Project Blue Book Case 1661

(12W2, 18/5A, Bx 35, RG 341 Records of the USAF (Project Blue Book)

"Washington National Sightings" - July 1952

NOTES:
========
Double lines of ======== indicate a break between documents
Single line of ======= indicate a page break within a document
Text in curly brackets {text} is handwritten in original
Square brackets indicate items which has been blecked out

==========
==========

AF FORM 112 - PART 1 [RESTRICTED]
APPROVED 1 JUNE 1948 (CLASSIFICATION)

COUNTRY	REPORT NO.	(LEAVE BLANK)
U.S.A.	{IR-104-52}	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
FLYOBRPT

AREA REPORTED ON	FROM (Agency)
Two hundred (200) miles south off Coast of New York City	91st Strategic Reconnaissance Wing

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
31 July 1952	26 July 1952	B2

PREPARED BY (Officer)	SOURCE
MAJOR EDWARD O. WITTMER	S/sgt. David L. Walker

REFERENCES (Control number, directorate, previous report, etc. as applicable)
TWX, 91WDOI 2368-R dtd 302115Z

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.)

Observor had three and one half (3 1/2) years experience as a gunner in the United States Air Force and previous service in the United States Navy.

APPROVED:

_____{1}____ INCLS.

/s/ Dick M. Campbell
DICK M. CAMPBELL
Major USAF
Wing Intelligence Officer

DISTRIBUTION OF ORIGINATOR

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.

[RESTRICTED]

{Incl #2} [ ] [ ] 16-55576-I U.S. PRINTING OFFICE

<==========>

AF FORM 112 - PART II [RESTRICTED]
APPROVED 1 JUNE 1948 (CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.				
91st Strat. Recon Wing, Medium	{IR-104-52}	Page 1	of 1	pages

1. Three (3) different amber edges white flashing objects observed. Travelling at approximately speed of sound each caused yellowish trail. First object moved across sky in horseshoe path; second appeared to drop vertically; and the movement of the third not identifiable.

2. First object was sighted at twenty thirty (2030) hours Eastern Standard Time, 26 July 1952. Second object about thirty (30) seconds later and third object about two (2) minutes later. Total elapsed time for all sightings including intervals, four (4) minutes.

3. Visual observation from B-29 cruising speed at altitude 9,900 feet. Unknown to observer if radar received return on these objects but believed radar received return from later object.

4. Observer was gunner on B-29 in formation of five aircraft, flying north approximately two hundred (200) miles off coast south New York city Area. Objects thirty (30) to forty (40) miles distance south eastern horizon at undetermined

height. First object sighted at four (4) to five three zero (5:30) o'clock position; second object sighted four (4) o'clock position; third object sighted five (5) to six (6) o'clock position.

5. Staff Sergeant David L. Walker, AF-57322115, of 301st Wing, Medium, 353rd Bombardment Squadron, medium, Barksdale Air Force Base, Louisiana, has three and one half (3 «) years gunnery experience in the Air Force and previous duty in the United States Navy. He observed many meteors and falling stars both before and after seeing strange phenomenon on this mission.

6. Clear night with stars and moon shining brightly.

7. No known activity or meteorological condition account for sighting.

8. No physical evidence of fragments available.

9. The other members of crew were notified but identification by them not verified.

10. Formation of five (5) B-29's in formation.

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.

[ ]

[ ] [ ] 16-55576-I U.S. PRINTING OFFICE

<=========>
<=========>

{ 1. ATIAA }
ACTION { 2. ATIA }
AD2?711 { 3. C Files }

WP3133 1952 JUL 23 23

DEDBO 73

PP JEPHQ JEDWP JEDEN JEDMH JESBA 555 $$ PM 7 : 41

DE JEDBO 67

P 302115Z ZNJ

FM COSTRATRCNWG 91 LOCKBOURNE AFB OHIO

TO JEPHQ/ DIR OF INTELLIGENCE HQ USAF WASH DC

JEDWP/AIR TECH INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO

JEDEN/CG ADC ENT AFB COLO

JEDMH CG SAC OFFUTT AFB NEBR

JZSBA/CG 2AF BARKSDALE AFB LA

[ ] 91WDOI 2368-R PD AIR TECH INTELLIGENCE CENTER

ATTN: ATIAA-2C PD FLYOBRPT

(PART ONE) THREE DIFFERENT WHITE FLASHES ACRPOSS SKY LEAVING YELLOWISH

AMBER TRAIL CMA TRAVELING APPROXIMATELY TWO ZERO THREE ZERO EASTERN

STANDARD TIME TWENTY

SIX JULY FOR APPROXIMATELY FOUR MINUTES PD (PART THREE) VISUAL

OBSERVATION FROM BRAVO TWO NINE OUT OF BARKSDALE AFB AT ALTITUDE NINE

NINE ZERO ZERO PD (PART FOUR) APPROXIMATELY TWO TWO ZERO ZERO MILES OFF

COAST SOUTH NEW YORK CITY AREA PD OBJECTS THREE ZERO TO FOUR ZERO MILES

DISTANCE SOUTH EASTERN HORIZON WITH UNDETERMINED HEIGHT (PART FIVE)

OBSERVER STAFF SERGEANT WALKER OF CREW NUMBER EIGHT SIX GOLF OSCAR

<=========>

PAGE TWO JEDBO 67

BARKSDALE AFB CMA PRESENTLY HOSPITALIZED LOCKBOURNE AFB DUE VIOLENT AIR

POCKET PD (PART SIX) CLEAR NIGHT CMA STARS AND MOON SHINING BRIGHTLY PD

(PART SEVEN) NOT METEORS AS OBSERVOR HAS SEEN SUCH PHENOMENON PD

(PART EIGHT) NO EVIDENCE PD (PART NINE) IDENTIFICATION RADAR AND VISUAL

OTHER CREW MEMBERS IMPOSSIBLE PD (PART TEN) OTHER AIRCRAFT MISSION

FORMATION

30/21302 JEDBO

{Cy 1}

<===>
<===>

Washington, D. C. - Night of 26/27 July 52

(Partially witnessed by Maj. Fournet and Lt Holcomb
(AFOIN-2C5; remainder as reported to them)

General:

This incident involved u/i targets observed on the radar scopes at the Air Route Traffic Control Center and the tower, Both at Washington National Airport, and the Approach Control Radar at Andrews AFB. In addition, visual observations were reported to Andrews and Bolling AFB and to ARTC Center, the latter by pilots of commercial a/c and one CAA a/c. Two flights of interceptors were dispatched from Newcastle, Del., but their official reports have not been received by this office; comments on their conversations with ARTC Center personnel are included herein. It has been impossible to collect all facts for a single report. The Base Intelligence Officer, Bolling AFB, is submitting a report covering the Bolling and Andrews aspects of the incident. This report covers the facts obtained from Washington National A/P personnel, the USAF Command Post and the AFOIN Duty Officer Log. As yet, the commercial and CAA pilots who reported visuals have not been contacted, nor have other potential sources been investigated. Such action will not be possible by this office.

1. Varying numbers (up to 12 simultaneously(of u/I targets on ARTC radar scope. Termed by CAA personnel as "generally, solid returns", similar to a/c returns except slower. No definable pattern of maneuver except at the very beginning about 2150 EDT, 4 targets in rough line abreast with about 1 « mile spacing moved slowly together (giving about a 1" trace persistency at an estimated speed of less than 100 mph) on a heading of 110. At the same time 8 other targets were scattered throughout the scope. ARTC checked Andrews Approach Control by telephone at 2200 EDT and ascertained that they were also picking up u/I targets. U/I returns were picked up intermittently until about 27/0100 EDT, following which weaks and sporadic (unsteady) returns were picked up intermittently for another 3 ¬ hours. Washington national Tower radar crew reports only one target positively u/i. This return was termed a "very good target" which moved across the scope from West to East at about 30 to 40 mph. However, the radar operators stated that there could have been other u/I targets on their scopes, particularly outside their area of a/c control, which they would not have noticed or would have assumed to be a/c under ARTC Center control. However,

<===>

they noticed no other unusual (i.e. very slow or erratic) returns. ARTC Center controllers also report that a CAA flight inspection {or} Mr. [ ] flying a/c #NC-[ ] reported at 2246 EDT that he had visually spotted 5 objects giving off a light glow ranging from orange to white; his altitude at time was 2200'. Some commercial pilots reported visuals ranging from "cigarette glow" (red-yellow) to "a light" (as recorded from their conversations with ARTC controllers). At 2238 EDT the USAF Command Post was notified of ARTC targets. Command Post notified ADC and EADF at 2245, and 2 F-94's were scrambled from Newcastle at 2300 EDT. ARTC controlled F-94's after arrival in area and vectored them to targets with generally negative results (flew through a batch of radar returns" without spotting anything){!} However, one pilot mentioned seeing 4 lights at one time and a second time as seeing a single light ahead but unable to close whereupon light "went out" (these comments from ARTC controllers). One ARTC controller worked a USAF B-25 (AF 8898 ?) for about 1 hr 20 mins about 2230 EDT. B-25 was vectored in on numerous targets and commented that each vector took him over a busy highway ir intersection. Maj Fournet (AFOIN-2A2) and Lt. Holcomb (USN, AFOIN-2C5) arrived at ARTC Center at about 27/0015 EDT. Lt. Holcomb observed scopes and reported "7 good, solid targets". He made a quick check with airport Weather Station and determined that there was a slight temperature inversion (about 1 degree) from the surface to about 1000'. However, he felt that the scope targets at the time were not the result of this inversion and so advised the Command Post with the suggestion that a second intercept flight be requested. (2nd intercept flight controlled by ARTC, but no strong targets remained when they arrived. They were vectored on dim targets with negative results.) Maj. Fournet and Lt. Holcomb remained in ARTC Center until 0415, but no additional strong targets were picked up; many dim and unstable targets (assumed due to temperature inversion) were observed throughout the remainder of the period.

2. Intermittently between 26/2150 and 27/0100 EDT July 52. Periods of observation vary.

3. Electronic: VG-2 radar (ARTC) and ASR-1 radar (Tower). Others visual from air (details unknown).

4. Radar located at Washington national Airport, Washington, D.C. (Alexandria, Va.). {A}a/c #NC-12 believed to be in vicinity of Aberdeen/ Baltimore, Md., commercial a/c reporting visuals located in general area vicinity Washington National A/P.

5. ARTC Center radar crew and controllers:

Austin M. Stapf)
Lloyd Sykes)

James M. Ritchey)

Harry Barnes)
James M. Copeland) levels of experience (ARTC radar in-
Stewart Dawson) stalled Jan. 52). All appeared to
Phil Ceconi) be serious, conscientious and
Mike Senkow) sincere although somewhat vague about
Jerome Biron) details of their experience on 26/27 July. Considered fairly reliable.

All are CAA employees with varying

Washington Tower radar operators:

[ ] (2yrs radar)) Conscientious and sincere
[ ] (1 1/2yrs radar) Direct manner. Appeared sure of themselves. Considered very reliable.

Observer in a/c #NC-[ ] Mr. [ ], reliability unknown.
Pilots of commercial a/c: unknown.

6. Weather clear, scattered thins (alt unknown).
Temperatures at 26/2200Z as reported by Washington national Weather Station:

Surface	25 deg C	
800'	26	
3500	20	
4800	20	)
10,000	7	) Steady drop
15,000	0	)
22,000	-17	)) Constant
22,800	-17	)
23,000	-20	

7. See 6. Others negative

8. Negative

9. See 1. Official reports not received.

10. Normal commercial traffic inbound and outbound Washington National Airport plus some USAF a/c - all known and identified.

Remarks:

ARTC crew commented that, as compared with u/I returns picked up in early hours of 20 July 52, these returns appeared to be more haphazard in their actions, i.e. they did not follow a/c around nor did they cross scope consistently on same general heading. Some commented that the returns seemed to be from objects "capable of dropping out of the pattern at will". Also that returns had "creeping appearance". One member of crew commented that one object to which F-94 was vectored just "disappeared from scope"

shortly after F-94 started pursuing. All crew members emphatic that most u/I returns were "solid". Finally, it was mentioned that u/I returns have been picked up from time to time over the past few months but never before had they appeared in such quantities over such a prolonged period and with such definition as was experienced an the nights of 19/20 and 26/27 July 52.

A transcrip{t} of a conversation between the towers at Washington National and Andrews which took place at 2130 EDT July is attached. The "Center" mentioned is the ARTC Center at Washington National. The number of the National Airlines flight referred to is unknown.

July 26, 1952

"THE CUPLESS SAUCER"

Transcription for the record at WNA:
(2130 EDT 26 July)

Washington Tower: Andrews Tower, do you read? Did you have an airplane in sight west-northwest or east of your airport eastbound?

Andrews: No, but we just got a call from the center. We're looking for it.

Washington: We've got a big target showing up on our scope. He's just coming in on the west edge of your airport-the northwest edge of it eastbound.

He'll be passing right through the northern portion of your field on an east heading. He's about a quarter of a mile from the northwest runway-right over the edge of your northwest runway now.

Andrews: What happened to your target now?

Washington: He's still eastbound. He went directly over Andrews Fiels
and is now five miles east.

Andrews: Where did he come from?

Washington: We picked him up ourselves at about seven miles east, slightly
southeast, and we have been tracking him ever since then. The
Center has been tracking him farther than that.

Andrews: Was he waving his course?

Washington: Holding steady course, due east heading.

Andrews: This is Andrews. Our radar tracking says he's got a big fat
target out here northeast of Andrews. He says he's got two
more south of the field.

Washington: Yes, well the center has about four or five around the
Andrews Range station.

The Center is working a National Airlines - the center is
working him and vectoring him around his target. He went
around Andrews. He saw one of them-looks like a meteor.
(Garbled)..Went by him..or something. He said he's got
one about three miles off his right wing right now.

There are so many targets around here it is hard to tell
as they are not moving very fast.

<==========>

Andrews: What about his altitude?

Washington: Well, must be over 8,000 feet as we don't have him in
radar any more.

<==========>
<==========>

{ 1. ATIAA }
{ 2. ATIA }
{ 3. C. Files }

ACTION

RA018

TYD051

TMA017

JEPFF A4 {ATIC}

FP JEPHQ JEDWP JEDEN JEPBL 444

DE JEPFF 7

P 270800Z ZNJ

FM CO ANDREWS AF MD

TO JEPHQ/DIR OF INTELLIGENCE HQ USAF WASHDC

JEDWP/CHIEF ATIC WRIGHT PAT OHIO

JEDEN/CG ENT AFB COLO

JEPBL/CO HQ BOLLING AFB WASHDC

[ ]ANF BGBO 76 PD FLYOBRPT IN ACCORDANCE WITH AF

LTR 200-5 THE FOLG RPT IS SUBMITTED: ONE-SIZE UNDETERMINED. TWO

SIGHTED. APPEARED AS GLOW OF CIGARETTES. NO SET FORMATION. NO

ERRATIC MANEUVERS. ESTIMATED TO BE TRAVELING AT 100 MPH.

TWO-2015E. LENGTH OF TIME OBSERVED UNKNOWN. DATE 26 JULY 1952

THREE-VISUAL. SIGHTED FROM LOCKHEED LODESTAR, NATIONAL AIRLINES FLIGHT

NUMBER 42. ALTITUDE OF OBSERVER 1700 FT, AIRSPEED APPROX 200 MPH.

FOUR-OBSERVER SOUTH OF WASH. OBJECTS HIGH DIRECTLY OVERHEAD.

FIVE-OBSERVERS: NATIONAL AIRLINES PILOT CAPTAIN [ ] RELIABILITY

EXCELLENT. STEWARDESS, RELIABILITY GOOD.

SIX-SKY CLEAR, VSBY 10. WINDS ALOFT: 200Z-210 DEG AT 7K, 4000-220

?T5, 6000-140 AT 5, 80000230 AT 7, 10000-310 AT 4, 12000-300 AT 7,

14000-310 AT 2, 16000-300 AT 6, 22000-300 AT 3, 25000-210 AT 10

<==========>
<==========>

EIGHT-NONE

NINE-THORNDYKE NOTIFIED BY ANDREWS AT 2121E.

TEN-UNKNOWN AT PRESENT TIME.

27/0814Z JUL JEPFF

{Cy 1}

<==========>
<==========>

{ 1. ATIAA }
{ 2. ATIA }

RA0190 20 JUL 1952 1825 { 3. C. Files }

WPE025E

YDB032 ACTION

TYE042

TMA019

JEPFF B15

PP JEPHQ JEDWP JEDEN JEPBL 4444

DE JEPFF 9

F 270810Z ZNJ

FM CO ANDREWS AFB MD

TO JEHQ/DIR OF INTELLIGENCE HQ USAF WASHDC

JEDWP/CHIEF ATIC WRIGHT PAT OHIO

JEDEN/CG ENT AFB COLO

JEPBL/CO HQ BOLLING AFB WASHDC

[ ]ANF BGBO 77 PD FLYOBRPT IN ACCORDANCE WITH AF

LTR 200-5 THE FOLG RPT IS SUBMITTED: ONE-SIZE UNDETERMINED. THREE

SIGHTINGS. NUMBER ONE-ANDREWS APCH CONT SIGHTED TEN TO TWELVE

UNIDENTIFIED OBJECTS ON RADAR SCOPES. NUMBER TWO-WASH ARTC SIGHTED

TEN TO TWELVE UNIDENTIFIED OBJECTS ON RADAR SCOPES. NUMBER THREE-

WASH ARTC SIGHTED FOUR UNIDENTIFIED OBJECTS ON RADAR SCOPES.

TWO-NUMBER ONE SIGHTING AT 2054E. NUMBER TWO SIGHTING AT 2057E.

NUMBER THREE SIGHTING AT 2223E. NUMBERS ONE AND TWO SIGHTINGS REMAINED

IN WASH AREA IN EXCESS OF ONE HOUR. ALL TIMES ON 26 JULY 1952.

THREE-ELECTRONIC, CPN-18 RADAR SETS.

FOUR-OBSERVED AT ANDREWS AFB AND WASH NATNL APRT. OBJECTS IN NUMBER

THREE SIGHTING NEAR BELTSVILLE, MD, AND HERNDON, VA.

<==========>
<==========>

PAGE TWO JEPFF 9

FIVE-UNKNOWN

SIX-SKY CLEAR, SBY 10. WINDS ALOFT: 2000-210 AT 7K, 4000-220 AT 5,

6000-240 AT 5, 8000-280 AT 7, 10000-310 AT 4, 12000-300 AT 7, 14000-310

AT 2, 16000-300 AT 6, 2000-300 AT 3, 25000-210 AT 10, 30000-180 QT 10.

SEVEN-UNKNOWN

EIGHT-NONE

NINE-THORNDYKE NOTIFIED ON NUMBERS ONE AND TWO SIGHTINGS AT 2103E; OF

NUMBER THREE SIGHTING AT 2232E. ACTION TAKEN UNKNOWN.

TEN-UNKNOWN AT PRESENT TIME.

27/0815Z JUL JEPFF {Cy 1}

<==========>
<==========>

! several page of newspaper clippings - due to copyright restrictions these are not reproduced !
! but are listed below by newspaper, title, and page !

The Washington Daily News, Final Edition, Tuesday, July 29 1952
   (Headline only page 1): "Aerial Whatzits Buzz D.C. Again:
   "Air Force Asks for Help; Our Town Was Buzzed Again," Page 3

<===>
<===>

[ ]

HEADQUARTERS COMMAND
UNITED STATES AIR FORCE
BOLLING AIR FORCE BASE
WASHINGTON 25, D.C. 7D/BLB/jkm

HC 319-C 14 AUG 1952

SUBJECT: Report on Unidentified Flying Object (FLYOBRPT) (Unclassified)

TO: Director of Intelligence
Headquarters united States Air Force
Washington 25, D.C.

The inclosed correspondence is forwarded in accordance with paragraph 7e, AF Letter 200-5, dated 29 April 1952.

FOR THE COMMANDING OFFICER:

/s/ C P McCarty
C. P. McCarty
Captain, USAF
Asst Adjutant general

1 Incl:
Ltr, 4th Dist. OSI,
Subj: FLYOBRPT, dtd 4 Aug 52

When Incl ____1____ is withdrawn
or not attached, the classification of
[ ] on this correspon-
dence will be canceled in accordance
with par 25a, AFR 205-1.

{7-3712-}

[ ]

[ ] [ ]

{Incl 2}

<===>
<===>

[ ] [ ] [ ]
[ ] [ ] [ ]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL USAF
4TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
BOLLING AIR FORCE BASE, WASHINGTON 25, D.C.

24-0-212 4 AUG 1952

SUBJECT: Unidentified Flying Object Observed
on 26 July 1952 over Annapolis, Maryland
Observer: Major C. P. Carlson
SPECIAL INQUIRY

TO: Commanding officer
Headquarters Command, USAF
Bolling Air Force Base
Washington 25, D.C.

Attention: Director of Intelligence

1. This office received the following information from S/A DERRICK of the 109th CIC Detachment at Baltimore, maryland:

Major C.P. CARLSON, Post Chaplain, Edgewood Arsenal, Maryland reported that on 25 July 1952, at 2230 hours, he saw a flying object over the vicinity of Annapolis, Maryland. The object appeared to be flying at approximately 10,000 feet in a northwest direction at what the Major described as being the "speed of a jet aircraft." The object appeared to be a large ball of fire, made no noise and did not maneuver. It remained in sight for approximately six seconds and then vanished into the air. The light intensity of this object was that of a "shooting star" but the object was much larger.

2. No action was taken in this matter by District office #4 of the Office of Special Investigations. The above is being submitted for whatever action is deemed appropriate by your office.

/s/ {Harold D. Collins}
{Lt Col USAF}
{for} DONALD B. WHITE
Colonel, USAF
District Commander

cc: Headquarters, OSI

{961/ INTEL INCL: 1}

UNCLASSIFIED SECURITY CLASSIFICATION (if any)

DISPOSITION FORM

FILE NO. SUBJECT

(Uncl) material for Project Blue Book

TO Chief, Air Technical Intelligence Center, Wright-Patterson AFB, Dayton, Ohio

FROM Dept of the Air Force, Hq USAF - AFOIN-2A2

DATE 11 Aug 52 COMMENT NO 1

Maj Fournet/vg/71016

1. Inclosed are summary reports of observations as telephoned to AFOIN-2A2 during the past two weeks plus a report on radar observations at Washington National Airport on the night of 26/27 July 52. In all cases, the outline specified for electrical messages in paragraph 7c of AFL-200-5 has been utilized for the sake of expediency with appropriate notations as necessary.

2. No attempt has been made to follow-up on any telephone reports taken by the Estimates Duty Officer nor was any attempt made to obtain great detail in the other telephone reports. Wherever possible, ageberal statement of weather conditions, usually as reported by the observer, has been included. In all cases where pro-forma items are omitted, they are negative.

3. No further action is contemplated on any of these incidents.

BY COMMAND OF THE CHIEF OF STAFF:

/s/ {James P Buhetl Maj USAF}
{for} WILLIAM W. WILCOX
Colonel, USAF
Chief, Policy and Management Group
Office, Deputy Director for Estimates
Directorate of Intelligence

26 Incls:
Rpts of U/I Flying Objects originated by AFOIN-2A2

UNCLASSIFIED

NME FORM NO 96 Replaces DA AGO Form 897, 1 Oct 47, which may be used.
1 OCT 48 16-54801-2 * U. S. GOVERNMENT PRINTING OFFICE

! NEXT 14 PAGES LINED SHEETS OF HANDWRITTEN NOTES !

{ Wash Natl (Tower crew) nite 2/27 July

Tues 0800

Tues 0800

Weds 0800

Tues 0800

A SR-1 Tower radar }

{ _ST 0745_

ARTC Radar
(1st crew - til 2400)

Raymond Nathan - Deputy Dir $$$$$ Vectoring Supvr (Radar) of Aviation $/$ CAA

Tower G

CAA Flow Controller

NW A

* 1600 - 2400 Sand (duty)

0001 ------>

(2nd crew) Supvrg$ }

{ [ ]

2108 EST ARTC picked up between
4 & 12 obj. No def obj. 2 jet intercep.
1135 (jets on %ares) vectoring in.
One pilot sited 1 lite ahead (far).
Couldn't contact. 1149 saw one lite
steady white. 10 mi E Mt Vernon
Couldn't close.

0140 2 more jets.

! inverted ! Al Chop TE 268$}

<==========>

{ [ ] 7/27/52

[ ] had written [ ]
in his book by time Mr J T $ $
requested his departure from Control
Room. (ref F-94's - 1st intercept)
may also have overheard frequency on which controlled
^
|
od memo 7/28}
! above circled !

<==========>

{ _Hold_ [ ] $$$
D/Chief of Staff, Operations
Memorandum for _Chief of Staff_

SUBJ: Possible Compromise of Air Defence
Code and/or Communications

1. On the night of 26/27 July 52 the
CAA radar at Washington National Airport
picked up a number of unidentified
targets in all quadrants and intermittently
for a period of about 3 hours. F-94
interceptors were dispatched in two flights
to attempt an intercept, and at certain
times were controlled by the CAA Air
Route Traffic Control Center at Washington
National.
2. Mr [ ], Time-Life correspondant
was in the Control Center at the time
of the first intercept flight
that intercept control ^ was assumed by
the Center. An interview with Mr. [ ]
M. [ ], CAA Flow Controller at the time established
that Mr. [ ] apparently overheard the intercept
code "Shirley Blue" and wrote this information
in his notes. Mr. Stapf also believes that
Mr. [ ] may have overheard the
radio frequency which was being used
to control the intercept.
3. Another Life correspondent established
that the first flight of interceptors was
based at Newcastle, Delaware.
4. It is not known whether the above}

<==========>

{constitutes a compromise of the Air
Defense code and/or communications, but
is being forwarded for information.}

<==========>

{_Mr [ ] Lister "G"_ (Tower) 7/28/52

Portion: _extract log_
(all times EST)
Approx 2030: Center advised u/i tgts

Saw one u/I across scope W - E (picked
up on E side of scope), very good tgt, 30 - 40 mph.
Could have been other tgts, particularly outside
of area of control, but wouldn't have spotted
because would have assumed normal a/c.
However, no other unusual (slow, etc) tgts
noticed.

Exper: controller 5 yrs; radar 2 yrs.}

<==========>

{_Mr. [ ] [ ] 7/2$/52

Same as first sentence for Woodall
except W side of scope. However, genl
as for W

Exper: [ ] controller 9 yrs; radar 1 1/2 yrs.}

<==========>

{_Atic: [   ]_   _EST_

2015: Mr. [   ] notified Flt Inc of u/i tgts
2050: about 12 u/I traces : -
         4 tgts (well defined, $$ell, 1" long, < 100 mph)
        in NW quadrant on SE course (110)
         about 1 « mi apart. Others scattered
          throughout scope.
2100: Andrews checked - they were also
         picking them up. (still about 12 tgts)
2146: NC 12 (CAA Flt Inspec, Mr [   ]
         reported 5 obj. that were giving

         (call tomorrow) (Thorpe) for typed
           cy of log)}

<==>

{_Mr. [   ]_

Believed differently fm those of 17/20 july
(did not appear to be following a/s as
before, also, genl direc of tvl was SE as
opposed to "aa-direc" tvl previous incident}
Return was just as good as previously
more targets this time than last; more
bunched than previously (some appearance
of groups). Slower speed (30 - 40 mph)
About 20 mins after initial, tower
confirmed orange glow in E.
Cap Airlines got visual (later) plus 4 or more
Another Cap a/l made visual (lite "at
phenomenal speed" but radar tracked
him until 4 mi fm touchdown.

Appearance of low alt & dropping out
of radar pattern at will.

When obj being chased by Redman Ldr
obj suddenly disappeared fm ARTC scope.

Comment: Acted as tho monitoring Shirley Blue
                  frequency.
Exper: 7 mos on radar controller t$$ll$}

<==>

{_Mr: [   ]_

East (cor?)
   T/O at 2008. Had to try to
vector thru no. of images. Batches
well defined but smaller than reg . tgts.
35 - 90 mph. All that he saw yvlg. NW ... SE
United vectored in & saw pulsating red-yellow
lite.

Impression of low alt possible because
of "dropping out", creeying appearance, etc.

Tgts were "solid" returns.

All pilot's reports very vague in description

7 mos radar exper; 6 yrs traffic control.}

<==>

{_Mr: [   ]

$$rd w/ Andrews.
All hdg genly SE (some E, some S, etc.)
Similar to a/c return except slower (solid line
trace)
                                      landing at
Started wkg B-25 # out of # ^ Bolling at about 2:30 est.
         B-25 (AF 88982)
While # Redman ldr # circled twice (6 - 7 mi diam)
obj remained within & moved only 2 - 3 mi.
Vectored B-25 for 1:10 or 1:20. (Pilot
mentioned each vector took him over busy
hiway or intersection)

Andrews reportde visual w/ glasses S of Andrews
est 6 mi, blue-white lite, jerky motion ,
2000' alt est

Only about 2/3 of tgts in Andrews area
picked up by Andrews radar.

Tgts varied in intensity - some good, some
poor. Faded often.}

<==>

{_0300Z_ _20 July_   _(2300 EDT_ _19 July)_

                      _0C_
Surface   26

```
  800'              27
     |
     |  Constant
     |    fall
     |
 8000'             13
     |
     |  Constant
     |    temp
     |
 9500'              13
     |
     |  Constant
     |    fall
     |
23,000            -15

 ----------------------------------------------------------------------------------------
   NA  4830
     A/P  Wea Sta

<==========================================================================>

Inversion:  temp genly falls w/ alt.
          When  "   increases w alt = inversion
 ----------------------------------------------------------------------------------------

2200Z  (1800 EDT)    26 July

Surf                25
 800'               26
3500               20
4800               20
    |
    |   Steady
    |     drop
    |
10,000            7
    |
    |   Steady
    |     drop
    |
15,000            0
|   |
    |   Steady
    |     drop
    |
22,000  \  constant     -17
22,800  /    temp         -17
23,000                       -20

<==========================================================================>
<==========================================================================>

AF FORM 112 - PART 1            [                   ]
APPROVED 1 JUNE 1948     [ CLASSIFICATION ]
-----------------------------------------------------------------------------------------------------------------------------------
COUNTRY                          REPORT NO.                        (LEAVE BLANK)
      U.S.A
-----------------------------------------------------------------------------------------------------------------------------------
                      AIR INTELLIGENCE INFORMATION REPORT
-----------------------------------------------------------------------------------------------------------------------------------
SUBJECT
   FLYOBRPT
-----------------------------------------------------------------------------------------------------------------------------------
AREA REPORTED ON                                                FROM (Agency)
   Andrews AFB, Wash 25, D.C.                                      Wing         Intelligence Section
-----------------------------------------------------------------------------------------------------------------------------------
DATE OF REPORT                   DATE OF INFORMATION                EVALUATION
  29 July 1952                                26 July 1952                                          { UNK }
-----------------------------------------------------------------------------------------------------------------------------------
PREPARED BY (Officer)                                SOURCE
  EDWARD R. VAN SANT, Capt, USAF          See summary
-----------------------------------------------------------------------------------------------------------------------------------
REFERENCES (Control number, directorate, previous report, etc. as applicable)


-----------------------------------------------------------------------------------------------------------------------------------
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.   Unidentified objects were sighted between 2000E and 2300E on 26 July 1952.
  The sightings were visual and radar.

          2.  Targets seen on the radar scope are the only positive reports.



                            Statements by:

                           1.  T/Sgt Spiewakowski
 __4__ INCLS.    2.  T/Sgt Harrison
                           3.  Lt Palmer  (A.O.)
4.  Lt Carlson

-----------------------------------------------------------------------------------------------------------------------------------
DISTRIBUTION OF ORIGINATOR
```

1 cy oa Command level
1 cy Dir of Intelligence, Hq USAF, Wash 25, D.C.
1 cy Chief Air Tech Intel Cntr, AT 1A-A-2C, Wright Patterson AFB, Ohio

---

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
312AS 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.

[ ]
[ ]
(CLASSIFICATION)

16-55576-I U.S. GOVERNMENT PRINTING OFFFICE

<==========>

AF FORM 112 - PART II [RESTRICTED]
APPROVED 1 JUNE 1948 (CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) REPORT NO.

---

1. The following report is submitted in compliance with par 7d, AF Letter 200-5, dated 29 April 1952.

2. On the evening of 26 July 1952 between 2000E and 2300E a number of unidentified objects were reported in the vicinity of Washington D.C. Only two persons saw these objects visually. All others were sighted on radar scopes at Washington ARTC and Andrews Approach Control.

3. At 1500E 28 July 1952, Mrs. [ ] St., Chevy Chase, Md., called Andrews Operations to reporting that she had seen an unidentified object between 2130E and 2200E on the 26th of july 1952. She states she was sitting on the deck on her boat in the Rhodes river, Lat. 39 degrees 51' N., Long. 76 degrees 32' west, looking to the SW, when she saw a large fuzzy light streak across the sky just above the horizon. This light was from yellow to yellow-green in color and moved in a straight line. She saw it for only a few seconds. This light did not appear solid to her, looked closer than the stars and made no noise. The objects were also seen visually by M/Sgt Harrison, a GCA Operator at Andrews AFB. His reliability is excellent. Their statements are attached. Statement of A.O. is attached.

4. The size of the objects is unknown. The number varies from one to many (number unknown). Colors are described as bluish white, yellow, and yellow-green, visual sightings traveled in a straight line. Electronic sightings moved very erratically. No apparent formation was observed.

5. The weather at the time of the sightings was: Sky clear, visibility 10, temp. 78, dew point 76, wind S, at 10 MPH, altimeter 30.13, winds aloft: 2000 - 210 at 7K, 4000 - 220 at 5, 6000 - 240 at 5, 8000 - 280 at 7, 10000 - 310 at 4, 12000 - 300 at 7, 14000 - 310 at 2, 16000 - 300 at 6, 20000 - 300 at 3, 25000 - 210 at 10, 30000 - 180 at 10.

6. No meteorological condition was known to exist.

7. No physical evidence available.

8. Thorndyke alerted.

9. Aircraft known to begin the area are as follows:

AF 8898 - Pilot - Phillips, W. Capt. AO 266841, Maryland university
AF 7018 - Pilot - Henry, S.W. Col, 3907A, Hq. USAF
AF 7474 - Pilot - Schweickart, G.R., Capt AO 208220, Hq, USAF
AF 6121 - Pilot - Smith, C.B., Capt, 17730A, 1025th AB Sq, Wash Natl.

AF 045V - Pilot - Bone, G.W., Capt, AO 742409, 1111th SAM Sq, Bolling
AF 045V - Pilot - Ballard, Capt, 22718A, 1734th ATG, Kelly AFB.
AF Jet 6554 - Pilot - Whitehead, Capt, AO 838035, Wichita, AFB.
AF 1042 - Pilot - Grindle, F., Capt, AO 2085971, 1050th ARG, Andrews AFB.
AF 5999 - Pilot - Sudbury, D., Maj, 6201A, Hq MATS, Andrews AFB.

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C 3X AND
3X 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.

[ ]
[ ]
[ ]

<==========>

[ ]
[ ]
[ ]

Andrews AFB
Wash 25, D.C.
28 July 1952

S-T-A-T-E-M-E-N-T

Happenings of Saturday 26th July 52 (2023 - 2121E)

While standing in front of GCA unit I observed a bluish white light move from vicinity of range in a NNE dir at an incredible rate of speed -

about 45 sec later I observed another light moving from over the vicinity of the range to the NW. About one min later while walking toward AAPC from the GCA unit I saw the same kind of light moving from the NE toward the range station. These lights did not have the characteristics of shooting stars. There was no trails and seemed to go out rather than disappear, and traveled faster than any shooting star I have ever seen.

/s/ M/Sgt Harrison

A TRUE COPY

/s/ Clyde E. Mahaffee Jr.
CLYDE E. MAHAFFEE JR.
WOJG, USAF
Admin. Operations Officer

[ ]
[ ]
[ ]

<==========>

[ ]
[ ]
[ ]

Andrews AFB
Wash 25, D.C.
28 July 1952

S-T-A-T-E-M-E-N-T

Happenings of Saturday 26th July 52

At 2023E Wash Center called requesting info as to whether we were observing many unidentified targets in the immediate area, on our radar equipment. We observed & noted a great many targets some of which later were identified as aircraft (conventional). We continued to maintain a sharp lookout & observed targets following very erratic courses, sometimes appearing to stop, then reverse course, accelerating momentarily, & then slowing down. Target sightings were all coordinated with W.A.R.T.C. & verified, using radar facilities. Another pecularity noted was the sudden disappearance of targets of targets then suddenly reappearing 8 - 10 mi farther along the same course. A couple aircraft however I am uncertain of results as this was handled by Wash. Radar. We had targets in vicinity of ADW (R), the field, & the SHZ vicinity, also NW of us targets were present in great No's. the only area relatively free was the S.W. Andrews tower personnel were advised of positions & were attempting to make visual sightings - results Unkn. The biggest problem appeared to be the large No. of targets present which made it difficult to have any definite targets singled out for checking.

/s/ T/Sgt H. Spiewakowski

A TRUE COPY

/s/ Clyde E. Mahaffee Jr.
CLYDE E. MAHAFFEE JR.
WOJG, USAF
Admin. Operations Officer

[ ]
[ ]
[ ]

<==========>
<==========>

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

18 AUG 1952

Mrs. [ ]
[ ] Street
Chevy Chase, Maryland

Dear Mrs. [ ]

Your recent report of unidentified aerial phenomena has been received by the Air Technical Intelligence Center. Inclosed is a questionnaire, which, when completed by you and returned in the inclosed, self-addressed envelope, will aid in standardizing the data and will provide a complete record of the occurrence.

Your interest in reporting the matter and your public spirited desire to be of service are greatly appreciated.

Sincerely yours,

/s/ Robert E. Kennedy
ROBERT E. KENNEDY
Major, USAF
Air Adjutant General

2 Incls
a/s

<==========>

! Items Bracketed In *Asterisks* Are Circled In Original !

TENTATIVE
_OBSERVERS_QUESTIONAIRE_

==========

SECTION A

1. When did you see the object:

1.1 Date: {26} {July} {1952}
Day Month Year

1.2 Time of day: {10:30} {11:00} A.M. or *P.M.* (Circle One)
Hrs. Min.

1.3 Time Zone: (Circle One)

a. *Eastern* d. Pacific
b. Central e. Other _____
c. Mountain

(Circle One): a. *Daylight Saving*
b. Standard

1.4 _Circle_one_ of the following to indicate how certain you are of your answer to the above question 1.2:

a. *Certain* c. Not very sure
b. Fairly certain d. Just a guess

2. Where did you seee the object?

_[ ]_ _[ ]_ _{Ind.}_ _{U.S.A.}
Postal Address City or Town State Country

3. Where were you located when you saw the object:

(Circle One): a. Inside a building d. In an airplane
b. In a car e. *At sea*
c. Outdoors f. Other _{On a boat}_

3.1 Were you:

(Circle One): a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other _{Anchored in the Rhode River}_

<==========>

4. How did you happen to notice the object? _{I was sitting alone}_
on the deck looking in the direction it
_appeared and disappeared_____

5. When did you report to some official that you had seen the object?

_{28}_ _{July}_ _{1952}_
Day Month Year

==========

_SECTION_B_

6. What were you doing at the time you saw the object? _____
_{Sitting on deck}_____

6.1 What had you been doing for the 30 minutes before you saw the object? Try to list the activity or activities, and the approximate amount of time spent on each.

_{Putting children to bed}__
_{Cleaning up}_____
_____-

7. Were you moving at any time while you saw the object? (Circle One):

Yes or *_No_*

IF you answered _YES_, then complete the following questions:

7.1 What direction were you moving?

(Circle One) a. North e. South
b. Northeast f. Southwest
c. East g. West
d. Southeast h. Northwest

7.2 How fast were you moving? _____ miles per hour.

7.3 Did you stop at any time while you were looking at the object?

(Circle One): _Yes_ or _No_

<==========>

8. What direction were you facing when you first saw the object?

(Circle One) a. North e. South
b. Northeast *f. Southwest*

c. East g. West
d. Southeast h. Northwest

8.1 What direction were you facing when the object disappeared?

(Circle One) a. North e. South
b. Northeast *f. Southwest*
c. East g. West
d. Southeast h. Northwest

8.2 _Circle _one_ of the following to indicate how certain you are of your answer to the above questions. (8 and 8.1)

a. *Certain* c. Not very sure
b. Fairly certain d. Just a guess

9. Were you wearing eye glasses when you saw the object? (Circle One):

Yes or _No_

10. How was the object seen?

(Circle One): a. Through window glass e. Through theodolite
b. Through windshield f. Through sun glasses
c. Through binoculars *g. Through open space*
d. Through telescope h. Other _____-

11. What do you remember about the weather conditions at the time you saw the object?

11.1 CLOUDS (Circle One)

a. *Clear sky*
b. Hazy
c. Scattered clouds
d. Thick or heavy clouds
e. Don't remember

11.2 WIND (Circle One)

a. *No wind*
b. Slight breeze
c. Strong wind
d. Don't remember
e. Don't remember

11.3 WEATHER (Circle One)

a. *Dry*
b. Fog, mist or light rain
c. Moderate or heavy rain
d. Snow
e. Don't remember

11.4 TEMPERATURE (Circle One)

a. *Cold*
b. Cool
c. Warm
d. *Hot*

==========

_SECTION_C_

12. Estimate how long you saw the object? __{X}__ __{X}__ _{1 or 2 sec}_
Hours Minutes Seconds

12.1 _Circle_one_ of the following to indicate how certain you are of your answer to Question 12:

a. Certain c. Not very sure
b. *Fairly sure d. Just a guess

13. Did the object look: (Circle One) _Solid_ or _*Transparent*_

14. Did the object at any time:

(Circle One for each question)

14.1 Change direction? _Yes_ _*No*_ _Don't Know_
14.2 Change speed? _Yes_ _*No*_ _Don't Know_
14.3 Change size? _Yes_ _*No*_ _Don't Know_
14.4 Change color? _Yes_ _*No*_ _Don't Know_
14.5 Break up into parts or explode? _Yes_ _*No*_ _Don't Know_
14.6 Give off smoke? _Yes_ _*No*_ _Don't Know_
14.7 Change brightness? _Yes_ _*No*_ _Don't Know_
14.8 Flicker, throb or pulsate? _Yes_ _*No*_ _Don't Know_
14.9 Remain motionless? _Yes_ _*No*_ _Don't Know_

15. Did the object give off a light? (Circle One): _*Yes_ _No_ _Don't know_

15.1 IF you answered YES, what was the color of the light? _{yellow green}_

16. Tell in a few words the following things about the object?

16.1 Sound __{No sound}_____
16.2 Color __{Yellowish green}_____

17. IF there was MORE THAN ONE object, then how many were there? __{------}__
Draw a picture of how they were arranged, and put an arrow to show the direction they were traveling.

<==========>

18. Did the object at any time:

18.1 Move behind something? (Circle One) _Yes_ _*No*_ _Don't_know_

IF you answered YES, then tell what it moved behind.

_____

18.2 Move in front of something? (Circle One) _Yes_ _*No*_ _Don't_know_

IF you answered YES, then tell what it moved behind.

_____

18.3 Blend with the background? (Circle One) _Yes_ _*No*_ _Don't_know_

19. Which of the following objects is about the same _actual_ size as the object you saw? (Circle One):

a. Pea
b. Baseball
c. Basketball
d. *Bicycle wheel*
e. Office desk
f. Automobile
g. Small airplane
h. Large airplane
i. Dirigible
j. Other _____

19.1 _Circle_one_ of the following to indicate how certain you are of your answer to the above question 19.

a. *Certain*
b. Fairly certain
c. Not very sure
d. Just a guess

20. Try to tell the following things about the object:

20.1 How high above the earth was it? __{2000}__ feet.
20.2 How far was it from you? _____ feet or ___{5}___ miles
20.3 How fast was it going? _____ miles per hour.
20.4 _Circle_one_ of the following to indicate how certain you are of your answer to the above questions:

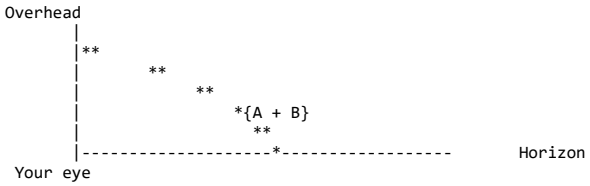
a. *Certain*
b. Fairly certain
c. Not very sure
d. *Just a guess*

21. How did the object disappear from view?

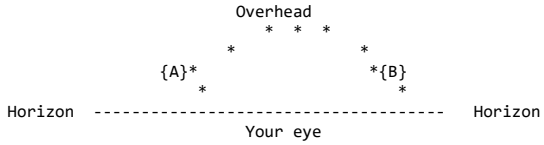
(Circle One): a. *Suddenly*
b. Gradually
c. Other: _____
d. Don't remember

SECTION D

22. In the following sketch imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon when you _first_ saw it. Place a "B" to show where it was when you _last_ saw it.



23. In the following sketch place an "A" at the position at object was when you first saw it, and a "B" at its position when you last saw it.



24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.

{A ---------- B}

{---------- Horizon ----------}

25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw, and place an arrow beside the drawing to show the direction the object was moving.

{large, round, fuzzy ball of light}

SECTION E

26. Was this the first time that you have seen an object like this?
(Circle One): *Yes* No

26.1 IF you answered NO, then when, where, and under what conditions did you see the other ones? _____

_____

_____

27. In your opinion what do you think the object was and what might have caused it?

{It appeared to me to be a large ball}
{of light and the unusual was that it}
{seemed to travel in its own orbit.}

28. Give the following information about yourself:

NAME: _[{ }]_____ _[{ }]___ __[{ }]___
Last Name First Name Middle Name

ADDRESS [{ }] [{ }] __{15}__ ___{Ind.}__

TELEPHONE NUMBER [{ }]

What is your present job? ____{Housewife}_____

Age ___{40}____

Sex __{F}_____

Last School Attended __{Fairfax_Hall}_____

Year of alst attendance at this school _{1931}__

<==========>

29. Was anyone else with you at the time you saw an object?

(Circle One): _Yes_ or _*No*_

29.1 If you answered _YES_, did they see the object too?

(Circle One): _Yes_ or _*No*_

29.2 Please list their name and addresses::

30. Please add here any further comments which you believe are important.
Use additional sheets of the same size paper if necessary.

{I thought that it was some sort}
{of reflection or electrical discharge from}
{a radar, because of it's speed and too}
{it seemed to be traveling in it's own}
{orbit. The distance above the horizon,
{it's sudden appearance & disappearance}
{and the distance from me all made me}
{feel that it had something to do with}
{radar. It made no sound & was definitely}

<==========>

{a reflection or discharge of some sort.}
{The night was perfectly clear, many}
{stars, but no moon, I believe. It had}
{no resemblance to any sort of star.}
{It did not fall toward the earth, as}
{a star, nor did it go away from the }
{earth, as a projectile. It seemed to be}
{traveling in a straight line, above the}
{horizon, in an orbit of it's own.}

Return to top of this page

Return to CUFON's Washington National Sightings page

C U F O N

Please Credit CUFON as the source of this material
24-NOV-1997

The Computer UFO Network
Seattle Washington USA
(425) 776-0382 8 Data Bits, No Parity, 1 Stop Bit

SYSOP - Jim Klotz -- Information Director - Dale Goudie

UFO Reporting and Information Service
Voice Line - unavailableP.O.Mail unavailable, Mercer Island, WA 98040, USA
jimklotz@foxinternet.net