1. DATE - TIME GROUP	2. LOCATION
24 June 53 24/1330Z	Iwo Jima
3. SOURCE	**10. CONCLUSION**
Military	Visual ~~& Radar~~ (GROUND LIGHTS) RADAR UNIDENTIFIED
4. NUMBER OF OBJECTS	Visual observation believed to be lights from Iwo Jima not related to Radar returns. .
One (At a time)	
5. LENGTH OF OBSERVATION	**11. BRIEF SUMMARY AND ANALYSIS**
15, 90, 15 Seconds	Unidentified target appeared on KB-29 a/c xradar scope at 1330Z, 1340Z, 1350Z and was observed 15,90,15 seconds respectfully. At time of 2nd observation, right scanner stated he saw 2 red lights and 1 white. The object appeared to be traveling approx 500-600 mph. Radar observerx stated that the pick up was not caused from set interferrance. Pilot of a/c was informed that no a/c were schuled to be in vicinity of observations for approx 2 hours. No weather information available.
6. TYPE OF OBSERVATION Radar. Air-Visual-Air-Intercept	
7. COURSE	
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]

~~UNCLASSIFIED~~

COUNTRY	REPORT NO.	
JAPAN	IR-1-53	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Radar Observation of Unidentified Flying Object

AREA REPORTED ON	FROM (Agency)
14111E/2454N - 14121E/2533N	Intelligence Officer, Det #4, FEAF BOM COM

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
29 June 1953	24 June 1953	B-2

PREPARED BY (Officer)	SOURCE
STEPHEN R. FOSKIN, 1ST LT., USAF	Crew Members of Aircraft 44-27282

REFERENCES (Control number, directive, previous report, etc. as applicable)
USAF BAIR 3A-15.3.8
Letter, DI 350, dated 6 Feb 52, Hq, FEAF BomCom Prov, APO 328

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. In compliance with directive listed in reference section of this report the following information is submitted:

a. At 14111E/2507N at 1330Z, the Radar Observer on aircraft #7282 observed an unidentified flying object at an approximate distance of 20 miles. Unidentified object approached from 7 o'clock position and closed to within ½ mile of KB-29. KB-29 was at 10,100 FLPA, Heading 175 DEGREES, TAS 228 knots, weather clear. Unidentified object was observed for 15 seconds. Approximate speed of unidentified object was 600 to 800 MPH. No visual observation was made.

b. At 14118E/2452N at 1340Z an unidentified flying object was observed at a distance of approximately 6 miles ahead of KB-29 at a 1 o'clock position. KB-29 was at 10,100 FLPA, Heading 352 degrees, TAS 228 knots, weather clear. Unidentified object was observed for 1½ minutes. Approximate speed of unidentified object was 500 MPH. No visual observation was made.

c. At 14111E/2533N at 1350Z an unidentified flying object was observed at a distance of approximately 15 miles approaching from 6 o'clock and closing to within ½ mile of KB-29. KB-29 was at 10,100 FLPA, Heading 352 degrees, TAS 228 knots, weather clear. Unidentified object was observed for 15 seconds. Approximate speed of unidentified object was approximately 600 MPH. No visual observation was made.

2. During the observations the unidentified flying object was either slightly higher or lower than KB-29. Unidentified object made no known breakaway but just disappeared. Radar Observer made a complete check for set interferrance, negative interferrance. No known aircraft were in the vicinity at the time of observations. Upon inquiry aircraft commander was informed that no aircraft were scheduled to be in the vicinity of the observations for approximately 2 more hours.

COMMENT BY PREPARING OFFICER: At time of second observation, Right Scanner said he observed 2 red lights and 1 white light visually. These lights were believed to be from Iwo-Jima due to the nearness of the island at the time of observations. All observations were made in a radius of 8 to 45 miles from Iwo-Jima

4 INCLS.

~~1. Extract of WAC Chart 502~~
~~2. Extract copy Radar Observers Log~~
3. Sketch of Radar Tracks of Unidentified Flying Object
4. Individual Observations #1, 2, and 3

Stephen R. Foskin
STEPHEN R. FOSKIN
1st Lt., USAF
Intelligence Officer

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98th Bomb Wing (1 cy) (Courier)

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 ANY OTHER THAN [redacted] AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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T53-9274

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE OF PAGES
Intelligence Officer, Det #4, FEAF BOM CON	IR-1-53	

D/I FEAF COMMENT:

1. ATIC FM 332, Electronics Data Sheet, has been forwarded to sighting organization for completion, with request it be sent directly to ATIC.

2. COMNAVFE reports no navy aircraft in area of sighting at time of incident.

3. During interrogation of cfew, D/I FEAF personnel noted that one scanner said he might have seen one red and one white light for a very short period.

4. Request USAF Form 112B preliminary analysis be forwarded after study of electronics data sheet.

E. H. Mayo Maj

GEORGE D. HASTINGS
Colonel, USAF
Director of Requirements
Deputy for Intelligence, FEAF

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T53-9274

16—85570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

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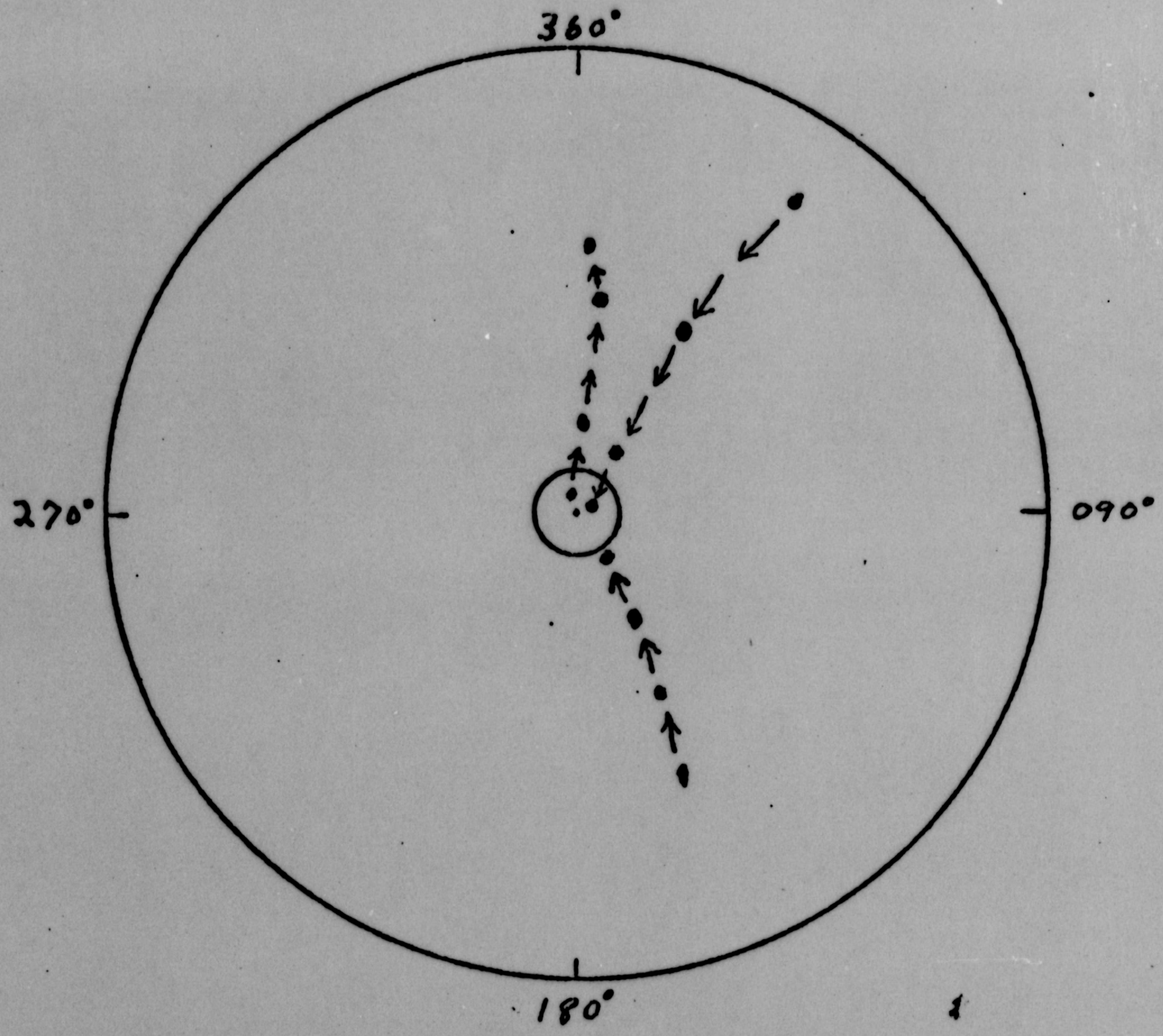
AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES



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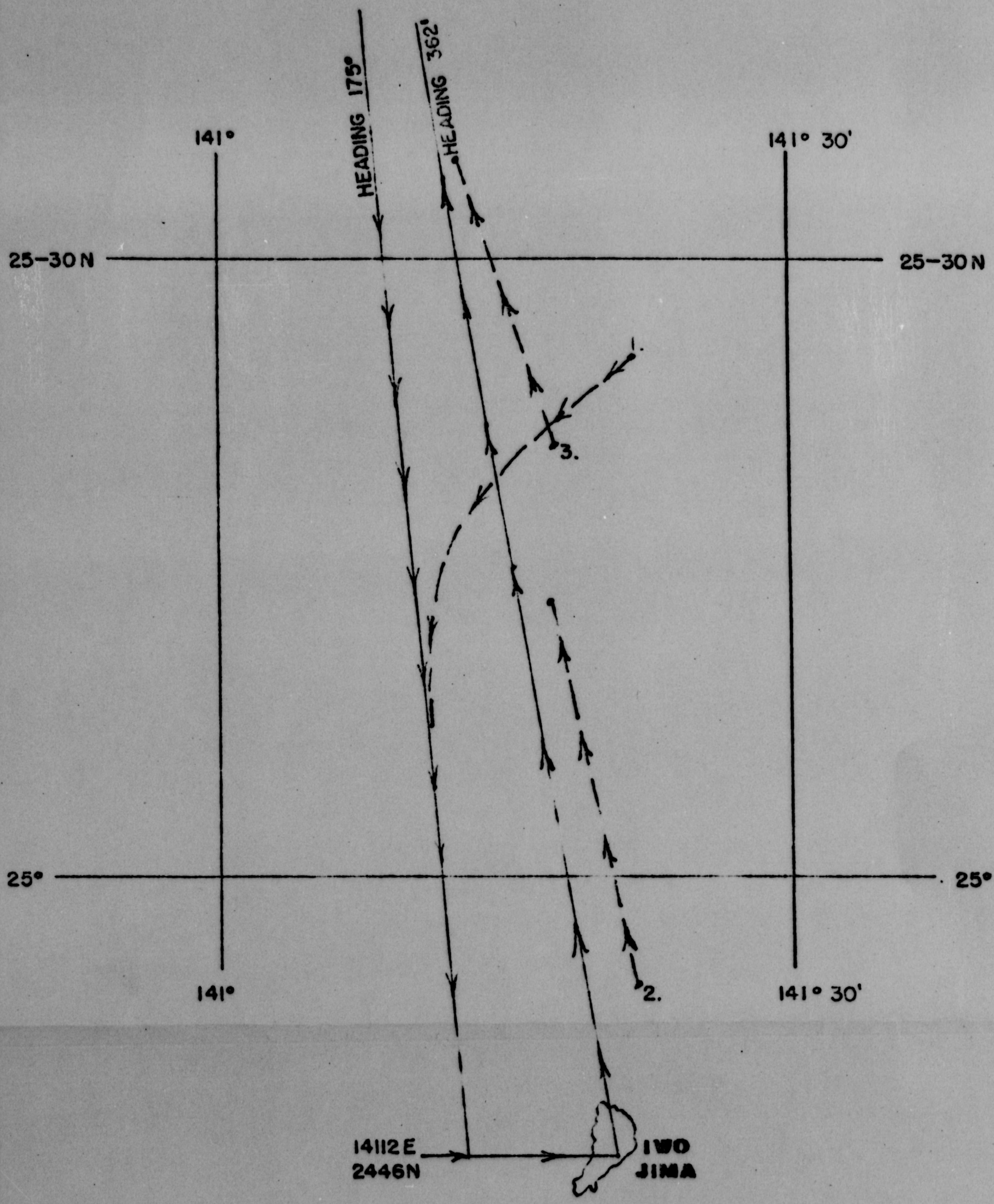
AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE OF PAGES



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T53-9274

16—65570-1 ☆ U. S. GOVERNMENT PRINTING OFFICE

1. DATE - TIME GROUP 18 June 53 17/2345Z	**2. LOCATION** Iwo Jima
3. SOURCE Military	**10. CONCLUSION** ANOMALOUS PROPOGATION It is believed that target was caused by some type of interference (poss weather phenomena). The statement that target was large & fuzzy tends to indicate wea type target. Insufficient wea data for complete evaluation. 5 photos show effects of anomalous propogation.
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION Not Reported	**11. BRIEF SUMMARY AND ANALYSIS** AF Pilot on round-robin flight from Tokota AFB to Iwo Jima observed an unidentified radar target 15 miles from Iwo Jima traveling 600 knots on a 35 deg bearing. Pilot called Iwo Jima and was advised that no a/c were in area. On his return trip pilot observed same object 10 miles N and 20 miles E on radar screen. Pilot reported 100 miles E at 0006K (time) that object appeared to follow him and that it closed within 1 mile from him and then disappeared from radar scope.
6. TYPE OF OBSERVATION Air-Intercept Radar	
7. COURSE North	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

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

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AIRØ15
AFM DE AIR
AGA B62
AIR DE AGA
RR JEDWP ZOY
AIA B33
AGA DE AIA
JAPYC B23
RR JEDWP
DE JAPYC 38B

FM COMDR FEAF TOKYO JAPAN
TO COMDR ATIC WRIGHT-PATTERSON AFB OHIO
[redacted]T/A 7146 IN-REQ CITE PROJECT BLUE BOOK PD REURAD IC 660
REQG MORE INFO CONCERNING SIGHTING OF UNIDENTIFIED OBJECT PD RADAR
OBSR INTERROGATED GIVES FOLG INFO CLN LARGE FUZZY BLIP APPEARED
AFT OF ACFT MVG IN AT HIGH RATE OF SPEED PD TGT THEN APPEARED
NORMAL AND WAS TIMED AT 480 KNOTS PD APPROACH WAS FR RELATIVE TAIL
BEARING OF 10 DEGREES AT 20 MILES CHANGING TO 6 DEGREES AND THE

AK DEGREES AS THE PIP SLOWED WHEN IT CAME TO ONE HALF MILE RG PD
SECOND RADAR SIGHTING FR 3 MILES IN FRONT OF B-29 AND DISAPPEARED
AFTER MOVED TO ABOUT 15 MILES FRONT OF AP PD THIRD AND FINAL SIGHTING

FR TAIL POS SIMILAR TO FIRST SIGHTING CMA EXCEPT TRACK WAS STRAIGHT
IN TO ONE HALF MILE RG FR ASTERN BEFORE DISAPPEARING PD DURING
SIGHTING NEITHER IWO JIMANOR KITA IO SHIMA WAS VISIBLE ON RADAR
SCOPE PD FIVE OTHER CREW MEMBERS CONFRD PRESENCE OF TGT ON RADAR
OBSRS SCOPE PD RADAR SET APPEARED OPETATING SATISFACTORILY ALL TIMES
DURING FLT PD SIGGTINGS WERE FOR MAX OF 3 1/2 MINUTES EA PD ALL CREW
MEMBERS WERE ALERTED TO LOOK FOR UNIDENTIFIED OBJECT CMA BUT ONLY ONE
SCANNER INDICATED HE MIGHT HAVZ SEEN TWO RED AND ONE WHITE LIGHTS
FOR VERY SHORT PD PD WEA DURING SIGHTING WAS CLEAR W/LOWER SCATTERED
CLOUDS PD COMNAVFE HAS BEEN QUERIED CONCERNING POS NAVY ACFT IN AREA
AND INDICATES NEGATIVE TRAF PD USAF FORM 112 PRESENTLY BEING WRITTEN
BY SIGHTING ORGN

[redacted]

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T53-7292-B

CENTRAL FILES

1953 JUL 2 [redacted] 13:54

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[redacted]

AIR 25
AGA B69
AIR DE AGA
RR JEDWP ZOY
AIA B71
AGA DE AIA
JAPYC B46
RR JEDWP
DE JAPYC 77B

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER. BEFORE DECLASSIFYING

JM

FV COMDR FEAF TOKYO JAPAN
TO COM ATIC WRIGHT PATTERSON AFB OHIO
[redacted]K/A 7181 IN-REQ FIFTH AF DIDSUM NBR 417 DTD 27 JUN 53 PERTAINING TO F3D INCIDENT IS QUOTED VERBATUM FOR YOUR INFO PD QUOTE PD AT 270155-I CMA XE 3533 AREA CMA AN F3D FLYING LEVEL AT 32000 FT MADE A TAIL RADAR CONTACT WITH AN UNIDENTIFIED ACFT AT RG OF LESS THAN 1 MILE PD SIMULTANEOUSLY CMA FRIENDLY RECD A FIRING PASS FR 1 UNIDENTIFIED ACFT FR 2 OCLOCK HIGH PD 30 RNDS OF 37 MM FIRE WAS DIR AT FRIENDLY CMA NO TRACERS OBSRD DP FRIENDLY TURNED INTO HOSTILE AND CONTACT WAS BROKEN PD SERVERAL ADD TAIL AND NOSE RADAR CONTACTS WERE MADE BUT ALL WERE LOST THROUGH EVASIVE ACTION PD AT 0200-I CMA ANOTHER F3D WAS IN A LEFT TURN WHEN IT SUSTAINED A FIRING PASS BY

PAGE TWO JAPYC 77B

AN UNIDENTIFIED ACFT FIRING WN ESTD 5 TO 10 RNDS OF 37 MM CANNON FIRE CMA FR 7 OCLOCK HIGH PD CONTACT BROKEN WHEN FRIENDLY TOOK EVASIVE ACTION PD D/I 5TH AF COMMENT CLN FRIENDLY PLTS REPTD THAT HOSTILE WAS EMPLG A VERY DEFINITE PLAN IN HIS FIRING PASSES PD ENY WOULD FLY AT AN EXTREMELY LOW ALT AND CLIMB UP FIRING AT FRIENDLIES WHEN IN RG PD WHEN THE F-3DS ATTEMPTED TO TURN ABOUT AND PICK UP ENY ON THEIR NOSE RADAR GEAR CMA HE WOULD IMMED DIP FOR THE DECK PD FRIENDLIES ARE OF THE OPINION THAT THEY WERE FIRED UPON BY THE SAME J TYPE ENY ACFT PD DURING THIS ACTION CMA GRD CONTROLLER WAS SEVERELY JAMMED DURING THE TIME THEY WERE IN THE AREA PD NEG DAM WAS SUSTAINED PD UNQUOTE PD ATLO COMMENT PD FOL UP BEING INITIATED MO ROOERMINE LOC CMA NATURE OF JAMMING CMA FREQ OF OPERATING SYS OR SYSS CMA POSSIBILITY OF OTHER LOCS ALSO BEING JAMMED

[redacted]

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T-3-77-06-4

[redacted]

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

UNCLASSIFIED

In reply refer to
AFOIN-ATIAE-5

25 JUN 1953

SUBJECT: (Uncl) Radar Sighting of Unidentified Aerial Object

TO: Commander
Far East Air Forces
APO 925, c/o Postmaster
San Francisco, California

1. As was stated in our electrical message of 23 June 1953, inclosed are two Electronics Data Sheets to be completed by personnel involved in the 17 June 1953 radar sighting of an unidentified object. The object was sighted over Iwo Jima and was reported by a pilot on a round robin flight from Yokota Air Force Base.

2. In an attempt to gather all information on this sighting and to identify the source of the radar return, the Air Technical Intelligence Center has established the inclosed forms. If the pilot involved can be located, it is requested that you have him complete the subject form and return it as soon as possible to this Center.

FOR THE COMMANDER

Barbara P. Hanawalt
BARBARA P. HANAWALT
1st. Lt., USAF
Asst. Adjutant

1 Incl
Electronics Data Sheets (2 cys)

COORDINATION:

ATIAE-5 — L.M. Olsson — Lt Olsson — Date 24 June 53

ATIAE — H.B. Johnston — Col Johnston — Date 24 June 53

ATIA — for William K. Holy — Col McDuffee — Date 24 June 53

UNCLASSIFIED

[redacted]

3768 [redacted]

DF (25 Jun 53) 2nd Ind

HEADQUARTERS, FEAF BOMBER COMMAND PROVISIONAL, APO 328 16 JUL 1953

TO: Commander, 421st Air Refueling Squadron, APO 328

Reference basic ATIC correspondence. Request attached forms be completed and submitted to Wright-Patterson Air Force Base, Ohio, as soon as possible.

FOR THE COMMANDER:

E. A. HESS
CWO USAF
Asst. Adj. Gen.

1 Incl
n/c

376840 2 10363

UNCLASSIFIED

[redacted]

[redacted]

UNCLASSIFIED

Ltr, ATIC, W-P AFB, Ohio, file DI 452.26, Sugj: (Uncl) Radar Sighting of Unidentified Aerial Object, dtd 25 Jun 53

ARSQ (25 Jun 53) 3rd Ind

421ST AIR REFUELING SQUADRON, APO 328, 23 July 1953

TO: Comdr, FEAF Bomber Command Provisional, APO 328

Subject officer's TDY terminated on 8 July 1953 at which time he was returned to the 9th Air Refueling Squadron, Mountain Home Air Force Base, Idaho.

Charles E. McCoy Jr

1 Incl
n/c

CHARLES E McCOY JR
Lt Col, USAF
Commander

DI 452 (25 Jun 53) 4th Ind 26 JUL 1953

HEADQUARTERS, FEAF BOMBER COMMAND PROVISIONAL, APO 328

TO: Commander, 9th Air Refueling Squadron, Mountain Home Air Force Base, Idaho.

FOR THE COMMANDER:

J. Jr. L.

1 Incls
n/c

cc; ATIC, W-P AFB

UNCLASSIFIED

[redacted]

64945

[redacted]

UNCLASSIFIED

Ltr, ATIC, W-P AFB, Ohio, file DI 452.26, Subj: (Uncl) Radar Sighting of Unidentified Aerial Object, dtd 25 Jun 53

AG 452.26(25 Jun 53)IN-REQ 1st Ind

Headquarters, Far East Air Forces, APO 925 14 JUL 1953

TO: Commander, FEAF Bomber Command, Provisional, APO 328

Request attached forms be completed by sighting officer, Captain Peters, Detachment #4, 91st Bomb Wing, and be forwarded directly to Commander, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio, as soon as possible.

FOR THE COMMANDER:

L. J. KEATING,
Major, USAF
Asst Adj Gen

1 Incl:
n/c

[redacted] UNCLASSIFIED

9/8 ATIG

Ltr, ATIC, W-P AFB, Ohio, file DI 452.26, Subj: (Uncl) Radar Sighting of Unidentified Aerial Object, dtd 25 Jun 53

9BW/ARS 452.26 (25 Jun 53) 5th Ind

9TH AIR REFUELING SQUADRON, M, 9th Bombardment Wing, M, Mountain Home Air Force Base, Idaho, 2 September 1953

TO: Commander, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio

1. Returned for necessary acti on.

2. Subject officer was fully interviewed by FEAF Intelligence and 421st Air Refueling Squadron Intelligence officer. Necessary forms, true extracts of flight log, diagrams, etc, were completed at that time. The basis for said material remained in FEAF subsequent to officer's rotation to ZI and only such information as is entered on ATIC Form 332 is accurately available. Further queries should be referred to FEAF Intelligence Headquarters.

FOR THE COMMANDER:

George A. Peters

GEORGE A. PETERS
Captain, USAF
Asst Adjutant

1 Incl
n/c

[redacted]

UNCLASSIFIED

ELECTRONICS DATA SHEET
(GROUND RADAR)

The purpose of this questionnaire is to provide technical data for evaluating the report of an unusual radar target or track. It is requested that it be completed as accurately as possible.

When not filled in, the form is Unclassified. The reporting officer will use his own judgement as to what degree of classification is required.

It is preferred that the answers to the questions be typewritten, however, if it will expedite the completion of the form, the answers may be printed in ink. If additional space is needed, use reverse side of form.

1. STATION OBSERVING TARGET:

Det #4, FEAF Bomber Command
Organization

APO 328, c/o PM, Calif
Location

2. DATE OF THIS REPORT:

28 Aug 53
Day Month Year

3. DATE TARGET OBSERVED:

Local Time ☐
Z Time ☐

____ ____ ____
Day Month Year

Time-Local ____ Time-Z ____

4. NAME, RANK AND ORGANIZATION OF REPORTING OFFICER:

George A Peters, Captain, USAF
9th Air Refueling Sq, Mt Home AFB, Idaho

5. EXACT LOCATION OF STATION (COORDINATES):

6. OBSERVER DATE (LIST EACH OBSERVER):

	Name	Rank	Duty	No. of Years Exp. in Radar
A.	Peters, George A	Capt	Radar Observer	4
B.	Askey, Russell E	Capt	Navigator	11
C.				
D.				
E.				

7. WAS A VISUAL SIGHTING MADE BY ANY PERSONNEL OF THE STATION? ☐ YES ☐ NO
IF SO, GIVE NAME AND RANK OF ALL PERSONNEL MAKING A VISUAL SIGHTING AND A BRIEF DESCRIPTION OF WHAT THEY SAW:

19. ARE PERSONNEL FAMILIAR WITH THE EFFECTS CAUSED BY AN INTERFERING SIGNAL? ☒ YES ☐ NO
COMMENTS:

20. ARE PERSONNEL FAMILIAR WITH THE EFFECTS OF ANOMALOUS PROPAGATION (DUCTING EFFECTS) AS THEY PERTAIN TO THIS TYPE OF RADAR? ☒ YES ☐ NO

21. HAS ANOMALOUS PROPAGATION (DUCTING EFFECT) BEEN OBSERVED TO EXTEND THE RANGE OF THE GROUND CLUTTER OF THIS RADAR AT THIS SITE? ☐ YES ☒ NO
COMMENTS:

22. WAS ANOMALOUS PROPAGATION (DUCTING EFFECT) EXTENDING THE RANGE OF THE GROUND CLUTTER AT THE TIME THE TARGET WAS OBSERVED? ☐ YES ☒ NO
COMMENTS:

23. HOW DID THE TARGET APPEAR IN SIZE AND SHAPE AS COMPARED TO CONVENTIONAL AIRCRAFT TARGETS?
Same as jet fighters observed on other occasions.

24. PERFORMANCE OF TARGET:

a. REMAINED CONSISTENT IN SIZE	☐	CHANGED SIZE RAPIDLY	☒
b. SPEED WAS CONSTANT	☐	SPEED WAS VARIABLE	☒
c. FOLLOWED CONSISTENT TRACK	☒	APPEARED, DISAPPEARED, THEN REAPPEARED IN NEW LOCATION	☒
d. FUZZY COMPARED TO AIRCRAFT TARGET	☐	SHARP COMPARED TO KNOWN AIRCRAFT TARGET	☐
e. SAME AS AIRCRAFT TARGET	☒		

25. WERE OTHER TARGETS (KNOWN) OBSERVED IN THE SAME GENERAL AREA, AT APPROXIMATELY THE SAME TIME AND AT THE SAME ALTITUDE AS THE UNUSUAL TARGET? ☐ YES ☒ NO
IF SO, DESCRIBE.

26. WHAT TYPE INDICATORS ("A" SCOPE, "B" SCOPE, ETC.) WERE USED TO FOLLOW THE TARGET?
PPI
DESCRIBE THE SIGNAL: Rectangular, resolving to a round target as in decellerated.

27. WHAT WAS THE RADAR SCAN RATE? Sector Scan was not used

28. WHAT WAS THE FREQUENCY OF THE TRANSMITTER?

29. DID ANY OF THE OBSERVERS HAVE ANY OPINIONS AS TO THE NATURE OF THE TARGET? ☒ YES ☐ NO
IF YES, GIVE THEIR NAMES AND OPINIONS BELOW.
Major Edward Mays - Fighter - like target

31. USE THIS SHEET FOR ANY COMMENTS, OPINIONS OR ADDITIONAL DATA NOT COVERED BY THE QUESTIONS.

All questions not answered in this questionnaire were answered during interrogation by two FEAF Intelligence Officers, shortly after sighting was made. Diagram, such as section thirty were completed at that time.

ELECTRONICS DATA SHEET
(GROUND RADAR)

The purpose of this questionnaire is to provide technical data for evaluating the report of an unusual radar target or track. It is requested that it be completed as accurately as possible.

When not filled in, the form is Unclassified. The reporting officer will use his own judgement as to what degree of classification is required.

It is preferred that the answers to the questions be typewritten, however, if it will expedite the completion of the form, the answers may be printed in ink. If additional space is needed, use reverse side of form.

1. STATION OBSERVING TARGET:
Det. # 4, FEAF Bomber Command
Organization
APO 323, c/o P.M., Calif.
Location

2. DATE OF THIS REPORT:
28 Aug 53
Day Month Year

3. DATE TARGET OBSERVED:
Local Time ☐
Z Time ☐
Day Month Year
Time-Local Time-Z

4. NAME, RANK AND ORGANIZATION OF REPORTING OFFICER:
George A. Peters, Captain, USAF
9th Air Refueling Sq., M. Home AFB, Idaho

5. EXACT LOCATION OF STATION (COORDINATES):

6. OBSERVER DATE (LIST EACH OBSERVER):

	Name	Rank	Duty	No. of Years Exp. in Radar
A.	Peters, George A.	Capt.	Radar Observer	4
B.	Askey, Russell E.	Capt.	Navigator	11
C.				
D.				
E.				

7. WAS A VISUAL SIGHTING MADE BY ANY PERSONNEL OF THE STATION? ☐ YES ☒ NO
IF SO, GIVE NAME AND RANK OF ALL PERSONNEL MAKING A VISUAL SIGHTING AND A BRIEF DESCRIPTION OF WHAT THEY SAW:

ATIC FORM 332 (REVISED 25 NOV 1952)

8. HAVE YOU HEARD OF ANYONE NOT AT THE RADAR STATION MAKING A VISUAL SIGHTING AT APPROXIMATELY THE SAME TIME THE RADAR CONTACT WAS MADE? ☐ YES ☒ NO
IF SO, GIVE NAME AND ADDRESS.

9. RADAR SCOPE PHOTOS:
IS RADAR EQUIPPED WITH A SCOPE CAMERA? ☐ YES ☒ NO
WAS CAMERA OPERATIONAL? ☐ YES ☒ NO
WERE SCOPE PHOTOS TAKEN? ☐ YES ☒ NO
WERE PRINTS OF THE SCOPE PHOTOS FORWARDED TO THE AIR TECHNICAL INTELLIGENCE CENTER? ☐ YES ☒ NO

10. TRACK DATA:
WHAT WAS THE NUMBER OF THE TRACK? _____
WAS A PERMANENT PLOT MADE OF THE TRACK AT THE TIME OF THE OBSERVATION? ☒ YES ☐ NO

11. WERE AIRCRAFT SCRAMBLED TO INTERCEPT THE TARGET? ☐ YES ☒ NO
IF SO, WERE THE AIRCRAFT BEING OBSERVED ON THE SCOPE AT THE SAME TIME AS THE TARGET? ☐ YES ☐ NO

12. WERE ANY NEARBY RADAR INSTALLATIONS QUERIED WHETHER THEY HAD OBSERVED THE SAME TARGET OR TRACK? ☒ YES ☐ NO
IF SO, WHICH STATIONS? Iwo Jima GCA (Only available site)

13. WAS THE TARGET OBSERVED ON SEARCH RADAR? ☐ YES ☒ NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? Equipment of GCA Not Capable

14. WAS THE TARGET OBSERVED ON HEIGHT FINDING RADAR? ☐ YES ☒ NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? _____

15. HAVE THERE BEEN ANY RECENT MAINTENANCE DIFFICULTIES? ☐ YES ☒ NO
IF SO, DESCRIBE. _____

16. WHAT TYPE MODULATOR (I.E., SPARK GAP, HARD TUBE, ETC.) IS USED IN THE RADAR EQUIPMENT?

17. WAS THE AFC (AUTOMATIC FREQUENCY CONTROL) CIRCUIT OPERATING PROPERLY? ☒ YES ☐ NO
COMMENTS: _____

18. HAS INTERFERENCE FROM ANOTHER RADAR SET BEEN OBSERVED RECENTLY: ☐ YES ☒ NO
COMMENTS: No other aircraft in area

19. ARE PERSONNEL FAMILIAR WITH THE EFFECTS CAUSED BY AN INTERFERING SIGNAL? ☒ YES ☐ NO
COMMENTS: _____

20. ARE PERSONNEL FAMILIAR WITH THE EFFECTS OF ANOMALOUS PROPAGATION (DUCTING EFFECTS) AS THEY PERTAIN TO THIS TYPE OF RADAR? ☒ YES ☐ NO

21. HAS ANOMALOUS PROPAGATION (DUCTING EFFECT) BEEN OBSERVED TO EXTEND THE RANGE OF THE GROUND CLUTTER OF THIS RADAR AT THIS SITE? ☐ YES ☒ NO
COMMENTS: _____

22. WAS ANOMALOUS PROPAGATION (DUCTING EFFECT) EXTENDING THE RANGE OF THE GROUND CLUTTER AT THE TIME THE TARGET WAS OBSERVED? ☐ YES ☒ NO
COMMENTS: _____

23. HOW DID THE TARGET APPEAR IN SIZE AND SHAPE AS COMPARED TO CONVENTIONAL AIRCRAFT TARGETS?
Same as jet fighters observed on other occasions.

24. PERFORMANCE OF TARGET:

a. REMAINED CONSISTENT IN SIZE	☐	CHANGED SIZE RAPIDLY	☐
b. SPEED WAS CONSTANT	☐	SPEED WAS VARIABLE	☒
c. FOLLOWED CONSISTENT TRACK	☒	APPEARED, DISAPPEARED, THEN REAPPEARED IN NEW LOCATION	☐
d. FUZZY COMPARED TO AIRCRAFT TARGET	☐	SHARP COMPARED TO KNOWN AIRCRAFT TARGET	☐
e. SAME AS AIRCRAFT TARGET	☒		

25. WERE OTHER TARGETS (KNOWN) OBSERVED IN THE SAME GENERAL AREA, AT APPROXIMATELY THE SAME TIME AND AT THE SAME ALTITUDE AS THE UNUSUAL TARGET? ☐ YES ☒ NO
IF SO, DESCRIBE. _____

26. WHAT TYPE INDICATORS ("A" SCOPE, "B" SCOPE, ETC.) WERE USED TO FOLLOW THE TARGET?
PPI
DESCRIBE THE SIGNAL: Rectangular, resolving to a round target as it decellerated.

27. WHAT WAS THE RADAR SCAN RATE? Sector Scan was not used

28. WHAT WAS THE FREQUENCY OF THE TRANSMITTER?

29. DID ANY OF THE OBSERVERS HAVE ANY OPINIONS AS TO THE NATURE OF THE TARGET? ☒ YES ☐ NO
IF YES, GIVE THEIR NAMES AND OPINIONS BELOW.
Major Edward Nye--Flight-like target

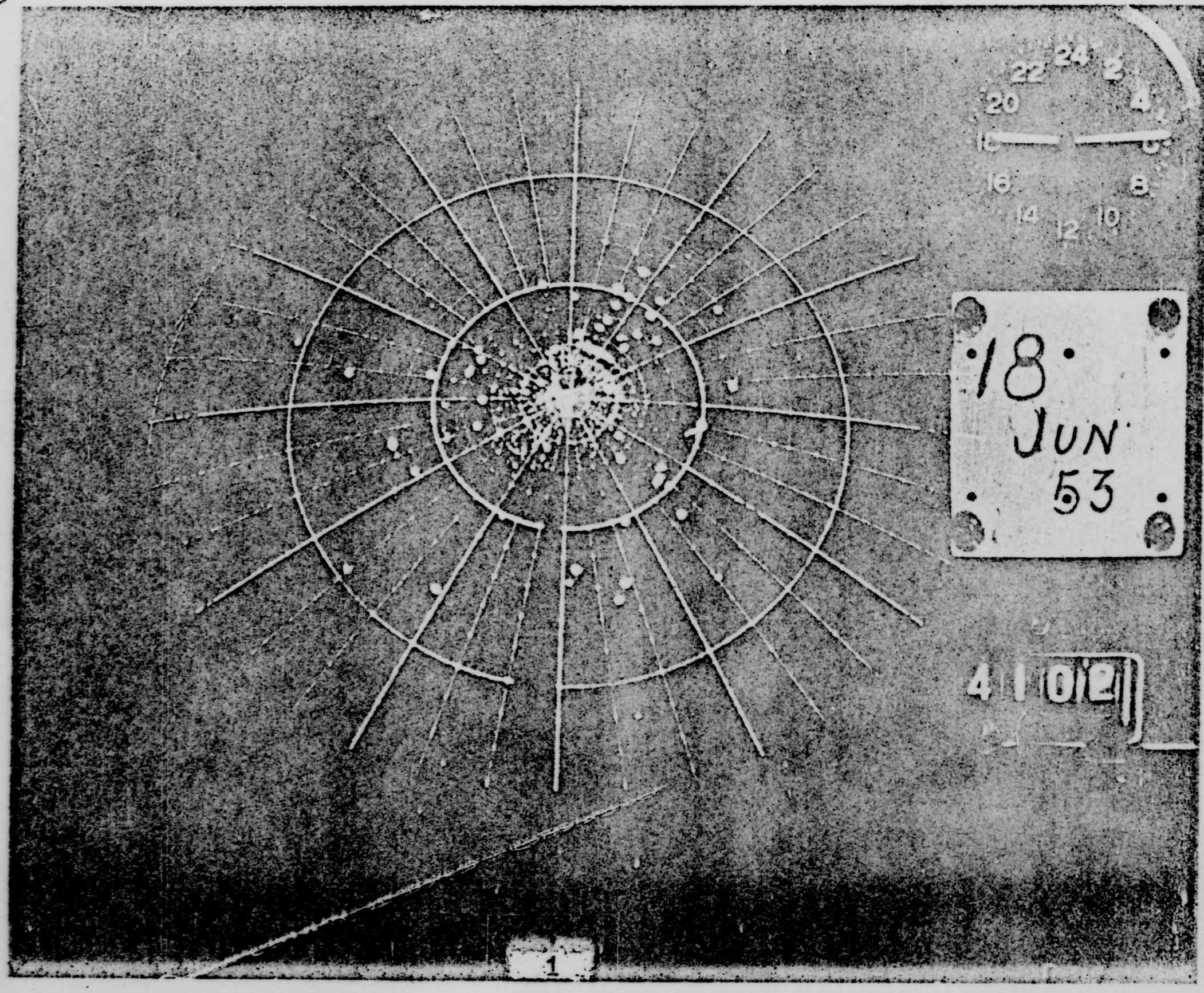
31. USE THIS SHEET FOR ANY COMMENTS, OPINIONS OR ADDITIONAL DATA NOT COVERED BY THE QUESTIONS.

All questions not answered in this questionnaire were answered during interrogation by two FEAF Intelligence Officers, shortly after sighting was was made. Dingram, such as section thirty were completed at that time.

This case includes twenty ~~three~~ seven (27) 8"x10" photographs & four (4) negatives.

Radar Scope Photos Taken

3 minutes apart



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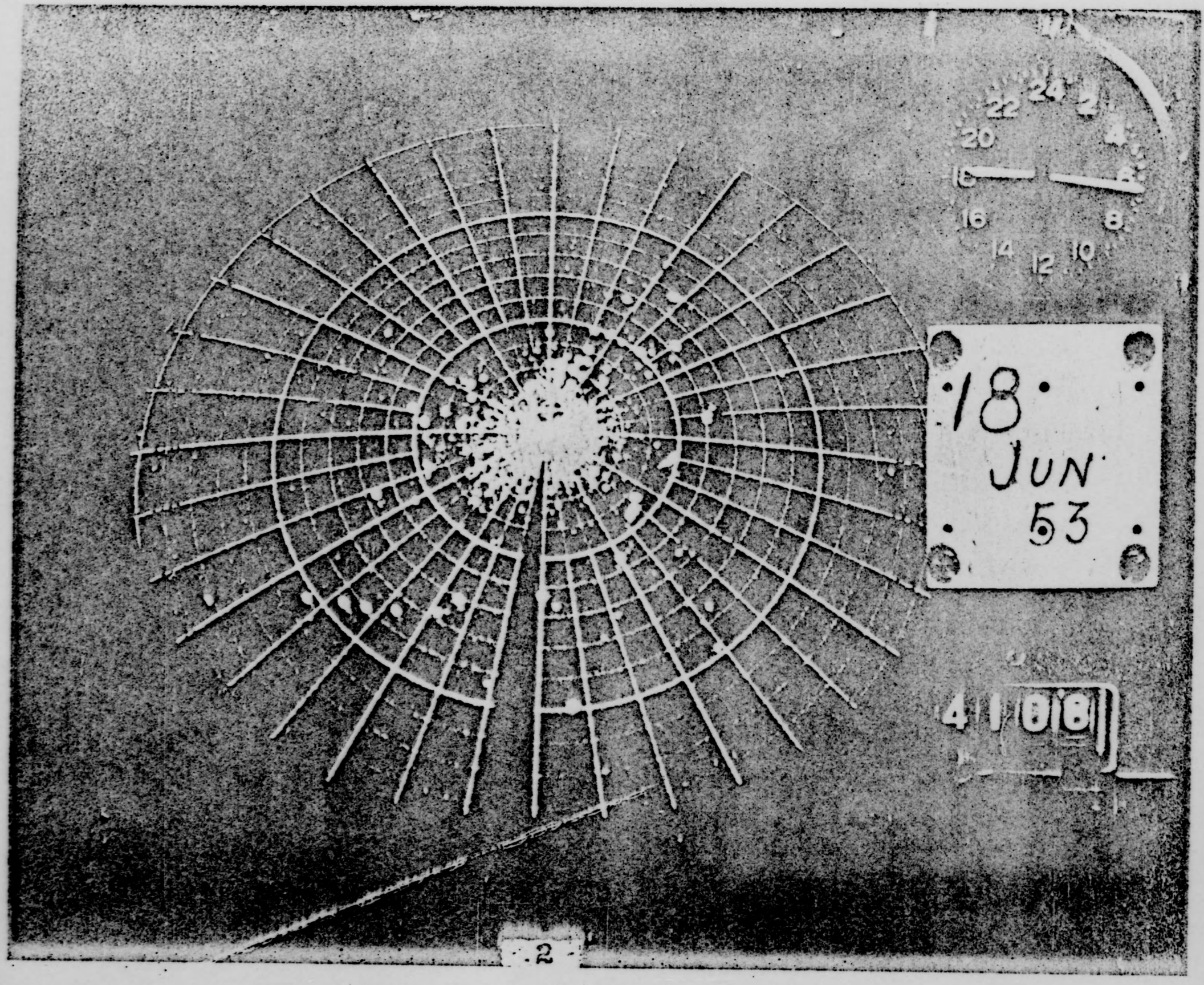
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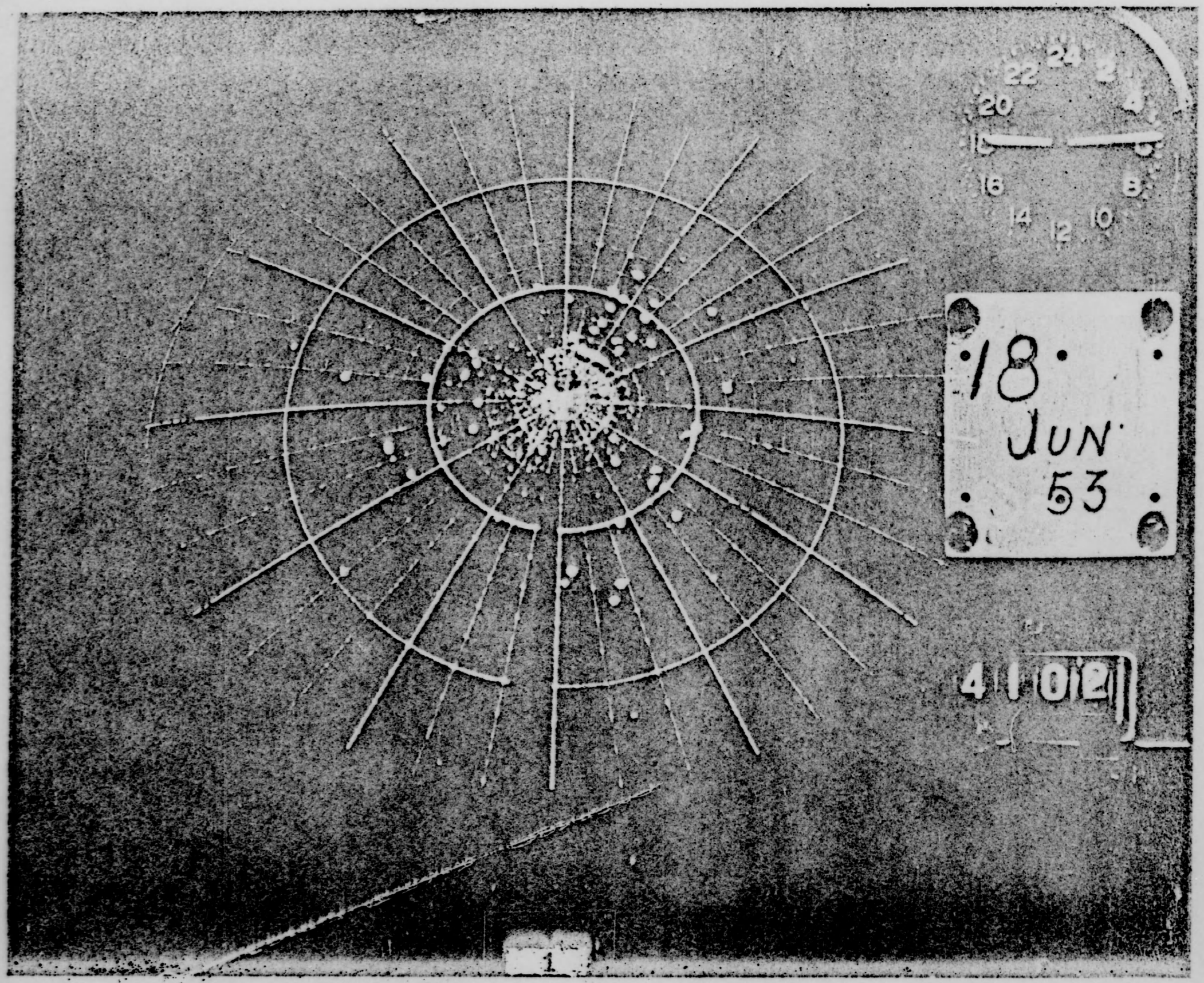

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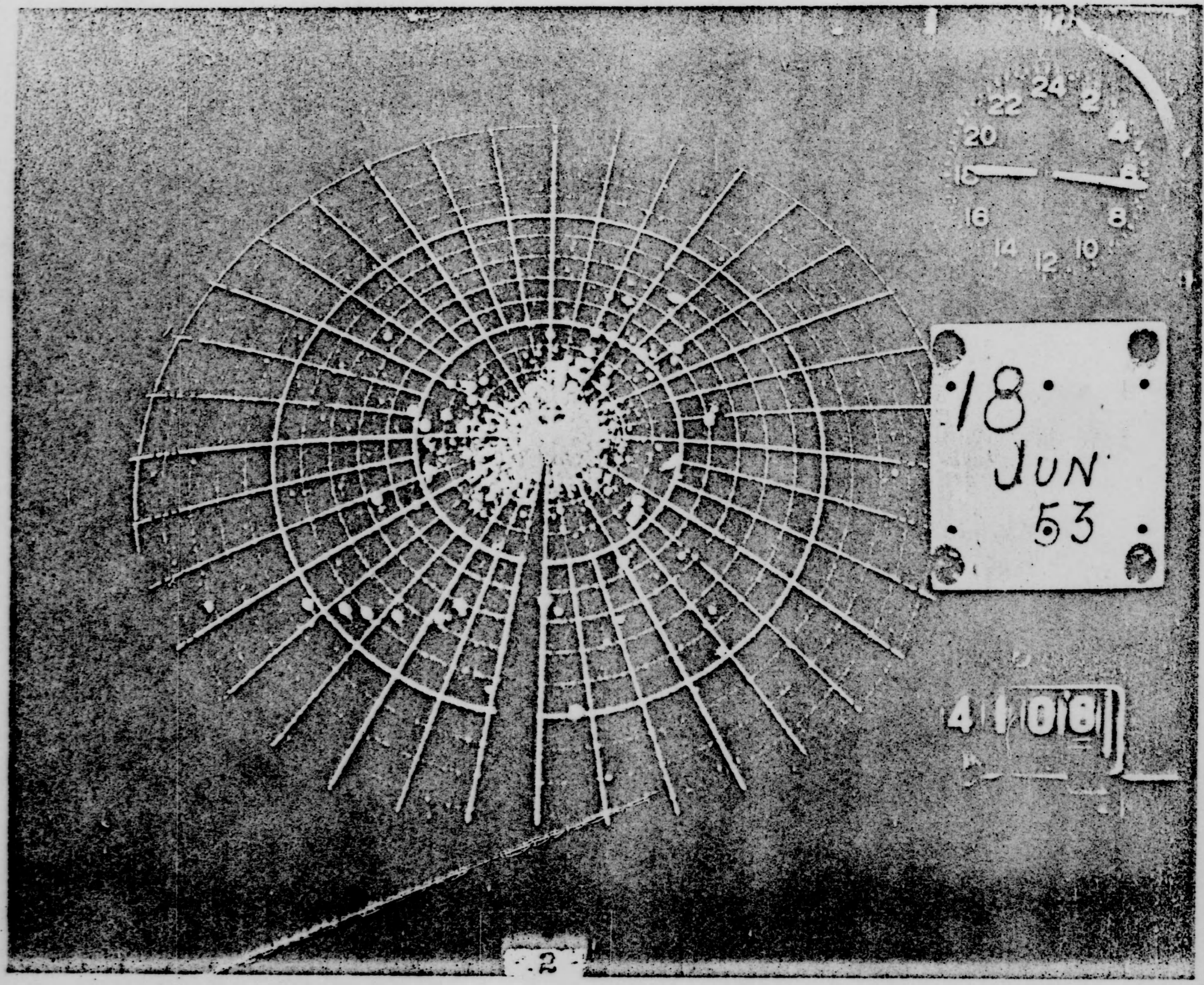


90 SECONDS LATER .....

[redacted]

UNCLASSIFIED

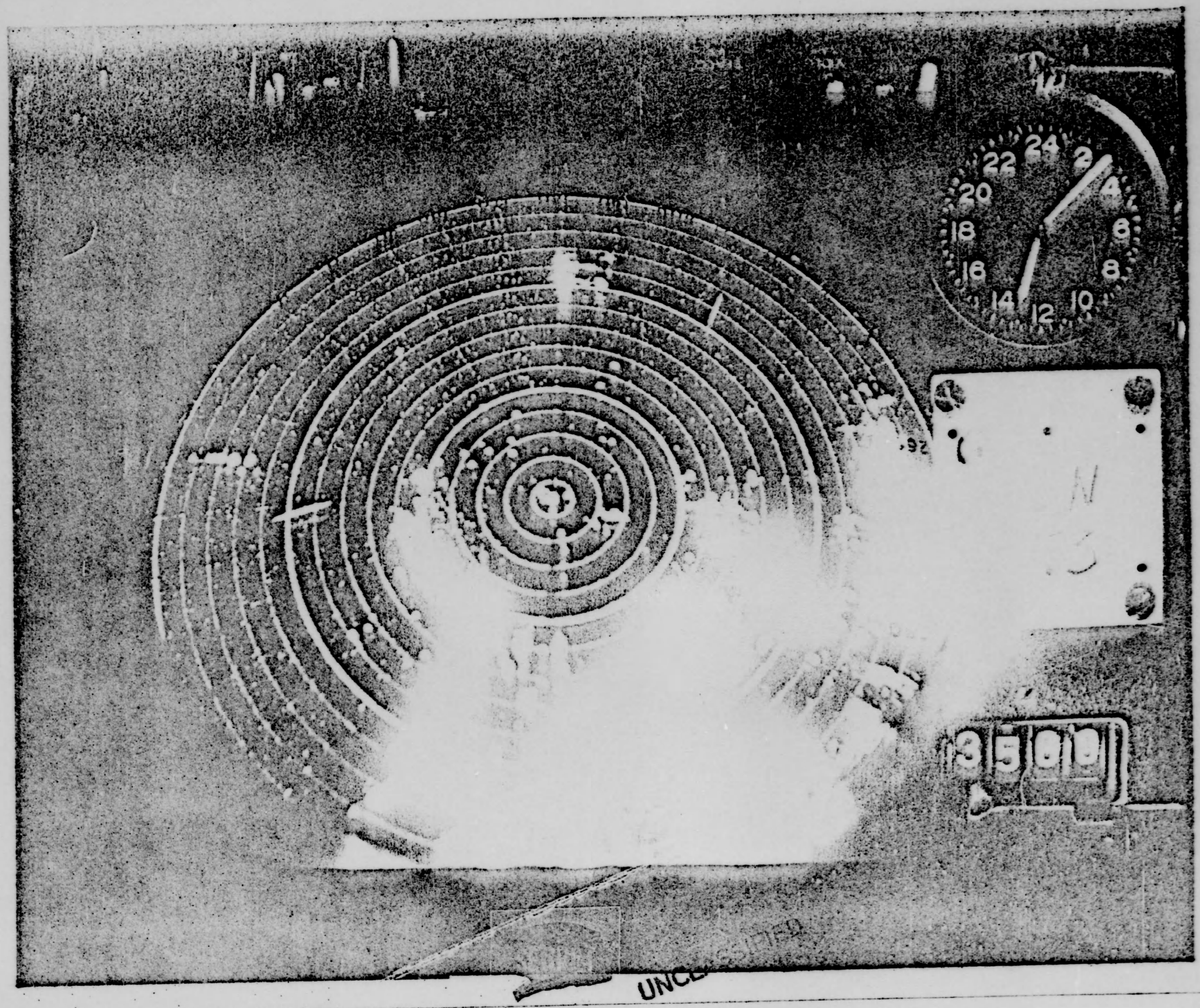
9 JUNE 1953

SCOPE PHOTOS

DOWNGRADED AT
DECLASSIFIED
DOD DIR 5200.10

UNCLASSIFIED

[redacted]



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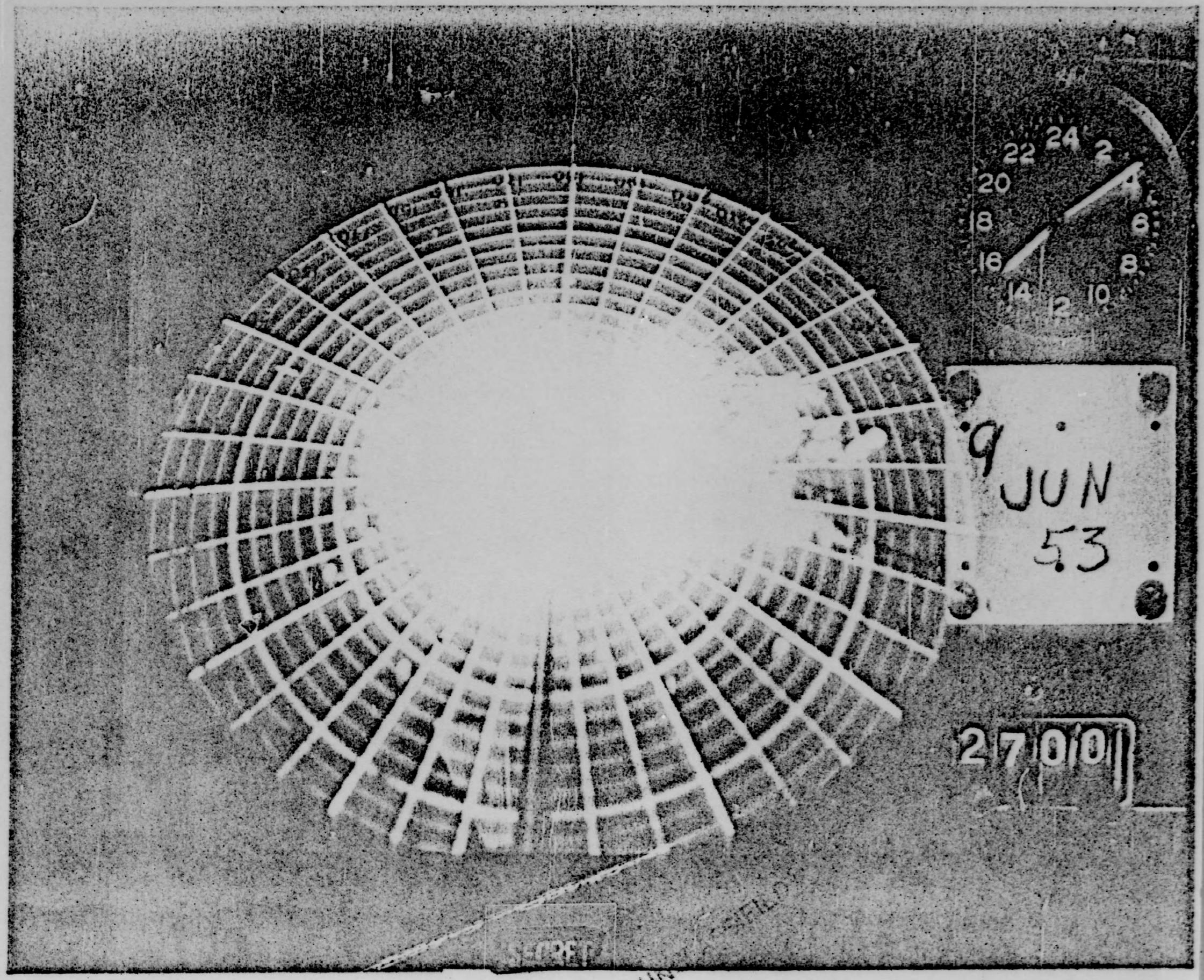
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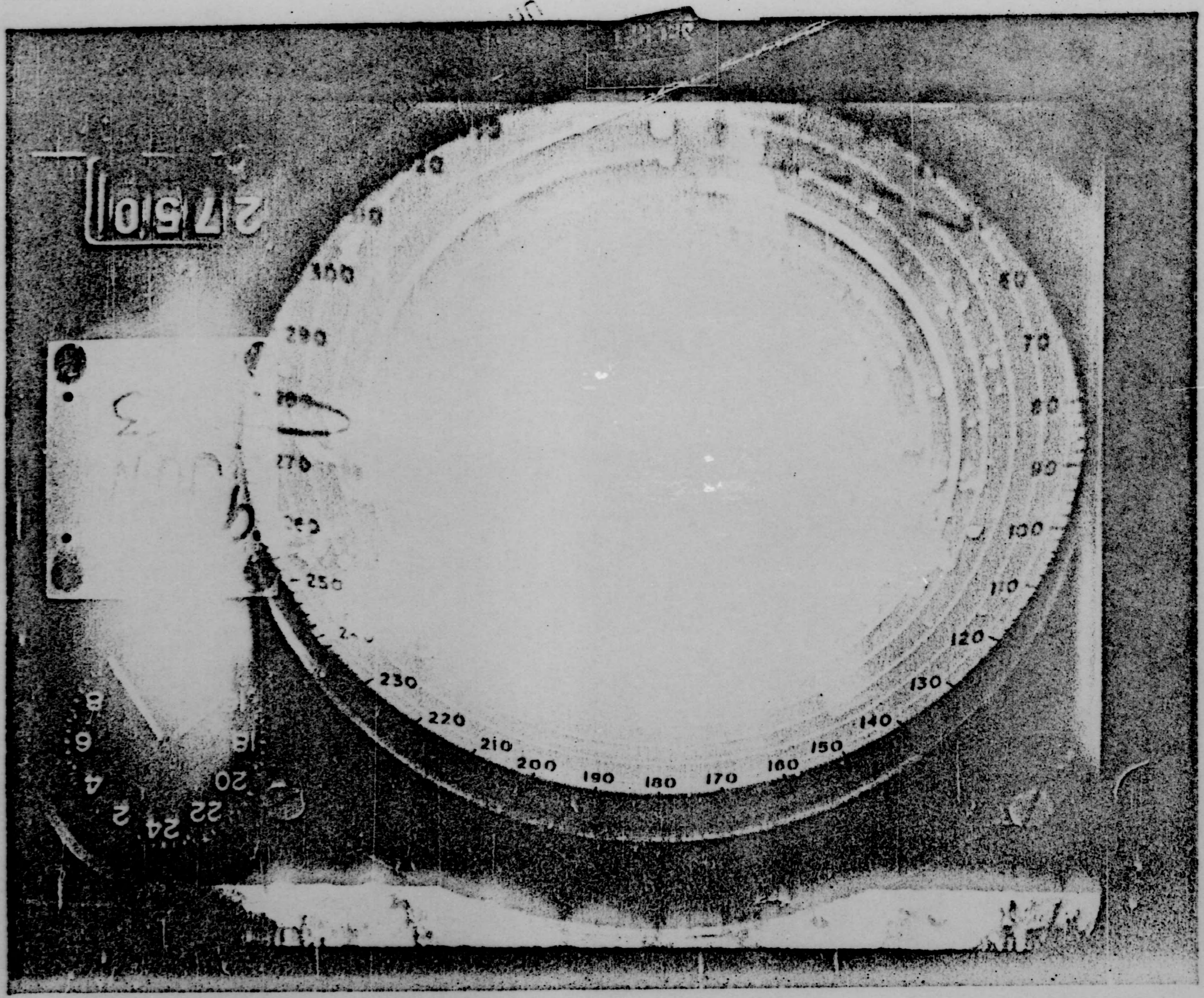
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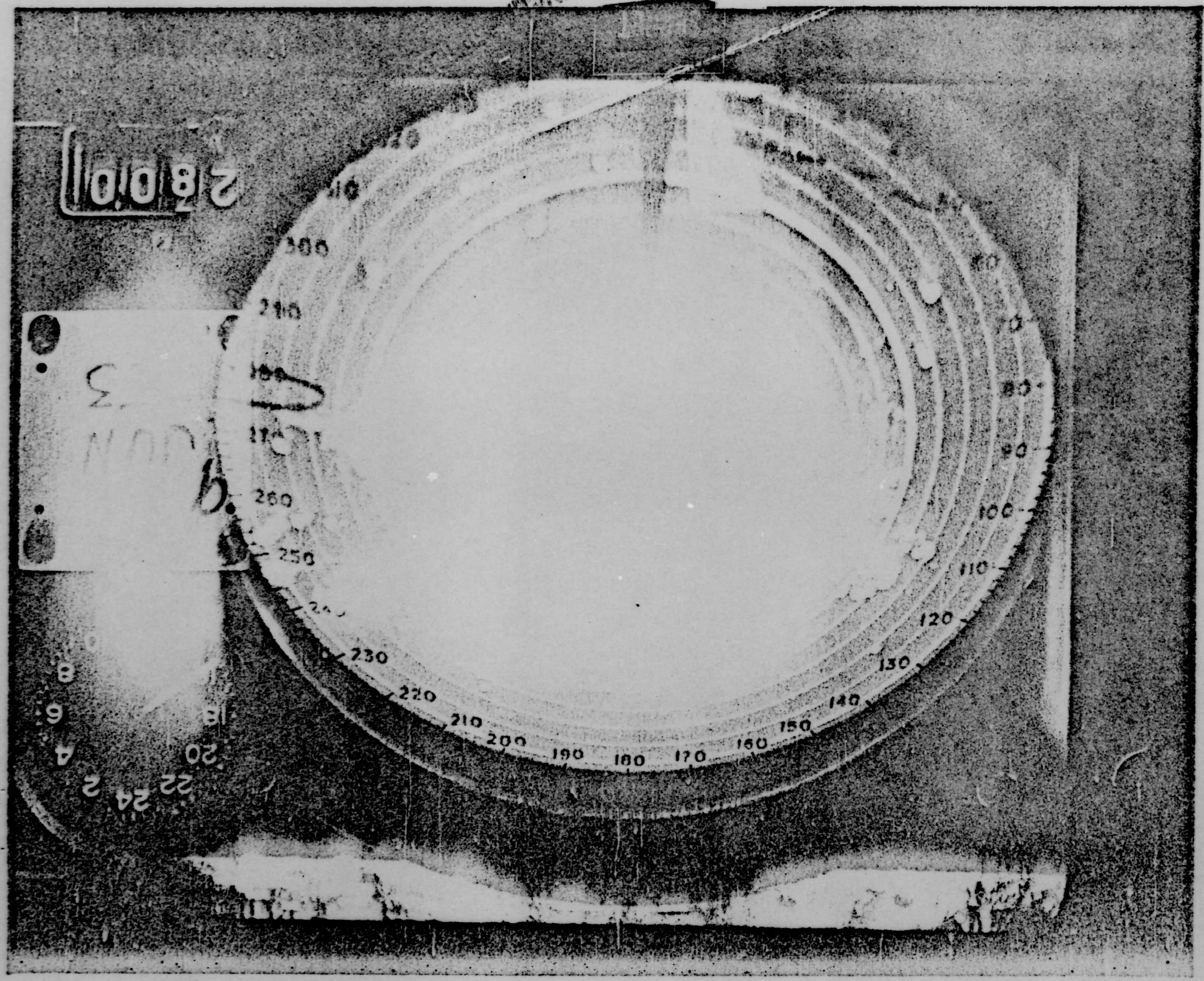

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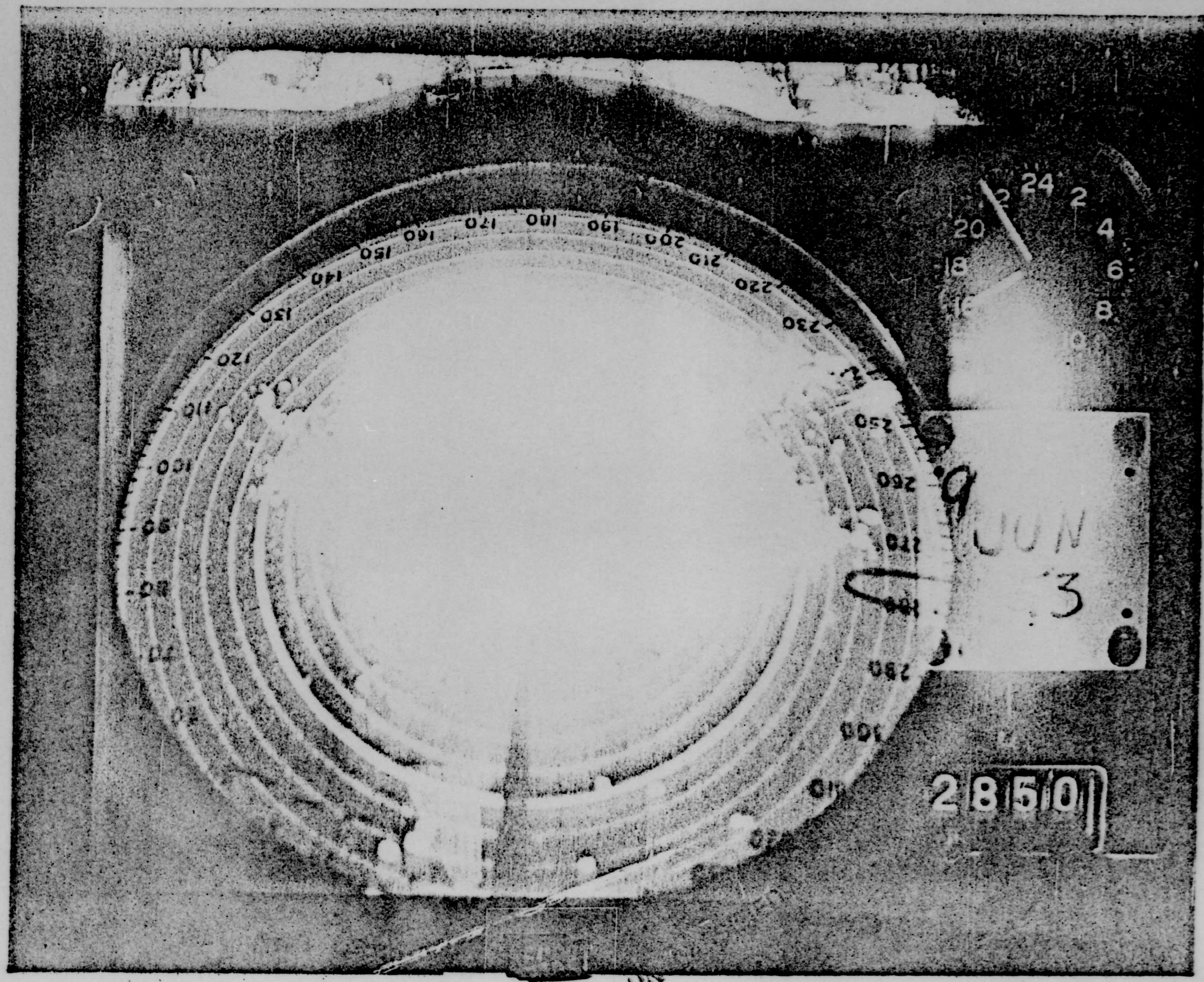
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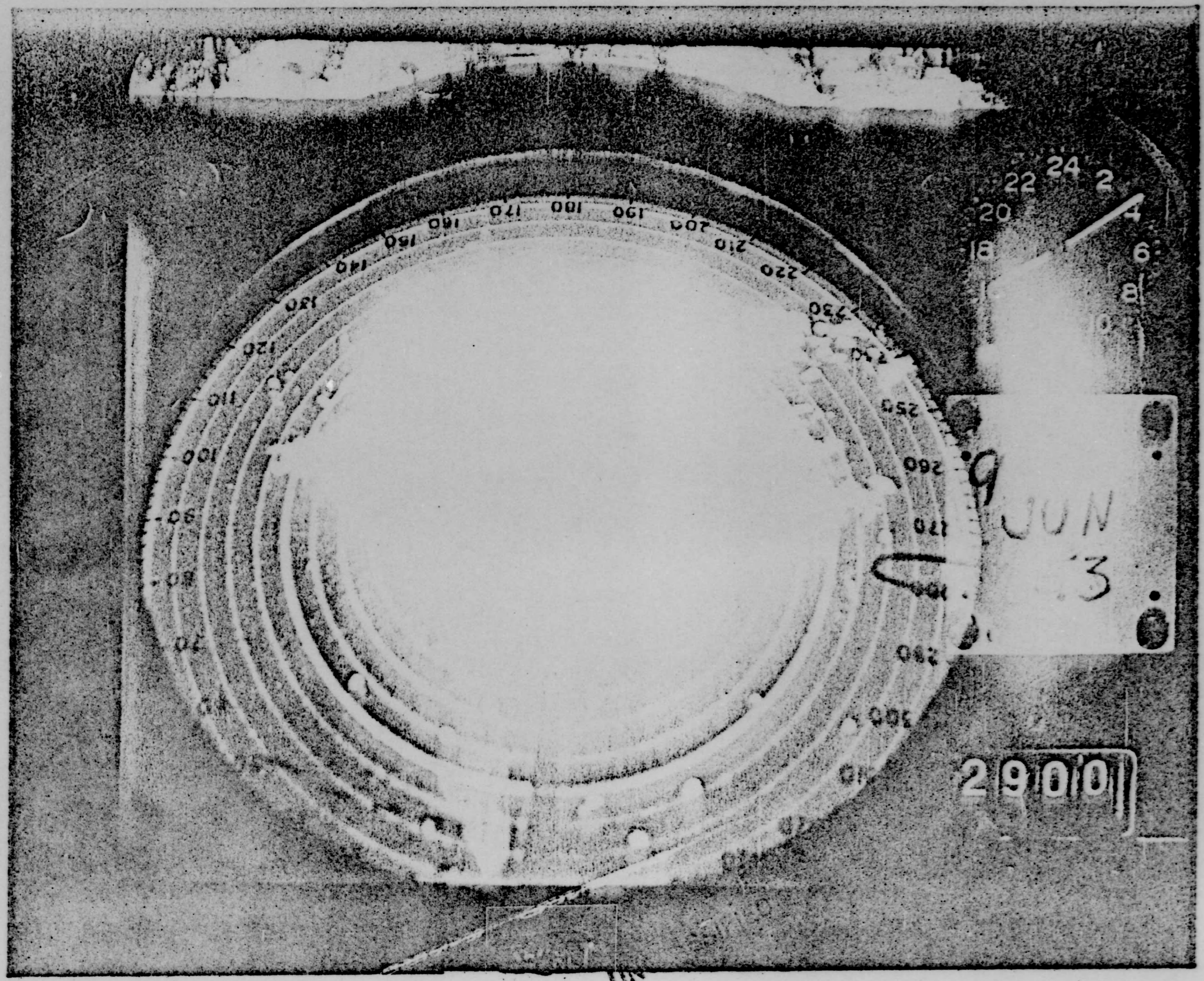
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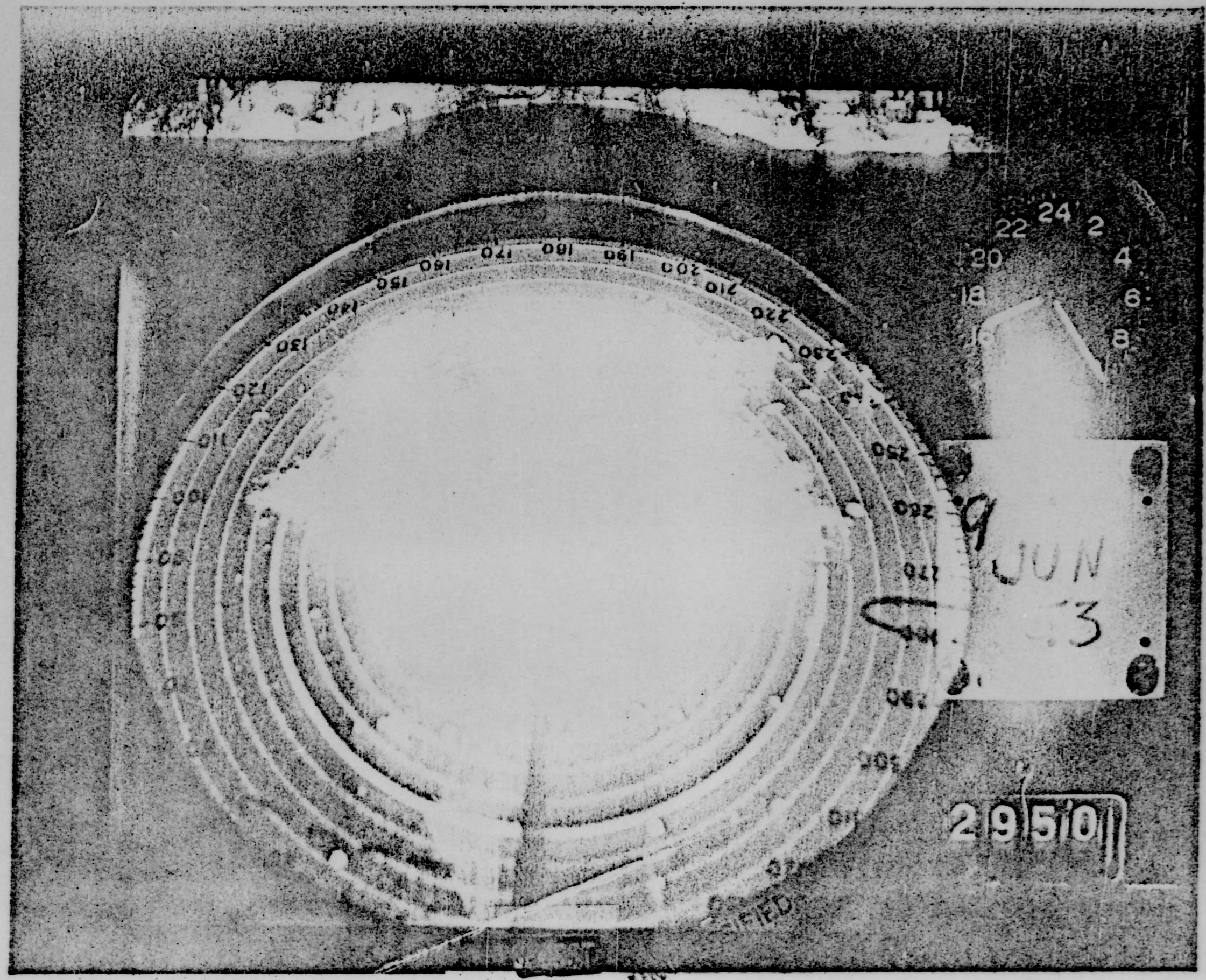
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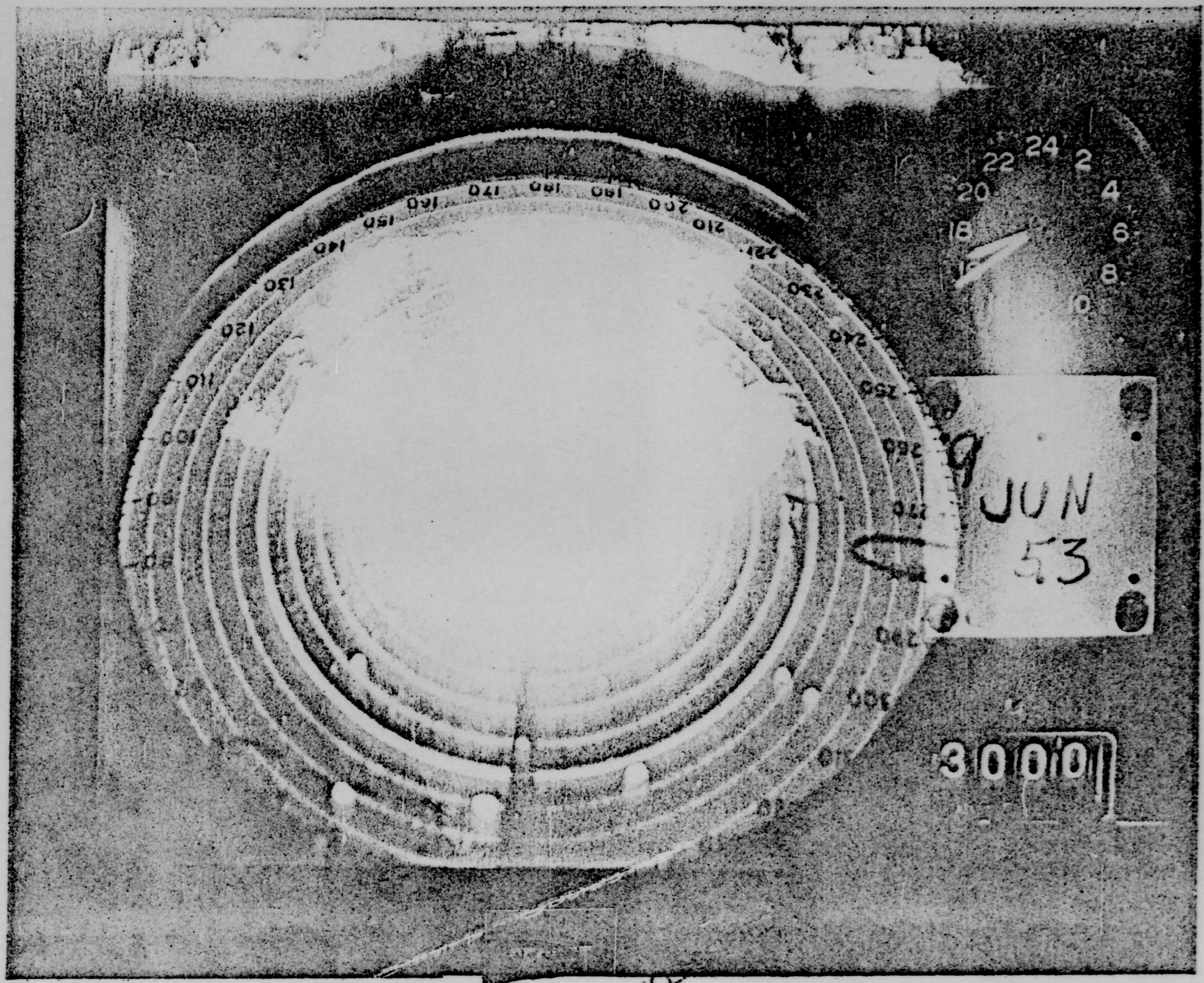
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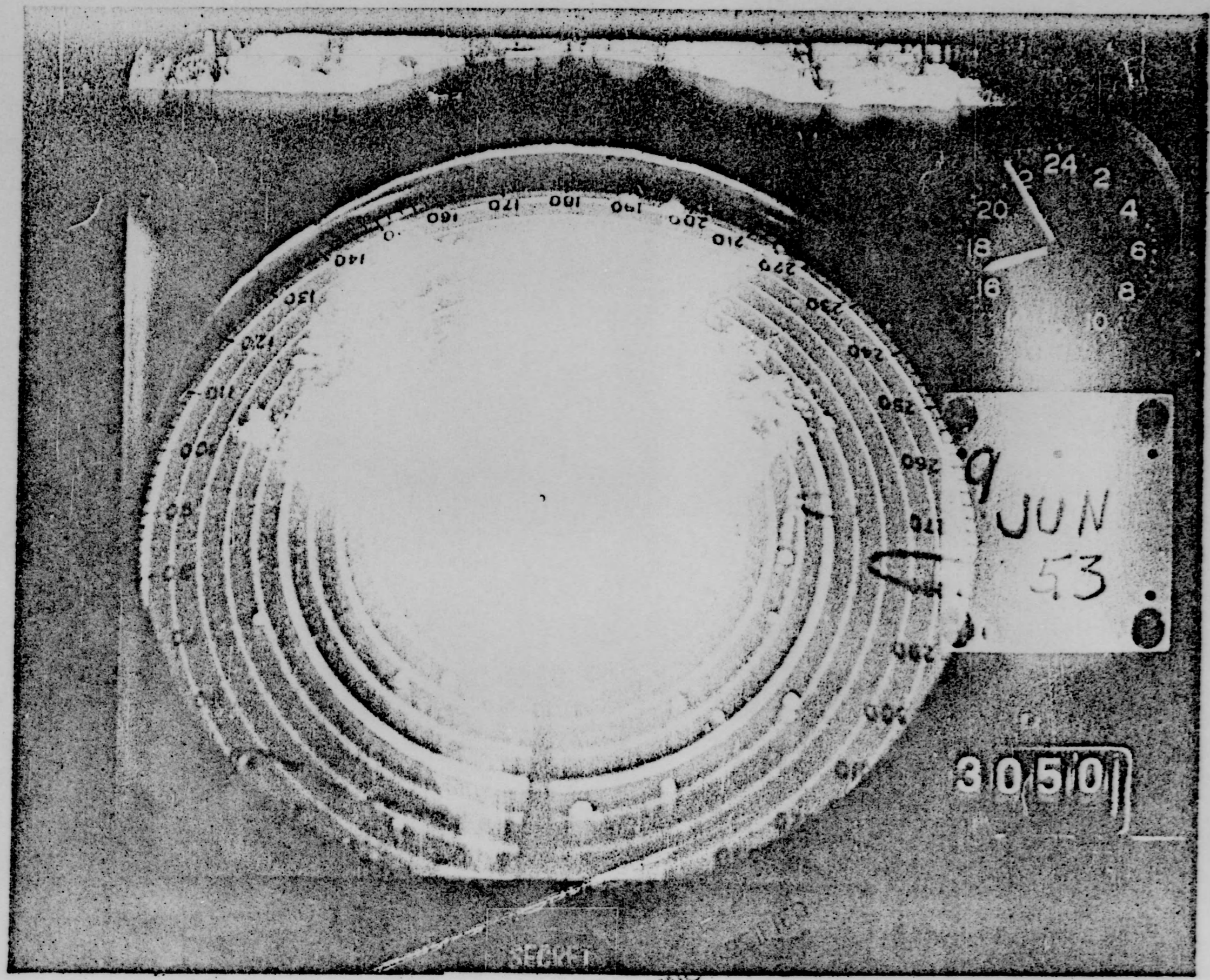
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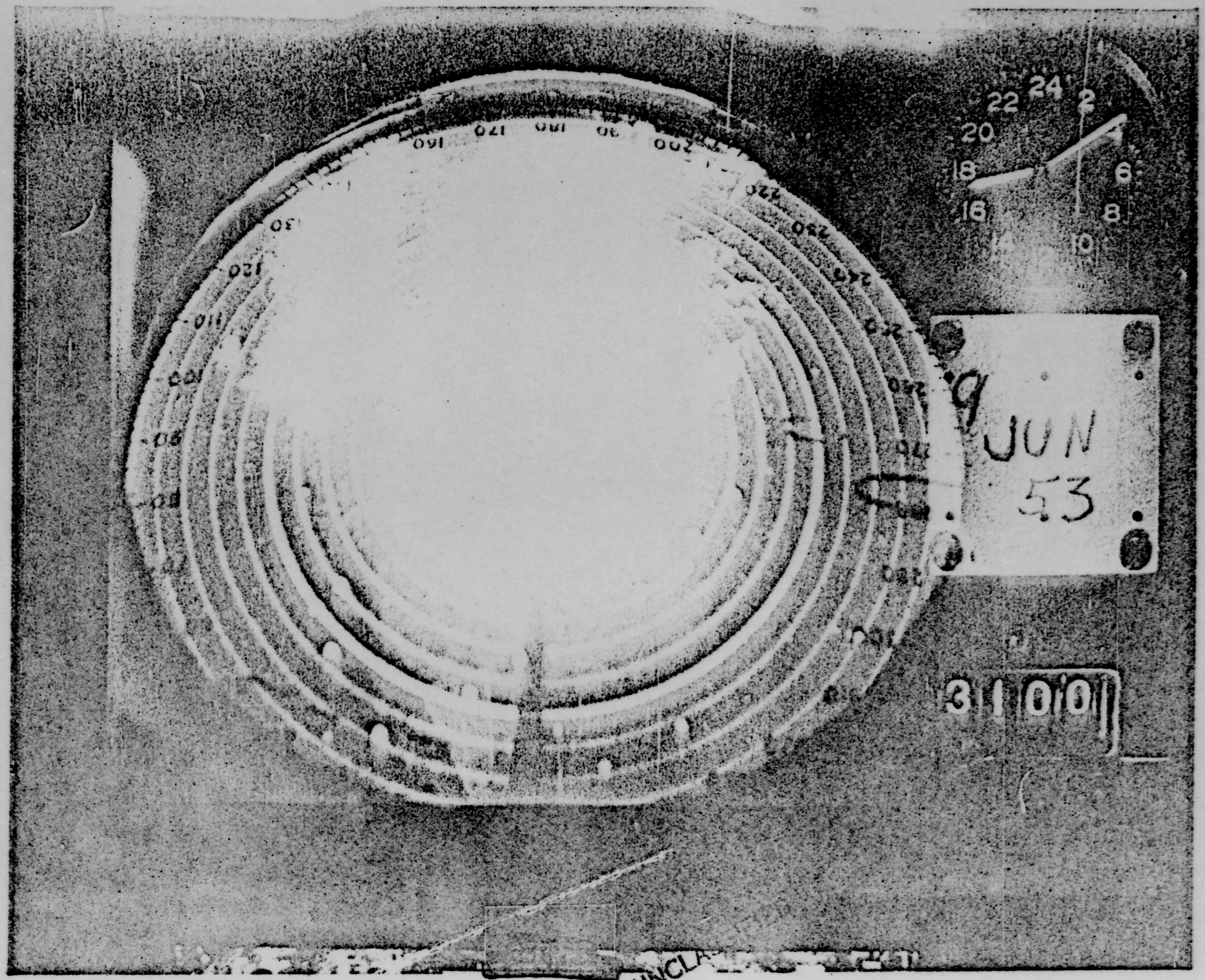
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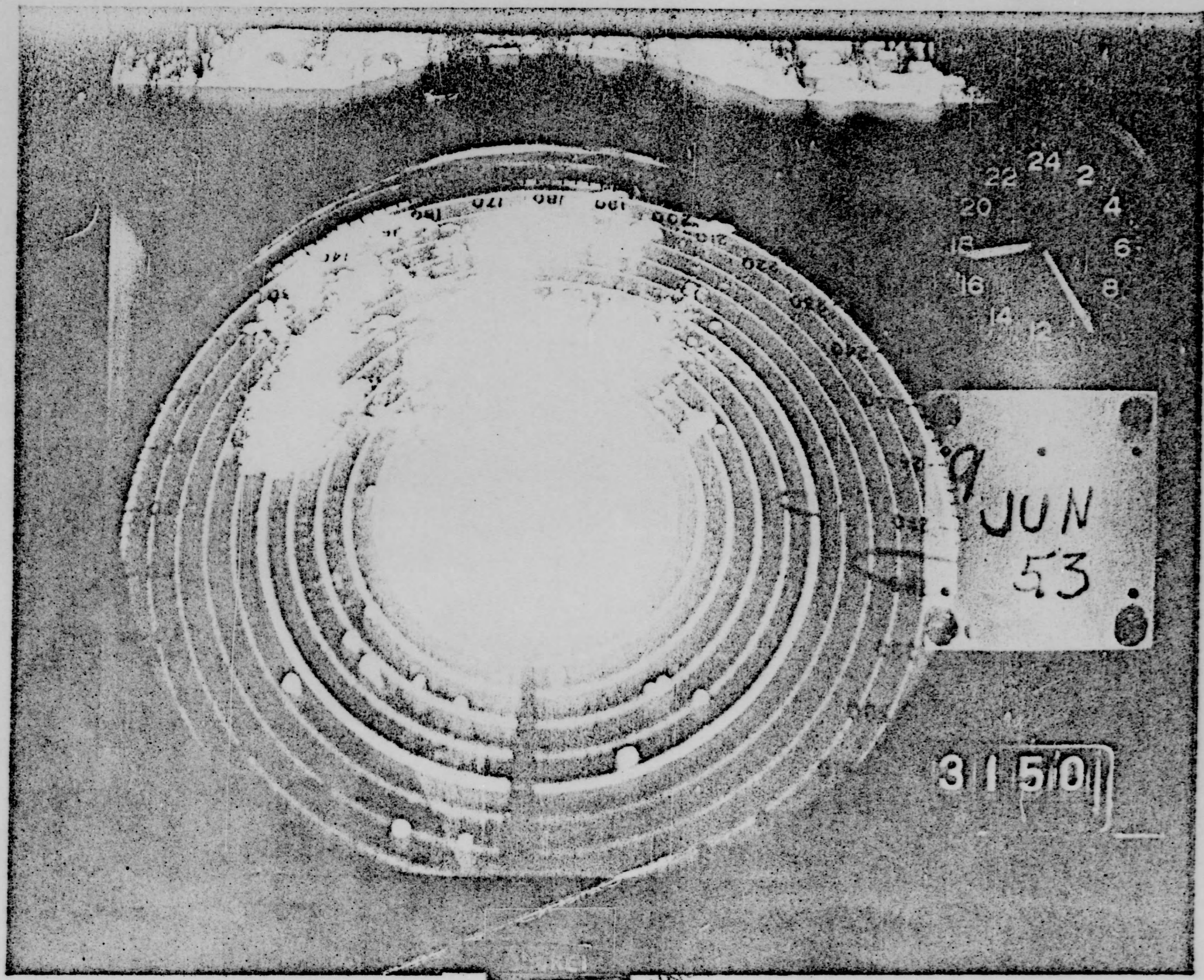
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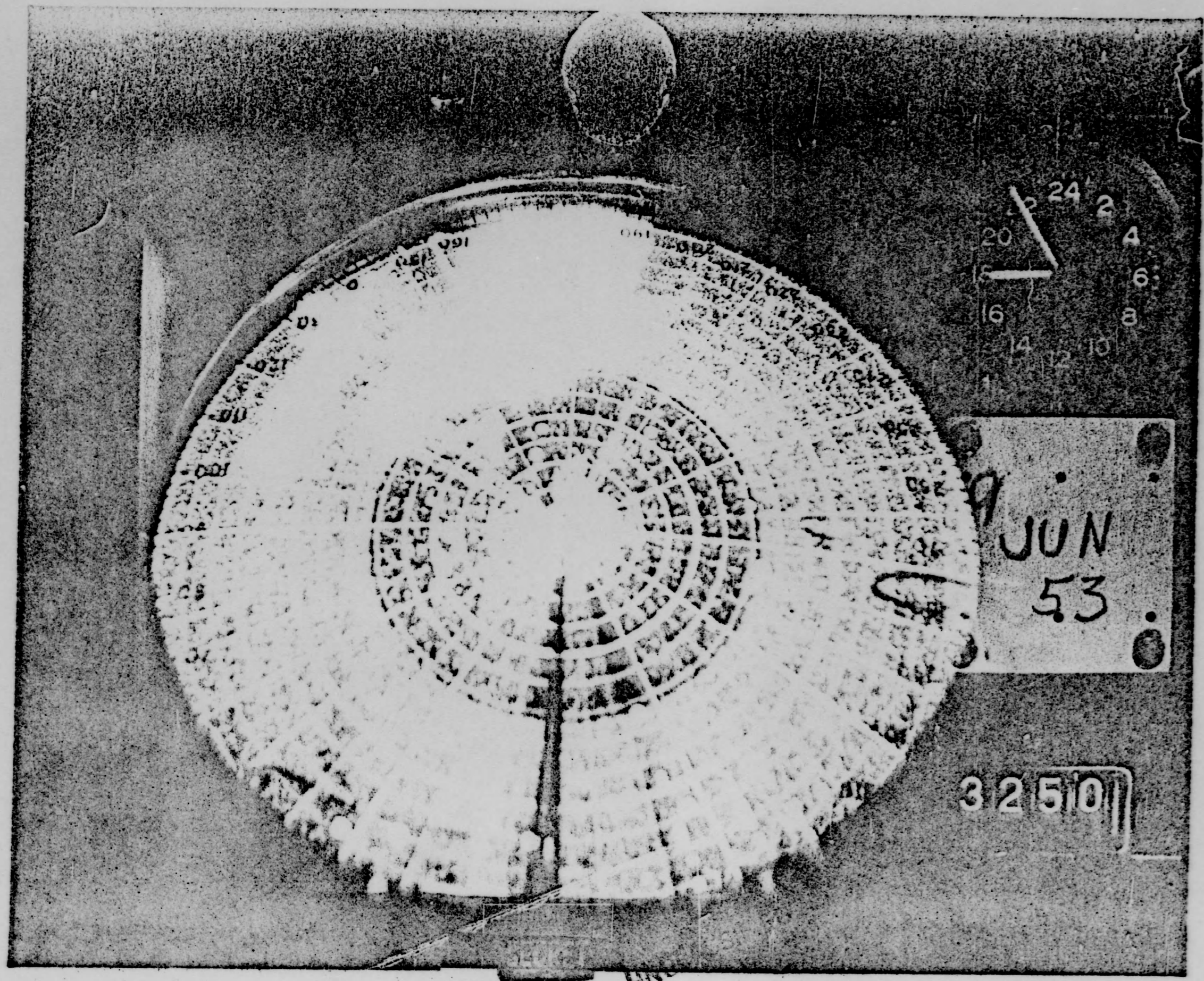
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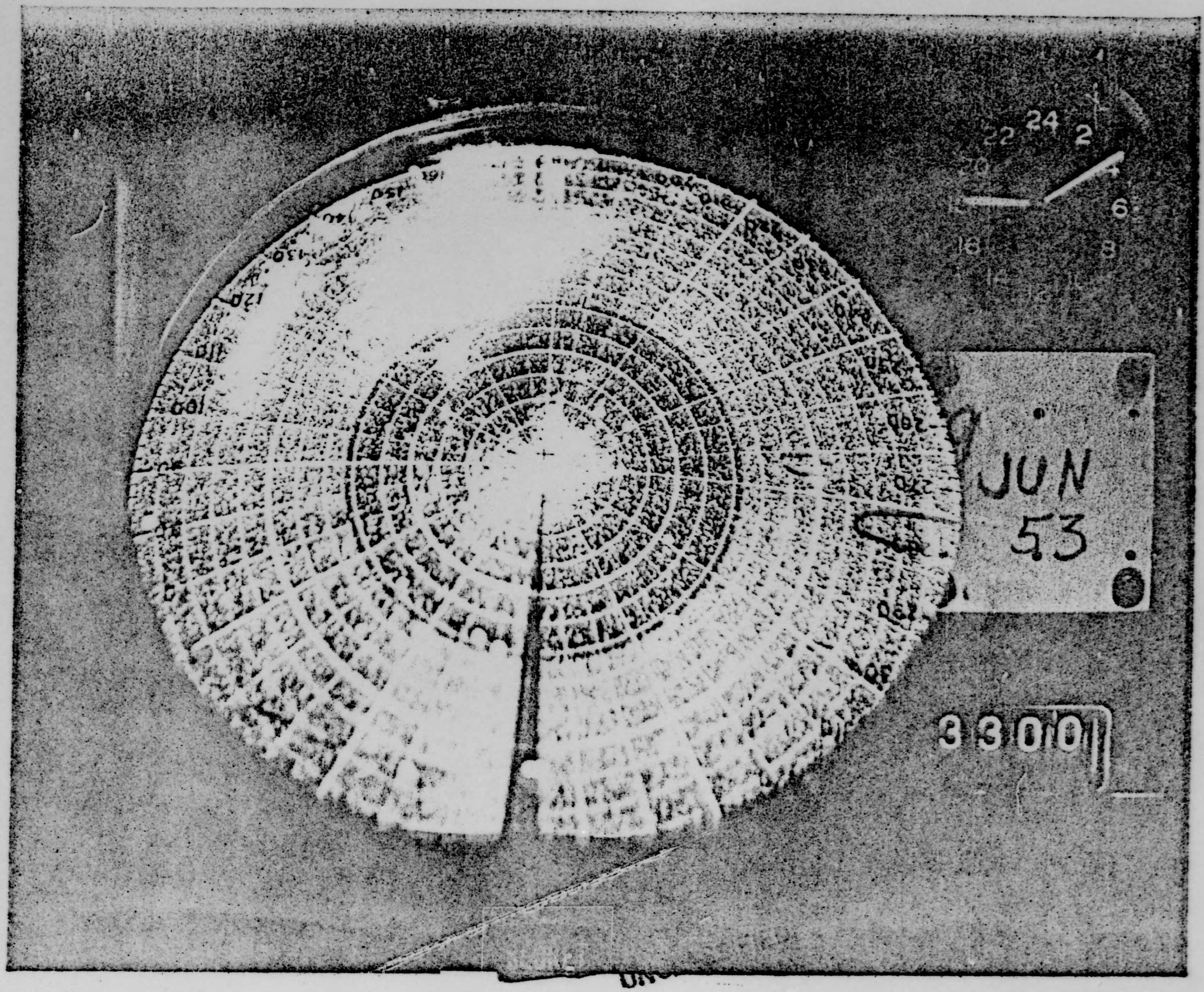
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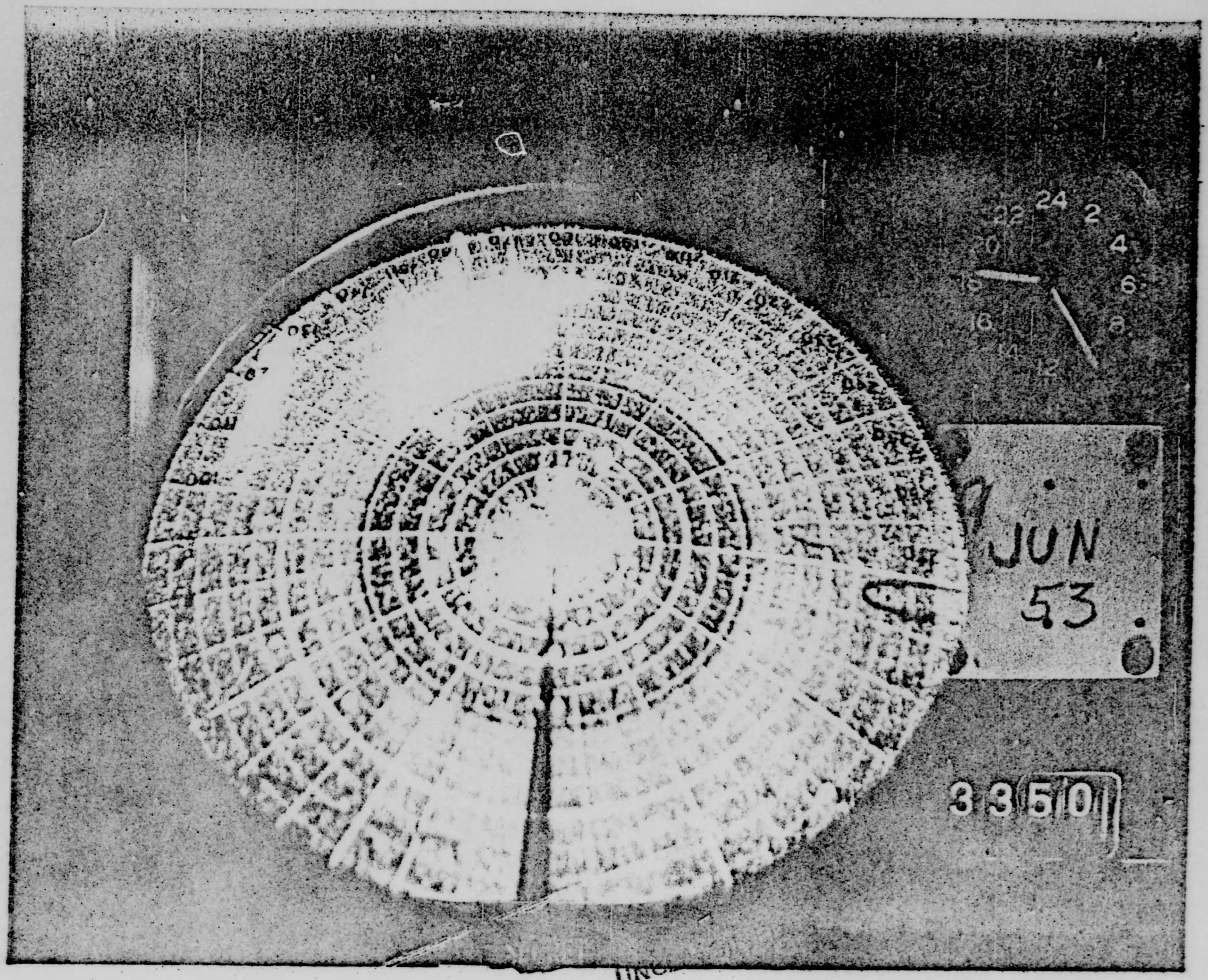
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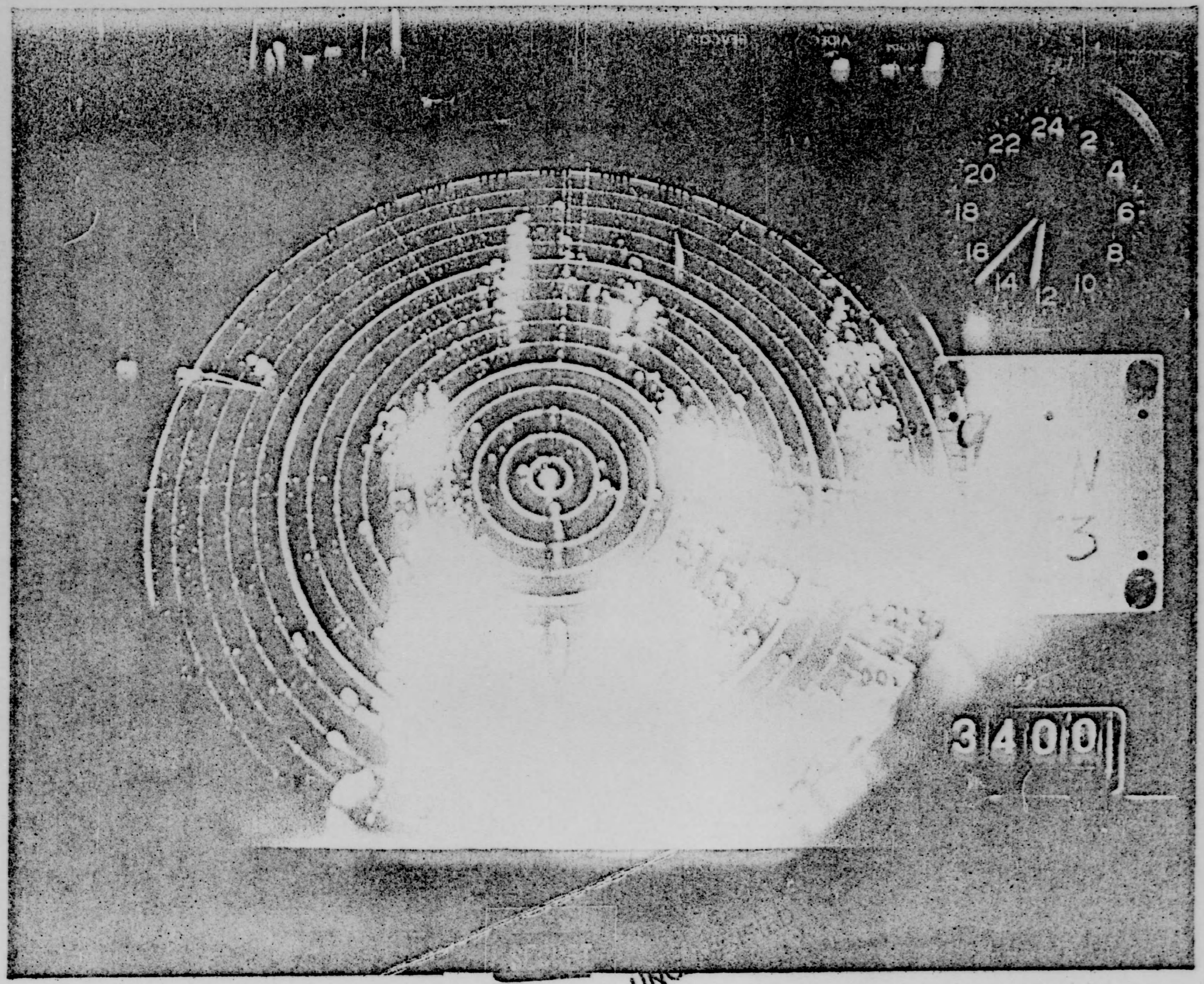
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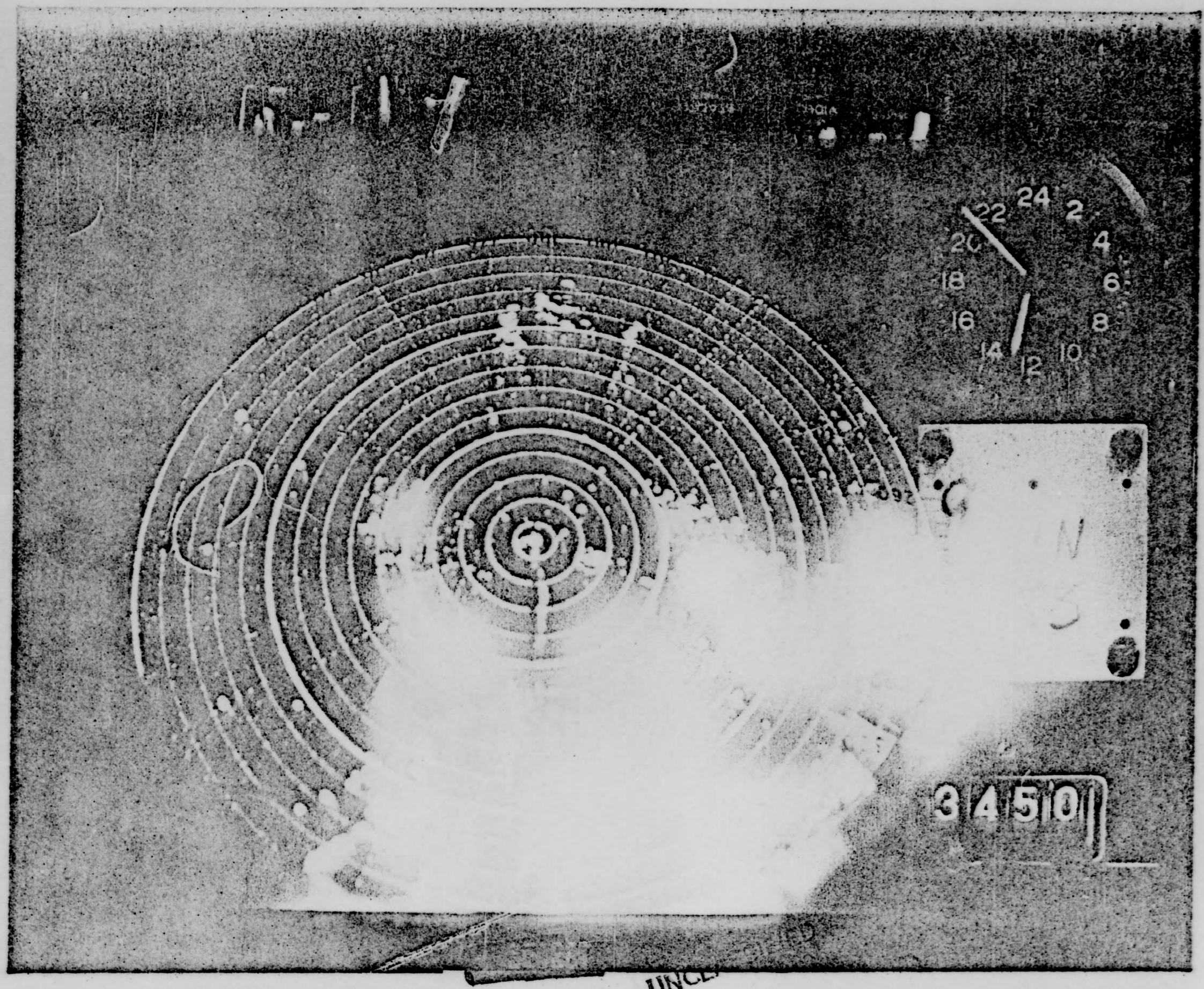

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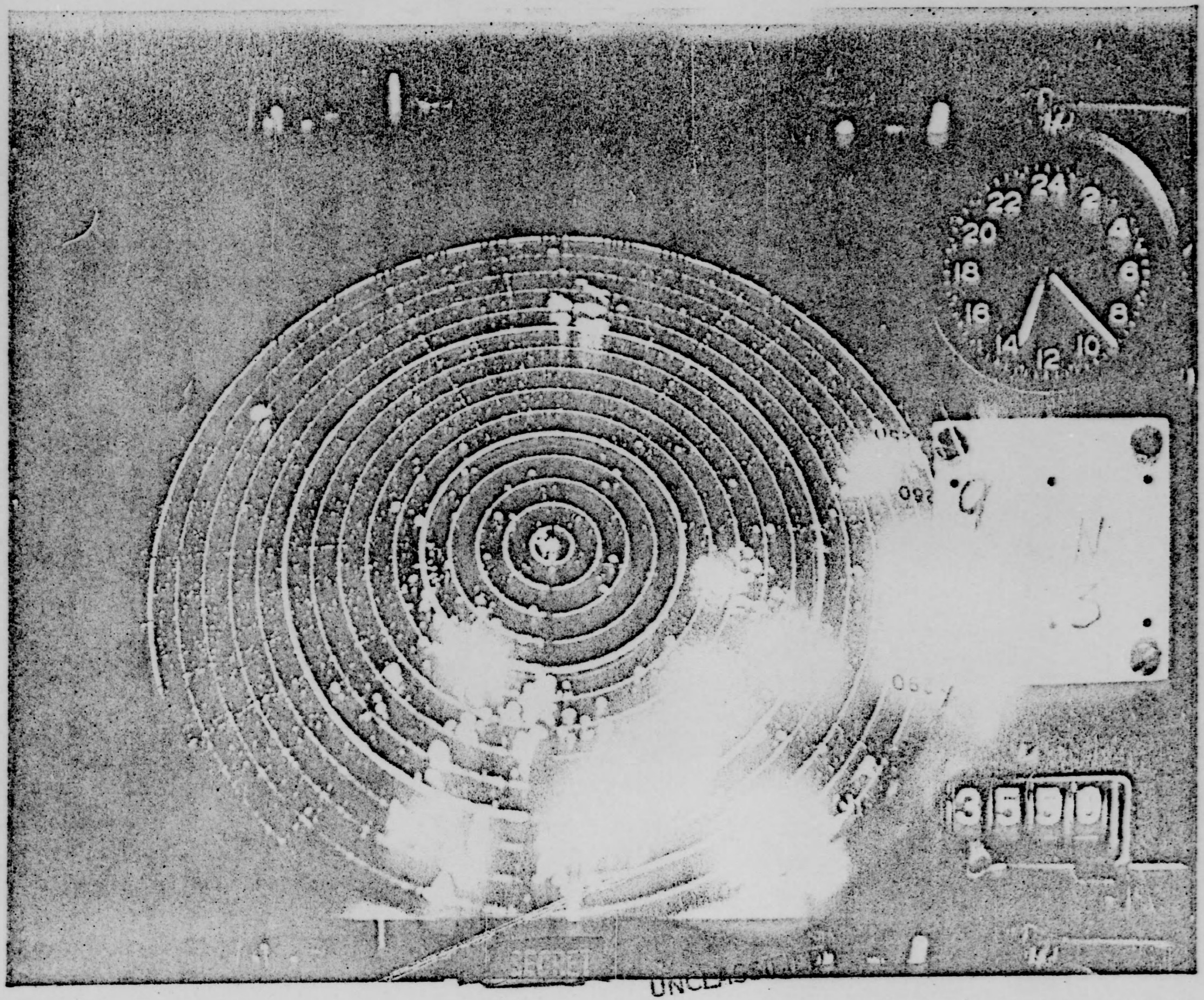
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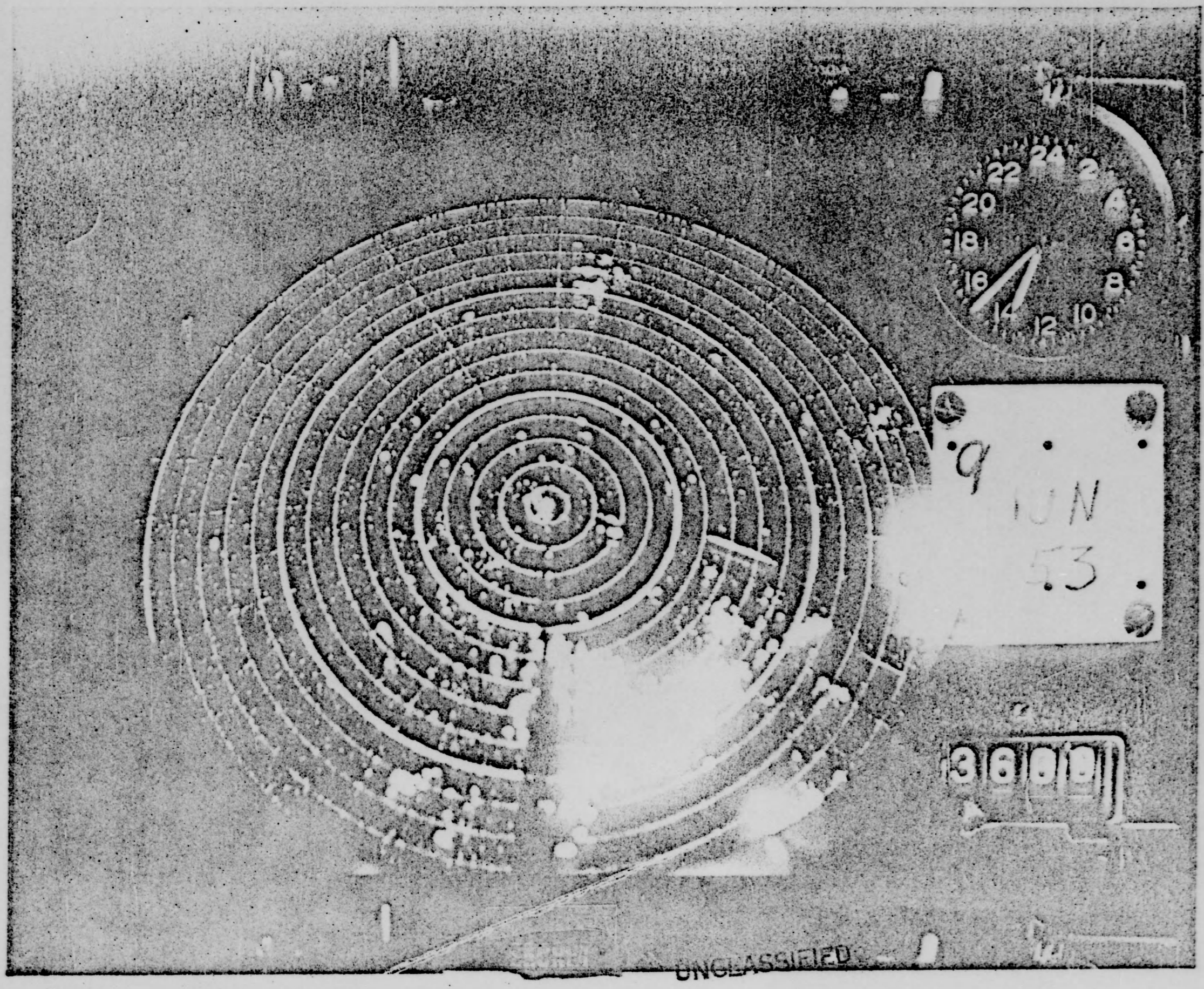
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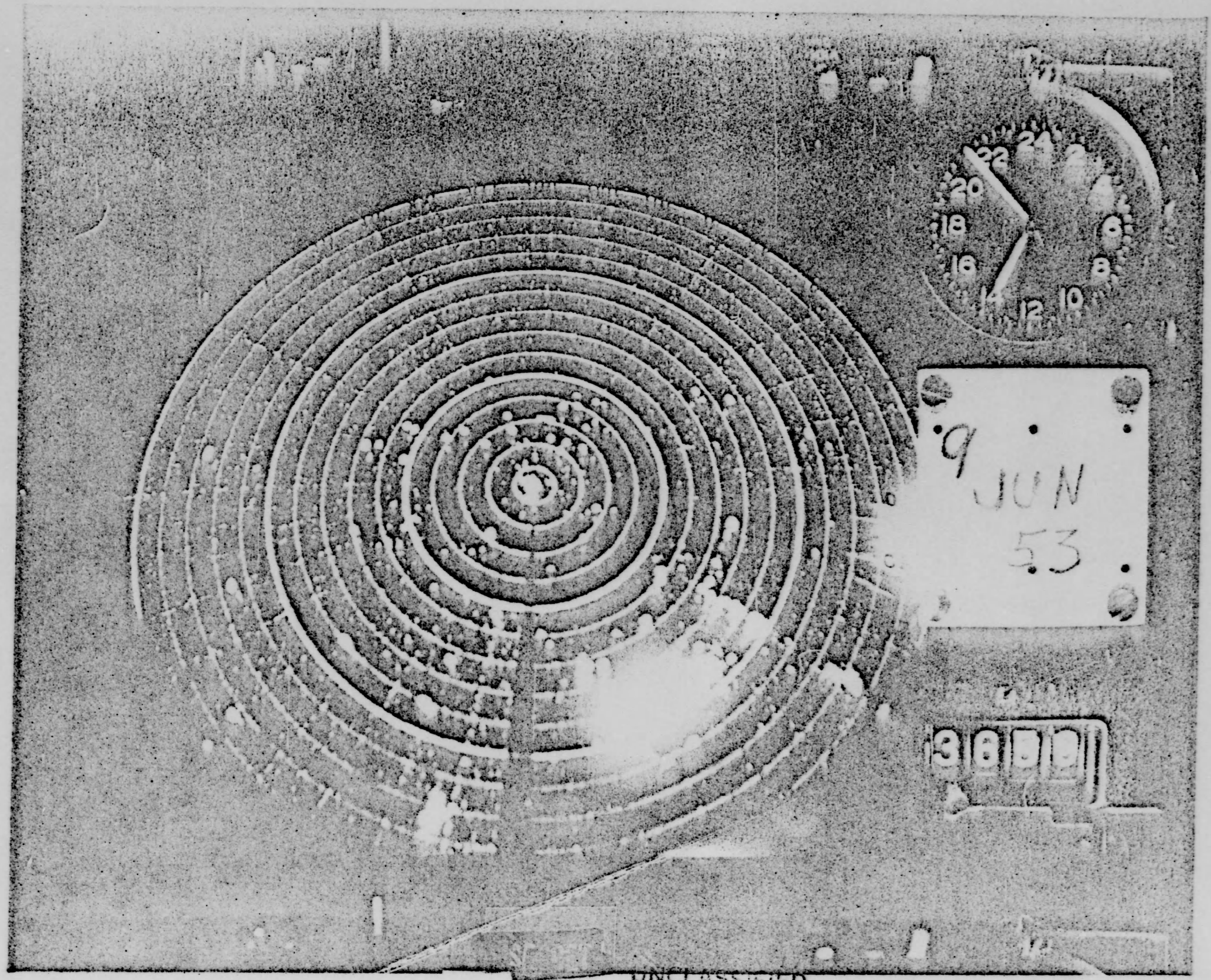

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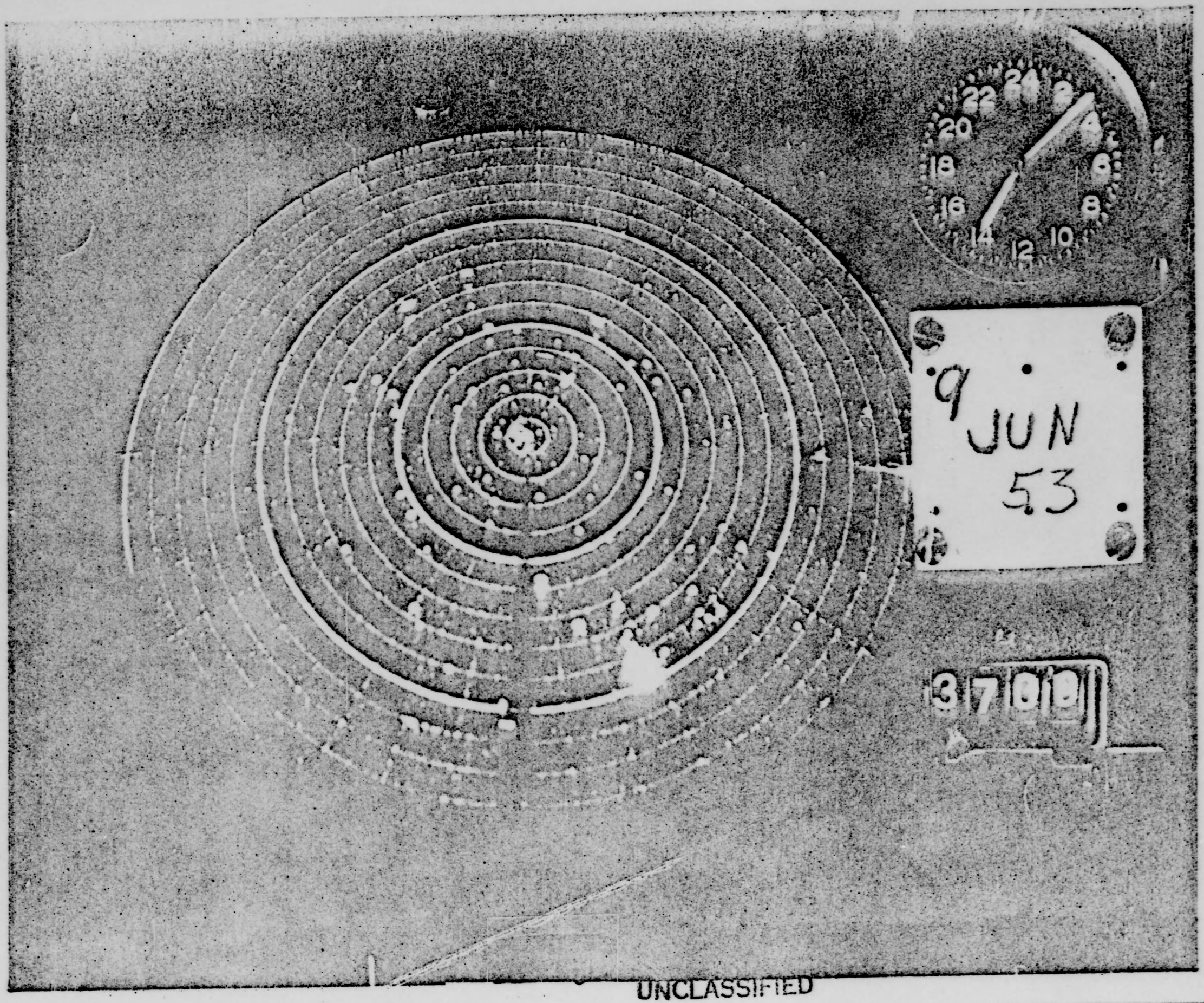

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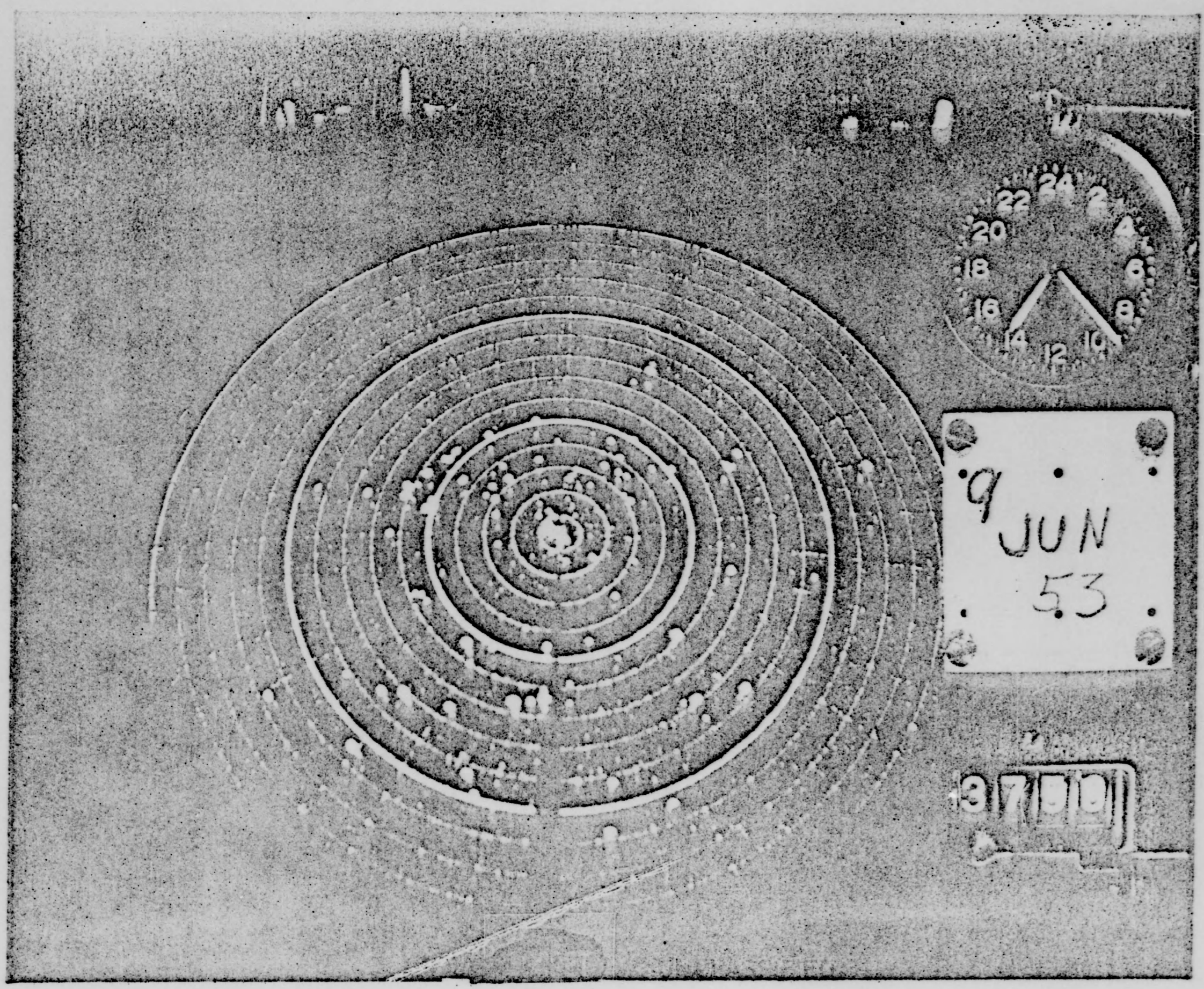
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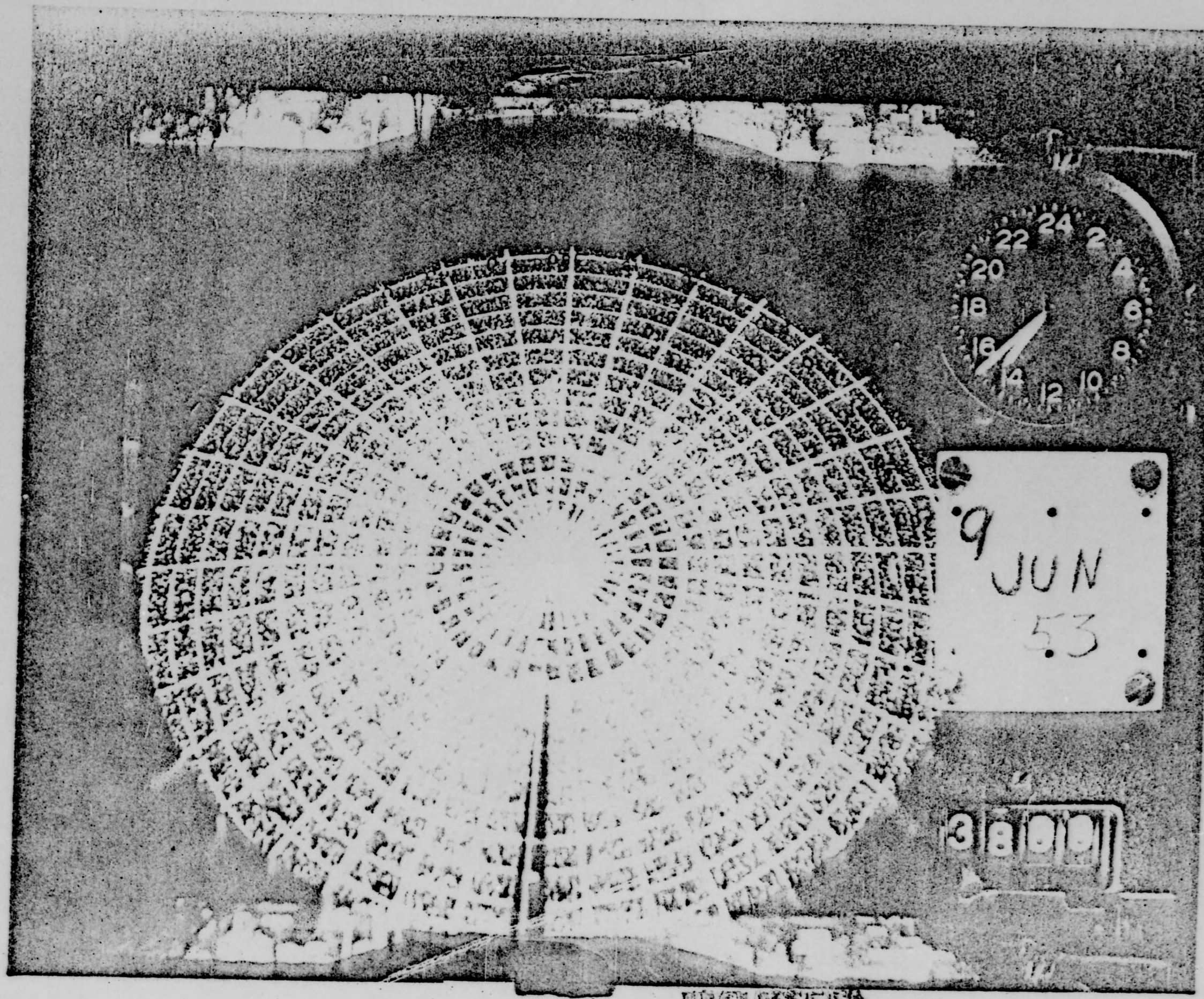

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11 September 1953

Not enough data for analysis purposes. Data mentioned in 5th indorsement might help some, but probably not enough.

Message AIRØ15 includes statement that radar target was large and fuzzy. This tends to indicate a weather-type target.

Weather data would be useful in making any further analysis.

R. L. James

NOTE: No weather information available to ATIC.

Wx info. indicates inversion gradient due to

[redacted] ACTION

UNCLASSIFIED

2 Attn
3 Attn
1 C. file

AIR 26
AFM DE AIR
PP JEDWP
V
PP JEDWP ZOY
AGA B58
AIR DE AGA
PP AIR ZVA
PP JEPHQ JEDEN JEDWP ZOY
AIA B55
AGA DE AIA
JAPYC B36
PP JEPHQ JEDEN JEDWP 333
DE JAPYC ATPB

FM CG FEAF TOKYO JAPAN
TO JEPHQ/HQ USAF WASHDC
INFO JEDEN/CG ADC ENT AFB COLO
JEDWP/CG ATIC WRIGHT PATTERSON AFB OHIO
[redacted]/AXSS24 IN-REQ ATTN CLN DIR OF INT PD FOLG MSG RECD FR FEALOGFOR QUOTED FOR YOUR INFO CLN QUOTE FOLG MSG RECE FR 5415TH AB SO CMA IWO JIMA CMA QUOTED FORINFO CLN QUOTE FOLG VOICE MSG RECD FR ACFT OVER FLYING THIS STA FWDD FYI AND ACTION PD AT 2345K ON 17 JUN 53 NO DOMATE 836 PILOT WAS SEWARD ON ROUND ROBIN FLIGHT FRM YOKOTA AFB ADV THIS STA HE HAD UNIDENTIFIED OBJECT ON RADAR PD REQ TRAF REPT THIS STA PD WAS ADV OF NEG TRAF IN THIS AREA PD ACFT REPTD UIDENTIFIED OBJECT ON RADAR 15 MILES NORTH THIS STA ON 35 DEG BEARING FR THIS STA PD ACFT ADV THAT OBJECT WAS TRAVELING AT A SPEED OF 600 KNS OR MORE ESTIMATED/ AN UNDETERMINED ALT PD ON

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

JM

RETURN FIGHT ACFT(CITED) SAME OBJECT 10 MILES NORTH AND 20 MILES NORTH PD NO VISUAL CONTACT ONLY RADAR PD ACFT REPTD 100 MILE NORTH AT 0006K PD ADVD OBJECT APPEARED TO BE FOLG AND CLOSED TO WITHIN 1 MILE AND DISAPPEARED FR RADAR SCOPE PD NO FURTHER INFO RECD AFTER 0210K PD NEG PICKUP ON GCA RADAR AT THIS STA PD UNQUOTE

TWX
1) Send AF Form 112
2). 2 Electronic data Sheets

SWM

[redacted] SECRET

UNCLASSIFIED

22 JUN 1953 10:00

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

T53-7292-1

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

COMMANDER ATIC

TO: CG FEAF TOKYO JAPAN

INFO:

DATE-TIME GROUP	SECURITY CLASSIFICATION
230002Z JUNE 53	[redacted]
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION: AK 6824	CLASSIFICATION: [redacted]

UNCLASSIFIED

FROM: APOLN-ATIAE-5

Reference your: FLTOBSPT AK 6824 regarding sighting of unidentified object on 17 June 53, notification of sighting was received from 6415th AB Sq, Iwo Jima, by your Hq. Information contained in TWX to ATIC insufficient to allow evaluation. Request you complete AF Form 112 as per AFL 200-5. Under separate cover you will receive two Electronics Data Sheets to be completed by radar personnel involved.

In reply cite Project Blue Book.

COORDINATION:

ATIAE-5 Lt Olsson Date _____

ATIAE Col Johnston Date, _____

ATIA Col McDuffee Date _____

ATIAE-5 File

353-7292-A- UNCLASSIFIED

SECURITY INFORMATION

SECURITY CLASSIFICATION [redacted]

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

1LT R.H. OLSSON/vm

RELEASING OFFICER'S SIGNATURE

SYMBOL: ATIAE-5

TELEPHONE: 65365

OFFICIAL TITLE: ROBERT C. WRIGHT, MAJOR, USAF
AIR ADJUTANT GENERAL

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49. WHICH MAY BE USED.

16—38923-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

ROUTING SLIP

NEVER USE FOR APPROVALS, DISAPPROVALS, CONCURRENCES, OR SIMILAR ACTIONS

1 NAME OR TITLE	INITIALS		CIRCULATE
ORGANIZATION AND LOCATION	DATE		COORDINATION
2			FILE
			INFORMATION
3			NECESSARY ACTION
			NOTE AND RETURN
4			SEE ME
			SIGNATURE

REMARKS

In our opinion these photos show effects of anomalous propagation

B L Griffing

FROM NAME OR TITLE	DATE
ORGANIZATION AND LOCATION	TELEPHONE

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 : 1950—O-403461

1 - 15 JULY 1953 SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
2	Shaw AFB, South Carolina	Military [redacted]	1. Astro (VENUS) 2. Astro (STARS/PLANET 3. Insufficient Data
2	Tinker AFB, Oklahoma	Military (PHOTO)	Balloon
3	Fremont, Wisconsin	[redacted]	Balloon
3	Reno, Nevada	[redacted]	Astro (VENUS)
3	Middletown, New York	[redacted]	Aircraft
3	Tipp City, Ohio	[redacted]	Balloon
4	Tinker AFB, Oklahoma	[redacted] (PHOTOS)	Balloon
6	Stillwater, Oklahoma	[redacted]	Other (Searchlight)
7	Atlanta, Georgia	[redacted] (PHYSICAL S)	Other (HOAX-Shaved Mon
8	Colville, Washington	[redacted]	Astro (VENUS)
8	Tinker AFB, Oklahoma	[redacted]	Balloon
9	Sheppard AFB, Texas	Military	Other (Debris in Wind)
9	Fort Worth, Texas	[redacted]	Astro (METEOR)
10	Forrest City, Arkansas	[redacted]	Balloon
11	Godman AFB, Kentucky	[redacted] (PHOTOS)	Astro (VENUS)
12	Adrian, Michigan	[redacted]	Balloon
13	Shaw AFB, South Carolina	[redacted]	Astro (METEOR)
14	Fairborn, Ohio	[redacted]	Astro (VENUS & JUPITER)
14	Opportunity, Montana	[redacted]	Insufficient Data
15	Richland, Washington (INFO)	[redacted]	

"HELL ROARER"

20 July 1953

During the last week, two articles in the Dayton papers and a phone call from Damon Runyon Jr. of the New York Journal American called Project Blue Book's attention to the "Hell Roarer".

As a result, WADC was contacted and the following additional information was obtained: This Project was started in October 1951 with one unit. Since that time, a second unit has been constructed.

At present there are two units in existance: one at W-PAFB that is operational and one in the ETO that is non-operational. The "Hell Roarer" is so-called for the tremendous amount of noise & smoke while in operation. It is loaded with 300 pounds of powdered magnesium. This will last for four full minutes if burned continuously, However, it can be used intermittently. The "Hell Roarer" is similar to a conventional wing tank and is attached to the bomb shackles. There is an air scoop at the front end of the lower side of the tank that directs the flow of air through a tube on the underside of the tank. The powdered magnesium is fed into this tube and ignited at the rear by two "spark plugs". The "Hell Roarer" was used at various altitudes from 200' to 3500'. For photographic use, it is most effective at low (200'-1000') altitude. At any high altitude, it is useless for photographic purposes. As this magnesium burns it flickers causing a partially exposed film. (The flicker is not noticible to the human eye.) Chief value of the "HR" at present is for night observation and air-rescue work.

Up to now the "HR" has been used on only one type a/c, [redacted] the RB-26. Only one minor explosion has been encountered. Usual speed of a/c is 250 mph. The film "Inside WADC" (Uncl) shows the "HR" in action. This

film will be obtained by Project Blue. The "HR" was used on the following dates:

Late Oct 51	Bradley Fld., Connecticut
Dec 51	Dayton, Ohio
Feb 52	Dayton, Ohio
Mar 52	Langley, Virginia
Mar 52	Operation "Longhorn", Texas
Jul 52	Egland, Florida
Sep 52	Bradley Fld., Connecticut
Oct 52	Detroit, Michigan

The general opinion of the people who have seen this thing is "a burning aircraft". It emits a thick black cloud of smoke while in operation. One A.O. actually dispatched a/c to search the area for a downed plane in one instance.

Usually the public is notified of tests. in advance.

At the present, a new model is being constructed incorporating several improvements.

R.W. Castellaw A/1C
ATIAE-5

15 July '53

PIO INFORMATION:

15 Jul 53 Project Blue Book received a phone call from Damon Runyon, Jr., reporter for the New York Journal American. He stated that he had received some information concerning some new Air Force flare equipment which has a 1 million candle power light intensity and he is attempting to determine if there may be a correlation between this type of flare and the 19 Aug 52 Sonny DesVergers sighting.

Since Project Blue Book is not acquainted with this flare, Mr. Runyon asked for general information on Project Blue Book which was supplied by Lt R. M. Olsson. His paper carried a story in late 1952 on the DesVergers sighting and this was a follow-up.

Project Blue Book will ask Hq ARDC about the subject flare, where it is being tested, its visibility capabilities, and, in general, about any tests regarding guided missiles, flares, and any other equipment which might have been responsible for a "flying saucer" report.

Lt R. M. Olsson
ATIAE-5

This Case Includes

Four (4) 8" x 10" photos

AND Newspaper Clippings.

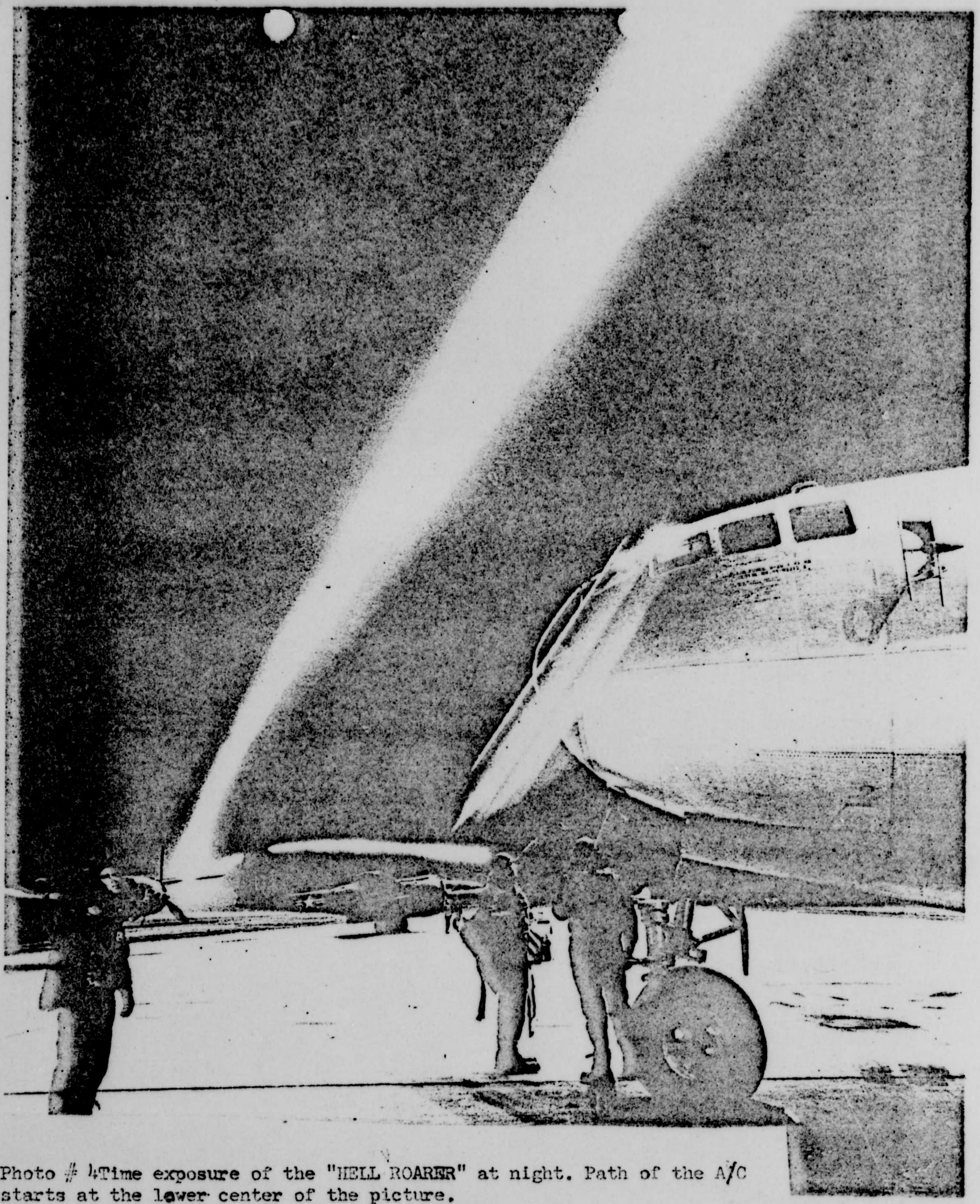


Photo # 4Time exposure of the "HELL ROARER" at night. Path of the A/C starts at the lower center of the picture.

Seen Any Good Flying Saucers Lately?

The Air Force now is able to knock down "flying saucers" almost as fast as people think they see them.

Trouble is, people keep thinking they see 'em.

Result is the Air Force's "temporary" ghost-chasing project at Wright Field, Dayton, Ohio, is going on six years old and seems destined for a sort of semi-permanent status.

One sign of how it has settled is that it started in 1948 under a Lieutenant General and now is headed by a First Lieutenant.

LT. ROBERT M. OLSSON, of Southold, L. I., temporarily in charge of the staff of six, happily reported the project, now known as "Blue Book" for no particular reason, is about as even with the game as possible.

Last year the project received 1,700 reports of "flying saucers" and explained about 86 per cent. This year it's about 90 per cent of 270 "saucers."

The big drop in "saucer" reports means people are thinking twice before fearing invasion by little men from Mars every time they see a strange light overhead.

THERE REMAINS unexplained at least 10 per cent, the main reason for continuing the project. Lt. Olsson explained:

"We don't rule out the possibility of something outside of our experience."

But he emphasized the Air Force is convinced "flying saucers" were not space ships full of gremlins from some other planet.

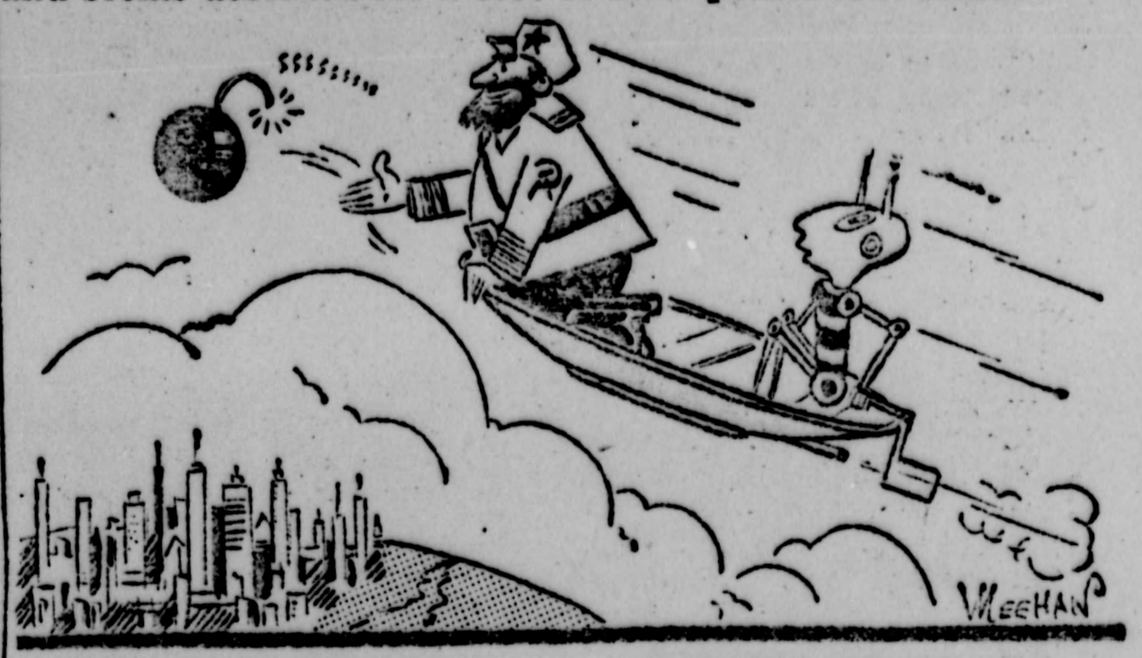
THE AIR FORCE turned over 50 of the "better reports" to top scientists in related fields such as astronomy. All agreed there was "nothing to indicate space travelers in our midst." Lt. Olsson added:

"We also think there is nothing that poses any immediate danger to this country. There is nothing to be worried about."

The Air Force also has ruled out these possibilities:

1. That Soviet Russia or some other nation has developed such a flying gimmick.

2. That the U. S. has such a secret machine.



THE AIR FORCE explanations range from weather balloons reflecting sunlight to weather conditions that produce mirage-like reflections.

Just recently the service revealed a secret gimmick that explained a few of the reports.

This was a giant magnesium flare giving off 10,000,000 candle power for night aerial photography. The device is attached to the wing of a big plane and presents an eerie sight in the sky.

Known as "The Hell Roarer," it has been tested mostly around Wright Field and Windsor Locks, Conn., so it could not explain most of the myterious 10 per cent. data learned by the projects, human psychology is tops. One group of "saucer" witnesses was given scientific demonstrations that they had actually seen the planet Venus. But they refused to believe it.

Seen any good saucers lately?

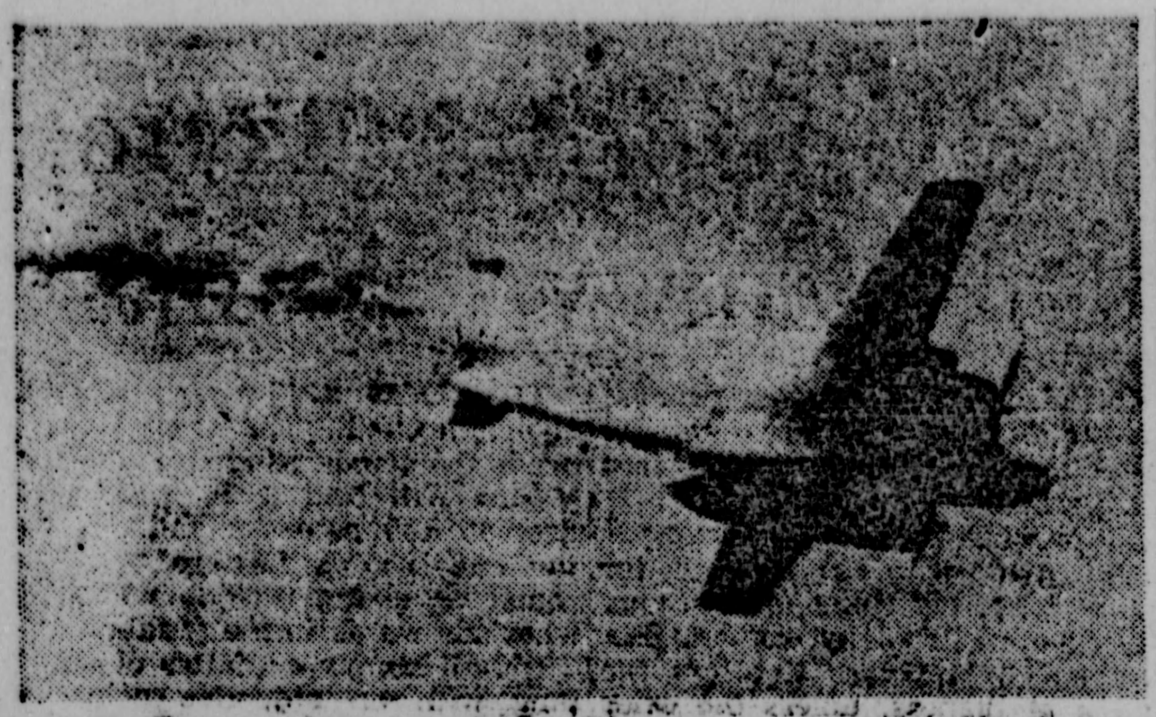
To the Old Folks Home:

Her Last Public Bow

LIVERPOOL, England, Aug. 1 (AP).—Elizabeth Stringer celebrated her 100th birthday in the dock at Magistrates Court on vagrancy charges after she was found asleep on a step. She said she was an "old artiste of the music halls."

Told to go to the old folks home, she said: "Get a gun and shoot me." But, after consultation with two women probation officers, she yielded and said she would go.

N. Y. Jour. Am Aug. 21, 1953



This picture of a B-26 bomber equipped with the "hell roarer" used for aerial night photography shows how the device might have contributed to a number of the flying saucer reports.—U. S. Air Force Photo via AP Wirephoto)

New Air Photograph Device Described

The Air Research and Development Command at Baltimore, Md., Wednesday released details of the "hell roarer," a powerful new lighting device developed by the Wright Air Development center here and Wesleyan university at Middletown, Conn., for taking aerial photographs at night.

The ("hell roarer") is contained in a torpedo-like 12-foot cylinder which attaches to the wing of a reconnaissance plane and can be controlled by the pilot. It gets its name from the roar it emits as it burns atomized or finely pulverized magnesium powder.

The gadget gives off light of approximately 10,000,000 candlepower. (A 40-watt bulb gives about 32 candlepower.) The "hell roarer" can throw its intense light for more than four minutes, and the pilot can turn it off and on as required.

Because of the extremely high temperatures which the "hell roarer" produces, it must be handled with extreme care. Built-in warning signals indicate if the device is not operating properly and the entire unit can be jettisoned if the plane is endangered.

* * *

DURING THE FIRST test flights conducted at Windsor Locks, Conn., by researchers, nearby police and field officials were besieged with telephone calls reporting flying saucers or planes going down in flames. An Air Force test conducted near Detroit also brought numerous calls. Tests got a similar response in Dayton's East End.

The device now has been successfully tested on maneuvers, and the Air Force hopes it has solved an old military problem of how to take pictures of enemy activity at night from very low altitudes and at high speeds.

Idea for the "hell roarer" was conceived by the Air Force in 1949 and development work began the same year. The first flight test took place late in 1951.

N. Y. H. T. Jy 16 1953

NEW YORK HERALD TRIBUN



Associated Press from the United States Air Force

Photograph released by the Air Force yesterday showing a B-26 bomber using a giant magnesium flare attached to the wing for night photography.

The Air Force Exposes a 'Flying Saucer'

WASHINGTON, July 15 (AP). —The Air Force announced today a powerful new flare for night photography and said the device has been responsible for some of the reports of flying saucers in the last two years. Police and field officials were besieged with phone calls reporting flying saucers or planes going down in flames" when the 10 million-candlepower flare was first tested secretly in 1951 near Windsor Locks, Conn., the Air Force said in a statement. A test near Detroit also brought numerous calls from excited observers, the Air Force said. Essentially the device is a giant magnesium flare, attached to the wing of a reconnaissance plane and controlled by the pilot. Its designers—a group of scientists and engineers at Wesleyan University, Middletown, Conn.—named it the "hell roarer" for the tremendous flood of sound emitted in the burning of finely pulverized magnesium powder at extremely high temperatures. The powder is contained in a torpedo-like cylinder 12 feet long. The intense light will burn for more than four minutes, and the pilot can turn it on and off as needed. The first flight test model was designed and developed by Robert M. Dawson, a mechanical engineer, of Newington, Conn. The purpose is to make it possible to take pictures of enemy activity at night from very low altitudes and at high speed.

ARDC Reveals Photo Device; Saucer Tip?

A "Hell Roarer" explanation for some flying saucer reports was included in an announcement yesterday by the Air Research and Development Command (ARDC) of a new device for taking night aerial pictures.

The Wright Air Development center is helping develop the "Hell Roarer," a wingtip tank which burns finely pulverized magnesium powder to provide an intense continuous light for night photography.

The name was given the mechanism by Middletown, Conn., ARDC scientists and engineers due to the roar emitted when in operation.

First test flights at Windsor Locks, Conn., brought public reports of flying saucers or planes going down in flames. Similar reaction followed a test near Detroit.

The mechanism, contained in a torpedo-like 12-foot cylinder, attaches to the wing of reconnaissance aircraft and is controlled by the pilot.

The atomized magnesium powder burns at an extremely high temperature and produces an intense light of about 10,000,000 candlepower for more than four minutes.

Because of dangers involved in handling the magnesium, the entire mechanism can be jettisoned if the plane is endangered.

Development of the "Hell Roarer" has been underway since 1949. It is believed to be the answer to the problem of how to take pictures of enemy activity at night from low altitudes and at high speeds. First flight tests were made late in 1951.

SAUCER REPORTS MENTIONED WERE SOLVED BY THE VARIOUS BASE OPS. & INTELLIGENCE OFFICERS. THESE - NO FLYOBRPT REQUIRED ON THESE SIGHTINGS BY P.B.B.

That Light In The Sky Wasn't The Sun, Son

By BILL ANDERSON
Journal Herald Staff Writer

A bright-looking object appeared over Dayton last night.

Following is a handy little reference guide for readers in case it ever happens again:

If the object is extremely bright, and hot, there's a good chance this will be the sun. This is especially true during the summer season, when the sun stays out longer than usual.

However, during this time of the year, the sun is usually down by 8:45 p.m., which rules out the possibility of the object seen last night being the sun. The object was seen at 8:45 p.m.

And to further rule out the object being the sun, the United States weather bureau reported in no uncertain terms that the sun went down yesterday at 7:04 p.m. It will not come back until approximately 6:17 a.m. today, take or give a few minutes.

When it is definitely established that a bright object at night is not the sun, there may be a chance that it is the moon.

There are several ways of looking at and for a moon. One way is to call up your girl (or boy) friend, borrow some money for gas and then go for a ride. Be sure and drive carefully, the safety division of the Chamber of Commerce recommends.

On cool nights it is advisable to have a heater in the car.

When the moon, or the bright object, is finally located, study it for some time. While moons go fast, they don't look like they're going fast from cars. Moons, too, have different shapes varying from round to half round. Half round moons are called half-moons.

Sometimes there is no moon at all. (Actually, this isn't so. It's still there, you just can't see it.)

If there is no moon showing (there was last night, but a Journal Herald report taken from authoritative sources, indicated it was hazy), see if the object looks like a flying saucer.

If it doesn't look like a saucer, but appears to be bright—and slow moving, smile.

The odds are 100-0 that the object is a bright light on the belly of a Wright Air Development Center plane used to take night-time pictures. At least that was the case last night. People in parked cars should remember this.

(Note: This story may be clipped for future reference. It will not be reprinted under any circumstances.)

Photo # 2
WHY DO THEY CALL THIS A "HELL ROARER"????

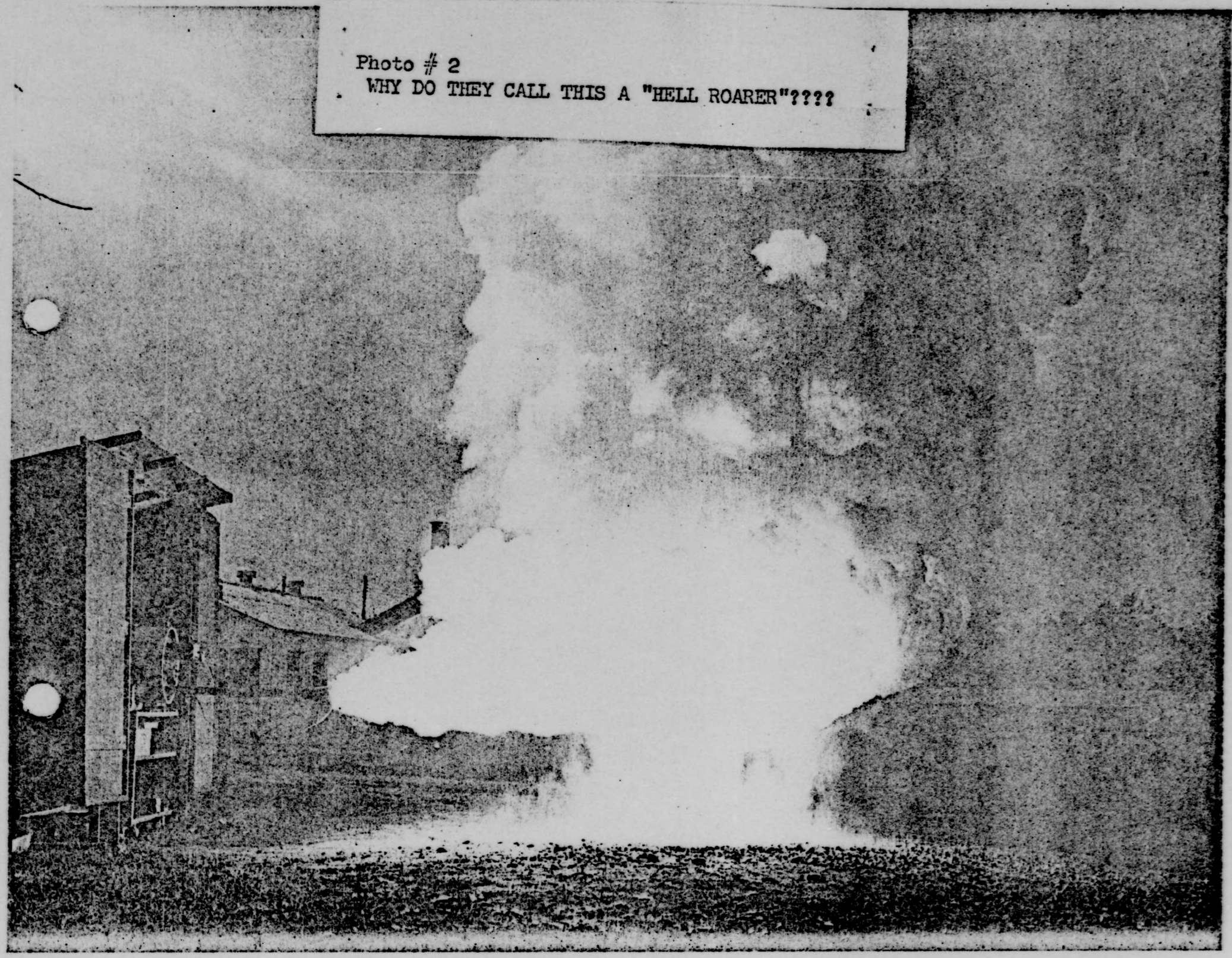
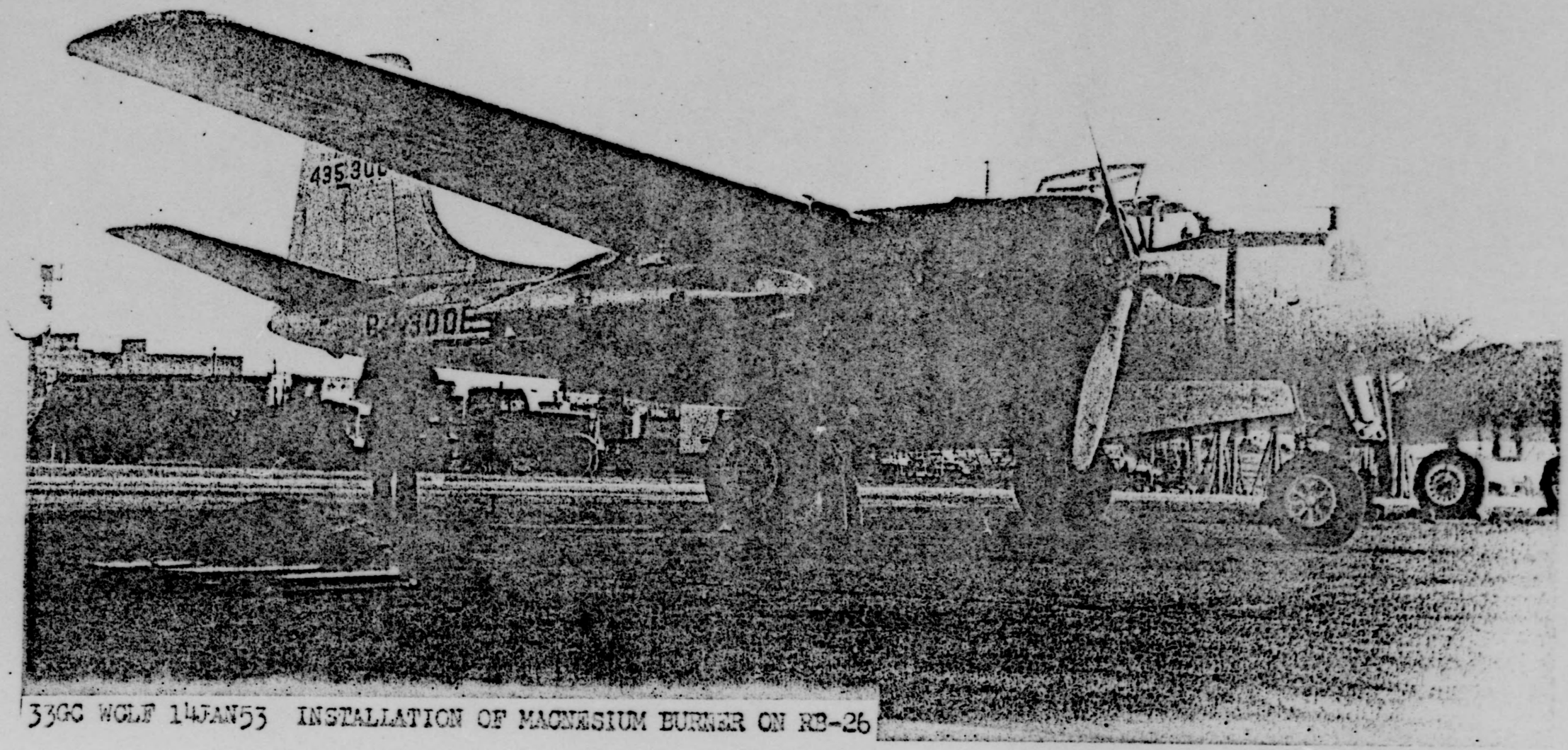


Photo # 1

INSTALLATION OF MAGNESIUM BURNER(HELL ROARER) ON THE RB-26.

1)Magnesium (300 lbs, powdered) in put into the wing tank.
2) Air enters the scoop at the fromt of the tube.
3) The magnesium is dropped into this tube, and flows out the end of the tube.
4) Two spark plugs at the extreme end of this tube are used to ignite the mixture.



33GC WCLF 14JAN53 INSTALLATION OF MAGNESIUM BURNER ON RB-26

Photo # 3
Daylite photo of the "HELL ROARER" in action.

