

ROUTING

# JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

ATTN: CO, ATIC

INITIALS: Col. Taylor

DATE: 4 February 1952

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CO, ATIC

UNCLASSIFIED

DATE-TIME GROUP

11700Z Feb 52

PRECEDENCE FOR:

ACTION

INFORMATION

ROUTED

BOOK MESSAGE

ORIGINAL MESSAGE

MULTIPLE ADDRESS

CRYPTOPRECISION

YES

NO

REFERS TO MESSAGE:

IDENTIFICATION

310956Z

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TO:

Director of Intelligence  
Headquarters USAF  
Washington 25, D. C.

INFO:

ATTN: AFOW-A Subject: Comments on USAF Observations of Unidentified Objects, 30 Jan 52. Reference above subject and telephone conversation between the undersigned and Col Sherman on 1 Feb, following possibilities considered: (a) Exhaust stack flame from aircraft engine running rich. Considered doubtful because no known Soviet aircraft have exhaust stack arrangement that would produce this illusion. (b) Jet aircraft engine or afterburner exhaust. Considered doubtful because it is thought such an exhaust would have been recognized and identified by observers. (c) Vortex in airstream. Considered doubtful because of time of sighting, and description of object as colored. (d) Nanjet helicopter. Considered doubtful because of the unlikelihood of the presence of any such aircraft at the altitude and in the positions given, and because of the comparatively slow forward speed such an aircraft would possess. (e) Air-to-air weapon in the form of sheet metal discs dropped from higher altitude. Germany was known to have had such a development during World War II. Such a weapon might well have the disc-shaped appearance and the spinning motion described, and it might also either be illuminated or

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FROM: (Originator)

CO, ATDC

DATE-TIME GROUP 12700Z Feb 52		SECURITY CLASSIFICATION
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<input type="checkbox"/> MULTIPLE ADDRESS	CRYPTOPRECAUTION <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
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TO:

Director of Intelligence  
Headquarters USAF  
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reflecting illumination from some other source. However, the description of the object sighted as having maintained a position parallel to the sighting airplane for some time, would seem to eliminate this possibility. It is therefore considered doubtful, although somewhat less so than other possibilities mentioned above.

(f) "Fireballs." These phenomena made their appearance over both Germany and Japan during World War II. They have never been completely explained, and there is no record of aircraft having been damaged by them. One evaluation is that they may have been flying bombs launched either from the ground or from aircraft, and that the characteristic fiery glow was the exhaust of the powered missile. Another is that they may have been ground-launched rockets containing illuminating or incendiary agents that drifted downward on parachutes. Some such weapon or a development of it is considered a fair possibility in this case. (g) Trailed bombs. This weapon was developed in 1942 by Germany, and in its original application was intended as a defense by bombers against pursuing fighters. It consisted of a bomb of 20 to 25 kg in weight attached to a wire some 100 to 250 meters long, fitted to cause

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FROM: (Originator)

CO, ATTD

DATE-TIME GROUP 11700Z Feb 52		
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<input type="checkbox"/> MULTIPLE ADDRESS	CRYPTOPRECAUTION <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
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the execution of wide swinging circles behind the bomber when the wire was paid out from the bomber's tail. It could be exploded at will by a crew member of the bomber. A variation of this weapon that may have been intended for use against bombers, was a cylindrical object trailed by wires from a Ju.88. Such a weapon would appear circular or disc-shaped, might well take on a spinning motion when trailed, might be illuminated or reflect light, and might for a time, parallel the course of an aircraft attached; for these reasons it is considered a fair, or perhaps even a good, possibility.

FEAF has been requested to supply additional details of sightings, and to alert all aircrews to watch for repetitions. The suggestion has also been made that crews attempt to measure distances, angles, size, etc. by a system employing Central Fire Control equipment. Signed, Air Technical Intelligence Center

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DRAFTER'S NAME (and signature, when required) Lt Col Ray W. Taylor/ln		SECURITY CLASSIFICATION	PAGE 3 OF 3 PAGES
SYMBOL ATT		TELEPHONE 59210	RELEASING OFFICER'S SIGNATURE FRANK L. DUNN, Colonel, USAF
		OFFICIAL TITLE Chief, Air Technical Intelligence Center	

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