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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
2D DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
67 BROAD STREET
NEW YORK 4, NEW YORK

IN REPLY
REFER TO:
[illegible]-C

3 JUN 195[illegible]

SUBJECT: Flying Object
[illegible]

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

1. On 12 June 1952 at approximately 1930 hours, this office received a call from a Mr. [illegible], Executive, Bahamas Airlines of [illegible] Street, telephone [illegible]-[illegible], residence [illegible]-19 [illegible] Avenue, Forest Hills, Long Island, telephone [illegible] 7-7715, who advised as follows:

On 11 June 1952, he was returning from the Bahamas, northbound on the [illegible] Bahamas, when he observed an unidentified object travelling from west to east at a tremendous speed, approximately [illegible] over the horizon. Subsequent to the sighting, [illegible] returned the following information: from the ship's bridge; position, latitude 1300, longitude 7525; visibility 1[illegible]; wind, [illegible]; Sea Scale 3. Time of observation was between 0930 and 0935 Greenwich Mean Time (about [illegible] hours). [illegible] estimated the object to have been from six (6) to eight (8) miles and from eight (8) to ten (10) miles from the [illegible] when he first saw it, and it was in sight for about three (3) or four (4) seconds. [illegible] was on the top deck ([illegible] deck) aft starboard, and from the angle from which he observed the object, estimated that it was possibly two hundred (200) yards above the surface of the sea, although he admits that his estimate may be in error and the object may have been considerably higher. [illegible] considered this object to have been about twenty (20) inches square, with a rectangular [illegible] and with a copper [illegible] tail (not exhaust) [illegible] attached to it. [illegible] turn or a line either after or after the object's passage, or have any fire.

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