PROJECT 10073 RECORD CARD

1. DATE

[redacted]

2. LOCATION

Chicago, Illinois

12. CONCLUSION

- ☐ Was Balloon
- ☐ Probably Balloon
- ☐ Possibly Balloon
- ☐ Was Aircraft
- ☐ Probably Aircraft
- ☐ Possibly Aircraft
- ☐ Was Astronomical
- ☐ Probably Astronomical
- ☐ Possibly Astronomical
- ☐ Other
- ☐ Insufficient Data for Evaluation
- ☒ Unknown

3. DAT[illegible]

Local [illegible]

GMT [illegible]

4. TYPE OF OBSERVATION

- ☐ Ground-Visual
- ☒ Ground-Radar
- ☐ Air-Visual
- ☐ Air-Intercept Radar

5. PHOTOS

- ☐ Yes
- ☒ No

6. SOURCE

Radar CCA

7. LENGTH OF OBSERVATION

[illegible] hours

8. NUMBER OF OBJECTS

30
Multiple

9. COURSE

10. BRIEF SUMMARY OF SIGHTING

"Erratic" returns.

11. COMMENTS

No inversion layer present, but [illegible] lapse rate is erratic and could possibly cause such radar returns. Change in target quality would tend to substantiate this.

AFTIC FORM 329 (REV 26 SEP 52)

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted]

CLASSIFICATION: [redacted]
HQ: 755TH AC&W SQUADRON
BY: AUTH: 30TH AD (DEF)
DATE: 4 SEPTEMBER 1952
INITIALS:

COUNTRY	REPORT NO.	(LEAVE BLANK)
U.S.A.		

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Report of Unusual Flying Objects

AREA REPORTED ON	FROM (Agency)
Northwest Illinois	755th AC & W Squadron, Williams Bay, Wisc.

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
4 September 1952	2 September 1952	C-3

PREPARED BY (Officer)	SOURCE
Capt. Frank J. Radsuikinas	Supervisor at Midway Airport Tower

REFERENCES (Control number, directive, previous report, etc., as applicable)
ADC Letter 200-1, April 1951

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 118—Part II.)

On the 2nd of September 1952, at 0250 CST, [redacted], phone number [redacted], Supervisor at Midway Airport Tower, Chicago, Illinois, reported approximately forty objects on their Radar. Speed of the objects varied between 120 MPH and 150 MPH, altitude 3,000 to 6,000 feet, bearing 180 degrees to 300 degrees.

Aircraft flying in the vicinity of Midway Airport reported nothing unusual. Two F-86s based at O'Hare Air Force Base, Chicago, Illinois were diverted from Air Patrol by Captain Robert Campbell, Duty Controller, at the 755th AC&W Squadron, Williams Bay, Wisconsin, to investigate the objects. The two F-86s searched the area with negative results. The 755th AC&W Squadron had no Radar contact with any of the objects.

The weather at 0250 CST, 2 September 1952, in the vicinity of Chicago, Illinois, 10,000 feet broken clouds, visibility twelve (12) miles, wind west northwest, eight (8) knots, temperature 54 degrees, dew point 51 degrees, winds aloft surface to 5,000 feet, 300 degrees, 20 knots, 5,000 to 9,000 feet, 250 degrees, 21 knots.

FOR THE INTELLIGENCE OFFICER:

Frank J. Radsuikinas
Captain USAF

FRANK J. RADSUIKINAS
CAPT. USAF
INTELLIGENCE OFFICER

_____ INCLS.

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1 cy - CO, 30th Air Division, Willow Run Airport, Attn: Dir of Intell
1 cy - Director of Intelligence, Hq USAF, Washington 25, D.C.

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.

[redacted]
(CLASSIFICATION)

☆ U. S. GOVERNMENT PRINTING OFFICE : 1950—O-918331

[redacted]

PROJECT 10073 WORKSHEET

I. GENERAL

1. DATE	2. LOCATION	3. TIME
2 Sept 52	Chicago, Ill.	Local: 0300 CST Zebra: 1900

4. WAS OBJECT OBSERVED FROM THE GROUND? ☐ Yes ☑ No
- ☐ Naked Eye
- ☐ Binoculars
- ☐ Telescope
- ☐ Theodolite

5. WAS OBJECT OBSERVED BY GROUND RADAR? ☑ Yes ☐ No
- ☑ By One Set
- ☐ By Two Sets
- ☐ By Three Sets

6. WAS OBJECT OBSERVED FROM THE AIR? ☐ Yes ☑ No
- ___ A/C Observed Object
- ☐ Interception Attempted
- ☐ No Intercept Attempted

7. WERE AIRCRAFT SCRAMBLED TO INTERCEPT? ☑ Yes ☐ No
- 2 A/C Scrambled
- ☐ Visual Contact Made
- ☐ A/I Contact Made
- ☑ No Contact Made

8. DID OBJECT CHANGE DIRECTION AT ANY TIME? ☐ Yes ☑ No
- ☐ Normal
- ☐ Violent

9. IF OBJECT WAS A "LIGHT", WAS IT:
- ☐ Blinking
- ☐ Steady

10. LENGTH OF TIME IN SIGHT:
- ☐ 1-15 Seconds
- ☐ 1-5 Minutes
- ☑ Over 10 Minutes Appx. 6 hr. on radar scope

11. REPORTING AGENCY (Unit Number and Mailing Address)

Hq. 4706th Def Wing, O'Hare Intl. Airport, Park Ridge, Ill.

II. ASTRONOMICAL DATA

12. WHAT ASTRONOMICAL ACTIVITY WAS NOTED?

No

13. DID OBJECT APPEAR TO ARCH DOWNWARD?	☐ Yes	☐ No
14. DID OBJECT HAVE A TAIL?	☐ Yes	☐ No
15. DID OBJECT APPEAR TO DISINTEGRATE?	☐ Yes	☐ No

16. TIME OF SIGHTING RELATIVE TO SUNRISE OR SUNSET (Data From Air Almanac)
- ☑ Night
- ☐ Day
- ☐ Sunrise
- ☐ Sunset

III. AIRCRAFT DATA

17. WERE AIRCRAFT NOTED IN AREA?	☑ Yes (☑ One Aircraft ☐ More Than One Aircraft)	☐ No
18. WAS ANY SOUND HEARD?	☐ Yes	☑ No
19. WERE THERE INDICATIONS OF HIGH BACKGROUND NOISE?	☑ Yes	☐ No
20. WAS THE OBJECT VIEWED ABOVE 45° ELEVATION?	☑ Yes	☐ No

IV. BALLOON DATA

21. WERE BALLOONS RELEASED IN AREA? ☑ Yes ☐ No

22. TIME SINCE SCHEDULED BALLOON RELEASE: 0 Minutes

23. POSSIBLE BALLOON LAUNCH SITES DOWNWIND OF SIGHTING:

	Location	Type	Launching Agency	Lighted? Yes	Lighted? No	Describe Lighting
a.	Madison	Rawall	USDA Weather Bur.			
b.	Milwaukee	"	"			
c.						
d.						

(attach overlay)

V. EVALUATION

21. EVALUATION OF SOURCE:

- ☑ Excellent
- ☐ Good
- ☐ Fair
- ☐ Poor
- ☐ Unreliable
- ☐ Extremely Doubtful
- ☐ Hoax

22. DETAILS OF REPORT:

- ☑ Good
- ☐ Fair
- ☐ Poor
- ☐ Insufficient to Evaluate

23. FINAL EVALUATION:

- ☐ Was Balloon
- ☐ Probably Balloon
- ☐ Possibly Balloon
- ☐ Was Aircraft
- ☐ Probably Aircraft
- ☐ Possibly Aircraft
- ☐ Was Astronomical
- ☐ Probably Astronomical
- ☐ Possibly Astronomical
- ☐ Other: _____
- ☐ Insufficient Data For Evaluation
- ☑ Unknown

24. COMMENTS:

Radar would be useful here.

ATIC Test Form 334 (13 Aug 52)

PROJECT 10073 WEATHER DATA SHEET

1. DATE OF OBSERVATION	2. TIME OF OBSERVATION	3. STATION OBSERVING
1 Sept 52		

4. WINDS ALOFT:

ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)	ALTITUDE (feet)	VELOCITY (knots)	DIRECTION (degrees)
0			25,000		
1,000			30,000		
2,000			35,000		
3,000	10	→ 270	40,000		
4,000			45,000		
5,000			50,000		
6,000	15	320	55,000		
7,000			60,000		
8,000			65,000		
9,000			70,000		
10,000			75,000		
12,000			80,000		
14,000			85,000		
16,000			90,000		
18,000			95,000		
20,000			100,000		

5. WAS AN INVERSION LAYER NOTED? ☐ Yes ☑ No
(If yes, at what altitude? _____)

6. WERE ANY THUNDERSTORMS NOTED IN AREA? ☑ Yes ☐ No
(If yes, at what quadrant? _____)

7. CLOUD COVER:
_____ tenths at _____ feet. _____ tenths at _____ feet.
_____ tenths at _____ feet. _____ tenths at _____ feet.

8. VISIBILITY WAS 12 MILES.

9. COMMENTS:
Raining until 2230 EST. No inversion initiated on surface. Lapse rate smooth To 6,000 ft. Isothermal 6,000 To 10,500 ft.

ATIC Test Form 333 (13 Aug 52)

HEADQUARTERS
4706TH DEFENSE WING
O'HARE INTERNATIONAL AIRPORT
Park Ridge, Illinois

Intel 350.07 17 SEP 1952

SUBJECT: Transmittal of Civil Aeronautics Report

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

Transmitted herewith is 1 copy, in duplicate, of Civil Aeronautics Report referred to in our message cite Intel 12137 dated 11 Sept 1952 in regard to Operation Blue Book.

FOR THE COMMANDING OFFICER:

04957

1 Incl
Civil Aeronautics Report
5 Sept 1952 (in dup)

Jack E. Fox
JACK E. FOX
Capt. USAF
Air Adjutant General

SUBJECT: Report of Unusual Radar Indications

FROM: Chicago (Midway) Airport Traffic Control Tower

TO: Chief, Airways Operations Division, 3-565
Attention: Chief, Facility Operations Branch, 3-567

Quoted below is a report of unusual radar indications observed by controllers of this facility on duty from midnight to 0700c, September 2, 1952. This report and a brief summary of existing weather is passed on for informational purposes, with the thought in mind of providing data to assist in the determination of probable causes of the phenomena.

"Shortly after midnight on the morning of September 2, numerous unidentified targets were sighted on the ASR scope. These targets were comparable to the size of a light plane target and, using the target quality classification as outlined in the controller training course manual, they were of number 2 quality (usable signal, not solid, but clearly perceptible). By 0200c, the target quality had improved to number 3 (good signal, solid, no trail), except that in some cases there was a trail. At times there were as many as 30 of these targets visible. Their direction of travel varied and in some cases was erratic; however, many were tracked for distances of as much as 15 miles on a straight course. Their average speed was estimated to be approximately 175 mph. Best target quality was obtained on the 6 and 10-mile range. The targets appeared to be in lesser number and quality on the 20-mile range. These targets were also observed on the PAR scope at an altitude of approximately 2000' msl. The target quality was good on azimuth and fair on elevation. They were visible as close in as the field boundary. None of these targets was visible to the eye from the tower cab nor from aircraft.

Several of these targets were observed on radar to approach within one half mile of known aircraft in the area. In several cases, it appeared as though they were flying in loose formation or trailing local traffic. In one case, two targets were observed to fly 'wing' on a DC-4 flight inbound to the field from the vicinity of the Lake Shore, until approximately one mile out on final, at which point the target on the right broke away to the right and the target on the left turned to the left.

Air Defense was notified at 0514c, through ARTC, and at approximately 0530c, a long-distance telephone call was received from Captain Cambell at Elkhorn, Wisconsin. He advised that nothing unusual was observed on their scope; however, two jet aircraft were dispatched at 0550c, from O'Hare, to scan the area. The jets were in communication with Midway TCA and were vectored toward some of the visible targets. Nothing was sighted by the pilots. The jets left the area at 0619c, and within thirty minutes of this time, most of the unidentified targets had disappeared from the scope. At 0700c, there were no longer any targets of an unidentified nature observed on the scopes.

A similar condition, but not as intense, was observed during the early morning hours of September 3. The noise level was moderate as on September 2, but fewer moving, well-defined targets were visible and of shorter duration. An attempt was made to photograph the ASR scope at this time also."

Personnel on duty on September 2 were: Robert L. Tennesson, Ralph L. Frick, Dale E. Werner, and Warren J. Weber. Gordon R. Copeland was the Radar Maintenance Technician on duty.

Weather during this period was as follows:

0056c - 10,000 broken, visibility 15 miles, wind northwest 13.

0126c - Estimated 10,000 broken, visibility 15 miles, temperature 57, dew point 52, wind northwest 12.

0200c - Estimated 10,000 broken, visibility 15 miles, wind northwest 7.

0226c - 4,000 scattered, measured 15,000 overcast, visibility 15 miles, temperature 55, dew point 51, wind northwest 9.

0300c - 4,000 scattered, measured 12,000 overcast, visibility 15 miles, wind northwest 12.

0326c - Measured 12,000 overcast, visibility 15 miles, temperature 55, dew point 50, wind northwest 7.

0400c - Measured 10,000 overcast, visibility 15 miles, wind northwest 10.

0426c - Measured 11,000 overcast, visibility 15 miles, temperature 55 dew point 50, wind northwest 11.

0506 - Measured 4,300 broken, 10,000 overcast, visibility 15 miles, wind west, northwest 12.

0526c - Measured 4,700 overcast, visibility 15 miles, temperature 55, dew point 50, wind west, northwest 10.

0600c - Measured 4,500 broken, visibility 15 miles, wind west northwest 12.

/s/ ROBERT O. ZIEGLER
Robert O. Ziegler
Chief Airport Traffic Controller

ACTION

SEP 11 05 06 1952

1. Atiaa
2. Atia
3. C. files

ATIC INFOR

1952 SEP 11 07 13

WPF054

CBA074

JEDPK 002

RR JEDWP

DE JEDPK 002

R 101437Z ZNJ

FM HQ 4706TH DEF WG OHARE INTL APRT PARK RIDGE ILL

TO CO ATIC WRIGHT PATTERSON AFB OHIO

[redacted]/FROM INTEL 12137 PD CITE BLUE BOOK AFOIN-ATIAA -9-3-E REF 2 SEP INCIDENT OF ACFT FLYING THRU RADAR TGTS VIC MIDWAY A/F CHICAGO PD FIRST RADAR TGTS APPEARED BETWEEN 0001-0200 CDST BUT NOT DISTENCT UNTIL 0300 PD ABOUT FORTY WERE OBSERVED WITH NO PARTICULAR FLIGHT PATTERN CMA TWO FLEW WING WITH INCOMING DC6 FROM EAST TO FIELD BOUNDARY PD OBJECTS OBSVD ON 6TO 10 AND 20 MILE RANGES CMA TOP SPEED 175 MPH AT ALTITUDES OF 2000 MSL PD ALL OBSERVATIONS WITH GOOD AZMUTH AND ELEVATION READINGS OBTAINED BY GIFILLAN ASR AND PAR DASH ONE EQUIP PD TWO F-86S CONTROLLED BY MIDWAY TOWER FROM 0555 TO 0619 CDST MADE PASSES FROM 800 TO 4000 FEET AND ABOVE O/C WITHOUT VISUAL SIGHTINGS PD OBJECTS BRACKETTED AND FLOWN THRU AT 800 FEET PD NEG VISUAL SIGHTINGS

BY GROUND OR OTHER AIR OBSERVERS AND BOLSTER HAD NOTHING ON SCOPE PD
ALL OBJECTS DISAPPEARED TO SOUTH BY 0700 PD SIMILAR CONDITION BUT LESS
INTENSE OCCURRED EARLY MORNING 3 SEP WITH NOISE LEVEL MODERATE AND
FEWER TGTS PD
WX. 1 SEP ALL CDST .

1830 (EST) 2500 BROKE 8000B 20000B 10 MILES 60 DEG 66DP WNW4
1930 " 2500 B 20000 O/C ---- 15 58 53 WNW9
2030 " 2500 SCAT 7500B 20000 O/C 15 RW MINUS INUS58DEG55DP
WNW 10 CONT. FROM LAST LINE
2130 (EST) 3500 S 7500 B 20000 O/C 15 RW 58 54 W10
2230 " 7500 B 20000 O/C-- 15 57 54 W7 RAIN ENDED
2330 " 9000 B 20000 O/C---- 15 57 56 NW 6
02 SEPT.
0030 " 6000 B 20000 O/C ---- 12 57 54 WNW 15
0130 " 10000 B --- ---- 12 56 53 NW 13
0230 " 10000 --- ---- 12 54 51 WNW 8
0330 " 5000 B 10000 O/C ---- 12 54 51 NW 6
0430 " 2500 O/C --- ---- 12 53 51 W 7
0530 " 4000 B --- ---- 12 54 51 WNW 9
0630 " 4000 B --- ---- 15 55 51 W 9

0730 " 4000 S --- ---- 15 57 50 W 12
0830 " CLEAR --- ---- 15 59 48 WNW 15
0930 " 2500 S --- ---- 15 63 47 W 13
01/2200 CDST SEP. NO INVERSION INDICATED AT SURFACE PD LAPSE RATE
FAIRLY SMOOTH TO 19000 SLIGHT STABILIZATION 19000 - 20000 . 02/0900
CDST SEP. AIR VERY UNSTABLE CMA SURFACE TO 1000 CMA SMOOTH TILL 6000
ISOTHERMAL 6000 TO 19000 CMA SMOOTH ON UP PD INCREASING MOISTURE FROM
5000 TO 8000 RAPID DRYING ABOVE 8000 PD MIDWAY TOWERS DETAILED REPORT
WILL BE FORWARDED BY MAIL PD
11/0353Z SEPT JEDPK

2 Jets Pierce Radar "Spot" At Chicago

CHICAGO, Sept. 2—(CTPS)—Two Sabre jet fighter planes from the 4706th interceptor wing at O'Hare International airport early today flew "right through the spot in the sky over Chicago where radar scopes on the ground were showing a reflection from some unexplained object."

This was the first time so far as is publicly known that an Air Force interceptor actually tracked down and rode "through" what some observers have said were mysterious extra-terrestial flying craft.

"We didn't see anything. We didn't hit anything. We went through the target showing on the scope and there was nothing there—not even cloud," the two pilots, Capt. William W. Maitland and Lt. Beverly L. Dunjill, told their wing intelligence crews during a de-briefing.

The mystery of what was providing the electronic energy reflection, which was picked up on the radar scopes in the air traffic control tower at Midway Field, thus remained unsolved. Bob Zeigler, chief of the Civil Aeronautics administration tower crews, told reporters that it now is believed that some peculiar atmospheric condition caused the "targets" which his night crews watched for several hours between midnight Monday and 7 a.m. today.

For a time the unexplained radar reflections had the Midway civil tower operators considerably concerned. These crews, experienced in interpreting radar scopes and aware that there are always certain shadows and peculiar reflections and "returns" from the radar energy output, nevertheless decided that the blips they were seeing could only come from some tangible object moving in the skies, they reported to Zeigler.

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CO ATIC

TO: CO 4706TH INTERCEPTOR WING
O'HARE INTERNATIONAL AIRPORT CHICAGO ILL

INFO:

DATE-TIME GROUP	SECURITY CLASSIFICATION
41600Z SEPT 52	UNCLASSIFIED
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

FROM: AFOIN-ATIAA-9-3-E

Reference incident on 2 Sept 1952 in which aircraft quote flew through unquote radar targets. Request that full details of radar observations including times objects were observed, type of equipment used, and description of targets, speeds reported, altitude, and distances be forwarded. Also request detailed weather from Chicago area from 1800 on 1 Sept to 0900 on 2 Sept. Include cloud conditions, temperature vs altitude, and moisture lapse rates. Data is important for use in evaluation of similar reports.

In reply cite Project Blue Book.

COORDINATION:

_____

_____

_____

SECURITY CLASSIFICATION: UNCLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

CAPT E. J. RUPPELT/vs

RELEASING OFFICER'S SIGNATURE

SYMBOL: ATIAA-5

TELEPHONE: 51132

OFFICIAL TITLE: ROBERT B. [illegible], MAJOR, USAF
AIR ADJUTANT GENERAL

DD FORM 1 OCT 49 173 REPLACES NME FORM 172, 1 MAY 48 WHICH MAY BE USED.

16—50932-3 ☆ U. S. GOVERNMENT PRINTING OFFICE