1. DATE - TIME GROUP	2. LOCATION
31 Mar 53 31/1935I 31/1035Z	Honshu, Japan
3. SOURCE AF Pilot	**10. CONCLUSION** ASTRONOMICAL: Venus 1. Description is very similar to Venus with the exception of the two legs. 2. Legs of Venus explained as illusion. Obj apparently stationary. Disappearance coincidental with setting of Venus.
4. NUMBER OF OBJECTS one	
5. LENGTH OF OBSERVATION 30 minutes	**11. BRIEF SUMMARY AND ANALYSIS** Round white obj with two legs (one red, one blue) which swiveled around, was observed from air by F-84 pilot. Obj was sighted 20 deg above horizon at 330 deg and moved to 290 deg where it disappeared. Pilot attempted to chase obj with negative results.
6. TYPE OF OBSERVATION air visual	
7. COURSE NNE	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☐ No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

TO: [redacted] CG, FEAF
AIDE: 22 Apr 53 Ltr

UNCLASSIFIED

COUNTRY	REPORT NO.	AF NO. (IF BLANK)
Japan	IR-13-53	AF54 6705

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
FLYOBRPT

AREA REPORTED ON	FROM (Agency)
CENTRAL HONSHU	D/I, Hqs, JADF, APO 710

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
2 April 1953	31 March 1953	B-2

PREPARED BY (Officer)	SOURCE
C.S.DICKINSON, MAJOR, USAF	E.S.WILLIAMS, MAJOR, USAF

REFERENCES (Control number, directive, previous report, etc., as applicable)
MSG, Hqs, JADF, Int 433, dtd 2 April 1953. AFL 200-5, 29 Apr 52.

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

Information contained in this report concerns an unidentified object observed on the night of 31 March 1953 between the hours of 1935I and 2005I by an F-84 pilot on a training flight over Central Honshu. Object appeared to be a bright light which changed color from white to red to blue.

APPROVED:

Roberts L. Lander
ROBERTS L. LANDER
Lt. Col., USAF
Director, Requirements and Evaluation

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1
1
1 cy Alaskan Air Command
1 cy D/I, ATLO, FEAF
1 cy ATIC, WP-AFB ATTN: ATIAA-2C

w/4 incl (A-D)
ATISD 1B
8 June 53.

=4
1. Statement of Major Williams
2. Sketch of sighting area
3. Sketch of object
4. 27th Fighter Escort Wg AIR dtd 31 Dec 52 with 2 Incls.

ATIC 123578

DISTRIBUTION BY ORIGINATOR

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
D/I, Hqs, JADF, APO 710	IR-13-53	PAGE 2 OF 3 PAGES

1. Description: On 31 March 1953 an unidentified object was sighted and observed from 1935I to 2005I. It appeared to be a very bright light, similar to a star, about 20° above the horizon and on a 330° magnetic bearing from points of observation, seeming to change color from white to red to blue. It appeared to be a round white object with a red leg protruding from its lower left side at about 7 O'clock, and a blue leg protruding from its lower right side at about 5 o'clock. The object appeared to "swivel around." Over an initial 15 minute period during the sighting the object seemed to drop to a lower altitude and grow bigger and brighter. It seemed to "pull off and leave" pilot, who had attempted to pursue the object, after it had moved from a 330° to 290° magnetic bearing and appeared "almost out of sight" at 2005I. No aerodynamic features, trail, exhaust, propulsion system, speed or sound were observed.

2. Time of Sighting: 1935I - 2005I, 31 March 1953

3. Manner of Observation: Visual by pilot of F-84 flying at 30,000 feet at speed of 300 - 350 mph. No optical or electronic equipment used.

4. Location of Observer: Between Matsushima, Japan (38°24'N, 141°15'E, WAC 1:1,000,000) and Niigata, Japan (37°57'N, 139°03'E).

5. Information on Observer: Major Eugene S. Williams, AO 44471[illegible] possesses considerable experience in the USAF, performs a substantial amount of night flying, and is a thoroughly reliable officer.

6. Weather: Pilot described the night as being "very clear with very good visibility after the moon came up."
20th Weather Squadron Report on Weather Conditions:

General Picture:	High pressure covered the area.
Clouds:	Scattered clouds at 2500 ft, Broken clouds at 7000 ft, tops 8000 ft, Clear above 8000 ft.
Visibility:	Unrestricted
Winds:	At 30,000 ft, 300 degrees 60 knots.
Temperature:	At 30,000 ft, minus 48°C
Moon phase:	Full, rising at 1857I

A thorough study of weather data at the time and place of sighting showed presence of no unusual inversion layers at any level.

7. Negative.

8. Negative.

9. Interception: Pilot attempted to chase object for a period of 10 minutes, but it appeared to move out of sight by the end of this 10 minute period.

10. Location of Air Traffic in Area: Other aircraft in general area were contacted by pilot who made this report, but they were accounted for as probably not contributing to this object sighting. Any further traffic in this area is unknown.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 3 OF 3 PAGES
D/I, Hqs, JADF, APO 710	IR-13-53	

Charles S. Dickinson

CHARLES S. DICKINSON
Major, USAF
Director, Operational Intelligence

D/I Japan Air Defense Force Comment:

Reference earlier reports: IR-4-52, IR-5-52, IR-3-52, all dated 30 December 1952 and submitted by 6016th Air Base Wing, APO 919; and FLYCRPT dated 31 December 1952 (Colonel Blakeslee, 27th Fighter Escort Wing), attached.

The above reports are referenced in view of certain parallel conditions existing in those reports and subject report dated 2 April 1953. The time of object sighting, altitudes of sighting aircraft, descriptions of object sighted and weather conditions are very similar in each of these reports.

20th Weather Squadron (this headquarters) prepared a weather study as it applied to the period concerned. This information has been entered under paragraph 6 of basic report. They have suggested that no unusual inversion layers existed at time of sighting.

The oscillation of the radio compass in aircraft involved in this sighting, as indicated in Major Williams' statement, has been subjected to further study, but this headquarters has been unable to develop any definite reduction of factors which may have contributed to this oscillation.

Robert H. Lander
for

CHESTER H. HORNEAU
Colonel, USAF
Deputy for Intelligence

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE OF PAGES
D/I, Hqs, JADF, APO 710	IR-19-53	

S T A T E M E N T

1 April 1953

I was scheduled to fly the night of 31 March 1953, in an F-84 aircraft. I took off from Komaki AB, Honshu, Japan on the first leg of a round robin flight from Komaki, Tokyo, Matsushima, Niigata and return. The night was very clear and visibility after the moon came up, was very good. After I had completed the second leg of the course, I turned toward Niigata, time: 1935I. I was flying at 30,000 feet, 300 mph indicated, ground speed 540 mph approx. I fly a lot at night (17 hours during March, 87 hours during last six months) and I was observing the stars. I noticed a very bright light that I took to be a star, about 20 degrees above the horizon, bearing 330 degrees magnetic. It seemed to be changing color, from white, to red, to blue. I watched it intermittently for 15 minutes and noticed that it had lowered to a level altitude and was much bigger and brighter. The horizon was very bright and no stars were discernable until about 20 degrees above the horizon. I was having trouble with my radio compass as it wouldn't steer but kept oscillating. I kept watching the light and finally called another flight of two F-84s that were 5 minutes ahead of me and asked them if they had any very bright lights on, such as a landing light. It was a foolish question since F-84s don't have lights like that, but I thought I might be looking at them (the other F-84s) and not realizing it. They answered in the negative.

Finally, in the vicinity of Niigata, I decided that it was definitely something strange. I called the other flight and asked them if they could see this light. Again the answer was negative. When I passed over Niigata, I decided to see if I could get closer to the light. I turned toward it and started tracking 330 degrees. I turned out my running lights and continued to observe the light. Time 1955. All the observations were the same, as follows:

A white light that appeared to have a red and blue beam of light originating near the bottom of the white light. These beams could be seen shining downward and sideways, reflecting through the light haze, and kept swiveling around. The red and blue lights would beam directly into my eyes every so often as it swiveled around. There was no exhaust trail observed.

I poured the coal on and indicated 350 mph. The light gradually changed position from a 330 degree bearing to 290 degrees and pulled off and left me. After chasing it for 10 minutes it was almost out of sight, so I turned and flew back to Niigata and then continued my flight. My radio compass worked OK from then on and I observed no other lights or objects. My oxygen system was operative and my cabin pressure was 18,000 feet.

EUGENE S WILLIAMS
Major, USAF
AO444718

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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 OF PAGES
D/I, Hqs, JADF, APO 718	IR-13-53	

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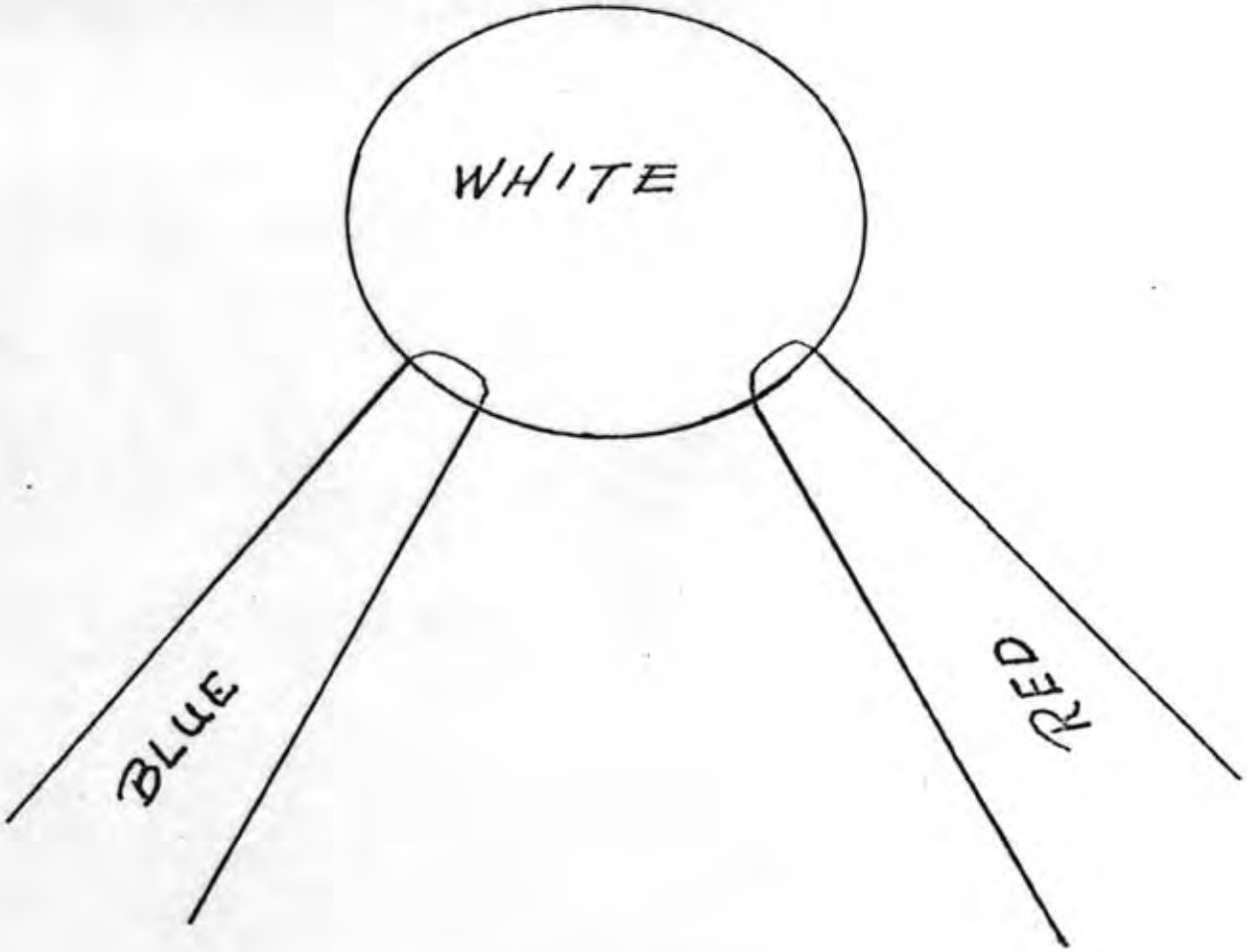
AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE OF PAGES
D/I, Hqs, JADF, APO 710	IR-13-53	



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