PROJECT 10073 RECORD CARD

1. DATE 23 December 1954	**2. LOCATION** Nogales, Arizona		**12. CONCLUSIONS** ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ 4 Was Astronomical Star/Planet ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other Radar Inversion Effect ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local _____ GMT 24/0519Z	**4. TYPE OF OBSERVATION** ☐ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☐ No	**6. SOURCE** 1. Military		
7. LENGTH OF OBSERVATION Approx 40minutes	**8. NUMBER OF OBJECTS** 1	**9. COURSE** 2. Stationary in South	

10. BRIEF SUMMARY OF SIGHTING

Pilot had both radar and visual contact. Object described as hazy glow of red and green flashes, with a stronger red flash occuring approx every third interval. Object remained 5 to 10,000 ft above Pilot at all time. 1. No a/c in area. 2. Both ground and ab radar returns an interference.

11. COMMENTS

1. Poss temp. inversion. Giving false returns on radar /// and/or high voltage flashes.
2. Visual sighting attributed to Astro body Canopus at 170 degrees azimuth 50 deg elevation. Sirius at 35 degrees elevation in south.

ATIC FORM 329 (REV 25 SEP 52)

AF FORM 112--PART I
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

34 | 192 NO GALES ARIZONA

UNCLASSIFIED

COUNTRY	REPORT NO.	(LEAVE BLANK)
United States		

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
INVESTIGATION OF UNIDENTIFIED AIRCRAFT

AREA REPORTED ON	FROM (Agency)
WAC 471-Sonora River (EJKA,JB,LA,LB)	INT, HQ, 34TH AIR DIVISION (DEFENSE)

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
21 January 1955	24 December 1954 Zebra	B-3

PREPARED BY (Officer)	SOURCE
Russell T. Newman, 2nd Lt., USAF	Kenneth C. Hite, 1st Lt., USAF, AO 222S222

REFERENCES (Control number, directive, previous report, etc., as applicable)
AFR 200-2, ADCR 200-5, CADFR 200-5

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.)

1. Investigation of pilot report indicates the possibility of an unidentified aircraft being sighted at approximately EJKB1530 on 24/0519Z by an F-86D pilot while flying a routine Combat Air Patrol mission. The pilot claimed radar contact for approximately five seconds after the first sighting. His lock-on the aircraft then was broken and he failed to re-establish radar contact during the remainder of the mission.

2. Three unsuccessful intercept attempts were made in the general area of EJKA, EJKB, EJLA, and EJLB. Visual contact was made intermittently for approximately forty minutes. During the second attempt at interception, momentary interference was noted on radar scopes, both in the F-86D and at the 684th AC&W Squadron located at Davis-Monthan Air Force Base, Tucson, Arizona (EJKC0711). On the third intercept attempt, the F-86D pilot was forced to break off the chase due to low fuel status. No other known friendly aircraft were reported in the area. The pilot reported that the aircraft behaved in an un-orthodox manner while apparently maneuvering to avoid interception and finally disappeared in a southerly direction, on a course which would take it into Mexico or Central America.

3. The possibility exists that sighting was not of an Air Force airplane, and that it possibly was on an unauthorized flight over U.S. territory.

APPROVED:

Charles L. Dewees

CHARLES L. DEWEES
Captain, USAF
Director of Intelligence

IAW AFR 205-1(c)(1) Par 2-18

Carmon T. Marano 2nd Lt.

RECORD
Downgraded at 3 years intervals; declassified after 12 years
13 May 68

3 INCLS.
1. Overlay-WAC 471 (Unidentified track record estimate)
2. Recorder's Log (Certified true copy) 684th AC&W Sq, pp 10-12, Log #684-749-54)
3. ADC Form 123 (Certified true copy)

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Incls 2 and 3 withdrawn

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4602D AISS Classified
Document Log # 55 0038

[redacted]

16—55569-1 U. S. GOVERNMENT PRINTING OFFICE

SUPPLEMENT TO AF FORM 112

UNCLASSIFIED

ORIGINATING AGENCY
INT
HQ, 24TH AIR DIVISION (DEFENSE)

REPORT NO.

1. KENNETH C. HITE, 1st Lt., USAF, AO 2228222, 15th Fighter-Interceptor Squadron, Davis-Monthan Air Force Base, Arizona, pilot of aircraft F-86d, #3755, was interrogated at 30/2100Z. His account of incident with unidentified aircraft follows (Numbers in parentheses coincide with pilot's position in relation to the unidentified aircraft; see inclosure 1):

a. I was airborne at 24/0510Z on a local Combat Air Patrol mission. After climbing to an altitude of 15,000 feet at an indicated speed of 350 knots, I vectored to a heading of 160° toward Nogales, Arizona, under GCI control of the 684th AC&W Squadron ("Sniper" located at Davis-Monthan Air Force Base, EJKC0711).

b. At 24/0519Z I sighted an unidentified flying object approximately 10 to 20 nautical miles northeast of Nogales. Since I was 30 to 40 nautical miles northwest of Nogales, the unidentified object was sighted from my eleven o'clock position and appeared to be 5 to 10,000 feet above me, heading on a 180° vector (1).

c. Contact and Judy was accomplished when unidentified object was over Nogales and approximately ten miles ahead of me (2).

d. Radar lock was broken not more than five seconds after Judy and at no time afterward was I able to re-establish radar contact. At this time the unidentified object was moving away from me on a 180° heading.

e. I chased the unidentified object until I reached EJKE0315 at an altitude of 28,000 feet and an indicated speed of 350 knots (3).

f. I returned to Nogales and then turned on an easterly heading toward Douglas, Arizona, at an altitude of 20,000 feet and an indicated speed of 375 knots.

g. At this time I was visually monitoring the unidentified object. It paralleled my course at a distance of twenty nautical miles on my three o'clock position and maintained an altitude of approximately 5 to 10,000 feet above me (4). When I reached EJLE0521, the unidentified object was on my two o'clock high position (5).

h. I turned south over Douglas (EJLE2721) and again gave chase. The unidentified object was then on my twelve o'clock high position, also on a southerly heading, and moving away from me (6 and 7).

i. When it became apparent that I could not close in on the unidentified object, I returned to Douglas, Arizona (8).

j. During the chase described in paragraphs 1.j and 1.i above, I noticed a group of dots on my scope while I was in manual control. There is a possibility that these dots could have been an interference pattern or ground clutter return.

k. When I reached Douglas, I took a westerly heading toward Nogales. Again the unidentified object paralleled my course at a distance of twenty nautical miles on my nine o'clock position and maintained an altitude of approximately 5 to 10,000 feet above me (9 and 10).

l. At Nogales I turned south and again chased the unidentified object (11). It was on my twelve o'clock high position heading south and moving away.

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m. When I reached the approximate plotted position of EJKE0903, I was forced to break off the chase because of low fuel status (12).

n. I then proceeded back to Davis-Monthan AFB without further incident. Arrival was accomplished at 24/0600Z.

o. All that was ever distinguishable of the unidentified object was a hazy glow of red and green flashes with a stronger red flash occurring approximately every third interval.

p. The unidentified object seemed to remain 5 to 10,000 feet above me throughout the incident. My altitude varied from 15,000 to 28,000 feet.

2. JOE F. SULLIVAN, 1st Lt, USAF, AO 2219672, 684th AC&W Squadron, controller on duty during time of incident with unidentified aircraft was interrogated at 30/2200Z. His account of incident follows:

a. At 24/0510Z, pilot of aircraft EN/15 (1st Lt Kenneth C. Hite) requested flight-following to Douglas via Nogales.

b. At 24/0519Z, EN/15 reported an unidentified object on his eleven o'clock high position at a distance of 10 to 15 nautical miles.

c. EN/15 asked me if I had the unidentified object under surveillance in my radar scope. My answer was negative.

d. According to information received from the pilot, both EN/15 and the unidentified object were approximately an equal distance from the observing site. EN/15 was picked up on my radar scope, but I was unable to paint the object.

e. I then requested EN/15 to close in on the unidentified object and attempt to establish radar contact.

f. At no time during the entire mission did Sniper Control have radar contact with the unidentified object.

g. At one time during the incident I had one or two 10° strobes of interference on my radar scope. This interference terminated before I was able to determine its nature, but its appearance was similar to that observed on the scope during high voltage flashovers.

h. EN/15 reported scope interference at the same time.

i. I scrambled no more aircraft because at that time the incident did not seem to warrant further action.

j. After EN/15 landed I checked with Davis-Monthan Base Operations for possible B-47 traffic in the local area. I received a negative answer.

3. A report of local military air traffic during the period of the incident was requested from base operations, Davis-Monthan AFB. The following report was received via telephone at 30/2245Z.

a. There were no outbound flights from 24/0001Z to 24/0700Z.

b. There were two inbound flights during the period described in paragraph 3a above.

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(1) Aircraft B-25, #59843 arrived from Dallas, Texas at 24/0625Z.

(2) Aircraft C-54, #72681 arrived from Travis AFB, California, at 24/0652Z.

c. There were two local flights during the period described in paragraph 3a above.

(1) Aircraft B-47, #12420 returned to Davis Monthan AFB at 24/0459Z.

(2) Aircraft B-47, #12438 was airborne at 24/0302Z and returned Davis-Monthan AFB at 24/0616Z.

4. FRANK A. SHEEHAN, Major, USAF, AO 532901, 359th Bomber Squadron, Commander of aircraft B-47, #12438, was interrogated at 31/1600Z. His account concerning the location of aircraft B-47, #12438, from 24/0302Z to 24/0616Z follows:

a. At 24/0302Z Crew L-55-50, 359th Bomber Squadron, was airborne on a training mission to Phoenix RBS and Los Angeles RBS.

b. Route from Davis-Monthan AFB to Phoenix, Blythe, Los Angeles, Blythe, Phoenix, Tucson, and Davis-Monthan AFB was flown as briefed.

c. The return route was as follows:

(1) We were over Blythe, California at an altitude of 38,500 feet at 24/0539Z.

(2) Our ETA at Phoenix, Arizona was 24/0600Z.

(3) Our ETA at Tucson, Arizona was 24/0610Z.

(4) We flew VFR directly to Tucson, accomplished a jet penetration to the upwind leg, flew a normal traffic pattern, and landed on runway #12 (Davis-Monthan AFB) at 24/0636Z.

5. A report of local civil air traffic during the period of the incident was requested from the C.A.A., Tucson, Arizona. The following report was received via telephone at 30/2300Z:

a. There were two outbound flights.

(1) American Airlines Westbound Flight #207 was airborne at 24/0450Z.

(2) American Airlines Eastbound Flight #212 was airborne at 24/0425Z.

b. There were no inbound flights from 24/0001Z to 24/0700Z.

6. Preliminary report of the incident was received by this headquarters at 28/1735Z from Headquarters, 15th Fighter-Interceptor Squadron. The report format as prescribed by AFR 200-2, paragraph 7d, was employed to provide basic data.

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INT
HQ, 24TH AIR DIVISION (DEFENSE)

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7. Weather conditions at time of sighting are noted as follows:

a. U.S. Weather Bureau Report on winds and velocities as follows:

Surface winds from 140 degrees at 04 knots.
Winds at 6,000 ft 100 degrees at 02 knots.
Winds at 10,000 ft 200 degrees at 06 knots.
Winds at 16,000 ft 330 degrees at 07 knots.
Winds at 20,000 ft 030 degrees at 10 knots.
Winds at 30,000 ft 040 degrees at 20 knots.
Winds at 50,000 ft 310 degrees at 18 knots.
Winds at 71,050 ft 090 degrees at 14 knots.

b. Ceiling: None.

c. Visibility: 40 miles.

d. Cloud cover: None

e. Thunderstorms in area and quadrant in which located: None.

COMMENTS of Preparing Officer:

8. An unconfirmed report indicates the sighting of an unidentified aircraft in the vicinity of EJKA, EJKB, EJLA, AND EJLB at 24/0519Z.

a. The possibility exists that the pilot did observe and lock on an actual blip. According to his explanation, his inability to find the blip a second time was due to the apparent aircraft increasing its distance to a point outside the pilot's radar search range.

b. There is a possibility that momentary ground clutter return appeared as a blip to the pilot. The fact that the blip was in approximately the same position on his scope as was his visual sighting led him to believe that the two were the same object.

c. Determination that the blip was actually the sighted aircraft could not be made due to the pilot's failure to observe closing rate indications on his radar scope.

9. The duplicate interference encountered was probably coincidental.

a. The 8,000 megacycle frequency difference between the two radar scopes precludes the possibility of simultaneous jamming. The possibility of harmonics is also precluded.

b. The basic description of the interference observed by the duty controller establishes the probability that it was high voltage arc-over.

c. No conclusion can be drawn from the pilot's description of interference due to his admitted inexperience with such conditions.

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INT
HQ, 24TH AIR DIVISION (DEFENSE)

REPORT NO. UNCLASSIFIED PAGE 6 OF 12 PAGES

10. The pilot's description of the unidentified object leads to the conclusion that it was an aircraft with a speed greater than that of an F-86D. If such was the case, its behavior leads to the possibility that it was on an unauthorized flight over U. S. territory.

Russell T. Newman
RUSSELL T. NEWMAN
2nd Lt., USAF
Intelligence Officer

COMMENTS OF Approving Officer:

The primary Intelligence interest in this report, and any other reports of similar nature, lies in the obvious weakness of present detection and interception capabilities along the southern U. S. international border. The possibility, however remote, of ferret or snooper flights of potentially unfriendly aircraft from areas south of the border should not be discounted completely.

Charles L. Dewees
CHARLES L. DEWEES
Captain, USAF
Director of Intelligence.

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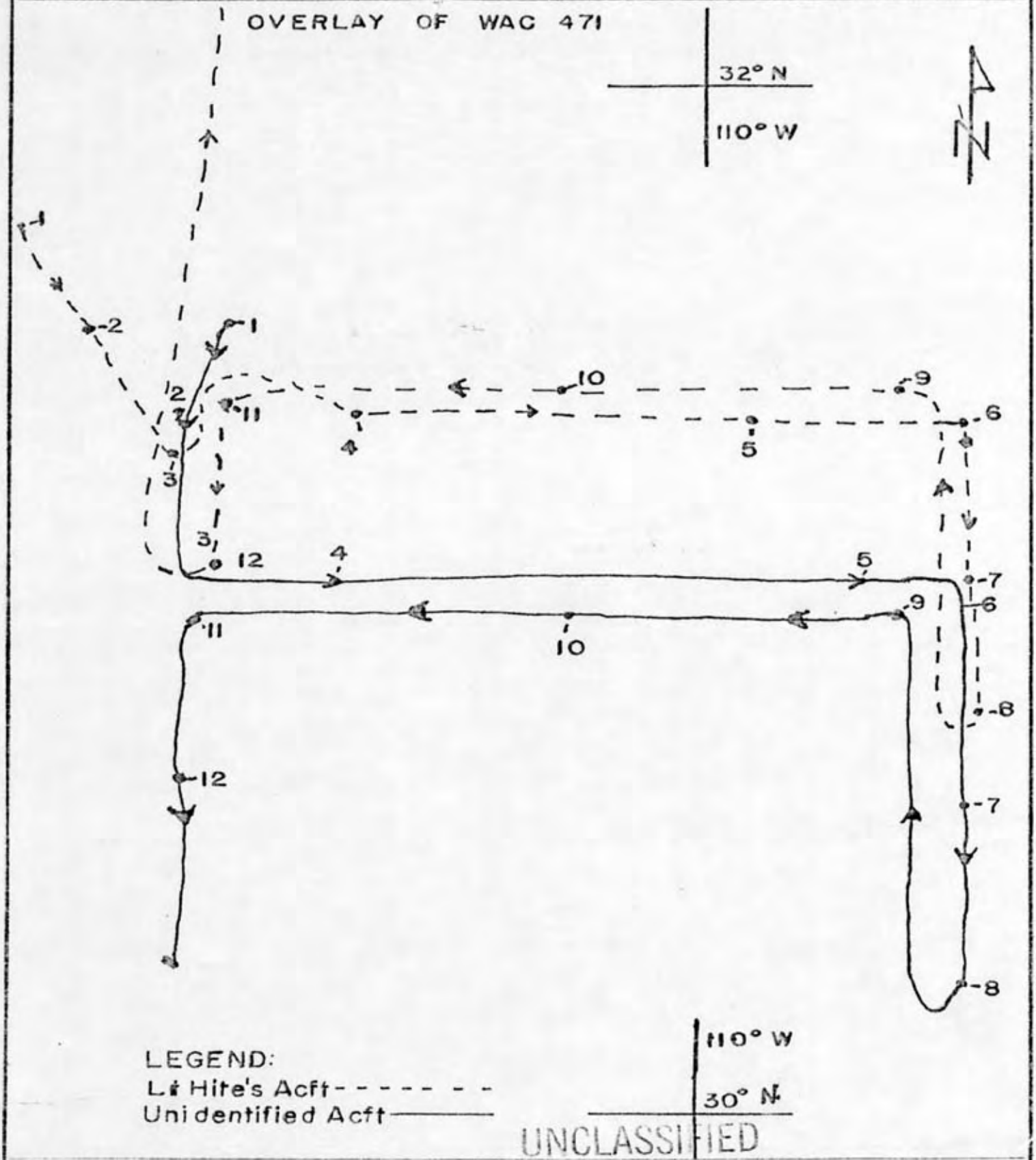

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APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency): INT
HQ, 24TH AIR DIVISION (DEFENSE)

REPORT NO. UNCLASSIFIED

PAGE 3 OF 12 PAGES

RECORDER'S LOG
(SECRET WHEN FILLED IN)

Charlie Crew

Date (Z) 24 Dec 54

Page No. 10

Station No. L-2

TRACK NO.	GRID COORD	COURSE	TIME (Z)	NO. OF ACFT	EST SPEED	ALT	IDENTITY **	REMARKS
En 15	JD 2921		0424					
En 15	JD 3617		25					
En 15	JB 4007		26					
En 15	JC 4459		27					
En 15	JC 4750		28					
En 15	JC 4839		29					
En 15	KC 4832		30					
En 15	JC 5027		31					
En 15	JC 5220		32					
En 15	JC 5819		33					
En 15	KC 0214		34					
En 15	KD 0512		35					Chl 1 for P/C
En 15	JC 5705	E	0516					
En 15	JC 4901		17	1	600	15	F-86D	CAP
En 15	JB 5652		18					
En 15	JB 5547		19					
En 15	JB 5741		20					
En 15	JB 5833		21					
En 15	JB 5628		22					
En 15	JB 5723		0523					

Teller /s/ A/3C Wojcechowski Recorder /s/ A/3C Wojcechowski

* Put check mark ( ) in margin opposite first plot of each penetrating track.
** Enter Identity only at time and position of Identification.

ADC Form 85
10 Dec 51

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)
INT
HQ, 34TH AIR DIVISION (DEFENSE)

REPORT NO. UNCLASSIFIED

PAGE 9 OF 12 PAGES

RECORDER'S LOG
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Charlie Crew

Date (Z) 24 Dec 54

Page No. 11

Station No. L-2

TRACK NO.	GRID COORD	COURSE	TIME (Z)	NO. OF ACFT	EST SPEED	ALT	IDENTITY	REMARKS
En 15	———		0524					CL
En 15	KB 2021		25					Reap
En 15	———		26					CL
En 15	KB 3422		27					DR
En 15	KB 4322		28					DR
En 15	KB 5222		29			F 20		DR
En 15	LB 0822		30	/s/ A/3C Wojaschowski				Reap
En 15	LB 15223		31	/s/ A/3C Fair P C on				
En 15	LB 2525		32					
En 15	———		33					CL
En 15	LB 3924		34					DR
En 15	LB 4523		35					DR
En 15	LB 3206	NW	36					Reap
En 15	LB 3012		37					
En 15	LB 2920		38					
En 15	LB 2522		39					
En 15	LB 1225		40					
En 15	LB 0920		41					
En 15	LB 0136		42					
En 15	KB 4838		0543		E 700			

Teller /s/ A/3C Fair Recorder /s/ A/3C Fair

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APPROVED 1 JUNE 1948

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FROM (Agency)
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HQ, 34TH AIR DIVISION (DEFENSE)

REPORT NO. UNCLASSIFIED

RECORDER'S LOG
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Charlie Crew

Date (Z) 24 Dec 54

Page No. 12

Station No. L-2

TRACK NO.*	GRID COORD	COURSE	TIME (Z)	NO. OF ACFT	EST SPEED	ALT	IDENTITY	REMARKS
En 15	KB 3932		0544					
En 15	KB 4125		45					
En 15	KB 4521		46					S/Orbit
En 15	KB 2832	NW	54					Out Orbit
En 15	KB 2537		55					
En 15	KB 2144		56					
En 15	KB 2452		57					
En 15	———		0558					Scrub CL PC
~~Charlie Crew on Duty 0739~~ void mmb								
En 31	KC 1804	SE	0741	1		PCF —25	F-86D	
En 31	KC 2101		42	Charlie Crew on Duty 0742				
En 31	KB 2559		43		320			
En 31	KB 2552		44			11		
En 31	KB 2047		45					
En 31	KB 2041		46					
En 31	KB 1534	SW	47					
En 31	KB 0628		48					
En 31	KB 0225		49					
En 31	KB 0922		50					
En 31	KB 2022		0751					

Teller /s/ FAIR A/2C Recorder /s/ FAIR A/2C

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** Enter Identity only at time and position of Identification.

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AIR INTELLIGENCE INFORMATION REPORT

UNCLASSIFIED

FROM (Agency)	REPORT NO.	PAGE 11 OF 12 PAGES
INT ~~316TH AIR DIVISION (DEFENSE)~~		

RADAR OBSERVATIONS DATA SHEET

I. QUESTIONS REGARDING DETECTING RADAR EQUIPMENT

1. What type radar equipment is involved? E-4

2. Has there been any recent maintenance difficulties? If so, describe.
Write-up 23 Dec 54 (day)
Steering dot information incorrect, wrong altitude
corrections, contacts 7-8 mi. or below

3. What type modulator (i.e. spark gap, hard tube, etc) is used in the radar equipment?
soft hard tube

4. Was the AFC (automatic frequency control) circuit of the receiver operating properly? Yes

5. Has interference from another radar set been observed recently, and are personnel familiar with the effects caused by an interfering signal?

6. What type indicators, "A scope", ("B scope") etc, were used to follow the target?

7. What was the radar scan rate? 20/min.

8. What was the approximate frequency of the transmitter? 9375

II. QUESTIONS GENERAL

1. What were the general weather conditions at the time unidentified target was observed? CAVU

2. What weather data from nearby US weather stations is available on temperature vs altitude, humidity vs altitude, and wind velocity vs altitude?

3. Was the target observed by any other nearby radar equipments? If so, give details.
No

4. Are the operator and the supervisor familiar with the effects of anomalous (duct-effect) propagation as they pertain to this type radar?

5. Has anomalous propagation been observed to extend the range of ground clutter by this radar at this site, and did this condition exist during or near the time that unknown target was observed?

6. What effects of rain storms and lightning have been observed on this radar?

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RUSSELL T NEWMAN
2d Lt, USAF

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FROM (Agency)
INF
64TH AIR DIVISION (DEFENSE)

REPORT NO.
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7. Were any checks made to determine if unknown target could have been one of our own aircraft? Yes, negative

8. Was any interception attempted? If so, give details. Yes, could not close on target.

9. Was a visual and/or auditory observation made simultaneously with scope observation? If so, gibe detailed description. Yes, mostly visual

III. SPECIFIC TARGET QUESTIONS

1. Did any technical personnel observe the unknown target on the radar scope? No Have they been questioned thoroughly? What was their opinion? Yes

2. Was a permanent record "track" made of the target positions as they appeared on the indicators? If so, attach to this report. (Plot on back of page 1) Yes

3. At what range, azimuth, altitude, and time was the target observed? 10-15 miles, 15° left, unknown but higher, 0520Z 24 Dec 54

4. How did the target appear in size and shape as compared with conventional aircraft targets? Same

5. Was the target of consistent size, or did it change rapidly? Changed size on when moving away.

6. Was the speed of the target constant or variable? Explain. Variable - kept same distance & altitude away as Interceptor speed & alt. varied.

7. Did the target appear "fuzzy" or clear and sharp as compared with a known aircraft target? Hazy glow

8. What other (aircraft) targets were observed in the same general area, altitude, and time as they of the unknown target? None

THIS IS A TRUE COPY

Russell Newman
RUSSELL T NEWMAN
2d Lt, USAF

/s/ Kenneth C. Hite
1/Lt USAF
AO 2228222

(Reproduced)
ADC Form 123
20 Oct 52

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REMARKS

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DD FORM 1 FEB 50 95 Replaces DA AGO Form 895, 1 Apr 48, and AFHQ Form 12, 10 Nov 47, which may be used.

GPO : 1951 - O 923564

1. It appears that the unidentified target was not detected by the ground station. Inclosure No. 2 is a log of the F-86D track and Inclosure No 1 contains a plot of the F-86D track and an estimate as to ~~position~~ track of unidentified target.

2. The fact that unidentified target ~~and~~ was not detected by the ground radar station and that ~~it~~ it remained in a given true bearing from the F-86D tends to indicate that perhaps the target was a heavenly body. The described glowing of the target may also indicate a heavenly body. No electrical - Poss Temp. INVERS.