NR 5567 UNCLASSIFIED

C-1 ROUTINE [redacted]
FM MATHER AFB CALIF [redacted]
TO CG ANC WPAFB OHIO

ACTION

CITE MV 94.

URMSG IC493 QUERIES TO MCCLELLAN AFB, TRAVIS AFB, HAMILTON AFB, CASTLE AFB AND MOFFETT NAS WERE MADE WITH NEGATIVE POSSIBILITIES OF ANY OF THEIR ACFT OR BALLOONS BEING IN THE STOCKTON-LODI AREA BETWEEN 2500 HRS AND 2400 HRS 23 FEB52. STATEMENT AND DESCRIPTION OF SIGHTING BY CREW OF 2D ACFT FR THIS STA FWD AS CLASD DOCUMENT GTL3-52.

[redacted]

2. [redacted] INFORMATION
3. ATIC
4. [redacted]

PARAPHASE NOT REQUIRED. SEE CRYPTO CENTER BEFORE DECLASSIFYING

20 FEB 52
MT DIABLO, CALIF
BALLOON

[redacted]

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

UNCLASSIFIED

T52-11125-1

EXTRACT FROM STATUS REPORT # 6

DATE: 20 Feb 52

TIME (Local): 2330

LOCATION: Stockton, Calif.

LENGTH OF TIME OBSERVED: Unknown

SOUND: Unknown

SPEED: Unknown

ALTITUDE: 9,000' (Est)

HEADING: 90°

SOURCE: AF Pilots

ACTION OR COMMENTS: No conclusions. No investigation due to time lapse since report.

DESCRIPTION OF INCIDENT: Two aircraft pilots observed object described as "locomotive headlight" at same altitude as a/c. Object accelerated and climbed after crossing path of a/c. Possibility of other aircraft in area was negative. No radar returns. [redacted]

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]
CLASSIFICATION

AIR INTELLIGENCE INFORMATION REPORT

FROM: Wing Intelligence Officer
5535th Bmb. Tng. Wing,
Mather Air Force Base, California

REPORT NO. G-W7-2-52

Description:

Pilots sighted an unidentified object flying at approximately the same altitude as their aircraft. No specific shape could be determined. The only noticeable feature was a bright light much like the headlight of a locomotive except the object projected no beam but seemed to glow within itself. No aerodynamic features were noted and the object left no visible trail or exhaust. The method of propulsion could not be determined by either pilot. No sound was heard from the object.

Path of Flight:

The object approached the observers' aircraft from a northerly direction on an apparent collision course. The object was at the same altitude as the observers' aircraft and from a distance of fifteen (15) to twenty (20) miles the object appeared to be fifteen (15) inches in diameter. It did not appear to have any set course as it variably approached and receded from the observing aircraft. During these moments the object appeared to grow dimmer as it receded and brighter as it approached the aircraft. After crossing in front of the observing aircraft at a distance of approximately seven (7) miles at an approximate speed of one hundred eighty (180) miles per hour, it suddenly turned to an easterly heading, accelerated rapidly to an estimated eight hundred (800) miles per hour and disappeared, climbing at an angle of thirty (30) degrees. One of the observers, formerly a navigator and familiar with celestial bodies, definitely stated that the object was not a star, planet or meteor. Source further stated that the stars were clearly visible at all times and the object could be seen to cross the sky between the observers and the stars.

Weather Conditions:

Weather in the area at the time of observation: Temperature twelve (12) degrees centigrade; Visibility unlimited; broken stratus at eight thousand (8,000) feet; Winds aloft report - eight thousand (8000) feet two hundred sixty (260) degrees at eight (8) knots, ten thousand (10,000) feet two hundred eighty (280) degrees at fifteen (15) knots, twelve thousand (12,000) feet two hundred eighty (280) degrees at twenty five (25) knots. No known meteorological or other conditions or activities during observing time which would cause any disturbance in that area were found. A hailstorm earlier in the evening left a very clear sky.

COMMENTS of Preparing Officer:

No other physical evidence is available (fragments or photographs) to confirm sighted object. Both observers are rated pilots with a good amount of flying experience. The evaluation of this report is twofold as another aircraft also reported the sighting of this object. Upon direction of the Commanding Officer, Mather Air Force Base, the preparing officer proceeded to Hamilton Air Force Base, California, to interview jet pilots on the feasibility that the aforementioned object could be the result of a jet afterburner. The results of this interview were negative. A check with the Aircraft Control and Warning system of Mather Air Force Base on a possible tracking was also negative.

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[redacted]
(CLASSIFICATION)

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AF FORM 112—PART I
APPROVED 1 JUNE 1948

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COUNTRY	REPORT NO.	(LEAVE BLANK)
United States	GWT-2-52	00428595

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unconventional Aircraft Sighting

AREA REPORTED ON	FROM (Agency)	
Stockton, California, U.S.A.	Wing Intelligence Office 3535th Bmb. Tng. Wing, Mather AFB, California	
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
29 February 1952	20 February 1952	B-3
PREPARED BY (Officer)	SOURCE	
FRED E. WARNER, Captain, USAF	(See Summary)	

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

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

Interrogation of Captain CATTRON, Pilot, and Major RICORDAN, Co-pilot of B-25 #88C7 on 20 February 1952. On this date while flying at an altitude of nine thousand (9,000) feet with an air speed of one hundred sixty (160) miles per hour, the aforementioned officers sighted an unconventional aircraft approximately five (5) miles west of Stockton California (37-54' 30"N - 121-21' 30"W). Time of sighting was 2330 hours Pacific Standard Time.

APPROVED:

Fred E. Warner
FRED E. WARNER
Captain USAF
Wing Intelligence Officer

0 INCLS.

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16—66466-1 U. S. GOVERNMENT PRINTING OFFICE

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Wing Intelligence Officer Mather Air Force Base, California	GTL 3-52	PAGE 2 OF 2 PAGES

Pilots sighted an unidentified object which at first was believed to be a plane with one (1) landing light on or with a bright light in the nose. Object first appeared to be between Stockton and Sacramento, California. As the object approached the aircraft it appeared to become larger, brighter and more yellow in color. As the object passed in front of the observing aircraft the pilot stated that it was definitely not another aircraft.

Path of Flight:

Object first came into view on an apparent collision course from a northerly direction. At this time observing aircraft was at an altitude of nine thousand (9,000) feet over Mt. DIABLO, California. Object continued on an apparent collision course for approximately eight (8) minutes during which time it climbed from nine thousand (9,000) feet to approximately eleven thousand (11,000) feet where it seemed to pick up spped, veer in an easterly direction and was lost from sight as observing aircraft made a turn towards Sacramento California. Object was not sighted again as observing aircraft left the area for a simulated bomb run on Mather Air Force Base.

Weather Conditions:

Weather in the area at the time of observation: Temperature twelve (12) degrees centigrade, visibility unlimited; broken stratus at eight thousand (8,000) feet. Winds aloft report: eight thousand (8,000) feet, eight (8) knots at two hundred sixty (260) degrees; ten thousand (10,000) feet, fifteen (15) knots at two hundred eighty (280) degrees and twelve thousand feet, twenty five (25) knots at two hundred eighty (280) degrees. No known meteorlogical or other conditions prevalent during time of observation existed. A hailstorm earlier in the evening left very clear skies.

Comments:

No physical evidence is available (fragments or photographs) to confirm sighting. Both observers are rated pilots with a good amount of flying experience. The evaluation of this report is twofold as another aircraft also reported the sighting of this object.

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AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

COUNTRY: United States | REPORT NO.: CLASSIFIED OIL 3-52 | (LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unconventional Aircraft Sighting

AREA REPORTED ON: Stockton California | FROM (Agency): Wing Intelligence Officer Hafner Air Force Base, California

DATE OF REPORT: 29 February 1952 | DATE OF INFORMATION: 20 February 1952 ? | EVALUATION: B-2

PREPARED BY (Officer): FRED E. WARNER, Capt, USAF, Wing Intelligence Officer | REFERENCES (Control number, Intelligence publication, etc., if applicable): (See Summary)

OIL 3-52

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.)

Interrogation of Captain MONTGOMERY, Richard J. AO 696789, United States Air Force and Captain WATKINS, John nmi, AO 780451. Captain's WATKINS and MONTGOMERY were pilot and co-pilot of B-25 aircraft number 3820. Subject officers sighted an unconventional type aircraft after completing a practice radar bomb run off of Pitsburg, California. Aircraft was at eight thousand feet (8,000) on a heading of eighty two (82) degrees preparing to make a turn to a heading of seventy two (72) degrees toward Stockton when sighting was made.

20 FEB 52
MT DIABLO, CALIF
Time 11:30 P.M. local time
BALLOON Date of obs - Feb. 20, 1952.

Possibly balloon ?
- wind currents.
- object rises
- seem to have no front & rear plane or no collision course

AC

0-3912-

0 INCLS.

APPROVED:
Fred E Warner
FRED E. WARNER
Capt, in USAF
Wing Intelligence Officer

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