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EXTRACT FROM STATUS REPORT # 5

DATE: ~~27~~ 26 MARCH (Feb) 52

TIME (Local): 2230

LOCATION: Between Ft. Stockton and Pecos, Texas

LENGTH OF TIME OBSERVED: Unknown

SOUND: Unknown

SPEED: 3 X B-29

ALTITUDE: Lower than 15,500'

HEADING: Unknown

SOURCE: B-29 Radar Operator

ACTION OR COMMENTS: Conclusions pending. Radar scope photos have been requested.

DESCRIPTION OF INCIDENT: Radar operator of B-29 flying at 15,500' picked up unidentified object on the radar scope. Rate of closure was three times that of B-29. [redacted]

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Case includes 1, 5½" x 7½" photograph

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[redacted]

AIR 13
AFN DENIAL

V
AFN DE AIR
RR JEDUP
DE JCPRO 1030

ACTION

[redacted] BEFORE DECLASSIFYING [redacted] CRYPTO-CENTER

FM USAF WASHDC
JEDEN/CGADC EIT AFB COLO SPRINGS COLO
DWP/CHIEF ATIC WRIGHT PATTERSON AFB DAYTON
[redacted] SECURITY INFORMATION 86148 FROM AFOIN-C

RE FOLLOWING CABLE FROM CC SAC OFFUTT AFB (NEB IS QUOTED FOR YOUR INFORMATION:

"THE FOLG OBSERVATION RPTD BY B-52 NR 9299 [illegible] WALKER AFB, N MEXICO FOR YOUR INFO.

1. CREW POSITION OF OBSR: RADAR OBSR.
2. TIME OF OBSERVATION: 27/0130Z.
3. POSITION OF OBSRG ACFT: BETWEEN FT STOCKTON AND PECOS, TEXAS JCVSN
4. POSITION OF WHAT WAS OBSRD: WITHIN 1 MILE OF ACFT POSITION.

[redacted]

1/2 } ATIAA
3
4 Central Files

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PAGE TWO JCPRO 1030

6. ALT OF WHAT WAS OBSRD: UNK.
7. REMARKS: RADAR OBSR SAW STATIONARY OBJECT ON RADAR SCOPE WITHIN 1 MILE OF RPT ACFT. [illegible] FROM HEADING OF 295 DEG, ACFT TOOK SEVERE PHOTOS OF THIS OBJECT. [illegible] SIMILAR OBJECT OF CLOSE TO THIS TYPE HAS BEEN OBSRD."

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752-8553-1

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

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SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CO, ATIC

TO: CG STRATEGIC AIR COMMAND
OFFUTT AFB OMAHA NEBRASKA

RADNOTE

INFO:

DATE-TIME GROUP: 3115002 Mar 52

PRECEDENCE FOR: ACTION: Routine | INFORMATION

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE:

IDENTIFICATION: DOCOR 20498 CLASSIFICATION: [redacted]

UNCLASSIFIED

FROM: AFOIN-ATIAA

Reference is made to your message DOCOR 20498 dated 27 March 1952 regarding unidentified radar return from B-50 number 9299 of 509th Bomb Group. Please forward radar scope photos and details of weather conditions on date and time of sighting to the Air Technical Intelligence Center.

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S[redacted] T52-6546-[redacted]

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

Lt E. J. Ruppelt/vs

SYMBOL: ATIAA-2e

TELEPHONE: 54261

OFFICIAL TITLE: ROBERT E. KENNEDY, Major, USAF
Air Adjutant General

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

16—68622-2 ☆ U. S. GOVERNMENT PRINTING OFFICE

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HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
OMAHA, NEBRASKA

DINC 333 8 APR 1952

SUBJECT: Supplementary Information to Teletype DOCOR 20498.

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

1. Reference is made to your teletype, IC-416, dated 011500Z April 1952, from AFOIN-ATIAA, regarding unidentified radar return from B-50 Number 9299 of the 509th Bomb Group.

2. Supplemental information to teletype, this headquarters, DOCOR 20498, 27 March 1952, is forwarded as inclosure.

3. The weather in the area, at the time of the sightings, was reported as scattered to clear.

FOR THE COMMANDING GENERAL:

Edward E. Weir

EDWARD E. WEIR
MAJOR, USAF
Asst Adj Gen

1 Incl
cy of ltr fr 509th
BW w/2 incls

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HEADQUARTERS 509TH BOMBARDMENT WING, MEDIUM
Office of the Wing Intelligence Officer
Walker Air Force Base
Roswell, New Mexico

9DOI 333.5 29 March 1952

SUBJECT: AAF Forms 112, Report No 509-79-1 and 509-79-2.

THRU: Director of Intelligence
Eighth Air Force
Fort Worth, Texas

TO: Director of Intelligence, DCS/O
Headquarters
United States Air Force
ATTN: AFOIN-C/CC
Washington 25, D.C.

1. In accordance with letter AFOIN-C/CC-2, Subject: "Reporting of Information on Unidentified Flying Objects", Headquarters, United States Air Force, dated 19 December 1951, and Eighth Air Force "ICP" dated 1 March 1951, as revised, the following are submitted for your information:

a. AAF Form 112, Report No. 509-79-1, forwarded in five (5) copies and listed as Inclosure No. 1.

b. AAF Form 112, Report No. 509-79-2, forwarded in five (5) copies and listed as Inclosure No. 2.

2. AAF Form 112, Report No. 509-79-1 raises a doubt that a B-3, Flash Report, shoulb have been submitted by the 509th Bombardment Wing, Medium, on 27 March 1952. The Radar Observer of the reporting B-50 type aircraft has reversed his first estimate of the "speed of closure" of the Unidentified Flying Object from three (3) times the speed of a B-50 type Bomb Carrier aircraft to that of a conventional fighter. The original report was submitted, based on interrogation of the B-50 crew by a Wing Intelligence Officer, himself a rated Observer, and was believed conclusive enough to substantiate a Flash report.

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CHESTER H. LONG
Major, USAF
Wing Intelligence Officer

2 Incls
1. AAF Form 112, 509-79-1 (5 cys)
2. AAF Form 112, 509-79-2 (5 cys)

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AF FORM 112—PART I
APPROVED 1 JUNE 1949

[redacted]

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COUNTRY	REPORT NO.	CLEARANCE NO.
United States	509-79-1	4326

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Appearance of unexplained blip on radar scope

AREA REPORTED ON	FROM (Agency)
United States	509th Bombardment Wing (M)

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
28 March 1952	26 March 1952	B-2

PREPARED BY (Officer)	SOURCE
Captain William F. Byess Asst. Intel. Officer	Captain James F. McClelland VO of Acft 4-9299

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

B-3 Report submitted to Hq., 8AF during conduct of Mission 105-52

SUMMARY: (Make concise summary of report. Give significance in final one-sentence paragraph. Underscore at least five key words. Begin text of report on AF Form 112—Part II.)

1. While participating in a mission of the 509th Bombardment Wing (M), the Radar Observer of a B-50D aircraft was using his radar set for station-keeping, maintaining a specified position relative to the lead aircraft by observation of the lead aircraft on the radar scope. A blip appeared on the scope in a position reciprocal to that of the lead aircraft and remained visible for approximately five minutes.

2. Inasmuch as no aircraft or other object was in a position to produce such a return on the scope, it is the belief of the Radar Observer that the blip was an electronic phenomenon reflecting 180° out of phase the image of the lead aircraft.

2C 3

CHESTER H. LONG
Major, USAF
Intelligence Officer
509th Bomb Wing (M)

ROUTING STAMP

AF NO.	F O [illegible]	Order of Routing	Date Routed
Section			
Soviet			JUN 1952
Allied			
Executive			

FLYING SAUCERS

#B-1, this rpt passed to AB-5 for Hq USAF on 10 Oct 54

1 INCL 1 set of 3 radar scope photos (quint)

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DISTRIBUTION BY ORIGINATOR

FRONT - 2C11

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AF FORM 112-PART II

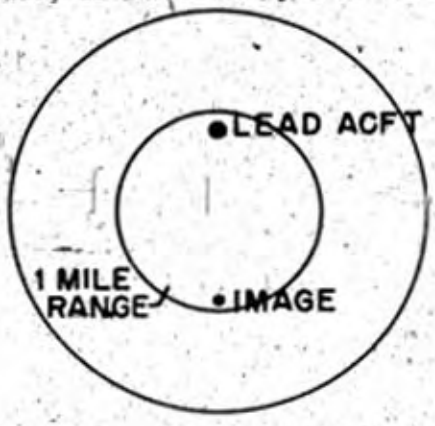
UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

509th Bombardment Wing (M) | 509-79-1 | PAGE 2 OF 2 PAGES

3. On the night of 26 March 1953, B-50D aircraft 4-9299, piloted by Captain John F. Nuding, AO-2085454, was participating in a wing mission as directed by Eighth Air Force Operations Order 105-52. The Radar Observer was Captain James F. McClelland, AO-2092819. This aircraft was assigned the task of station-keeping by radar and was maintaining its position relative to the lead aircraft through the use of the radar scope. At the time of the occurence covered by this report, aircraft 9299 was abreast of the lead aircraft and one mile to its left, as indicated by the return of the lead aircraft on the radar scope of the observing aircraft.

4. At approximately 2030 MST, while flying at 15,500 feet on a heading of 291° in the area of 31° 10'N - 103° 30'W, there appeared an additional blip on the scope in a position equidistant from the blip of the lead aircraft and 180° out of phase, as indicated by the following diagram:



5. This second blip remained on the scope for approximately five minutes and then disappeared. No aircraft was visible in a position which would have produced a return at that spot on the scope, and it is the belief of the Radar Observer that an idiosyncrasy of the radar set produced a reflected image of the lead aircraft.

6. The statement included in the [redacted] Report submitted to Eighth Air Force during the conduct of Mission 105-52 to the effect that the "Radar Observer estimated the speed of closure to be three times the speed of a B-50" should not be interpreted as pertaining to this sighting, as the blip in this case remained motionless on the scope, as did the blip of the lead aircraft which it was presumably reflecting.

7. Copies of three consecutive exposures of the radar scope which include the unexplained blip are included in quintuplicate with this report.

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[redacted] BYERS
Captain, USAF
Asst. Intel. Off.
509th Bombardment Wing (M)

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[redacted]

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26 March 1952 31.10N 103.30W
Air RADAR nr Ft Stockton, Texas

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PROJECT [illegible] RECORD CARD

2. LOCATION

33.35N / 109.41W

2213 MST

27/0432

4. TYPE OF OBSERVATION

5. SOURCE

6. NUMBER OF OBJECTS

7. COURSE

8. DURATION OF OBSERVATION

9. BRIEF SUMMARY OF SIGHTING

10. CONDITIONS

11. COMMENTS

12. EVALUATION

- Other
- Insufficient Data for Evaluation
- Unknown

AFOIC FORM [illegible] PREV 20 SEP 52

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Observation of unidentified aircraft

United States

26 March 1952

Captain William F. [redacted]

Crew of B-50D AF# 49-309

B-2 Report submitted to Hq., SAF during conduct of Blue Book 305-52

SUMMARY: (Brief analytical summary of report. Do not paraphrase. Use sentences whenever possible. Not to exceed 10% of report or 20 lines, whichever is less.)

1. On the night of 26 March 1952 an unidentified aircraft approached a formation of B-50D aircraft of the 509th Bombardment Wing (M).

CHESTER H. LONG
Major, USAF
Intelligence Officer
509th Bombardment Wing (M)

#4 Flight passed to AE-5 for Hq. USAF 1 Oct 54

2R

ROUTING STAMP

AE NO.	4 2502	
Section	Order of Routing	Date Routed
Soviet	2	MAY 1 1952
Allied		APR 25 1952
Executive		

INCLS.

FLYING SAUCERS
FLINT-2-11

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted] UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
509th Bombardment Wing (M)	509-79-2	PAGE 2 OF 3 PAGES

2. On the night of 26 March 1952, B-50D aircraft 4-9299, piloted by Captain John F. Nuding, AO-2085454, was participating in a Wing mission as directed by Eighth Air Force Operations Order 105-52. This aircraft was assigned the task of station-keeping by radar and was maintaining its position relative to the lead aircraft through the use of the radar scope. At the time of the occurence covered by this report, the observing aircraft was approximately one mile to the left of and between one-quarter and one-half mile behind the lead aircraft, as indicated by the return of the lead aircraft on the radar scope of the observing aircraft.

3. While flying at 27,800 feet on a heading of 283° in the area of 32° 35'N - 109° 41'W, with a True Airspeed of 276 knots, the Radar Observer, Captain James F. McClelland, AO-2092819, had his set on the two-mile range, which included the return of the lead aircraft on the radar scope. At 2213 MST he saw an additional blip appear on the scope at 2 o'clock from his own aircraft and move rapidly in a direction toward 7 o'clock. He called the Right Scanner, Corporal John D. Hammer, AF-18378915, on interphone and asked if he was able to see the approaching aircraft, and the Scanner replied in the affirmative. The Radar Observer states that the blip of the Unidentified aircraft remained on the scope a maximum of five minutes, flying the track shown in the following diagram:

4. The Radar Observer states that at no time did the unidentified aircraft make a firing pass at the bomber nor approach within half a mile of the observing aircraft. He is of the opinion that, judging from the nature of its tactics, the unidentified aircraft approached the bomber formation for identification. While it is difficult to assess the speed of an approaching aircraft when viewed on the radar scope, he does not believe it to have been in excess of that of a conventional fighter.

5. The Right Scanner states that he became aware of the approaching aircraft shortly before the Radar Observer called it to his attention. His aircraft was flying the position in the four-ship cell formation indicated in the following diagram:

X Lead acft X #2 acft

X Observing acft.
- - - 1 mi - - -1 mi

X #4 acft

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When first observed, the unidentified aircraft was between the lead and #2 aircraft. It approached the observing aircraft and proceeded to a relative position of 7 o'clock, where it was lost from the Right Scanner's view. He

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[redacted] REPORT

[redacted]

[redacted] Page 3 of 3 Pages

[redacted] before [redacted]

[redacted] the [redacted] of the [redacted] aircraft, [redacted] [redacted] [redacted]