

PROJECT 10073 RECORD CARD

1. DATE <u>9 2</u>		2. LOCATION Chicago, Illinois		12. CONCLUSION	
3. DATE-TIME GROUP Local: <u>0901 0000</u> GMT: <u>0500</u>		4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE Radar USA		<input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft	
7. LENGTH OF OBSERVATION 3 HOURS		8. NUMBER OF OBJECTS 30 Multiple		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING "Erratic" returns.		11. COMMENTS No inversion layer present, but lapse rate is erratic and could possibly cause such radar returns. Change in target quality would tend to substantiate this.		<input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input checked="" type="checkbox"/> Unknown	



BY GROUND OR OTHER AIR OBSERVERS AND BOLSTER HAD NOTHING ON SCOPE PD  
 ALL OBJECTS DISAPPEARED TO SOUTH BY 0700 PD SIMILAR CONDITION BUT LESS  
 INTENSE OCCURRED EARLY MORNING 3 SEP WITH NOISE LEVEL MODERATE AND  
 FEWER TGTS PD

WX. 1 SEP ALL CDST .

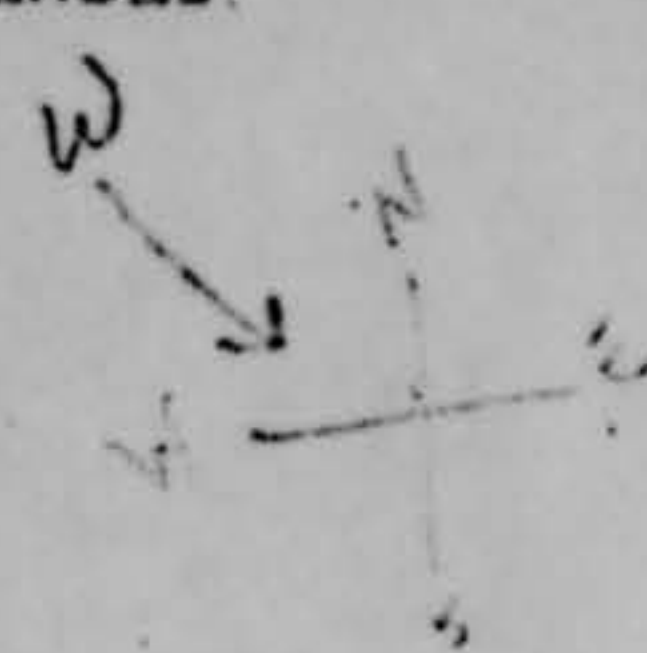
1830 (EST) 2500 BROKE 8000B 20000B 10 MILES 60 DEG 66DP WNW4  
 1930 " 2500 B 20000 O/C ---- 15 58 53 WNW9  
 2030 " 2500 SCAT 7500B 20000 O/C 15 RW MINUS INUS58DEG55DP

WNW 10 CONT. FROM LAST LINE

2130 (EST) 3500 S 7500 B 20000 O/C 15 RW 58 54 W10  
 2230 " 7500 B 20000 O/C-- 15 57 54 W7 RAIN ENDED.  
 2330 " 9000 B 20000 O/C---- 15 57 56 NW 6

02 SEPT.

0030 " 6000 B 20000 O/C ---- 12 57 54 WNW 15  
 0130 " 10000 B --- ---- 12 56 53 NW 13  
 0230 " 10000 --- ---- 12 54 51 WNW 8  
 0330 " 5000 B 10000 O/C ---- 12 54 51 NW 6  
 0430 " 2500 O/C --- ---- 12 53 51 W 7  
 0530 " 4000 B --- ---- 12 54 51 WNW 9  
 0630 " 4000 B --- ---- 15 55 51 W 9



PAGE THREE JEDPK 002

0730 " 4000 S --- ---- 15 57 50 W 12  
 0830 " CLEAR --- ---- 15 59 48 WNW 15  
 0930 " 2500 S --- ---- 15 63 47 W 13

01/2200 CDST SEP. NO INVERSION INDICATED AT SURFACE PD LAPSE RATE

FAIRLY SMOOTH TO 19000 SLIGHT STABILIZATION 19000 - 25000 . 02/0900

CDST SEP. AIR VERY UNSTABLE CMA SURFACE TO 1000 CMA SMOOTH TILL 6000

ISOTHERMAL 6000 TO 10000 CMA SMOOTH ON UP PD INCREASING MOISTURE FROM

5000 TO 8000 RAPID DRYING ABOVE 8000 PD MIDWAY TOWERS DETAILED REPORT

WILL BE FORWARDED BY MAIL PD

11/0353Z SEPT JEDPK



## 2 Jets Pierce Radar "Spot" At Chicago

CHICAGO, Sept. 2—(CTPS)—Two Sabre jet fighter planes from the 4706th interceptor wing at O'Hare International airport early today flew "right through the spot in the sky over Chicago where radar scopes on the ground were showing a reflection from some unexplained object."

This was the first time so far as is publicly known that an Air Force interceptor actually tracked down and rode "through" what some observers have said were mysterious extra-terrestrial flying craft.

"We didn't see anything. We didn't hit anything. We went through the target showing on the scope and there was nothing there—not even cloud," the two pilots, Capt. William W. Maitland and Lt. Beverly L. Dunjill, told their wing intelligence crews during a de-briefing.

The mystery of what was providing the electronic energy reflection, which was picked up on the radar scopes in the air traffic control tower at Midway Field, thus remained unsolved. Bob Zeigler, chief of the Civil Aeronautics administration tower crews, told reporters that it now is believed that some peculiar atmospheric condition caused the "targets" which his night crews watched for several hours between midnight Monday and 7 a.m. today.

For a time the unexplained radar reflections had the Midway civil tower operators considerably concerned. These crews, experienced in interpreting radar scopes and aware that there are always certain shadows and peculiar reflections and "returns" from the radar energy output, nevertheless decided that the blips they were seeing could only come from some tangible object moving in the skies, they reported to Zeigler.



## JOINT MESSAGEFORM

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CO ATIS

TO: CO 4706TH INTERCEPTOR WING  
O'HARE INTERNATIONAL AIRPORT CHICAGO ILL

INFO:

FROM: AFOIN-ATIA-9-3-E

Reference incident on 2 Sept 1952 in which aircraft quote flew through unquote radar targets. Request that full details of radar observations including times objects were observed, type of equipment used, and description of targets, speeds reported, altitude, and distances be forwarded. Also request detailed weather from Chicago area from 1800 on 1 Sept to 0900 on 2 Sept. Include cloud conditions, temperature vs altitude, and moisture lapse rates. Data is important for use in evaluation of similar reports.

In reply cite Project Blue Book.

COORDINATION:

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DATE-TIME GROUP

41600Z SEPT 52

SECURITY CLASSIFICATION

UNCLASSIFIED

PRECEDENCE FOR:

ACTION

ROUTINE

INFORMATION

 BOOK MESSAGE ORIGINAL MESSAGE MULTIPLE ADDRESS

CRYPTOPROCAUTION

 YES NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

DRAFTER'S NAME (and signature, when required)

CAPT E. J. RUPPELT/vs

SYMBOL

ATIA-5

TELEPHONE

51132

SECURITY CLASSIFICATION

UNCLASSIFIED

PAGE 1 OF 1 PAGES

RELEASING OFFICER'S SIGNATURE

OFFICIAL TITLE

ROBERT B. KENNEDY, MAJOR, USAF  
AIR ADJUTANT GENERAL



PROJECT 10073 RECORD

1. LOCATION CHICAGO, ILLINOIS	1
2. NUMBER OF OBJECTS	10. CONCLUSION PROBABLE SATELLITES <i>JH</i>
3. LENGTH OF OBSERVATION	11. BRIEF SUMMARY AND ANALYSIS  The observed sighted a moving star-like object (light) on several nights.
4. TYPE OF OBSERVATION visual	
5. COURSE	
6. PHOTOS	
7. PHYSICAL EVIDENCE Yes No	

Aug - 2, 1968

Project Blue Book.

I live in Chicago But I am in Twin Lakes  
~~Wisconsin~~ Wisconsin Two more weeks.

well on July 28th, 68 to July 31, 68

we seen a object the size of a star  
and moving fast No sound No color

just glowing white the weather conditions

for the days of sighting were slightly windy

Monday ~~th~~ it was raining But we still

saw it the speed of the object was

about 10 to 15 miles the time of the days

were July 28 - 9:30 pm

July 29 - 9:30 pm

July 30 - 9:25 pm

July 30 - 10:00 pm

July 31 - 10:00 pm

when the object went out of our sight

all we saw was a big white glow  
9:50 pm

and ~~the~~ day we are out at ~~10:00~~

and ~~10:00~~ pm and watching

~~7:00~~

P.S. over →



209

aug 1, 1968 Time 10:00 pm

two objects far from each other  
glowing white red on the top  
moving fast. No sound. ~~right~~  
size of a star so far away  
lights in a row it might  
be 7 in a row tonight



**CLASSIFICATION:**  
By: 755TH AC&W SQUADRON  
BY: 30TH AD (DEF)  
DATE: 4 SEPTEMBER 1952

COUNTRY <b>U.S.A.</b>	REPORT NO.	(LEAVE BLANK)
<b>AIR INTELLIGENCE INFORMATION REPORT</b>		
SUBJECT <b>Report of Unusual Flying Objects</b>		
AREA REPORTED ON <b>Northwest Illinois</b>	FROM (Agency) <b>755th AC &amp; W Squadron, Williams Bay, Wisc.</b>	
DATE OF REPORT <b>4 September 1952</b>	DATE OF INFORMATION <b>2 September 1952</b>	EVALUATION <b>C-3</b>
PREPARED BY (If from) <b>Capt. Frank J. Radsulinas</b>	SOURCE <b>Supervisor at Midway Airport Tower</b>	
REFERENCES (Control number, directive, previous report, etc., as applicable) <b>ADC Letter 200-1, April 1951</b>		

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 the 2nd of September 1952, at 0250 CST, ~~██████████~~, phone number ~~██████████~~, Supervisor at Midway Airport Tower, Chicago, Illinois, reported approximately forty objects on their Radar. Speed of the objects varied between 120 MPH and 150 MPH, altitude 3,000 to 6,000 feet, bearing 180 degrees to 300 degrees.

Aircraft flying in the vicinity of Midway Airport reported nothing unusual. Two F-86s based at O'Hare Air Force Base, Chicago, Illinois were diverted from Air Patrol by Captain Robert Campbell, Duty Controller, at the 755th AC&W Squadron, Williams Bay, Wisconsin, to investigate the objects. The two F-86s searched the area with negative results. The 755th AC&W Squadron had no Radar contact with any of the objects.

The weather at 0250 CST, 2 September 1952, in the vicinity of Chicago, Illinois, 10,000 feet broken clouds, visibility twelve (12) miles, wind west northwest, eight (8) knots, temperature 54 degrees, dew point 51 degrees, winds aloft surface to 5,000 feet, 300 degrees, 20 knots, 5,000 to 9,000 feet, 250 degrees, 21 knots.

FOR THE INTELLIGENCE OFFICER:

*Frank J. Radsulinas*  
Captain USAF  
FRANK J. RADSULINAS  
CAPT. USAF  
INTELLIGENCE OFFICER

INCL.

- DISTRIBUTION BY ORIGINAL:
- 1 cy - CG, AWC, Wright Patterson AFB, Attn: MCIS
  - 1 cy - CG, ADC, Ent AFB, Attn: Director of Intelligence
  - 1 cy - CG, EADF, Stewart AFB, Attn: Director of Intelligence
  - 1 cy - CG, 30th Air Division, Willow Run Airport, Attn: Dir of Intell
  - 1 cy - Director of Intelligence, HQ USAF, Washington 25, D.C.

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.

~~RESTRICTED~~  
(CLASSIFICATION)



PROJECT 10073 WORKSHEET

I. GENERAL

1. DATE <i>2 Sept 52</i>	2. LOCATION <i>Chicago, Ill.</i>	3. TIME Local: <i>0300 EST</i> Zebra: <i>0900</i>
4. WAS OBJECT OBSERVED FROM THE GROUND?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Naked Eye <input type="checkbox"/> Binoculars <input type="checkbox"/> Telescope <input type="checkbox"/> Theodolite
5. WAS OBJECT OBSERVED BY GROUND RADAR?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> By One Set <input type="checkbox"/> By Two Sets <input type="checkbox"/> By Three Sets
6. WAS OBJECT OBSERVED FROM THE AIR?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> A/C Observed Object <input type="checkbox"/> Interception Attempted <input type="checkbox"/> No Intercept Attempted
7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 2 A/C Scrambled <input type="checkbox"/> Visual Contact Made <input type="checkbox"/> A/I Contact Made <input checked="" type="checkbox"/> No Contact Made
8. DID OBJECT CHANGE DIRECTION AT ANY TIME?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Normal <input type="checkbox"/> Violent
9. IF OBJECT WAS A "LIGHT", WAS IT:		<input type="checkbox"/> Blinking <input type="checkbox"/> Steady
10. LENGTH OF TIME IN SIGHT:		<input type="checkbox"/> 1-15 Seconds <input type="checkbox"/> 1-5 Minutes <input checked="" type="checkbox"/> Over 10 Minutes <i>approx. 6 hrs. or more</i>
11. REPORTING AGENCY (Unit Number and Mailing Address)		
<i>Hq. 4206<sup>th</sup> Ref Wing, O'Hare Intl. Airport, Park Ridge, Ill.</i>		

II. ASTRONOMICAL DATA

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED? <p align="center"><i>No</i></p>		
13. DID OBJECT APPEAR TO ARCH DOWNWARD?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
14. DID OBJECT HAVE A TAIL?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
15. DID OBJECT APPEAR TO DISINTEGRATE?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data from Air Almanac)		
<input checked="" type="checkbox"/> Night <input type="checkbox"/> Day <input type="checkbox"/> Sunrise <input type="checkbox"/> Sunset		

III. AIRCRAFT DATA

17. WERE AIRCRAFT NOTED IN AREA?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> One Aircraft <input type="checkbox"/> More Than One Aircraft
18. WAS ANY SOUND HEARD?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No



**IV. BALLOON DATA**

21. WERE BALLOONS RELEASED IN AREA?  Yes  No

22. TIME SINCE SCHEDULED BALLOON RELEASE: 0 Minutes

23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:

	Location	Type	Launching Agency	Lighted?		Describe Lighting
				Yes	No	
a.	<i>Madison</i>	<i>Retail</i>	<i>USDA Weather Bureau</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b.	<i>Milwaukee</i>	<i>"</i>	<i>"</i>	<input type="checkbox"/>	<input type="checkbox"/>	
c.				<input type="checkbox"/>	<input type="checkbox"/>	
d.				<input type="checkbox"/>	<input type="checkbox"/>	

(attach overlay)

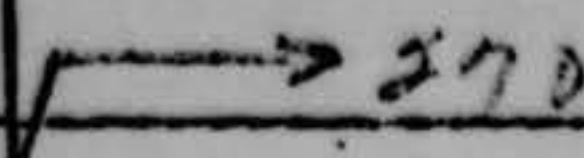
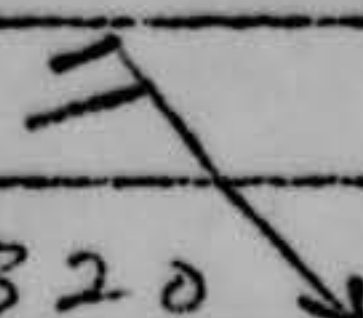
**V. EVALUATION**

<p>21. EVALUATION OF SOURCE:</p> <p><input checked="" type="checkbox"/> Excellent  <input type="checkbox"/> Good  <input type="checkbox"/> Fair  <input type="checkbox"/> Poor  <input type="checkbox"/> Unreliable  <input type="checkbox"/> Extremely Doubtful  <input type="checkbox"/> Hoax</p>	<p>22. DETAILS OF REPORT:</p> <p><input checked="" type="checkbox"/> Good  <input type="checkbox"/> Fair  <input type="checkbox"/> Poor  <input type="checkbox"/> Insufficient to Evaluate</p>		
<p>23. FINAL EVALUATION:</p> <table style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Was Balloon  <input type="checkbox"/> Probably Balloon  <input type="checkbox"/> Possibly Balloon   <input type="checkbox"/> Was Aircraft  <input type="checkbox"/> Probably Aircraft  <input type="checkbox"/> Possibly Aircraft                 </td> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Was Astronomical  <input type="checkbox"/> Probably Astronomical  <input type="checkbox"/> Possibly Astronomical   <input type="checkbox"/> Other: _____   <input type="checkbox"/> Insufficient Data For Evaluation  <input checked="" type="checkbox"/> Unknown                 </td> </tr> </table>		<input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon  <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft	<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical  <input type="checkbox"/> Other: _____  <input type="checkbox"/> Insufficient Data For Evaluation <input checked="" type="checkbox"/> Unknown
<input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon  <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft	<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical  <input type="checkbox"/> Other: _____  <input type="checkbox"/> Insufficient Data For Evaluation <input checked="" type="checkbox"/> Unknown		
<p>24. COMMENTS:</p> <p align="center"><i>Raw would be useful here.</i></p>			



FORM 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION <i>1 Sept 52</i>	2. TIME OF OBSERVATION	3. STATION OBSERVING
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4. WINDS ALOFT:					
ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0			25,000		
1,000			30,000		
2,000			35,000		
3,000	<i>10</i>		40,000		
4,000			45,000		
5,000			50,000		
6,000	<i>15</i>		55,000		
7,000			60,000		
8,000			65,000		
9,000			70,000		
10,000			75,000		
12,000			80,000		
14,000			85,000		
16,000			90,000		
18,000			95,000		
20,000			100,000		

5. WAS AN INVERSION LAYER NOTED?  Yes  No  
 (If yes, at what altitude? \_\_\_\_\_)

6. WERE ANY THUNDERSTORMS NOTED IN AREA?  Yes  No  
 (If yes, at what quadrant? \_\_\_\_\_)

7. CLOUD COVER: _____ tenths at _____ feet.      _____ tenths at _____ feet. _____ tenths at _____ feet.      _____ tenths at _____ feet.	8. VISIBILITY WAS <u>12</u> MILES.
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9. COMMENTS:  
*Raining until 2230 EST. No inversion indicated on surface. Lapse rate smooth to 6,000 ft. Isothermal 6,000 to 10,500 ft.*



HEADQUARTERS  
4706TH DEFENSE WING  
SMITH INTERNATIONAL AIRPORT  
Park Ridge, Illinois

Intel 350.07

17 SEP 1952

SUBJECT: Transmittal of Civil Aeronautics Report

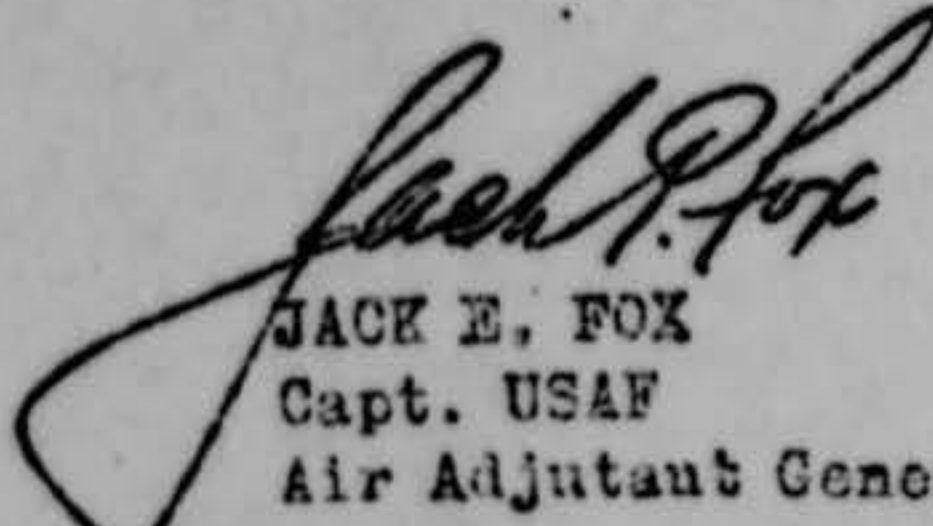
TO: Commanding Officer  
Air Technical Intelligence Center  
Wright Patterson Air Force Base  
Dayton, Ohio

Transmitted herewith is 1 copy, in duplicate, of Civil  
Aeronautics Report referred to in our message cite Intel 12137  
dated 11 Sept 1952 in regard to Operation Blue Book.

FOR THE COMMANDING OFFICER:

04957

1 Incl  
Civil Aeronautics Report  
5 Sept 1952 (in dup)

  
JACK E. FOX  
Capt. USAF  
Air Adjutant General



SUBJECT: Report of Unusual Radar Indications

FROM: Chicago (Midway) Airport Traffic Control Tower

TO: Chief, Airways Operations Division, 3-545  
Attention: Chief, Facility Operations Branch, 3-547

Quoted below is a report of unusual radar indications observed by controllers of this facility on duty from midnight to 0300c, September 2, 1952. This report and a brief summary of existing weather is passed on for informational purposes, with the thought in mind of providing data to assist in the determination of probable causes of the phenomena.

"Shortly after midnight on the morning of September 2, numerous unidentified targets were sighted on the ASR scope. These targets were comparable to the size of a light plane target and, using the target quality classification as outlined in the controller training course manual, they were of number 2 quality (usable signal, not solid, but clearly perceptible). By 0200c, the target quality had improved to number 3 (good signal, solid, no trail), except that in some cases there was a trail. At times there were as many as 30 of these targets visible. Their direction of travel varied and in some cases was erratic; however, many were tracked for distances of as much as 15 miles on a straight course. Their average speed was estimated to be approximately 175 mph. Best target quality was obtained on the 6 and 10-mile range. The targets appeared to be in lesser number and quality on the 20-mile range. These targets were also observed on the PAR scope at an altitude of approximately 2000' msl. The target quality was good on azimuth and fair on elevation. They were visible as close in as the field boundary. None of these targets was visible to the eye from the tower cab nor from aircraft.

Several of these targets were observed on radar to approach within one half mile of known aircraft in the area. In several cases, it appeared as though they were flying in loose formation or trailing local traffic. In one case, two targets were observed to fly 'wing' on a DC-4 flight inbound to the field from the vicinity of the Lake Shore, until approximately one mile out on final, at which point the target on the right broke away to the right and the target on the left turned to the left.

Air Defense was notified at 0514c, through ARCC, and at approximately 0530c, a long-distance telephone call was received from Captain Campbell at Elkhorn, Wisconsin. He advised that nothing unusual was observed on their scope; however, two jet aircraft were dispatched at 0540c, from O'Hare, to scan the area. The jets were in communication with Midway ATIS and were vectored toward some of the visible targets. Nothing was sighted by the pilots. The jets left the area at 0619c, and within thirty minutes of this time, most of the unidentified targets had disappeared from the scope. At 0700c, there were no longer any targets of an unidentified nature observed on the scopes.



Report of Unusual Radar Indications (cont'd)

A similar condition, but not as intense, was observed during the early morning hours of September 3. The noise level was moderate as on September 2, but fewer moving, well-defined targets were visible and of shorter duration. An attempt was made to photograph the ASR scene at this time also."

Personnel on duty on September 2 were: Robert L. Tenneison, Ralph L. Frick, Dale E. Warner, and Warren J. Weber. Gordon R. Cleveland was the Radar Maintenance Technician on duty.

Weather during this period was as follows:

- 0050c - 10,000 broken, visibility 15 miles, wind northwest 13.
- 0126c - Estimated 10,000 broken, visibility 15 miles, temperature 57, dew point 52, wind northwest 12.
- 0200c - Estimated 10,000 broken, visibility 15 miles, wind northwest 7.
- 0226c - 4,000 scattered, measured 15,000 overcast, visibility 15 miles, temperature 55, dew point 51, wind northwest 9.
- 0300c - 4,000 scattered, measured 12,000 overcast, visibility 15 miles, wind northwest 12.
- 0326c - Measured 12,000 overcast, visibility 15 miles, temperature 55, dew point 50, wind northwest 7.
- 0400c - Measured 10,000 overcast, visibility 15 miles, wind northwest 10.
- 0426c - Measured 11,000 overcast, visibility 15 miles, temperature 55, dew point 50, wind northwest 11.
- 0506 - Measured 4,300 broken, 10,000 overcast, visibility 15 miles, wind west, northwest 12.
- 0526c - Measured 4,700 overcast, visibility 15 miles, temperature 55, dew point 50, wind west, northwest 10.
- 0600c - Measured 4,500 broken, visibility 15 miles, wind west northwest 12.

/s/ ROBERT O. ZIEGLER  
Robert O. Ziegler  
Chief Airport Traffic Controller



ACTION

1. Atia  
2. Atia  
3. C. files

SEP 11 05 05 1952

*Ben*

ATIA  
INFOR  
1952 SEP 11 07:3

WPF654  
CBA074  
JEDPK 002  
RR JEDWP  
DE JEDPK 002  
R 101437Z ZNJ

FM HQ 4706TH DEF WG OHARE INTL APRT PARK RIDGE ILL  
TO CO ATIC WRIGHT PATTERSON AFB OHIO

~~REDACTED~~/FROM INTEL 12137 PD CITE BLUE BOOK AFOIN-ATIAA

-9-3-E REF 2 SEP INCIDENT OF ACFT FLYING THRU RADAR TGTS VIC MIDWAY  
A/F CHICAGO PD FIRST RADAR TGTS APPEARED BETWEEN 0201-0200 CDST BUT  
NOT DISTENCT UNTIL 0300 PD ABOUT FORTY WERE OBSERVED WITH NO PARTICULAR  
FLIGHT PATTERN CMA TWO FLEW WING WITH INCOMING-DC6 FROM EAST TO FIELD  
BOUNDARY PD OBJECTS OBSVD ON 6TO 10 AND 20 MILE RANGES CMA TOP SPEED  
175 MPH AT ALTITUDES OF 2000 MSL PD ALL OBSERVATIONS WITH GOOD AZMUTH  
AND ELEVATION READINGS OBTAINED BY GIFILLAN ASR AND PAR DASH ONE EQUIP  
PD TWO F-86S CONTROLLED BY MIDWAY TOWER FROM 0555 TO 0619 CDST MADE  
PASSES FROM 800 TO 4000 FEET AND ABOVE O/C WITHOUT VISUAL SIGHTINGS PD  
OBJECTS BRACKETED AND FLOWN THRU AT 800 FEET PD NEG VISUAL SIGHTINGS