

PROJECT 10073 RECORD

<p>1. DATE - TIME GROUP 23 May 54 140300Z</p>	<p>2. LOCATION Cleveland, Ohio</p>
<p>3. SOURCE GOC & 71st FIS</p>	<p>10. CONCLUSION WAS ASTRONOMICAL: JUPITER</p>
<p>4. NUMBER OF OBJECTS one</p>	<p>Jupiter in position of object. a/c could not gain on object. Always ahead of a/c on course of 310°. Jupiter at 300° az 10° elev. No radar contact in area.</p>
<p>5. LENGTH OF OBSERVATION</p>	<p>11. BRIEF SUMMARY AND ANALYSIS</p>
<p>6. TYPE OF OBSERVATION air visual</p>	<p>Orange light, alternated to red glow. Chased by F-86 of 71st FIS. Object appeared and disappeared three times. Sky clear. No radar contact (a/c or ground) made. Alt varied from 15,000 to 19,000 ft.</p>
<p>7. COURSE west</p>	
<p>8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	
<p>9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input type="checkbox"/> No</p>	

23 MAY

24/0300Z

CLEVELAND OHIO

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COUNTRY U.S.A.	REPORT NO.	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Unidentified Flying Object		
AREA REPORTED ON Cleveland, Ohio	FROM (Agency) 71st Fighter Interceptor Squadron Greater Pittsburgh Airport, Coraopolis, Pa.	
DATE OF REPORT 25 May 1954	DATE OF INFORMATION 24 May 1954	EVALUATION A-3
PREPARED BY (Officer) H. C. COPPLAND, 2d Lt., USAF	SOURCE BRETT E. NELSON, Capt., USAF, 171124	
REFERENCES (Control number, directives, 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.)

Scrambling out of Greater Pittsburgh Airport at 0300Z, 24 May 1954, GCI Station "Gasbag" informed that a GOC position spotted an orange light at about 15,000 feet in the Cleveland area. Approaching Cleveland on a bearing of 310°, altitude 17,000 feet, I observed an orange light slightly west of the city at what seemed to be approximately 15,000 feet, about 20 miles directly ahead of the aircraft. Occasionally the light alternated to a red glow. Although my aircraft was indicating mach .92, the rate of overtake seemed extremely slow. The light disappeared three times, reappearing west of Detroit at approximately 19,000 feet, an estimated 40 miles away. No further visual contact was made. Neither GCI radar at "gasbag" nor "sylvia" painted any object in the area concerned nor did the radar in my aircraft show any indications. The sky condition was clear and the visibility was extremely good.

APPROVED:

H.C. Coppland
H. C. COPPLAND
2d Lt., USAF
71st F.I.S. Intell Officer

0 INCL.

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