

[REDACTED] UNCLASSIFIED

TT 255

2 DEC 52

9

CSAF ITEM NBR 3 [REDACTED]

SECURITY INFORMATION

TO ATIAA-5 RUPPELT FR AFOIN-2A2 FOURNET

FOLG MSG NBR CINC 63025D DTD 26 NOV 52 FR

CINCARIB QUARRY HEIGHTS CZ QUOTED FOR YOUR INFO:

ACTION

"THIS COMMAND IN YELLOW ELERT 1825R-0052R,

25-26 NOV.

UNIDENTIFIED OBJECT OVERFLYING CANAL TRACKED BY RADAR INTERMITTENTLY. ALTITUDES 27000 TO 1000. FOUR US AIRCRAFT SCRAMBLED. NO CONTACT ESTABLISHED. TWO SEPARATE UNCONFIRMED VIS SIGHTINGS BY SERVICEMEN OF UNIDENTIFIED AIRCRAFT 1830R. SIGHTING OF HIGH SPEED ELONGATED YELLOW GLOW AT LOW ALTITUDE BY AF MAJOR AT FRANCE FIELD ABOUT 2330R. RADAR CONTACTS APPEARED FIRM, CONSISTANT, WEATHER GENERALLY CLEAR. NO KNOWN CONNECTION BASIS SUBJECT WITH CAIRC CIRVIS 230500Z, 230510Z. CAIRC FURNISHED KNOWN AND DETAILED INFO TO DEPT AF."

DECLASSIFIED
DOD ILL 600010
1983

THIS IN ADDITION TO MESSAGES 230500Z AND 230510Z NOV FR CG CAIRC ALBROOK AFB WHICH WERE RELAYED TO YOU BY D/O 23 NOV.

END OF CSAF ITEM NBR 3 [REDACTED]

UNCLASSIFIED

RD026

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NR

1. Atia
2. Atia
3. C. files
4. AT1 Reading File

195 NOV 26

21:13 FILED

JLP 88

PP JEPHQ JEDWP JEDEN 333

DE JLPC 34A

P 261530Z

FM COMGENCAIRC ALBROOK AFB CZ

TO JEPHQ/DIR INT HQ USAF WASH 25 DC

JEDWP/TECH INT CEN WRIGHT PATTERSON AFB OHIO

JEDEN/CG ADC ENT AFB COLO

INFO ZEN/CINCARIB QUARRY HTS CZ

CAIRC L1181 OIN PD ATTN ATIAA-2C FLYORPT 2 UNIDENTIFIED OBJECTS FLY IN

CANAL ZONE AREA 252306 ZEBRA TO 200449 ZEBRA PD EST SPEED WAS 275

MAKING CONVENTIONAL MANEUVERS CMA 1000 TO 28000 FT ALT CMA NO SOUND PD

SIGHTING MADE BY GUN LAYING RADAR PD WEA CLR VISIBILITY AT LEAST 20

MILES PD UNSUCCESSFUL INTCP ATTEMPTED BY 2 B-26 CMA 1 B-17 CMA AND

1-PBM PD NO KNOWN TRAF IN THE AREA PD

26/2140Z NOV JLPC

Wire and request Form 112.

1. Did A/C ~~see~~ see object?
Where then?
2. Any ~~in~~ ⁱⁿ ~~succession~~ ^{succession} layers ^{types or weather} ~~of sighting~~ ^{of sighting}?
3. Were A/C vectored to height?
4. ~~Additional information is requested.~~

Are the estimates of speed and alt requested from radar or are they visual estimates only? ~~and they were~~

Sent a radar observer's question

DOWNGRADED AND
DECLASSIFIED
DOD DIR 6200.10

12 YEARS

UNCLASSIFIED

SECRETION

Panama

IR-70-52

UNCLASSIFIED

FLYOBREP

Panama

Dir/Intelligence, Caribbean Air Command

2 December 1952

25-26 November 1952

B-6

J.J. ABEL, Capt. USAF

Various

Two unidentified objects were flying in the Canal Zone area between 2306Z on 25 November and 0449Z 26 November. Estimated speed of objects was 275 knots, with conventional maneuvers, flying between 1000 and 28000 feet altitude. Sightings were made by gun laying radar. Weather was clear with visibility unlimited. Unsuccessful interception was attempted by two B-26s, one B-17 and one PB4Y.

APPROVED:

LAWRENCE P. STOVER
Major, USAF
Dir/Intelligence

Air Tec Intelligence Center

3

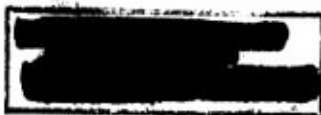
Pseudo-adiabatic diagram
Georef charts
Grids

- ✓ 1. Air Tec Intelligence Center without inclosure of diagram
- 2. CINCARIB without inclosure of diagram
- 3. G-2 USARCARIB without inclosure of diagram

DOWNGRADING AND DECLASSIFICATION INTERVALS:
DECLASSIFY ON: 12 YEARS
DCL: 1964-1976

SECRETION

UNCLASSIFIED



UNCLASSIFIED

Dir/Intelligence, CAIR-C

IR-70-52

2

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Two unidentified objects were plotted on gun laying radar in the Canal Zone area during the period 2306Z 25 November 1952 - 0449Z 26 November 1952. Unlike many reports of this type these objects maneuvered in a conventional manner at an estimated speed of 275 knots between 1000 and 28000 feet altitude. During the entire period the weather was clear with visibility unlimited and unrestricted. Two pilots reported visibility of 50 miles at 2000 feet altitude. Interception was attempted by two B-26s, one B-17, and one F4U without success.

A transcript of the log at the Air Defense Control Center is as follows:

1230R-1900R

25 November 1952

Conditions Normal Until 2306Z. Started receiving plots on unidentified object. Yellow alert at 2325Z

EUGENE D. BENCH
Captain, USAF
Controller on Duty

RADAR POSITION PLOTS RECEIVED FROM AOC

X	Y		
0417	---	2306Z	LK 0323 --- 0052Z
LK 0418	---	2307Z	LK 0924 --- 53Z
LK 0517	---	2308Z	LK 0424 --- 0053Z
LK 0417	---	2308Z	LY 0713 --- 0053Z
LK 0317	---	2309Z	LK 0618 --- 0054Z
LK 031	---	2311Z	LK 0417 --- 0055Z
LY 0315	---	2311Z	LK 0213 --- 0055Z A-8
LK 0522	---	2312Z	LY 0414 --- 0056Z
LY 0523	---	2314Z	LY 0519 --- 0059Z A-1
LK 0224	---	2314Z	LK 0319 --- 0101Z
LK 0120	---	2315Z	LK 0821 --- 0101Z
LK 0219	---	2316Z A-17	LY 1124 --- 0102Z A-9
Plots on B17 off B1B,			LK 1024 --- 0106Z A-10
LK 1777	---	2327Z	LK 0625 --- 17Z
LY 1657	---	2327Z	LY 0824 --- 0107Z
LK 1606	---	2327Z	LY 0719 --- 0108Z
LY 1609	---	2327Z	LY 0718 --- 108Z
LK 1709	---	2328Z	LK 0515 --- 0109Z
LK 1806	---	2329Z	LK 0815 --- 0109Z A-9
LK 1906	---	2329Z	LK 0910 --- 0109Z
LK 2112	---	2330Z	LK 0909 --- 0110Z
LK 1913	---	2331Z	LK 1302 --- 0110Z A-25
LK 1713	---	2332Z	LY 1301 --- 0112Z A-27
LK 1612	---	2332Z	LJ 1554 --- 0114Z
LK 1512	---	2332Z	LJ 1554 --- 0115Z
LK 1511	---	2333Z	LJ 1753 --- 0115Z
LK 1510	---	2333Z A-3	LJ 1752 --- 1152Z
LK 1305	---	2342Z	Off target at 0115Z
LK 1205	---	2344Z	All Plots from this point until
LK 1103	---	2344Z A-10	0200Z were estimated to be on the
Off target at	2344Z		B-26
On target at	0038Z		LJ 1452 --- 0200Z
LK 5310	---	0038Z	LJ 1451 --- 0201Z A-6
LK 5912	---	0039Z	LJ 1448 --- 201Z

UNCLASSIFIED



DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
FOUO DIR 5200.10

KK 5112	0039Z	
KK 5214	0039Z	
KK 5315	0040Z	
KK 5515	0040Z	
KK 5718	0042Z	
KK 5819	0043Z	
KK 5918	0044Z	
KK 5919	0044Z	
KK 5921	-- 0045Z	
Off target at 0045Z		
On target at 0047Z B-17		
LK 0325	0047Z	
LK 0525	0047Z	
LK 0223	0048Z	} 960 MPH
LK 1210	0049Z	
Plots on Navy PBM		
HQ LK 0930	0051Z	
LK 0328	0052Z	
LK 0501	0240Z	} 700 MPH
LK 1507	0241Z	
LK 1404	0241Z	
LK 1305	0241Z	
LK 1507	0242Z	
LK 1208	0242Z	A-13
LK 1109	0243Z	
LK 0718	0244Z	
LK 0622	0245Z	
LK 0624	0245Z	
LK 0232	0247Z	
LK 0343	0248Z	
LK 0535	0248Z	
LK 0639	0249Z	
LK 0742	0249Z	
LK 0844	0250Z	
Off target at 0250Z		
On target at 0300Z		
LK 0913	0300Z	
LK 1112	0301Z	
LK 1106	0301Z	A-8
LK 1403	0302Z	
LK 1503	0302Z	
LK 1602	0302Z	
LK 1601	0303Z	
Off target at 0303Z		
On target at 0312Z		
LJ 1845	0312Z	
LJ 1745	0313Z	
LJ 1645	0313Z	
LJ 1647	0313Z	
LJ 1744	0314Z	
LJ 1654	0316Z	
LJ 1452	0317Z	
LJ 1252	0317Z	
LJ 1546	-- 0202Z	A7
LK 1604	-- 0202Z	A8
LK 1902	0204Z	
LK 2001	0204Z	
Off target at 0212Z		
On target at 0227Z		
LK 1252	0227Z	
LK 1454	0228Z	A-12
LK 1402	228Z	
LK 1403	0229Z	A-10
LK 1603	0229Z	A-12
LK 1805	0230Z	
LK 2157	0230Z	
LK 1905	0230Z	} This is not a correct copy of the original 24000 plot
LK 1906	0231Z	
LK 2257	0231Z	
LK 2758	0232Z	
LK Off target at 0235Z (On target 0240Z)		
LK 1223	0402Z	
LK 1123	0402Z	
LK 0923	0402Z	
LK 0621	0403Z	
LK 0619	0403Z	
LK 0618	0404Z	
LK 0818	0404Z	
LK 0918	0404Z	
LK 1110	0404Z	
LK 0922	0405Z	
LK 1322	0405Z	
LK 1419	0406Z	
LK 1518	0406Z	
LK 1421	0406Z	
LK Off target at 0408Z		
LK On target at 0421Z		
LK 0618	0421Z	
LK 0921	0422Z	
LK 0928	0422Z	
LK 0719	0422Z	
LK 0723	0422Z	
LK 0722	0423Z	
LK 0722	0423Z	Off target
	0425Z	On target
LK 1721	0425Z	
LK 1123	0425Z	
LK 0822	0426Z	
LK 0919	0426Z	
LK 1121	0427Z	
LK 0921	0428Z	
LK 0421	0428Z	
LK 0522	0429Z	
LK 0421	0430Z	
LK 0721	0430Z	
LK 0923	0432Z	

Off target at 0317Z	LK 0423	0432Z
On target at 0322Z	LK 0820	0432Z
LK 0519 - - 0322Z	LK 0624	0434Z
LK 0521 - - 0323Z	LK 0820	0434Z
LK 0221 - 0323Z	LK 1120	0436Z
LK 0120 0324Z	LK 0921	0436Z
LK 0209 0325Z	LK 0918	0436Z
LK 0319 0326Z	LK 0917	0436Z
LK 0919 0326Z	LK 0914	0440Z
LK 1221 0327Z A-2	LK 1111	0442Z
At this point believe to have lost	LK 1110	0442Z
positive plots on unidentified	LK 1109	0442Z
object because they are changing	LK 1107	0442Z
from LK to LJ. So I am not entering	LK 1106	0443Z
them in the log.	LK 1104	0443Z
LK 0821 0402Z	LK 1202	0444Z
LK 0722 0401Z	LK 1301	0444Z
LK 0921 0401Z	LK 1500	0444Z
LK 1121 0401Z		
LK 1501 0447Z		
LK 1605 0447Z		
LK 1300 0448Z		

Off target at 0449Z

Radar plots from 0450Z to 0545Z were known to be on AF2656 returning to BLB.

Another transcript of the log at the Air Defense Control Center is as follows:

1900R-25 Nov. to 0700R on 26 Nov

25 & 26 November 1952

Continued plotting. No positive identification of object. Last plot of unknown object at 0441Z. Changed condition yellow to condition white-guns tight as of 0552Z.

KENNETH W. DILLON
1st Lt. USAF
Controller on Duty

Captain Eugene D. BENCH, who was on duty at the Air Defense Control Center during the entire period, was interrogated on 26 November 1952. Captain BENCH reported the following:

- 1900R - AAOC was asked to turn on radar earlier than normal to track a light aircraft on a direct flight from Marcus Gelibert Airport to Colon Airport. The plane's course would be through the restricted area.
- 1306R - Plot was received from AAOC on a target which was considerably off the proposed course of the light aircraft. Flight plans were re-checked and it was determined that no aircraft was scheduled or authorized to be in that area. AAOC was asked if the target could be weather. AAOC replied fast to be a storm.

DOWNGRADED AND DECLASSIFIED AT 3 YEAR INTERVALS;
DECLASSIFIED BY DATE 12 YEARS.
DOD DFR 8200.10

UNCLASSIFIED

- 1815R - Tocuman Airport, Marcus Gelabert Airport and Ft. Kobbe were contacted for information on any flight which might not have been previously reported. All three replied that all flight plans had been submitted.
- 1820R - Coco Solo Tower was contacted and they reported the light aircraft was in sight on the Colon Airport.
- 1825R - Yellow Alert was called
- 1830R - A B-17 taking off at Albrook Air Force Base was requested to proceed to the last target position to investigate the unidentified object.
- 1850R - AAOC reported that AAA had made two visual sightings. Unable to verify.
- 1900R - Targets continued to be plotted and B-17 and two B-26's were vectored to positions where targets had been plotted. No visual sightings were made from the air.
- 2349 ?
1149R - Last unidentified object was plotted.
- 0054 - Yellow Alert terminated.

Major James J. GABLE, A0563061, Commanding Officer of the 5700 Standby Flight with duty at France AFB reported the following:

At approximately 2330R Major Gable received a phone call from Coco Solo advising him that the unidentified objects were in the France AFB area. Major Gable walked outside his home and almost immediately sighted a light moving across his line of vision from East to West. The light was yellow in color, giving a soft glow like a fog light or a candle. The shape was rather vague but was definitely elongated and generally the shape and size of an aircraft fuselage. Altitude was estimated at 3000 feet. The light disappeared in the West in about three (3) seconds time. Major Gable stated that he was quite sure the light could not have been a reflection from a beacon or any similar light since he remained in the same position for some time trying to fix in his mind exactly what he had seen. No noise from the light was noted. There were scattered clouds at the time with visibility unlimited.

Weather recorded at the Detachment 11, 9th Weather Group station at Albrook AFB for the period is as follows:

Dir/Intelligence

IR-73-52

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- 1815R - Tocoman Airport, Marcus Gelabert Air port and Ft. Kobbe were contacted for information on any flight which might not have been previously reported. All three replied that all flight plans had been submitted.
- 1820R - Coco Solo Tower was contacted and they reported the light aircraft was in sight on the Colon Airport.
- 1825R - Yellow Alert was called
- 1830R - A B-17 taking off at Albrook Air Force Base was requested to proceed to the last target position to investigate the unidentified object.
- 1850R - AAGC reported that AAA had made two visual sightings. Unable to verify.
- 1900R - Targets continued to be plotted and B-17 and two B-26's were vectored to positions where targets had been plotted. No visual sightings were made from the air.
- 2345?
1149R - Last unidentified object was plotted.
- 2052 - Yellow Alert terminated.

Major James J. GABLE, A0563061, Commanding Officer of the 5700 Standby Flight with duty at France AFB reported the following:

At approximately 2330R Major Gable received a phone call from Coco Solo advising him that the unidentified objects were in the France AFB area. Major Gable walked outside his home and almost immediately sighted a light moving across his line of vision from East to West. The light was yellow in color, giving a soft glow like a fog light or a candle. The shape was rather vague but was definitely elongated and generally the shape and size of an aircraft fuselage. Altitude was estimated at 3000 feet. The light disappeared in the West in about three (3) seconds time. Major Gable stated that he was quite sure the light could not have been a reflection from a beacon or any similar light since he remained in the same position for some time trying to fix in his mind exactly what he had seen. No noise from the light was noted. There were scattered clouds at the time with visibility unlimited.

Weather recorded at the Detachment 11, 9th Weather Group station at Albrook AFB for the period is as follows:

Time entries on this form are
to convert to G.C.T. add 5 hours

SURFACE WEATHER OBSERVATIONS

TYPE	TIME (LST)	CEILING (hundreds of feet) AND SKY	VISI BILITY (miles)	SEA LEVEL PRESS (mbs)	TEMP (F)	DEW PT (F)	WIND		ALTITUDE METER FEET (ms)	REMARK AND SUPPLEMENTAL CODED DATA
							DIR.	SPEED (KNOTS)		
R	1725	250	12	061	81	74	>	10	970	SIG/352//10/1 99910 3/040//15/ HLR ALF
R	1829	250	12	064	82	74	>	4	971	H ALF FFM CT /420 1007 01
R	1927	00	12	081	80	73	>	7	976	H ALF /3/930 ~/970//12/
R	2026	00	12	085	78	74	>	5	977	
R	2125	00	12	091	78	74	>	6	979	
R	2227	00	12	091	77	74	>	8	979	11Z
R	2325	00	12	091	76	74	>	5	979	RADAT ~292 152/3/900//14/ 25 November 1952
R	0026	00	12	091	76	74	>	6	979	SDOK
R	0125	00	12	081	76	74	>	4	976	LENG INCS /30 3009 91
R	0223	00	12	081	75	73	>	3	976	LENG INCS /3/950 //15/ //12/ INTER 259/8

FC FORM 444
1 Jun 51

DOWNGRADED
DECLASSIFIED
INTERVALS
10 YEARS

UNCLASSIFIED

Dir/Intelligence

IR-70-52

7

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The pseudo-adiabatic diagram plotted by the Weather Detachment at 2200R 25 November 1952 indicates an isothermal subsidence inversion between 5800 and 7600 feet. There was also a subsidence nearly isothermal inversion between 10,000 and 16,000 feet.

COMMENT of the Preparing Officer:

It is believed that due to radar units being slightly off calibration and due to delay in communications interceptors did chase their own tail or were sent to intercept themselves.

It is also believed that the majority of the radar plots were legitimate unidentified objects.

The preparing officer knows of no object which flies at 275 knots per hour, could remain in the Canal Zone area for nearly six hours, maneuver from 1000 through 28000 feet altitude, make no sound, and evade interception.

The inclosed Georef charts and grids should aid in plotting positions.

JOHN J. ABELE
Captain, USAF
Asst. Dir/Intelligence

UNCLASSIFIED

DOWNGRADED
DECLASSIFIED
DDO 11/11/2001

UNCLASSIFIED

PANAMA

IR-70-52

FLYORRPT

Panama

Dir/Intelligence, CAirC

16 December 1952

25-26 November 1952

F-1

J.J. ABELE, Capt. USAF

Sgt. Walters, U.S. Army

IR-70-52

IR-70-52 stated that two visual sightings were made in the Panama area at about 1850R 25 November 1952. At the time of this report verification could not be obtained.

Source, member of an Army anti-aircraft unit, was contacted on 3 December 1952. Source did see two objects at approximately 1850R 25 November 1952, however from the description, direction and altitude reporting officer determined that he saw the B-17 and the FBM which were attempting to intercept the unidentified object.

COMMENT of the Preparing Officer:

It was obvious that source had been well trained in observation. He knew what he saw, estimated directions, estimated altitudes, estimated size as well as exact time of sighting.

Copy to ATIC

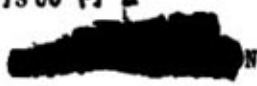
JOHN J. ABELE
Captain, USAF
Asst. Dir. of Intelligence

APPROVED:

LAWRENCE P. STOVER
Major, USAF
Director of Intelligence

CINCARIB
G-2 USARCARIB
ATIC

SS DEC 18 25 13 00 1952



UNCLASSIFIED

Reg No. 2679

DOWNGRADED AT 7 YEAR INTERVALS;
DECLASSIFIED ON 10 YEAR
DOD 11/18/01

T52-20411