[redacted] 7/0545Z

[illegible] ----- [illegible] 27 April 50

[illegible] ----- [illegible] 40°30' N 141°30'E [illegible]

[illegible] ----- [illegible] USAF Pilot

[illegible] ----- [illegible] -----

[illegible] 0545 Z [illegible] Cream

[illegible] Rectangular [illegible] 30[illegible]-6[illegible] mph

[illegible] 20 x [illegible] [illegible] -----

[illegible] ------- [illegible] [illegible]-? Minutes

[illegible] 1 [illegible] Aerial

[illegible] ----- [illegible] -----

[illegible] ----- [illegible] ------

[illegible] Form [illegible]
([illegible] Jan 50)

OTHER (CONTRAIL)

[redacted]

[redacted] UNCLASSIFIED

MEMO FOR GENERAL CABELL:

In regard to the incidents involving observation of an unidentified objedt by pilots of F80C aircraft on 27 and 28 April 1950 in the area of Misawa Air Base, Japan, we are convinced that the pilot in each case actually saw what was described.

As to what the object actually was, we feel that it was not an aircraft or aerodynamic device of any sort, but was a visual effect produced by shock waves from other F80C aircraft in the area at the time each observation was made. In this connection we call attention to the fact that events took place at 18,000 to 25,000 ft and could have been caused by light refraction in varying densities of air caused by shock waves, such as the Schlieren effects which can be photographed, or by ice crystals formed as a result of shock waves disturbing super-cooled water vapor in the atmosphere, or a combination of both these possibilities. It should be noted that the object is described as having "no density", looking like muslin, and having no well defined reflecting surfaces, all of which suggests not a solid thing but a "condition" which existed in a given volume of space. If polaroid material was in the path of observation it could have contributed to appearances of form and color.

This case in some respects is similar to the excitement caused by "explosions" over Dayton not so long ago. The aerodynamists decided that the "explosions" resulted from shock waves set up by a jet aircraft. All this seems to prove that in advancing the performances of aircraft and weapons and in the operational use of our new weapons, there will continue to be new sights and sounds that were not associated with the old.

U.S

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CLASSIFIED MESSAGE

[redacted]
(WHEN FILLED IN ONLY)
[redacted]COMING MESSAGE

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MCAG Form No. 228
(Rev 25 Oct 48)

This copy will be safeguarded with the [illegible] completed, at which time it will be prepared for destruction in accordance with Section IV, Hq. Office Instruction No. 11-2.

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Air Force-WPAFB-L-5 DEC 49 5M

AF FORM 112—PART I
APPROVED 1 JUNE 1948

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| COUNTRY | REPORT NO | (LEAVE BLANK) |
|---|---|---|
| JAPAN | INT IR-U/AC-10 | AF 1873 21 |

# AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Aerial Object

| AREA REPORTED ON | FROM (Agency) |
|---|---|
| 40°30'N 141°30'E | Hq Fifth Air Force, APO 710 |

| DATE OF REPORT | DATE OF INFORMATION | EVALUATION |
|---|---|---|
| 5 May 1950 | 27 April 1950 | B-2 |

| REPORTED BY (Officer) | SOURCE |
|---|---|
| 1st Lt. E. E. Swank | [redacted] |

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

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

1. On 27 April 1950 at 1430 hours item time, [redacted] departed from Misawa Air Base, [redacted] in an F-80C to join his element leader over Camp Haugen at 25,000 ft. [redacted] was scheduled to fly observer for the element leader who was to practice instrument flying.

2. The F-80C aircraft was at 25,000 ft, orbiting to the left, indicating 320 mph. The unidentified aerial object was observed at the 2 o'clock position, ten (10) miles NE of Camp Haugen (40°30'N - 141°30'E). The aerial object was first sighted at 1445 as the pilot began a turn to intercept his element leader who was approximately three (3) miles ahead, circling to the left. When the pilot was close enough to the lead aircraft to identify it as a 7th Fighter Bomber Squadron aircraft by the color of the ship's nose, he suddenly noticed that it seemd to be towing a target. However, he knew that their squadron was not firing aerial gunnery that day. The pilot was rapidly closing in on the lead ship and to avoid hitting the supposed target, he gained altitude and slid over to the other side of the object. The pilot had the object in sight for a total of 2½ to 3 minutes and had a very good look at it from the top and both sides.

3. The object was rectangular in shape, approximately twenty feet high, sixty feet long and not over two inches thick. It appeared to be made of muslin and was cream colored. The sun was bright, but there was no reflection from the object. It did not seem to have any density at all.

4. The object appeared to be tracking the element leader's aircraft and when first observed, it was approximately 1,000 ft below and behind the lead aircraft. The object then accelerated and moved up to a level position with the lead aircraft and remained in that position during the orbiting turn to the left from 45°to 260°, at which point the object accelerated and took up a new heading of 330° and broke away at an estimated speed of 600 mph.

5. There was no evidence of exhaust as there was no apparent means of propulsion. The object did not wave or flutter. The object was first sighted against a background of clouds, but as it broke away from the element leader's aircraft and faded from view, it was observed against clear sky. The object seemed to be flying at 275 to 300 mph when first observed and accelerated to 600 mph as it broke away.

6. The pilot could not believe what he had witnessed and surmised that he was getting hypoxia. The pilot increased his oxygen to 100% and joined his element leader. The join up was not erratic and there was no other indication which would indicate hypoxia.

7. The pilot appeared to be conservative in his statements and preferred to think out answers rather than give snap statements. The impression received was that

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# AIR INTELLIGENCE INFORMATION REPORT

| FROM (Agency) | REPORT NO. | |
|---|---|---|
| Hq Fifth Air Force, APO 710 | INT IR-U/AC-10 | PAGE 2 OF 2 PAGES |

the pilot did not get over excited on observing the object but tried his best to overtake, observe and report it.

E. E. Swank
E. E. SWANK
1st Lt. USAF
Intell Req Div/Office of Deputy
for Intelligence

1 Incl:
[redacted]

APPROVED:

O. Wilton Simpson
O. WILTON D. SIMPSON
Lt Colonel, USAF
Deputy for Intelligence

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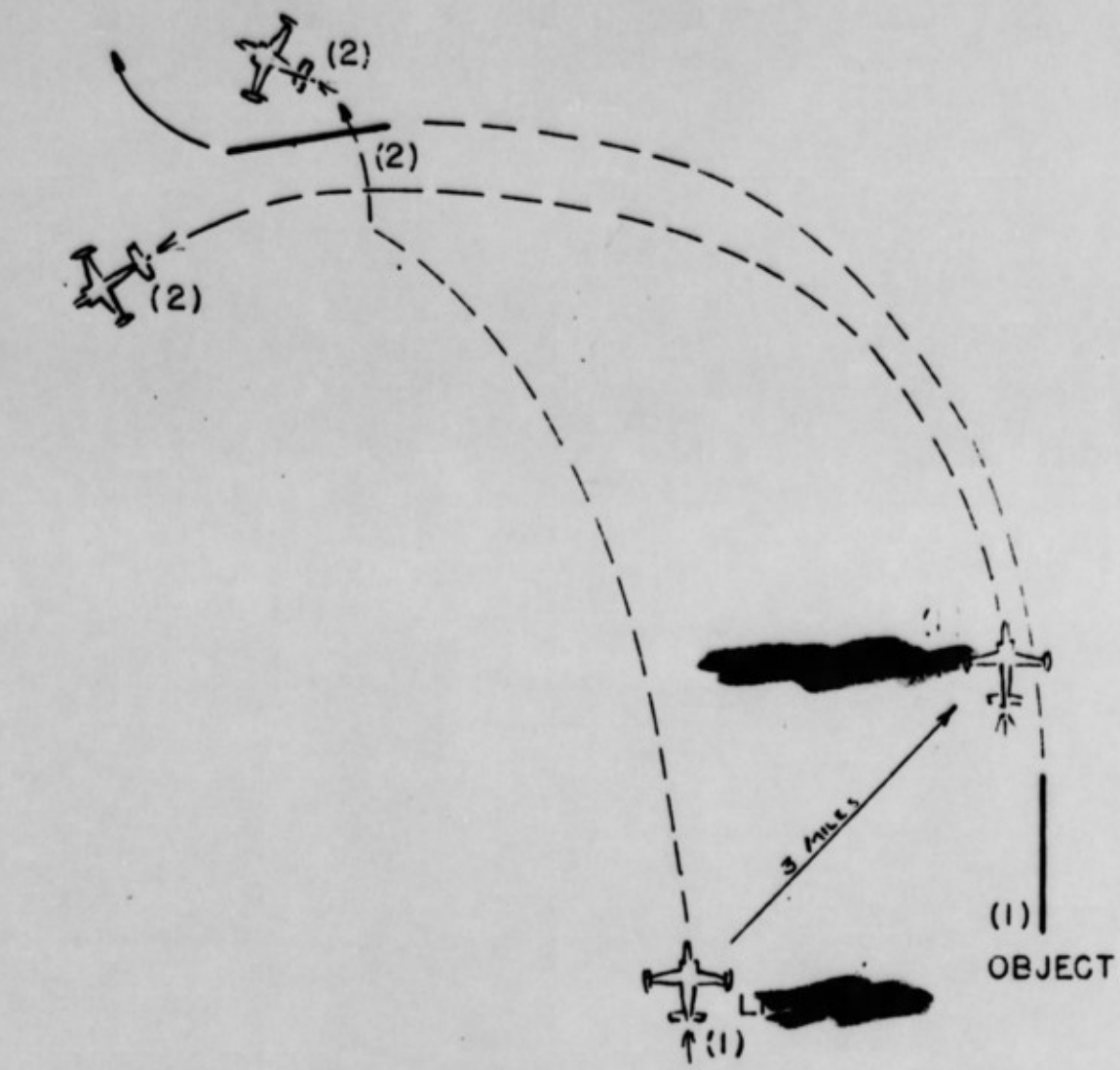
INCLOSURE # 1

[redacted] SIGHTING




(1) RELATIVE POSITION ON FIRST SIGHTING.

(2) POSITION AS [redacted] CROSSED OVER THE OBJECT

(3) DIRECTION TAKEN AS OBJECT BROKE AWAY FROM THE LEAD SHIP.

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AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted]
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AF 137325

| COUNTRY | REPORT NO | (LEAVE BLANK) |
|---|---|---|
| JAPAN | INT IR-U/AC-11 | |

# AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Unidentified Aerial Object

| AREA REPORTED ON | FROM (Agency) |
|---|---|
| 45 23'N 141 41'E | Hq Fifth Air Force, APO 710 |

| DATE OF REPORT | DATE OF INFORMATION | EVALUATION |
|---|---|---|
| 5 May 1950 | 28 April 1950 | B-2 |

| PREPARED BY (Officer) | SOURCE |
|---|---|
| 1st Lt. E. E. Swank, USAF | [redacted] |

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.)

1. On 28 April 1950, at 1230 hours Item time, [redacted] was piloting an F-80C aircraft approximately two (2) miles west of WAKKANAI (45° 23'N-141°41'E) at 30,000 ft, heading 360° at 300mph indicated. The pilot observed one flying object at approximately 10,000 ft, seven (7) miles to his left on a heading of 180° flying at 600 - 650 mph. The object was initially sighted for approximately five (5) seconds, then was lost in the clouds for ten (10) seconds and clearly sighted for five (5) seconds on the pilot's right, circling to the left and in front of the pilot and disappearing to the left of the aircraft on a heading of 270°. The object appeared to be making smooth turns and proceeded on a horizontal plane.

2. The object was square shaped, approximately twelve (12) ft long, twelve (12) ft high and of undetermined width, however, it was thin and somewhat resembled a tow target. The object was white and observed clearly when contrasted against the water.

3. The pilot descended to 18,000 ft and searched the area for the unidentified object for approximately fifteen minutes before returning to Misawa Air Base. The pilot had good radio contact with Radar Site #18 during the entire period and continually kept them informed as to his position. However, the radar site was unable to track the F-80 or to pick up the unidentified object. [redacted] had the other aircraft in sight during the entire period hence there was no possibility of having seen the second F-80 and mistaken it for the unidentified object.

4. There was no evidence of propulsion, exhaust, control surfaces, or lights. The appearance and size of the object was somewhat doubtful in the pilot's mind due to the object's distance from the aircraft. The object disappeared over the top of the clouds on the first sighting, reappeared and in like manner disappeared as the object's color blended with the lower overcast.

5. [redacted] is a jet pilot in the 9th Fighter Bomber Squadron, Misawa Air Base, [redacted] The pilot's ability to judge color, speed, and distance is considered to be above average. The pilot was airborne, looking for an unidentified track reported by ground radar about one (1) hour earlier. The pilot was airborne approximately one (1) hour and was not fatigued.

6. The interrogator has personal knowledge of the observer's character and can sincerely state that he is conservative, unassuming, and never given to exaggerations.

1 INCLS ([redacted])

APPROVED:

O'Wighton D. Simpson
O'WIGHTON D. SIMPSON
Lt. Colonel, USAF
Deputy for Intelligence

E. E. Swank
E. E. SWANK
1st Lt. USAF
Intell Req Div/Office of Deputy
for Intelligence

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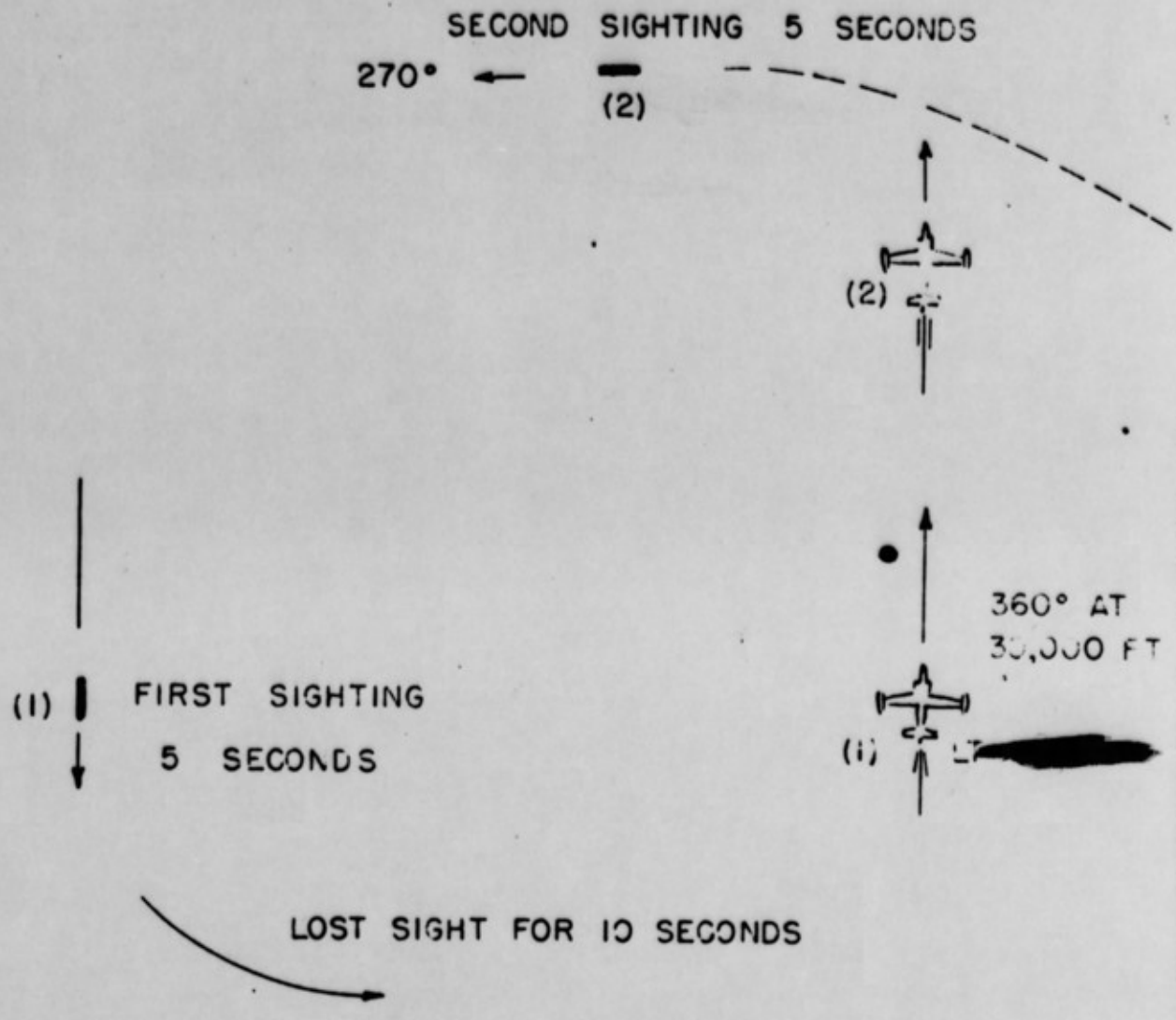
INCLOSURE # 1

[redacted] SIGHTING




(1) RELATIVE POSITION FIRST SIGHTING. PILOT HEADING NORTH 360° AT 30,000 FT AND SIGHTED OBJECT 7 MILES TO HIS LEFT AT 10,000 FT HEADING 180°

(2) PILOT ON 360° HEADING AT 30,000 FT AS OBJECT PASSED IN FRONT OF A/C IN A TURN TO THE LEFT AND DISAPPEARED ON HEADING OF 270°

[redacted]

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# Flying Saucers Again: In Australia This Time

SYDNEY, Australia, Monday, May 5 (UP).—Reports of "flying saucers" poured into Sydney today from many parts of Australia, and officials said they could not shed any light on the mystery.

Persons from four widely separated areas—including Sydney suburbs—reported seeing a "cigar shaped object larger than any plane" flash across the sky shortly after dawn Saturday.

Two of the reports came from air line pilots. One was from an air force officer, a veteran of World War II.

The Royal Australian Air Force said there were no jet planes over the areas where the reports originated.

W. H. T.