PROJECT 10073 RECORD CARD

1. DATE 25 Aug 1951	2. LOCATION Albuquerque, New Mexico	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other UNIDENTIFIED ☐ Insufficient Data for Evaluation ☒ Unknown
3. DATE-TIME GROUP Local 2158 GMT 26/0458Z	4. TYPE OF OBSERVATION XX Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☐ No	6. SOURCE	
7. LENGTH OF OBSERVATION	8. NUMBER OF OBJECTS	9. COURSE

10. BRIEF SUMMARY OF SIGHTING

SEE CASE FILE

11. COMMENTS

UNCLASSIFIED

Status Report #1

Appendix II

ALBUQUERQUE, NEW MEXICO - 25 August 1951

On the evening of 25 August 1951, at 21 P.M., a Kirtland Base Security Guard and his wife observed what they described to be a flying wing type aircraft similar to the Northrop Flying Brother (B-49) over the back yard of their trailer home in the East part of Albuquerque. They judged the wing span of the aircraft to be about one and one half times the wing span of a B-36, with which they were familiar. The object was flying low, the altitude was thought to be about 800 ft. - 1000 ft., and there was no sound that could be attributed to the object. The color of the object was not apparent due to the twilight but dark chordwise stripes were noticed under the wings. Six to eight pairs of soft glowing lights were noticed on the trailing edge of the wing. The speed was judged to be about 300 - 400 mph and the object was on a heading of approximately 160°.

(See Appendix I for possible relation to incident.)

Weather

Broken clouds at 17,000 ft., visibility five miles, wind S at 5 mph.

Status of Investigation

The possibility of this being a known aircraft was checked with negative results. The AC and W Radar Station at Kirtland AFB did not observe any unusual or unidentified aircraft.

The guard's background was checked and since he has a "C" clearance, it has been assumed that he is mentally stable.

The photos taken of the V-shaped object at Lubbock, Texas, (see Appendix I) were sent to Albuquerque. They were shown to the sources by the O.S.I. and sources stated that arrangement of lights on the object they saw was similar to the photo. They sketched in the wing as they saw it.

An investigation was made to determine whether or not any one else had seen the object but only negative results were obtained.

Further evaluation of this incident depends on the outcome of attempts to establish the authenticity of the Lubbock photos.

Sitch. Report #2

DOWNGRADED AT 8 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Appendix II

ALBUQUERQUE, NEW MEXICO - 25 August 1951

I. DISCUSSION OF INCIDENT

On the evening of 25 August 1951, at 2158 MST, a Sandia Base Security Guard and his wife observed what they described to be a flying wing type aircraft similar to the Northrop Fly-Wing Bomber (B-49) pass over the backyard of their trailer home in the east part of Albuquerque. They judged the wing span of the aircraft to be about one and one half times the wing span of a B-36, with which they were familiar. The object was flying low, the altitude was thought to be about 800 ft. - 1000 ft., and there was no sound that could be attributed to the object. The color of the object was not apparent due to the twilight but dark chordwise stripes were noticed under the wings. Six to eight pairs of soft flowing lights were noticed on the trailing edge of the wing. The speed was judged to be about 300 - 400 mph and the object was on a heading of approximately 160°.

(See Appendix I for possible related incident.)

II. WEATHER

Broken clouds at 17,000 ft., visibility five miles, wind S at 5 mph.

III. STATUS OF INVESTIGATION

The possibility of this being a known aircraft was checked with negative results. The AC and W Radar Station at Kirtland AFB did not observe any unusual or unidentified aircraft.

The guard's background was checked and since he has a "Q" clearance, it has been assumed that he apparently is mentally stable.

An investigation was made to determine whether or not any one else had seen the object but only negative results were obtained.

The photographs referred to in Appendix I were sent to the OSI at Kirtland AFB. These photos were shown to the sources and they stated that the photos resembled the exhaust or light pattern of the object. A sketch, drawn by the observers, is shown in this Appendix.

It is interesting to note that a very similar sighting took place in Lubbock, Texas. The exact time and date of the sighting could not be determined due to the fact that the observer believed she had seen an illusion of some type and did not report the incident. The only date that could be given was "late in August or early September".

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

IV. CONCLUSIONS

None. The investigation will be continued until the authenticity of the photos in Appendix I can be determined.

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UNCLASSIFIED

Copy of Sketch
from by Source

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

Incl 1

EXTRACT FROM STATUS REPORT # 3

DATE: 25 Aug 51

TIME (Local): 2158

LOCATION: Albuquerque, N. M.

LENGTH OF TIME OBSERVED: 30 Sec.

SOUND: None

SPEED: 300-400 mph

ALTITUDE: 1000'

HEADING: 140°

SOURCE: Sandia base guard and wife

ACTION OR COMMENTS: No conclusions - Investigation closed.

DESCRIPTION OF INCIDENT: Dark flying wing type a/c with about 1 1/2 times the wing span of a B-36.

SECRET UNCL SIFIED

1951 AUG 29 20:26

C-1 SECRET PRIORITY

FM 34 AIR DIV DEF KIRTLAND AFB NM 2918112

TO CG AMC WP AFB OHIO ATTN NCIS

HB

1 - ATI — ACTION INFO

2- ATI

3-

4- mcAGXm21-1

OIN3423

PRIORITY

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

INFO COPY OF MSG WAS NOT DISPATCHED UR HQ THRU ERROR.

PARA FOLG INFO REPTD THIS HQ BY OSI AT SUBMITTED UR HQ FOR EVALUATION: UNIDENTIFIED ACFT ESTIMATED 1 1/2 TO 2 TIMES SIZE B-36 OBSERVED DIRECTLY OVER ALBUQUERQUE AT 04582 BY 2 WITNESSES. TRAVELLING ESTIMATED 300 TO 400 MPH ON HEADING APPROX 160 DEGREES ESTIMATED ALTITUDE 1000 FEET. NO RUNNING LIGHTS OBSERVED. SWEPT BACK WINGS CHEVRON SHAPED. 6 TO 8 BRILLIANT MERCURY WHITE LIGHTS ON TRAILING EDGE WINGS. ACFT REPTD NOISELESS. OSI HAS INTERROGATED WITNESS AND IS CONTINUING INV

AUG JEDWP

ACTION COPY

5154124054-1

[redacted]

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

UNCLASS

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

UNCLASSIFIED

HEP/blh

File No: 24-0

27 August 1951

SUBJECT: Unconventional Type of Aircraft
Sighted by HUGH R. YOUNG
at Albuquerque, New Mexico
at 2158 Hours, 25 August 1951

TO: District Commander
5th District OSI (IG) USAF
Wright-Patterson Air Force Base
Dayton, Ohio

1. It is requested that the inclosed Spot Intelligence Report be hand carried to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS.

2. Inasmuch as the inclosure does not concern your District and in the interest of economy, a copy has not been forwarded.

Harold E. Peterson

HAROLD R. PETERSON
Major, USAF, Acting
District Commander

1 Incl
Spt Intel Rpt (dup)

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

UNCLASSIFIED

KMP/blh

THE INSPECTOR GENERAL USAF
17th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AIR FORCE BASE, NEW MEXICO

File No: 28-0 SPOT INTELLIGENCE REPORT 27 August 1951

SUBJECT: Unconventional Type of Aircraft Sighted by HUGH R. YOUNG at Albuquerque, New Mexico, at 2153 Hours, 25 August 1951

TO: Director of Special Investigations
Headquarters, United States Air Force
Washington 25, D. C.

1. SYNOPSIS: Sandia Base Security Guard, HUGH R. YOUNG, reported sighting large object similar to Flying Wing, but one and a half (1½) times larger than B-36, observed by himself and wife, pass over East Albuquerque Area at 2153 hours, 25 August 1951, in south-southeastern direction, altitude 800 to 1000 feet at approximately 300 miles per hour. Object had glowing white lights on trailing edge of wing and black stripes under wing. The object made no sound whatever and flew straight and level. Lights from Central Avenue and autos reflecting off object gave it silver color. No means of propulsion noted. Sighting and observations of YOUNG confirmed by his wife.

2. DETAILS: At 1000 hours, 26 August 1951, Lt WILLIAM L. DAW, Officer of the Guard, Kirtland Air Force Base, New Mexico, notified the Office of Special Investigations' Duty Agent, HAROLD E. PETERSON, that a Mr. HUGH R. YOUNG of 4212 N. Copper Ave., Albuquerque, New Mexico, had reported sighting an unconventional type of aircraft. When interviewed by S/A PETERSON, YOUNG revealed that he is a guard for the Sandia Corporation, and works on the night shift at Sandia Base and is "Q" cleared. On 25 August 1951, YOUNG stated he was standing in front of his trailer with his wife, waiting for his ride to work, when he saw an object approaching from the north on a true course of about 160° to 170°. The flight path of the object was estimated by YOUNG to be approximately 15° east of the Zenith from his point of observation. The object, as described by YOUNG, was similar to the Northrop Flying Wing (B-49), in that it had no fuselage, the wings were swept back approximately 15° but had no taper. As the object passed over the brightly lighted Central Avenue (US Highway 66), the reflection of these lights could be seen on the underside of the object. The size of this object was described by YOUNG as to be one and a half (1½) times that of the B-36, and was silver in color except for 6 or 8 dark stripes on each side of the center running longitudinally on the underside of the wing.

1518.7

(S)

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

File 24-C
Subj Uncon Type of Acft

HEP/blk
27 Aug 51

On the trailing edge of the wing were 6 to 8 pairs of round glowing white lights, located between the dark stripes on the underside of the wing. These lights went out just after the object passed to the north of U. S. 66. YOUNG stated this object made no sound whatever, flew straight and level, at an estimated speed of 300 miles per hour and altitude of 800 to 1000 feet. No method of propulsion was visible and the object faded from his view due to darkness. YOUNG stated the object was in his view for approximately 30 seconds. He purposely checked the time at the end of sighting and noted it to be 2158 hours. YOUNG's wife also observed this object and agrees with his observations in every respect. YOUNG was very positive about his observation, is familiar with all types of aircraft, and apparently very sincere.

3. ACTION: Attempts are being made to locate other persons who may have observed this object, and if any positive information is developed, the results will be forwarded to your Headquarters.

cc: AMC (dup)

HAROLD E. PETERSON
Major, USAF
Acting District Commander

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SECRET
AUTH: CO, ATIC
BY: Lt Col N.R.Rosengarten
DATE: 31 Aug 1951

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)
CO, ATIC

DTG: TIME GROUP
311900Z Aug 51

SECRET

PRECEDENCE
Priority

TO: Commanding General
Kirtland Air Force Base
New Mexico
ATTN: 34th Air Div Def

INFO: Director of Intelligence
Headquarters, USAF
ATTN: AFOIN-W/TC
Washington 25, D. C.

OIN 3423 Secret

Reference message Cite OIN 3423. Request you forward all available information directly to AFOIN-ATIAA-2a by teletype immediately. Also request you attempt to verify further this sighting, investigating along the route indicated by extrapolating the indicated course. Additionally, check any ground or airborne radar operative in the vicinity of Albuquerque and the extrapolated flight path.

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UNCLASSIFIED

515-124679

SECRET

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)
Lt. Jerry W. Cummings

RELEASING OFFICER'S SIGNATURE
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SYMBOL
AFOIN-ATIAA-2a

TELEPHONE
52270

OFFICIAL TITLE
KENT PARROT, Lt Col, USAF
Chief, Aircraft & Propulsion Section

DD FORM 1 OCT 48 173 REPLACES NME FORM 172, 1 MAY 48 WHICH MAY BE USED.

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING CLASSIFIED MESSAGE

SECRET
PRIORITY

PARAPHRASE NOT REQUIRED. NOTIFY CRYPTOCENTER BEFORE DECLASSIFYING

FROM: CG 34TH AIR DIV KIRTLAND AFB ALBUQUERQUE NM

TO : CS USAF WASH DC
ATTN: APOIN V/C

NR : OIN 3481 31 AUG 51

Ref further investigation on sighting of unconventional aeft over Albuquerque by civilian witnesses, 2158 hours, 25 August reveals following:

Aeft was chevron shaped, flying wing type. One and one half to twice size of B-36. Dark stripes visible on under side of wings from leading to trailing edge. No fuselage visible. Wings swept back approx 15 degrees. No taper of wings from mid section to tip. Six to eight aeft lights visible on trailing edge of wings. Propulsion system unknown, aeft made no sound. Witnesses estimated speed and altitude to be 300-400 MPH, 800-1,000 feet. Aeft appeared from northerly direction on an estimated heading of 160 degrees. Observation made by Mr. and Mrs. Hugh R. Young at their residence, 4212 Copper Avenue. Sighting was made from ground level with aeft almost overhead. Mr. Young is employed as security guard at Sandia Base and apparently is reliable. Weather conditions at time of sighting: Temp 64 degrees F, dew point 55 percent, wind South 5 MPH, vis 5 miles, ceiling 17,000 feet from ground level, broken clouds. Object was not detected on ground radar at Kirtland AFB.

Certified copies of narrative statements of witnesses being forwarded your Hq. No other info available.

File AC

ACTION: OIN

INFO : SLO

(1 Sep 51) CCC/jp

SECRET

RETAIN OR DESTROY

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COPY No. 6

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

AFHQ FORM 10 APR 49 0-309 B

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HEADQUARTERS
34th AIR DIVISION (DEFENSE)
KIRTLAND AIR FORCE BASE, NEW MEXICO

James H. Barnett

AF FORM 112—PART I
APPROVED 1 JUNE 1948

(CLASSIFICATION)

UNCLASSIFIED

COUNTRY	REPORT NO.	(LEAVE BLANK)
Albuquerque, New Mexico	1.	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: SIGHTING OF UNCONVENTIONAL AIRCRAFT

AREA REPORTED ON	FROM (Agency)	
Albuquerque, New Mexico	CG 34th Air Division(D) Kirtland AFB New Mexico	
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
31 August 1951	25 August 1951	
PREPARED BY (Officer)	SOURCE	
James E. Callaway, Major, USAF	OSI, Kirtland AFB, New Mexico	

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

TWX OIN 3423, this Hq, 29/1811Z

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.)

Two civilian witnessess, from their residence at 4212 East Copper Avenue, (a trailer park), Albuquerque, New Mexico, observed an unconventional aircraft, chevron-shaped, about one and one half to twice the size of a B-36 directly over the eastern part of the city of Albuquerque at 2158 hours, 25 August 1951, flying on a heading of approximatdly 160 degrees, travelling estimated 300-500 MPH at estimated altitude of 800-1000 feet. The witnessess immediately reported this to OSI at Kirtland Air Force Base, New Mexico. OSI then notified this headquarters by telephone.

This observation of an assumed unconventional aircraft might be considered significant but for the fact that its sighting can be substantiated by only two witnessess and no other evidence.

2 Incls
1. Certified copies of witnessess statements.

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DOD DIR 5200.10

DISTRIBUTION BY ORIGINATOR

UNCLASSIFIED

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C.—31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

AF FORM 112—PART II
APPROVED 1 JUNE 1948

(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE
CG 34th Air Division (Def) Kirtland AFB, New Mexico	1	2 OF 2 PAGES

1.
Further investigation and interrogation of witnessess by OSI on this observation of unconventional aircraft has revealed:

(a) 1. Shape of aircraft: Chevron-shaped, flying wing type.
2. Size: One and a half to twice size of B-36.
3. Color: Unknown. Dark stripes visible at intervals on under side of wing from leading to trailing edge.
4. Number of aircraft: A single ship.
5. Aerodynamic features: No fuselage visible. Wings swept back at approximately 15 degrees. No taper of wings from mid-section to tip.
6. Trail or exhaust: Noticeable on trailing edge of wing - six to eight soft lights in pairs with spacing observed between each pair.
7. Propulsion system: Unknown. Aircraft made no sound.
8. Speed: Estimated 300-400 MPH.
9. Sound: Silent.
10. Maneuvers: Flew straight and level.
11. Manner of disappearance: Flew away from observers until it faded from sight.
12. No running lights were visible from the ground.

(b) Aircraft was observed at 2158 hours, 25 August 1951 for about 30 seconds.

(c) Aircraft was observed from ground level, at an estimated altitude of 800-1000 feet, at an estimated speed of 300-400 MPH.

(d) Observation was made by witnessess from their residence at 4212 E. Copper Avenue, Albuquerque, New Mexico. Aircraft appeared from Northerly direction on a heading of estimated 160 degrees. Sighted directly overhead.

(e) Witnessess are: Mr. and Mrs. Hugh R. Young, 4212 East Copper Avenue. Mr. Young is employed in the Security Service at Sandia Base. It is assumed he is reliable. Subject witness holds a "Q" clearance.

(f) Weather conditions at time of sighting: Temperature 64 degrees F, Dew Point 55, Wind-South at 5 MPH, Visibility 5 miles, Ceiling 17,000 feet (from ground level), Broken clouds.

(g) Sighting of object can not be attributed to any activity or condition, meteorological or otherwise, present at time of observation.

(h) There are no photographs or other physical evidence to substantiate observation of "object."

(i) Object was not detected on radar scopes of 690th AC & W Sq at Kirtland AFB, New Mexico.

(j) Aircraft airborne in area near time of incident; Commercial flights landing at Albuquerque Municipal: TWA at 2028 and 2043 hours; Continental at 2107 hours and Frontier at 2314 hours.
USAF Flights arriving at KAFB: B-25 at 2107 hours, C-54 at 1917 hours and one B-25 departure at 2219 hours. No unfamiliar aircraft or objects reported to tower.

2. Certified copies of narrative signed statements of witnessess are attached.

UNCLASSIFIED

26 August 1951
4212 East Copper Ave.
Albuquerque, N. Mex.

On the night of 25 August 1951, at my home at 2158 hours I observed for about 30 seconds an unfamiliar aircraft traveling from 10° west of north in the direction of 10° east of south. The rate of speed of the aircraft might have been 350 miles per hour.

The aircraft was low enough for the neon and car lights of East Central Avenue to be reflected from it. The altitude of the aircraft was difficult to judge.

The size of the aircraft was apparently 1½ to 2 times of that of a B-36.

The type of the aircraft was that of one with wings swept back 15° approximately. No fuselage was visible. The wings did not appear to taper at the outer ends. On the rear edge of each of the wings at least 6 and possible 8, soft, white lights were visible. These lights were round, not trailing as in jet aircraft exhausts seen at night. These lights were grouped in twos with a larger distance between the pairs than between each one in a pair. No red or green lights were visible. As the object moved further south the lights were not visible.

The underneath surface of the wings of the aircraft appeared to have stripes running from the leading edge to the rear edge of the wings between each pair of lights. These stripes reflected the light whereas the areas between the lights did not reflect light well.

The most outstanding feature of this observation was the fact that there was no audible sound from motors or jets. In fact the aircraft made no noise that I could hear.

The above statement is true to the best of my ability to describe this incident.

Signed,

Mrs. Hugh R. Young
(Emily G. Young)

CERTIFIED COPY:
/s/ & /t/
JOHN T. HAGOOD
Captain, USAF

CERTIFIED COPY:
James E. Calloway
JAMES E. CALLAWAY
Major, USAF

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

26 August 1951

On the 25th of August 1951 at 2158 hours from my home located at 4212 East Copper Ave., Albuquerque, New Mexico I observed the following described aircraft.

This aircraft was flying in a south by east direction at a speed I thought to be about 300 miles per hour.

The altitude was difficult to judge, but the aircraft was low enough so that the lights from Central Ave. refelected from the lower side of the wings.

This aircraft was unusual in the following ways, there was no sound of motors or jets in fact there was no sound at all that I could hear. I could see no fusalage on this aircraft. The size I judged to be at least one and one half times as large as a B-36 and was shaped like a spread V with the wings sloping back at an angle of about 15°.

On the rear edge of the wings soft white lights were located in pairs with not less than six of these on each side of center. These lights were very different from motor or jet exhausts as seen at night. I am familiar with the appearance of these.

From the front edge of the wing stripe extended to the rear edge of the wings with the strip ending between the lights of each pair. These strips had poor reflection.

Each pair of lights were separated by about eight times the distance between the lights of one pair.

The wings appeared to retain their size from the center to the end without any taper.

No identification or markings could be seen and this aircraft had no colored lights of any kind that could be seen. The aircraft was in my sight about ½ minute.

This is a true description of the aircraft as I observed and remember it.

/s/ Hugh R. Young
Hugh R. Young

CERTIFIED COPY:
/s/ & /t/
JOHN T. HAGOOD
Captain, USAF

CERTIFIED COPY:
James E. Calloway
JAMES E. CALLAWAY
Major, USAF

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

ORN

SUBJECT: Letter of Transmittal

TO : Chief of Staff
Headquarters
United States Air Force
Washington 25, D. C.
ATTN: AFOIN-ATTAA-2A

In reference to message your headquarters, cite 7019, date-time-group 3117502 and message our headquarters, cite OIN 3481, date-time-group 312430Z, witnesses' statements on sighting of unconventional aircraft are transmitted herewith.

FOR THE COMMANDING GENERAL:

James H. Barnett

JAMES H. BARNETT
1st Lt., USAF
Asst Air Adj Gen

2 Incls:
1. Statement by H.R. Young
2. Statement by Mrs. H.R. Young

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-115

DATE 18 Sep 51

REPORT MADE BY S/A HAROLD E. PETERSON 51h

REPORT MADE AT 17th District, Kirtland AFB, N. M.

PERIOD 26, 27 August 1951

OFFICE OF ORIGIN 17th District, Kirtland AFB, N. M.

STATUS CLOSED

TITLE

Unconventional Type of Aircraft Sighted by HUGH R. YOUNG at Albuquerque, New Mexico, at 2158 Hours, 25 August 1951

CHARACTER SPECIAL INQUIRY

REFERENCE SPT INTELL RPT, DO #17 to Ho, OSI, File 24-0, dtd 27 Aug 51

SYNOPSIS

Investigation requested by CO, 4901st Support Wing (Atomic) Kirtland AFB, New Mexico, to determine circumstances surrounding an observation of an unusual type of aircraft on 25 July 1951. Mr. & Mrs. YOUNG executed signed statements that they observed a flying wing type aircraft on night of 25 July. This aircraft made no sound, was larger than B-36, and flew low over Albuquerque in north to south direction. Investigation of Commercial Air Carriers and Base Operations failed to reveal any aircraft to be in vicinity at time of observation. Check of local Police Department, Sheriff, State Police, FBI and Security Guards at Kirtland AFB and Sandia Base failed to produce corroborating observations.

DISTRIBUTION

CO, 4901st Spt Wg (Atomic) (At cys)	2
CG, Special Weapons Comd (Info)	1
Hqs, OSI	2
CG, Sandia (Info)	1
FBI Albuq (Info)	1
File	2

ACTION COPY FORWARDED TO

Commanding Officer
4901st Support Wing (Atomic)
Kirtland AFB, New Mexico

FILE STAMP

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

24 115 2

20 SEP 1951

APPROVED

Harold E. Peterson
for RICHARD G. COX
Lt. Col., USAF
District Commander.

Incl 3

AFMD FORM 15 JAN 49 0-208 Replaces AFMD FORM 10-57744-1 U. S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED CONFIDENTIAL

DETAILS:

1. This investigation requested by Commanding Officer, 4901st Support Wing (Atomic), Kirtland Air Force Base, New Mexico, to determine the circumstances surrounding the reported observation of an unusual aerial phenomenon by Mr. and Mrs. HUGH B. YOUNG, 4212 E. Copper, Albuquerque, New Mexico, on 25 August 1951.

AT ALBUQUERQUE, NEW MEXICO

2. On 26 August 1951, Mr. HUGH B. YOUNG was interviewed at his trailer home at 4212 E. Copper. YOUNG stated that he is a security guard for the Sandia Corporation, and works the night shift at Sandia Base. YOUNG revealed that on the night of 25 August 1951, a few minutes before ten (10:00) o'clock, he and his wife were standing outside their trailer home, waiting for his ride to work, when they both saw an unusual type aircraft flying overhead. YOUNG and his wife prepared statements describing what they observed, which are set forth below:

"26 August 1951

"On the 25th of August 1951 at 2158 hours from my home located at 4212 East Copper Ave., Albuquerque, New Mexico I observed the following described aircraft.

"This aircraft was flying in a south by east direction at a speed I thought to be about 300 miles per hour.

"The altitude was difficult to judge, but the aircraft was low enough so that the lights from Central Ave. reflected from the lower side of the wings.

"This aircraft was unusual in the following ways, there was no sound of motors of jets in fact there was no sound at all that I could hear. I could see no fuselage on this aircraft. The size I judged to be at least one and one half times as large as a B-36 and was shaped like a spread V with the wings sloping back at an angle of about 15°.

"On the rear edge of the wings soft white lights were located in pairs with not less than six of these on each side of center. These lights were very different from motor or jet exhausts as seen at night. I am familar with the appearance of these.

"From the front edge of the wing strips extended to the rear edge of the wings with the strip ending between the lights of each pair. These strips had poor reflection.

"Each pair of lights were separated by about eight times the distance between the lights of one pair.

"The wings appeared to retain their size from the center to the end without any taper.

DOWNGRADED AT 3 YEAR INTERVALS

"No identification or markings could be seen and this aircraft had no colored lights of any kind that could be seen. The aircraft was in my sight about 1 minute.

"This is a true description of the aircraft as I observed and remember it.

/s/ HUGH E. YOUNG "

The original of the above statement is on file at Headquarters, 17th District Office, and is available upon request by proper authority.

"26 August, 1951
4212 East Copper Ave.
Albuquerque, N. Mex.

"On the night of 25 August, 1951, at my home at 2158 hours I observed for about 30 seconds an unfamiliar aircraft traveling from 10° west of north in the direction of 10° east of south. The rate of speed of the aircraft might have been 350 miles per hour.

"The aircraft was low enough for the neon and car lights of East Central Avenue to be reflected from it. The altitude of the aircraft was difficult to judge.

"The size of the aircraft was apparently 1½ to 2 times of that of a B-36.

"The type of the aircraft was that of one with wings swept back 15° approximately. No fuselage was visible. The wings did not appear to taper at the outer ends. On the rear edge of each of the wings at least 6 and possibly 8, soft, white lights were visible. These lights were round, not trailing as in jet aircraft exhausts seen at night. These lights were grouped in twos with a larger distance between the pairs than between each one in a pair. No red or green lights were visible. As the object moved further south the lights were not visible.

"The underneath surface of the wings of the aircraft appeared to have stripes running from the leading edge to the rear edge of the wings between each pair of lights. These stripes reflected the light whereas the areas between the lights did not reflect light well.

"The most outstanding feature of this observation was the fact that there was no audible sound from motors or jets. In fact the aircraft made no noise that I could hear.

"The above statement is true to the best of my ability to describe this incident.

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DECLASSIFIED AFTER 12 YEAR
DOD DIR 5200.10

Signed, Mrs. Hugh E. Young
(Emily G. Young) "

The original of the above statement is on file at Headquarters, 17th District Office, and is available upon request by proper authority.

AT KIRTLAND AFB, NEW MEXICO

3. In an attempt to ascertain if the YOUNG's could possibly have mistaken an aircraft landing at Kirtland Air Force Base for the one they reported, the following investigation was conducted.

4. On 27 August 1951, the Incoming Aircraft Log and the AF Form 23's for 25 August were checked with the aid of Captain DOUGLAS F. CHRISTIANSON 14672A of the Administrative Flight Section. The records revealed that a transient B-25 landed at 2107 and departed for Chanute Air Force Base at 2219. This aircraft was the only one on record operating within several hours of the reported time of the observation.

5. The following Commerical Air Carriers, which operate in this area, were checked to determine if they had aircraft flying in the vicinity at the time of the sighting reported by the YOUNG's, with negative results:

Frontier Airlines
Trans World Airline Inc.
Continental Airlines
Pioneer Airlines

6. Investigation of Federal Bureau of Investigation; Sheriff, Bernalillo County; Albuquerque Police Department; State Police; Security Section, Sandia Base, Kirtland Air Force Base, 34th Air Division (Defense) revealed no other reports of a similar observation.

7. In that all logical investigative leads have been completed and reported, no further action is contemplated by this District.

UNCLASSIFIED

SECRET
AUTH: CG, ATIC
BY: M.P. Rosengarten
DATE: 11 Oct 51

C , ATIC

111800Z Oct 51

Priority

Commanding General
Strategic Air Command
Offutt Air Force Base
Omaha, Nebraska

Were any SAC B-36 aircraft in following locations on following dates:

Albuquerque, New Mexico, 25 August 1951, 2200 local

Lubbock, Texas, 30 August 1951, 2330 local

Matador, Texas, 31 Aug 51, 1245 local

If answer is affirmative, request altitude, airspeed, heading, time. This information needed in an intelligence evaluation.

OPERATIONAL
IMMEDIATE

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER
BEFORE DECLASSIFYING

OR INTERNAL DTG Removed

UR Q106 18 OCT 51

C-1

1951 OCT 18 15:22

AIR 53

AFN DE AIR

OPOP JEDWP

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AIR DE AFS

OPOP JEDWP

DE JEDMH 364L

HB 1-ATI - ACTION
2-ATI - INFO
B
4-MCAGXM21-

Info ATI Relay to question about B-36's in Area

FM CGSAC OFFUTT AFB OMAHA NEBR

TO CG AMC WRIGHT PATTERSON AFB OHIO

/S E C R E T/E

REPORT ON UR QUERY X

JEDMH

X NEGATIVE

ACTION COPY

515-152291-1

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[redacted]

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CONFIDENTIAL

UNCLASSIFIED

ATIAA-2c/EJR/vs

IN REPLY REFER TO:
AFOIN-ATIAA-2c

out 26 Oct 1955

SUBJECT: (Uncl) Transmittal of Letter to 17th District OSI, Kirtland Air Force Base, New Mexico

TO: Inspector General, USAF
5th District Office of Special Investigation
Wright-Patterson Air Force Base
Dayton, Ohio

1. It is requested by the Air Technical Intelligence Center that the inclosed letter be forwarded to the 17th District OSI.

2. If Inclosure is withdrawn, the classification of this correspondence may be downgraded to UNCLASSIFIED in accordance with par 25E, AFR 205-1.

FOR THE COMMANDING OFFICER:

1 Incl
Ltr to 17th District OSI
dtd

SANFORD N. KIRKLAND, JR.
Colonel, USAF
Chief, Technical Analysis Division
Air Technical Intelligence Center

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SUPPLY AND MAINT.

PROC. & IND. MOB. PLNG.

OTHER

~~CONFIDENTIAL~~

UNCLASSIFIED

ATIAA-2c/EJR/vs

IN REPLY REFER TO:
AFOIN-ATIAA-2c

SUBJECT: (Confidential) Unconventional Type of Aircraft Sighted by Hugh R. Young at Albuquerque, New Mexico, at 2158 Hours, 25 August 1951

TO: Inspector General, USAF
17th District Office of Special Investigation
Kirtland Air Force Base, New Mexico

1. Reference is made to your Spot Intelligence Report of 27 August 1951, subject as given above. It is not known whether or not you are familiar with a report from OSI District Office No. 23, Carswell Air Force Base, Fort Worth, Texas, in which a similar sighting over Lubbock, Texas, on 25 August 1951 is reported. Inclosed is a copy of this Spot Intelligence Report for your information.

2. Also inclosed are four photographs taken by Mr. Carl Hart, Jr. on 30 August 1951 which are supposedly very similar to those seen over Lubbock, Texas, on 25 August 1951. It is requested that these photographs be shown to Mr. Hugh R. Young and obtain his opinion as to whether or not this is what he saw over Albuquerque on the night of 25 August 1951. If he does concur that this is what he saw, have him sketch in the wing that he reported seeing and obtain any other details that he may be able to give.

3. The Strategic Air Command has been contacted and they had no B-36 type aircraft in the area at the time. Northrop Aircraft Company has also been contacted and none of their flying wing bombers were flying.

4. It is suggested that the Flight Service Center for this area be contacted and questioned as to whether there were any unusual incidents on the night of 25 August 1951. It is believed that flight service centers occasionally make notes of unusual happenings and report unusual sightings according to regulations of CIRVIS (JANAP-164-A) and MATS Regulation 200-3.

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30 OCT 52

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WF-1-13 APR 49 3 MH

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RESEARCH & DEV.*

INTELLIGENCE

SUPPLY AND MAINT.

PROC. & IND. MOB. PLNG.*

OTHER

~~CONFIDENTIAL~~
UNCLASSIFIED

Ltr dtd , to Inspector General, USAF, 17th District Office of Special Investigations, Kirtland AFB, N. Mex., subj: (Conf) Unconventional Type of Aircraft Sighted by Hugh R. Young at Albuquerque, New Mexico, at 2158 Hours, 25 August 1951.

5. The Air Technical Intelligence Center believes that there is enough similarity between the Albuquerque and Lubbock sightings to warrant an investigation.

FOR THE COMMANDING OFFICER:

2 Incls
1. Cy Spot Intel Rpt
2. Photos (4)

S. H. KIRKLAND, JR.
Colonel, USAF
Chief, Technical Analysis Division
Air Technical Intelligence Center

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SECURITY INFORMATION
DEPARTMENT OF THE AIR FORCE

HEADQUARTERS UNITED STATES AIR FORCE

WASHINGTON

HEP/blh

THE INSPECTOR GENERAL USAF
17TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AIR FORCE BASE, NEW MEXICO

File No: 24-115

14 November 1951

SUBJECT: Unconventional Type of Aircraft Sighted by HUGH R. YOUNG at Albuquerque, New Mexico, at 2158 Hours, 25 August 1951

TO: Commanding Officer
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: Chief, Technical Analysis Division

1. Reference is made to your letter, dated 30 October 1951, subject as above, file AFOIN-ATIAA-2c.

2. This District was not familiar with the reported sighting over Lubbock, Texas, on 25 August 1951, as indicated in the Spot Intelligence Report inclosed with referenced letter.

3. On 10 November 1951, Mr. and Mrs. HUGH R. YOUNG, were shown the photographs inclosed with referenced letter, and stated the formation of lights appeared similar to the lights they had observed on the trailing edge of the unidentified object they saw at 2158 hours, 25 August 1951, over Albuquerque, New Mexico. Mr. YOUNG sketched in the outline as shown on inclosure 1.

4. In addition to the outline sketched on the photograph, Mrs. YOUNG, assisted by her husband, drew a sketch of the object sighted, which is attached as inclosure 2.

5. On 13 November 1951, Mr. D. M. BUSSEY, Chief, Aircraft Communicator of the Air Route Traffic Control Center, Albuquerque, New Mexico, was contacted in regard to any unusual incidences that may have been reported on the night of 25 August 1951. Mr. BUSSEY revealed that there were no reports of any unusual sightings on 25 August 1951.

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File 24-115
Subj Uncon Type of Acft

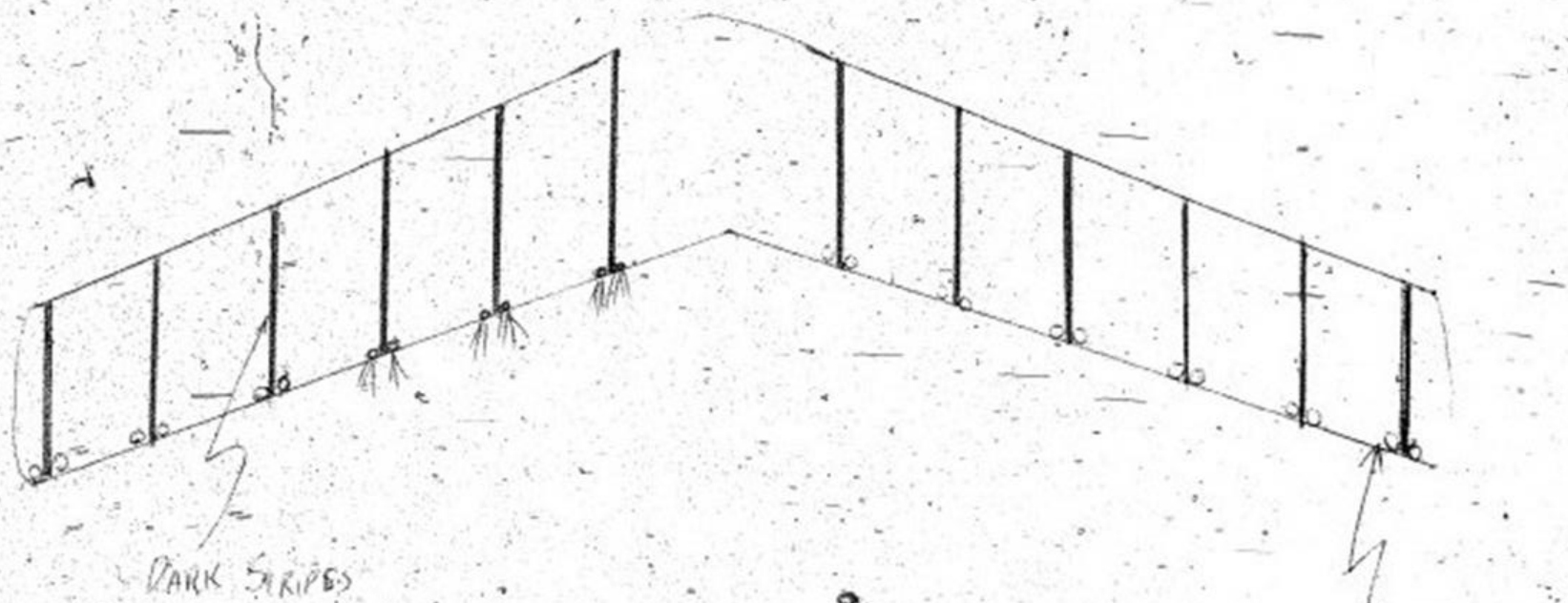
HEP/bih
14 Nov 51

6. Your attention is invited to paragraphs 4, 5 and 6 of Report of Investigation, this District, dated 18 September 1951, which is attached as inclosure 3, wherein attempts were made to ascertain if the sighting reported by the YOUNGS could have been mistaken for a conventional type aircraft.

7. In view of the fact that this District was unable to confirm, through other sources, the sighting reported by the YOUNGS, this investigation was closed; however, should your Headquarters desire additional information, not contained in the inclosures, this District will endeavor to comply with your request.

3 Incls
As stated

HAROLD E. PETERSON
Major, USAF
Actihg District Commander



Drawn by
Mr. H. R. Young

11/10/51

Inst 2