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DEPUTY CHIEF OF STAFF, INTELLIGENCE  
HEADQUARTERS TACTICAL AIR COMMAND  
Langley Air Force Base  
Virginia

In Reply  
Refer To

TCEDI

25 February 1952

SUBJECT: Report of Unusual Flying Object

TO: Director of Intelligence  
Headquarters USAF  
Washington 25, D. C.

11 FEB 52  
PA

The inclosed report is forwarded as a matter of  
interest to your office.

✓  
1 Incl  
Rept of Unusual  
Flying Object

*Donald N. Wackwitz*  
DONALD N. WACKWITZ  
Colonel, USAF  
Actg DCS/Intelligence

TT  
SP  
C

7-3712-43

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HEADQUARTERS TACTICAL AIR COMMAND  
Langley Air Force Base  
Virginia

In Reply  
Refer To

INCOM-3

23 February 1952

SUBJECT: Report of Unusual Flying Object

TO: DCS/Intelligence  
Headquarters Tactical Air Command  
Langley Air Force Base, Virginia

Captain George P. Arns, HQ 47th Bomb Wing, and I were flying a T-11 aircraft, number 41-47496 from Cleveland, Ohio to Langley Air Force Base, Virginia, 11 Feb 52, when an unusual flying object was sighted near Pittsburgh, Pennsylvania.

A cold front cloud buildup had been encountered Southeast of Pittsburgh that could not be topped or penetrated so we changed our flight plan to land at Greater Pittsburgh Airport.

As we approached Pittsburgh from the South at approximately 5,000 feet, a brilliant lighted object was seen high to the right (1 o'clock high), flying a reciprocal course (approx South) to ours. This sighting occurred between 0200 and 0315 EST. At first we thought an aircraft was on fire because of the brilliance and comet-like appearance and yellow to orange flame coloration of the object. However, as the object approached a 3 o'clock high position, regular, one to two second pulsations of the flame was noted, which continued until the object passed out of sight. Both of us thought it was a jet because of the speed, however, neither of us have ever seen a pulsating flame emitted from a jet at night. The sighting reminded me of buzz-bombs that I had seen many times in Belgium during the last war. However, the buzz-bomb flame was only a fraction of the size, and was continuous. The object definitely was in excess of five (5) miles from our position. This estimate was based on the location of the cloud buildup on our right several miles, over which the object flew and disappeared from sight. The cloud buildup was between 12,000 and 15,000 feet high (estimate).

The sky was clear and well illuminated by a bright moon above the clouds, affording continuous unobstructed observation of the object for approximately one minute prior to disappearing from sight.

We landed at Pittsburgh at 0330 hours.

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WFOA-3 Subject: Report of Unusual Flying Object

Captain Arn is not available to sign this statement because he is presently on leave.

*Michael J. Gibson*  
MICHAEL J. GIBSON  
Major, USAF  
Doctrine Directorate

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CSAF ITEM 3 [REDACTED]

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TT 61

5 MAY 52

CSAAF IT

ATIAA

ATIAA

**ACTION**

TO ATIAA-2C RUPPELT FRO AFOIN-V/TC FOURNET  
THE FOLLOWING REPORT RECEIVED BY LETTER FROM  
HQ TAC, DTD 23 FEB 52: "CAPTAIN GEORGE P  
ARNS, E1 47 TH BOMB WING, AND I WERE FLYING AT-11  
AIRCRAFT, NUMBER 41-27496, FROM CLEVELAND,  
OHIO LANGLEY AIR FORCE BASE, VIRGINIA 11 FEB  
52, WHEN AN UNUSUAL FLYING OBJECT WAS SIGHTED  
NEAR PITTSBURGH, PENNSYLVANIA. A COL FRONT  
CLOUD BUILDUP HAD BEEN ENCOUNTERED SOUTHEAST OF  
PITTSBURGH THAT COULD NOT BE TOPPED OR PENETRATED  
SO WE CHANGED OUR FLIGHT PLAN TO LAND AT  
GREATER PITTSBURGH AIRPORT. AS WE APPROACHED  
PITTSBURGH FROM THE SOUTH AT APPROXIMATELY  
5,000 FEET, A BRILLIANT LIGHTED OBJECT WAS  
SENT HIGH TO THE RIGHT (1 O'CLOCK HIGH)  
FLYING A RECIPROCAL COURSE (APPROX SOUTH) TO  
OURS. THIS SIGHTING OCCURRED BETWEEN 0300  
AND 0305 EST. AT FIRST WE THOUGHT AN AIRCRAFT  
WAS ON FIRE BECAUSE OF THE BRILLIANCE AND  
COMET LIKE APPEARANCE AND YELLOW TO ORANGE  
FLAME COLORATION OF THE OBJECT. HOWEVER,  
AS THE OBJECT APPROACHED A 3 O'CLOCK HIGH  
POSITION REGULAR ONE OR TWO SECOND  
PULSATIONS OF THE FLAME  
WAS NOTED WHICH CONTINUED UNTIL THE OBJECT PASSED OUT OF  
SIGHT. BOTH OF US THOUGHT IT WAS A JET BECAUSE

OF THE SPEED. HOWEVER NEITHER OF US HAVE  
EVER SEEN A PULSATING FLAME EMITTED FROM A JET AT NIGHT.  
THE SIGHTING REMINDED ME OF BUZZ BOMBS  
THAT I HAD SEEN MANY TIMES IN BELGIUM DURING  
THE LAST WAR. HOWEVER THE BUZZ BOMB FLAME  
WAS ONLY A FRACTION OF THE SIZE AND WAS CONTINUOUS  
THE OBJECT DEFINITELY WAS IN EXCESS OF FIVE(5)  
MILES FROM OUR POSITION. THIS ESTIMATE WAS  
BASED ON THE LOCATION OF THE CLOUD BUILDUP ON OUR RIGHT SEVERAL MILES,  
RPT ABOVE TWO LINES

ON THE LOCATION OF THE CLOUD BUILDUP

~~ATLAS~~

ON OUR RIGHT SEVERAL MILES, OVER WHICH  
THE OBJECT FLEW AND DISAPPEARED FROM SIGHT. THE CLOUD  
BUILDUP WAS BETWEEN 12,000 AND 15,000 FEET HIGH (ESTIMATED).

THE SKY WAS CLEAR AND WELL ILLUMINATED BY  
A BRIGHT MOON ABOVE THE CLOUDS, AFFORDING  
CONTINUOUS UNOBSTRUCTED OBSERVATION OF THE OBJECT FOR APPROXIMATELY  
ONE MINUTE PRIOR TO DISAPPEARING FROM SIGHT.

WE LANDED AT PITTSBURGH AT 0330 HOURS.

END CSAF ITEM 5

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## DISPOSITION FORM



FILE No.

SUBJECT (Unclassified) Material for Project Blue Book

TO Chief, Air Technical  
Intelligence Center,  
Wright-Patterson AFB,  
OhioFROM Dept of the AF  
Hq USAF AFOIN-2B3DATE 12 JUN 1952 COMMENT No. 1  
Capt Fournet/55894

1. The inclosed letter from Headquarters Tactical Air Command, dated 6 May 1952, is forwarded for information, action and retention.

2. Request that first indorsement be prepared acknowledging receipt.

1 Incl  
ltr fr TAC  
w/2 incls

W. W. OTTINGER  
SAC USAF

W. W. OTTINGER  
Lt. Colonel, USAF  
Executive, Evaluation Division  
Directorate of Intelligence

When inclosure(s) No. \_\_\_ is (are) withdrawn or not attached, the classification of this correspondence will be cancelled or changed to **UNCLASSIFIED** in accordance with Par. 25e, AFR 205-1.

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T52-11973-A

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DEPUTY CHIEF OF STAFF, INTELLIGENCE  
HEADQUARTERS TACTICAL AIR COMMAND  
Langley Air Force Base  
Virginia

In Reply  
Refer To

TCEDI

6 May 1952

SUBJECT: Unidentified Objects

TO: Director of Intelligence  
Headquarters USAF  
Washington 25, D. C.

1. This office submitted a report (copy attached as inclosure 1) dated 23 February 1952, concerning a sighting of an unidentified object, reported by two officers of this Command.

2. Subsequently, this Headquarters received an ATIC report (Project BLUE BOOK, Report No. 5) dated 31 March 1952, which made reference to the above report (reference: page 5, item 5) with the following comment:

"description similar to meteor"

3. It is the opinion of this office that the conclusions arrived at are in error. Subsequent conversations with Major Gedeon reveal the following:

a. That he has observed meteors and in this instance the course of the object appeared to be a straight line and did not have the characteristic orbit of a meteor.

4. Although it was impossible to estimate the speed of the object, inasmuch as the lateral distance of the object east of their course was a matter of conjecture, the duration of sighting, approximately one minute, would tend to preclude conventional type aircraft. In this respect, however, the DCS/I asked Major Gedeon whether he had ever observed an experimental type high intensity rotating aircraft marker, which it is understood Capital Air Lines was experimenting with, in lieu of the conventional "flasher" warning lights. Major Gedeon had not observed this device in flight; however, the DCS/I offered as conjecture that this type of warning light possibly could account for what Major Gedeon had witnessed. Again, the duration of sighting would tend to argue against this possibility, unless it were using tested on a jet type aircraft.

Cap. 1-1, Flight 810  
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Fr DCS/I, Hq TAC, Langley AFB, Va., SUBJ: Unidentified Objects, dtd  
6 May 1952 (contd)

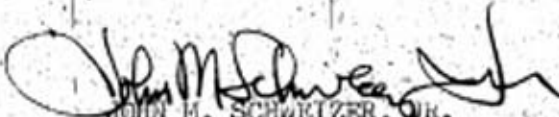
5. Major Gedeon is believed to be a fairly competent witness in that he is serious minded, not given to fancy or exaggeration. In his own mind there is no doubt that the object sighted was not a meteor.

6. In order to supplement the information originally submitted, Major Gedeon has completed a questionnaire supplied by OSI. (Inclosure 2).

7. The above is furnished for whatever value it may have.

2 Incls

1. Rpt by Maj Gedeon  
dtd 23 Feb 52
2. OSI questionnaire

  
JOHN M. SCHWEIZER, JR.  
Colonel, USAF  
Deputy Chief of Staff,  
Intelligence

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TS2-11973



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COPY

HEADQUARTERS TACTICAL AIR COMMAND  
Langley Air Force Base, Va.

TNODR-G

23 February 1952

SUBJECT: Report of Unusual Flying Object

TO: DCS/Intelligence  
Headquarters Tactical Air Command  
Langley Air Force Base, Virginia

Captain George P. Arns, Hq 47th Bomb Wing, and I were flying a T-11 aircraft, number 41-27496 from Cleveland, Ohio to Langley Air Force Base, Virginia, 11 Feb 52, when an unusual flying object was sighted near Pittsburgh, Pennsylvania.

A cold front cloud buildup had been encountered southeast of Pittsburgh that could not be topped or penetrated so we changed our flight plan to land at Greater Pittsburgh Airport.

As we approached Pittsburgh from the South at approximately 5,000 feet, a brilliant lighted object was seen high to the right (1 o'clock high), flying a reciprocal course (approx South) to ours. This sighting occurred between 0300 and 0315 EST. At first we thought an aircraft was on fire because of the brilliance and comet-like appearance and yellow to orange flame coloration of the object. However, as the object approached a 3 o'clock high position, regular, one to two second pulsations of the flame was noted, which continued until the object passed out of sight. Both of us thought it was a jet because of the speed, however, neither of us have ever seen a pulsating flame emitted from a jet at night. The sighting reminded me of buzz-bombs that I had seen many times in Belgium during the last war. However, the buzz-bomb flame was only a fraction of the size, and was continuous. The object definitely was in excess of five (5) miles from our position. This estimate was based on the location of the cloud buildup on our right several miles, over which the object flew and disappeared from sight. The cloud buildup was between 12,000 and 15,000 feet high (estimate).

The sky was clear and well illuminated by a bright moon above the clouds, affording continuous unobstructed observation of the object for approximately one minute prior to disappearing from sight.

We landed at Pittsburgh at 0330 hours.

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TNODR-G Subject: Report of Unusual Flying Object

Captain Arn is not available to sign this statement because he is presently on leave.

RICHARD J. GEDEON  
Major, USAF  
Doctrine Directorate

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Essential Elements of Information Unconventional Aircraft Sightings

- (1) Date of sighting - 11 February 1952.
- (2) Time of sighting (zonal by 24 hr. clock) - 0300 EST.
- (3) Where sighted (observer's position)
  - (a) Ground
  - (b) Air - (T-11 Aircraft, No. 41-27496  
(Flight altitude - approximately 5000 feet  
(Flight direction of a/c - approximately 350 degrees.
  - (c) Sea
- (4) Number of objects. Formation type (if any), sketch if possible.

One (1).
- (5) Observable celestial phenomena or planets that may account for the sighting. (Local facilities or organizations which follows such celestial phenomena should be consulted for such information). - A high bright moon illuminated the sky. Visibility was unlimited above the clouds.
- (6) Distance of object from observer. - Object was in excess of five miles based on cloud buildup along a rapid moving cold front on our right, behind and over which the object flew.
  - (a) Laterally or Horizontally - Object appeared at one o'clock high and was continuously observed until it disappeared at five (5) o'clock high throughout a horizontal flight path to ours.
  - (b) Angle of elevation from horizon - Approximately 5 degrees.
  - (c) Altitude - Estimated over 12,000 feet. Estimate based on cloud buildup to approximately 12,000 feet above which the object flew.
- (7) Time in sight - Approximately one (1) minute.
- (8) Appearance of object - At first I thought an aircraft was on fire because of the brilliance and large size of the illumination.
  - (a) Color - Brilliant light yellow to orange.
  - (b) Shape (Sketch if possible) - Comet-like. Definitely not a comet. Flight path was perfectly straight and level.
  - (c) Apparent construction (Of what material or substance) - Unknown.
  - (d) Size - Based on assumption that object was five (5) miles away, compare size of C-47 aircraft with object.

- (9) Direction of flight - Major Gedeon's opinion - South to South-Southeast; Captain Arn's opinion: Approximately South-Southeast to East-Southeast.
- (10) Tactics or maneuvers - Straight and level throughout sighting.  
Vertical ascent or descent, horizontal, oscillating, fluttering, evasives aggressive, erratic, etc. - Sighting consisted of an illumination, observed as a single pulsating brilliant light traveling at jet-like speed.
- (11) Evidence of exhaust - None observed.
- (a) Color of smoke - None observed.
- (b) Length and width - None observed.
- (c) Odor (if any) - None observed.
- (d) Rate of evaporation - Unknown.
- (e) Does trail vary with sound? (spurts) - Unknown.
- (12) Effect on clouds - Object was observed in clear sky area only.
- (a) Opened path thru clouds
- (b) Forced clouds on mist
- (c) Reflected on cloud
- (d) Showed thru cloud
- (13) Lights - Sighting consisted solely of an illumination or light, pulsating at approximately one or two second intervals traveling at jet-like speeds.
- (a) Reflected or attached.
- (b) Luminous.
- (c) Blinked on and off in relation to speed.
- (14) Support - None observed.
- (a) Wings - None observed.
- (b) Aerodynamic list of fuselage - None observed.
- (c) Vertical jet - None observed.
- (d) Rotating cylinder or cone - None observed.
- (e) Aerostatic lift (balloon or dirigible) - None observed.



- (15) Propulsion - Jet-like speed and the shape (comet or flame-like) of the pulsating illumination similar to buzz-bombs observed over Belgium during World War II.
- (a) Propeller or jet - See above.
  - (b) Rotor - None observed.
  - (c) Aerodynamic vanes (flapping or oscillation) (Katz Mayer effect) - None observed.
  - (d) Visible exhaust or jet openings - None observed.
- (16) Control and stability - None observed.
- (a) Fins - None observed.
  - (b) Stabilizers (horizontal or vertical) - None observed.
- (17) Air ducts - None observed.
- (a) Slots - None observed.
  - (b) Duct Openings - None observed.
- (18) Speed - M.P.H. - Jet-like speed based on assumption object was approximately five (5) miles away.
- (19) Sound - None.
- (a) Continuous whine or buzz - None.
  - (b) Roar, Whistle, Whoosh - None.
  - (c) Intermittent - None.
- (20) Manner of Disappearance - The object disappeared above and beyond the cloud build-up on our right. Intensity and size of object varied only slightly throughout sighting.
- (a) Explode - No.
  - (b) Faded from view - No.
  - (c) Disappeared behind obstacle - Yes - cloud buildup to our right.

RELATIVE TO THE OBSERVERS

- (1) Names of observers - Major Richard J. Gedeon  
Captain George F. Arns
- (2) Addresses: (Gedeon) Headquarters, Tactical Air Command, Langley AFB, Va.  
(Arns) Headquarters, 47th Bomb Wing, Langley AFB, Va.
- (3) Occupation - USAF Officers - Senior Pilots (Gedeon, 3400 hours; Arns, 5100 hours).
- (4) Place of business - (Gedeon) Doctrine Directorate, DCS/Operations, TAC.  
(Arns) Flying Safety, 47th Bomb Wing, Langley AFB.
- (5) Pertinent Hobbies - Athletics.
- (6) Ability to determine -
- (7) Reliability of observer -
- (8) Notes relative to observer on:
  - (a) Sightings in general -
  - (b) How attention was drawn to object (s) -
  - (c) Degree of fatigue and duration of flight at time of sighting in case where observer is airborne - Major Gedeon slept four (4) hours prior to flight, was well rested. Flight had been airborne about one hour and fifteen minutes at the time of sighting.
- (9) Witnesses - None.
  - (a) Addresses - None.
  - (b) Occupation - None.
  - (c) Reliability - None.
- (10) Comments of interrogator regarding the intelligence and character of person interrogated.

4  
T52-11973



Relative to Radar Sightings

- (1) Like radars operating on ground
  - (a) Observations of range, speed, altitude and size of target.
  - (b) Did target execute any turns? If so, what angle (180°), etc, and what radius of turn? If radius of turn is not observable, how long did the target stay in the turn and what was its speed?
  - (c) Note particularly any separation of distant target into several targets upon approach. Track all if possible.
- (2) If airborne when object sighted.
  - (a) Were there any radar inductions or extra noise on radio circuits?
  - (b) Give estimates of size, speed maneuvers, etc.

General

- (1) Teletype sequences of local weather conditions
- (2) Winds aloft report
- (3) Local flight schedules of commercial, private and military aircraft flying in vicinity at the time. (Check Canadian activity if close to that border).
- (4) Possible releases of testing devices in vicinity sent aloft by Ordnance, Navy, Air Force, Army, Weather Units, Research Organizations or any other.
- (5) If object contacted earth, obtain soil samples within and without depression or spot where object landed (and then presumably departed) for purpose of making comparison of soils.
- (6) If object came sufficiently near other aircraft or known objects check surfaces with Geiger counters for possible radioactivity. Make comparisons with other unaffected aircraft objects, etc.
- (7) Obtain photographs (or original negatives) where available; if not, secure sketches of:
  - (a) Object
  - (b) Surrounding terrain where observed
  - (c) Place where it contacted earth (if this happened)
  - (d) Maneuvers
  - (e) Formation if more than one object.
- (8) Secure signed statement, if possible
- (9) Obtain fragments or physical evidence where possible

1752-11973

(10) Was any radio antenna to be observed, i.e. (any projections or extensions that might presumably be construed as such).

5  
T52-11973



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WOMEN  
OFFICE SYMBOL AND  
FULL SIGNATURE IN  
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INSPECTOR GEN'L'S  
OFFICE

PUBLIC INF. OFFICE

COMPTROLLER

Capital Airlines, Inc.  
Washington National Airport  
Washington 1, D.C.

Gentlemen:

PERSONNEL & ADM.

The Air Force has recently re-opened the study of a report of an unidentified aerial object (sometimes referred to as a "flying saucer" investigation). This particular sighting occurred about five miles south of Pittsburgh, Pennsylvania, between 3:00 a.m. and 3:15 a.m. on the morning of 11 February 1952. The object, sighted by two Air Force pilots, was described as a "brilliant yellow to orange flame color".

RESEARCH & DEV.

Regular one to two second pulsations of flame were noted. It was traveling in a southerly direction.

It is understood that Capital Airlines is or has been experimenting with a new high intensity rotating marker light and that Capital Flight #810 is in the area of Pittsburgh near 3:00 a.m.

INTELLIGENCE

This Center would like to know, if the information is available, whether or not a Capital flight equipped with the new marker light could have been in the area on the date and time mentioned above. If an aircraft equipped with the experimental light was in the area, what time did it arrive and depart Pittsburgh?

SUPPLY AND MAINT.

Your cooperation in this matter would be greatly appreciated.

Very truly yours,

DONALD L. BOWER  
Colonel, USAF  
Chief, Technical Analysis Division

PROC. & IND. MOD.  
PLNG.

OTHER

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AMC Form No. 8  
(Rev 1 Apr 48)  
(Formerly AMC 15-7)

WFL-15 APR 49 2 ME

CENTRAL FILE COPY

EXTRACT FROM STATUS REPORT # 5

DATE: 11 Feb 52

TIME (Local): 0300

LOCATION: Pittsburgh, Pa.

LENGTH OF TIME OBSERVED: 1 min.

SOUND: Unknown

SPEED: Same as jet

ALTITUDE: High

HEADING: 180°

SOURCE: Two AF pilots

ACTION OR COMMENTS: Description similar to meteor.

DESCRIPTION OF INCIDENT: Two pilots of T-11 aircraft observed a brilliant yellow-orange light, trailing a pulsating flame, flying on a reciprocal heading. ( )

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