

PROJECT 10073 RECORD CARD

DATE 10 Feb 1951	2. LOCATION 49.50N 50.03W (Atlantic)		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
DATE-TIME GROUP Local _____ GMT 0055Z (N)	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE MIL		<input checked="" type="checkbox"/> Was Astronomical <i>ALP 2022</i> <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
LENGTH OF OBSERVATION 7-8 Min	8. NUMBER OF OBJECTS 1	9. COURSE E-	<input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
BRIEF SUMMARY OF SIGHTING Yellowish light, like a fire in color, approached the observing ACFT and grew very bright and very large with a semi-circular shape. It suddenly turned 180 deg and disappeared over the horizon at terrific speed.		11. COMMENTS Believed to be Aurora display by consulting astronomer.	

REG. CRT. NO.

IR-4-51

(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Reporting of Information on Unconventional Aircraft/Object

AREA REPORTED ON: North Atlantic

FROM (Agency)

Dir/Int, Hq NEAC

DATE OF REPORT: 12 March 1951

DATE OF INFORMATION

10 February 1951

EVALUATION

C-3

PREPARED BY (Officer)

SOURCE

C-54 crew of Navy VR-1 Sq, based at Patuxent, Maryland

REFERENCES (Control number, directive, previous report, etc., as applicable)

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

Attached is a report on an unidentified air object forwarded in accordance with letter, Headquarters, USAF, File AFOIC-CC-1, Subj: Reporting of Information on Unconventional Aircraft, dated 8 September 1950. Report is unconfirmed by other sources.

APPROVED:

Kenneth D. Maxwell

HUGH D. MAXWELL, JR

Lt Col, USAF

Director of Intelligence

AIR INTELLIGENCE INFORMATION REPORT

(Agency)	REPORT NO.	PAGE	2	OF	2	PAGES
Dir/Int, Hq NEAC	IR-4-51					

1. The following described unidentified aircraft/object was sighted off the coast of Newfoundland by MATS Navy C-54 crew.

a. Originally sighted as a single, heavy, yellowish light, similar in appearance to that of a city. As object approached observing aircraft, it grew very bright and large, and appeared to be semi-circular in shape. Near aircraft, it did a 180° turn and was last seen as a small ball disappearing over the horizon. The speed was "terrific" and the size "tremendous" to quote observers. (The difference in size between the time it was first seen and last seen as a small ball going over the horizon was described as tremendous, at least 100 times larger.)

b. Sighted at 0055Z on 10 February 1951 and remained visible for approximately 7 or 8 minutes.

c. Visually observed from MATS Navy C-54 #6501 of VR-1 Squadron based at Patuxent, Maryland, flying at 10,000 feet altitude, 172 knots air speed, 225° true course.

d. Observing aircraft was at 49° 50' N 50° 30' W at the time of observation. Object appeared near the water's surface at approximately a 45° downward angle from the observing aircraft and was making good a true course of approximately 125°. Upon approaching observing aircraft, it executed a sudden turn approximating 180° and disappeared very rapidly over the horizon.

e. Object sighted by 5 crew members, listed below, of the above aircraft, who are all experienced North Atlantic fliers. Gander Traffic Control reports no other aircraft known to be in the vicinity at time of sighting. All 5 observers agree on facts as stated, but there has been no confirmation from other sources. Believe C-3 appropriate.

Lt Fred W. Kingdom - 173390 (first to see object)
 Lt. A. L. Jones - 391096
 Lt G. E. Bethune - 299055
 Lt N. G. P. Koger - 305873
 Lt J. M. Mayer - 263836

f. Weather clear, visibility from 15 miles to unlimited, no other weather information available.

g. No unusual meteorological activity known to exist and having any influence on the sighting. This object could not have been a comet as the object was below and between the aircraft and ocean.

h. No physical evidence available.

i. No interception action taken.

2. The above information was forwarded from this Headquarters to Headquarters, USAF by MATS on 10 February 1951 by TTX Nos. NEAC IN 0214 and IN 0215.

SEPT. 16, 1992
REVISED SEPT. 30, 1993

PAGE NUMBERS HAVE BEEN CHANGED ON REPORT
AND MAY NOT AGREE WITH THOSE LISTED BELOW

HERE IS OUR FEB 10, 1957 SIGHTING REPORT THAT I OBTAINED ^{ASHCOM}
FROM MICROFILM AT THE NATIONAL ARCHIVES IN WASHINGTON,
D.C. JUNE 1991. AFTER REVIEWING I HAVE DETERMINED THE
FOLLOWING FACTS,

1. THERE WERE NO SIGNATURES ON THE "PROJECT TWINKLE" FINAL
REPORT DATED 11-27-51 SUBMITTED BY L. ELTERMAN TO BE
APPROVED BY P.H. WYCKOFF? (PAGE 1)

GREEN FIREBALLS ???
↓

2. THE WEATHER WAS CLEAR - THE NORTH ATLANTIC WEATHER
REPORTS ALWAYS INCLUDE ANY ACTIVITY OF THE NORTHERN
LIGHTS (AURORA BOREALIS) AND ITS INTENSITY. OUR DEPARTURE
WEATHER BRIEFING REPORTED AS CLEAR THE ENTIRE ROUTE.
CONTINUOUS WEATHER REPORTS RECEIVED FROM THE WEATHER
SHIP WERE CLEAR. GANDER CONTROL REPORTED CLEAR WEATHER
AT THE TIME OF THE SIGHTING. (PAGES 4-9)

3. OBJECTS OBSERVED BY - MYSELF IN CONTROL OF THE AIRCRAFT
AND FRED KINGDOM IN THE CO-PILOT'S SEAT. I OBSERVED THE
LIGHT YELLOW GLOW BELOW THE HORIZON FOR ABOUT 1 MIN
PRIOR TO CALLING FRED'S ATTENTION TO IT. MY TOTAL OBSERVAT
TIME FOR ALL PHASES WAS ABOUT 10 MIN. FRED'S TIME ABOUT
9 MIN. AL JONES ABOUT 4 MIN. AND THE OTHER PILOTS AND
CREW MEMBERS ABOUT 3 MINUTES. (PAGES 10 THRU 17)

4. CIRCULAR OBJECT DEPARTED FROM - BELOW THE WATER, THE
WATER OR A SHORT DISTANCE ABOVE THE WATER,

5. CIRCULAR OBJECT OBSERVED BY - ALL PILOTS, CREW AND PASSENGERS OBSERVED THE CIRCULAR CRAFT FROM THE TIME IT REACHED AN ALTITUDE OF ABOUT 200 TO 500 FEET BELOW US, WAS MOVING WITH US AND UNTIL IT DISAPPEARED OVER THE HORIZON.

6. THE CRAFT NEVER ATTAINED OUR ALTITUDE - THE CRAFT WAS ALWAYS BETWEEN OUR AIRCRAFT AND THE WATER. (PAGE 4.)

7. OUR HEADING WAS 225° (SW) - IF THERE HAD BEEN ANY NORTHERN LIGHT ACTIVITY IT WOULD HAVE BEEN BEHIND US AND REPORTED IN THE WEATHER REPORTS GIVEN TO US, THREE OF US WERE EXPERIENCED NORTH ATLANTIC PILOTS. AT THAT TIME I HAD OVER 5000 FLIGHT HOURS, FLYING FOR OVER 11 YEARS AND FRED HAD MORE TIME AND EXPERIENCE THAN I, AL JONES WAS A PLANE COMMANDER WITH EXTENSIVE EXPERIENCE, (PAGE 4 & 9)

8. SAME TYPE CRAFT SIGHTED BY PATROL PLANE CREW - A FEW DAYS LATER WHEN AL JONES LANDED AT ARGENTIA HE WAS TOLD THAT THE SKIPPER OF VP-8 AND HIS CREW SIGHTED THE SAME TYPE OF OBJECT IN THE SAME AREA ON NIGHT PATROL BUT DID NOT MAKE OUT A FORMAL REPORT, THERE IS NO EVIDENCE THAT THE AIR FORCE CONTACTED OR QUESTIONED ANY ONE IN NEWFOUNDLAND OR ICELAND WHERE MANY SIGHTINGS WERE COMMON KNOWLEDGE. LOCK HED OVERSEAS PERSONEL WHO OPERATED THE KEFLAVIK AIRPORT TOLD US OF THE MANY SIGHTINGS OF VERY LARGE CRAFT OVER ICELAND WHICH THEY ASSUMED WERE RUSSIAN.

THEY WERE AFRAID THAT THE COMMUNIST WERE GOING TO TAKE OVER. THIS IS WHY WE FLEW THE ARMY IN AND THE DEW LINE WAS SET UP. WE DID NOT INTERPRET THE SIGHTINGS AS UFO'S AT THAT TIME. (PAGE 13 C.O. VP-8)

9. CRAFT TRACKED BY RADAR - A FEW WEEKS LATER. WHEN I LANDED AT ARGENTIA I WAS TOLD BY THE OPERATIONS DUTY OFFICER THAT GANDER CONTROL HAD TRACKED THE CRAFT BY RADAR IN EXCESS OF - 1800 MPH.

10. INVESTIGATION RESPONSIBILITY - IT WAS THE AIR FORCE'S RESPONSIBILITY TO INVESTIGATE UFO'S (PAGE 5). CAPT D.H. PAULSEN USAF PEPPERELL AFB NEWFOUNDLAND WAS SENT TO INTERROGATE OUR CREW WHEN WE LANDED AT ARGENTIA, (PAGES 8 & 9) HIS DISPATCHES AND WRITTEN REPORT WERE SENT TO HEADQUARTERS WASH., D.C. (PAGES 8, 9 AND BOTTOM OF PAGE 6) HIS WRITTEN REPORT AND RADAR REPORT WAS NOT ON MICROFILM. WHEN WE LANDED AT OUR HOME BASE (NAVAL AIR TEST CENTER PATUXENT RIVER, MD.) WE WERE INTERROGATED BY NAVAL INTELLIGENCE. OUR INDIVIDUAL REPORTS WERE FOWARDED TO THE AIR FORCE IN WASHINGTON, D.C. WE DID NOT SEE EACH OTHERS REPORT (PAGES 10 THROUGH 17) THE AIR FORCE DID NOT CONDUCT AN INVESTIGATION. I TOLD NAVAL INTELLIGENCE VERBALLY "THAT IF THEY NEEDED MORE DETAILED INFORMATION I WOULD BE GLAD TO PROVIDE IT AND COULD PROBABLY TELL THEM HOW TO BUILD ONE IF THEY WERE INTERESTED". IT WAS PUT IN THEIR REPORT. FRED KINGMAN SAID BASICALLY SAID THE SAME THING IN HIS WRITTEN REPORT. (PAGE 12) NORTH-EAST AIR COMD. PEPPERRELL AFB LETTER SUGGESTED THE SAME (PAGE 13)

11, NO ONE CAPABLE OF PROPER IDENTIFICATION - IN MY MANY VISITS TO WRIGHT-PATTERSON AFB (1956-1959) I OBSERVE NO ONE QUALIFIED TO PROPERLY IDENTIFY A FLYING OBJECT EVEN AIRPLANES. THEY WERE MOSTLY "KEEWEEES" (NON-PILOTS OR BIRDS THAT CAN'T FLY). WHAT THE HELL DOES AN ASTRONOMER HAVE TO DO WITH TRAVEL. HE IS STATIONARY ON THE GROUND, WHAT HE IS LOOKING AT IS STATIONARY, HIS FIELD OF VISION IS VERY SMALL LOOKING THROUGH A PEEP HOLE (O) AND IF HE HAS NEVER SEEN ONE OR TAKEN A PICTURE OF ONE THROUGH HIS TELESCOPE HOW IN THE HELL CAN HE IDENTIFY IT. OR KNOW WHAT PILOTS HAVE BEEN SEEING SINCE WORLD WAR I. DID YOU EVER TRY TO FIND AND KEEP IN ^{WITH A TELESCOPE} VIEW AN AIRPLANE? IT TOOK DR. J. ALLEN HYNEM 20 YEARS TO BECOME AN EXPERT, ON (PAGES 1 & 2) IN MAJ. KEYHOE'S BOOK THERE ARE SOME NAMES OF MEN THAT HAD THE QUALIFICATIONS TO PROPERLY CLASSIFY MOVING OBJECTS.

12, AIR FORCE COVER UP - MAJ. KEYHOE DEVOTED THE ENTIRE FIRST CHAPTER TO OUR SIGHTING AND THE AIRFORCE COVER UP. THE AIR FORCE COULD NOT FIND OUR REPORT, THEY SAID? IT IS MY OPINION THEY WERE NOT ORGANIZED OR HAD ENOUGH QUALIFIED PERSONNEL TO PERFORM THEIR ASSIGNED TASK. IN ONE OCCASION WHEN MY SKIPPER CAPT. J. O. TAYLOR AND I WERE AT WRIGHT PATTERSON COL WATSON (NOT POSITIVE ABOUT NAME) SAID TO HIM THAT THERE HAD BEEN OVER 30,000 CALLS ON ONE RECENT SIGHTING AND THAT THERE WAS NOT ENOUGH PERSONNEL IN THE ARMY AIRFORCE AND NAVAL

TO INVESTIGATE THE CALLS, WE WERE FIGHTING THE KOREANS

13. AIR FORCE COVER UP ADMITTED - ON MY OWN LIST I HAD ONLY 12 ITEMS (MS-12) BUT I HAD TO LIST DR. J. ALLEN HYNEM. HIS BOOK IS A MUST FOR ANY UFOLOGIST. IT TELLS THE TRUTH ABOUT THE COVER UP. I HAVE ENCLOSED SOME PAGES BUT EVERYONE SHOULD READ IT FROM COVER TO COVER.

SUMMARY

? ^{????} GREEN FIREBALLS

PROJECT TWINKLE WAS A BIG AIRFORCE COVER UP. IF YOU ARE GOING TO COVER UP UFO SIGHTINGS WHO WOULD YOU GIVE THE RESPONSIBILITY TO? - "ASTRONOMERS" - BECAUSE THEY KNOW NOTHING ABOUT THEM. TAKE A LOOK AT THE BOTTOM RIGHT OF PAGE 8 WHERE THEY TRIED TO PLOT THE COURSE OF OUR AIRCRAFT AND THE OBJECT. THEY WERE UNABLE TO DETECT THE ERROR IN THE OBJECT COURSE. THEY DO NOT UNDERSTAND MANY TYPES OF AERIAL PHENOMENA. WHEN THEY SAW A KITE, BALLOON OR AIRPLANE IN THEIR TELESCOPE FOR THE FIRST TIME THEY CALLED IT AERIAL PHENOMENA. IF THEY WERE NOT GOING TO COVER UP OR INVESTIGATE ALL THEY HAD TO DO WAS READ PARAGRAPH F&G PAGE 4 OF THE 3-12-51 AF REPORT AND STATE THAT IT WAS A "UFO". IF YOU LOOK AT HOW THE REPORT PAGE 2 WAS FILLED OUT YOU WOULD KNOW THIS INDIVIDUAL HAD NOT YET GRADUATED FROM THE AMATEUR ASTRONOMER'S CLASS

IN PLAIN LANGUAGE THEY SAT ON THEIR ASS IN HOPES THAT SOMEONE WOULD DO THE INVESTIGATION FOR THEM.

THEY DID NOT ASK ANYONE TO SEND THEM SUPPORTING INFORMATION. THEY DID NOT ASK ANY OF THE PROFESSIONAL OBSERVERS, DID NOT ASK FOR THE RADAR REPORT, DID NOT QUESTION OTHERS THAT HAD SIGHTINGS IN THE AREA, DID NOT READ OR UNDERSTAND THE REPORTS. IN SHORT THEY DID A BIG INJUSTICE TO THE PEOPLE ON PLANET EARTH

AFTER READING THIS REPORT I CAN UNDERSTAND WHY MAJOR KEYHOLE WAS UPSET AT THE AIRFORCE ABOUT THEIR COVER UP AND OUTRIGHT LIES. HE HAD THE PROPER EXPERTS AT HIS DISPOSAL TO ACCURATELY IDENTIFY THESE OBJECTS. HIS BOOK "FLYING SAUCERS TOP SECRET" WAS A BLESSING. I AM SURE THAT IN THE EARLY 50'S WE HAD NO ONE IN THIS COUNTRY THAT WAS CAPABLE EXCEPT THOSE FROM OTHER PLANETS OR WITH OFF PLANET CONTACT, WITHOUT DR ALLEN HYMER'S BOOK WE WOULD STILL NOT BE SURE ABOUT THE COVER UP.

AL JONES AND NOEL J. P. KOGER ARE ALIVE AND VERY ACTIVE. SORRY FOR THE LONG DISERTATION AL JONES AND I HAD AN EXTENSIVE MEETING (SEPT. 27, 1993) IN POENIX. HE CONCURRED 100% WITH THE INFORMATION THAT I AM MAKING PUBLIC AND CONFIRMED IT AS BEING THE TRUTH.

SINCERELY
Graham

JUNE 1973

In this Issue:

SIX PLANES AND 27 MEN
DISAPPEARED ON THE FAMOUS

LOST PATROL

WHAT REALLY HAPPENED?

NAVAL AVIATION NEWS



Crew members and passengers on an R5D (C-54) experienced a dramatic UFO sighting in the pre-dawn hours of a North Atlantic flight in the early 1950s. Details of the interesting occurrence, as told some years later by the pilot, Lt. "B," are excerpted here through the cooperation of the National Investigations Committee on Aerial Phenomena (NICAP).

At the time of the event, Lt. B. was 28³⁰ years old, experienced in both North and South Atlantic flight, with qualifications in 38 types of aircraft.

westerly course for Newfoundland, ground speed 200 knots. Three and a half hours out of Iceland, midpoint in the flight, they passed over a weather ship on station off the coast of Greenland. The ship reported normal conditions.

The aircraft was on autopilot. Lt. ~~B.~~ K. and myself were on constant watch for other aircraft. I observed a yellow glow in the distance about 30 to 35 miles away, at about the one o'clock position and below the horizon. My impression was that there was a small city ahead, because it was the same glow you get from a group of lights on the surface before you get close enough to pick them out individually.

"Knowing that our course took us past the tip of Greenland, my first thought was that we hadn't yet reached it, that we were behind schedule and had drifted north, but remembering that we had passed over the weather ship, I realized this was not the case. I called K.'s attention to the glow and asked him what he thought it was. He said that it looked like we were approaching land. I asked our navigator to check our position. He did and replied that

UNIDENTIFIED FLYING OBJECT

The weather was excellent. The moon had set but visibility was good. Lt. B. and the plane commander, Lt. ~~B.~~ K., who was in the copilot's seat, could make out the horizon clearly.

Asleep in the aircraft were two extra crews, one a relief for B.'s men, the other on board as passengers. The R5D was at 10,000 feet on a south-

A
PROVOCATIVE
TALE



20 YEARS AGO IN NANEWS

MCAS CHERRY POINT — A favorite ready room conversation for Second Marine Air Wing pilots has been the story of the "flying saucer" which recently outsped an F9F *Panther* jet flying more than 500 mph.

The jet pilot, 1st Lt. Ed Balocco, was on a local night flight from ALF Edenton when alerted by Navy Norfolk tower to watch for a silver object sighted from the ground near the North Carolina-Virginia line.

Over Washington, N.C., the VMF-224 pilot said, "I saw what looked like an airplane with red lights which appeared to be below me. . . . It moved from below me 10,000 feet vertically in a matter of seconds."

Balocco said he poured on the coal and could not close on the object at first, then closed rapidly. He considered it a "big" object, the color of white heat and throwing out a glow. It had what appeared to be two red lights on the lefthand side, flashing and bouncing off the end, inscribing an arc.

As the object began pulling away again, the pilot radioed other planes in the area to help track it. Diving toward the spot where the object disappeared, Balocco thought he saw a flash but was unable to see it again. By then he was joined by Captain Thomas W. Riggs of the same squadron, who sighted an object flying near the coastline but could not identify it.

Similar flashes were reported by a Navy pilot from Norfolk and Gerald Midget of Oriental, N.C. Midget told of the flash being followed by a ground fire but no explosion. Marine helicopters later searched the area and found a small forest fire but no traces of a crash.

The object was first reported by a helicopter at 1747. Ground control intercept radar failed to pick it up but Balocco sighted it about 1800.

Balocco, a veteran of 550 jet hours and 1,000 flying hours, said visibility was so good that from 20,000 feet at Washington he could see the lights at Norfolk and the Cherry Point beacon. He had the object in sight three or four minutes.

we were on flight plan and on course.

"The lights were farther away than we thought because it took us eight to ten minutes to get close enough to where the lights had a pattern (our ground speed was over three miles per minute), about 15 or 18 miles away. At that time, due to the circular pattern of lights, I got the impression that possibly two ships were tied up together and that lights were strung between them for either transferring cargo from one to the other or that one was in some kind of trouble.

"I asked the navigator to check his ship plot. He replied that there were no ships plotted in this area and that we were not close to the shipping lanes anyway. The radio-man also went on the air to the weather ship, which verified that there were no ships in the area.

"Since it was time for Lt. J.'s crew to relieve us, I had the plane captain awaken them. When Lt. J. and Lt. M. came up forward, I pointed the lights out to them. Their only comment was that it had to be a ship because it was on the water and we were overtaking it fast. By this time, we were five to seven miles away; it was about 30 degrees to our right; and we had to look down at about a 45-degree angle. The lights had a definite circular pattern and were bright white.

"Suddenly, the lights went out. There appeared a yellow halo on the water. It turned to orange, to a fiery red, and then started moving toward us at a fantastic speed, turning to a bluish red around the perimeter. Due to its high speed, its direction of travel and its size, it looked as though we were going to be engulfed. I quickly disengaged the autopilot and stood by to push the nose of the plane over in hopes that we could pass under it because of the angle at which it was ascending. The relief crew was standing behind us; everyone began ducking and a few heads were hit on objects.

"It stopped its movement toward us and began moving along with us about 45 degrees off the bow to the right, about 100 feet or so below us, and about 200 to 300 feet in front of us. It was not in a level position; it

was tilted about 25 degrees.

"It stayed in this position for a minute or so. It appeared to be from 200 to 300 feet in diameter, translucent or metallic, shaped like a saucer. A purple-red glow around the perimeter was the same type of glow you get around the commutator of an auto generator when you observe it at night.

"When the object moved away from us, it made no turns, as though it was backing up about 170 degrees from the direction from which it approached us, and was still tilted. It was only a few seconds before it was out of sight. (Speed estimated in excess of 1,500 mph.)

"All of our cameras were within reach, but no one was calm enough to think about taking a picture. Most of us were wondering what it was. Our impression was that this was a controlled craft. It had been either hovering over the water or sitting on it; then it detected us and came up to investigate.

"After Lt. J.'s crew had taken over, I proceeded aft and learned that most of the passengers had observed the same thing. Since I was unable to identify the object, I asked Dr. M., a commander in the Medical Corps, if he had observed the object. He replied that he had and that he did not look further because it was a flying saucer and he did not believe in such things. I immediately returned to the cockpit and informed the crew to keep quiet about what we observed because it might have been our first sighting of a flying saucer (during those years when you mentioned you had such a sighting, you were believed to be crazy). Lt. J. informed me that it was too late because he had called Gander Airfield in Newfoundland to see if the object could be tracked by radar.

"When we landed we were met by intelligence officers. It was obvious that there had been many sightings in the same area. . . . Subsequently, when we arrived in the United States, we had to make a full report and I found out a few months later than Gander radar did track the object in excess of 1,800 mph."