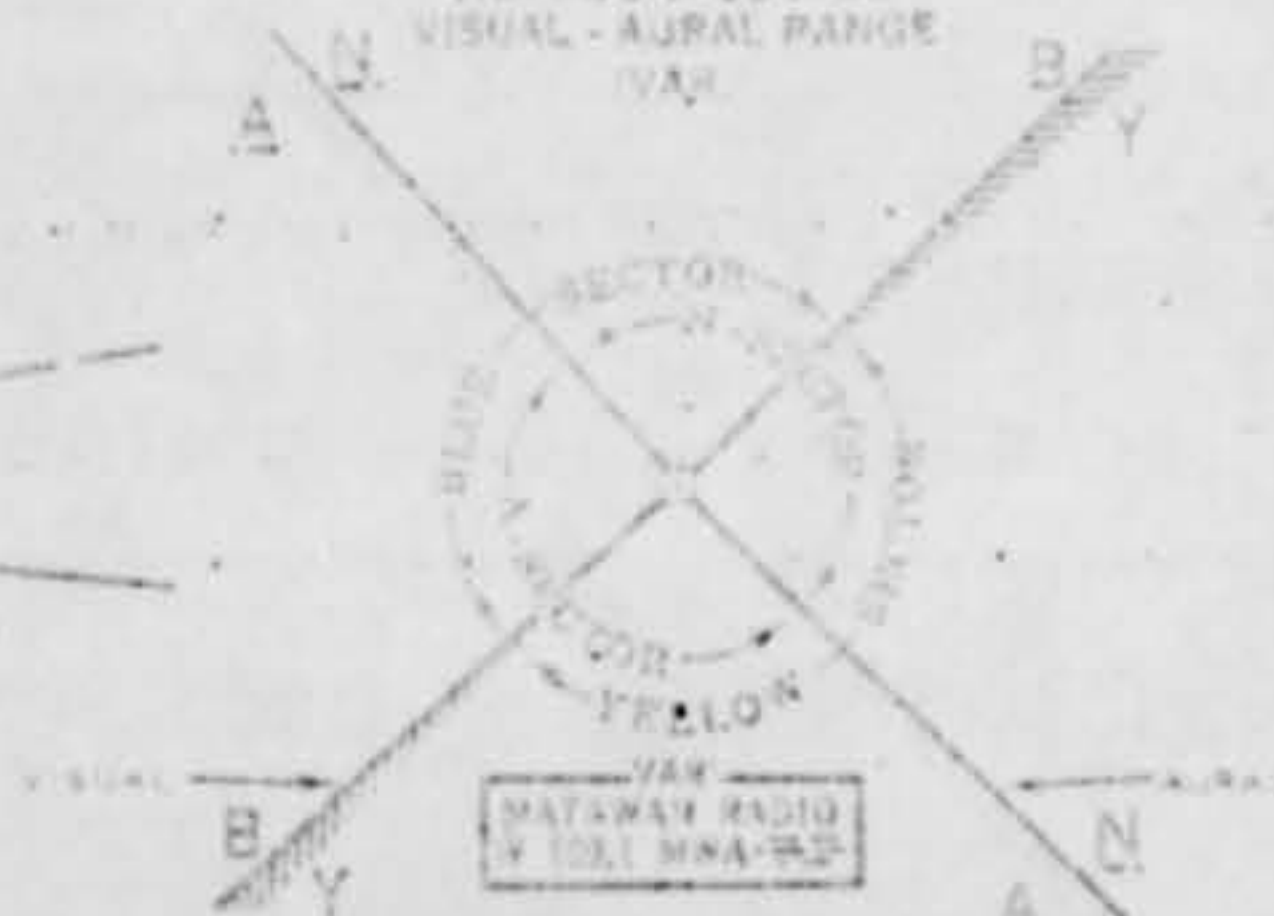
The heavy line indicates the "M" meridian. The bearings shown are magnetic and the magnetic variation at the position of the "greatest" bearing is used for computing them.

VHF OMNI-DIRECTIONAL RANGE
VOR



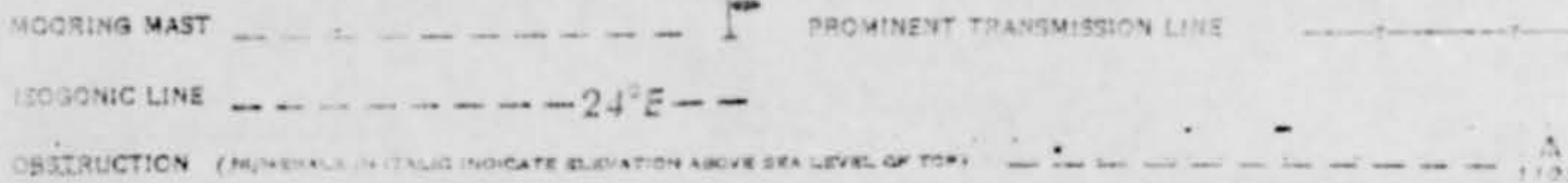
Bearings are magnetic unless shown.
Radius of circle is 100 feet or more.

VHF FOUR-COURSE
VISUAL-AURAL RANGE
VAV

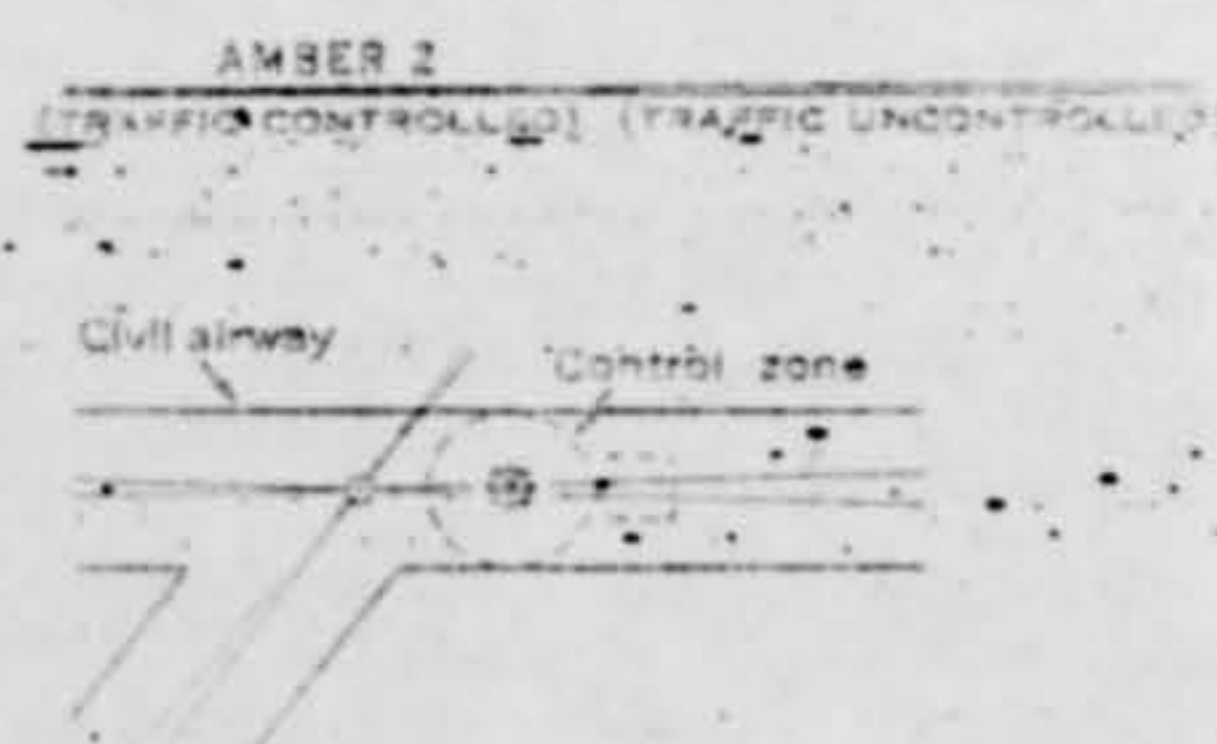
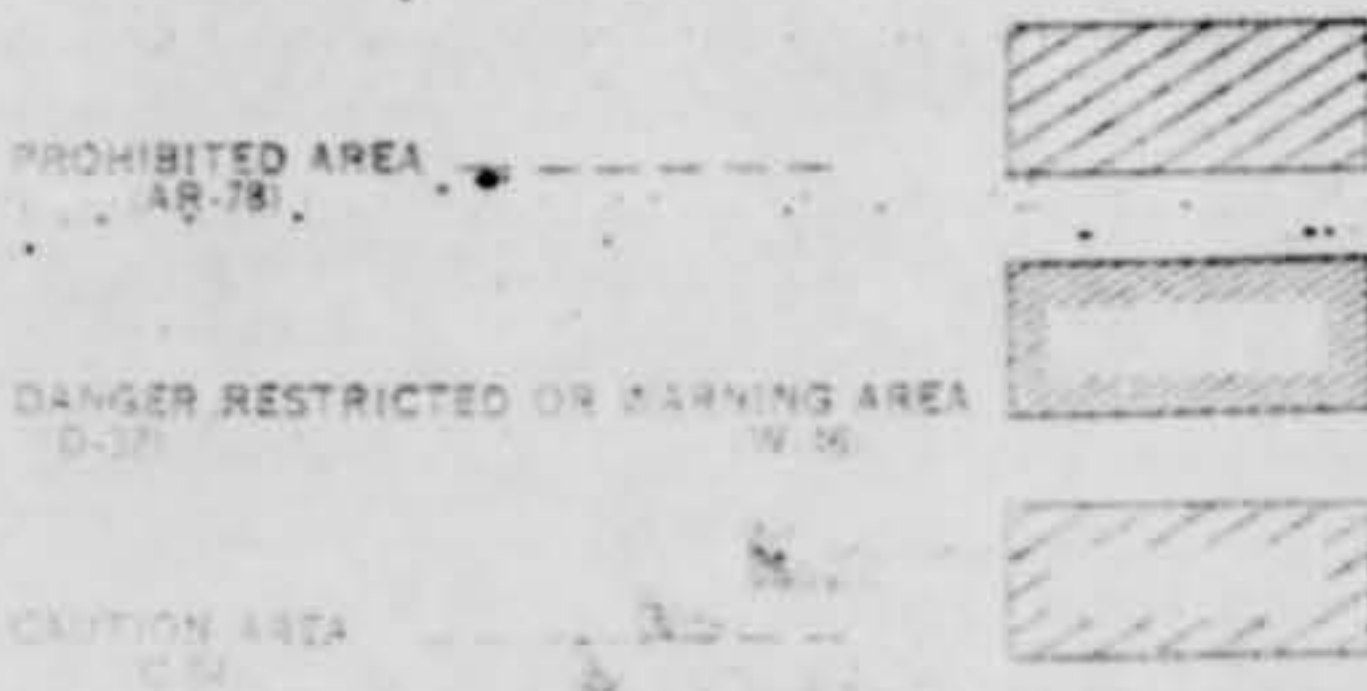


Letter preceding frequency in box indicates channel designation.

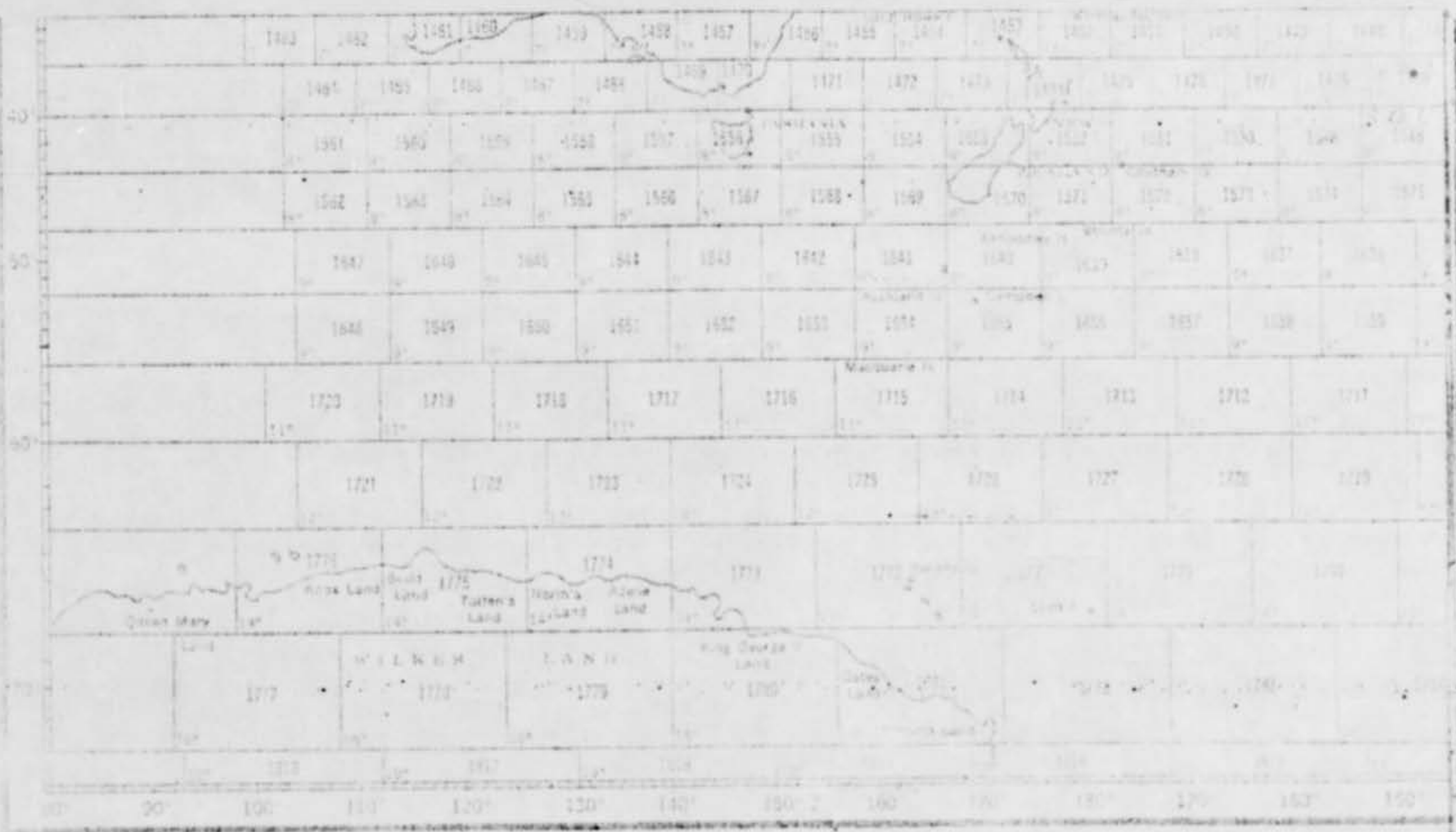
MISCELLANEOUS



CIVIL AIRWAY-LIMIT OF
 RESTRICTED AREAS ARE NUMBERED, AND ARE
 INDICATED ON THE CHARTS AS FOLLOWS:



Scale 1:1,000,000 or 1 inch = 15.8 miles



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 on 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. 87-3)

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 emanating from an Air Force, Wing, or Command Headquarters, requisitions are to bear the signature or approval by endorsement of the Base or Station Commander. Quantities of charts and maps requested are to be such as to cover the maintenance of a 30-day supply of all charts and maps required for a 30-day supply.

3. Requirements 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 previous types of aeronautical charts, in the current edition of the USAF "Catalog of Aeronautical Charts and Related Publications," may be requisitioned from Headquarters, Aeronautical Chart Service, USAF. Charts will be furnished, if available, when specifically identified in requisition as "special purpose" maps and charts.

b. Aeronautical charts, maps and publications are available for a new edition, which are published by the Aeronautical Chart Service, USAF, on a regular basis. The charts are published by the Aeronautical Chart Service, USAF, and are available for sale at the retail price. New editions of charts available are announced by the Aeronautical Chart Service, USAF, published semi-monthly.

Falsely in Haystack Station

THE OHIO STATE UNIVERSITY

HOWARD L. BEVIS, President

COLUMBUS 10

EMERSON McMILLIN OBSERVATORY

April 9, 1953

1st Lieutenant Pabt. Olsson
Wright-Patterson Air Force Base
Dayton, Ohio

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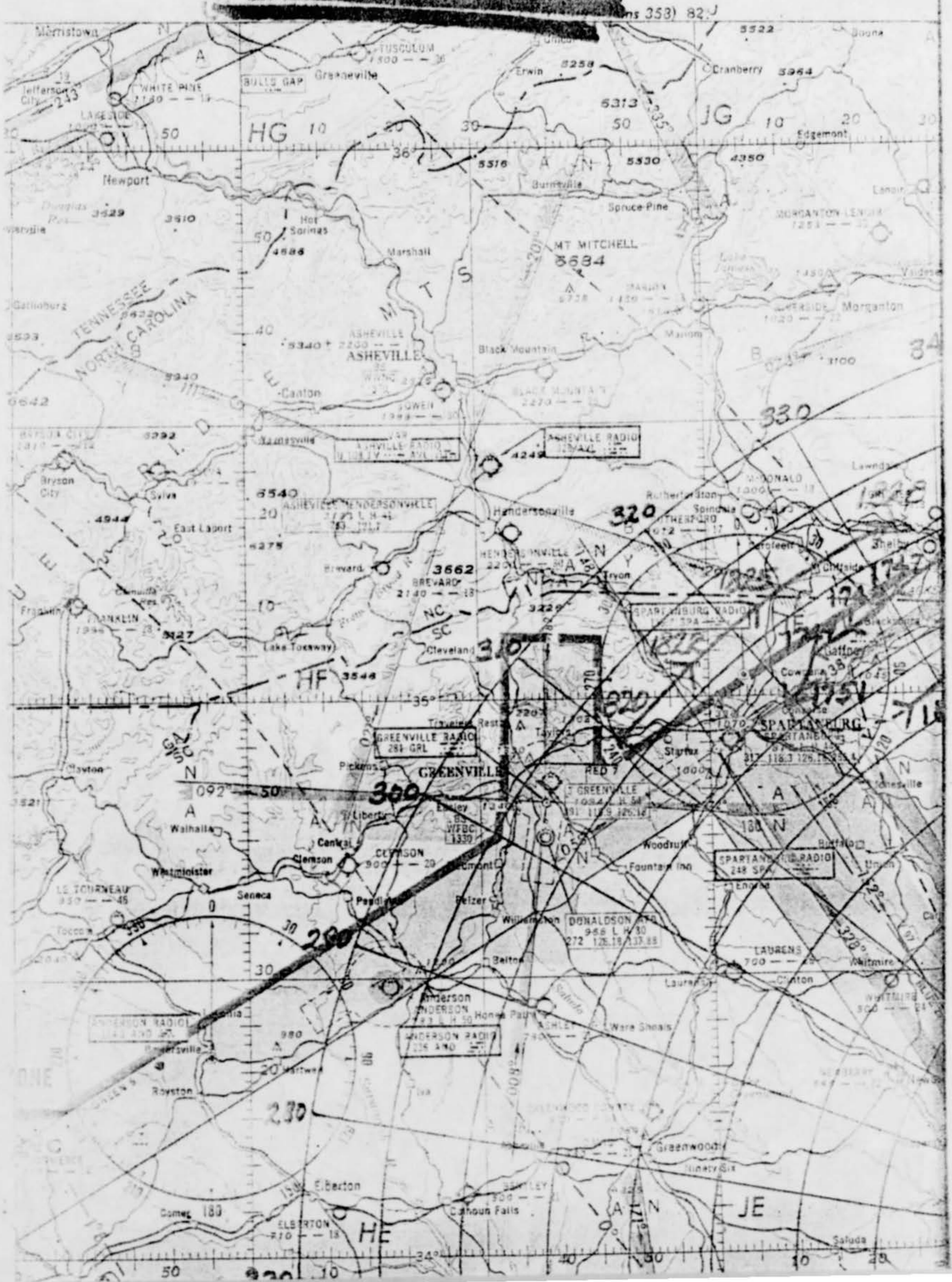
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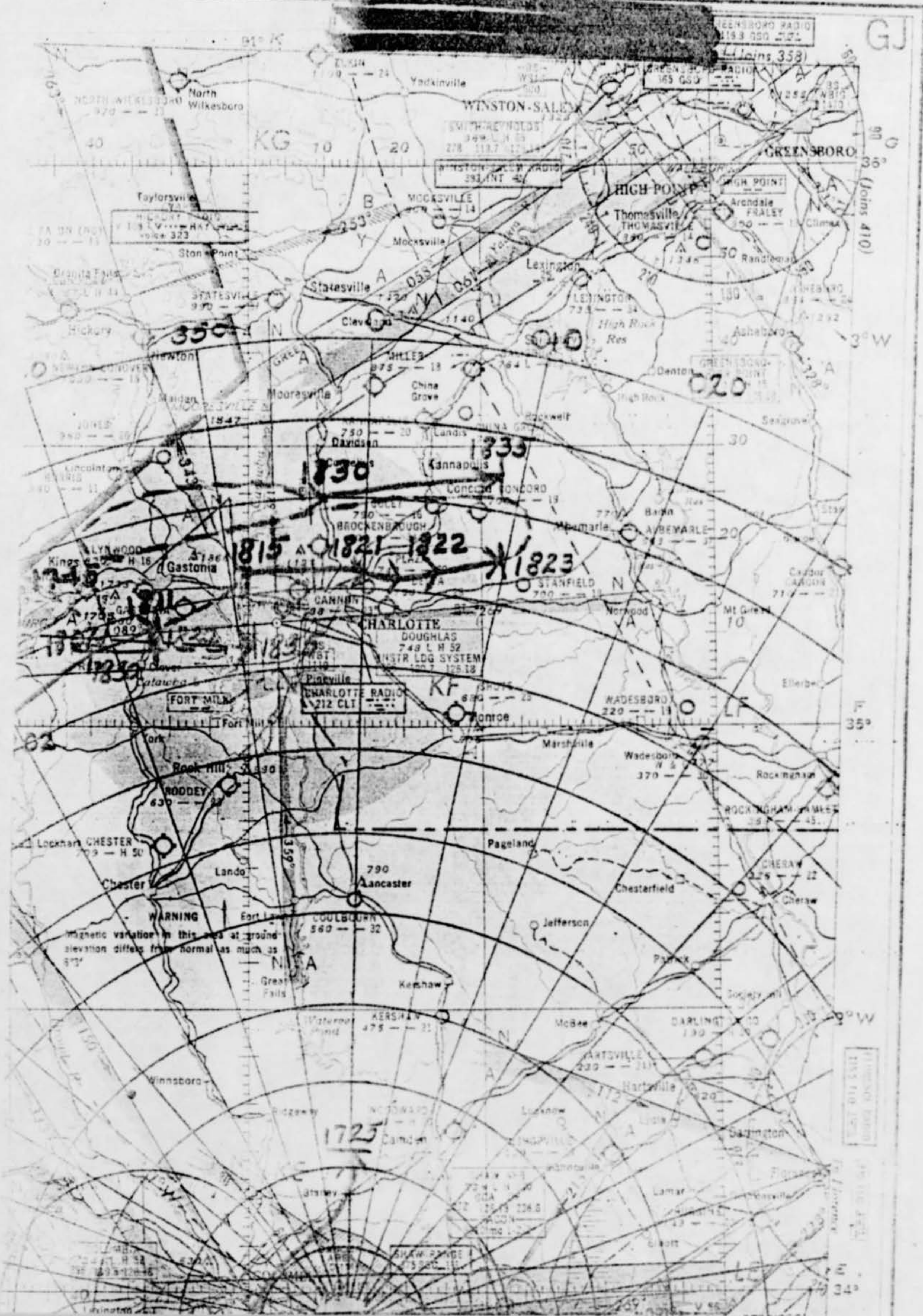
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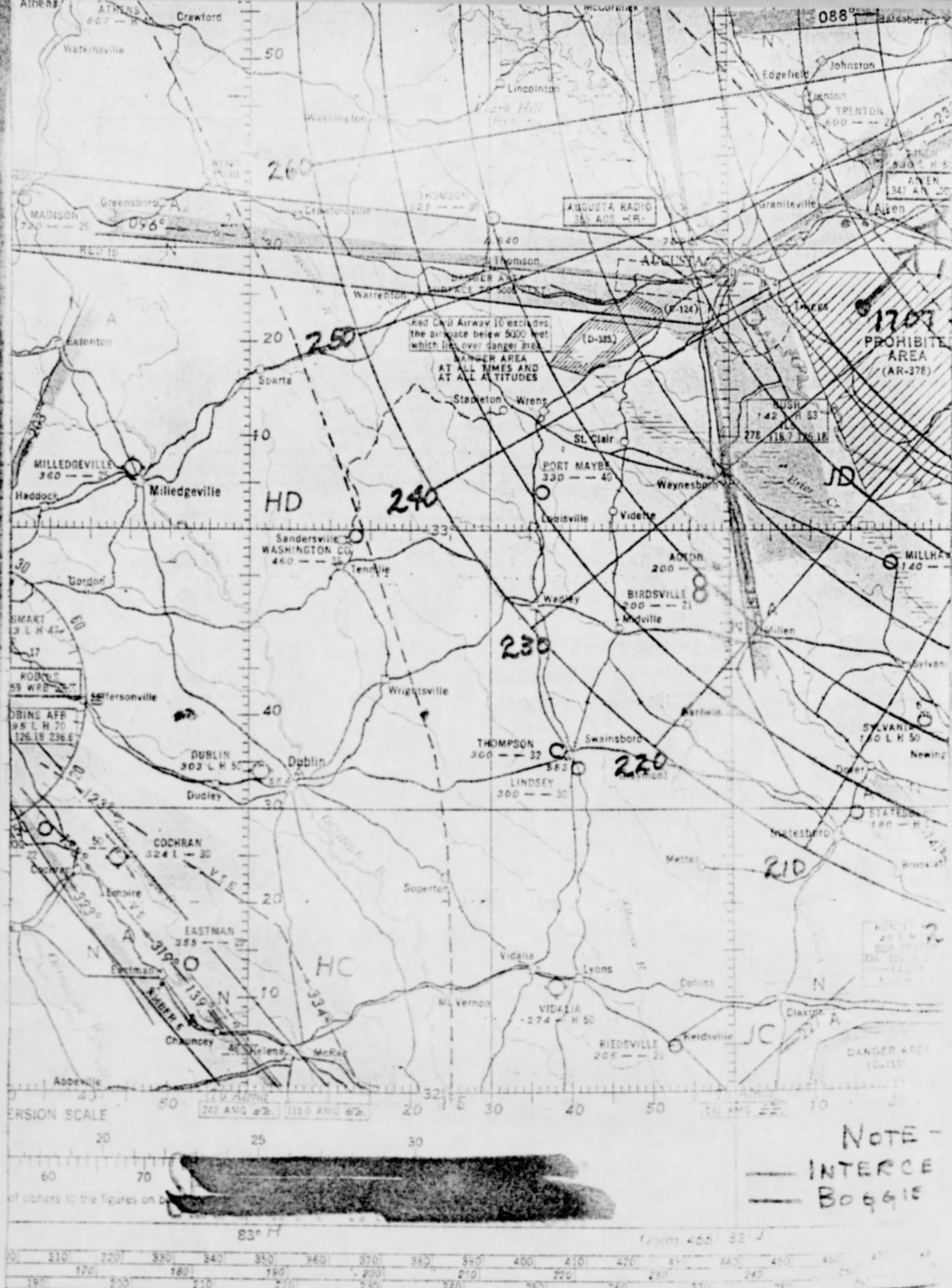
have a new

AUTICAL CHART

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







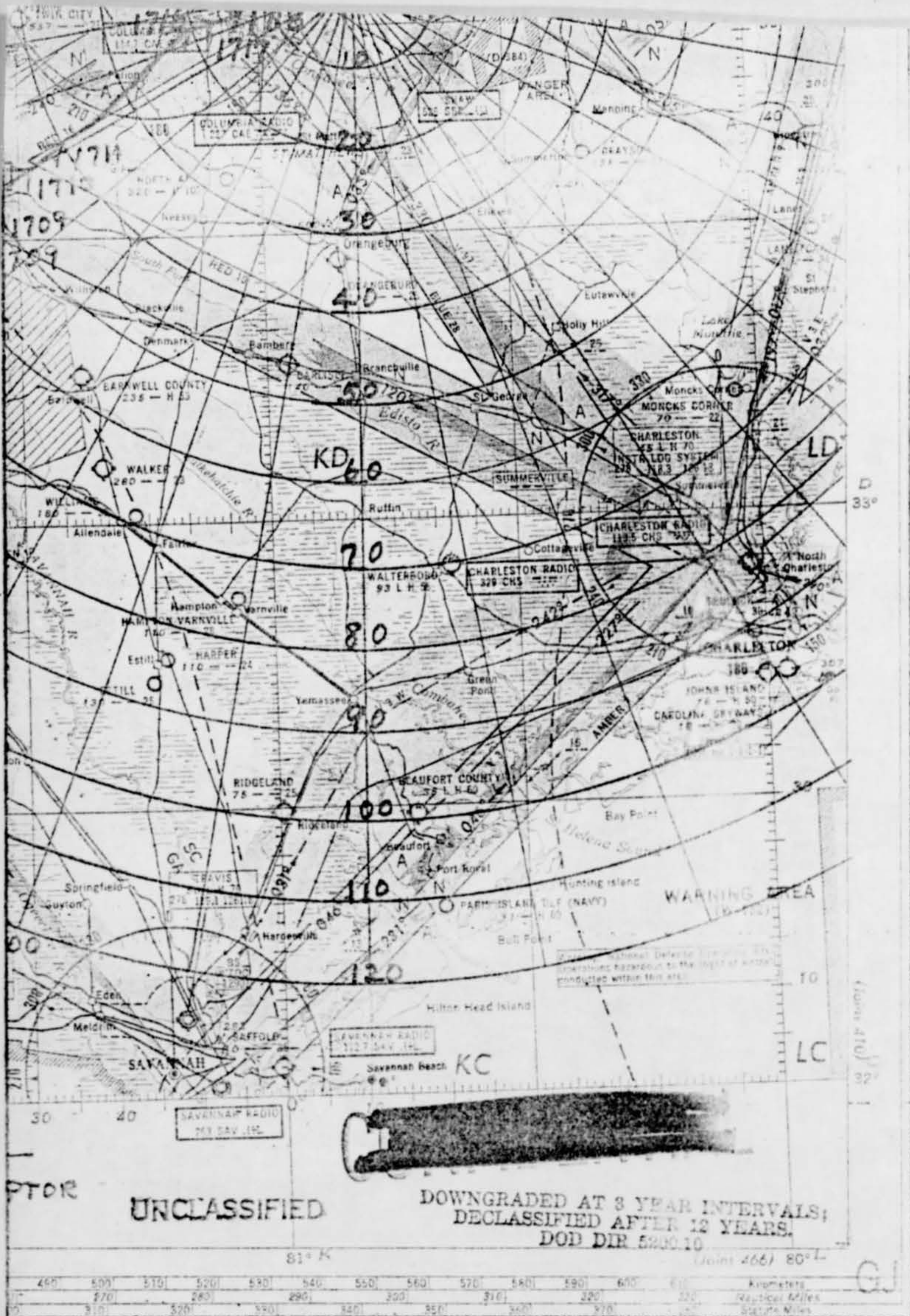
Red Civil Airway 10 excludes the airspace below 5000 feet which lies over danger area
DANGER AREA AT ALL TIMES AND AT ALL ALTITUDES

17001 PROHIBITED AREA (AR-378)

NOTE -
 — INTERCEPT
 — BOGIE

NOTE: It is requested that users of this chart indicate corrections and additions which come to their attention and notify
 "THE DIRECTOR, U. S. COAST AND GEODETIC SURVEY, WASHINGTON 25, D. C."
 Date of magnetic information 1950

SCALE 1:1,000,000



UNCLASSIFIED

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

GREAT SMOKY MOUNTAINS (409)
UNITED STATES
U.S. AIR FORCE EDITION

15th EDITION
Council East and General Service Radio Facility
Civil and Civil Aviation Administration
Guide to change in aeronautical information go the
not later August 7, 1952
New York, New York, February 1953

Kilometers
Nautical Miles
Statute Miles

CU

UNCLASSIFIED

3111

South Carolina Area

5 March 1953

I. DESCRIPTION

At 1545 EST, the Assistant Director of Security at the Savannah River Project observed a silver crescent-shaped object visually from the ground for a period of one hour. This object was at a very high altitude, and very little information was obtained through interrogation of the observer.

A Detachment of the 727th AC&W Squadron at Congaree, South Carolina, was notified as a result of the above visual sighting. They picked up an unidentified plot on their AN/APS-5 type radar at 1707 EST that was approximately 65 miles southwest of Congaree over the Savannah River Project. The Air National Guard was notified with the result that an F-51 type aircraft was airborne within five minutes. The aircraft attempted interception until 1725 EST when the blip faded northwest of Congaree. The F-51 returned to its base.

At 1752 EST another detachment of the 727th AC&W Squadron at Camden, South Carolina picked up a blip on their AN/TPS-1b type radar. At that time an RF-80 type aircraft was scrambled to attempt interception. This unidentified blip was due west of Congaree, and to be sure he had the unidentified on his scope, the operator had the F-80 do an identification turn. This proved that he did not have the F-80 on the scope. When the object was first observed, it was approximately 100 miles west of Congaree. It then reversed its direction, and was 85 miles out heading in a northwest direction, then headed east, then west, and again to the east, fading at 115 miles and 8 degrees from Camden. For a total of 66 minutes, during both radar sightings, aircraft attempted to intercept the unidentified with negative results. At all times, the object stayed at an estimated 20,000 feet altitude, and was doing 200-220 mph.

II. DISCUSSION

A check was made to determine if there were any aircraft in the vicinity with negative results. There is a time lapse between all three sightings (ground visually at the Savannah River Project to the Congaree sighting was 22 minutes, and from the Congaree sighting to the Camden sighting was 27 minutes), causing some doubt as to whether the three sightings were connected with the same object. There was really not enough information contained in the report concerning the sighting at the Savannah River Project. For the observer to see an object for that long a period, it would have to be traveling at a very slow rate of speed and at a very high altitude for the object stayed overhead for the entire period. The radar observers were very well qualified in their fields, and their equipment was in operating condition. The radar returns were similar to those made by conventional aircraft.

This sighting was sent to the Electronics Branch of ATIC for analysis. This branch, after carefully reviewing the report, evaluated it as possibly a flying aircraft.

III. CONCLUSIONS

Possibly aircraft.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
1203 104 21017

UNCLASSIFIED

E JESDD 19

P 061600Z

FM CO 363D TAC RECONWG SHAW AFB SC

TO JEPHQ/DIR OF INTEL HQ USAF WASHDC

JEDWP AIR TECH INTEL CEN WRIGHT PATTERSON AFB OHIO

INFO JEDEN/CG ENT AFB COCO SPRINGS COCO

JEPLG/CG TAC LANGLEY AFB VA

JESDF/CG NINTH AF POPE AFB NC

/ [REDACTED] TTN: ATIAA-2C/RWOI 2599 PD FLYOBORT FOL INFO

SEND IAW PAR 7C AFL 200-5 DTD 29 APR 52 CKN 1. ONE CRESCENT SHAPED

OBJ SIXE UNK CMA SILVER IN COCOR CMA NEGATIVE SOUND CMA TRAIL OR EX-
HAUST PD

2. 1545 EST 5 MAR 53 PD OBSRD APPROX ONE HR PD

3.. VIS AND ELECT PD ELECT EQUIP OF 727TH AC&W SQ USED TO TRACK OBJ
AFTER VIS SIGHTING REPTD PD

4. SIGHTED VISUALEY HOWERING AT A GREAT HEIGHT OVER SAVANNAH RIVER

PROJECT P-378 PD COMPL INFO IN DETAILED RPT PD

5. MR J HOWARD JONES CMA ASST DIR OF SCTY CMA SAVANNAH RIVER PRO-
JECT PD

YGE

E TWO JESDD 19

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

6. MR J HOWARD JONES CMA ASST DIR OF SCTY CMA SAVANNAH RIVER PROJECT
PD

6. HIGH CIRRUS EST 25,000 FEET 270 AT 90 KNOTS CMA 25,000 FEET 270
AT 84 KNOTS PD

7. UNKNOWN PD

8. UNKNOWN PD

9. F-80 TYPE ACFT SCRAMBLED FR SHAW AFB CMA 1750 EST 5 MAR 53 CMA
DIRECTED ON 3 GCI'S BY 727TH AC&W PD NEGATIVE VIS CONTACT PD POLIT
COMPLETELY COVERED AIR SPACE VETWEEN TWENTY THOUSAND AND THIRTY THOUSAND
FEET AS DIRECTED BY GCI PD, BLIP FADED FR RADAR SCREEN 1835 EST PD

10. UNKNOWN PD

ADD INFO CLN SPEED OF OBJ WAS CONSISTENT FROM 200 TO 220 MPH PD OBJ
MADE NO ERRATHIU MOVEMENTS BUT TRAVELED CONSISTENT TRACK AS RPTD BY
727TH AC&W PD

06/2246Z MAR JESDD

*Hand on Plotter Sheet
Good sighting -*



cy 1

UNCLASSIFIED

7. UNKNOWN PD

8. UNKNOWN PD

9. F-30 TYPE ACFT SCRAMBLED FR SHAW AFB CMA 175W EST 5 MAR 53 CMA

DIRECTED ON 3 GCI'S BY 727TH AC&W PD NEGATIVE VIS CONTACT PD POLIT

COMPLETELY COVERED AIR SPACE BETWEEN TWENTY THOUSAND AND THIRTY THOUSAND

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06/2246Z MAR JESDD

*radar plotter sheet
Good sighting -*

UNCLASSIFIED

~~SECRET~~
cg 1

UNCLASSIFIED

ACTION

*3. ATIA
3. ATIA
3. ATIA*

NBR 4356
C-1 PRIORITY ROUTINE
FM 63RD TAC RECON WG AT SRAW AFB SCAR
TO CG ADC ENT AFB COLO
TO ATIC ATTN ATIAA-2C WPAFB OHIO
DIR OF INTEL HQ USAF 25 DC
CG TAC LANGLEY AFB VA
INFO CG 9TH AF TACTICAL POPE AFB NC
CO 307 TAC CON GP POPE AFB NC

OK DM
-9 MAR 1953 09 45 REJ. SEE CRYPTO-CENTER
PARAPHRASE NOT REQUIRED.
BEFORE DECLASSIFYING

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

FLY OB RPT. IAW PAR 7C, A FLT 200-5, DTD 29 APR 52, FOLG INFO
FLD: 1. 1 OBJECT, OBSERVED 5 MAR 53 NORMAL RADAR PLOT, EST
SPEED 220 MPH, NO UNUSUAL MANEUVERS, INTERMIT FADES. 2. TIME OF
SIGHTING 1707E TO 1725E AND 1745 TO 1835E. 3. ELECTRONIC AN/
MFS-5 AND AN/TPS-15. 4. CONGAREE AFB SC, LAT 30 DEGREES 47
MINUTES 30 SECONDS WEST, LONG 33 DEG 58 MINUTES 00 SECONDS NORTH.
DISTANCE, 65 MILES, 235 DEG, ESTIMATED ALTITUDE 20000 FEET,
HEADING 080 DEGREES TO DISTANCE 20 MILES, 360 DEGREES, WHERE
PLOT FADED. REAPPEARED DISTANCE 105 MILES, 335 DEGREES, ALTITUDE
UNKNOWN, DISTANCE 105 MILES, 322 DEGREES, TO 115 MILES, 005 DEGREES
AND FADED. 5. OPERATORS SSGT BRADEN, SSGT HAYES AND SSGT KELLEY.
ALL RELIABLE. EXPERIENCE 3 TO 4 YEARS. 6. WEATHER 23000. THIN
BROKEN. WINDS 23000-270 DEG, 34 KNOS. 7. NEGATIVE.
8. NEGATIVE. 9. RAI AND FRO AIRBORNE FOR INTERCEPTION WITH
NEGATIVE SIGHTINGS. 10. NEGATIVE. END BASKERVILLE FLY OB RPT

UNCLASSIFIED 53-278-1

UNCLASSIFIED

████████████████████
████████████████████
HEADQUARTERS
363D TACTICAL RECONNAISSANCE WING
Shaw Air Force Base, South Carolina

RTOI 319.1

7 March 1953

SUBJECT: Unidentified Flying Object Report

TO: Chief
Air Technical Intelligence Center
ATTN: AFSA-20
Wright-Patterson Air Force Base
Ohio

In compliance with instructions your headquarters, 6 February 1953, Unidentified Flying Object is herewith resubmitted.

FOR THE COMMANDING OFFICER:

Ewald C. Braeunig
EWALD C. BRAEUNIG
Captain, USAF
Adjutant

2 Incls

1. AF Form 112 - Pt I
(1 cy)
2. AF Form 112 - Pt II
(1 cy)

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

UNCLASSIFIED

w/2856

3/30/