

PROJECT 11073 RECORD CARD

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|--|--|---|--|--|--|
| 1. DATE 29 Jul 52 | | 2. LOCATION OSCEOLA, WISCONSIN | | 11. CONCLUSIONS <input type="checkbox"/> Yes <input type="checkbox"/> Probably <input type="checkbox"/> Possibly <input type="checkbox"/> No <input type="checkbox"/> Probably <input type="checkbox"/> Possibly <input type="checkbox"/> Other | |
| 3. DATE-TIME GROUP Local 29/0130 GMT | | 4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Intercept Radar | | 12. Yes <input type="checkbox"/> Probably <input type="checkbox"/> Possibly <input type="checkbox"/> No <input type="checkbox"/> Probably <input type="checkbox"/> Possibly | |
| 5. PHOTOS <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | 6. SOURCE varied | | 13. Yes <input type="checkbox"/> Probably <input type="checkbox"/> Possibly <input type="checkbox"/> No <input type="checkbox"/> Probably <input type="checkbox"/> Possibly | |
| 7. LENGTH OF OBSERVATION One hour | | 8. NUMBER OF OBJECTS Numerous | | 9. COURSE <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data <input type="checkbox"/> Unknown | |
| 10. BRIEF SUMMARY OF SIGHTING Numerous objects were observed on radar scope over a period of one hour traveling at varied speeds. An F-51 a/c was scrambled to the air for the purpose of observing objects. Objects were observed from 25,000 ft at an estimated altitude of 125,000 ft. | | | | 14. COMMENTS 1. Scope photos have been observed by electronic expert. 2. SEE IAWA FILE FOR LOT'S OF PHOTOS | |
| See Also: Film 7-5745-348 See following accession | | | | | |

29 July 1952

Osceola, Wisconsin

Numerous unidentified flying objects of undetermined size or shape were sighted by ground electronic means between 01308 and 02308 (lasting 1 hour) on 29 July 1952 by members of a radar unit located near Osceola, Wisconsin, who were on duty. Size of the blips which constituted the sightings were normal with the exception of one large well-defined target, speed of this target was 600 knots as computed on the radar scope set on the fifty nautical mile range. The remainder of the sightings were individual sightings having multiple targets, up to ten, appearing in a loose cluster on the radar scope, speed of these targets was fifty to sixty knots as computed on the radar scope set on the fifty nautical mile range. The only possible formation noted during the entire sighting period was during one or two of the sightings which consisted of multiple targets when two or three of these targets might possibly have been moving in a loose formation. All targets suddenly appeared on the radar scope and after having traveled between thirty and seventy nautical miles would just as suddenly disappear. Targets did not appear on the height indicator due to anomalous propagation. Targets followed a general pattern of appearing on the radar scope SW of the sighting station and proceeding E until disappearing. There was a continual overlapping of patterns on the radar scope; a new pattern would have appeared before the old pattern would have disappeared. In the sightings which consisted of multiple targets, with the exception of possible formation movement, targets progressed across the radar scope, until disappearing, independently of each other in regard to track and heading with some targets making a turning course. There was some correlation between these electronic sightings and visual sightings made by a pilot who was scrambled in conjunction with the radar sightings. This correlation placed both types of sightings in the same area at the same time. Pilot estimated height of objects he visually saw at 125,000'. Sighting station was specifically searching for possible unidentifiable flying objects at time

7
CASE 777 (contd)

of first sighting due to a GOC report of visual sighting of unidentified flying objects.

One F-51 aircraft was sent to sighting area for purpose of intercepting and/or identifying unknown targets. This a/c-escort Pilot did report visually sighting unidentified flying object but interception and/or identification was not possible. This action occurred between 0130Z and 0255Z.

One F-51 aircraft was in an area 50 to 70 nautical miles S and SSE of 45/15N-92/38-5.4W between the altitudes of 6,000 to 10,000' during the sighting period.

ATIC Comments:

Report indicates that anomalous propagation was affecting the radar performance. This condition would allow detection of ground targets which are not normally detected. This would not explain movement of targets unless weather conditions were such that every target (ground) was not detected in each sweep of the antenna thereby causing an apparent movement of stationary targets.

A firm analysis cannot be made.

Conclusion:

Unknown

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

| | |
|-----------|--|
| TALLY NO. | |
| FILE NO. | |

SUBJECT: FLYORBPT Rpt 8-1-52

TO: Air Technical Intelligence Center
ATTN: Capt Hardin

DATE 26 MAR 1954

COMMENT NO. 1

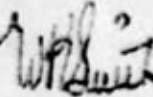
FROM: Directorate of Intelligence, DCS/O

Lt Col Smith/tjc/71092/AFOIN-X

1. The attached reports were brought to this office in April 1953, for information purposes.

2. Question: Is it possible to get a new radar ^{TYPE} sighting for the "Summary" from these reports?

1 Incl
Rpt 8-1-52 "FLYORBPT"
w/incls



W. K. SMITH
Lt Colonel, USAF
Directorate of Intelligence

TO: Directorate of Intelligence
Policy and Management Group
ATTN: Lt Col Smith, AFOIN-X

DATE 9 APR 1954

COMMENT NO. 2

ATIAE-5/Capt C.A. Hardin/jos
73147/Bldg263A/Post A29 A29.

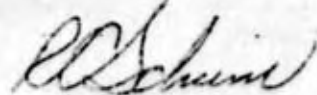
FROM: Air Technical Intelligence Center

1. In the reports referred to, it is believed that no connection actually exists between the visual and radar sightings; therefore, they would fall in the same category as many other simultaneous reports.

2. Paragraph 3 of the radar summary could logically be expanded with the following statement: "The large amount of ground clutter on the radar indicator is associated with anomalous (temperature and humidity conditions) weather conditions. The targets reported on photos marked 'Inclosure 1' most likely are different individual stationary ground targets. The signal amplitude of ground targets that are detected due to temperature inversion and/or moisture lapse may only paint occasionally or at a random rate. When several individual targets are painting in this random manner, it is quite easy to assume that a particular stationary target has moved from one location to another, resulting in apparent speed variations from zero to several thousand miles per hour."

3. There is no new data that will allow a more complete analysis.

1 Incl
n/c



R. C. SCHUM
CWO, USAF, Asst. Adj.
Air Technical Intelligence Center

29 July 1952, Osceola, Wisconsin

Report indicates that anomalous propagation was affecting the radar performance. This condition would allow detection of ground targets which are not normally detected. This would not explain movement of targets unless weather conditions were such that every target (ground) was not detected on each sweep of the antenna - thereby causing an apparent movement of stationary targets.

A firm analysis cannot be made.

Weather data: Temperature vs height, and moisture lapse vs height would be of some assistance in analysis.

See rpt dtd 25 July 52.

Capt R. L. James
13 September 1952

15/sec
9.0 ^{mi} / min
100
60
54000

10²/sec
130 mi
19

23 JUL 1952 10 10 2

1952 JUL 21 05

1. ATIAA
2. ATIA
3. C. Files

1952 JUL 25 16:52

RA151

WPG158

YMX206

HEDKF 063

PP JEDEN JEDWP JEPHQ 333

DE JEDKF 01A

P 251645Z ZNJ

FM CO 674TH AC&W SQ OSCEOLA WIS

TO JEPHQ/D/I INT HQ USAF WASHDC

JEDWP/CO ATIC WRIGHT PATTERSON AFB OHIO ATIAA-2C

QJEDEN/CG ADC ENT AFB COLO

NL1/CG CADF KSC MO

CVJ/CG 31ST ADIV FT SNELLING MINN

██████████ 674-25-G-01. FLYORBT OBJECTS SIGHTED BOTH ELECTRONIC AND VISUAL MEANS AT 250122S TO 250245S. SIZE UNDETERMINED. SIZE OF BLIP VARIED. SPEEDS VARIED BETWEEN 14400 KNTS AND 20000 KNTS. REPORTS AND COMPUTATIONS SUBMITTED BY OFFICER CONTROLLERS AND AIRMEN ON DUTY THIS STATION AND TWO PILOTS AIRBORNE FROM 109TH FTR INTERCEPTOR SQDN. TARGETS GENERALLY APPEARED EAST OF STATION AND PROGRESSED SOUTH WEST. WEATHER AT SIGHTING STATION AND SIGHTING AREA CAVU. LIGHTNING FLASHES FAR TO NORTH OF SIGHTING STATION DURING SIGHTINGS.

25/1650Z JUL 7VK

Cy-1

674TH AIRCRAFT CONTROL AND WARNING SQUADRON
Osceola, Wisconsin

7 August 1952

A F F I D A V I T

At 0730Z, 29 July 1952, we the undersigned, began to notice targets on our Radar Scopes just east of the Twin Cities. We had tilted the Antenna to 5° just prior to this because of a GOC report of an unusual object. The targets which we noted on the scopes were traveling in a southeast direction at from 50 to 60 knots. After traveling about 30 miles in this manner they would fade. There were up to 10 of these on the scopes at one time. At times it would appear like a loose formation was being flown by two or three of these. The targets continued to appear around the area about 5 to 15 miles east to northeast of the Twin Cities for an hour. These targets did not fly in the same track or the same heading. Some were making turns. The Antenna tilt was 5° on these sightings to eliminate anomalous propagation on the scopes and pick up the targets.

One large target appeared at 185° at a range of 19 miles. In less than a minute it was at 165° at 21 miles. It continued in this manner for about 70 miles and faded. At this time we had the Antenna tilted to 9°. This target was moving east, traveling over 600 MPH and made a continuous track. It was a clearly defined blip. No weather of any kind was in the area. We were not receiving any electronic interference.

An A/C was scrambled because of these sightings. The interceptor pilot observed what appeared to be shooting stars or comets with tails on several occasions when vectored toward the targets which were on our scopes. There were so many targets that we had the pilot patrol the general area east of St. Paul and south of the site of the 674th AC&W Squadron. The pilot observed one or two of these objects while doing this. He was at 25,000 feet and thought the things he saw were at 125,000 feet.

[REDACTED]
1st Lt. USAF
[REDACTED]

[REDACTED]
1st Lt. USAF
[REDACTED]

[REDACTED]

ENCLOSURE #3, REPORT 3-52
Observers Signed Narrative of Sightings

674th AC&W Sq.
Oswego, Wis.
45/198-92/38/5.4W

IIIIIIII

As the aircraft was being observed, the observer noted that the aircraft was flying at a low altitude and was making a series of turns. The aircraft was observed for approximately 10 minutes and was eventually lost to sight. The observer noted that the aircraft was flying in a southerly direction and was making a series of turns to the right. The aircraft was observed at a distance of approximately 10 miles and was flying at an altitude of approximately 1,000 feet. The observer noted that the aircraft was flying in a southerly direction and was making a series of turns to the right. The aircraft was observed at a distance of approximately 10 miles and was flying at an altitude of approximately 1,000 feet.

The aircraft was observed for approximately 10 minutes and was eventually lost to sight. The observer noted that the aircraft was flying in a southerly direction and was making a series of turns to the right. The aircraft was observed at a distance of approximately 10 miles and was flying at an altitude of approximately 1,000 feet. The observer noted that the aircraft was flying in a southerly direction and was making a series of turns to the right. The aircraft was observed at a distance of approximately 10 miles and was flying at an altitude of approximately 1,000 feet.

The aircraft was observed for approximately 10 minutes and was eventually lost to sight. The observer noted that the aircraft was flying in a southerly direction and was making a series of turns to the right. The aircraft was observed at a distance of approximately 10 miles and was flying at an altitude of approximately 1,000 feet. The observer noted that the aircraft was flying in a southerly direction and was making a series of turns to the right. The aircraft was observed at a distance of approximately 10 miles and was flying at an altitude of approximately 1,000 feet.



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| Country | USA | Report No. | 3-52 | (Leave Blank) |
|---------|-----|------------|------|---------------|

AIR INTELLIGENCE INFORMATION REPORT

| | |
|---------|----------|
| Subject | FLYCREPT |
|---------|----------|

| | | | |
|------------------|--|---------------|----------------|
| Area Reported On | roughly thirty(30) nautical miles SW to thirty(30) Nautical Miles SE of 674th. | From (Agency) | 674th AC&W Sq. |
|------------------|--|---------------|----------------|

| | | |
|----------------|---------------------|------------|
| Date of Report | Date of Information | Evaluation |
| 7 August 1952 | 29 July 1952 | |

| | |
|---------------------------------|--|
| Prepared by (Officer) | Source |
| WILLARD L. WORDEN, Lt Col, USAF | Members of 674th AC&W Sq. |

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|--|
| References (Control number, directive, previous report, etc., as applicable) |
| AFL 200-5 dtd 26 April 1952 |

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.)

During normal operations in the early morning of 29 July 1952 numerous unidentified flying objects were sighted on the radar indicators of this unit. Information relative to these unusual sightings is contained in this report.

The significance of this report lies in the fact that these sightings are electronic sightings made and recorded by competent personnel.

Willard L. Worden
WILLARD L. WORDEN
Lt Col, USAF
Commanding

- 3 Incls.
1. Series of eight (8) radar scope photographs
 2. Series of three (3) radar scope photographs
 3. One (1) observers signed narrative statement

Distribution by Originator

- | | | |
|-----------------|------------|-------------------------------|
| A. D/I Hqs USAF | CG GADF | B. Chief ATIC, ATTN: ATIAA-2c |
| CG ADG | CG 31st AB | |

ACTION

1. ATIAA

OPERATIONAL IMMEDIATE

2. ATIA

3. C. Files

JUL 1952 09 15

am

RD295
WPE283
VHX112
JEDKF 239

1952

OPOP JEDEN JEDWP JEPHQ 333

DE JEDKF 207

OP 321532Z ZNJ

FM CO 574TH ACW SQ OSCEOLA WIS

TO JEPHQ/D/I INT HQ USAF WASHINGTON DC

JEDWP/CG ATIC WRIGHT PATTERSON AFB OHIO ATIAA-2C

JEDEN/CG ADC ENT AFB COLO

NLI/CG CADF KSC MO

OVJ/CG 31ST ADIV FT SNELLING MINN

~~██████████~~ 574-32-G-21. FLYORST OBJECTS GROUND ELECTRONIC
MEANS 292132S. SIZE UNDETERMINED. SIZE OF BLIP VARIED. TOP SPEED 500 MPH
REPORT AND COMPUTATIONS SUBMITTED BY OFFICER CONTROLLERS ON DUTY. A/C
SCRAMBLED FROM 139TH FTR INTERCEPTOR SQUADRON. TARGETS APPEARED IN
GENERAL AREA SURROUNDING ST PAUL-MINNEAPOLIS. WEATHER CAVU.

32/1532Z JUL 7VK

ACTION INFOR. AGO I INFOR.
JUL 20 PM 1:54

Cy!

AIR INTERSECTION REPORT

From (Agency)

Report No.

674th AC&W Sq, Osceola, Wis.

3-52

Page 2 of 2 Pages

5. IDENTIFYING INFORMATION OF OBSERVERS:

| | | | |
|-----------------------|--------------|-----------|-------------------|
| ██████████ | 1st Lt, USAF | AFSC 1635 | 6 Yrs. Experience |
| ██████████ | 1st Lt, USAF | AFSC 1631 | 3 Mos. Experience |

6. WEATHER AT TIME OF SIGHTING: Weather at sighting station was CAVU. Weather in area of sightings was CAVU as reported by pilot. There was no lightning reported. Winds aloft were unknown.

7. CONDITIONS ACCOUNTING FOR SIGHTING: Nothing that has not been stated.

8. EXISTENCE OF EVIDENCES:

a. Photographs of radar scope showing size, number and movement of targets. Photographs are in two (2) inclosures.

- (1) Inclosure #1, this report, is a series of eight (8) photographs, times as indicated on photographs, showing eight (8) individual views of sighting in form of well defined target as it progressed across radar scope. Each photograph is a point of Incl #1, this report, and has appropriate annotations on reverse side.
- (2) Inclosure #2, this report, is a series of three (3) photographs, times as indicated on photographs, showing three (3) individual views of sighting in form of multiple target as they appeared on radar scope. Each photograph is a point of Incl #2, this report, and has appropriate annotations on reverse side.

b. Signed narrative statements of observers. Statement is one (1) inclosure.

- (1) Inclosure #3, this report, is one (1) signed narrative statement by observers of unidentified flying objects. Statement has appropriate annotations on reverse side.

9. INTERCEPTION OR IDENTIFICATION ACTION TAKEN: One (1) F-51 type Aircraft was sent to sighting area by the 674th AC&W Sq., controller for purpose of intercepting and/or identifying unknown targets. This aircraft was from the 105th Ftr.-Interceptor Sq., Mpls-Chamberlain Fld., Minneapolis, Minn. Pilot did report visually sighting unidentified flying objects but interception and/or identification was not possible. This action occurred between 2901305 and 2902533.

10. LOCATION OF AIR TRAFFIC: One (1) F-51 type aircraft was in an area fifty (50) to seventy (70) nautical miles south and south southeast of 45/15N-92/38/5.4W between the altitudes of 6000 to 10000 feet during the sighting period.

WILLARD L. WORDEN
1st Col, USAF
Commanding

AIR INTELLIGENCE INFORMATION REPORT

From (Agency)
674th AC&W Sq, Osceola, Wis.

Report No. 3-52

Page 1 Of 2 Pages

1. DESCRIPTION OF OBJECTS: Numerous unidentified flying objects of undetermined size or shape were sighted by ground electronic means in the early morning of 29 July 1952 by members of the 674th AC&W Sq., Osceola, Wisconsin, who were on duty. Size of the blips which constituted the sightings were normal with the exception of one (1) large well defined target (Reference is made to Incl #1, this report), speed of this target was 600 knots as computed on the radar scope set on the fifty (50) nautical mile range. The remainder of the sightings were individual sightings having multiple targets, up to ten (10), appearing in a loose cluster on the radar scope (Reference is made to Incl #2, this report), speed of these targets was fifty (50) to sixty (60) knots as computed on the radar scope set on the fifty (50) nautical mile range. The only possible formation noted during the entire sighting period was during one (1) or two (2) of the sightings which consisted of multiple targets when two (2) or three (3) of these targets might possibly have been moving in a loose formation. All targets suddenly appeared on the radar scope and after having traveled between thirty (30) and seventy (70) nautical miles would just as suddenly disappear. Targets did not appear on the height indicator due to anonymous propagation. Targets followed a general pattern of appearing on the radar scope southwest of the sighting station and proceeding easterly until disappearing. There was a continual overlapping of patterns on the radar scope; a new pattern would have appeared before the old pattern would have disappeared. In the sightings which consisted of multiple targets (Reference is made to Incl #2, this report), with the exception of possible formation movement (no applicable inclosure) targets progressed across the radar scope, until disappearing, independently of each other in regard to track and heading with some targets making a turning course. There was some correlation between these electronic sightings and visual sightings made by a pilot of the 109th Ftr-Interceptor Sq. Wald-Chamberlain Fld., Minneapolis, Minn., who was scrambled by the 674th AC&W Sq. controller in conjunction with the radar sightings. This correlation placed both types of sightings in the same area at the same time. Pilot estimated height of objects he visually saw at 125,000 feet. Sighting station was specifically searching for possible unidentifiable flying objects at time of first sighting due to a Ground Observers Corps report of visual sighting of unidentified flying objects.

2. TIME OF SIGHTINGS: Sightings occurred between 290130S and 290230S lasting one (1) hour.

3. MANNER OF SIGHTINGS: Sightings covered by this report were made by ground electronic equipment. Type of equipment—AN/CP3-6B; Frequency—2725Mc to 3005Mc; PRF—600FPS; Antenna tilt—For sighting in which target was well defined blip (Reference is made to Incl #1, this report) antenna tilt was nine (9) degrees, for other sightings (Reference is made to Incl #2, this report) antenna tilt was five (5) degrees. All meter readings were normal and equipment was functioning properly.

4. LOCATION: Location of sighting station is 45/15N-92/33/5.W. Targets would appear on the radar scope in a general area twenty (20) to thirty (30) nautical miles southwest to south of sighting station and after traveling southeast would disappear from the radar scope in a general area thirty (30) nautical miles southeast of sighting station (Reference is made to Incl #1 & #2, this report).