

PROJECT 16073 RECORD CARD

1. DATE 13 Dec 52	2. LOCATION ODESSA, WASHINGTON	12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input checked="" type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
3. DATE-TIME GROUP Local 10/1915 PST GMT 11/0315Z	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground Radar <input checked="" type="checkbox"/> Air Visual <input type="checkbox"/> Air-Intercept Radar	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE AF Pilot	
7. LENGTH OF OBSERVATION 15 min	8. NUMBER OF OBJECTS Several	9. COURSE
10. BRIEF SUMMARY OF SIGHTING Several large, white objects, larger than any known a/c with dim, reddish white light coming from two windows. Could reverse direction abruptly - objects stopped, made sharp turns, including head-on passes toward a/c. Objects were also observed on ground radar scope.	11. COMMENTS At 1915Z Reported by [unclear]	

Odessa, Washington

10 December 1952

I. Description of Incident

Two pilots in an F-94 made visual and radar contact with a large, round white object larger than any known type of aircraft. A dim reddish-white light came from the object as it hovered, reversed direction almost instantaneously and then disappeared. The object appeared to be level with the intercepting F-94 at 26,000 to 27,000 feet. Airborne radar and visual contact were simultaneous and lasted for 15 minutes. F-94 attempted to contact local GCA but without success. Weather was clear above 3,000 feet. Time of sighting was 1915 PST.

II. Discussion of Incident

Two additional F-94 were in the general area but at lower altitudes and thus are eliminated as possible cause for the sighting. The description of "large, round and white and extremely large" is significant: Upper air research balloons are tear-shaped and made of translucent polyethylene and at cruising altitude expand to as much as 90 feet in length. The equipment hanging below the balloon is capable of making a return to airborne radar. Although ATIC has received no record of upper air research balloon tracks for this date the description of the object allows a preliminary evaluation of "possible balloon".

III. ConclusionPossible balloon.

On the night of Dec. 10, 1952, near another atomic installation, the pilot and radar observer of a patrolling F-94 spotted a light while flying at 26,000 feet. They checked and were told that no planes were known to be in the area. They closed on the object and saw a large, round white "thing" with a dim, reddish light coming from two "windows." They lost visual contact, but got a radar lock-on. They reported that when they attempted to close on it again, it would reverse direction and drop away. Several times the plane altered course itself because collision seemed imminent. There was a solid undercast of clouds, which would eliminate the possibility of retraction of ground lights.

In each of these instances, as well as in the case narrated next, the sources of the stories were trained airmen with excellent reputations. They were sincerely baffled by what they had seen. They had no conceivable motive for falsifying or "dressing up" their reports.

In the other instance, with the "white object with two windows," we found that a skyhook balloon had been plotted at the exact site of the "battle."

EXTRACT FROM
"UFO" TYPE
MAGAZINE

7-3719-24

2
19

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEAR
DOD DIR 5200.10

T53-3695

~~SECRET~~

Sirius has inspired many UFO reports. On December 10, 1954, at 7:15 P.M. P.S.T., the pilot and radar observer of an F-94 on routine patrol duty were over the town of Odessa, Washington, at about 26,000 feet when they saw a large white light in the east [1]. Dim reddish-white lights seemed to be coming from "windows," and no trail or exhaust was visible. The pilot attempted to intercept but the object performed amazing feats—did a *chandelle* in front of the plane, rushed away, stopped, and then made straight for the aircraft on a collision course at incredible speed. The pilot banked away to avoid collision, and afterward was not able to locate the object. The radar man then got a brief return but soon lost contact. Although the visual and radar contacts had not coincided, both men assumed that they referred to the same object [2, p. 65].

Investigators suggested at first that the object might have been one of the Telemuk balloons, but this idea had to be discarded and the sighting was listed as Unknown. A review of the evidence by the present authors suggests a highly probable explanation. Above the low cloud cover at 3000 feet the night was clear and moonless. In the east, Sirius was just rising over the horizon at the exact bearing of the Unknown object. Atmospheric refraction would have produced exactly the phenomenon described. The same atmospheric conditions that caused the mirage of the star would have caused anomalous radar returns (see Chapter VIII).

10 DEC

EXTRACT

MANEEL

"WORLD OF
FLYING SINGERS"

Serious?

12 DEC 1952 23 33 Z

14
1.0
2.0
3.0 files

NR ATIA

RKIC
INFOR
DEC 12 21:00

WPE144
YDA200
XYA351
XMA212
CXA218
JWPPS 126

PP JEPHQ JEPLG JEDWP JEDEN JESGN JWPDM 666
DE JWPPS 586
P 122100Z ZNJ

FM CG 62D TRPCARRWG H LARSON AFB WASH
TO JEPHQ/DIR OF INTEL HQ USAF WASH 25 D C
JEPLG/CG TAC LANGLEY AFB VA
JEDWP/AIR TECH INEL CEN WRIGHT PATTERSON AFB OHIO
JEDEN/CG ENT AFB COLO
INFO JESGN/CG 18TH AF DONALDSON AFB S C
JWPDM/CG 25TH AD MCCHORD AFB WASH

[REDACTED] TCWOIN 12-232 PD WRIGHT PATTERSON AFB ATTN
ATIAA-2C PD FLYOBRPT PD ONE PD LARGE RND WHITE OBJ, CMA LARGER THAN ANY
KNOWN TYPE OF ACFT PD DIM REDDISH WHITE LIGHT COMING FR TWO WINDOWS PD
NO TRAIL OR EXHAUST OBSR PD AT ONE TIME AT LEAST HALF DOZ IN FORMATION
SCATERED PD COULD REVERSE DIR ALMOST INSTANTLY PD PRPLN SYS UNKNOWN PD
240 NOTS EST CONSTANT PD DID A CHANDELLE IN FRONT PD STARBOARD TURN
PD HEADON AND THEN WOULD SUDDENLY STOP AND BE PULLING OFF IN DIR OF ACFT
PD F-94 BANKED AWAY AND LOST VIS CONTACT PD RADAR CONTACT LOST BY GOING
OUT OF RG PD TWO PD 1915 HRS PAC TIME PD OBSR 10 DEC 52 FOR 15 MIN PD
THREE PD VIS AND AIRBORNE RADAR /APG-33/ A/C 230K PD 26,000 27,000 FT

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PD F-94B PD FOUR PD 40 MILES E OF LARSON 118 DEGREES 40 MINUTES N 47
DEGREES 20 MINUTES W PD NEAR TOWN OF ODESSA WASH PD (18,000 YDS 150
YDS PORT 0 DEGREES TO 90 DEGREES) PD LEVEL TO 20 DEGREES BELOW PD FIVE
PD LT HARSH 600 HRS CMA 300 HRS IN F-94 CMA 2 1/2 YRS SV PD LT BATISON
500 HRS CMA 100 HRS IN F-94 CMA 5 YRS SV PD NO GLASSES CMA SEVERAL YRS
SINCE LAST ILLNESS PD REACTION BY LT HARSH CURIOUS CMA CAUTIOUS
CMA EXCITED PD SIX PD CLOUD COVER 3000 FT BELOW CMA CLEAR ABOVE
CMA NO MOON PD 270 AT 75 KNOTS PD SEVEN PD NONE PD EIGHT PD NONE
PD NINE PD COULD NOT CONTACT GCA STA IMMED AND THEIR WPN BENT PD
RAD CONTACT 15 MINUTES AFTER LOST SIGHT PD TOOK ACTION TO AVOID
PD TEN PD ONE F-94 30 MILES CMA ONE F94 AT 75 MILES CMA BOTH AT
LOWER ALT

12/2225Z DEC JWPPS

10 → 75 knots