

## PROJECT 10073 RECORD CARD

|   |  |   |
|---|--|---|
| 1. DATE<br>30 Dec 52  | 2. LOCATION<br>HOKKAIDO ISLAND, JAPAN  | 12. CONCLUSIONS<br><input type="checkbox"/> Was Balloon<br><input type="checkbox"/> Probably Balloon<br><input type="checkbox"/> Possibly Balloon<br><input type="checkbox"/> Was Aircraft<br><input type="checkbox"/> Probably Aircraft<br><input type="checkbox"/> Possibly Aircraft<br><input type="checkbox"/> Was Astronomical<br><input checked="" type="checkbox"/> Probably Astronomical<br><input type="checkbox"/> Possibly Astronomical<br><input type="checkbox"/> Other<br><input type="checkbox"/> Insufficient Data for Evaluation<br><input type="checkbox"/> Unknown |
| 3. DATE-TIME GROUP<br>Local 30/1948I<br>GMT 30/1000Z  | 4. TYPE OF OBSERVATION<br><input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar<br><input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar  |   |
| 5. PHOTOS<br><input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No   | 6. SOURCE<br>AF Pilot  |   |
| 7. LENGTH OF OBSERVATION<br>7 min   | 8. NUMBER OF OBJECTS<br>One  | 9. COURSE<br>W  |
| 10. BRIEF SUMMARY OF SIGHTING   | 11. COMMENTS   |   |
| Object described by observer as set of rotating lights, counter clockwise, varying red, white & green. Object appeared to have two beam like legs on top and one on bottom side. Source, who is pilot of F-84G a/c, observed the object at 27,000' altitude then climbed to 37,000' which was same altitude of object. When observer attempted interception, object pulled away & disappeared after approximately 30 seconds. Source is a reliable combat pilot who is an AF colonel. | 1. The tone of this report is very similar to the Presque Isle (Nov) & N.Y. (Dec) sightings of the planet Jupiter. Although this object is not Jupiter, it is felt that the F-84 pilot did see a bright astronomical body, possibly the planet Jupiter<br><i>Venus</i> |   |

Northern Honshu, 29 Dec 52, ATIC Document 110519

UNCLASSIFIED

The following is a report of an aerial sighting on an unidentified flying object near Misawa, Japan at 1939I, 29 Dec 52. The object was a brilliant light that changed in color from red to white and was seen by 2 crew members of a B-26 for approximately 5 to 7 minutes. The light appeared to be moving at a speed equivalent to that of the aircraft at approximately 40-70 nautical miles SW of the a/c. Object seemed to be descending slowly and moving to the west, finally disappearing in clouds.

Concurrent sightings from other US aircraft in the area of an unidentified light are as follows: 2 F-94's, 1 F-84 flying over Misawa AB, and 1 C-47. There was an unidentified radar track that disappeared at 1857I 12 miles east of Misawa AB.

Comments of the 20th Weather Sq: Suggest some interesting planet and weather factors which well might explain a phenomena of this type. The planet Venus is at a maximum magnitude at this time of year, appearing white and very bright. The planet Mars is predominantly red. Both planets assume approx the same relative position late in December, from a great distance can very well appear to move in a circular motion due to the refraction effect of atmospheric conditions near the horizon.

UNCLASSIFIED DOWNGRADED AT 3 YEAR INTERVALS:  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

CASE #16

29 Dec 52

Hokkaido Island, Japan

*JUPITER* 6

A single flying object of unknown actual size was observed on 2 occasions; first sighting was at 1943 hours and lasted until 1950 hours (local time), second sighting commenced at 2000 hours and was terminated at 2005 hours (local time). At initial sighting observer was certain it was larger in body than any of the stars or other heavenly bodies. Since the pilot making the observation was flying an F-84-G a/c at time, he was unable to note whether the object was accompanied by any sound. Its means of propulsion was likewise unknown. First impression of description offered by observer was that this object appeared to be a cluster of lights rotating slowly in a counter-clockwise direction or from E to W. The object was unusual in its color effects. Its body whose shape can only be assumed to be circular gave off three, red-white-green. These are the colors that gave the rotating effect when sighted. This rotation was constant during both observations (totaling 12 minutes). The shifting of the 3 colors during their cycle of rotation was similar to the change in colors often seen in popular makes of juice-boxes. As these colors rotated in the body of the object, at times the entire body was 1 solid color, either white, red or green, but in the process of completing a revolution the body was frequently fractionally red, white or white-green plus the other possible combinations of the 3 colors. Beyond the prominence of the colors common to the body, (possibly the center of the body) the most prominent item of description appeared to be the 3 beams of light that worked from the body outward in straight shafts of white light. The 3 beams never changed their relative positions, and actually were located at about 11 o'clock, 5 o'clock and 7 o'clock. These white beams did not shift around as searchlights would, but maintained their constant position on the object. Very much like 2 legs on the lower portion, with 1 remaining leg displaced on the top of the object to a point approximately 11 o'clock. It is possible that the two lower legs could have been a bit high on the bottom side of the body, say at the 4:30



CASE #16 (contd - page 3)

The pilot reporting these sightings is a colonel possessing long experience in World War II and the Korean theater. Source has held responsible command assignments for some time and presently commands a Fighter Escort Wing operating under the JF Japan Air Defense Force. The accuracy of source's statements was consistent despite repetitive interrogation, his sequence of times, locations and descriptions did not vary at any time. Source is stable and thoroughly reliable.

The area in which the sightings were made had the following weather conditions at 1730 hrs item (~~29x~~ local time). 10/10s overcast, from 6 to 10,000' - brilliant moonlight and visibility of minimum 40 miles; temperature at 35,000' was -56 deg, pressure 210 millibars. Winds aloft reported by Misawa Weather Station were as follows: 27,000' from 280 deg at 90 knots/35,000' from 280 deg, at knots, and at 33,000' from 280 deg at 200 knots.

The pilot of this a/c was originally put on his guard to be watchful for something unusual, <sup>by</sup> by virtue of hearing a radio-telephone transmission from an a/c calling a radar station on the ground.

The foresight of the source exhibited when he extinguished all the lights on his a/c, coupled with his persistency in being accurate in reviewing the details of his sighting result in a graphic description of an "object" naturally falling into the family of "unconventional flying object". The source's experience and past actions demand attention to this sequency of sightings. This pilot was thoroughly versed in the limitations of flying machines; his attempt to garner all the pertinent information concerning this unknown item was definitely genuine. His ability to reconstruct all the factors common to these sightings was excellent and well organized.

ATIC Comment:

The tone of this report is very ~~sim~~ similar to previous sightings of the planet Jupiter. ~~Although this object is not Jupiter, it is felt that the F-84 pilot did see~~

a ~~bright astronomical body and possibly the planet~~

*There is a great possibility that this pilot saw Jupiter  
Conclusion - probably astronomical*

CASE NO. 17

29 <sup>DEC</sup>~~FEBRUARY~~ 1952

Misawa AFB, Japan

At 1120 hours 29 <sup>Dec</sup>~~March~~ 1952 an unidentified object was observed approximately 20 miles north of Misawa AFB. This sighting was made by an AF pilot flying a T-6 a/c. This T-6 was traveling at 6,000' altitude on a heading of 0 degrees at 130 knots. At the time of sighting, 2 F-84 a/c were making practice runs on the T-6. The object was first noticed by the pilot of the T-6 a/c when it pulled abreast of him and reflected the sunlight. The object that had reflected the sunlight was a small shiny disc-shaped object. The object then appeared to make a pass at the F-84 at an estimated 40-50 MPH in excess of the F-84's airspeed. It closed rapidly and just before flying into his fuselage, it decelerated to his airspeed almost instantaneously. In doing so, it flipped on its edge at approximately a 90 degree bank. It then fluttered within 20' of his fuselage for 2 or 3 seconds, and pulled away around his starboard wing where it was caught in the slipstream behind the aircraft and flipped once. Then it passed him; crossed in front of him and pulled away abruptly, appearing to accelerate and shot out of sight in a steep almost verticle climb. The pilot of the F-84 didn't observe the object.

Comment

No further information has been forthcoming. No explanation for this sighting can be proposed other than the possible reflection and refraction of light through the canopy of the observer's aircraft.

Conclusion

Unsolved

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| COUNTRY<br><b>JAPAN</b>  |  | REPORT NO.                                       | (LEAVE BLANK) |
| <b>AIR INTELLIGENCE INFORMATION REPORT</b>   |  |  |               |
| SUBJECT<br><b>FIXORPT</b>  |  |  |               |
| AREA REPORTED ON<br><b>JAPAN</b>   |  | FROM (Agency)<br><b>27th Fighter Escort Wing</b> |               |
| DATE OF REPORT<br><b>31 December 1952</b>  | DATE OF INFORMATION<br><b>29 December 1952</b> | EVALUATION<br><b>B-3</b>                         |               |
| PREPARED BY (Officer)<br><b>Major Ladislav J. Pogosalski, Asst A-2</b>   |  | SOURCE<br><b>Colonel [REDACTED]</b>              |               |
| REFERENCES (Cite report number, directive, previous report, etc., as applicable)<br><b>Air Force Letter No. 200-5, 8th AF I.C.F., dtd, 15 Aug 52</b> |  |  |               |

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 112-Part II.)

- The source whose information comprises this report, experienced two sightings of an unidentified flying object. Both sightings provided the source with some unusual exhibits of the object's composition. The "rotating cluster of lights" title best illustrates the general nature of the object; but it is further enhanced by the supporting evidence of three beams of white light set around its periphery. Inclosure number 1 lends the visual portrayal of what the source saw. Inclosure number 2 aids in readily seeing the area of these sightings and the general pattern of the F-84's flight during the sightings. Although the object's position in both instances appears to the west of the source, and disappears to the west in each case, its relative size, positive shape and its distance from the source cannot be ascertained.
- Unevaluated "hear-say" reports from other agencies in this area increase the strength of these sightings, since the term "rotating cluster of lights" seems to most easily explain the phenomenon. These scattered "hear-say" reports once processed by allied intelligence agencies at the scene, should add more to the substance of this specific sighting.

APPROVED:

RUSSELL POWELL  
Lt. Col., USAF  
Intelligence Officer

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DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10  
10

- 2 INCL  
1. Sketch  
2. Overlay

*w/2 incl (AB)  
ATIS DIB  
25 Feb 53*

*14 ATIC, ATTA  
ATTAA-CC  
1 by Alaska Air Comm  
1 by FEAF ATLO*

DISTRIBUTION BY ORIGINATOR  
1 copy to: Director of Operations, 39th Air Division, APO 919  
1 copy to: Deputy for Intelligence, JADF, Nagoya, Japan

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ATIC 107097

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AF FORM 112—PART II  
APPROVED 1 JUNE 1948

## AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

REPORT NO.

27th Fighter Escort Wing

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PAGES

- DESCRIPTION OF OBJECT:** A single flying object of unknown actual size. At initial sighting, observer was certain it was larger and brighter than any of the stars or other heavenly bodies. Since the pilot making the observation was flying an F-84-D at the time, he was unable to note whether the object was accompanied by any sound. Its means of propulsion was likewise unknown. First impression of description offered by the observer was that this object appeared to be a cluster of lights, rotating slowly in a counter-clockwise direction - or from west to east. The object was unusual in its color effects. Its body whose shape can only be assumed to be circular, gave off three colors, i.e. red, white and green. These are the colors that gave the rotating effect when sighted; this rotation was constant during both observations (totalling 12 minutes). The shifting of the three colors during their cycle of rotation was similar to the change in colors often seen in popular makes of juke-boxes. As these colors rotated in the body of the object, at times the entire body was one solid color, i.e., either white, green or red, - but in the process of completing a revolution, the body was frequently fractionally red/white or white/green plus the other possible combinations of the three colors. Beyond the prominence of the colors common to the body, (possibly the center of the body) the most prominent item of description appeared to be the three beams of light that worked from the body outward in straight shafts of white light. These three beams never changed their relative positions, and actually were located at about 11 o'clock, - 5 o'clock, and 7 o'clock. These white beams did not shift around as searchlights would, but maintained their constant position on the object. Very much like two legs on the lower portion, with one remaining leg displaced from the top of the object to a point approximating 11 o'clock. It is possible that the two lower legs could have been a bit higher on the bottom side of the body, say at the 4:30 and 7:30 positions of the clock. The observer recalls that the upper beam located just off center appeared to be exactly opposite the lower right beam and established a one way balance for effect. The object at no time executed any violent maneuvers, except for an almost gradual change of direction during the two observations. The observer attempted to estimate the speed of revolution of the three color series in the body, and it is loosely estimated at 4 to 8 seconds. There was no exhaust noticed during either observation.
- TIMES OF SIGHTING:** The source experienced the sighting of this object on two occasions a short interval of time interrupting them. The first sighting was at 1948 hrs, Itea time, and lasted till 1955 hrs, Itea time. The second sighting commenced at 2000 hrs and was terminated at 2005 hrs, Itea.
- MANNER OF OBSERVATION:** Both sightings were made visually by the pilot of an F-84-D aircraft. Subject pilot was engaged in local area night flying. His first observation was made while he was at 27,000 ft altitude; the object stayed in his view while he climbed to 35,000 ft - at which point he was level with it. His second sighting of the object was also at 35,000 ft altitude. During one period, the pilot's airspeed indicator was exhibiting 330 kts, resulting in a TAS of 468 kts - and true ground speed of 412 knots. At the time of attempting closure on the object, the pilot was riding within two miles of the Mach - for this aircraft, F-84-G, .82.
- LOCATION OF OBSERVER:** The observer's position at the time of initial sighting was 40 deg. 57' 15" North Lat. - 141 deg. 23' 15" East Long. He was flying a mag heading of 010 degrees at an altitude of 27,000 ft. At this sighting the object was higher than the observer at 9 o'clock to himself, almost due west from him, travelling on a parallel course due north. He lost sight of the object at approximately 41 deg. 32' N. - 140 deg. 30' E. some 7 minutes after

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BOD DIR 5200.10

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seeing it. The source caught sight of the object for the second time just five minutes after losing sight of it. This was at 2000 hrs Itom, and the source was still at 35,000 ft altitude, but heading 3/8 on mag heading of 160 degrees. During this second sighting, the object was still at the same altitude level as the F-84 pilot, but it appeared approximately 30 degrees off to the right of the F-84's nose - distance still unknown. The general area of these sightings was the extreme northern portion of the Island of Honshu, Japan.

5. IDENTIFIED THE PILOT: The pilot reporting these sightings is a Colonel possessing long experience in World War II and the Korean theater. Source has held responsible command assignments for some time, and presently commands a Fighter Escort Wing operating under the Japan Air Defense Force. The accuracy of source's statements was consistent despite repetitive interrogation, his sequence of times, locations and descriptions did not vary at any time. Source is stable and thoroughly reliable.
6. WETHER A GOOD WEATHER ALIGHT CONDITIONS: The area in which the sightings were made had the following weather conditions at 1730 hrs Itom. 10/10s overcast, from 5,000 to 10,000 ft - brilliant moonlight and visibility of minimum 40 miles; temperature at 35,000 ft was -56 degrees, pressure 210 millibars. Winds aloft reported by Isawa Weather Station were as follows: 27,000 ft from 270 degrees, at 50 knots/35,000 ft from 280 degrees, at 70 knots, and at 38,000 ft from 280 degrees, at 200 knots.
7. METEOROLOGICAL CONDITIONS FOR EXPLANATION: There were no activities of a "net" nature, or any condition which could account for these sightings.
8. PHYSICAL EVIDENCE OF SIGHTING: These sightings stand on the strength of the narrative factors as surrendered by the source. There is no physical evidence of the object due to its disappearance on both occasions.
9. INTERCOMPREHENSIBLE: The source, upon sighting this object, called local GCI station on radio telephone, (VHF) and reported what he was observing, GCI instructed this pilot to intercept or identify object which he proceeded to attempt to accomplish. Since initially, he was at 27,000 ft altitude, he climbed to 35,000 ft and levelled off when he saw he was level with the object. During this climb he was heading in a northwesterly direction. For approximately 3 of the 7 minutes of observation, the source was riding 2 miles short of the Mach of his F-4 (.82), as he set up a gradual curve to the west to hit upon a pursuit curve that would close the gap between himself and the object he noted that the object obviously was increasing in size. This closing of the distance continued for about one minute, then the object seemed to increase its "going away" speed and vanished in 30 seconds. At the time of the disappearance, the source had managed to close to a point whereby the object was at eleven o'clock to him. Just short of a true stern chase. During the time the pilot was climbing and undertaking a curve toward the object, he exhibited good presence of mind by extinguishing all the lights on his aircraft, i.e., wing tip lights, fuselage lights as well as fluorescent lights within the cockpit. Source admitted he readily decided on this course of action to make certain that he was not getting some reflection from his canopy surface. When all lights were out, he noticed no change in the appearance or brilliance of the object and its color scheme. At the time of losing sight of the object due to its obvious increase in speed, both source and the object were headed due west. Source then took up a mag heading of 160 degrees and flew in a south-easterly direction. After five minutes of flight while



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on this heading, he noted the object again at 35,000 ft level with him and flying what appeared to be a parallel course to himself. It was at approximately 30 degrees to the right of his aircraft's nose section. This time after a bit more than four minutes of observation, (all his navigation lights were on again) the source again tried to set up an interception course by swinging to the right. At this time the object pulled away for the west and disappeared in about five seconds time. It is repeated at this time, that the only tangible point of coincidence noticeable was the short period of time the object required to disappear the second time when the F-84 set up an interception course with all "nav" lights burning - just five seconds. In the first instance, with lights extinguished, he did manage to close considerably, but not knowing the true size of the object, he had no way of knowing just how much of the gap had been successfully closed before the object increased its speed appreciably and disappeared in 30 seconds. Source then returned to the area of his home station, Misawa Air Base and concluded his flight.

10. AIR TRAFFIC IN THE AREA: The pilot of this F-84, was originally put on his guard to be watchful of something unusual, by virtue of hearing a radio-telephone transmission from an aircraft calling a radar station on the ground. The R/T call sign used by this aircraft was "Gardner", later check revealed that "Gardner" call signs are utilized by an F-84 All Weather unit in this area. At that time the F-84 was reporting his position as being approximately 35 miles south-east of Chitose Air Base, (Hokkaido Island, Japan) the exact contents of his transmission are not recalled, but he did report sighting a "rotating cluster" of lights. This transmission was heard at 1945 hrs Itan. The pilot of the F-84 saw the object for the first time some three minutes later. Local intelligence agencies were checking the particulars of the F-84's sightings and it is assumed their findings will be forwarded shortly. Unevaluated reports from neighboring intelligence agencies added the fact that this "rotating cluster" of lights had been seen earlier in the evening by a B-26 aircraft flying in the general area of Misawa Air Base. In addition, similar reports were heard from personnel on duty in the Chitose Air Base Control Tower the same evening.

COMMENTS OF PREPARING OFFICER:

1. The foresight of the source exhibited when he extinguished all the lights on his aircraft, coupled with his persistency in being accurate in reviewing the details of his sightings result in a graphic description of an "object" naturally falling into the family of "unconventional flying objects". It must be added, however, that source's experience and past actions demand attention to this sequence of sightings. This pilot is thoroughly versed in the limitations of flying machines; his attempt to garner all the pertinent information concerning this unknown item was definitely genuine. His ability to reconstruct all the factors common to these sightings was excellent and well organized. The frequency of related sightings of an unevaluated nature further attest to some unconventional flying object active in this general area during the early evening hours of 29 December 1952.

DOWNGRADED AT 3:00 PM ON 12/15/83  
DECLASSIFIED AFTER 12 YEARS  
DOD DIR 5200.10

/s/ L. J. Fagosaiki  
/s/ J. J. KRZOSIENSKI  
Major, USAF  
Asst. Intelligence Officer

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

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27th Fighter Escort Wing

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COMMENTS OF APPROVING OFFICER:

1. The source showed great presence of mind in the investigation of this unidentified object. There was a difference of 25 seconds in the time it took the object to pull away when the source made his two passes at the object, lights "out" and lights "out" suggesting closer proximity prior to observation by the object, assuming it existed. The fact that there was a full moon, excellent visibility, a clear night, and an undercast furnishes several excellent ingredients for distortion and reflections or refractions in the cockpit. It is a fact that different types of aircraft canopies produce different reflections or refractions of the same object. The reported "cluster of rotating lights" was observed and reported by the source flying an F-84 and by a pilot of an F-94 as well as a B-26. This would tend to lend credence to the observation. The disappearance of the object to the west is considered significant. On the first sighting the curve of pursuit was flown breaking right. Were the phenomenon a reflection of the moon off the windshield, it would have disappeared in the opposite direction on the second pass. There are too many indications of the presence of something for the source's remarks to be considered an observation of nothing.

/s/ Russell Powell  
/b/ RUSSELL POWELL  
Lt. Col., USAF  
Intelligence Officer

D/I USAF COMMENTS:

1. This is a copy of the original report which evidently was forwarded directly to Strategic Air Command.
2. Reference IR-1-53, 39th Air Division, datd 5 January 1953.  
IR-3-52, 6016th A.B. Wg, datd 30 December 1952.  
IR-4-52, 6-16th A.B. Wg, datd 30 December 1952.  
IR-5-52, 6016th A.B. Wg, datd 30 December 1952.
3. Ice clouds are common in the Northern area of Japan where these sightings were made. The clear night, bright moon, and stars indicates possible light refraction through such ice clouds.
4. The following extract from IR-1-53, 39th Air Division, Incl# 1 indicates the possible refractive effects when viewing bright stars through binoculars (which might also become fogged from temperature changes):

From statement by A/3C Callaway—"On Dec 31, 1952, I was scanning the sky with binoculars. I noticed a star which seemed to change colors, red, white and green as I passed over it with binoculars. Upon experimenting, I found that by moving the binoculars up and down and sideways, I could make the star spin vertically and horizontally and change colors. When I held the binoculars still, the star was stationary and white in color."

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5. In all cases except the reported ground sightings, the object was reported as being to the West of the different observers which were in different locations. This indicates either a far-distant terrestrial object, or some celestial object, (or a combination of celestial light refracted by distant atmospheric conditions).

6. D/I JADF advances the following comment which could provide a possible explanation for this particular sighting:

"The planet VENUS is at maximum magnitude at this time of year, appearing white and very bright. The planet MARS is predominantly red. Both planets assume approximately the same relative position late in December, and from a great distance could well appear to "Move" in a circular motion due to the refraction effect of the atmosphere near the horizon."

"At 30° North Latitude on the night of December 29, 1952, VENUS at 1900/I was located at 240° azimuth at 30° above the horizon. Between 1900/I and 2100/I this planet moved from 240° Az, at 30° elevation, to a 260° azimuth position at 5° elevation. This would explain any noticeable dip into the horizon."

*George D. Hastings*  
 GEORGE D. HASTINGS  
 Colonel, USAF  
 Director of Requirements  
 Deputy for Intelligence

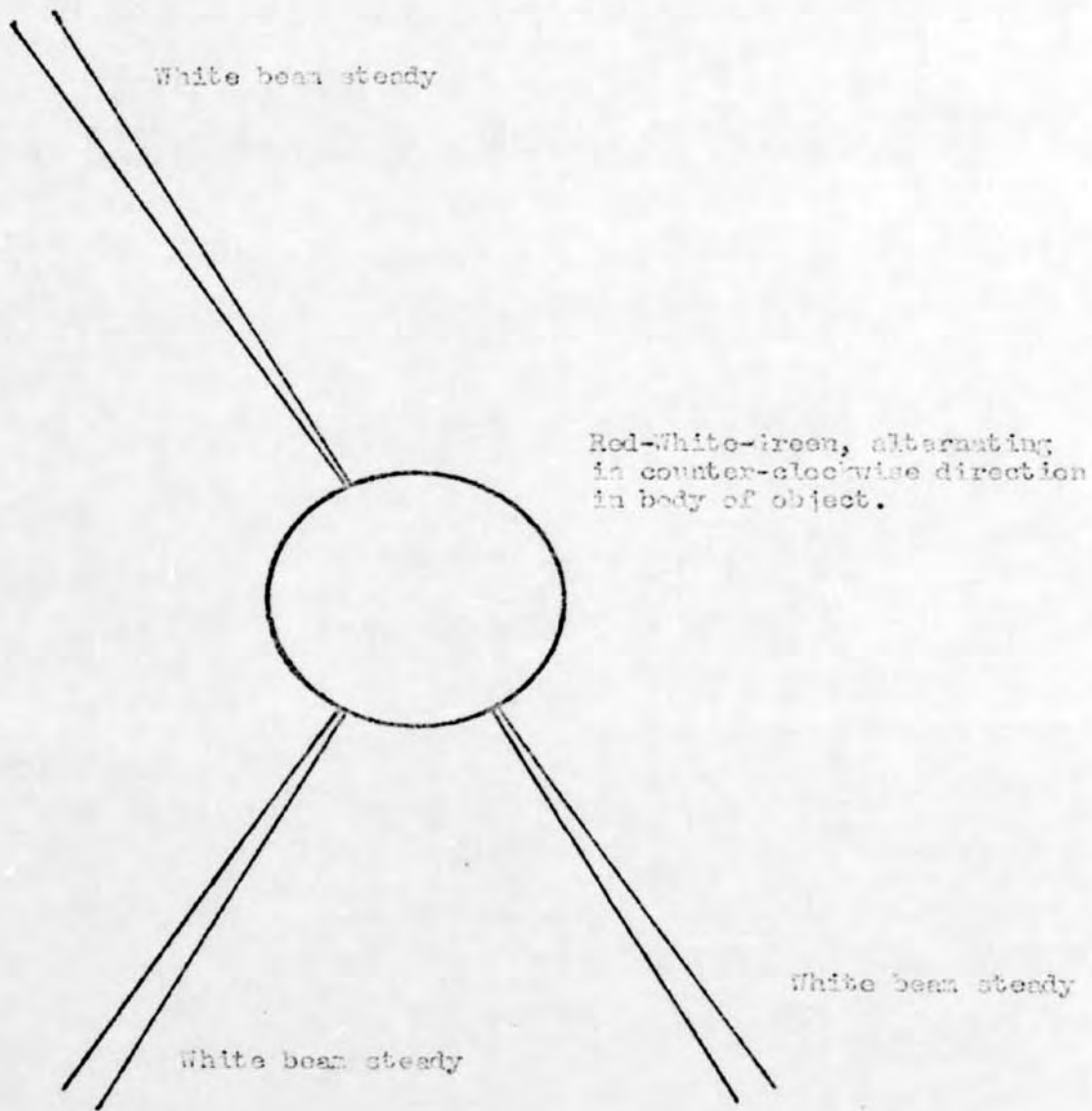
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AIR INTELLIGENCE INFORMATION REPORT

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Incl #1 Description of object sighted over Northern Honshu, 29 December 1952

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Muroran

+ Radar

+ 42°  
142°

Observers heading at time of sighting

010°E

(4) F-84s sight of object lost after 30 second chase at 468 lbs TAS

(3) F-84s intercept course while climbing to 35,000' from 27,000'

160°RH

(2) Observers location time of original sighting at 1948E (7 min obsv)

(5) Object sighted again at 2000E, disappeared to west (5 min obsv)

Komori

(1) Misawa, observers home base

Machine

+ 40°30'  
140°30'

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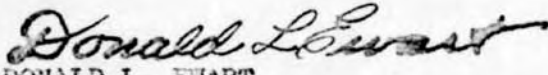
Incl 2

AS 1:1,000,000 2:2 (overlay)

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| COUNTRY<br>JAPAN  |  | REPORT NO.<br>IR-3-52                               | (LEAVE BLANK) |
| <b>AIR INTELLIGENCE INFORMATION REPORT</b>  |  |   |               |
| SUBJECT<br>FLYORPT  |  |   |               |
| AREA REPORTED ON<br>Northern Honshu   |  | FROM (Agency)<br>I/O, 6016th Air Base Wing, APO 919 |               |
| DATE OF REPORT<br>30 December 1952  | DATE OF INFORMATION<br>29 December 1952                                    | EVALUATION<br>F-6                                   |               |
| PREPARED BY (Official)<br>2nd Lt. Donald L. Ewart, USAF<br>Wing Intelligence Officer  | SOURCE<br>Capt. Ellsworth D. Sallee, USAF<br>2nd Lt. Bernard Rivkind, USAF |   |               |
| REFERENCES (Control number, date, office, previous report, etc., as applicable)<br>IR-1-53, 39th Air Div, dtd 5 Jan 53, IR-4-52, 6016th A.B.Wg, dtd 30 Dec 52, IR-5-52, AFL 200-5, 29 Apr 52, 6016th A.B.Wg, dtd 30 Dec 52, Report (no number) 27th F.D.Wg, dtd 31 Dec 52   |  |   |               |
| SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Indicate if report on AF Form 112-1 or 112-2.)<br><br>Following is a report of an aerial sighting of an unidentified flying object near Misawa, Japan at 1940I, 29 December 1952. The object was a light that changed in color from red to white and was seen by 2 crew members of an F-94 for about 15 minutes. |  |   |               |
| APPROVED:   |  |   |               |
| <br>DONALD L. EWART<br>2nd Lt., USAF<br>Intelligence Officer  |  |   |               |
| 3 incls<br>1. Statement of Capt. Sallee<br>2. Statement of Lt. Rivkind<br>3. Sketch<br><br>w/3 incls (A-C)<br>ATIS DIB<br>247 dtd 31  |  |   |               |
| DISTRIBUTION BY ORIGINATOR<br>D/I JADF, 1 cy; D/I 39 AIRDIV, 1 cy.  |  |   |               |

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AIR INTELLIGENCE INFORMATION REPORT

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1. Description of Object: Object was a brilliant light that appeared to change in color. Color appeared to change in a constant, regular pattern, taking approximately 5 seconds to complete a cycle from red to white to red again. The occlusion of one color by another was a gradual one, moving in a clockwise manner from top to bottom. Object showed both red and white during transition period. The light did not appear to vary its position during the 15 minute observation period, nor did it twinkle as a star does. Object was believed to have been on ground or very low on the horizon, but cloud layers prevented determination of altitude or range. Crew ended observation when vectored to another target by GCI.

2. Time of Sighting: At 1940I for about 15 minutes.

3. Manner of Observation: Visual, without optical aids from a F-94 aircraft at 20,000 feet at a speed of approximately 230 knots. Airborne radar unable to make contact.

4. Location of Observer: At time of sighting, aircraft was orbiting over XJGM 2726. Object was on a bearing of 250°M at a substantial, but undetermined distance from the aircraft. Observers were the pilot and radar observer of an F-94 aircraft.

5. Identifying Information on Observers: Observers were a Senior Pilot, Captain, who is a combat veteran with 11 years rated experience and a 2nd Lt. Radar Observer with 10 months rated experience. Since both observers are members of a transient unit it is impossible to judge their reliability.

6. Weather: Clear to broken with tops at approximately 8,000 feet. Moon was full and visibility was unlimited over clouds. Winds 55-65 knots from 280° at 20,000 feet.

7. Other Activity Which Might Explain Sighting: There are numerous marine lights along the Honshu and Hokkaido coast adjacent to the Tsugaru Strait, one of which is a group occulting white and red sector lights at XJGM 0143.

8. Physical Evidence: Negative.

9. Interception: Aircraft was under control of GCI on another mission so it did not attempt interception.

10. Air Traffic: Other traffic in the general area included.

a. One F-94 flying in Chitose area. Reported position at 1944I was 25 miles southeast of Chitose heading to Misawa. This aircraft also reported unusual light.

b. One F-84 flying Misawa Air Base area. This aircraft also reported seeing unusual light.

c. An unidentified radar track faded at 1857I 12 miles east of Chitose.

d. One B-26 reported sighting of unusual light at 1939I while at XJGM

3214.

AIR INTELLIGENCE INFORMATION REPORT

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B/I Japan Air Defense Force Comment:

Reference IR 4-52 and IR 5-52, 6016th Air Base Wing.

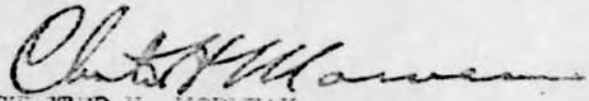
Naval liaison, this headquarters, advises of no unusual naval activity in vicinity of sighting area which might tie in with this object sighting.

20th Weather Squadron suggest some interesting planet and weather factors which might well explain a phenomena incident to this sighting.

The planet VENUS is at maximum magnitude at this time of year, appearing white and very bright. The planet MARS is predominantly red. Both planets assume approximately the same relative position late in December, and from a great distance could very well appear to "move" in a circular motion due to the refraction effect of atmospheric conditions near the horizon.

At 30° North latitude on the night of 21 December 1952, VENUS at 1900I was located in an azimuth position of 240° at 30° above the horizon. Between 1900I and 2100I this planet moved from 240° at 30° to a 260° azimuth position at 5° above the horizon. This movement could explain the noticeable dip into the horizon.

This phenomena could provide a possible explanation for this type of sighting.

  
CHESTER H. MORNEAU  
Colonel, USAF  
Deputy for Intelligence



AIR INTELLIGENCE INFORMATION REPORT

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| FROM (Agency)<br>I/O 6016th Air Base Wing, APO 919 | REPORT NO.<br>IR-3-52 | PAGE OF PAGES |
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S T A T E M E N T

On 29 December 1952, I was the pilot of a night-scrambled F-94, orbiting XJGM 2726 in a visual port orbit when both my radar observer and myself saw a brilliant light which was apparently below the altitude of 20,000' where we were flying. The light was unusual, both because of its intensity and because it was constantly and regularly changing color from red to white. Therefore I rolled out of my orbit and placed the light in line with my nose, taking a magnetic reading from my slave gyro compass of 265°. Upon further observation, I decided that the light was not moving or if it was, the distance was so great that there was no apparent movement. From 1940I until about 1955I, when Gestapo gave me a vector of 90°, I observed the light and saw no break in the position or pattern of the light pulsation. It was definitely not a flashing light, but rather one which had a rhythmic change of color from red to white to red, from top to bottom, the cycle of which took perhaps 5 seconds, but I didn't think to time it. The light was either large enough or close enough that it didn't appear to twinkle as a star ~~does~~. The color change not only took place in a transition from top to bottom, but appeared also to rotate in a clockwise direction. There were no other lights at all in the vicinity of the reported light. In my opinion the light was either on the ground or so far away it appeared to be on the ground.

*Ellsworth D. Sallee*  
 ELLSWORTH D. SALLEE AO-705077  
 Captain, USAF  
 339th All Weather F-I Squadron

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AIR INTELLIGENCE INFORMATION REPORT

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STATEMENT

We were making a tight orbit over Columbus (XJGM 2726) at 20,000' awaiting a target when we noticed a bright light at 1940L. The light seemed to be a ground beacon, but we were unable to ascertain an altitude of it due to a cloud layer below us. When first noticed it was thought to be a star or planet, but the change of color was too definite. The light remained at what appeared to be a constant position. The color change was from red to white and back to red. The change was very regular, and seemed to be half red and half white at the same time. After we decided it was not a planet, I requested the pilot take a heading on it. We rolled out of our port orbit, pointing the nose of the aircraft directly at the light. The magnetic heading was 265°. The light remained in view until we broke out of our orbit point to intercept a stranger coming from Louisville (XJCN 3948). When we left the orbit our heading was 090° and the time was 1955L.

*Bernard Rivkins*  
BERNARD RIVKINS AO-2224710  
2nd Lt., USAF  
339th All Weather F-1 Squadron

Incl #2

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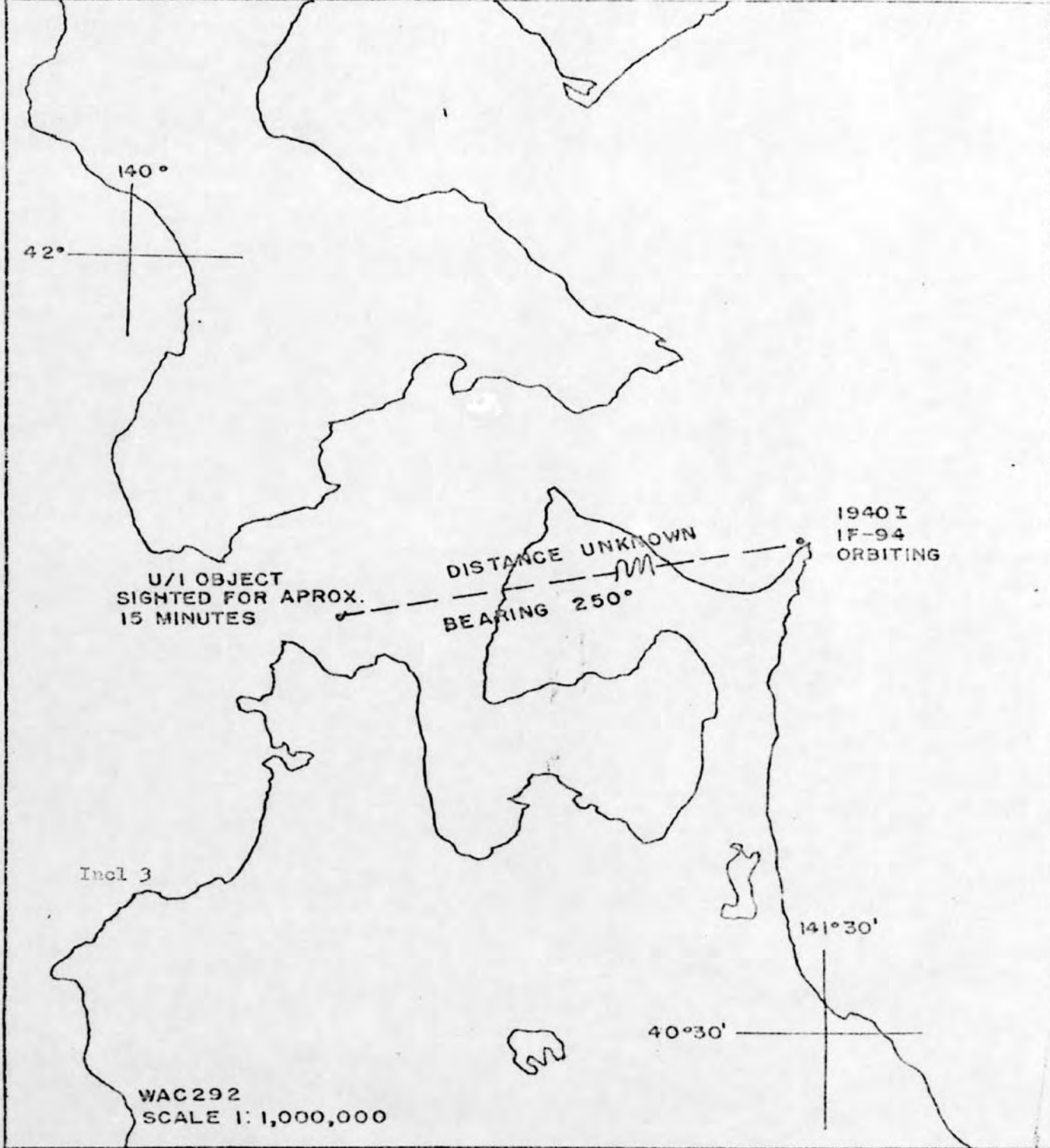
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# AIR INTELLIGENCE INFORMATION REPORT

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| COUNTRY<br><b>JAPAN</b>  |  | REPORT NO.<br><b>IR-4-52</b>  | (LEAVE BLANK) |
| <b>AIR INTELLIGENCE INFORMATION REPORT</b>   |  |   |               |
| SUBJECT<br><b>FLYORRPT</b>   |  |   |               |
| AREA REPORTED ON<br><b>Northern Honshu</b>   |  | FROM (Agency)<br><b>I/O, 6016th Air Base Wing, APO 919</b>  |               |
| DATE OF REPORT<br><b>30 December 1952</b>  | DATE OF INFORMATION<br><b>29 December 1952</b> | EVALUATION<br><b>F-6</b>  |               |
| PREPARED BY (Officer)<br><b>2nd Lt. Donald L. Ewart, USAF<br/>Wing Intelligence Officer</b>  |  | SOURCE<br><b>1st Lt. Vartan A. Gulaiian, USAF<br/>2nd Lt. Bedford O. Kaddy Jr., USAF</b>  |               |
| REFERENCES (Control number, directive, previous report, etc. as applicable)<br><b>IR-1-53, 39th Air Div, dtd 5 Jan 53, IR-3-52, 6016th A.B.Wg, dtd 30 Dec 52, IR-5-52, AFL 200-5, 29 Apr 52, 6016th A.B.Wg, dtd 30 Dec 52, Report (no number) 27th F.B.Wg, dtd 31 Dec 52</b>   |  |   |               |
| SUMMARY: (Enter concise summary of report. Give significance in final one sentence paragraph. List inclosures at lower left. Begin text of report on next line.)<br><br><p style="text-align: center;">Following is a report of an aerial sighting of an unidentified flying object near Misawa, Japan at 1915I, 29 December 1952. The object was a brilliant light that changed in color from red to white to light green and was seen by 2 crew members of an F-94 for about 40 minutes.</p> <p style="text-align: center;">APPROVED:</p> <p style="text-align: right;"><i>Donald L. Ewart</i><br/>DONALD L. EWART<br/>2nd Lt., USAF<br/>Wing Intelligence Officer</p> |  |   |               |
| DISTRIBUTION BY ORIGINATOR<br><br><b>D/I JADF, 1 cy; D/I 39 AIRDIV, 1 cy.</b>  |  | <p style="text-align: right;">1<br/>10<br/>1<br/>1<br/>1<br/>1 by AFIC, ATTA: ATIA/RE<br/>1 by Alaska Air Center<br/>1 by FEA F ATLO</p> <p style="text-align: right; font-size: 2em;">107095</p> |               |

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1. Description of Object: Object was a light similar to a brilliant planet except that it apparently changed in color from red to white to light green and then reversed this sequence. The color change followed a continuous regular pattern with each color appearing for approximately 2 seconds, followed by a one second transition period in which the colors appeared to blend before the next color appeared. The red and white lights were quite intense, but the green was less pronounced. Object appeared to be above the horizon at an approximate level with the observing aircraft which was at 20,000 feet. Although the color of the lights apparently changed, the position of the object did not appear to vary during the 40 minute observation period. Observers were unable to estimate size or range of object. Aircraft lost sight of object at approximately XJOM3050 when object appeared to sink into clouds at undetermined range.

2. Time of Sighting: Initial sighting took place at approximately 1915I, but aircraft was on another mission and only noticed object intermittently until 1944I. From 1944I, until visual contact was lost at 1955I, observers focused full attention on object.

3. Manner of Observation: Visual without optical aid from a F-94 aircraft at 20,000 feet at a speed of 280 knots. Airborne radar unable to make contact.

4. Location of Observer: At the beginning of the sighting, aircraft was at approximately XJOM4152. Object first sighted on western horizon at some distance from aircraft, but crew was too intent upon assigned mission to pay particular attention to object. Object sighted intermittently in same approximate position while aircraft flew search pattern in EG and GH areas. After discontinuing search at 1944I, aircraft was approximately 25 miles SE and on a bearing of 150°M from Oitose, heading to Misawa. The object, on a bearing of 250°M, was observed by both pilot and radar observer of F-94.

5. Identification Information on Observers: Observers were a 1st Lt. pilot with 10 months rated experience as a pilot and 7 years experience as a Radar Observer-Navigator, and a 2nd Lt. Radar Observer with 7 months rated experience. Since both observers are members of a transient unit their reliability cannot be adequately determined.

6. Weather: Clear to scattered with a few broken clouds north of the Tsugaru Straits. Tops at approximately 7,000 feet. There was a full moon and visibility was unlimited above clouds. Winds were 55 to 65 knots from 280°.

7. Other Activity Which Might Explain Sighting: There are numerous marine lights along the Honshu and Hokkaido coast adjacent to the Tsugaru Strait, one of which is a group occulting white and red sector light at XJOM0143.

8. Physical Evidence: None

9. Interception: Aircraft was low on fuel at completion of search mission and unable to attempt interception.

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AIR INTELLIGENCE INFORMATION REPORT

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10. Air Traffic: Traffic in the general area included:

- a. One F-94 aircraft orbiting area XJGN2527. Crew reported sighting unusual light from this position at 1940I.
- b. One F-84 aircraft flying Misawa Air Base area. This aircraft also reported sighting unusual light.
- c. There was an unidentified radar track that disappeared at 1857I, 12 miles East of Chitose.
- d. One B-26 reported sighting of unusual light at 1939I while at XJGN3214.

D/I Japan Air Defense Force Comment:

Reference IR 3-52 and IR 5-52, 6016th Air Base Wing.

Naval liaison, this headquarters, advises of no unusual naval activity in vicinity of sighting area which might tie in with this object sighting.

20th Weather Squadron suggest some interest in planet and weather factors which might well explain a phenomena incident to this sighting.

The planet VENUS is at maximum magnitude at this time of year, appearing white and very bright. The planet MARS is predominantly red. Both planets assume approximately the same relative position late in December, and from a great distance could very well appear to "move" in a circular motion due to the refraction effect of atmospheric conditions near the horizon.

At 30° North latitude on the night of 26 December 1952, VENUS at 1900I was located in an azimuth position of 240° at 30° above the horizon. Between 1900I and 2100I this planet moved from 240° at 30° to a 260° azimuth position at 5° above the horizon. This movement could explain the noticeable dip into the horizon.

This phenomena could provide a possible explanation for this type of sighting.

*Chester N. Morneau*  
CHESTER N. MORNEAU  
Colonel, USAF  
Deputy for Intelligence

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AIR INTELLIGENCE INFORMATION REPORT

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S T A T E M E N T

I was the pilot on the F-94, and 2nd Lt. Bedford O. Kaddy was my radar observer on a scramble from Misawa Air Base, Japan, at 1842I on 29 December 1952. We were vectored to the Chitose Air Base area after an unidentified ground radar track. When we arrived in the Chitose Air Base area the ground radar track had faded and we were requested to contact Chitose tower concerning their aircraft traffic. Chitose tower reported no aircraft traffic, but were obtaining visual observations on two unidentified objects which were described as flashing horizontal red and vertical green. These objects were estimated southeast, and east, of Chitose Air Base at a range of 50 miles and altitude of 5000' to 10,000'. We were requested by GCI to institute a search for these objects at 1915I, and we did so in a rectangular search pattern from altitudes of 20,000' to 12,000'. We made no observations in the designated area, but did notice a very bright object in the west, slightly above the horizon, that resembled a planet. This object had a definite color shading, varying from a reddish color to a white color to a greenish color in a regular sequence. The main reason my attention was attracted to this object, which I had considered to be a planet, was its similarity to the objects reported in the east and southeast by Chitose tower.

I again contacted Chitose tower requesting further information on their sightings, but the tower again gave the same report, definitely placing their sightings in the east and southeast. I continued my search for these primary objects, without visual or radar contact, until 1944I when I reached my minimum fuel. At that time, because of the marked resemblance of the object in the west to the object of my search, I took a bearing on the object and reported it to GCI. I was approximately 25 miles from Chitose Air Base at that time (1944I) on a magnetic bearing of 330° to the base, and the magnetic bearing to the object was 250°. I was unable to estimate the range, except that it was beyond the 15 nautical mile range of our airborne radar equipment, but the object appeared level with my altitude of 20,000', slightly above the horizon. At this time there was a definite changing of colors, from reddish to white to greenish, the individual colors lasting about 2 seconds, and the transition between colors lasting about one second. I at that time proceeded to Misawa Air Base on a magnetic heading of 215° at 20,000', and observed the object in its same relative position until 1955I. At that time I spent approximately 15 seconds checking my cockpit. When I checked for the object again, at that time, it was not in sight and I was unable to reestablish visual contact with it. I landed at Misawa Air Base at 2020I.

*Vartan A. Gulaiian*  
 VARTAN A. GULAIIAN AG-2084362  
 1st Lt., USAF  
 339th All Weather F-1 Squadron

Incl #1

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AIR INTELLIGENCE INFORMATION REPORT

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S T A T E M E N T

I was the Radar Observer on the F-94 which sighted unusual lights 29 December 1952. After contacting Chitose tower at 1913I we searched the area east and southeast of Chitose for reported flashing red horizontal and green vertical lights. We found nothing in this area either visually or by radar. During this entire search we had noticed what appeared to be an obvious planet in the west. We were compelled to return to Misawa due to lack of fuel at approximately 1944I. At this time we noticed this light in the west and thought possibly it might have been what the Chitose tower saw as it was a flashing red and white and green light planet-like appearance except for the color. It was a bright light changing red to white to pale green at about our same altitude which was at that time 20,000'. We reported this to GCI and took magnetic bearings with our aircraft. We determined we were 25 miles from Chitose on a magnetic bearing of 330° and this object was at a magnetic bearing of 250° from us. We observed this light for 11 minutes and there was no apparent change in its azimuth and elevation. We had previously told GCI we were unable to investigate due to low fuel. At 1955I the lights appeared to fade below the clouds and that was our last contact with it. We could not estimate any distance except that it was more than 15 miles from us as our radar would have picked it up had it been closer. It appeared to be a planet but the changing of colors and the Chitose towers report of unusual lights prompted us to make a more than casual observation of this light.

*Bedford O. Kaddy, Jr.*  
BEDFORD O. KADDY JR. AO-2223993  
2nd Lt., USAF  
339th All Weather F-1 Squadron

Incl #2

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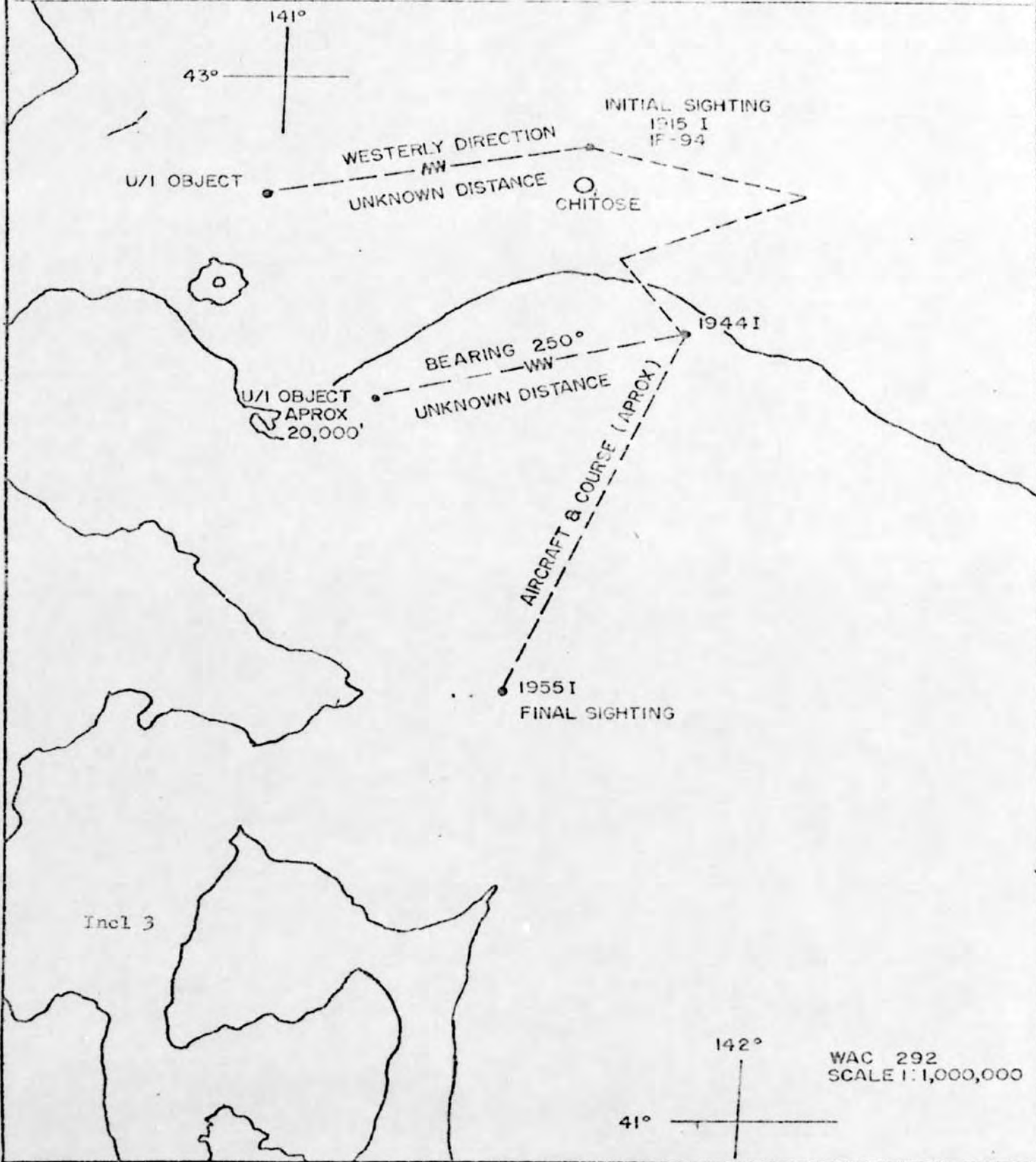


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| COUNTRY<br><b>JAPAN</b>  |  | REPORT NO.<br><b>IR-5-52</b>   | (LEAVE BLANK) |
| <b>AIR INTELLIGENCE INFORMATION REPORT</b>   |  |  |               |
| SUBJECT<br><b>FLYOVER</b>  |  |  |               |
| AREA REPORTED ON<br><b>Northern Honshu</b>   |  | FROM (Agency)<br><b>I/O, 6016th Air Base Wing, APO 919</b>                   |               |
| DATE OF REPORT<br><b>30 December 1952</b>  | DATE OF INFORMATION<br><b>29 December 1952</b> | EVALUATION<br><b>F-6</b>   |               |
| PREPARED BY (Officer)<br><b>2nd Lt. Donald L. Ewart, USAF<br/>Wing Intelligence Officer</b>  |  | SOURCE<br><b>Major Edward S. Ashley, USAF<br/>Major Andrew J. Wood, USAF</b> |               |
| REFERENCES (Control number, location, date, or applicable)<br><b>IR-1-53, 39th Air Division, dtd 5 January 1953. IR-3-52)-6016th A.B. Wg. dtd 30 December 1952.<br/>AFM 200-5, 29 Apr 52</b>   |  |  |               |
| SUMMARY: (Enter concise summary of report. Give significance in first one-sentence paragraph. List instances of lower left. Begin text of report on AF Form 112-Part II)<br><b>References-IR-4-52)-(6016th A.B. Wg. dtd 30 December 1952. Report (number) 27th Dec 1952</b>            |  |  |               |
| <p>Following is a report of an aerial sighting of an unidentified flying object near Misawa, Japan at 1939I, 29 December 1952. The object was a brilliant light that changed in color from red to white and was seen by 2 crew members of a B-26 for approximately 5 to 7 minutes.</p> |  |  |               |
| APPROVED:  |  |  |               |
| <p><i>Donald L. Ewart</i><br/>DONALD L. EWART<br/>2nd Lt., USAF<br/>Wing Intelligence Officer</p>  |  |  |               |

*w/3. incl (A-C)  
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3. INCL.
1. Statement of Major Ashley
  2. Statement of Major Wood
  3. Sketch

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1. Description of Object: Object was a brilliant light that underwent a continuing change in color from red to white to red. During transition period from one color to another, one observer saw quick flashes of yellow, blue and green light. The white and red phases were particularly intense. The light appeared to be moving at a speed equivalent to that of the aircraft at approximately 40 - 70 nautical miles SW of aircraft. Object seemed to be descending slowly and moving to west, finally disappearing in clouds. No means of propulsion, exhaust trails, or aerodynamic features observed.

2. Time of Sighting: Approximately 1939I for five to seven minutes.

3. Manner of Observation: Visual without optical aid from a B-26 aircraft at 10,000 feet at a speed of approximately 200 knots.

4. Location of Observer: At the beginning of the sighting, aircraft was at approximately XJGN 3214. Object was on an approximate bearing of 250°M and appeared to be at 10,000 feet altitude. Object seemed to be over the Tsugaru Straits. Both observers were in the cockpit of the B-26 which was flying a heading of 190°M.

5. Identifying Information on Observers: Observers were two pilots, both Majors and each with over 10 years flying experience. No navigator was along on the flight and only a sketch log was kept. Most of the bearings, times and positions are therefore approximations.

6. Weather: Clear to broken with tops at approximately 8,000 feet. Bright moonlight and visibility unlimited above clouds. Winds approximately 55 knots from 280°.

7. Other Activity Which Might Explain Sighting: There are numerous lights (marine) along the Honshu and Hokkaido coasts adjacent to the Tsugaru Straits, one of which is a group occulting white and red sector light at XJGN 0143.

8. Physical Evidence: None.

9. Interception: Flying ADX mission, so no attempt made to intercept.

10. Air Traffic: Other traffic in the general area included:

(1) One F-94 aircraft which also reported an unusual light. Aircraft was flying in Chitose area and at 1944I was approximately 25 miles SE Chitose heading toward Misawa.

(2) One F-94 aircraft orbiting area XJGN 2527. Crew reported unusual lights sighted from this position at 1940I.

(3) One F-84 aircraft flying Misawa Air Base area. This aircraft also reported sighting unusual light.

(4) There was an unidentified radar track that disappeared at 1857I 12 miles east of Chitose.

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## D/I Japan Air Defense Force Comment:

Reference IR 3-52 and IR 4-52, 6016th Air Base Wing.

Naval liaison, this headquarters, advises of no unusual naval activity in vicinity of sighting area which might tie in with this object sighting.

20th Weather Squadron suggest some interesting planet and weather factors which might well explain a phenomena incident to this sighting.

The planet VENUS is at maximum magnitude at this time of year, appearing white and very bright. The planet MARS is predominantly red. Both planets assume approximately the same relative position late in December, and from a great distance could very well appear to "move" in a circular motion due to the refraction effect of atmospheric conditions near the horizon.

At 30° North Latitude on the night of 29 December 1952, VENUS at 1900I was located in an azimuth position of 240° at 30° above the horizon. Between 1900I and 2100I this planet moved from 240° at 30° to a 260° azimuth position at 5° above the horizon. This movement could explain the noticeable dip into the horizon.

This phenomena could provide a possible explanation for this type of sighting.

*Cher H. Morneau*  
CHESTER H. MORNEAU  
Colonel, USAF  
Deputy for Intelligence

~~SECRET~~  
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# AIR INTELLIGENCE INFORMATION REPORT

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## STATEMENT

I was pilot of B-26 call sign Pincher "V" the night of 29 December 1952. Inbound to Misawa on a simulated bombing mission at 10,000 ft. I saw a brilliant white light just above my altitude approximately 40 miles away 30° to the right of my course (190° M). At the time we were just south of the coast of Hokkaido between Chitose and Misawa. The light was large and brilliant, changing color from white to deep red, and appeared to be moving west. We observed the light for approximately 7 minutes before it disappeared, seeming to drop into the clouds.

*Edward S. Ashley*  
EDWARD S. ASHLEY AO-434376  
Major, USAF  
6016th Air Base Wing

Incl #1

ATC 106381A

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AIR INTELLIGENCE INFORMATION REPORT

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S T A T E M E N T

At approximately 1940I on the night of 29 December 1952, I was flying on a heading of 190° enroute back to Misawa from Hokkaido. My altitude was 10,000 feet. I was flying in the co-pilots seat of a B-26 with Major Ashley as pilot. We were approximately 44 nautical miles from Shiriya-Saki, due north, when we spotted an object approximately 50-70 miles west of us at about our same altitude moving at what looked to be a parallel course to our B-26. It, the object, had a bright red light showing and all of a sudden switched to a white light. This alternating took place several times before the object disappeared. We intercepted a call on the radio from an F-94 flying in the vicinity of the object but do not know whether the pilot intercepted the object or not. Nothing was distinguishable about the object except the lights. We witnessed the object for about 5 minutes before it disappeared. Weather at the time was broken to solid overcast at 8,000 feet but visibility was unlimited at 10,000 feet, our assigned altitude. We completed our tracking mission and participated in one interception problem before landing at 2245I. The incident was reported to the interrogator upon landing.

*Andrew J. Wood*  
ANDREW J. WOOD AO-667897  
Major, USAF  
6016th Air Base Wing

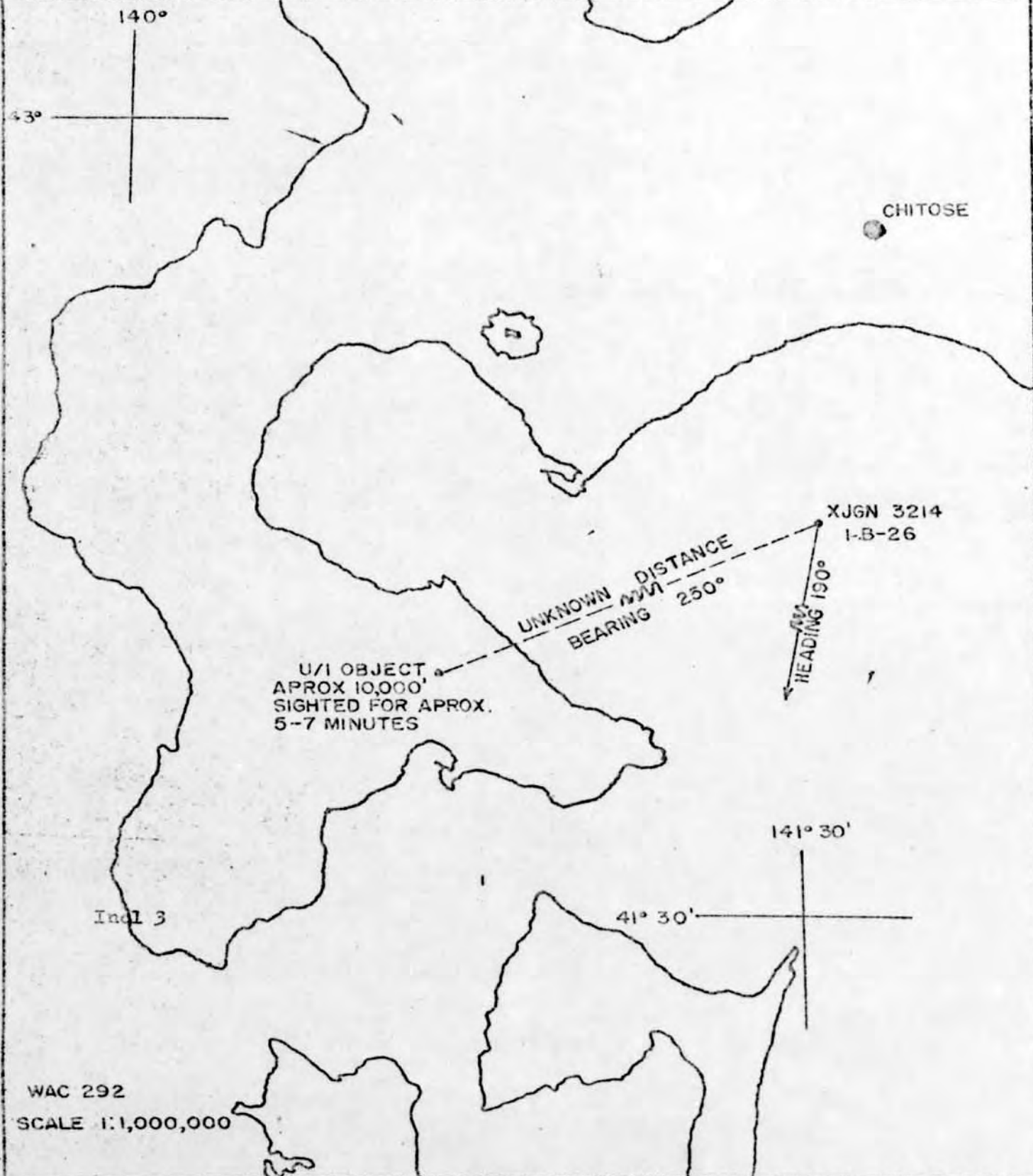
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# AIR INTELLIGENCE INFORMATION REPORT

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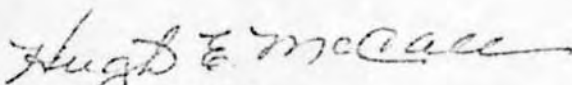
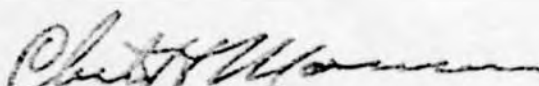


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| COUNTRY<br><b>JAPAN</b>  | REPORT NO.<br><b>IR-1-53</b>   | (LEAVE BLANK)            |
| <b>AIR INTELLIGENCE INFORMATION REPORT</b>   |  |                          |
| SUBJECT<br><b>FLYOBREPT</b>  |  |                          |
| AREA REPORTED ON<br><b>Hokkaido</b>  | FROM (Agency)<br><b>D/I, 39th Air Division (Def), APO 919</b>                              |                          |
| DATE OF REPORT<br><b>5 January 1953</b>  | DATE OF INFORMATION<br><b>29 December 1952</b>   | EVALUATION<br><b>F-6</b> |
| PREPARED BY (Officer)<br><b>2d Lt Harold R. Henthorne, USAF<br/>Assistant D/I</b>  | SOURCE<br><b>A/3c Galloway, Lt. Seal, A/lc Popajol,<br/>A/3c Gila, Lt. Simmons -- USAF</b> |                          |
| REFERENCES (Control number, directive, previous report, etc., as applicable)<br><b>AFL 200-5, 29 Apr 52, IR's 3-52, 4-52, 5-52; Rept of 2 Jan 53 by 27th Ftr-Bac Wg</b>  |  |                          |
| SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 112—Part II.)   |  |                          |
| <p>Following is a report of aerial sightings of unidentified flying objects near Chitose Air Force Base, Japan, at 1930I, 29 December 1952. The objects were circular, ferris wheel disc type with rotational red, green and white lights. Objects were observed for varying times, ranging from 30 minutes to 3 hours. There were five different witnesses of these unidentified objects.</p> |  |                          |
| APPROVED:  |  |                          |
| <br><b>HUGH B. McCALL</b><br>Major, USAF<br>Director of Intelligence   |  |                          |
| D/I Japan Air Defense Force Comment:   |  |                          |
| Reference IR-1-53, 39th Air Division (Defense).  |  |                          |
| Initial interpretation of IR-1-53 suggests that attached series of ground sightings might possibly be the result of a refraction effect of atmospheric conditions on the light from heavenly bodies.   |  |                          |
| <br><b>CHESTER H. MORNEAU</b><br>Colonel, USAF<br>Deputy for Intelligence  |  |                          |
| 6  | INCL.  |                          |
| 1.   | Statement of A/3c Galloway   | 1                        |
| 2.   | Statement of Lt. Seal  | 10                       |
| 3.   | Statement of A/lc Popajol  | 1                        |
| 4.   | Statement of A/3c Gila   |                          |
| 5.   | Statement of Lt. Simmons   |                          |
| 6.   | Statement of Capt. Heckerman (A-F)   | 1                        |
| DISTRIBUTION BY ORIGINATOR   |  |                          |
| w/o incl<br>D/I, JADF, 1 cv<br>DTIS DIA<br>25 7 1953   |  |                          |
| + 4y Alaskan Air Command<br>1 y FEAF ATLO.   |  |                          |
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## AIR INTELLIGENCE INFORMATION REPORT

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1. Description of Object: Objects sighted all conformed to one general description -- that of being a ferris wheel type of disc with rotating lights. The object would change utilizing the colors green, red and white. It appeared to rotate horizontally, as well as vertically, thereby giving the observer the impression of a ferris wheel with alternate lighted seats. The objects were sighted in a vertical position but after some unknown time appeared to tilt some 45° to 60° relative to the horizon. The objects were initially sighted by base operations personnel and binoculars were utilized for further study. The first object was reported to be east of Chitose, approximately 60° above the horizon. No estimate of distance was given. The second object was sighted some 15 minutes later to the southeast of the station, 30° above the horizon. The third object was reported to be northwest of Chitose with no reference to angles above the horizon or distance. The objects were observed for periods of time ranging from 30 minutes to approximately 1 hour and 40 minutes.
2. Time of Sighting: 1st object approximately 1850I.  
2nd object approximately 1905I.  
3rd object approximately 2000I.
3. Manner of Observation: Initial sighting was visual and night glasses and binoculars were utilized for further study.
4. Location of Observers: Chitose Air Force Base Operations Tower. Coordinates: 42° 48' N/141° 40' E.
5. Identifying Information on Observers: No information is known concerning the background of the observers that would indicate their reliability or knowledge.
6. Weather: 3,000 scattered; 8,000 scattered; ground visibility was six miles with fog to the northeast. From Operations Tower visibility reported unlimited.
7. Other Activity Which Might Explain Sightings: None.
8. Physical Evidence: None.
9. Interception: No interception.
10. Air Traffic: There were no aircraft in the air from Chitose Air Base at the time of sighting, although an F-24 was in general area on ADX mission.

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(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

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STATEMENT

I was on duty in the control tower, Chitose Air Base, 29 December 1952, at 1850I hours. Upon receiving a call from W-1, I scanned the sky to the southeast and east for an object approaching Chitose at a fast speed thought to be a jet type aircraft. While doing this I noticed an object directly east of Chitose which changed colors; red, white and green. It appeared to be rotating horizontally, and would also rotate vertically. It would rotate in a vertical manner, and then tilt to the left to a horizontal position, and then after awhile rise back up to vertical position. When I first saw the object it was dim, then became bright, and then turned dim once again. This was over a period of about three hours. The object was on an angle of approximately 60 degrees above the horizon from the tower. I could not determine the distance. It did not appear to move.

About fifteen minutes after seeing the first object, I noticed a second object of the same type southeast of the station on an angle of approximately 30 degrees above the horizon. I estimated the distance to be fifty miles. The same applies to this object as did to the first.

At 2000I hours, I observed a third object of the same type northwest of the station at a low altitude. It was not bright, but appeared to be close. Because of clouds I was only able to observe this object for about thirty minutes. The same applies to this object as to the first and second objects.

The weather conditions were as follows: 3,000 scattered; 8,000 scattered. The ground visibility was six miles with fog to the northeast. From the tower the visibility was unlimited, and the sky almost clear. There were no clouds nor atmospheric conditions in the area which I observed the objects.

I carried on a conversation with the pilot of the F-94, whose call sign was Gander 42. The gist of the conversation was as follows: I explained to him what we (the other tower operator on duty and myself) had seen. He stated "Roger" and that is all.

The Dog-Fox set in the tower was tuned into Able channel, and the following reports were heard: One F-94 reported that he had an object parallel to him, and three miles west of him, and that it changed colors, red and green. One reported that he had an object 500 feet above him.

Shortly after 2000I hours, I observed a white flash going toward the ground. It was east of the control tower, and appeared to be very near.

On December 31, 1952, at 0320I hours, I was scanning the sky with binoculars. I noticed a star which seemed to change colors red, white, and green as I passed over it with the binoculars. Upon experimenting I found that by moving the binoculars up and down, and sideways, I could make the star spin vertically and horizontally, and change colors; red, white and green. When I held the binoculars still the star was stationary, and white in color. I do not believe this was the same object or objects which I observed on 29 December 1952. I could only get this effect from two stars, one was southeast on an angle of approximately 50 degrees above the horizon, and the other was southwest on an angle of approximately 30 degrees above the horizon.

CURTIS L. CALLAWAY AF 16383855  
A/3e, USAF  
6018th Air Base Squadron

Incl #1

ATC 107096A

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S T A T E M E N T

I went up to the tower and listened to the conversation between the F-94 pilot and the control tower. The pilot said that he saw an object over the lake. About two minutes later the tower called in for his altitude. He replied 34,000 feet. A few seconds later he said that he was 500 feet above the object. The object had bright red and green lights flashing. Approximately thirty seconds later, the pilot stated that the object was about three miles off of his wing tip. Several minutes later the pilot said the object was growing smaller and going to the north. I do not know the name of the pilots. This occurred at approximately 19501 hours, 29 December 1952.

I observed an object, through night glasses, which appeared as a planet. (Venus) It looked like a star with a red and green flicker. It did not move in a vertical or lateral path. This is not the same object that the F-94 was chasing. I did not see the object that the F-94 was chasing.

The weather conditions were clear and visibility unrestricted. There were no clouds in the air.

The object that I observed appeared to be in the east-south-east. I can not tell whether the object appeared to be a ferris wheel or whether the object appeared to rotate.

LEON C. SCALE AO-2221751  
1st Lt., USAF  
6618th Air Base Squadron

Incl #2

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ATC 107096B

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AF FORM 112—PART II  
APPROVED 1 JUNE 1948

## AIR INTELLIGENCE INFORMATION REPORT

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## STATEMENT

The following is my own eye witness account of an unidentified object seen in the sky above Chitose Auxiliary Air Base on the night of 29 December 1952.

At 1930I on the 29th of Dec 1952, I was on duty at Base Operations, performing my usual duties. The "hot" line from Misawa ADCC rang and the I.D. man there wanted to know if we had any aircraft southeast of our station. I.D. was tracking an unidentified target southeast of the station, approximately 30 miles from our base heading directly in to us. I informed him that no aircraft existed to my knowledge, but I would check tower.

I called A/3c Callaway, the tower operator on duty, and asked him if they had any aircraft working. He said, "No". I informed ADCC of this. ADCC asked if tower would keep an eye open for an aircraft.

A few minutes later Callaway called and told me he was seeing a very strange sight. He requested that the A.O. and myself come to the tower and look at it.

The A.O., Lt. Simmons, and I went to the tower and using binoculars, we looked at this object. On quick look it was a star, but using the glasses and getting a steady view of it, we saw it was flashing red and green.

I studied it for a full minute. My impression was that it resembled a ferris wheel with a red seat and a green seat. The object was rotating vertically at this time. On my second look a few minutes later the object seemed to slip on a 45° angle with the high side pointing north. It continued in this manner for the rest of the time I viewed it. At one time I personally thought it moved down, a sort of dropping movement, but I may have been wrong for no one else saw this movement.

The night was clear with a visibility of at least 10 miles. The temperature was about 30° Fahrenheit. A small wind was noticeable.

Misawa ADCC was on the "hot" line during the whole time and was given a running account of the whole thing.

I have no idea of the altitude or distance of this object from this base.

WILLIAM G. POPAJOL AF 14374083  
A/1c, USAF  
6018th Air Base Squadron

Incl #3

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# AIR INTELLIGENCE INFORMATION REPORT

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## STATEMENT

On 29 December 1952, I received a call from W-1. They had an object on the radar scope heading directly for Chitose approximately 30 miles south. They believed it to be a jet type aircraft. We went outside the tower and with the naked eye it appeared to be a flashing star, but with the glasses, it had an alternating red and green light. We notified W-1 of it and they advised us to direct the aircraft to the object that we saw. We gave the aircraft all the information and he "Rogered" us back. About five minutes later the aircraft asked us if we could give any other information. We advised him that the object was still there and he "Rogered" us back.

At this time we observed another object which appeared to be brighter. It appeared to be 30 degrees vertical from the surface. This also appeared to have alternating red and green lights. W-1 was notified about this. About 2015I hours, W-1 advised that they had an object on the scopes west of Chitose. Tower again saw an object northwest about 20 degrees vertical from the surface. It appeared to be very dim as it gave off the red and green light. The first two objects did not move until about 1015I, then the clouds covered them. The third object did not move, but stood there for thirty minutes and then the clouds covered it. We could not tell the distance.

The weather conditions were the same as A/3c Callaway mentioned.

About one month ago we had observed objects that were not reported. One was to the northeast about 2000I hours that night. I thought that it was an aircraft on base leg. It did not move for about fifteen minutes. It gave off a red and green light. I had forgotten about the object, but I became curious and about 1100I hours it appeared to have shifted to the east at a very high altitude; although I had observed it for about fifteen more minutes and it still did not move. I thought it to be a star. About a week later, I saw an object that appeared to be the same to the east at a very high altitude, about 45 degrees up from the surface. It did not move, but gave off the red and green light.

Referring back to the incident on the 29th of December 1952, the aircraft was 34,000 feet and I heard him mention the word "firing". I can not describe the object because it was too small. It was more or less just a flashing ray.

[REDACTED] 30  
A/3c, USAF  
1953d AACB

Incl #4

AIC-107096D



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| FROM: D/I, 39th Air Division, APO 919 | REPORT NO.: IR-1-53 | PAGE OF PAGES |
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## STATEMENT

On 29 December 1952, while serving as AO at Chitose Air Force Base, I went to the operational tower of that base. Prior to going to the tower, GOI had reported unknown aircraft flying southwest of this station and requested to be advised as to whether or not we had any aircraft flying southwest in that area. There were no aircraft in the air from this installation.

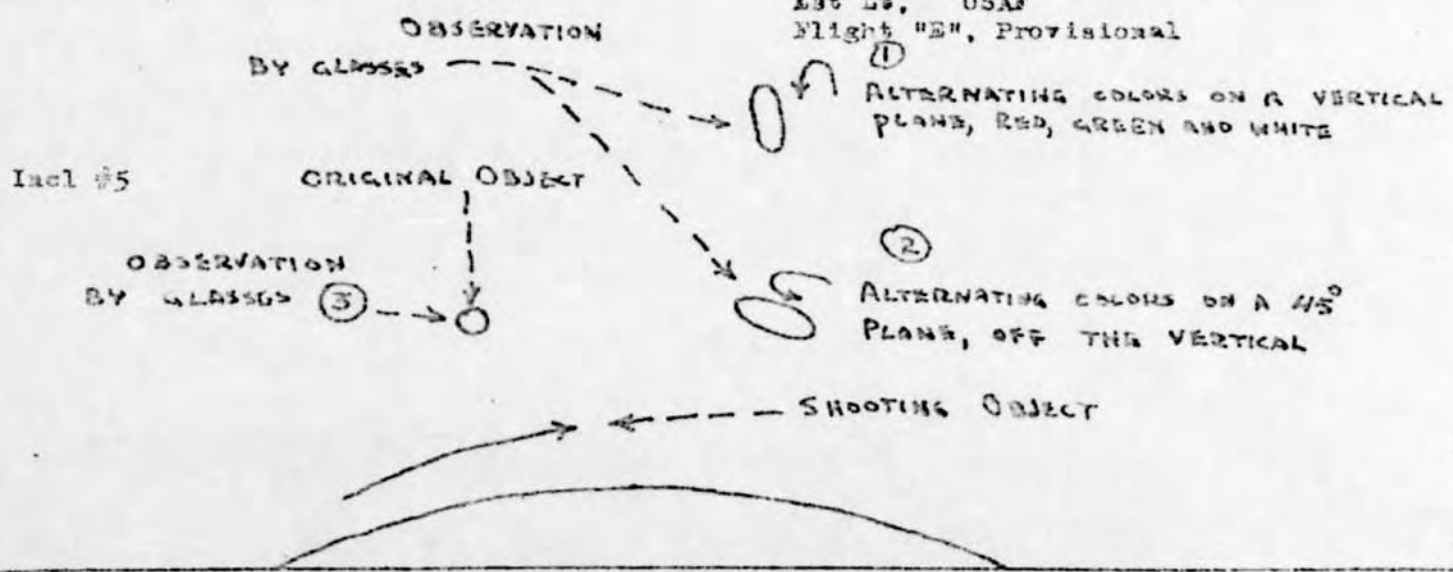
The Chitose tower attempted to contact aircraft by VHF, with a negative result. The tower operator called my attention to an object which appeared to be a star. The object was east-south-east of the tower. I observed this object through night glasses and it appeared to have a very rapid color change. The colors were quite vivid. The colors were red, green and white. While I observed the object, it did not appear to travel either laterally or vertically. I could not estimate the distance nor the altitude.

The existing weather conditions at the time of my observation were as follows: Ceiling unvisibility unlimited, no clouds. The temperature at ground level was approximately 19 degrees Fahrenheit. After observing this object from the tower, I left and contacted 1st Lt. Seale. While we were observing the object from the ground without glasses, an object which appeared to be a shooting star traveling from north to south, appeared between the horizon and the object we were observing. The second object left a trail.

The original that I observed appeared to be a vertical plain. It resembled a ferris wheel with alternating red, white, and green lighted seats. After a few minutes of observation, the predominate colors were red and green. After observing the object for a few minutes longer, it appeared to tilt to the left approximately 45 degrees. I did not see the object tilt, but did observe it in both positions.

Time: 1930I to 2005I; 29 December 1952.

DONRUE SIMMONS A0940520  
1st Lt, USAF  
Flight "E", Provisional



① ALTERNATING COLORS ON A VERTICAL PLANE, RED, GREEN AND WHITE

② ALTERNATING COLORS ON A 45° PLANE, OFF THE VERTICAL

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ATIC 107096E

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# AIR INTELLIGENCE INFORMATION REPORT

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## STATEMENT

At approximately 1950L (1050Z) 29 December 1952 the following planets were visible at Chitose as indicated according to the American Air Almanac, September - December 1952:

- a. Venus on Western horizon about 27 degrees above the Southern horizon.
- b. Mars near western horizon about 25 degrees above the Southern horizon.
- c. Jupiter slightly west of the Zenith about 57 degrees above the Southern horizon.

Further information can not be furnished due to the fact that there are no trained astronomers assigned to this detachment.

CALTON HECKERMAN, Jr.  
Captain, USAF  
Commanding

Incl #6

~~UNCLASSIFIED~~  
(CLASSIFICATION)

ATTC 107096 F

Tom Olson f

DEC. 29, 1952 NORTHERN JAPAN

(KEYHOE-1953 P 190) 6 WITNESSES

AT ABOUT 7.30 P.M. AN AIR FORCE RADAR BASE IN NORHTERN JAPAN RECEIVED A

CALL FROM A B-26 CREW.

\*WE-VE JUST SIGHTED A UFO. IT LOOKS LIKE A CLUSTER OF LIGHTS -- RED, WHITE AND GREEN.\*

MOMENTS LATER THE AIR FORCE RADAR MEN PICKED UP THE UFO. BUT BECAUSE OF

THE B-26-S LOW SPEED, NO INTERCEPTION COULD BE MADE. AT 7.45 P.M. AN F-94

PILOT RADIOED IN, REPORTING THE SAME TYPE OF DEVICE. THE CALL WAS OVERHEARD

BY COLONEL CURTIS LOW, COMMANDER OF A FIGHTER ESCORT WING IN JAPAN. COLONEL

LOW WAS FLYING HIS F-84 JET FIGHTER AT 27,000 FEET.

THREE MINUTES LATER THE WING COMMANDER SIGHTED THE STRANGE OBJECT, EASILY

IDENTIFIED BY ITS RED, WHITE AND GREEN LIGHTS. HE CALLED GROUND CONTROL AND

WAS ASKED TO TRY AN INTERCEPTION.

AS HE CLIMBED, COLONEL LOW SWITCHED OFF HIS LIGHTS THE OBJECT-S LIGHTS DID

NOT CHANGE -- PROOF THAT IT WAS NO CANOPY REFLECTION. KEEPING HIS OWN LIGHTS

OFF TO AVOID DETECTION, LOW CLIMBED TO 35,000 FEET. WHEN HE GOT CLOSER, HE SAW

THAT THE OBJECT-S LIGHTS WERE REVOLVING IN A COUNTERCLOCKWISE DIRECTION -- A

STEADY ROTATION BETWEEN EIGHT AND 12 TIMES A MINUTE.

BESIDE THE SHIFTING COLORS, LOW COULD SEE THREE FIXED SHAFTS OF WHITE

LIGHT SHINING OUTWARD. APPARENTLY ONE PART OF THE OBJECT WAS ROTATING, BUT THE

CHANGE OF COLORS WAS PUZZLING. AT TIMES THE OBJECT WAS ONE SOLID COLOR, WHITE

GREEN, OR RED. IN BETWEEN, THE WING COMMANDER SAW BRIEF COMBINATIONS -- RED-

WHITE, RED-GREEN, AND GREEN-WHITE. BUT THE THREE WHITE BEAMS REMAINED

CONSTANT.

AFTER WATCHING THE DEVICE FOR A MOMENT LONGER, COLONEL LOW OPENED HIS F-84

TO FULL POWER, RACING IN AT OVER 500 MILES AN HOUR, HE TRIED TO CLOSE THE

GAP. APPARENTLY HIS UNLIGHTED PLANE WAS NOT SEEN FOR A SECOND OR TWO. THEN

THE UNKNOWN INCREASED ITS SPEED. GRADUALLY PULLING AWAY, IT DISAPPEARED IN

SECONDS.

FIVE MINUTES LATER, CIRCLING AT 35,000 FEET, THE WING COMMANDER SAW THE

OBJECT AGAIN. AS BEFORE, IT WAS AT HIS LEVEL, BUT NOW MOVING PARALLEL WITH

THE F-84. THIS TIME, AS A TEST, COLONEL LEFT HIS LIGHTS ON WHEN HE TRIED TO

CLOSE IN. IMMEDIATELY TURNING WEST, THE STRANGE OBJECT SPEEDED UP, SO

SWIFTLY THAT IT VANISHED IN FIVE SECONDS.



About 7:20 p.m. December 29, 1952, an Air Force radar base in northern Japan received a call from a B-26 crew: "We've just sighted a UFO. It looks like a cluster of lights—red, white and green."

Moments later, the radar men picked up the UFO. Because of the B-26's low speed, no interception could be made. At 7:45, an F-94 pilot radioed in, reporting the same type of device. The call was overheard by Col. Curtis Low, commander of a fighter-escort wing in Japan. (As he was mentioned in a news dispatch which briefly described the incident, I am using his right name.) He was flying his F-84 jet fighter at 27,000 feet. Three minutes later, he sighted the strange machine. He called ground control and was asked to try an interception.

As he climbed, Colonel Low switched off his lights. The object's lights did not change—proof that it was no canopy reflection. Keeping his own lights off to avoid detection, Low climbed to 35,000 feet. When he got closer, he saw that the saucer's lights were revolving in a counterclockwise direction—a steady rotation between 8 and 12 times a minute.

### It Vanished in 30 Seconds

Low could see three fixed shafts of white light shining outward. Apparently, one part of the machine was rotating, but the change of colors was puzzling. At times, the saucer was one solid color—white, green or red. In between, the wing commander saw brief combinations—red-white, red-green and green-white. But the three white beams remained constant.

Colonel Low opened his F-84 to full power. Racing in at over 500 miles an hour, he tried to close the gap. Apparently, his unlighted plane was not seen for a second or two. Then the saucer increased its speed. It disappeared in 30 seconds.

Five minutes later, circling at 35,000 feet, Low saw the machine again. This time, as a test, he left his lights on when he tried to close in. Immediately turning west, the strange craft speeded up, so swiftly it vanished in five seconds.

Eleven nights later, another machine with similar rotating lights was sighted over Japan and tracked by radar. With the permission of intelligence, Low mentioned both cases to war correspondents, withholding the details I have just given.

"Don't dismiss these as the reports of a few imaginative people," he warned the reporters. "These were corroborated sightings by trained pilots and radar operators."

(The ATIC summary of this incident stressed the stability and reliability of the colonel and his persistence in seeking accurate details of the light he saw. Its comment was: "The tone of this report is very similar to previous sightings of the planet Jupiter. There is a great possibility this pilot saw Jupiter." The official conclusion on the case was: "Probably astronomical."—Ed.)

In October, 1953, Colonel D. M. Blakeslee was flying an F-84 Thunderjet over northern Japan, when he spied before him in the gathering gloom a cluster of glowing objects. As he tried to close in on them with his jet operating at full throttle, Colonel Blakeslee reported that he could see the glowing objects flying in spiral formation around a common centre at the same time that they easily outdistanced him. According to the Air Force "explanation," Colonel Blakeslee was suffering from an hallucination, but he is noting that he was not grounded for 24 hours.

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## Air Force Reveals Pilot's Story Flying Disk Buzzed Japan F-84

By The Associated Press

A UNITED STATES AIR BASE IN NORTHERN JAPAN, Wednesday, Jan. 23.—An American pilot saw at close range a mysterious flying disk make a pass at an F-84 Thunderjet over central Japan and then speed away, the Air Force reported Tuesday.

The hitherto secret report from intelligence files said the disk was seen at 6,000 feet on a bright, cloudless day, just before noon March 29, 1952, by Lt. David C. Brigham, of Rockford, Ill. He said the disk was about eight inches in diameter and that it closed to within twenty feet of the Thunderjet before shooting up out of sight.

It was the second disclosure in recent days of mysterious objects zooming through the skies over Japan, near Russian-held territory. On Jan. 21, the Air Force made public intelligence reports of "rotating clusters of red, white and green lights," sighted Dec. 29 by American airmen.

The Air Force issued the two reports without comment.

Lt. Brigham was flying a reconnaissance plane when a Thunderjet pulled alongside. The incident occurred soon afterward. Lt. Brigham estimated that he watched the disk for about ten seconds from a distance of thirty to fifty feet at the closest point. The Thunderjet pilot, who was not identified, did not see the disk.

Lt. Brigham described the disk as "about eight inches in diameter, very thin, round, and as shiny as polished chromium, had no appar-

ent projectors and left no exhaust trails or vapor trails."

He said there were no markings on the disk but there was a "ripple in the metal skin." He estimated it was flying at about 200 miles an hour.

Lt. Brigham's report to Intelligence said the disk made a pass on the Thunderjet, closing from slightly above him.

"It closed rapidly, and just before flying into his fuselage it decelerated to his air speed almost instantaneously," he reported. "In doing so it flipped up on its edge at approximately a 90-degree bank. Then it fluttered within twenty feet of his fuselage for perhaps two or three seconds, pulled away and around his starboard wing, appearing to flip over at it hit the slipstream behind his wing tip fuel tank.

"Then it passed him, crossed in front of him and pulled up abruptly, appearing to accelerate and shot out of sight in a steep, almost vertical climb."

Sightings of the light clusters were made at several points over northern Japan on Dec. 29. On Jan. 9 a rotating cluster was tracked by radar from two F-94 jet interceptors. The radar actually "locked" on the cluster and steered the jets toward it.

(In Washington, a spokesman at Air Force headquarters said the technical intelligence officer of the Air Materiel Command at Wright-Patterson Base, Ohio, which usually gets reports on flying saucers, had received none of this incident. It was indicated there probably would not be a request sent to the Far East for such a report.)