

~~CONFIDENTIAL~~  
~~SECRET~~  
DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON

THE INSPECTOR GENERAL, USAF  
7TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS  
MACDILL AIR FORCE BASE, FLORIDA  
JWL/WTO:gf  
17 July 1952

SUBJECT: SIGHTED UNCONVENTIONAL TYPE AIRCRAFT BY TWO PILOTS,  
PAN AMERICAN WORLD AIRWAYS, EN ROUTE BY AIR FROM  
NEW YORK CITY TO SAN JUAN, PUERTO RICO

TO: Director, Office of Special Investigations  
Headquarters, United States Air Force  
Washington 25, D. C.

1. Transmitted herewith report of Special Agent C. L. HAMILTON,  
subject as above, dated 15 July 1952.

2. In accordance with AFSCI Letter No. 85, dated 23 October 1950,  
no further action is contemplated by this office reference this subject.

1 Incl.

Rpt dated 15 Jul 52 (in trip)

*James W. Lovenbury*  
JAMES W. LOVENBURY  
Lt. Colonel, USAF  
District Commander

cc: Commanding General (in dup)  
Air Materiel Command  
Wright-Patterson AFB, Dayton, Ohio  
ATTN: MCIS

cc: Commanding Officer (in dup)  
Langley AFB, Virginia  
(THRU: DO #21)

CLASSIFICATION CANCELLED BY *[Signature]*  
BY AUTHORITY OF THE *[Signature]*  
BY KURT K. KUNZE, Capt, USAF  
Historian  
DATE 4 DEC 1975

UNCLASSIFIED  
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CLASSIFICATION CANCELLED  
BY AUTHORITY OF THE SECRETARY OF DEFENSE

BY \_\_\_\_\_

DATE \_\_\_\_\_

JNL/WTO:gf  
17 July 1952

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ATTN: MCIS

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(THRU: DO #21)



24-185-7-31  
JUL 21 7 41 PM '52  
OFFICE OF  
SPECIAL INVESTIGATIONS

OFFICE OF  
SPECIAL INVESTIGATIONS

~~CONFIDENTIAL~~  
~~SECURITY INFORMATION~~

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON 25, D. C.

The Inspector General USAF  
Miami Detachment  
7th OSI District Office of Special Investigations  
Miami International Airport, Miami, Florida  
CIH/ra  
15 July 1952

SUBJECT: SIGHTED UNCONVENTIONAL TYPE AIRCRAFT BY TWO PILOTS,  
PAN AMERICAN WORLD AIRWAYS, EN ROUTE BY AIR FROM  
NEW YORK CITY TO SAN JUAN, PUERTO RICO

TO: District Commander  
7th OSI District (IG) USAF  
MacDill Air Force Base  
Tampa 8, Florida

CLASSIFICATION CANCELLED  
BY \_\_\_\_\_  
DATE \_\_\_\_\_  
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS

1. Reference is made to AFCSI letter No. 85, dated 23 October 1950 and letter Department of Air Force, Headquarters, USAF, Washington 25, D. C., subject: Reporting of Information on Unconventional Aircraft, file number AFOIC-CC-1, dated 8 September 1950.

2. The following information is furnished as directed in above cited letters for most rapid means of communications to appropriate headquarters. Regular report on War Department Form DD O-208 is forthcoming.

Shape: Definitely circular in shape and very flat.

Size: Estimate approximately 100 feet in diameter. Determined by use of pencil, diameter of objects approximately one and one-half inches on pencil at arm's length. Believe distance of objects at closest proximity to Pan American aircraft at 6,000 feet. Also, estimated size of unconventional aircraft in relationship to city and surrounding area.

Color: Whole top surface appeared to be a hot coal, with steady glow of light, a little more amber than a cheap tail light. Far more brilliant glow than the lights of Norfolk and Newport News, Virginia. Glow extinguished directly below DC-4 after turn. Glow reappeared approximately 6 miles out and was again extinguished a few seconds later.

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~~SECURITY INFORMATION~~

Number: Six unconventional aircraft in original formation and two additional unconventional aircraft joined original flight. Original flight in echelon formation in 2 flights of 3 or a formation of 6, with the first 3 stacked up as if they were accelerating or decelerating. Entire flight appeared to fly like a group of fighters.

Aerodynamic Features: When observed on turn, appeared very thin in depth. No exhaust, flames or trails observed.

Propulsion system: Objects appeared to have no weight, accelerated and then changed heading instantaneously. Made correction of 210 degrees instantaneously and no slip or skidding observed. Opinion of co-pilot -- Degree of glow from objects is directly proportionate to rate of acceleration. Also, side of glow controlled direction and speed of aircraft.

Speed: Estimated at approximately 1,000 plus miles per hour.

Sound: Non-discernible over 4 engines of DC-4.

Maneuvers: Original sighting true heading 60 degrees. Ten miles out. Directly under DC-4, unconventional aircraft formation, rolled 90 degrees to verticle position. Recovered. Instantly changed direction by 210 degrees with true heading 270 degrees. Climbing when disappeared.

Manner of Disappearance: Brilliant glow on objects, extinguished in sequence order. Definitely not eliminated by cloud formation or distance.

Time: 2012 hours (EST), 14 July 1952.

Length of Observation: Approximately 15 seconds.

Position: 24 miles from Norfolk, Virginia, 200 degrees true heading. On first sighting Norfolk, Virginia, straight heading. Could see Newport News on right.

Manner of Observation: Visual from air in DC-4, Pan American World Airways, 889 01, flying at 8,000 feet, approximately 220 miles per hour. Estimated altitude of unconventional aircraft, 2,000 feet, originally sighted objects approximately 10 miles out, utilized a Dalton Mark "VII" computer to determine direction of objects and pencil to estimate diameter. Also, an E6B compass was utilized to determine direction of DC-4.

Location of Observer During Sight: 8,000 feet - 200 degrees heading, approximately 25 miles out of Norfolk, Virginia.



Acting First Pilot: [redacted], present residence - [redacted] Key, Florida. Aeronautical license (pilot's) reflects address as [redacted] Florida; birth, 5-15-17; male; citizen of the U. S. Airline transport pilot license number [redacted]. Single and multi-engine pilot license originally issued 1945, reissued, 1951, by Department of Commerce, Civil Aeronautics Administration, Washington 25, D. C. Also, [redacted] U. S. Naval Reserve pilot (Lt. jg), has held private pilot license since 1940 and commercial airline rating since 1945. Pan American identification number is [redacted].

Co-pilot: [redacted] Miami 38, Florida, commercial pilot license no. [redacted], employed at Pan American World Airways as pilot for one year. Employed with Bureau of Reserve and Development Division during World War II for three and one-half years under Admiral DeFlores in Washington, D. C. No other members of crew or passengers aboard aircraft observed the unconventional aircraft.

Weather and Wind Conditions: Weather at Norfolk, Virginia, 1730 to 1830, 8 miles visibility, 5 miles haze, 12,000 feet scattered with wind southwest at 5 miles per hour. At Langley Air Force Base, 12 mile visibility, 1930 to 2030, 14,000 scattered, 5 miles haze, wind south southwest at 8 miles per hour.

Meteorological or Other Conditions: No meteorological or other conditions which might account for sighting.

Existence of Any Physical Evidence: No physical evidence obtainable.

Interception of Identification Action Taken: Crew members filed report with CAA Radio Station on VHF 126.7 immediately after sighting. Requesting that information be passed on to proper military personnel. A report was available at Miami International Airport upon arrival which reflected that there were five jet aircraft flying in the vicinity of Langley AFB, Virginia, at the time of the sighting of the unconventional aircraft.

*C. L. Hamilton*  
C. L. HAMILTON  
Detachment Commander

UNITED STATES AIR FORCE  
THE INSPECTOR GENERAL  
OFFICE OF SPECIAL INVESTIGATIONS  
**REPORT OF INVESTIGATION**

FILE NO.

24-78

DATE

17 July 1952

REPORT MADE BY

C. L. HAMILTON, S/A

ra

REPORT MADE AT

DO #7, MacDill AFB

PERIOD

15 July 1952

OFFICE OF ORIGIN

DO #7, MacDill AFB

STATUS

CLASSIFICATION ~~CLASSIFIED~~

BY AUTHORITY OF THE DIRECTOR OF SPECIAL INVESTIGATIONS

BY ~~MARTIN KUNZE, Capt, USAF~~  
Historian

DATE

15 DEC 1952

TITLE

SIGHTING OF EIGHT (8) UNCONVENTIONAL  
TYPE AIRCRAFT IN VICINITY OF LANGLEY AFB,  
VIRGINIA, BY TWO (2) PILOTS, PAN AMERICAN  
WORLD AIRWAYS 2012 HOURS, 14 JULY 1952

CHARACTER

SPECIAL INQUIRY

REFERENCE

AFCSI ltr no. 85, dtd 23 Oct 1950

SYNOPSIS

Investigation initiated by District Commander, 7th OSI District (IG), USAF, MacDill Air Force Base, Tampa, Florida, upon receipt of information from Commanding Officer, 435th Troop Carrier Wing, Miami International Airport, Miami, Florida, that two (2) pilots of Pan American World Airways had sighted eight (6) unconventional type aircraft. First Pilot ~~REDACTED~~, Biscayne Key, Florida, and Co-Pilot ~~REDACTED~~.

~~REDACTED~~ 38, Florida, both employed by Pan American World Airways, in DC-4 number 88901, en route from New York City, New York, to Miami, Florida, observed one (1) formation of six (6) unconventional aircraft and two (2) unconventional type aircraft which joined original formation at 2012 hours (EST), 14 July 1952. Pan American Airways DC-4 at 8000 feet, 24 miles north of Norfolk, Virginia, flying true heading 200 degrees. Unconventional aircraft originally observed approximately ten (10) miles out at 2000 feet with sixty (60) degrees true heading. Continued course to approximately under DC-4; banked ninety (90) degrees then recovered and changed direction instantly by one-hundred-fifty (150) degrees with true heading two-hundred-seventy (270) degrees and were climbing when they disappeared. Approximate speed estimated 1000 plus miles per hour. Objects had a brilliant reddish amber glow, were circular in shape with estimated diameter of one-hundred (100) feet and thickness of ten (10) feet. Length of sighting time approximately fifteen (15) seconds.

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DISTRIBUTION

CG, AMC (Attn: MCIS)

(Incl) ~~REDACTED~~

DO #7, Langley AFB

(Incl) ~~REDACTED~~

DO OSI (Incl) ~~REDACTED~~

File (Incl) ~~REDACTED~~

17 JUL 1952

ACTION COPY FORWARDED TO

Commanding General, AMC

ATTN: MCIS

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52 JUL 1952

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FILE STAMP

"Disclosure of the nature, sources, or even the existence of the information in this report to persons not normally entitled to such information may be made only when expressly authorized by the Director of Special Investigations, IG, or higher authority. Unauthorized disclosure of such information will be considered a violation of AFM 20-10, paragraph 1-1.1."

24-785-1-1

UNITED STATES AIR FORCE

THE INSPECTOR GENERAL

JUL 22 7 16 PM '52

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SPECIAL

FILE

24-785-1-1

U. S. GOVERNMENT PRINTING OFFICE

DO #7 - 24 78

DETAILS:

1. Investigation initiated by District Commander, 7th OSI District (IG) USAF, MacMill Air Force Base, Tampa, Florida, upon receipt of information from Commanding Officer, 435th Troop Carrier Wing (M), Miami International Airport, Miami, Florida, which reflected that two (2) pilots of Pan American World Airways had, during a flight from New York City, New York, to Miami, Florida, observed approximately eight (8) unconventional type aircraft at 2012 hours (EST) 14 July 1952 in the vicinity of Langley Air Force Base, Virginia.

2. This is a joint investigation conducted by S/A LOUIS A. JOHNSON, S/A RUDOLPH MCCOLLUGH and the writer.

AT MIAMI INTERNATIONAL AIRPORT, FLORIDA

3. Interview with 1st Pilot [REDACTED], Biscayne Key, Florida, and Co-Pilot [REDACTED], Florida, resulted in their following narrative experience of 14 July 1952 at 2012 hours (EST):

Mr. [REDACTED] was First Pilot and Mr. [REDACTED] Co-Pilot, on a Pan American World Airways DC-4 type aircraft No. 88901 on 14 July 1952 and were en route from New York City, New York, to Miami International Airport, Miami, Florida. The captain of the aircraft, [REDACTED], was not at the controls of the aircraft at the time of the sighting. At 2012 hours (EST), 14 July 1952, [REDACTED] and [REDACTED] were flying in the DC-4 at 8000 feet, with a true heading of two hundred (200) degrees and were approximately twenty-four (24) miles from Norfolk, Virginia, when [REDACTED] observed the six (6) unconventional type aircraft approximately ten (10) miles distant in echelon formation. Each object was emitting a brilliant reddish amber glow and all were progressing on a heading of sixty (60) degrees directly toward the PAA DC-4. The altitude of these unconventional aircraft appeared to be two-thousand (2000) feet. [REDACTED] called [REDACTED]'s attention to the objects and both observed the objects coming in their direction. Mr. [REDACTED] lost sight of the objects when they went below the glare shield on the right-hand side. [REDACTED] immediately released his safety belt and crossed over to the right side of the cockpit behind [REDACTED]. [REDACTED] was able to continuously observe these objects. He reflected that just prior to the time the unconventional aircraft were below his DC-4, the front echelon seemed to be decelerating because it appeared that the front three (3) craft failed to hold their position in relation to each other, whereas the rear echelon continued smoothly. Then the entire flight of six (6) unconventional aircraft rolled to the left in perfect unison and then recovered to level flight. Instantly thereafter the entire flight of six (6) aircraft changed their direction by one-hundred-fifty (150) degrees to a true heading of two-hundred-seventy (270) degrees. No slip or arc was observed. The aircraft appeared to be weightless and changed a one-hundred-fifty (150) degree direction in defiance of gravity. Upon completion of the



DO # 24 78

DETAILS: (Cont'd)

turn, the six (6) unconventional aircraft gave forth a very brilliant glow and [redacted] observed two (2) other unconventional type aircraft coming in from the right of the original formation. Almost instantly thereafter all illumination disappeared instantaneously. A moment later the brilliant glow reappeared on the objects instantaneously and they appeared to be in a steep climb. Their glow was extinguished again, this time in sequence rather than simultaneously and they were lost to view. The objects were definitely not eliminated from view by cloud formation or distance.

4. In accordance with AFOSI Letter No. 35 dated 23 October 1950 and letter Department of the Air Force, Headquarters, United States Air Force, Washington 25, D. C., entitled "Reporting of Information on Unconventional Aircraft," dated 3 September 1950, following information was obtained through interview and is set forth:

Shape: Definitely circular in shape and very flat.

Size: Estimate approximately 100 feet in diameter. Determined by use of pencil, diameter of objects approximately one and one-half inches on pencil at arm's length. Believe distance of objects at closest proximity to Pan American aircraft at 6000 feet. Also, estimated size of unconventional aircraft in relationship to city and surrounding area.

Color: Whole top surface appeared to be a hot coal, with steady glow of light, a little more amber than a cheap tail light. Far more brilliant glow than the lights of Norfolk and Newport News, Virginia. Glow extinguished directly below EC-4 after turn. Glow reappeared approximately 5 miles out and was again extinguished a few seconds later.

Numbers: Six unconventional aircraft in original formation and two additional unconventional aircraft joined original flight. Original flight in echelon formation in 2 flights of 3 or a formation of 6, with the first 3 stacked up as if they were accelerating or decelerating. Entire flight appeared to fly like a group of fighters.

Aerodynamic Features: When observed on turn, appeared very thin in depth. No exhaust, flames or trails observed. No navigation lights or running lights observed. Only reddish amber brilliant glow from top surface.

Propulsion System: Objects appeared to have no weight, accelerated and then changed heading instantaneously. Made correction of 150 degrees instantaneously and no slip or skidding observed. Opinion of co-pilot — Degree of glow from objects is directly proportionate to rate of acceleration. Also, side of glow controlled direction and speed of aircraft.

[redacted]  
[redacted]



DO # 24 78.

DETAILS: (Cont'd)

Speed: Estimated at approximately 1000 plus miles per hour.

Sound: Non-discernible over 4 engines of DC-4.

Maneuvers: Original sighting true heading 60 degrees. Ten miles out. Directly under DC-4, unconventional aircraft formation, rolled 90 degrees to verticle position. Recovered. Instantly changed direction by 150 degrees with true heading 270 degrees. Climbing when disappeared.

Manner of Disappearance: Brilliant glow on objects, extinguished in sequence order. Definitely not eliminated by cloud formation or distance.

Time: 2012 hours (EST), 14 July 1952.

Length of Observation: Approximately 15 seconds.

Position: 24 miles from Norfolk, Virginia, 200 degrees true heading. On first sighting Norfolk, Virginia, straight heading. Could see Newport News on right.

Manner of Observation: Visual from air in DC-4, Pan American World Airways, 089 OI, flying at 3000 feet, approximately 220 miles per hour. Estimated altitude of unconventional aircraft, 2000 feet, originally sighted objects approximately 10 miles out, utilized a Dalton Mark "VII" computer to determine direction of objects and pencil to estimate diameter. Also, an E6B compass was utilized to determine direction of DC-4.

Location of Observer During Sight: 3000 feet - 200 degrees heading, approximately 25 miles out of Norfolk, Virginia.

Acting First Pilot: [redacted] present residence - [redacted] Biscayne Key, Florida. Aeronautical license (pilot's) reflects address as [redacted] Florida; birth, 5-15-17; male; citizen of the U. S. Airline transport pilot license number [redacted]. Single and multi-engine pilot license originally issued 1945, reissued, 1951, by Department of Commerce, Civil Aeronautics Administration, Washington 25, D. C. Also, [redacted] U. S. Naval Reserve pilot (Lt. jg), has held private pilot license since 1948 and commercial airline rating since 1945. Pan American identification number [redacted]

Co-Pilot: [redacted] Miami 33, Florida, commercial pilot license no. [redacted], employed at Pan American World Airways as pilot for one year. Employed

DO #7 24 78

DETAILS: (Cont'd)

with Bureau of Research and Development Division during World War II for three and one-half years under Admiral DeFlores in Washington, D. C. No other members of crew or passengers aboard aircraft observed the unconventional aircraft.

Weather and Wind Conditions: Weather at Norfolk, Virginia, 1730 to 1830, 8 miles visibility, 5 miles haze, 12,000 feet scattered with wind southwest at 5 miles per hour. At Langley Air Force Base, 12 mile visibility, 1930 to 2030, 14,000 scattered, 5 miles haze, wind south southwest at 8 miles per hour.

Meteorological or Other Conditions: No meteorological or other conditions which might account for sighting.

Existence of Any Physical Evidence: No physical evidence obtainable.

Interception of Identification Action Taken: Crew members filed report with CAA Radio Station on VHF 126.7 immediately after sighting. Requesting that information be passed on to proper military personnel. A report was available at Miami International Airport upon arrival which reflected that there were five jet aircraft flying in the vicinity of Langley AFB, Virginia, at the time of the sighting of the unconventional aircraft.

5. The following impressions were received by WASH and FORTENBERRY during the course of the observation of the unconventional type aircraft:

a. The saucers were in a controlled formation, and during deceleration prior to the change of direction, they did not hold perfect formation, but some almost overran the leader. After the turn they were again in good formation.

b. The glow or light on the top surface was related to the power source, since in deceleration the light dimmed, and apparently brightened when power was again applied.

c. Thickness of the objects was estimated at ten to fifteen feet by [redacted] and at not enough to accommodate a man standing erect, by [redacted]

d. The objects did not respond to natural laws, and appeared weightless. They were not affected by gravity or momentum since they changed direction 150 degrees without turning or coming to a stop.

e. No physical characteristics were noticeable except as already mentioned. The light on top of the saucers was internal and not projected, since it was not reflected off the DC-4.

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DO #7 24 78

DETAILS: (Cont'd)

f. The light did not pulse but was steady, and the objects were sharply outlined. There was no corona or hazy periphery surrounding them. The dimming was as if by rheostat, or reduction of power. They also went completely off instantly and instantly reappeared.

g. The objects are definitely not of earthly origin.

6. One (1) copy only of overlay of WAC 357 concerning sighting location is attached to reports of Headquarters OSI, Commanding General, AMC, OSI District Office No. 21 and OSI District Office No. 7.

CLOSED

INCLOSURES

FOR CG, AMC (Attn: MCIB):

Overlay of WAC 357 sighting location.

FOR DO #21, LANGLEY AFB:

Overlay of WAC 357 sighting location.

FOR HQ OSI:

Overlay of WAC 357 sighting location.

FOR FILE:

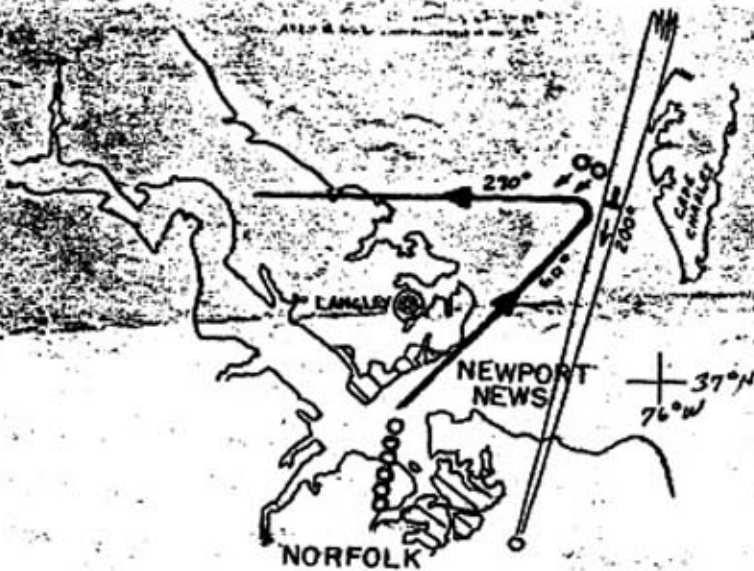
Overlay of WAC 357 sighting location.

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37°20' N

77°W



WAC 357

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