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SECURITY
INFORMATION

AIR INTELLIGENCE INFORMATION REPORT

NO. 1075, 401 BRANCE

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I was flying the left seat of a Hercules Air Base C-47 on a round-trip flight Wiesbaden-Germany. On returning from Ghrin to Wiesbaden, I had just crossed over the Ghrin Stage station and had acquired a turn to heading of 300°. At this time I noticed at 90° to the right of the line of flight what appeared to be a very bright white star. At first I attached no great importance to it but began to wonder what star it could be. It was so bright that I searched the way for other stars of comparable brilliance. However, because of a moon, clearly full, the stars were fairly dim. Approximately ten seconds later I looked at two more light spots and received the impression that it was moving. Looking away and then back at air, I discovered that it was moving and on a heading of approximately 270°. The light crossed in front of our aircraft at about 500 feet (200 feet higher than our altitude at the time) and it appeared as great as or greater than a jet fighter at cruise. The light was white with no lesser secondary colors, and no sparks, etc., trailing behind it. I was too preoccupied in describing how much it for a positive identification. After it had passed in front of the aircraft and was approximately one mile or two miles west, I saw the glimmer of a second light at the 4 o'clock and turned to follow it. At that time the object had a fairly light core of approximately 20 degrees and I turned the aircraft to intercept it. The object approached rapidly and the brilliant white light disappeared to be replaced by a bright flash brighter than normal search light of aircraft followed by light, then a blinding green light, followed by the white light again. At this point the object was directly over the city of Wiesbaden and I attempted to determine its silhouette outlined against the lights of the city.

2. At this point it is very possible that identification of the situation, for only a fraction of a second was I able to discern its silhouette. It was my impression that the object was circular in shape with white lights on the leading edge. Around the leading edge was what appeared to be a slight haze similar to that caused by wake of turbine fans emanating from jet aircraft, which faded the lights of the city seen through its haze. The object made a sharp turn to the left on a heading of approximately 270 and disappeared under the nose of the aircraft. At this point I observed the time to be 2107 hours. I estimate the total time of observation was not more than three minutes. (LTJ 1099975 in Col Wilman was the Air Station in Prague, Czechoslovakia, and has recently been assigned to the Directorate of Intelligence, Headquarters, United States Air Force.)

Gerald M. Jones
 GERALD M. JONES
 Captain, USAF
 AFV Branch

DOWNWARD: AT 1000 FT. WHEELS
 DOWNWARD: AT 1000 FT. WHEELS
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