

PROJECT 10073 RECORD CARD

1. DATE 31 May 1952		2. LOCATION Korea		12. CONCLUSIONS ☒ Was Balloon <i>WFL</i> ☒ Probably Balloon ☐ Possibly Balloon	
3. DATE-TIME GROUP Local <i>80/1920Z</i> GMT 0350		4. TYPE OF OBSERVATION ☒ Ground-Visual ☒ Air-Visual ☐ Ground-Radar ☐ Air-Intercept Radar		☐ Was Aircraft ☒ Probably Aircraft ☐ Possibly Aircraft	
5. PHOTOS ☐ Yes ☒ No		6. SOURCE A/2c (Radio Men)		☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical	
7. LENGTH OF OBSERVATION 2 Min		8. NUMBER OF OBJECTS 1		9. COURSE ☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown	
10. BRIEF SUMMARY OF SIGHTING Color--Blue Tint Shape---Round				11. COMMENTS Poss of jet with a high powered spot light Maneuvers--Descend & Climb vertically, straight & Level Flight	

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AF FORM 112-PART I

APPROVED 1 JUNE 1948

COUNTRY Korea	REPORT NO. 52-106	(LEAVE BLANK)						
AIR INTELLIGENCE INFORMATION REPORT								
SUBJECT Sighting of Unidentified Flying Object								
AREA REPORTED ON North Korea	FROM (Agency) Det 1, 6004th AISC, APO 970							
DATE OF REPORT 11 June 1952	DATE OF INFORMATION 31 May 1952	EVALUATION B-1						
PREPARED BY (Officer) Capt F. C. Slingluff	SOURCE 319th Fighter Interceptor Sq.							
REFERENCES (Control number, directive, previous report, etc., as applicable) Det 1, 6004th AISC, Rpt 52-93 and Rpt 52-94								
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 112 - Part II.)								
<p>This report contains information obtained from F-94 crew members who experienced a visual sighting and engagement of an unidentified flying object. This object was described as emanating a brilliant white light, shape estimated to be round, possessed a superior speed and climbing ability over the F-94 and had the ability to turn as well as the F-94. This object was first sighted visually by ground sources whose statements are included in reports 52-93 and 52-94 cited above.</p>								
APPROVED:								
<p>JEAN H. DAUGHERTY Colonel, USAF Director of Intelligence</p>								
<p>INCL.</p> <p>DOWNGRADED AT 12 YEAR INTERVALS: NOT AUTOMATICALLY DECLASSIFIED. DOD DIR 5200.10</p>								
<p>DISTRIBUTION BY ORIGINATOR</p> <table border="0"> <tr> <td>DI, F-94, cy 1</td> <td>ATI, 6004th AISC, cy 4</td> </tr> <tr> <td>DI, 5th AF, cy 2</td> <td>ATLO, F-94, cy 5</td> </tr> <tr> <td>GO, 6004th AISC, cy 3</td> <td>File, cy 6</td> </tr> </table>			DI, F-94, cy 1	ATI, 6004th AISC, cy 4	DI, 5th AF, cy 2	ATLO, F-94, cy 5	GO, 6004th AISC, cy 3	File, cy 6
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GO, 6004th AISC, cy 3	File, cy 6							

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AF FORM 112--PART H
APPROVED 1 JUNE 1949

AIR INTELLIGENCE INFORMATION REPORT

FROM: (Agency)	REPORT NO.	PAGE	OF	PAGES
Det 1, 6004th AIES, APO 970	52-106	3	3	

conservative, reliable, and are experienced as an all weather team. This object was first sighted visually and reported on the radar ground station to the F-94 crew.

Weather and wind condition at the time of sighting: Visibility unlimited with dawn light to dark - Wind was from the west at approximately 50 knots.

If sighting was by electronic methods a statement whether any attempt to visually sight the object was made: Sighting made visually both from ground and air.

Any activity or conditions meteorological which might account for the sighting: Negative.

Remarks: The light from 500 yards appeared to be the size of a household sewing thimble and the F-94 was flying on "W" during part of the encounter. The crew believed that the unidentified object maintained contact by the dawn light silhouette and afterburner glow of the F-94.

[REDACTED]
1st Lt., USAF
Operations Officer

D/I FRAP Comment:

1. The maneuvers described are at variance with those described by the ground observers who reported what is believed to be the same sighting (Reference Det 1, 6004th Air Intelligence Service Squadron Reports No 52-93 and 52-94).
2. The performance reported indicates that the object was possibly a light carried by a highperformance aircraft.
3. Location of the sighting was just south of Chorwon, approximately 180 nautical miles from Antung.
4. Due to the erratic maneuvers of the object it may have been impossible for the F-94 to lock radar contact, but no explanation has been found for failure of the ground radar to "paint" the object at any time.

Col. J. H. Howard
CHARLES Y. BARTILL
Brigadier General, USAF
Deputy for Intelligence

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