

PROJECT 10073 RECORD CARD

1. DATE 13 May 1955	2. LOCATION Duluth, Minnesota		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☒ Possibly Aircraft
3. DATE-TIME GROUP Local _____ GMT 14/0230Z	4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☒ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Military		☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown
7. LENGTH OF OBSERVATION 4-5 minutes	8. NUMBER OF OBJECTS one	9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Two AF pilots on A/I mission locked on UFO.			11. COMMENTS See case file and evaluation rendered this incident by WADC. Evaluated as ac /

DISPOSITION FORM

SECURITY CLASSIFICATION (if any)

EVAL: POSS.
ACFT.

FILE NO.

SUBJECT

Air Intelligence Information Report

TO AFCEIN-424

FROM WCLGF-2

DATE DEC 1 1955 COMMENT NO. 1

ATTN Capt Hardin

LHansen/hvt

27166/B22/P23A

1. Reference is made to AF Form 112, Subject, "UFOB," dated 17 May 1955 and originated by the Intelligence Officer, 11th Fighter Interceptor Squadron.

2. Weapons Guidance Laboratory comments on referenced report are as follows:

a. Based on the vectoring and range data contained in the report, a plot (Figure I) of the intercept shows that the target could have been an aircraft of similar performance to modern jet aircraft. During the intercept the target was executing a tight turn to starboard.

b. For a portion of the targets turn to starboard, the interceptor and target were flying approximately parallel (Figure I,D) at about the same velocity. With the target at 35 degrees starboard and flying parallel to the interceptor, the target would appear as a stationary return on the RO's scope.

c. It is doubtful that the pilots indicator or the RO's scope could be used to accurately measure the 1000 knots reported speed of the target as it was going out in range. The maximum opening range rate that can be observed from the range rate gap on the pilots indicator is 200 knots. The fire control system specification requires that the system should be able to measure range rate from 1200 knots closing to 200 knots opening range rate.

d. Another possible explanation of the reported speed of the target as it went out in range is that the interceptors radar jumped lock. For a short period of time and with a slight misalignment of the system, the radar could appear to be locked onto the target while actually the radar had jumped lock. Under these conditions, the return on the scope could move in such a manner that the RO would believe that the return was a target.

e. The reported elevation angles of the target as it was going out in range at 1000 knots are considered to be approximate, as only the approximate elevation angles of the antenna are indicated by the position of the elevation marker at the right edge of the RO's scope. Also, because the indicated elevation angle is measured with respect to the interceptor heading and not with respect to ground coordinates, a diving or climbing attitude of the interceptor would result in a corresponding increase or decrease of the elevation angle.

2 Incls

1. 1st Ind fr 515th Air Def
Op dtd 21Jun55

2. 1st Ind fr 4602d Air Intel
Ser Sq(ADC) dtd 1Jun55 w/2 incls

WILLIAM D. JONES
Lt. Colonel, USAF
Chief, Fighter Systems Branch
Weapons Guidance Laboratory

Mr. H. Mester
156422
N. W. - 123A
72003

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

15 JUN 1955

SUBJECT: (Uncl) Request for Additional Information

TO: Commander
515th Air Defense Group
Duluth Municipal Airport
Duluth, Minnesota

397. Dufford
69216

1. Reference AF Form 112, subject: UFOB, dated 17 May 1955 and originated by the Intelligence Officer, 11th Fighter Interceptor Squadron.

2. In order to facilitate an accurate analysis of the report, request the crew of aircraft #32525 be re-interrogated as to whether or not the target return was intermittent or steady.

FOR THE COMMANDER



MARY L. STORM
1st Lt. USAF
Assistant Adjutant

FIS-I (17 May 1955)

1st Ind

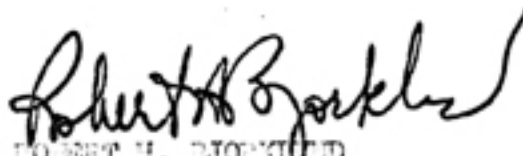
21 JUN 1955

HEADQUARTERS, 515TH AIR DEFENSE GROUP, Duluth Municipal Airport, Duluth Minnesota

TO: Commander, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio

Crew of aircraft #32525 report that target return was steady for full period of scope coverage.

FOR THE COMMANDER:



ROBERT H. BJORKLUND
Capt., USAF
Adjutant

HEADQUARTERS
515th AIR DEFENSE GROUP
DULUTH MUNICIPAL AIRPORT
DULUTH, MINNESOTA

AIS-1

26 MAY 1954

SUBJECT: Transmittal of Intelligence Information

TO: Commander
Air Defense Command
Joint Air Force Base
Colorado Springs
Colorado
ATTN: Director of Intelligence

Transmitted herewith, in accordance with AFM 200-2, is AF Form
112 and 112 (II), UFOB Report.

FOR THE COMMANDER

Carlton L. Nelson
CARLTON L. NELSON
2nd Lt., USAF
Adjutant

2 Incls

1. Air Intell Info
Rept (3 Cys) (Lt Rapp)
2. Air Intell Info
Rept (3 Cys) (Lt Holten)

AF 40-100-100
B/Ltr Hq 515th ADEFORU, Duluth Mun Aprt, Minn, FIS-I, 26 May 55,
Subj: Trans of Intel Info

AISOP (26 May 55)

1st Ind

HEADQUARTERS, 4602D AIR INTELLIGENCE SERVICE SQUADRON (ADC), Ent Air
Force Base, Colorado Springs, Colorado

1 JUN 1955

TO: Commander ATIC, ATTN: ATIA-5, Wright Patterson Air Force Base,
Dayton, Ohio

1. The inclosed preliminary UFOB report is transmitted for
your information. The nature of this sighting is such that your
organization is probably better equipped to handle it.

2. This organization checked with the 3rd Weather Group, ADC,
resulting in no indication of weather phenomena at the time and
location of sighting which might help to explain this report.

FOR THE COMMANDER:

2 Incls
n/c


RAY L. JONES
Major USAF
Adjutant

COUNTRY United States	REPORT NO.	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT UFOB		
AREA REPORTED ON NORTHERN MINNESOTA	FROM (Agency) 11th F.I.S. (INTELLIGENCE)	
DATE OF REPORT 17 May 1955	DATE OF INFORMATION 10 May 1955	EVALUATION A-2
PREPARED BY (Officer) EDWARD A. RAPP 2/Lt. Asst. Intell. Officer	SOURCE Air Crew Report	
REFERENCES (Cite number, direction, previous report, etc., as applicable) AFR 200-2		
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.) In accordance with AFR 200-2, this report describes in detail the sighting of an unidentified flying object by an aircrew of this unit. The aircrew (pilot and radar observer) made the observations by radar while on a routine night training mission. The inexplainable speed and maneuvers performed by the object were considered significant enough to necessitate this report.		
Approving Officer: <i>David H. Holtan</i> DAVID H. HOLTAN 1st Lt. USAF Intelligence Officer		
ENCLOSURE		
DISTRIBUTION BY ORIGINATOR		

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 3 PAGES
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UFO3 (Format from AFR 200-2)

(1.) Description:

- (a) Not discernable (radar sighting)
- (b) " " " "
- (c) " " " "
- (d) One
- (e) H/A
- (f) None discernable
- (g) " "
- (h) " "
- (i) " "

(2) Description of course:

- (a) Unusual characteristics of return on scope.
- (b) Level and 45 degrees starboard.
- (c) 30 degrees above and 60 degrees starboard.
- (d) (Statement of observers) Object came in at 15 miles, 45 degrees starboard, level. We were heading 45 degrees straight and level, with 260 knots (indicated airspeed). Believing it was target aircraft, we turned 45 degrees starboard and locked object on FO's scope. Target moved over to 20 degrees starboard at end of turn. At 8 miles we turned port again about 30 degrees and target moved over to 35 degrees starboard. Still reading level, object then came down the scope at about 35 degrees (no more than 38 degrees and no less than 33 degrees). Target was down from 8 miles to 6 miles at 35 degrees starboard when pilot began flying the dot. Target continued down at 35 degrees starboard and time-to-go circle decreased from 20 seconds to go to 8 or 10 seconds. On FO's scope target came straight down 35 degrees starboard to 6,000 yards and stopped dead. It immediately began going out in range faster than it came in (staying very close to 35 degrees starboard), and went from 6,000 yards to 8 miles. Elevation dot then moved from level to 30 degrees above. Pilot's time-to-go circle went from about 8 or ten seconds to about 20 seconds. From the point where the target started going out in range, we (the interceptor) were in straight and level flight with a constant true airspeed of about 375 knots at 26,000 feet. We took a hard port turn when this indication was at about 9 miles (30 degrees above) and it went off the scope at about 10 miles (35 degrees above). Estimated speed at time target indication was going out in range, according to scope interpretation and pilot's and FO's experience in running interception, would be over 1,000 knots.
- (e) Refer to "d"
- (f) 4 to five minutes

(3) Manner of observation:

- (a) Air-electronic: AFG-40; APA-84
- (b) None
- (c) F-89D, 32525, 26,000 feet, 045 degrees original heading, 080 degrees last heading, 375 knots, Duluth.

(4) (a) 14/0230Z
(b) Night

(5) Latitude: 47 degrees 07' North
Longitude: 93 degrees 07' West

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)

11th F.I.S.

REPORT NO.

PAGE 3 OF 3 PAGES

(6) Observers:

- (a) N/A
- (b) Middleton, Charles M., 1/Lt.
11th FIS, Pilot (Interceptor)
Completely reliable
Fisher, Donald G., 2/Lt.
11th FIS, Radar Observer
Completely Reliable

(7) Weather:

- (a) Clear
- (b) Surface: 90/08
6,000: 240/16
10,000: 270/07
16,000: 260/20
20,000: 290/20
30,000: 300/30
50,000: 280/25
80,000: 290/08
- (c) Clear
- (d) 15 plus
- (e) None

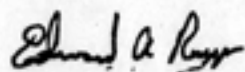
(8) No information as to any unusual activity has been received.

(9) Refer to 2d

(10) Northwest at about 50 miles there were two aircraft running interceptions.

(11) Prepared by the Assistant Intelligence Officer, 11th F.I.S.
No suggestions given as to the possible cause of the sightings.

(12) None



EDWARD A. RAPP
2/Lt.

Asst. Intell. Officer

BY..... DATE.....

SUBJECT.....

SHEET NO. OF

CHKD. BY..... DATE.....

JOB NO.

A.) TARGET PICKED UP AT 15 MILES, 45° STARBOARD

B.) ASSUMED 15 SECOND DECISION TIME AND TURN 45° STARBOARD, TARGET THEN 20° STARBOARD.

C.) TURN 30° DEGREES PORT AND THEN TARGET IS 35° STARBOARD AT 8 MILES.

D.) PILOT FLEW ERROR DOT TO 3 MILES AND 35° STARBOARD.

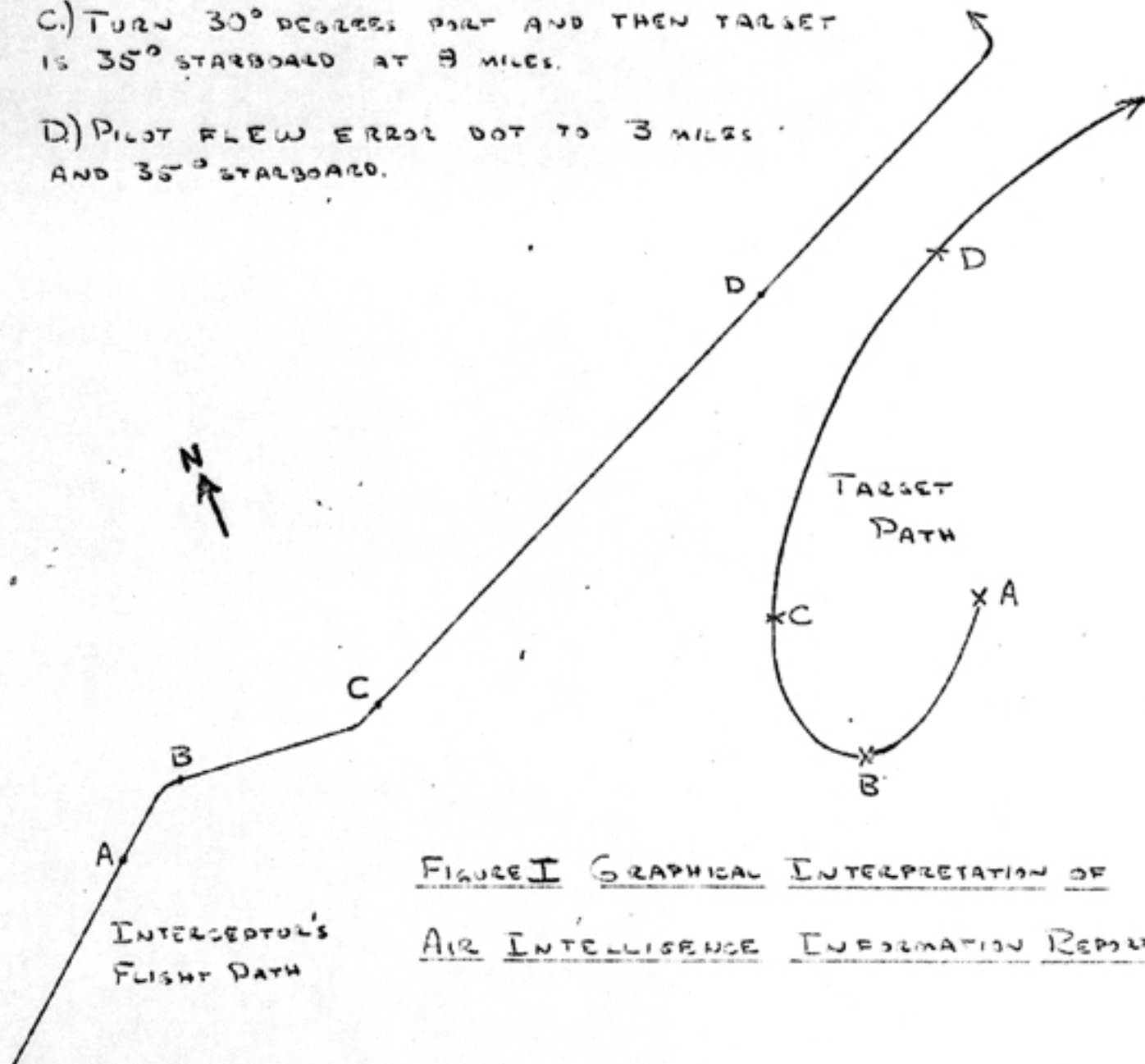


FIGURE I GRAPHICAL INTERPRETATION OF

AIR INTELLIGENCE INFORMATION REPORT