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PROJECT 10073 RECORD CARD

1. DATE: 30 April 52	2. LOCATION: Moriarity, New Mexico	12. CONCLUSIONS: ☒ Was Balloon; ☐ Probably Balloon; ☐ Possibly Balloon; ☐ Was Aircraft; ☐ Probably Aircraft; ☐ Possibly Aircraft; ☐ Was Astronomical; ☐ Probably Astronomical; ☐ Possibly Astronomical; ☐ Other RADAR & CLM; ☐ Insufficient Data for Evaluation; ☐ Unknown
3. DATE-TIME GROUP: Local 0746 MST; GMT 31 1446 Z	4. TYPE OF OBSERVATION: ☐ Ground-Visual ☐ Ground-Radar ELECTRONIC; ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS: ☐ Yes ☒ No	6. SOURCE: Radar crew	
7. LENGTH OF OBSERVATION: 1 minute	8. NUMBER OF OBJECTS: 1	9. COURSE:

10. BRIEF SUMMARY OF SIGHTING

Straight and level maneuvers.
Electronics concludes this may have been due to purposely "locked on" jammer.

11. COMMENTS

Radar blip clocked at 3700 MPH.

ATIC FORM 329 (REV 06 SEP 52)

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EXTRACT FROM STATUS REPORT # 7

DATE: 30 Apr 52

TIME (Local): 0740 & 0746

LOCATION: Moriarity, N. M.

LENGTH OF TIME OBSERVED: 4 sweeps & 6 sweeps

SOUND: Unknown

SPEED: 3,700 mph

ALTITUDE: Unknown

HEADING: Unknown

SOURCE: Radar Operations

ACTION OR COMMENTS: Probable interference or jamming from some unknown source.

DESCRIPTION OF INCIDENT: Radar pick-up. [redacted]

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted]

COUNTRY: UNITED STATES

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AIR INTELLIGENCE INFORMATION REPORT

UNCLASSIFIED

SUBJECT: Report of Unconventional Aircraft

AREA REPORTED ON: Albuquerque ADIZ

FROM (Agency): 768th Aircraft Control and Warning Squadron

DATE OF REPORT: 1 May 1952

DATE OF INFORMATION: 30 April 1952

EVALUATION:

PREPARED BY (Officer): JAY R. WALLER, 1st Lt., USAF

SOURCE: Electronically Observed (Radar)

REFERENCES (Control number, directive, previous report, etc., as applicable): None

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.)

SUBJECT: Reporting of Information on Unconventional Aircraft

In accordance with AFC Ltr 200-1, Reporting of Unconventional Aircraft, dated 11 April 1951, the following report of unusual target picked up by radar observation is forwarded to your headquarters in its importance as intelligence.

30 April 1952

At 0740 MST a normal appearing target was observed on the PPI Scope by the radar observer on duty. Target appeared to be normal but was traveling at the unusual speed estimated at 3700 Miles Per Hour. At 0746 MST another target was observed 10° to the south of the first target traveling at the same estimated speed. The first target was observed for four (4) sweeps of the antenna while the second target was tracked for six (6) sweeps, antenna rotates at six (6) Revolutions Per Minute.

Significance of Incident:

These two (2) targets were observed by four (4) experienced radar observers who are familiar with the appearance of normal aircraft picked up by the radar equipment; the target appeared to be normal in all respects except for excessive speed.

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DOD DIR 5200.10

(12) INCLS.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE One (1) OF One (1) PAGES
768th AC&W Sqdn.	Not Applicable	

(a) Shape: Negative
Size: Negative
Color: Negative
Number: One (1)
Aerodynamic Features: Negative
Trail or Exhaust: Negative
Speed: 3700 MPH
Propulsion System: Negative
Sound: Negative
Maneuvers: Negative
Manner of Disappearance: Radar Fade
(b) Time Sighted: 0746 MST
(c) Electronically Observed (Radar): (AN/CPS-5(V))
(d) Moriarity, New Mexico, 768th AC&W Sqdn. (See Sworn Statement)
(e) Observer is reliable and experienced
(f) 70 Sctd 200 Sctd 60 Visibility 6° centigrade NNW at 3 MPH
80 Sctd 60 Visibility 13° centigrade NNW at 11 MPH
(g) Negative
(h) Negative
(i) Negative
(j) Negative

The information given above by Captain, Guy N. Hunter is true and correct to the best of his ability and knowledge.

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[redacted]

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (ADDRESS)	REPORT NO.	PAGE	OF	PAGES
768th AC&W Sqdn.	Not Applicable	One (1)		One (1)

(a) Shape: Negative
Size: Negative
Color: Negative
Number: One (1)
Aerodynamic Features: Negative
Trail or Exhaust: Negative
Speed: 3700 MPH
Propulsion System: Negative
Sound: Negative
Maneuvers: Negative
Manner of Disappearance: Radar Fade
(b) Time Sighted: 0746 MST
(c) Electronically Observed (Radar): (AN/CPS-5(V))
(d) 768th AC&W Sqdn. Moriarity, New Mexico (See Sworn Statement)
(e) Observer is reliable and experienced
(f) 70 Sctd 200 Sctd 60 Visibility 6° centigrade NNW at 3 MPH
80 Sctd 60 Visibility 13° centigrade WNW at11 MPH
(g) Negative.
(h) Negative
(i) Negative
(j) Negative

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The information given above by A/1C William T. Pennington is true and correct to the best of his ability and knowledge.

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[redacted]

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
768th AC&W Sqdn.	Not Applicable	One (1)	One (1)	

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(a) Shape: Negative
Size: Negative
Color: Negative
Number: Two (2)
Aerodynamic Features: Negative
Trail or Exhaust: Negative
Speed: 3700 MPH
Propulsion System: Negative
Sound: Negative
Maneuvers: Negative
Manner of Disappearance: Radar Fade

(b) Time Sighted: 1st Blip 0740 MST, 2nd Blip 0746 MST
(c) Electronically Observed (Radar): (AN/CPS-5(D))
(d) 768th AC&W Sqdn. Moriarity, New Mexico (See Sworn Statement)
(e) Observer is reliable and experienced
(f) 70 Sctd 200 Sctd 60 Visibility 6° centigrade NNW at 3 MPH
80 Sctd 60 Visibility 13° centigrade WNW at 11 MPH
(g) Negative
(h) Negative
(i) Negative
(j) Negative

The information given above by A/1C Francis X. Bohn is true and correct to the best of his ability and knowledge.

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted]

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FROM (Agency)	REPORT NO.	PAGE One (1) OF One (1) PAGES
768th AC&W Sqdn.	Not Applicable	

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Number: One (1)
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Trail or Exhaust: Negative
Speed: 3700 MPH
Propulsion System: Negative
Sound: Negative
Maneuvers: Negative
Manner of Disappearance: Radar Fade

(b) Time Sighted: 0746 MST
(c) Electronically Observed (Radar): (AN/CPS-5(D))
(d) 768th AC&W Sqdn. Moriarity, New Mexico (See Sworn Statement)
(e) Observer is reliable and experienced
(f) 70 Sctd 200 Sctd 60 Visibility 6° centigrade NNW at 3 MPH
80 Sctd 60 Visibility 13° centigrade NNW at 11 MPH
(g) Negative
(h) Negative
(i) Negative
(j) Negative

The information given above by A/B Larry L. Harper is true and correct to the best of his ability and knowledge.

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[redacted]
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31-3609

16—65870-1 U. S. GOVERNMENT PRINTING OFFICE

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[redacted]

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

OIN 452.1 5 MAY 1952

UNCLASSIFIED

SUBJECT: Unconventional Aircraft Report

TO: Commanding General
Air Materiel Command
ATTN: MCIS
Wright-Patterson Air Force Base
Ohio

DOWNGR[illegible] [illegible] [illegible]ALS;
DECLASSI[illegible] [illegible] YEARS.
DOD DIR 5200.10

Air Intelligence Information Reports, dated 1 May 1952, as submitted by the Commanding Officer, 768th Aircraft Control & Warning Squadron, Moriarty, New Mexico, are forwarded in compliance with Air Defense Command letter 200-1, dated 11 April 1951.

FOR THE COMMANDING GENERAL:

Sam Odensky
SAM ODENSKY
2nd Lt. USAF
Asst Air Adj Gen

13 Incls
1. AIIR - Part I (dupl)
2. AIIR - Part II - G.N.Hunter (dupl)
3. " " W.T.Pennington "
4. " " F.X.Bohn (dupl)
5. " " L.L.Harper "
6. Sworn Statement - G.N.Hunter "
7. " " W.T.Pennington (dupl)
8. " " F.X.Bohn (dupl)
9. " " L.L.Harper "
10. Scope Diagram - G.N.Hunter "
11. " " W.T.Pennington (dupl)
12. " " F.X.Bohn (dupl)
13. " " L.L.Harper "

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34-3650

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13 May 1952

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1. There seems to be two or more possible explanations of the unidentified target reported by attached Form 112:

a. Radar target was caused by an actual airborne target.

b. Interference from a purposedly "locked-on" jamming or confusion transmitter.

c. Other less likely causes such as equipment fault, weather, etc.

2. Since the path of the radar target was along a straight line passing thru the radar station location, it is considered most likely that the explanation given in paragraph 1b is applicable.

P. L. James
Captain, USAF

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DECLASS... YEARS
DOD DIR 5200.10

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30 April 1952

I, Captain Guy N. Hunter, AO 532792, 768th Aircraft Control and Warning Squadron, Moriarity, New Mexico, do hereby wish to make the following statement:

At 0742 MST, 30 April 1952, the Crew Chief on duty, A/1C Pennington, informed me that something unusual was being sighted by the radar. I immediately posted myself as an observer behind the scope operator and at approximately 0746 MST a blip appeared at 140 miles on 280° azimuth, in in the next sweep the blip was again at 280° azimuth and at a range of 129 miles. The blip occurred consistently for 6 sweeps moving down the 280° azimuth line at approximately 11 miles per sweep or 11 miles every 10 seconds. It faded at approximately 74 miles range which might indicate a terrific altitude. This represented to me a clearly defined track 100° heading. The blips observed were not blurred nor were they fuzzy blobs of a sort but rather they were very clearly defined blips which can only be described as the type of blip that is sighted every day made by conventional type aircraft. The terrific speed of this track as described above was very impressive.

Attached hereon is the approximate path of flight the blip was in as I saw it.

DOWNGRADED AT 3 YEARS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

Guy N. Hunter
GUY N. HUNTER
Captain, USAF
AO 532792

Sworn to and subscribed before me this 30 day of April 1952.

Parker F Jones
PARKER F JONES
Captain, USAF
Adjutant
768th ACW Sq., Moriarity, New Mexico

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30 April 1952

I, A/1C William T. Pennington, AF 14320020, 768th Aircraft Control and Warning Squadron, Moriarity, New Mexico, do hereby wish to make the following statement:

At 0742 MST, 30 April 1952, as Crew Chief on duty from 0001 to 0800 MST. I was informed of an unusual blip on radar by scope operator on duty, A/1C Bohn. Immediately I passed this unusual occurance on to the Controller on duty, Captain, Guy N. Hunter. At 0746 MST my first observation of this blip appeared approximately at 140 miles on 280° azimuth and this blip moved approximately 11 miles each sweep, every 10 seconds, for 6 sweeps. This blip faded approximately 70 miles from station. This blip appeared on the scope as a usual aircraft would appear, except for it's speed.

Attached hereon is the approximate path of flight the blip was in as I saw it.

William T. Pennington
WILLIAM T. PENNINGTON
A/1C AF 14320020

Sworn to and subscribed before me this 30th day of April 1952.

Parker F Jones
PARKER F JONES
Captain, USAF
Adjutant
768th AC&W Sq., Moriarity, New Mexico

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SWORN STATEMENT

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30 April 1952

I, A/1C Francis X. Bohn, AF 13361141, 768th Aircraft Control and Warning Squadron, Moriarity, New Mexico, do hereby wish to make the following statement:

At 0730 MST I took my position on PPI scope #1 (range 50-150 miles.) At approximately 0740 MST I noticed a blip at 230° at 149 miles. I was preparing to call it in as an initial plot when on the next sweep it had moved 11 miles to the NE. I reported this to the Crew Chief and crew and then I continued watching this blip until it faded 4 sweeps later.

The first unusual blip had no sooner faded when at approximately 0746 MST another blip appeared at 280° at 140 miles. This blip like the other moved at the rate of 11 miles per sweep (6 sweeps per minute.) It continued toward Kirtland until it faded at a point about 70 miles from our Station.

Attached hereon is the approximate path of flight the blip was in as I saw it.

Francis X. Bohn

FRANCIS X. BOHN
A/1C AF 13361141

Sworn to and subscribed before me this 30th day of April 1952.

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

Parker F Jones

PARKER F JONES
Captain, USAF
Adjutant
768th ACW Sq., Moriarity, New Mexico

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30 April 1952

I, A/B Larry L. Harper, AF 14342965, 768th Aircraft Control and Warning Squadron, Moriarity, New Mexico, do hereby wish to make the following statement:

At 0745 MST, 30 April 1952, I relieved A/1C Bohn as scope operator. I was informed that something unusual was being sighted on the radar scope. At 0746 MST, I sighted a blip on the radar scope at 280° at a 140 miles. The next sweep it moved to 280° at 129 miles. It was moving 11 miles every 10 seconds, at approximately 3700 miles an hour. It appeared on the scope for 6 sweeps. The blip faded at 280° at 70 miles. The blip appeared on the scope as a regular conventional aircraft. To the best of my knowledge this was not interference.

Attached hereon is the approximate path of flight the blip was in as I saw it.

Larry L. Harper

LARRY L. HARPER
A/B AF 14342965

Sworn to and subscribed before me this 30th day of April 1952.

Parker F Jones

PARKER F JONES
Captain, USAF
Adjutant
768th ACW Sq., Moriarity, New Mexico

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DOD DIR 5200.10

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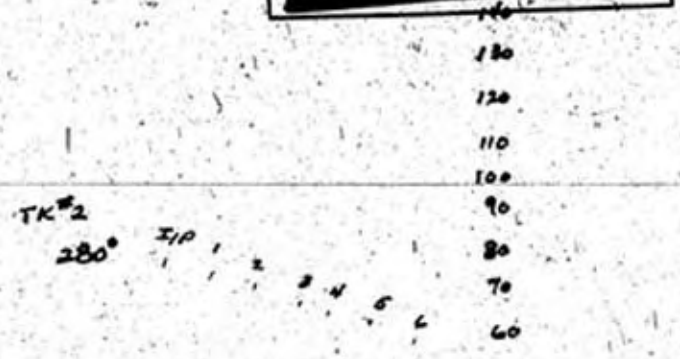

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TK #1

I/P 230° - 149 miles
1st SWEEP 228° - 139 "
2nd " 225° - 129 "
3rd " 223° - 119 "
4th " - A/C FADED

TK #2

I/P 280° - 140 miles
1st SWEEP 280° - 129 "
2nd " 280° - 118 "
3rd " 280° - 107 "
4th " 280° - 96 "
5th " 280° - 85 "
6th " 280° - 74 "
7th " A/C FADED

Not to scale

[redacted]

Francis K. Gohn
AF 13 361 141

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