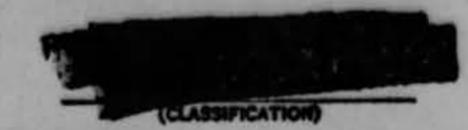
1. DATE - TIME GROUP 2 June 53 2/0451 - 3/	2. LOCATION D452Z Heaton, Hississippi, Labe Charles, Louisiana
3. SOURCE	10. CONCLUSION Astronordeal (INTEXT)
4. NUMBER OF OBJECTS	Observers believed the object to be a bright moteor.
S. LENGTH OF OBSERVATION 5 - 12 Seconds 6. TYPE OF OBSERVATION Air-Visual 7. COURSE SV 8. PHOTOS D You MXNo 9. PHYSICAL EVIDENCE D You MXNo 10 You MXNo 11 You MXNo 12 You MXNo 13 You MXNo 14 You MXNo 15 You MXNo 16 You MXNo 17 You MXNo 18 You MXNo 18 You MXNo 19 You MXNo 10 You MXNo 10 You MXNo	AF Pilot of T-29 a/c sighted an object between Lake Charles, Alexandria, La., Newton, Mississippi. Object appeared to leave a trail of sparks on a 45 deg angle downward course. Observer stated that object appeared to burn itself out. They observed greenish light for 12-15 seconds traveling at high speed. Object headed into a/c which was on 58 deg head then burned & disappeard into SM.

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

	INICI ACCIEIER
SPACE ABOVE FOR COMMUNICA	UNCLASSIFIED
OM: (Originator)	DATE-TIME GROUP
	PRECEDENCE ASTION 53 INFORMATION
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	MULTIPLE ADDRESS CRYPTOPRECAUTION NO
	REFERS TO MESSAGE:
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AF FORM 112-PART I



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COUNTRY	ATEC-1	R-20-53	(LEAVE BLANK)
AIR	INTELLIGENCE IN	FORMAT	ION REPORT
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AREA REPORTED ON			Ing Intelligence
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PREPARED BY (Officer) 3/3/5 Certald NGOIC Sing In	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW	Capt. Joh	m J. Grauer Jr. A0-677770
Cito mabers need to		Air Force	Latter 200-5, 29 April 1952 (und
			res at lower left. Begin text of report on AF Form 118- Part II.)

Report on unidentified light, thought to be a celestial phenomenon or strange flying object, as seen by Capt John J. Graver Jr., pilot of a 7-29 type sireraft on a celestial navigation flight.

COMPRET OF S/SOT CRAVITTS

- 1. Capt. Graver is a rated pilot with 2420 hours flying time. We has a total of eleven (11) years active service. We was recalled to active duty 24 April 1952, as an intelligence officer and instructed in the Intelligence Cohool at Lowry AFB, Colorado for six (6) conths before being placed back on flying status as a T-25 pilot.
 - 2. It is Capt. Gramer's opinion that the object was probably a meteor.
- 3. In surroup it is this sirran's opinion that this officer, with his many years of experience as a pilot, did view some type of unidentified flying object.

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SRUL "



2 June 1953

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Newton, Mississippi

Description

On the night of 2 June 1953 at approximately 2251 hours a Convair T-29 type aircraft No. 1931 was on a round-robin flight from Ellington AF Base to Tuscaloosa, Alabama. The aircraft was on a course approximately 58 degrees magnetic moving in a northeast direction at an altitude of 9000 feet. The aircraft was 73 miles south-southeast of Newton, Mississippi, when a whitish-green light attracted the pilot's attention. The light had the appearance of an aircraft navigational light and was estimated to be from 5 to 7 miles from the aircraft. The object was visible an estimated 12 to 15 seconds. The pilot thought the light was an aircraft's navigational light and that it seemed to be on a parallel course with the aircraft. The light seemed to brighten and the pilot, thinking it was an aircraft turning into him, started to change course to avoid collision. At the time the object appeared to climb, as at the beginning of a chandell, and at the sametime the light was intensifying in a greenish-white color and leaving a trail of fire and sparks similar to a 4th-of-July rocket in flight. After approximately 2 seconds of this climb, the object disintegrated into a ball of fire.

Discussion

The ATIC contract astronomer states that the object observed was a meteor. The fact that the object appeared to climb was probably caused by the motion of the aircraft as it turned to avoid collision.

Conclusion

Was astronomical (meteor).

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T53-11156



AIR INTELLIGENCE INFORMATION REPORT

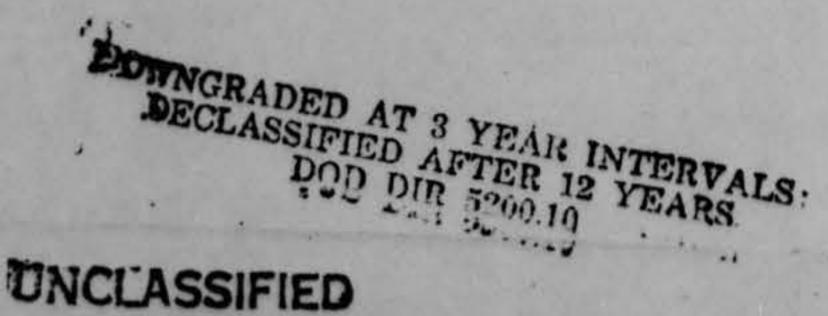
	Intelligence	REPORT NO.	-100	3/3-			
79.00	3605th Observer Training	ATRC-IR-20-53	PAGE	1	OF	1	PAGES

On the night of 2 June 1953 at approximately 2235 hours, Capt. John J. Graner Jr. was piloting a Convair T-29 type aircraft, no. #5170 on a round robin flight from Fillington AFB, Texas to Tuscaloosa, Alabama. The aircraft was on a heading of approximately 58 degrees magnetic, oving in a northeasterly direction at an altitude of 9,000 feet southwest of Feridian. Mississippi, in the vicinity of Mewton, Mississippi, when the pilot sighted an unidentified flying object.

The object appeared on the left side of the aircraft and remained on a parallel course with the aircraft for approximately eight (8) seconds, then appeared to be climbing for two (2) seconds, and disappearing at the same tipe. The object was emitting an intense green light. Capt. Grauer could not estimate the distance of the object from the aircraft.

Capt. Graner had heard the pilot of another aircraft report the object to a ground radio station and be called the ground radio station to confirm the report that he also had seen the object and he thought, being as the other pilot had reported the object, there was no need for him to report it here at Ellington upon landing.

> Capt. thess



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USA	REPORT NO.	ZR-19-53	LEAVE BLANK)	
All	INTELLIGENCE		N REPORT	
SUBJECT FL.YOBRPT				
Louiseas		Training V	ing, Ellington AFB, Texa	Deerver
30 June 1953	DATE OF INFORMATION		B-2	
the state of the s	Contract to the contract of th	Air Force I	lim T. Hemphill Jr., A. etter 200-5, 29 April I; ed Flying Objects Report	752 (mel)
SUMMARY: (Enter omcios summery of report.	dentified light,	thought to be	celestial phenomenon of Hemphill Jr., pilot of	
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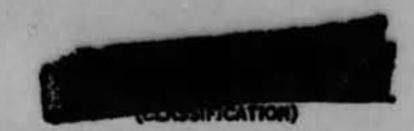
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AIR INTELLIGENCE INFORMATION REPORT

7605th Observer Training ATRC-IR-19-53 PAGE 1 or 1 PAGES

On the night of 2 June 1953, at approximately 2251 hours, 1st lieutenent William T. Hemphill, Jr., was piloting a Convair T-29 type aircraft, No. 1931, on a round robin flight from Ellington Air Force Base, Texas to Tuscalcosa, Alabama. The aircraft was on a course approximately 58 degrees magnetic, moving in a northeasterly direction at an altitude of 9,000 feet. The aircraft was seven and one balf (7%) miles south, south east of Newton, Mississippi, when a whitish green light attracted the pilot's attention.

The light had the appearance of an aircraft navigational light and was estimated to be from five (5) to seven (7) miles from the aircraft. The object was visible an estimated twelve (12) to fifteen (15) seconds. The pilot thought the light was an aircraft navigational light and that it seemed to be on a parallel course with the aircraft. The light seemed to brighten and the pilot, thinking it an aircraft turning in to him, started to change course to avoid collision. At this time the object appeared to climb as at the beginning of a Chandell and at the same time the light was intensifing in a greenish white color and leaving a trail of fire and sparks, similiar to a fourth of July rocket in flight. After approximately two (2) seconds of this climb the object disintergrated into a ball of fire, similiar to a fourth of July rocket.

This object was reported to Meridan CAA Radio Station by the pilot of the aircraft and Maridan Radio called back and told the pilot that the object had been sighted by Barksdale AFB tower and Maxwell AFB tower. Assuming this object to be a meteor, the pilot gave no further report.

Tilliam F. HENTHILL, JR. USAF

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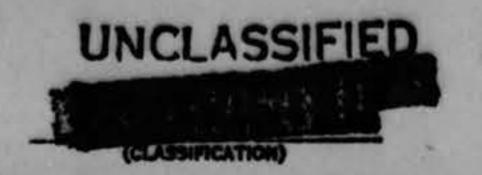
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Woton, Mississippi	DATE OF INFORMATION	Training at	ng, intumment on	FB, Texas
13 July 1953	D. Gravitt	1953	3-2	
MCOIC Ming In	ntelligence		bert L. Cerutti	
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	entified light, t	The state of the s		
pe aircraft on a ce.			Cerutti, pilot	of a T-29
		4,-4-5		
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AF FORM 112-PART II



AIR INTELLIGENCE INFORMATION REPORT

FROM (Apmon) Intelligence	REPORT NO.					
3605th Cheerver Training						
3605th Chaerver Training. Ting, Fillington AFB, Texas	ATRC-18-21-53	PAGE	1	OF	1	PAGES

On the night of 2 June 1953 at approximately 2135 hours, lot it. Robert L. Cerutti was piloting a Convair 7-29 type aircraft, no. \$1933, on a round robin flight from Ellington AFB, Texas to Tuscalcosa, Alabama. The aircraft was between lake Charles an Alexandria, Louisana on a heading of approximately 26 cerees magnetic, moving in a north-easterly direction when what appeared to be a bright light attracted his attention.

The light was visible for approximately five (5) seconds, during which time it was giving off fire and sparks such as a meteor would until it seemed to burn itself out. At the first sighting of the object, it was very high and to the left of the aircraft, comming down on a forty-five (45) degree angle from the position of the aircraft.

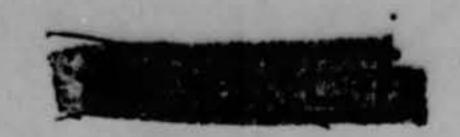
It. Corutti believes that from the characteristics that he observed, this object was a meteor.

Robert L. CERUTTI
1st Lt. USAF

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2 June 1953

UNCLASSIFIED

Newton, Mississippi

Description

On the night of 2 June 1953 at approximately 2251 hours a Convair T-29 type aircraft No. 1931 was on a round-robin flight from Ellington AF Base to Tuscaloosa, Alabama. The aircraft was on a course approximately 58 degrees magnetic moving in a northeast direction at an altitude of 9000 feet. The aircraft was 73 miles south-southeast of Newton, Mississippi, when a whitish-green light attracted the pilot's attention. The light had the appearance of an aircraft navigational light and was estimated to be from 5 to 7 miles from the aircraft. The object was visible an estimated 12 to 15 seconds. The pilot thought the light was an aircraft's navigational light and that it seemed to be on a parallel course with the aircraft. The light seemed to brighten and the pilot, thinking it was an aircraft turning into him, started to change course to avoid collision. At the time the object appeared to climb, as at the beginning of a chandell, and at the sametime the light was intensifying in a greenish-white color and leaving a trail of fire and sparks similar to a 4th-of-July rocket in flight. After approximately 2 seconds of this climb, the object disintegrated into a ball of fire.

Discussion

The ATIC contract astronomer states that the object observed was a meteor. The fact that the object appeared to climb was probably caused by the motion of the aircraft as it turned to avoid collision.

Conclusion

Was astronomical (meteor).

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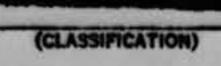
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AF FORM 112-PART II

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AIR INTELLIGENCE INFORMATION REPORT

ROM (Ayency)	REPORT NO.					
CG, SAAMA		PAGE	1	OF	1	PAGES

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

- (1) Numerous unidentified lights that emitted a powerful yellowish glow were observed flying and maneuvering over San Antonio, Texas. Shape not discernible and lights appeared to observer to be the approximate size of an average bicycle wheel. Observer states that only three lights were visible to him at any one time but felt that there could have been as many as six due to the fact that these three appeared and disappeared numerous times in the general area. Lights flew about haphazardly and circled in no particular formation. However, towards the end of the sighting, two lights apparently flew together in formation heading north and disappeared by gradually fading out of sight. No aerodynamic features, trail or exhaust, nor propulsion system noted. Speed unestimated but observer stated that he timed one light and that it took ten seconds for it to travel from a position ninety degree angle to a position of forty five degree angle. Altitude unestimated. No sound was heard and maneuvers consisted of intermittent zig zag movements and a circular path by one of the lights.
- (2) Lights were observed 2220 hours, CST, 2 June 1953, and were observed until 0020 hours, CST, 3 June 1953.
- (3) A visual ground observation without optical or electronic equipment was made.
- (4) Observer was at his residence, 211 McMurray Rd, Sam Houston Village, San Antonio, Texas at the time of the sighting. Lights were first observed in the southeast sky flying a circular course.
- (5) Lights were observed by 1st Lt and Mrs. and their next door neighbor, Captain
- (6) Fair weather prevailed at the time of the sighting. Visibility was fifteen miles and the wind at ten thousand feet was from the southeast at eight knots per hour.
- (7) No activity or condition, meteorological or otherwise, is known to have existed at the time which might have accounted for the sighting.
 - (8) No physical evidence of the sighting.
- (9) Observer contacted Captain H. B. Cleveland, the Officer of the Day, at Randolph AF Base, Texas, who confirmed the sighting and stated to observer that the lights very definitely were not aircraft of the conventional type.
- (10) Location of any air traffic in the general area at the time of the sighting unknown.

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UNCLASSIFIED (CLASSIFICATION) **APPROVED 1 JUNE 1948** COUNTRY (LEAVE BLANK) REPORT NO. USA AIR INTELLIGENCE INFORMATION REPORT SUBJECT FLYOBRPT AREA REPORTED ON FROM (Agency) San Antonio, Texas CG, SAAMA DATE OF REPORT DATE OF INFORMATION EVALUATION 9 June 1953 5 June 1953 Unknown PREPARED BY (Officer) SOURCE Major Robert W. Fox Eye Witness PEFERENCES (Control number, directive, previous report, etc., as applicable) AF Ltr 200-5 dated 29 April 1952 SUMMARY: (Enter concise summary of report. Gies significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 113-Part II.) Six unidentified bright yellowish lights reportedly the size of a bicycle wheel were observed 2220 hours, CST, 2 June 1953, flying and maneuvering over San Antonio, Texas.

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DOD DIP. 5200.10

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Headquarters USAF
Washington 25, D. C.

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

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JEDEN/CG ADC ENT AFB COLORADO SPRINGS COLO

JEPFF/CDE MATS INTELLIGENCE DIV WASHDC

JEPRS/CDR FLTSERV WASHDC

MFSC 3-F-5 FLYOBRPT AF 5170 T29 CONVAIR POSITION

030452 3212N 8901W AT 9000TF SIGHTED UNIDENTIFIED OBJECT WITH

GREEN LIGHT APPEARED AS NAVIGATION LIGHT APPEARED OVR TOWN OF

NEWTON MISS. ALTITUDE ESTIMATED 12000 TO 15000 FT MOVED IN TOWARDS

REPORTING AIRCRAFT THEN HEADED SOUTHWEST WITH COLOR INTENSIFYING AND

LEFT TRAIL OF GREEN THEN DISSAPPEARED. OBJECT SEEN FOR APPROXIMATELY

10 SECONDS. WEATHER IN VICINITY OF REPORTING AIRCRAFT CLEAR VSBY 15

PLUS WIND 08 DEGS 14 KTS AT 9000 FT TEMP 14 DEGS CENTIGRADE.

REPORTING AIRCRAFT ON ROUND ROBIN FLIGHT HOME STATION ELLINGTON

ATD TEXAS. OBJECT ALSO SEEN BY AF5170 T29 POSITION JUST SW OF UNCLASSIFIED

JACKSON MISS HOME STATION ALSO ELLINGTON AFB TEXAS. MCGEE STN 030517

SGD GOLINSKY

Triangulate keer

Poss. meter

33/1631Z JUN JESYQ

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

UNCLASSIFIED





USA-MATS

IR-348-53

UNCLASSIFIED

(Unclassified) Unidentified Flying Object Hear Newton, Mississippi 2 June 1953
Flight Service, MATS, 3800 Newark
State of Mississippi, USA
Street, N. W., Washington 25, D. C.

5 June 1953

2 June 1953

B-2

Frank M. Allen, Lt Colonel, USAF

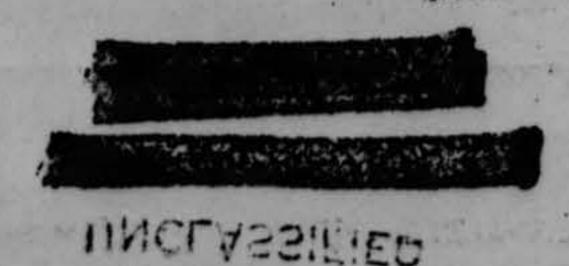
USAF Aircraft

Teletype FINOBRPT 031100s June submitted by Maxwell Flight Service Center

An unidentified flying object was reported by USAF aircraft in the vicinity of Newton, Mississippi 2252CST 2 June 1953, at 12,000 to 15,000 feet MSL. Object showed a green light which first appeared as a navigation light, then intensified and left a trail of green as it disappeared.

FRANK M. ALLEN Lt Colonel, USAF Intelligence Officer

DOWNGRADED AT 3 YEAR INTERVALS:





Flight Service, MATS 3800 Newark Street, N. W. Washington 25, D. C.

IR-348-53

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Com

The following message was received from Maxwell Flight Service Center:

THESE 3-F-5 FLYOBERT AF 5170 T29 CONVAIR POSITION 030452 3212N 8901W AT 9000 TF SIGHTED UNIDENTIFIED OBJECT WITH GREEN LIGHT APPEARED AS NAVIGATION LIGHT APPEARED OVER TOWN OF NEWTON MISS. ALTITUDE ESTIMATED 12000 TO 15000 FT MOVED IN TOWARDS REPORTING AIRCRAFT THEN HEADED SOUTHWEST WITH COLOR INTENSIFYING AND LEFT TRAIL OF GREEN THEN DISAPPEARED. OBJECT SEEN FOR APPROXIMATELY 10 SECONDS. WEATHER IN VICINITY OF PEPORTING AIRCRAFT CLEAR VSBY 15 PLUS WIND 08 DECS 14 KTS AT 9000 FT TEMP 14 DECS CENTIGRADE. REPORTING AIRCRAFT ON FOUND ROBIN FLIGHT HOME STATION ELLINGTON AVB TEXAS. OBJECT ALSO SEEN BY AF5170 T29 POSITION JUST SW OF JACKSON MISS HOME STATION ALSO MILINGTON AFB TEXAS. MCGEZ STM 030517 SGD COLINSKY 03/1631Z JUN JESYQ*

Comments of Preparing Officers

- 1. Query of Maxwell Flight Service Center provided additional information.
 - a. The date-time groups 030452 and 030517 indicate Greenwich Hean Time.
- b. Aircraft transmitted the information to Meridian, Mississippi Interstate Airmays Communications Station (CAA), which transmitted the message to Maxwell Flight Service Center via CAA Service B teletype circuit and tis-line. 030517Z is the time that Meridian transmitted the message.
- and is unable to contact the pilot of AF5170 to clarify indefinite information.
- 2. A deficiency is noted. The wording of the last sentence indicates that the sighting near Jackson, Mississippi may have been by an aircraft other than AF5170 ("Home station also Ellington AFB, Texas).

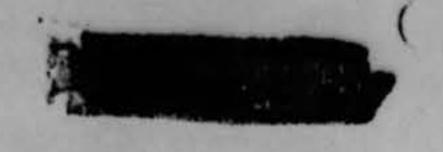
DOWNGRADED AT 3 YEAR INTERVALS.

DECLASSIFIED AFTER 12 YEARS.

DOD DIR 5200.10

UNCLASSIFIED

JOINT ME	SSAGEFORM	ATIONS CENTER NO.
		UNCLASSITIE
FROM: (Originator)	PYTYSOW JUNE 53	SECURITY CLASSIFICATION
CO ATIC	PRECEDENCE ACTION	INFORMATION
TO: CG ELLINGTON AFB TEXAS	BOOK MESSAGE	ORIGINAL MESSAGE
	MULTIPLE ADDRESS	CRYPTOPRECAUTION Y NO
	IDENTIFICATION REFERS T	CLASSIFICATION SSILLED
INFO:		I MINCTHON.
The pilot of a Convair T-29 type a/c on a sorved an unidentified serial object over you have information pertaining to this a prescribed in AFL 200-5. In reply cite Project Blue Book. COCRDINATION: ATLAR-5 Date Date	Newton, 1138., on 030452	June 1953. If
ATIA Col Johnston Date Col Johnston ATIA Col Johnston	DOWNGRADED AT DECLASSIFIED DOD D	3 YEAR INTERVALS: AFTER 12 YEARS. IR 5200.10
	SEQUENCIALISM	CLASSIFIED
DRAFTER'S NAME (and elemeture, when required) LT R. J. OLSSON/ROC/VB		HANAWALT, 1st Lt, USA
SYMBOLATIAL-5	OFFICIAL TITLE	



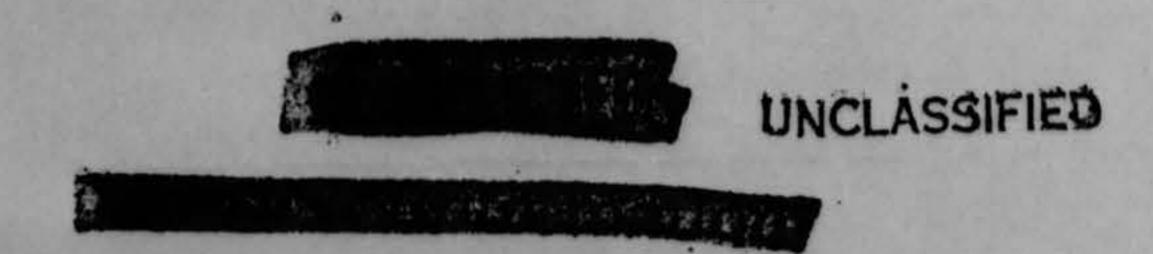
FROM: CO ATIC WRIGHT PATTERSON AFB OHIO

TO: COMDR ELLINGTON AFB TEX

THE PILOT OF A CONVAIR T-29 TYPE A/C ON A ROUND ROBIN FLIGHT FROM YOUR STATION DESERVED AN UNIDENTIFIED AERIAL OBJECT OVER RENTON MISS ON 030452 JUNE 1953. IF YOU HAVE INFORMATION PERATINING TO THIS SIGHTING REQUEST YOU FORWARD AF FORM 112 AS PRESCRIBED IN AFL 200-5. IN REPLICITE PROJECT BLUE BOOK.

19 JUNE 53

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



ACTION

UNCLASSIFIED

22 Jun 53 16 09 z

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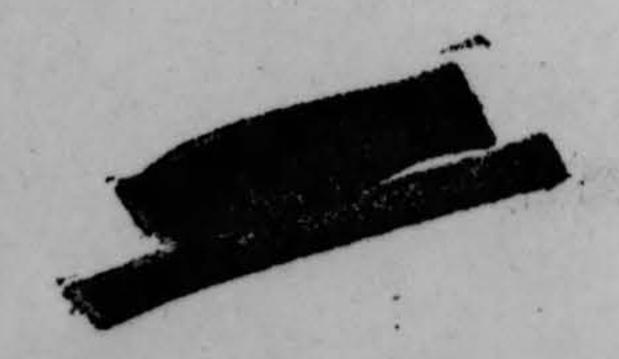
FM COMDR ELLINGTON AFB TEX

TO COMDR ATIC WRIGHT PATTERSON AFB OHIO

D/CITE: PROJECT BLUE BOOK. URMSG AFOIN-ATIAE-612E DTD 19 JUN 53, NO T-29 ACFT, FR THIS B, FLY VICINITY OF NEWTON, MISS
332 452 JUN 53. REQ CLARIFICATION.

22/1528Z JUN JWFLN

DOWNGRADED AT 3 YEAR DECLASSIFIED AFTER DOD DIR 5200.1



20:51

1953 JUN 23

UNCLASSIFIED

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JOINT M	IESSAGEFORM	NICATIONS CENTER NO.
		UNCIA
SPACE ABOVE FOR COMMUNICATIONS CI	PRECEDENCE ACTION	INFORMATION
LLITOTON AFB THE	BOOK MESSAGE	ORIGINAL MESSAGE
	MULTIPLE ADDRESS	CRYPTOPRECAUTION NO
	REFER	RS TO MESSAGE:
	IDENTIFICATION	CLASSIFICATION
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