

PROJECT 10073 RECORD CARD

1. DATE <u>28 February 1955</u>	2. LOCATION <u>Edwards AFB, California</u>		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local <u>1145 PST</u> GMT <u>28/1945Z</u>	4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input type="checkbox"/> Was Aircraft <input checked="" type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE <u>Civilian</u>		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION <u>20-30 seconds</u>	8. NUMBER OF OBJECTS <u>two</u>	9. COURSE <u>north</u>	<input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING <p>Two objects observed traveling north at a speed of four times as fast as anything source has seen before. Had delta wing with rounded wing tips. Direction of flight was backwards. No sound or vapor trail</p>		11. COMMENTS <p>Probably a/c. Navy "Sky-ray" jets based near area of sighting. Apparent backward movement probably due to his imagination. Certain inconsistencies in his statements.</p>	

SUPPLEMENT TO AF FORM 17

ORIGINATING AGENCY Flight 1-4, 46020 AESS	REPORT NO. 10-114181-52	PART FORM 3
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COMMENTS of Preparing Officer:

1. It is the opinion of the Preparing Officer that this sighting was the result of a reflection caused by a temperature inversion.
2. This opinion was formed on the strength of the following reasons:
 - a. A temperature inversion was present at the time of the sighting. (Refer to paragraphs 2 and 4, Part Three of this report.)
 - b. With the exception of one (1) F-84 and two (2) C-47s, no aircraft could be placed in the vicinity of EDWARDS AFB at the time of the sighting.
 - c. The observations parallel more closely the type of sightings attributed to optical phenomena than any other.

Calvin Hammond
 CALVIN HAMMOND
 1st Lt. USAF
 Officer in Charge

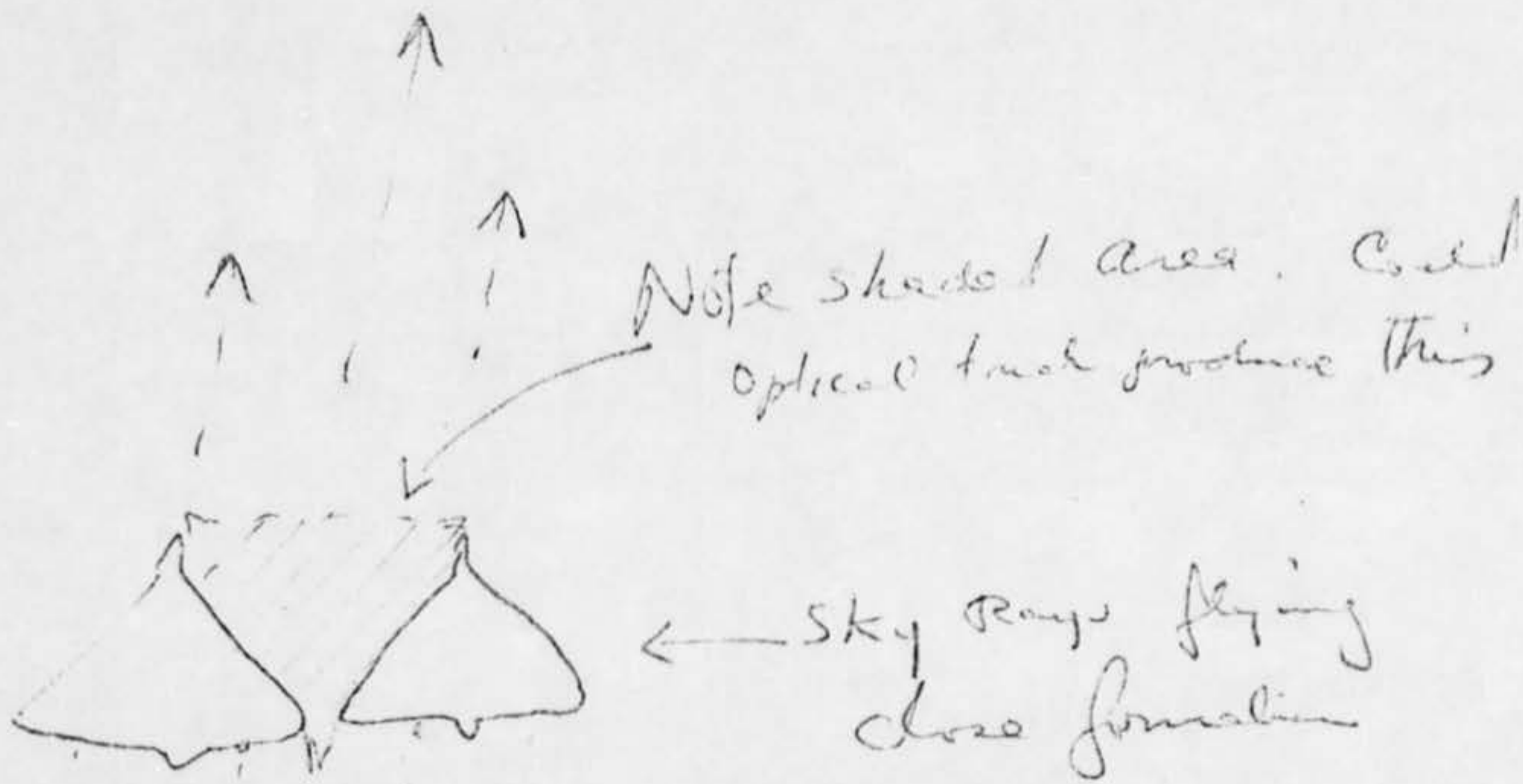
COMMENTS of Approving Officer:

1. This Headquarters consulted with the AFM Weather Observation Service on this sighting and we cannot concur with the opinion of the Preparing Officer that sighting was caused by a temperature inversion, for the following reasons:
 - a. The angle of sighting was probably too great for observation to be a reflection.
 - b. Reflection characteristics are such that it is highly improbable that a definite shape, including distinguishing marks as were reported in this case, would be seen.
 - c. The observer's estimate of the size and shape of the object in relation to the distance from the point of observation, are not reliable.
 - d. Temperature inversions in themselves are not conducive to optical reflections. There was no indication of water vapor, dust, or other substances in the vicinity of the sighting which, in conjunction with a temperature inversion, may have caused this particular sighting.
2. This report is forwarded to AFM as unresolved.

Jan

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28 Feb 55 - EDWARDS AFB, CALIFORNIA



AIR INTELLIGENCE INFORMATION REPORT

TITLE Flight I-C 46020 MISS	REPORT NO. IC-46020-4-55	DATE 1-4-55
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See COMMENTS of Approving Officer, Page 8

John M. White, Jr.
 JOHN M. WHITE, JR.
 Colonel, USAF
 Commander

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACTS OF 1950 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT IS NOT TO BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE USAF.

SUPPLEMENT TO AF FORM 112

REPORTING AGENCY Wright-Patterson AFB, OH	REPORT NO. 10-11002-1-55	PAGE NO. 3	OF 8	WORK
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Incl. #1 Description of Sighting by Mr. [REDACTED]

My name is [REDACTED]. My home address is [REDACTED], Livermore, California. I am a flight engineer in the Aerophysics Division, North American Aviation Inc.

At approximately 1135 to 1145 on 28 February 1955, Mr. [REDACTED] and myself were about 100 yards southwest of the West Hangar (#R-200). I glanced at the sky as I usually do to observe what is flying in the area, and noticed two objects travelling to the north at a rate of speed approximately four times as fast as anything I have ever seen before. What attracted my attention besides the speed was the shape of the wings, which appeared to be delta-wing rounded at the tips similar to the "Skyway". However, the direction of flight was backwards. In other words, the delta was flying in the reverse direction from the normal flight. The size compared with that of a fighter aircraft, the color was also white.

I first observed the objects (2) at approximately a 45-degree elevation to the north, and estimated their altitude at 30,000 feet. The most westerly object was moving slightly lower in altitude, maybe 5,000 feet. It made an extremely rapid descending 45-degree turn. Together in altitude to about 15,000 feet and disappeared to the north. The object to the east disappeared a few seconds prior to the first object mentioned. Both objects were in sight no longer than 30 seconds, probably closer to 20 seconds.

Just prior to the descending turn, a third object flew perpendicular to and between the two objects. It was heading towards the east. This gave me an opportunity to estimate the fact that the two unidentified objects were travelling at much higher rates of speed than a normal aircraft. The two objects did not make any sound or leave any vapor or exhaust trail, however, the aircraft flying to the east did leave a contrail. When the two objects were first sighted they were between 10 degrees to 15 degrees apart in azimuth. Their disappearance was caused by the fact that they became too small to be visible at the distance that they disappeared at. The weather conditions were clear, clear blue sky and very little haze. In general good visibility.

I certify that the above is true and correct to the best of my knowledge and belief.

[REDACTED]

THIS IS A TRUE COPY
[Signature]
CAPT. [REDACTED]
1st Lt. [REDACTED]

DECLASSIFIED
AUTHORITY: AER 205
DATE: 25 APR 1980

SUPPLEMENT TO AF FORM 112

REPORT NO. 10-11708-1-55 FILE NO. 1-6, 46020 ATSS	REPORT NO. 10-11708-1-55	PAGE 2 OF 2
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I. SUBJECT: [REDACTED]

Address: [REDACTED] FAYEASTON [REDACTED] CALIF.

Age: 36 years

Occupation: Flight Engineer

Education: Unknown

Qualifications: Unknown

II. INFORMATION: SOURCE appeared to be sincere and was very cooperative. He appeared to be a normal, intelligent person and was absolutely certain of what he had observed. SOURCE was considered to be reliable.

III. SOURCE'S DESCRIPTION OF SUBJECT: (See Incl # 1)

IV. Description of sighting by Mr. [REDACTED]

CLASSIFICATION: **SECRET**
 DATE: **APR 20 1955**
 BY: *Charles S. [illegible]*
 15 APR 1955

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY Flight 1-4, 4602D ATSS	REPORT NO. 1-4-4602D-1-35	Page No. 1	Total Pages 8
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I. SOURCE [REDACTED]

Address [REDACTED] (PTER 5052), OAHN

Age 48 yrs

Occupation Supply Clerk

Education High School, two yrs Mechanical Technical School

Qualifications Unknown

II. RESEARCHING SOURCE appeared to be sincere and was very cooperative, however some of the statements made by the SOURCE indicate that he might have a good imagination. I.e., SOURCE stated the object was traveling approximately 3,000 mph at an altitude high enough to pass over the water trail of a jet aircraft operating in the vicinity, and further stated that he believed the object was constructed of metal more like aluminum and aluminum alloy. SOURCE was considered to be fairly reliable.

III. SOURCE'S DESCRIPTION OF SIGHTING (See Part I)

- 2 Index**
1. Description of sighting by [REDACTED]
 2. Sketch of Object.

Classification: AGR 405
Ch. 2100000
 [REDACTED]

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SUPPLEMENT TO AF FORM 117

DATE OF REPORT

14 April 1955

REPORT NO.

10-100-1-155

FORM 117

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Part 1 Description of sighting by the

My name is [redacted] My residence address is [redacted]
I am a supply clerk in the Atmospheric Division, North American
Aviation Inc. Yesterday, 28 February 1955, about 11:35 am, [redacted] and I
was standing on the [redacted] on the east side of Hampton Road, [redacted]
[redacted] with us supposed to be on I-102, flying southeast and just about
directly above our location. [redacted] from the south. [redacted]
which appeared to [redacted] plane to be [redacted] [redacted] and
[redacted] they were going north. They looked exactly alike.

We immediately discussed the ability of [redacted] [redacted]
the time of the [redacted] were not [redacted] [redacted] [redacted]
one of them [redacted] [redacted] [redacted] [redacted] [redacted]
which was flying I would say 1/2 mile [redacted] [redacted] [redacted]
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted]
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted]
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted]

I immediately flew my [redacted] [redacted] [redacted] [redacted]
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted]
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted]
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted]
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted]
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted]
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted]
[redacted] [redacted] [redacted] [redacted] [redacted] [redacted]

I certify that the above is true and correct to the best of my knowledge
and belief.

[redacted signature]

THIS IS A TRUE COPY

[Signature]
CAPTAIN HARMON
1st Lt. USAF

RECEIVED

APR 29 1955
[Signature]

AF Form 117a
5000

REVISIONS CONTAINED IN THIS
FORM MAY BE MADE

[redacted]

REVISIONS CONTAINED IN THIS
FORM MAY BE MADE

SUPPLEMENT TO AF FORM 12

OPERATING AGENCY Flight 1-2, 146120 1955	REPORT NO. 1-41102-5	REPORT DATE 1955
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SUBJECT MATTER: INVESTIGATION OF INCIDENTS

1. **Capt. WILLIAM D. HARRIS**, Pilot-in-Command, 146120, Deputy Chief of Staff, Air Operations, Air Force 146120, Fort Carson (APOF), and **MAJOR AIR (146120) CAROLINE**, Capt. HARRIS was responsible for all operations and administrative type reports in the Air Force 146120. Capt. HARRIS was the commander of the aircraft on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, and was on a mission to Fort Carson, Colorado, on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955.

2. **MAJOR AIR (146120) CAROLINE**, Capt. HARRIS was on a mission to Fort Carson, Colorado, on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955.

3. A telephone check with the Operations Office of the Fort Carson, Colorado, on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955.

4. **MAJOR AIR (146120) CAROLINE**, Capt. HARRIS was on a mission to Fort Carson, Colorado, on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955.

5. A check through the 2nd Air Division Operations Control Center with the 2nd Air Division Operations Control Center on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955. The aircraft was on a mission to Fort Carson, Colorado, on 28 February 1955.

6. The 75th Air Squadron at **HERN** (146120) CAROLINE was contacted for information as to any radio returns in the vicinity of **HERN** AFB at the time of the sighting. It was reported that they were conducting a check of the sighting for the purpose of a certain procedure to make a check. (SECRET)

7. The 261500-146 55 weather balloon release at **HERN** AFB showed a temperature inversion of minus 3 degrees at 9 000 feet to plus 2 degrees at 9 800 feet.

8. The 262000-146 55 weather balloon showed the existence of a temperature inversion of minus 3 degrees at 6 000 feet to a plus 2 degrees at 7 000 feet.

9. A check of flight plans filed with the Flight Service Station at the **HERN** AFB (146120) CAROLINE failed to place any flight plans over **HERN** AFB other than the 1-2 and the 1-2 at the time of sighting.

DECLASSIFIED

Charles D. ...
 APR 1955
 APR 1955

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