

PROJECT 10073 RECORD CARD

1. DATE 17 Apr 52.	2. LOCATION Longmeadow, Mass.		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
3. DATE-TIME GROUP Local 2030 GMT 17/0130	4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Anti-Intercept Radar		<input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE 2 engineers		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
7. LENGTH OF OBSERVATION 40 minutes	8. NUMBER OF OBJECTS 1	9. COURSE erratic	<input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input checked="" type="checkbox"/> Unknown
10. BRIEF SUMMARY OF SIGHTING Star color. Star shape. Rapid climbs and dives.		11. COMMENTS Very erratic. 4x as bright as star. Changed shape as it changed altitude.	

Extruded to
418 (K-20) - Related Activities
Space Tol

42
11-117811
24-185

(Unclassified) Information Concerning Unconventional Aircraft
SPECIAL INQUIRY

Collection Control Branch, Collection Division
Directorate of Special Investigations, OSI

Common Intelligence Division
Directorate of Special Investigations, IC

LT Col. Fred T. W. [unclear]
Code 1927-111

1. Enclosed herewith is a copy of a Spot Intelligence Report from OSI District No. 10, Hayward, California, dated 25 April 1952, which reflects information indicating that one Waldemar Jularat operated a work-up flying aircraft in Russia during the 1st war. Enclosed also attached a copy of a Spot Intelligence Report from OSI District No. 1, New York 42 Street, New York, dated 26 April 1952, which sets forth information relating to an unidentified object flying over Longmeadow, Massachusetts, on 17 April 1952.

2. No further action will be set to these reports in order except by this office.

2 Incls

- 1. 1st Intel [unclear] 25 Apr 52
- 2. 3rd Intel [unclear] 26 Apr 52

GILBERT W. [unclear]
Chief, Center Intelligence Division
Directorate of Special Investigations
The Director General

LT Colonel, U. S. Air Force
Chief, Special Investigations Branch
Center Intelligence Division
Directorate of Special Investigations
The Director General

Carroll Maitland
3d LT

GROUP 4
Downgraded at 3 year intervals; declassified after 12 years

IAW: AFR [unclear] (C)(U)

1-3712-46

[REDACTED]

UNCLASSIFIED

15-001 26-1-247

SECRET

(Un)classified Reporting of Information
on (conventional) Aircraft

Director of Special Operations
Headquarters, USAF
Washington 25, D. C.

Summary

On 17 April 1952, a pilot flying over the
southern part of the United States, near
the coast of California, observed a
small, dark, triangular object moving at
an altitude of approximately 10,000 feet
and accounting for a sighting.

Details

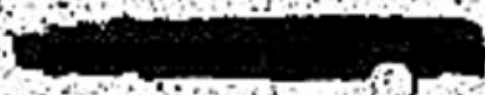
A pilot flying over the southern part of the
United States, near the coast of California,
reported to his superiors, but for the first time
the object was observed. The object was
observed on 17 April 1952, by a pilot who was
interfered on the 17th of April. The pilot
reported on the 17th of April.

A description of the object was given and described the
object as small and dark orange in color. It was
approximately 100 feet long and 50 feet wide. The object
of the object, was traveling at a speed estimated at 600 miles
an hour. The object was not seen to rise, but it was of a
brilliant white color. The object was seen to travel
in a circular course at a speed of 600 miles per hour. The
object was seen there was no exhaust and no sound was heard. The
object continuously maneuvered during the observation and described.

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U.S. AIR FORCE (Cont'd)

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the movement of radio lines and telephone. He stated that at times the object became elongated, but commented that he did not believe elongation was at all possible, but opined that the object was extremely close to the observer, and when proceeding a turn and traveling at right angles to the observer, the line appearing the object as seen. He stated that the movement was erratic, with speed and direction on a very rapid basis. He stated that the object was not visible or identifiable as a conventional aircraft, and that the observer also saw the object disappear as if it had been taken to the clouds.

The observer was flying at approximately 10,000 feet on the night of 12/15/54, and was flying over the area of the Washington, D.C. area. He stated that he observed the object, which was observed for approximately 10-15 minutes.

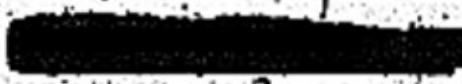
The observer was flying over the area of the Washington, D.C. area, and was flying at approximately 10,000 feet.

The object was observed in front of the observer on having a very dark, solid, oval, glowing object in the area of the Washington, D.C. area. The object appeared to be 15 to 20 thousand feet. It could not be seen the size of object, but estimated that it was larger than any known conventional aircraft, and it was in brilliant light. The observer stated that the object was in brilliant light, and that it was in brilliant light. The observer stated that the object was in brilliant light, and that it was in brilliant light. The observer stated that the object was in brilliant light, and that it was in brilliant light.

(c) Identification Information on the Report.

The observer is a 32-year-old male, single, with a Bachelor's degree in Aeronautical Engineering, and is employed as a Senior Engineer at the Wright-Patterson Air Force Base, Dayton, Ohio. He has no flying experience, nor does he have any knowledge of the operation of an aircraft. He observed the object at approximately 10:00 hours on the night of 12/15/54, and he stated that he had recently read an article on unconventional aircraft in Life Magazine, but stated that this article affected his observation.

The observer is a 32-year-old male, single, with a Bachelor's degree in Aeronautical Engineering, and is employed as a Senior Engineer at the Wright-Patterson Air Force Base, Dayton, Ohio. He has no flying experience and stated he has no knowledge in technical knowledge.



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