



MSI PATCH SHEET

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CONFIDENTIAL SECURITY INFORMATION

DATE OF INFORMATION: 11/11/68

27 March 1952

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DIO-1120, San Diego, California

SUBJECT

Unconventional airborne object; sighting of

BRIEF FOR REPORTS OF MORE THAN PAGE. ENTER CAREFUL SUMMARY

This report contains information regarding the reported sighting of an unidentified object in the skies over San Diego, California, on 27 March 1952.

Encl: (1) Diagram re subject lighting

1. Background. The object reported on herein was sighted by source from a point east and slightly north of the City of San Diego. The Montezuma School named below is situated at Latitude 32° 46' N, Longitude 117° 05' W, approximately. All information surrounding the sighting is as reported by the source.

2. Narrative of Sighting: The following is quoted from statements made by source during interview on 8 April 1952:

"At approximately 7:30 on the night of 27 March 1952, while walking near the Montezuma School Grounds, I noticed in the sky to the east what first appeared to be a meteor, travelling at a usual or customary speed for such an object. It appeared to be straw-yellow in color, in contrast to white appearance of the stars. When first seen, this object was of such height to place it at an angle of about 30° above the horizon. Its original path was to the northwest but as it reached a point to the north of where I was standing, it turned to the west and the angle above the horizon decreased gradually to 20° and then to approximately 15° . As it turned, its path was between the last two stars of the Big Dipper and below Polaris. The object continued on a circular path, now heading South and still apparently reducing altitude until when it appeared to be directly over Point Loma, from where I was standing, its angle above the horizon was 10° or less. Still continuing its circular path, the object turned so as to pass or at least appear to pass over the Naval Air Station, North Island, at an angle to the horizon which I would estimate to be only about 5° . As it reached a point directly west of me, it turned quite sharply to the east and came almost straight toward where I was standing. It was apparently gaining altitude, since it now seemed to be at an angle of approximately 15° from the horizon. At this time I saw a flashing light of a more intense whiteness than the rest of the object and located near its center. I would judge the light to be of a ratio of 1 to 20 in size compared with the object

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Enclosure (1) - One copy
to each addressee.

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DIO-111D 67-52

10 April 1952

itself. Its flashes were one second or thereabouts in duration, very similar to a white flashing light on standard aircraft. The object increased altitude to about a 20° angle while turning to the north, made two circles over the Naval Auxiliary Air Station, Miramar, turned in a southeasterly direction and gradually disappeared from view. From the time of the first sighting until it disappeared only about 1 or 2 minutes time had gone by. Although I was in an unusually quiet location, at no time could I hear any noise or whine such as an aircraft makes. No other planes were visible at the time and it was about 10 minutes later before any appeared in the vicinity of where I was situated."

3. Additional Information. The point at which source stated that he saw the reported object is situated on flat terrain at an altitude of about 500 feet above sea level. The weather was calm, temperature moderate, and visibility unlimited with practically no clouds or haze. Source would not venture to estimate size of the object other than to state it was about "10 times the size of Venus as it appears from the earth". As for distance from him, or height, source preferred to indicate only an angle from the horizon. He estimated its speed as "between 1,000 and 3,000 miles per hour — definitely over 1,000". He further described it as looking like a "big plastic ball". Enclosure (1)a illustrates the reported directional path of the object, while enclosure (1)b depicts its path with regard to the Big Dipper and Polaris. Enclosure (1) sketches are copied exactly from those drawn by source at the time of interview.

10 April 1952

DIO-11ND 67-52

Source Information: Source of the above information is:

Mr. [REDACTED]
San Diego 15, California.

Mr. [REDACTED] is an Electronics Engineer with the Electronics Division, Assistant Industrial Manager, U.S. Naval Station, San Diego 36, California. He has been with Civil Service for the past ten years in the Electronics Field. He is 43 years of age, was born in San Diego and has resided in San Diego for the past 20 years. He stated that he has a strong interest in astronomy. The interviewing officer evaluated Mr. [REDACTED] as being a sincere and reliable informant who would not tend to create such an incident out of his imagination.

Preparing Officer's Comment: No other witnesses to the alleged sighting are known to this office. Inquiry at the NAS, San Diego, and NAAS, Miramar, produced no additional information indicating the presence, at the reported time, over San Diego, of any unconventional missile. It was determined, however that several aircraft were in flight out of both NAS, San Diego, and NAAS, Miramar, at the time of the incident, although source stated he saw none for several minutes following.

According to source's description of the flight path of the object (see enclosure (1)), some 65 to 70 miles would have been traversed. Source's estimate of elapsed time of 2 minutes or less would necessitate a speed of 2100 miles per hour or more. It is believed very probable that the object was on a shorter course than it appeared to be to source, on the ground. Also, time was estimated only, since source was not wearing a watch. Considerable error on both these points is believed likely. Also, USN Aviators contacted stated that a "glow" around a jet aircraft at high speed is not uncommon, possibly explaining the object's appearance, and that the flashing light observed by source would be very similar to what would be seen on a Navy jet aircraft. Further, it is believed that the differences in angle from the horizon, which led source to report variations in altitude of the object, were more likely the result of distance of the object from source.

In light of the possibly explanatory comments above, which point to a more conventional explanation, the information supplied by source, despite his previous reliability, is evaluated as doubtful.

Prepared:

Glenn H. Lundell
LTJG, USNR

Forwarded:

J. K. Wells
Captain, USN

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DIO 11 ND Serial 67-52 dated 10 April 1952
Subj: Unconventional airborne object; sighting of

ONI COMMENT:

Although it is believed that the Source reported factual data of this sighting as he remembered them, there appears to be ample cause to suspect that the object was actually a jet aircraft. This would parallel the comments made by the preparing officer. Based on previous analysis of similar sightings, it can be stated that estimates of location, speed and distance of an airborne object, particularly if unidentified, are very deceptive when based solely on visual perception. Also, it is known that a jet aircraft with afterburner in operation emits a bluish-white exhaust, elongated to give the appearance of a tail. It is unfortunate that the originating agency did not check this report against flight patterns of jet aircraft operating in the area at the time of the sighting. Report will be forwarded to the Air Technical Intelligence Center for appropriate action and incorporation into the study maintained on unidentified flying objects.

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AFOIC-CC, Lt Col Earnest/ml/71067
Written: 22 Sept 50

WWD 841508
WLL 11

7-25-50

3 OCT 1950

AFOIC-CC-1

SUBJECT: Unconventional Aircraft

TO: Commanding General
Air Materiel Command
Wright-Patterson AFB
Dayton, Ohio
ATTN: Director of Intelligence

lost file

0009 7 Sept 1950

1. Reference is made to letter from this headquarters, subject: "Reporting of Information on Unconventional Aircraft", dated 8 September 1950, to Commanding Generals, all Major Air Commands and all U. S. Air Attaches.

2. The following summarizes Air Materiel Command responsibilities in processing these reports, and supersedes all previous instructions on this subject:

a. As implied in para. 1 of letter referenced above, reports on subject will be processed in the same manner as other technical intelligence information, according to their apparent authenticity and importance.

b. Air Materiel Command will continue to investigate, analyze, and evaluate this information as part of its obligation to produce air technical intelligence. In investigating incidents or sightings of this character, Air Materiel Command will be responsible for utilizing such facilities as the importance of the incident may appear to deserve, including OSI personnel, AMC depot personnel, or special teams.

c. In accordance with para. 2c of letter referenced in para. 1 above, reports of unconventional aircraft from USAF-controlled sources will be forwarded direct to Commanding General, Air Materiel Command, Attn: NCIS. Reports coming to this headquarters from other sources will be forwarded immediately to Air Materiel Command. On account of this direct channel it is important that AMC be especially aware of its responsibility for

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keeping Headquarters USAF currently informed in this field of technical intelligence, particularly when reports appear to be of great interest from either an intelligence viewpoint or because of press releases.

d. The fact that Intelligence Reports on Form 113 on this subject will not come through this headquarters will leave gaps in the series of IR numbers in our Documents Files, thereby complicating accounting procedures. To alleviate this condition and to provide complete references for the Directorate of Intelligence, it is requested that the Director of Intelligence, ANO immediately forward one (1) copy of each Intelligence Report on this subject to Director of Intelligence, Hq USAF, Attn: AFOIC-DD. No inclosures need be forwarded.

e. Intelligence requirements or requests for follow-up collection action on this subject will be addressed to this headquarters in the usual manner.

f. Information received direct from non-governmental sources may be acknowledged and follow-up information obtained by direct correspondence.

g. Queries from the press as to USAF interest in "flying saucers" may be answered generally to the effect that the USAF has a continuing interest in all air technical and scientific information and therefore has an interest in any such reports which may appear to be pertinent to this category of information.

3. Review of your Project No. 10073, subject: "Evaluation of Reports on Specialized Aircraft", dated 18 July 1950, suggests that modifications should be made to take into account the provisions of para. 2c and 2d above. Modification is further suggested to remove restrictions on investigation of incidents; predicating the extent of investigation entirely on the apparent importance of the information as determined by the Commanding General, Air Materiel Command.

BY COMMAND OF THE CHIEF OF STAFF:

H. J. KIELING
Colonel, USAF
Executive
Directorate of Intelligence

1. AFOIC-CC: *Crannon*
Col Brannon
Lt Col Earnest

2. AFOIC-DD: *for Col Faltory*

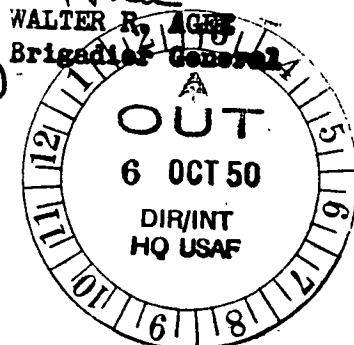
3. AFOIC:
Gen Agee

4. AFOIV-TC:
Col Harris *W. C. Harris*

5. AFOIP:
Col Leland (AFIP-PL)

6. AFCSI
H. K. Levy

7. AFOIN:
P. CABELL
Maj Gen, USAF



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AFOIC-CC, Lt Col Earnest/ml/71067
Written: 22 Sept 50

RECEIVED
NND 841508
Walew NARS, Date 7-25-85

MEMORANDUM FOR RECORD

PROBLEM

1. To issue instructions to Director of Intelligence, Air Materiel Command, for investigation, analysis, and evaluation of reports of unconventional aircraft.

FACTS AND DISCUSSION

2. Ltr from this hq to all major air commands and air attaches, subj: "Reporting of Information on Unconventional Aircraft" gives reporting instructions and requirements to collection agencies. This letter provides that reports be channeled directly from the field to AMC.

3. Memorandum from Col. Barber to Col. Watson, dtd 7 July 1950, instructs AMC as to its responsibilities on this subject. This memo does not take into account the direct channeling of reports to AMC, and it restricts investigation of incidents in that use of special investigative intelligence teams is specifically denied.

4. AMC Project No. 10073, subj: "Evaluation of Reports on Specialized Aircraft" was set up to implement Hq USAF instructions contained in Col Barber's memorandum.

ACTION

5. Prepared letter to AMC to formalize instructions contained in Col. Barber's memo, and to make necessary changes in instructions to remove restrictions on investigations of incidents, and to make necessary provisions connected with the direct channeling of reports to AMC.

COORDINATION

AFOIC-CC

Col Brannon *DDB*

Ext: 73605

AFOIC-DD

Col Mallory *B.B.*

53093

AFOIC

Gen Agee

71679

AFOIV-TC

Col Harris *CNE*

56987

AFOIP

Col. Leland

AFCSI

Mr. Levy

~~SECRET~~

AFCIC-CC/Lt Col Earnest/as/71067
21 Sept 50

B/L from ComAC, dtd 3 Apr 50, subj: "Unidentified Flying Object".

AFCIC-CC-1

1st Ind

25 SEP 1950

Dept of the Air Force, Hq USAF, Washington 25, D. C.

TO: Commanding General, Air Materiel Command, Wright-Patterson Air Force
Base, Dayton, Ohio ATTN: MCI

1. Reference paragraph 5 of basic, a letter from this Headquarters to all Major Air Commands and Air Attaches, subj: "Reporting of Information on Unconventional Aircraft" dated 8 September 1950, gives current instructions on this subject.

2. The following summarizes comments of this Headquarters:

a. Concur as follows with conclusions reached by Continental Air Command in regard to incident described in basic letter and its inclosures:

- (1) "the magnitude of the velocity and accelerations of the three dimensional movements of the 'object' reported are beyond the capability of known heavier or lighter than air vehicles in controlled flight."
- (2) "supporting this is the fact that the 'object' was reported as remaining stationary in free space for a mean-period of two minutes."

b. There is a conflict in data on the incident; one witness states that the incident occurred on 8 March (see Incl. 2, page 2, 1st para.) and other witness states incident occurred on 9 March (see Incl. 1, page 1, 1st para.)

c. What is believed to have been a similar incident, also observed by radar (SCR-584), occurred at Wright-Patterson AFB on the morning of 8 March 1950. At approximately 0745 two airline pilots reported that they had seen a long slender body at about 10,000 ft approaching from the north-west. The object was picked up by observers at the Vandavia control tower who observed the object through binoculars. The control tower vectored an F-80 aircraft to the approximate position of the 'object' but the pilot could see nothing although the control tower was still in visual contact with it. Later, an F-51 attempted to track the object. It could not intercept it. During this time radar had not been able to detect any strange objects of any sort. However, at about 1130 hours signals of large amplitude were being received on an SCR-584. An F-80 was vectored to the approximate location of the targets and reported back that strips of ice laden clouds running north-west to southwest were visible at approximately 10,000 ft. This information concurred with plots obtained by the radar and gave conclusive evidence that the radar targets were in fact reflections from the ice laden clouds. The earlier visual sightings were apparently due to the morning sun shining on the ice laden clouds causing an optical illusion.

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WALKER
NARS, Date 7-25-85

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NAVAL AIR TECHNICAL TRAINING UNIT

U. S. NAVAL AIR STATION
LAKEHURST, N. J.

GVW:lc
NE/47/H4
Ser 1976
SEP 17 1952

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SECURITY INFORMATION

FIRST ENDORSEMENT on ltr of CAPT George V. WALKER, USNR, 63465/1315,
of 17 Sep 1952

From: Commanding Officer, NATECHTRAU, Lakehurst, N.J.
To: Chief of Naval Operations (Attn: Air Intelligence)

Subj: Phenomena known as flying saucers; possible explanation for

1. Forwarded.


G. V. WALKER

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E.O. 11652, Sec. 3(E) and 5(D) or (E)
NNDG 80 3039
WJ/AKJ NARS, Date 8/22/85

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Encl (1)

2 8 SEP 1952

Encl 1

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7 Oct 52



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D. C.

NR
IN REPLY REFER TO
Op-322F2(D3B)/wt
Ser 10428P32
Johnson

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From: Director of Naval Intelligence
To: Assistant Chief of Staff, G-2, U. S. Army

Subj: Possible explanation for flying saucers, transmittal of

Encl: (1) CAPT George V. WALKER, USNR, restr ltr ser 63465/1315 dtd
17 Sep 1952 w/ 1st endmt thereon

1. Enclosure (1) with First Endorsement thereon is forwarded for your information.

B. Van Mater
B. VAN MATER
By direction

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Subj: Phenomena known as flying saucers; possible explanation for

2. By the steps set forth above it would appear feasible that a partial vacuum plus ionization could exist in a free atmosphere as a result of trans-sonic speed of a vehicle through the atmosphere. If such be true, it appears possible that the results attained by the Physicist mentioned in paragraph one could also be attained in the free atmosphere and that visible phenomena resulting therefrom would account for the phenomena known as "flying saucers".

3. It is to be noted that the increase in reports of the phenomena over the past five years has been almost directly proportional to the increase in frequency of aircraft and other vehicles passing through the trans-sonic speed range. The writer realizes that the foregoing matters may well have been explored heretofore and submits this letter only after informal discussions with fellow officers who concur in my belief that every possible avenue of explanation should be evaluated by appropriate authorities. Any comment by the addressee regarding the foregoing matter would be appreciated.

4. This letter may be down-graded to unclassified by addressee.


GEORGE V. WALKER

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NAVAL AIR TECHNICAL TRAINING UNIT

U. S. NAVAL AIR STATION
LAKEHURST, N. J.

63465/1315

SEP 17 1952

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~~SECURITY INFORMATION~~

From: CAPT George V. WALKER, USNR, 63465/1315
To: Chief of Naval Operations (Attn: Air Intelligence)
Via: Commanding Officer, NATECHTRAU, Lakehurst, N.J.

Subj: Phenomena known as flying saucers; possible explanation for

1. It is understood that any possible explanation for the phenomena commonly known as "flying saucers" is desired by the Navy Department. The following explanation is submitted herewith for appropriate evaluation:

- (a) An Army civilian Physicist has published reports of experiments duplicating the phenomena on a small scale by the use of a partial vacuum into which ionized air is injected.
- (b) It appears to be well established that an aircraft or other vehicle moving at trans-sonic speed generates a shock wave in the direction of motion of the vehicle, a shock wave being transmitted by the air which becomes incompressible at the speed of sound. This phenomena has been observed many times including experiments for that particular purpose at Muroc, California.
- (c) The trans-sonic shock wave has not, as far as it is known, been measured as to maximum range and it is assumed that shock waves directed horizontally or upward could conceivably travel to infinity or to lack of air whichever occurs first as long as the trans-sonic vehicle provides the impetus.
- (d) Upon changing direction of the trans-sonic vehicle or by the vehicle leaving the trans-sonic range for either the sub-sonic or super-sonic speeds, a shock wave must necessarily break down instantly and be replaced by a temporary vacuum in the atmosphere along the line of the former shock wave. It is also suspected that a breaking-down of the shock wave to a partial vacuum would momentarily release a fairly large amount of energy.
- (e) Ionization is known to be present in the atmosphere in varying quantities. Those quantities may well be varied by the build-up and release of energy incident to a trans-sonic shock wave.

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Army Intelligence Section file
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