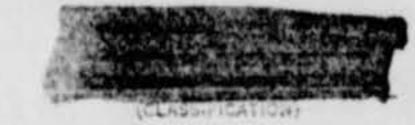
PROJECT 10073 RECORD

1. DATE - TIME GROUP	2. LOCATION King Salmon, Alaska			
Feb 53				
military and civilian	10. CONCLUSION ASTRONOMICAL: STAR/PLANET Comments: One of the observers reported on 18 Feb that he had seen same			
one	obj was a planet. 10pm. Most likely Jupiter. Mars & ye set about 9 pm.			
6 min	Orange light changing to white was observed at a stationary position performing various pulsating movements disappearing			
s. TYPE OF OBSERVATION ground visual	instantly.			
7. COURSE				
8. PHOTOS				
□ Yes XX No				
9. PHYSICAL EVIDENCE				

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

AF FORM 112-PART II, APPROVED 1 JUNE 1918



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STATEMENT

There was a temperature inversion at the time. On the surface the temperature was 22°F, at 3500 feet the temperature was believed to be about plus 2°F and at 10,000 feet the temperature was estimated at -5°F by the weather officer. The sky was very clear and it was a very cold night.

The F-94B jet fighters available for Air Defense were grounded at the time and no intercept was sttempted.

There is no other known evidence other than that contained in these statements.

I certify the statements contained herein to be true and correct to the best of my knowledge.

/s/ William F. Farley
/t/WILLIAM, F. FARIEY
lst. Lt. USAF
Chief Controller

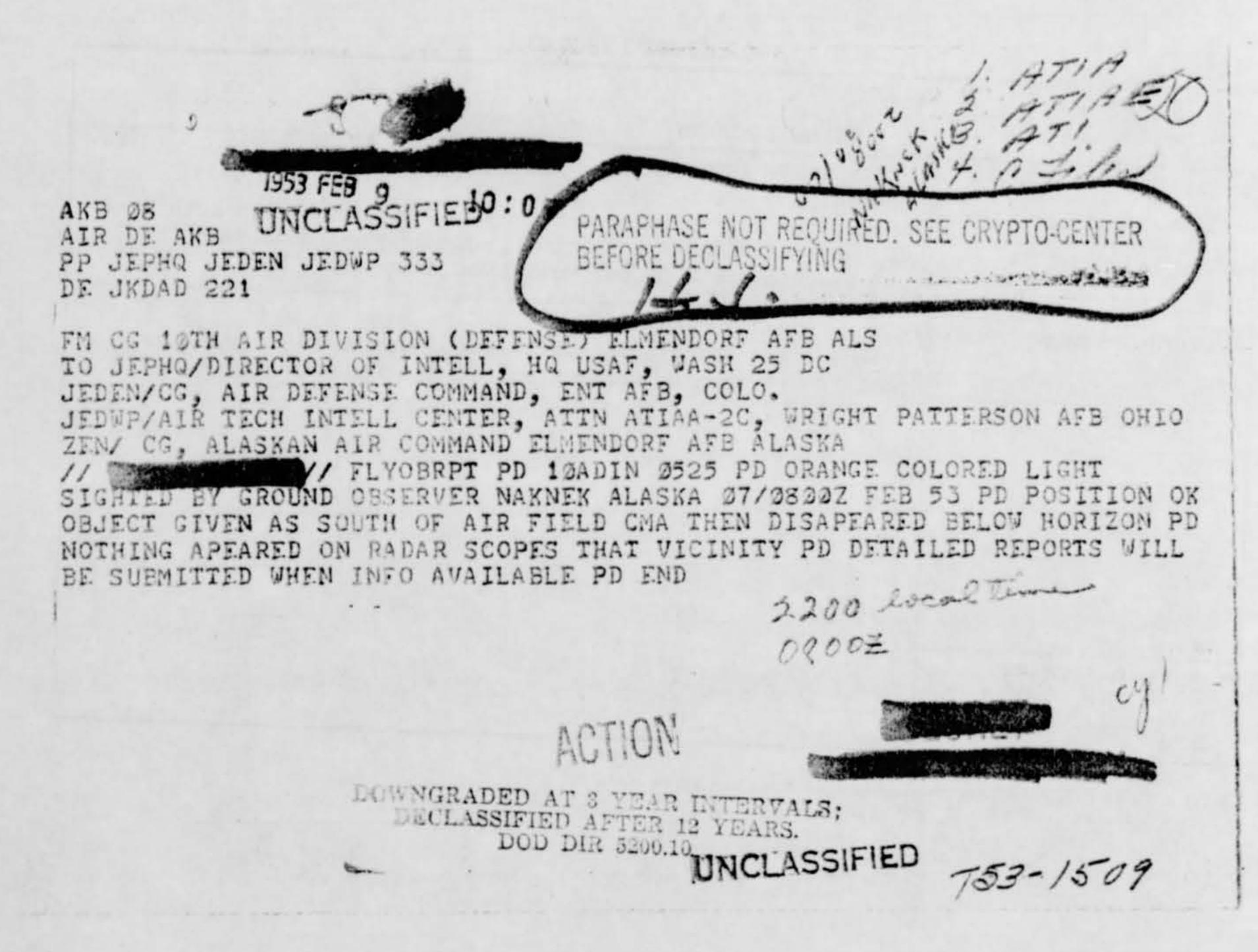
COMMENTS of Preparing Officer:

This report is considered to be of value primarily for the assistance it may furnish in identifying other sightings not otherwise so clearly established to be planets.

ROBERT F. SHRIGHET

Capt, USAF

Ass't Dir of Intell



1953 FEB 13 13:26

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PP JEPHQ JEDWP JEDEN 333

DE JKDAD 202

P 112130Z

FM CG 10TH AIR DIVISION (DEFENSE) ETMENDORF AFB ALASKA ---

TO JEPHQ/DIRECTOR OF INTELL, HQ USAF, WASH 25 DC

JEDWP/AIR TECH INTELL CNTR, WRIGHT PATTERSON AFB OHIO, ATTN: AIIAA-2C-

JEDEN/CG AIR DEFENSE COMMAND ENT AFB COLO

ZEN/CG ALASKAN AIR COMMAND

1/ A THIS HOLD IN STATUS OF MAIL SERVICE BETWEEN SITE AND THIS HO

PD END

12/0945Z FEB JKDAD



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5010th Composite Wing

10th Air Rescue Go

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PACES

705TH AIRCRAFT CONTROL AND WARNING SQUADRON APO 948, c/o Postmaster Seattle, Washington

11 February 1953

SUBJECT: FLYOBRPT

TO:

Commanding General 10th Air Division, Defense APO 942, U. S. Air Force

- 1. On 6 February 1953 at 2000 A.S.T. the Naknek Detachment of the 64th Fighter-Interceptor Squadron informed 795th AC&W Squadron radar operations that personnel at King Salmon Tower, King Salmon, Alaska had sighted a light in the sky to the west of the field. Nothing unusual could be detected by radar. The 705th AC&W Squadron controller called the tower asking for more information and was informed that the object had dissappeared.
- 2. King Salmon, Alaska is an isolated C.A.A. airfield located at 156° 39'W, 53° 41'N. There was no reported air traffic in the area. Weather observers at King Salmon Airport reported they had not sent up weather ballons that night. The sky was very clear and the temperature was very low approximately -22°F.
- 3. The Chief Controller later interviewed Later is, Chief Airways Operations Specialist (Airport), Mrs. Management, wife of Later Airways Operations Specialist (Communications), and Later, Aircraft Communicator. These are all Civil Aeronautic Administration personnel and all saw the light. Their signed statements are inclosed. The magnetic headings given in the statements were determined at the time of the interview from land marks observed at the time of the sighting.
- 4. AF Form 112, Air Intelligence Information Report, required by AFL 200-5 dated 29 April 1952 are not available at this station.

FOR THE COMMANDING OFFICER:

/s/ William F. Barley
/t/ WILLIAM F. FARLEY
lst Lt, USAF
Assistant Adjutant

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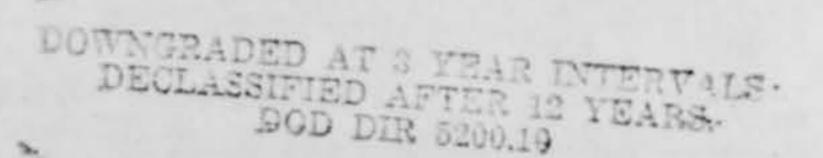
STATEMENT

I, Victor Mahler, Aircraft Communicator residing at King Salmon, Alasak make the following statement.

On 7 February 1953 at approx OBOOZ I received a call from the control tower operator at King Salmon CAA control tower. I was in the CAA communications at the time I received the call from James Burrus to dome to the tower and take a look at a strange light in the sky. I observed the light for about six minutes. The shape of the light was as I have sketched below and changed from an orange color to white several times. There was no definite movement to indicate it was traveling in one set direction although it made slight movements in the hormontol plane but always returned to its stationary position. The direction from the tower was west and the distance was very hard to judge and at the first I estimated it to be about thirty miles, after observing it for a few minutes relized it could be any distance. The size was approx ten to twelve inches. The oval shape changed from time to time as though comeone were rotating a cylinder. The light disappeared just as though a cendle were put out.

The above is a well intary statement and is true and correct to the best of my knowledge.

> /s/ Victor Mahler /t/ Victor Mahler King Salmon, Alaska



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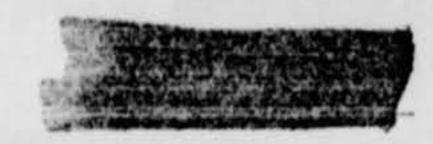
STATEMENT

I, James N. Burrus, Chief Airways Operations Specialist (Airport), residing at King Salmon, Alaska make the following statement.

On 7 February 1953 at approx 0500Z I observed a light west of the CAA Control Tower located at King Salmon Airport, at which I was on duty. The light appeared when first noticed by me to be approx 20° elevation above the horizon. Having served 14 mos. at this airport I have never noticed a light at that position or elevation. Having no A/C in the vicinity at the time I made in attempt to noti y radar operations at Naknek AFB, in order to do this I had to relay the message through the Fighter Det. stationed at King Salmon Airport. I obtained a pair of 6 power Field Glasses so that I might observe the light more closely. The light appeared to be oval shaped and changing in color from a rediish orange to white. The frequency of change was not regular, one time the change would be very rapid ant the next very slow. I was unable to estimate the distance of the light. The position of the light remained stationary with a mlight side movement. The oval would become longer vertically and then return to a normal oval. There was no noticable change in width. When the light changed it was like a piece of metal being mede white hot, the white was very distinctive from the reddish orange. The size of the light looked approx. one foot in diameter. After a period of approx, ten minutes I turned away to answer a phone call and upon returning to observe the light I was unable to see anything where the light had been.

The above is a voluntary statement and is true and correct to the best of my knowledge.

/s/ James N. Burrus /t/ James N. Burrus King Salmon AMON LINES



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STATEMENT.

I, Mrs. Marcelle L. Adair, residing at King Salmon, Alaska make the following statement.

During the eveining of 6 February 1953 at approx. 10:00 P.M. Alaskan standard time I observed a strange bright light in the sky west of my home. The light was a Red-Orange when I first observed it and changed to white and back to Red-Orange several times. The light was about the size of the obstruction lights on the end of the runway, 8" to 10". There appeared to be fog or clouds above the horizion and below the light. The light did not change colors regularly, sometimes fast, sometimes slow, and did not appear to move. When the light was white it was very white.

The above is a voluntary statement and is true and correct to the best of my knowledge.

/s/ Marcelle L. Adair /t/ Mrs. Marcelle L. Adair King Salmon



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STATEMENT

I, 1st Lt William F. Farley, AO 715 752, make the following st tement.

At 2000% 7 February 1953 while on duty as controller in 705th ACAN Squadron radar operations the Maknek Detachment of the 64th Fighter-Interceptor Squadron called me and said that King Salace Tower informed them that they could see an unusual light in the sky. Tower requested the information be passed to radar operations. We could see nothing unusual on the rad r scope.

On 9 February I went to King Salmon Airport and interviewed the personnel who saw the light. James N. Burrus who was on duty in the Control Tower was the first to see the light. We took a bearing from land marks he noted during the sighting and got a magnetic bearing, of 250° from the Control Tower. I have worked with Mr. Burrus several times and have found him to be a very reliable and efficient Aipport Traffic Control Chief. He has had eight years experience in Air Traffic Control.

Victor Mahler, Aircraft Communication also saw this light from the Control Tower. He has held this position since August 1951. I have had no previous opportunity to meet Mr. Mahler but he seemed very sincere in his statements and seemed to be a most reliable type of person.

I then interviewed Mrs. Marcelle L. Adair, wife of Joe L. Adair who is the Chief Airways Operations Specialist (Communications) at King Salmon Airport. Taking a bearing from the point where she saw this light gave a bearing the same as from the Tower. I would judge the distance from the Tower to where she made the observation to be not more than two-hundred fiet. She also seemed to be a very reliable and sincere type person.

I interviewed the Weather Officer at the Airport and found Weather to be as follows. On the surface there was a high pressure center northwest of field and a low pressure center southeast of field. At 10,000 feet the high pressure center was still northwest of field but much farther eway. The low pressure center was J.M. of field at 10,000 feat but not far from the field. A line from the high pressure center on the ground to the high pressure center on the ground to the high pressure center at altitude would be a line sharing upward in a direction of around 3100 true about 2900 magnetic.

Surface winds were 3409 at mine knots, at 2000 fore 34 0 deventeen knots, at 6000 feet 2900 at six knots, at 10000 feet 2009 at eight knots.