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## PROJECT 4000 RECORD CARD

1. DATE 6 May 1952	2. LOCATION Bagram Airfield Kabul, Afghanistan	3. OCCASION AF Pilot's observer	4. OPERATOR Lt Edward A. Masard
5. TYPE OF AIRCRAFT F-84	6. TYPE OF WEAPON None	7. TYPE OF TARGET None	8. TYPE OF TARGET None
9. LENGTH OF OBSERVATION 10 min	10. NUMBER OF CONTACTS 1	11. COMMENTS	
12. BRIEF SUMMARY OF INCIDENT			
<p><u>Ground Radar, Air Radar, Air Visual Observed Sightings</u></p> <p>1. North Korea - 26 May 1952</p> <p>An F-84 flying a mission was told by ground radar that there was an unidentified object on its tail. The intercepting aircraft turned into the unknown and locked on with its radar at 7000 yds, and started to close. Both the pilot and the R.O. observed a brilliant white light straight ahead. The unidentified performed a steady climbing turn and accelerated at a tremendous speed drawing away from the F-84 which now had cut in its after-burner. The pilot was unable to close and the R.O. lost the object at 2000 yds. after 15 seconds of contact.</p>			

The airborne radar was checked for malfunction before and after the mission and found to be in perfect condition. No contact particles from the unknown were noticed. Pilot - Lt John M. Martin, Radar Operator - Lt Edward A. Masard, Experience - 1 year.

Solutions: Possible malfunction of airborne radar set.

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AF FORM 110-PART 2  
1-65 (Rev. 1-65)

## AIR INTELLIGENCE INFORMATION REPORT

STATION	DATE	NO.	OF	PAGES
WILLIAMS, D/T TIME	15-25-62	1	1	16

7. Extracted from 75th Air Force "Christmas" for 27 May 1962:

at 200120Z over BT 5030 at 7500 feet altitude, radar controller captured an F-4 in a tail chase on an unidentified aircraft. Contact was made at 7000 yards. After distance to 6000 yards, the unidentified picked up speed and travelled from 6000 to 20000 yards in 14 seconds. The F-4 crew said they had afterburner in operation and were accelerating from 250 knots. D/T 75 AF Command - The 400th AISS is investigating the incident, and if further info is obtained it will be forwarded.

a. Comment - If true as reported, the final velocity of the subject would be approximately 3000 mph. Further questions, to be asked in interrogating the F-4 crew, were sent to 75th Air Force. The results are to be forwarded via a Form 110.

(EVALUATION: 3-0)

*When the rest of the report*

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AF FORM 11-1 (PART 1)  
 APPROVED: APR 68

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CLASSIFICATION	FORM NO.	ISSUE DATE
Secret	52-85	
<b>AIR INTELLIGENCE INFORMATION REPORT</b>		
Sightings of unidentified flying objects		
REPORT NUMBER		
REPORT TITLE		
DATE OF REPORT	DATE OF OBSERVATION	LOCATION
21 May 1952	29 May 1952	Del 1, 6000th AFS, APO 970
REPORTING OFFICER		UNIT
Capt Vincent E. Conkey		4714 Fighter-Interceptor Squadron
REMARKS (State number of pages. Use separate report whenever appropriate. Use additional report form for a report of more than 10 pages.)		
Letter, Ref, 0105.07, 3 March 1954		
<p style="text-align: center;">This report contains information on the sightings of two (2) unidentified flying objects.</p> <p style="text-align: center;"><b>UNCLASSIFIED</b></p> <p style="text-align: center;">JULIUS R. DUNFORD Colonel, USAF Director of Intelligence</p>		
<p style="text-align: right;">1. 1014 2. 1015 24 6700-1014 24 6700-1015 24 6700-1016 24 6700-1017 24 6700-1018 24 6700-1019 24 6700-1020</p> <p style="text-align: center;"><b>UNCLASSIFIED</b></p> <p style="text-align: right;">144 W-REC 244 244-1014 244 244-1015 244 244-1016 244 244-1017 244 244-1018 244 244-1019 244 244-1020</p>		
<p style="text-align: center;">REGENERATED AT 2 YEAR INTERVAL UNCLASSIFIED AFTER 12 YEARS DAD 100 00010</p> <p style="text-align: center;"><b>UNCLASSIFIED</b></p> <p style="text-align: right;">AUG 25 5 2 03</p>		
<p>1. Statement of Pilot</p> <p>2. A report of other observer</p> <p style="text-align: center;">W/S and (1-2) AT 15013 2-11-52</p> <p>1. 4000th AFS, 1014</p> <p>2. 4000th AFS, 1015</p> <p>3. 6000th AFS, 1016</p> <p>4. 6000th AFS, 1017</p> <p>5. 6000th AFS, 1018</p> <p>6. 6000th AFS, 1019</p> <p>7. 6000th AFS, 1020</p>		

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AF FORM 111-PART II  
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## AIR INTELLIGENCE INFORMATION REPORT

REF ID: A66000	FORM NO: 111-PART II	CLASS: UNCLASSIFIED	DATE: 1 APR 68
Dw 1, 000000 1130, APO 970		52-8)	3 4

Weather and Wind Conditions at time of sighting: The weather was very good and air to ground visibility was approximately 10 miles. Air to air visibility was limited. Only a visual contact was made. Unable to contact with radar. There did not appear to be any atmospheric conditions or activities which might account for the sighting.

2. The following information concerns the second unidentified flying object encountered immediately after the procedure as mentioned by the main crew and aircraft on the same mission.

1. Date of sighting: 20 May 1952  
Time sighted: 0500L  
Length of sighting: about 10 seconds  
Area of sighting: OTHW  
Altitude: approximately 3000 feet  
Weather: very clear

2. After making observations on the unidentified light blue (brocade) called and told the crew there was an unknown on their tail. They were given a vector whenever they turned to the right and to a climb. On a North East heading the unidentified was picked up by the radar observer and lock-on was made at 2500 yards and approximately 7500 feet altitude. The aircraft started to climb with the unknown tied up to 4000 yards at which time the unidentified went into a shallow climb and started to pull away until the unknown was approximately 20,000 yards away and the lock-on was broken. The time taken to fix from 2500 yards to 20,000 yards was 14 seconds. The interceptor aircraft got their afterburner on as were accelerating from 250 knots at the time the unknown was breaking away from them. No air-to-air identification was made. No exhaust pattern was noted by the pilot.

3. The Director of Intelligence, Far East Air Force forwarded a list of specific questions to be asked of the crew for further information.

a. Was the airborne radar set malfunctioning? The set was working very good. It is checked out before and after each mission. The type set is WJ-13.

b. Experience of crew: Let it John S. Martin, Pilot, has 25 scrambles and almost 10 dogfights. Let it Edward L. Howard, Radar Observer has 23 scrambles and missions in this theater. He has worked with this type radar equipment for approximately one year. The crews normally work as a team and if possible go out together on all missions and scrambles.

c. Did the operator take his eyes off the scope at any time? No. The operator states he watched the edge all the time until the lock-on was broken at 20,000 to 25,000 yards. The time from 5000 yards to approximately 20,000 to 25,000 yards increase in scope time about 14 seconds. The time was measured by counting verbally. After a period of time the operators became quite proficient in this system and are able to be off not more than two seconds either way in a period of a minute.

d. Was pip centered or was it at edge of scope? The pip was centered and about 10 degrees high at all times until lock-on was broken.

e. Did acceleration appear to be constant or did it appear to jump? Acceleration was constant and did not jump. The unidentified went into a shallow climb

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AF FORM 103-PART II  
APPROVED 1 APR 68

## AIR INTELLIGENCE INFORMATION REPORT

On 1, 6004th AHS, APO 970

52-85

PAGE 4

OF 4

with the F-4 following up to and passing 30,000 feet altitude until lock-on was broken.

F. Size of Object: The radar set was on long range and therefore it was not possible to determine the size of the object. It is possible to get sighting in short range only up to 5000 yards when a substantive size can be obtained from the pip. The object was never closer than 4000 yards and at long range the pip usually remains the same in size except for a slight fading until the lock is broken.

COMMENTS OF REPORTING OFFICER:

From the information obtained it would appear that the two objects might have a relationship to each other, although no size or shape of either was could be obtained. The point of interest is that the bright light was above our front beam line and the unidentified high speed object was to the rear of our front line.

*Robert G. Spading*  
ROBERT G. SPADING

Captain, USAF  
Investigating Officer

PII PRAP COMMENT:

1. The distance covered by the object is approximately 60,000 feet. Acceleration is 650 ft/sec/sec, (or approximately 20 "G" acceleration, which is much more than the human body can stand for more than a fraction of a second). The final velocity is found to be 9050 ft/sec, or approximately 1650 knots (6620 mph).
  2. The radar sets are checked before and after every mission, and in this case appeared to be working normally. Even if it were assumed that the operator's timing, or the AFS-33 calibration were off as much as 50%, the speed is still above any known type of aircraft.
  3. No information has yet been received from the ground controller at Broome as to the return plotted or the length of time that object was held in contact by the ground radar.
4. The phenomenal acceleration reported leads to the belief that the AFS-33 was not operating correctly at the time of contact, despite checks before and after the mission.

*C. J. Harvey*  
CHARLES J. HARVEY  
Brigadier General, USAF  
Deputy For Intelligence

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AF FORM 100-PART I  
 (REVISED 1-28-58)

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**AIR INTELLIGENCE INFORMATION REPORT**

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29 May 1958

On the morning of the 25th May, 1958, I certify as to the following actions.

While on GND sortie from F-15 Bromeida informed us of an unknown located at 07 400 and told us to investigate. After descending to 2500 feet we ran in the glow of the front line searchlights, a small plane beneath, but were unable to descend further due to target's loitering type. Bromeida told us to drop it and take up a regular heading. When we turned to this heading, we saw a brilliant object above and in front of us and asked Bromeida if we could investigate. With his permission we made our first pass from North to South within 500 feet, then a succession of passes from cardinal compass points ranging to within 30 feet, but, because of the brilliancy of the light, we could discern no outline. On our last pass my Radar Observer looked back and said he thought he saw an object on our tail. I did not give much credence to his observation until Bromeida called and said he pointed an object on my tail. I then requested Bromeida to vector me for an interception on this new unknown. (At this time the brilliant object was still in sight.) When I received my first vector I was south of the brilliant object and started a starboard turn to the intercept vector for the new unidentified. On a Northerly heading my RV gave me a lead-in, overhauled 50 knots, range 3000 yards, nearly dead ahead and slightly above. When I closed to 5000 yards, the object started to pull away and I threw the afterburner in (intercept at this time was 250 knots). In a gradual climb and still with the object nearly centered on the scope, the range increased at a steady rate from 5000 yards to approximately 25000 yards in 12-15 seconds. At that range we broke lock. No evasive action was observed and no exhaust patterns such as might be expected.

JOHN W. KAGIN  
 2nd Lt., AF 7L3550  
 Pilot

WITNESS

FILIPPO S. SLEPCHOFF III  
 Capt., AF 39635

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LA FORM 103-1 (REV 11)  
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## AIR INTELLIGENCE INFORMATION REPORT

ATTN: S/T PMP	IS-43-42	7
<p>4. Unmanned Crew Flown over North Vietnam, 10 May 1968</p> <p>Balloon sightings at 140030Z, vicinity of CT 4030, on P-40 crew observed a balloon approximately 3 feet in diameter. Observation was made by 1800Z of a search light suspended from the balloon. The balloon was first observed at 1800Z feet and the P-40 descended to 2000 feet. Estimated rate of climb of balloon was 2000 ft/min. At 1900Z, the P-40 was 1000 feet above the balloon. The balloon was then seen only at 1900Z, at 200030Z, vicinity of CT 4030, on P-40 crew again observed a balloon, this time at 18000 feet. Again by means of a search light suspended from the 5 to 6 foot diameter balloon. Pilots were advised the balloon was being performed, standing in front of CT 4030. The white light, described as "very dimly lit," was still burning at the balloon fell. S/T Command (248 AF) - Further observation is being made by the 600th AFSW.</p> <p>4. Comment - This report of inflated balloons may be a result of reconnaissance report of the sightings reported over this area of North Vietnam.</p> <p>ORIGINATOR: 3-4)</p> <p><i>When the rest of the report.</i></p> <p>UNCLASSIFIED AT 2 YEAR INTERVALS DECLASSIFIED AFTER 10 YEARS DOD 5010.104</p> <p>UNCLASSIFIED</p>		

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Information Only  
 Solution: Possible malfunction of  
 Airborne Radar Set  
 Source: Military

26 May 52  
 North Korea

Ground Radar, Air Radar, Air Visual Contact Station

1. North Korea - 26 May 1952

An F-41 flying a mission was told by ground radar that there was an unidentified object on its tail. The interceptor aircraft turned into the warning and locked on with its radar at 7000 yds, and started to climb. Both the pilot and the R.D. observed a brilliant white light straight ahead. The unidentified performed a steady climbing

turn and accelerated at a tremendous speed drawing away from the F-41 which now had cut its after-burner. The pilot was unable to align and the R.D. lost the object at 3000 yds, after 15 seconds of contact.

The airborne radar was checked for malfunction before and after the mission and found to be in perfect condition. No contact patterns from the unknown were noticed. Pilot - Lt John W. Martin, Radar Operator - Lt Edward A. Howard. Experience - 1 year.

Conclusion: Possible malfunction of airborne radar set.

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