

1. DATE - TIME GROUP 28 April 53 29/0600Z	2. LOCATION Fontana, California
3. SOURCE Military	10. CONCLUSION MIRAGE Mirage of Ground Lights.
4. NUMBER OF OBJECTS Several	
5. LENGTH OF OBSERVATION 15 Minutes	11. BRIEF SUMMARY AND ANALYSIS Several fiery colored objects traveled in a Southerly direction in formation. See case file. Objects appeared in pairs. Inversion at 3000 ft. Haze layer.
6. TYPE OF OBSERVATION Air-Visual	
7. COURSE South	
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.

UNCLASSIFIED

UNCLASSIFIED

5

Witness

HEADQUARTERS
2370TH AIR BASE SQUADRON
Long Beach Municipal Airport
Long Beach, California

*28/2200 PDT
Per A-1 CALIF*

MAY 1953

OBT 319.1

SUBJECT: FLXOBRPT

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

In compliance with AFL 200-5, AF Form 112 is submitted giving information regarding unidentified flying objects sighted by 1st Lt Ralph Scowden on 28 April 1953.

FOR THE COMMANDING OFFICER:

1 Incl
AF Form 112
w/attach

T S HARRINGTON
2d Lt, USAF
Adjutant

Info cy: Chief, Air Technical
Intelligence Center
ATTN: ATIAA-2c
Wright-Patterson AFB
Ohio

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

UNCLASSIFIED

[REDACTED]

[REDACTED]
(CLASSIFICATION)

UNCLASSIFIED

COUNTRY U.S.A.	REPORT NO. 1	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYOBREP		
AREA REPORTED ON Fontana, California	FROM (Agency) 2370th Air Base Sq., Long Beach, Calif.	
DATE OF REPORT 1 May 53	DATE OF INFORMATION 28 Apr 53	EVALUATION Rated pilot since 12 Mar 44. Total pilot time 885 hours.
PREPARED BY (Officer) William L. Bilotti, Capt. USAF	SOURCE 1st Lt. Ralph R. Scowden	
REFERENCES (Control number, directive, previous report, etc., as applicable)		

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.)

On 28 April 1953, 1st Lt Ralph R. Scowden was flying T-6 aircraft SN 44-61209 through the Cajon Pass when he sighted unidentified flying objects as described in the attached signed statement.

INCL.

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

DISTRIBUTION BY ORIGINATOR

UNCLASSIFIED

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

[REDACTED]
(CLASSIFICATION)

UNCLASSIFIED

Incl 1

UNCLASSIFIED

UNIDENTIFIED FLYING OBJECT REPORT

1. OBJECT SIGHTED

A. Description

- 1. Shape **Circular**
- 2. Size **No estimate since distance was not known**
- 3. Color **Fire amber**
- 4. Number **Two , four , approximately sixteen maximum.**
- 5. Formation **At first in normal two ship elements, then as the number increased, both abreast and unsystematic ball formation.**

B. Aerodynamic Features

- 1. Trail or Exhaust **None seen**
- 2. Propulsion **Unknown**
- 3. Speed **No way of estimating.**
- 4. Sound **None heard**
- 5. Maneuvers **None except the changes in formation. When the new elements joined formation, they just appeared.**
- 6. Manner of disappearance **The lights became undiscernable as I let down into the haze over Long Beach.**

- 11. Time of Sighting (24 hour clock) **2200 PDT 28 Apr. 53**
- A. Length of time observed **15 min.**

111. Manner of Observation (Visual or Electronic) **Visual**

- A. From Air or Surface **Air**
 - 1. Speed **150 mph**
 - 2. Altitude **7000'**
 - 3. Type of Aircraft **T-6**
- B. Any type of optical or electronic equipment used should be described **None**

IV. Location of Observer

- A. Latitude and Longitude (Landmark) **Over Fontana 117° 25' W , 34° 10' N**
- B. Location of Object in respect to observer. **315°**

- 1. Distance **Unknown, but it seemed to vary.**
- 2. Direction **Stayed between 9 and 11 o'clock until turn to enter traffic pattern, then at 3 o'clock.**

V. Identifying Information of Observer and Witness

- A. Reliability and Experience
- B. Estimated Reliability of Sighting

VI. Weather and Winds Aloft

Clear with an inversion at about 3000' and haze below.

VII. Any activity or Conditions (Meteorological or Otherwise) Which Might Account for Sighting

Jets were flying at El Toro.

VIII. Existence of any physical evidence.

- A. Fragments **None**
- B. Photographs
- C. Other

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

UNCLASSIFIED

LX. Interception or Identification Action Taken

None

X. Location of any Air Traffic in General Area at Time of Sighting

XI. Winds and Velocities at Altitudes Indicated at Time Object Sighted.

4,000'

8,000'

12,000'

16,000'

18,000'

20,000'

XII. Remarks (Any additional or miscellaneous information not completely covered by the above)

I was flying through Cañon pass when I first saw two lights ahead. These two lights were amber and although they did not look like wing lights, I tried to watch them, assuming them to be a two ship formation. I lost them and later saw two more when over Fontana. These two were joined by two more and these four seemed to be flying a normal four ship formation. At no time did I see any normal colored navigation lights. Then more lights joined the first four in a grouping action. This group seemed sometimes to be abreast and sometimes to be just flying in a group as sparrows do.

Although I had no way of telling their speed, they seemed to be moving parallel and slightly toward me at first and then later seemed to go southward.

I contacted Long Beach tower in an attempt to have my sighting confirmed, and was informed that there were Navy jets round-robinning to Catalina Island. It is quite possible that if there were a number of them flying, I was looking down their exhausts. But as I said before, I never saw any conventional navigational lights near these lights, and I saw them from Fontana to the time that I entered the haze level at Long Beach when they appeared to be due South and going away.

Ralph R. Scowden
1st LT U.S. AF.