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DETAILS:

1. This investigation requested by the District Commander, predicated upon information furnished by U. S. Atomic Energy Protective Force, Los Alamos, New Mexico, concerning the observation of an unidentified aerial object by CLIFFORD L. GARTNER.

2. The following reported by MARION I. BRINER, Security Inspector, Los Alamos, New Mexico:

"Approximately 0000 hours (LST) 9 August 1952, I observed an object in the sky due west from Station 330. It appeared very bright, changing color in degrees of blue and appeared to be one-eighth (1/8) inch in diameter. The object maneuvered from side to side with a slow drop to the horizon. Observing the object through Navy field glasses, it appeared larger but retained its shape; a bright, luminous object with round, uneven edges. The object was in view for thirty (30) minutes until it dropped behind the mountains. There was no apparent sound, odor, or vapor trail. My attention was attracted by the motion of the object."

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AF FORM 342-PART I  
APR 1952 EDITION

COUNTRY	Japan	REPORT NO.	IR-37-52	LEAK CLASS.	
<b>AIR INTELLIGENCE INFORMATION REPORT</b>					
SUBJECT	FLYCRPT				
AREA REPORTED ON	Southeast Korea	FROM	ATIL Office, D/I FEAF		
DATE OF REPORT	25 August 1952	DATE OF INFORMATION	9 August 1952	EVALUATION	C-2
PREPARED BY (Name)	Charles J. Malven, Captain, USAF (ATLO)	SOURCE	1st Marine Aircraft Wing, Korea		
REFERENCES (Check if number, title, grade, report #, or applicable)					
AFL 200-5, dated 29 APR 52; FEAF IR-35-52, dated 11 August 1952					
SUMMARY: (State succinctly and briefly of report. Give title, number, or other identifying paragraph. List full name of report or AF Form (if Part 1))					
<p>1. This report concerns visual and radar sightings of an unidentified flying object by a pilot and a ground radar observer, of the 1st Marine Aircraft Wing.</p> <p>2. The object, flying at an altitude of approximately 10,500 feet in the vicinity of K-3, was reported as a moving ball of fire with a streamer of flame.</p> <p>3. The "object" has been tentatively identified as a meteor by the Commanding Officer, Marine Ground Control Intercept Squadron 3, Marine Air Control Group 2, 1st Marine Aircraft Wing; however if such is the case, the object's speed was probably underestimated.</p>					
<p>APPROVED:</p> <p><i>Charles J. Malven</i> CHARLES J. MALVEN Brigadier General, USAF Deputy of Intelligence</p>					
<p>7-3919-10</p>					
<p>1. Statement of Lt. Harrowsky</p> <p>2. Drawing of PFI scope</p> <p>3. Map of sightings</p>					
<p>DISTRIBUTION BY ORIGINATOR</p> <p>D/I USAF, Cy #1</p> <p>ATIC, W/F AFB, Attn: ATIAA-2C, Cy #2</p> <p>Alaskan Air Comd, Cy #3</p> <p>O-2, Hq FEC, Cys #4, 5, and 6</p> <p>D/I JADF, Cy #7</p> <p>IN-REC, FEAF, Cy #8</p> <p>IN-EVAL, FEAF, Cy #9</p> <p>IN-ATLO, FEAF, Cy #10</p> <p>COMNAVFE, Cy #11</p> <p>File, Cy #12</p>					

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1. The following information was forwarded to Marine Ground Control Intercent Squadron 3 as Enclosure 1 to Air Defense Section Daily Report for 9 August 1952 from the Air Control Detachment:

A. Pilot of RICHMAN 15 on course of 005, altitude 9400 feet, speed 210 knots, in vicinity of K-3 at 2057I reported to Doodle-bug that he had sighted a long streamer of flame with a ball of fire at the front. This object passed him 500 yards off his starboard wing, 1000 feet above on a heading of 200 degrees. The pilot caught only a brief glimpse, but stated this was a non-conventional type aircraft, unknown or ever seen before by him, traveling at a high rate of speed. The pilot requested that Lt. NAGRODSKI, the officer reading the scope at Doodle-bug, verify his sighting by radar. Lt. NAGRODSKI verified the following blots:

1. 1st Plot EQ3865, 15 miles from Doodle-bug heading 2050. Time, 205DI.
2. 2nd Plot EQ3550, 25 miles from Doodle-bug. Time, not logged.
3. 3rd Plot EQ2842, 30 miles from Doodle-bug. Time, not logged.
4. 4th Plot EQ2535, 35 miles from Doodle-bug. Time, not logged.

B. Lt. NAGRODSKI reported that the first three blits looked normal, however, the fourth and last one appeared to be rather elongated. He estimated the speed to be between 600-700 miles per hour. Lt. NAGRODSKI's first estimate of the blits were two aircraft, but after further tuning of the scope and subsequent reports from RICHMAN 15, the Lt.'s conclusion with the pilot, that this was a very stubby aircraft, with swept back wings, possible jet type. Observation by the pilot was very limited due to the extremely high closing speed.

C. This message was received in Devastate Able by 2nd Lt. D.E. SHAW at 2120 and relayed to Shirley.

D. No blits were reported to Devastate Able on the above sightings.

E. No jet aircraft were scheduled to be in the area concerned.

2. Comments on the report by the Commanding Officer of the Squadron were:

A. It is my opinion that Lieutenant NAGRODSKI's final deduction that the unidentified blits mentioned in his report were caused by a meteor is correct. (See Inclosure #1)

B. If such is the case, it is apparent that his initial effort to provide a logical explanation for a series of observations which at the time seemed either unconnected or beyond credibility resulted in an underestimate of the object's speed, which would be about 1,600 knots if considered as a single track.

## COMMENTS BY PREPARING OFFICER:

1. The unidentified object was first plotted at 15 miles, a distance just beyond the usual ground clutter radius. The fact that the object wasn't initially located on the other side of the PI scope may have been due to or interpreted as interference; or it may have been because the Senior Watch Controller's attention was focused on Richman 15.

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2. Though the graphic plot chartings indicate a slightly erratic course, the Senior Watch Controller's written statement indicates a nearly constant course bearing of 205°, 205°, 205°, and 206° respectively for the 1st, 3rd, 4th and 5th sweeps. No blip was observed on the 2nd sweep. Further, the charts admit to an error of 2 miles and five degrees. Therefore the constant course heading of a meteorite seems to be substantiated.

3. A meteorite entering the earth's atmosphere at 10,000 m.p.h., especially if flying a near-horizontal course, would probably decelerate very rapidly. A speed of 1500 m.p.h. at 10,000 ft. altitude may be concomitant with these conditions.

*Charles J. Malven*  
 CHARLES J. MALVEN  
 Captain, USAF  
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## STATEMENT OF LT. NARODSKY

21 August 1952

From: Second Lieutenant Leo N. NARODSKY 055011/6709 USMC  
 To : Commanding Officer, Marine Ground Control Intercept Squadron 3

Subject: Unidentified Radar Sighting

1. On 9 August 1952 I had the duty as Senior Watch Controller at MOCIS-3 CIC from 2000 to 2100.

2. On coming on watch I noted that AC-CI phone circuit was weak and instructed the duty telephone man to check it. He advised Devastate Able that their transmitter batteries were apparently weak. Devastate Able stated that they would work on the circuit.

3. At 2017 I was "speaking", or readjusting, the tuning of the controller plan 12 scope, in order that I could ensure that the radar teller reported all contacts. I was tuning on an inbound target later identified as Richmond 18, which was then at 210 degrees, 30 miles. At 2050, when Richmond 18 was at 20 miles I noted a weak target at 205 degrees, 15 miles. On the next sweep of the trace Richmond 18 was at 19 miles but the faint target did not reappear and I attributed the first indication to interference. On the third sweep Richmond 18 was turning toward K-3 and was about 17 1/2 miles from MOCIS-3. A target appeared at 205 degrees, 27 miles and I started to adjust the scope to get maximum pick up on that target. On the fourth sweep Richmond 18 was at about 215 degrees, 14 miles, and a target appeared at 205 degrees, 32 miles. I did not connect this target with the 3rd sweep target, because it was so far from it and thought that two Richmond aircraft were coming up from the south. On the fifth sweep, fifty seconds after the first faint target had appeared, Richmond 18 was at about 220 degrees, 15 miles and a strong peculiar blip about 2 miles in length and curved at an angle of about 80 degrees from the trace of a normal target appeared at 206 degrees, 38 miles. I could not tell whether it was an aircraft or some type of interference and did not connect it with the previous blips. No more unusual blips appeared and I decided that they had all been due to interference of some type. The above bearings and distances are as I recalled them about seven or eight minutes later, but I believe them to be accurate within two miles and five degrees. The radar teller's scope was not peaked as high as mine and he did not see any blips other than Richmond 18. I did not call the radar teller's attention to the unusual blips I had seen, because he was accurately reporting all other tracks, and I believed that interference had caused the widely spaced and peculiar blips.

4. At 2057 Richmond 18 reported in and then asked if I had seen any plots in his vicinity seven to nine minutes before. I replied that I had seen what could have been either several planes or noise at that time. Richmond 18's comment was that it was not like any airplane he had ever seen and described the object as follows:

a large dark object with a ball of fire and very long streams of flame which did not resemble a jet exhaust.

He estimated that it had passed him about 500 yards to his right and about 1000 feet above his altitude of 8,500 feet. He also stated that it seemed to be moving at a very high rate of speed. I told him that I would check on it further. Our transmissions were completed at about 2100. It was at this time that I realized that the blips might have been a track or tracks instead of interference.

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5. I called Captain VERNOR, the assistant operations officer, described the strange blips and Richmond 18's report, and was advised to inform Devastate Able. We completed our conversation at about 2101.

6. To ensure as accurate a report as possible I wrote down the times, bearings, and distances of the strange blips as I recalled them and then had it entered in the log book the facts I wished to include in my report, to Devastate Able. I estimated that the blips as I recalled them, if connected as one track, would have indicated a speed of about 1200 to 1400 knots. This seemed too high so I considered that it was possible that there would have been two aircraft one behind the other, moving at 600 to 800 miles per hour rather than only one aircraft.

7. At about 2107 I called Devastate Able on the AC-CI phone and endeavored to send the report approximately as follows:

Richmond 18 reports strange non-conventional aircraft passed him 400 yards on starboard wing about 1000 feet higher. Aircraft had ball of fire at the rear with a very long streamer of flame. Object glimpsed at front before passing was not of any type known. Aircraft was going at a very high rate of speed. He notified me when he checked in over K-5 at 2057. I verified seeing several radar blips on scope in direction 205 degrees at approximately the same time Richmond 18 reported seeing the strange aircraft. Very conservative estimate of speed of 600 to 800 knots, because a speed of 1200 to 1400 knots was too high for one aircraft. It was probably two, one behind the other.

The circuit was weak and the controller asked that I repeat the message. I repeated the message three times, the last time very slowly, before he was able to read it back correctly. The time was then 2125. Controller advised me to send any further information about the occurrence over the regular switchboard telephone.

9. At about 2300 members of the oncoming CIC watch were discussing the meteor they had seen while at the movie and described it as leaving a long brilliant trail. On questioning them I determined that it had passed at about the time of my sighting the strange blips. I reported this to Devastate Able on the switchboard phone. The controller agreed that the meteor was probably what I had seen on the scope.

10. On being relieved at 2400 I instructed my relief to ask for amplifying information from Richmond 18 when he reported outbound. He later reported to me that Richmond 18 had nothing further to report.

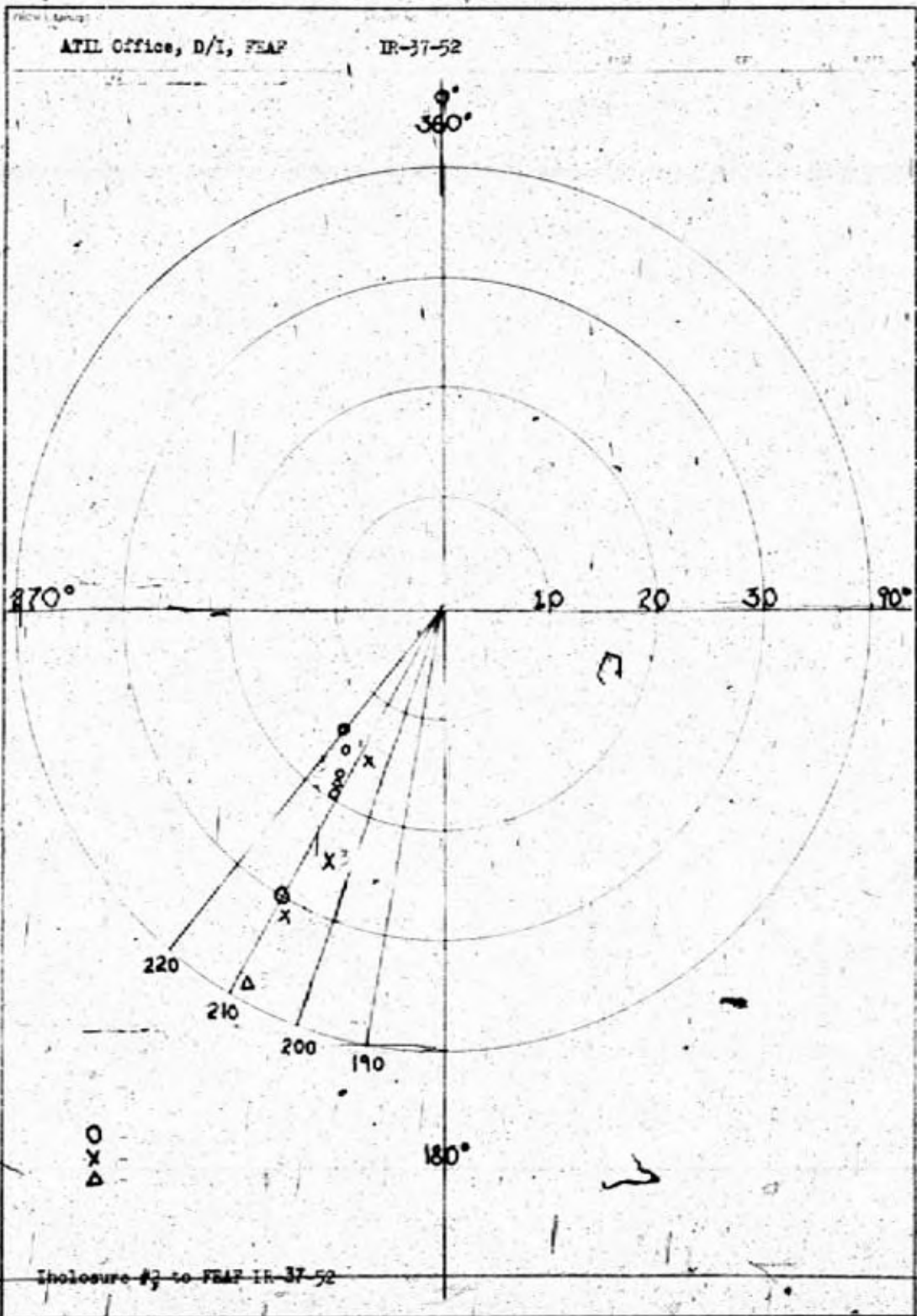
/s/Leo N. Nagrodsky  
LEO N. NAGRODSKY

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Inclosure #3 to FEAF IR-37-52

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