

PROJECT

BLUE

BOOK

Washington DC 1952



1
00:00:03,530 --> 00:00:02,270
so I found this in the newspaper and I

2
00:00:06,050 --> 00:00:03,540
thought it was really good because for

3
00:00:08,570 --> 00:00:06,060
all the research that I've put into the

4
00:00:11,629 --> 00:00:08,580
DC sightings and everything somehow I

5
00:00:14,270 --> 00:00:11,639
missed this story and it's a first

6
00:00:17,269 --> 00:00:14,280
person account from the actual CAA which

7
00:00:19,490 --> 00:00:17,279
is now the FAA but the CAA radar

8
00:00:20,810 --> 00:00:19,500
operator who had a few years of

9
00:00:23,710 --> 00:00:20,820
experience

10
00:00:29,029 --> 00:00:23,720
so I took this story from the Buffalo

11
00:00:31,690 --> 00:00:29,039
News July 31st 1952 how CAA radar in

12
00:00:35,330 --> 00:00:31,700
Washington spotted mysterious objects

13
00:00:37,190 --> 00:00:35,340

saucers moved Helter Skelter

14

00:00:39,650 --> 00:00:37,200

the controller said I don't know what

15

00:00:42,049 --> 00:00:39,660

they are it says radar men of saucer CAA

16

00:00:43,970 --> 00:00:42,059

controller who watched Pips which were

17

00:00:46,970 --> 00:00:43,980

the blips the things that show up on the

18

00:00:49,850 --> 00:00:46,980

radar screen for hours declares they're

19

00:00:51,889 --> 00:00:49,860

not natural phenomena Harry G Barnes who

20

00:00:53,990 --> 00:00:51,899

wrote this eyewitness account

21

00:00:56,270 --> 00:00:54,000

of this month's first appearance of

22

00:00:58,850 --> 00:00:56,280

flying saucers over Washington has been

23

00:01:01,250 --> 00:00:58,860

working on radar traffic control for

24

00:01:04,549 --> 00:01:01,260

over five years

25

00:01:06,770 --> 00:01:04,559

shortly after at midnight on July 19th

26

00:01:09,109 --> 00:01:06,780

Ed Nugent called me over to the radar

27

00:01:12,289 --> 00:01:09,119

scope and laughingly said

28

00:01:14,690 --> 00:01:12,299

here's a fleet of flank saucers for you

29

00:01:17,630 --> 00:01:14,700

as it turns out now Ed could very well

30

00:01:19,370 --> 00:01:17,640

have been stating in absolute fact I'm a

31

00:01:22,010 --> 00:01:19,380

senior air Route traffic controller for

32

00:01:23,450 --> 00:01:22,020

civil Aeronautics Administration and was

33

00:01:25,550 --> 00:01:23,460

in charge of the air Route traffic

34

00:01:27,649 --> 00:01:25,560

control center that particular night at

35

00:01:30,109 --> 00:01:27,659

Washington's national airport

36

00:01:32,149 --> 00:01:30,119

briefly part of our job is to constantly

37

00:01:34,370 --> 00:01:32,159

monitor the skies around the nation's

38

00:01:38,149 --> 00:01:34,380

capital with the electronic eye of radar

39

00:01:40,490 --> 00:01:38,159

for purposes of controlling air traffic

40

00:01:42,530 --> 00:01:40,500

our shift had been on duty about 40

41

00:01:44,690 --> 00:01:42,540

minutes eight men were on this

42

00:01:47,090 --> 00:01:44,700

particular ship it was a normal night

43

00:01:49,670 --> 00:01:47,100

for both flying and weather the sky was

44

00:01:52,190 --> 00:01:49,680

cloudless no storms were approaching

45

00:01:53,149 --> 00:01:52,200

air traffic was light as usual for that

46

00:01:55,310 --> 00:01:53,159

period

47

00:01:58,789 --> 00:01:55,320

I think those facts are important in

48

00:02:01,249 --> 00:01:58,799

connection with what came later

49

00:02:03,170 --> 00:02:01,259

the things which caused Ed to call me

50

00:02:06,530 --> 00:02:03,180

over to the scope were seven Pips

51
00:02:08,749 --> 00:02:06,540
clustered irregularly in one corner the

52
00:02:11,330 --> 00:02:08,759
scope is 24 inches in diameter and the

53
00:02:13,910 --> 00:02:11,340
Pips show up at a pale Violet spots

54
00:02:16,850 --> 00:02:13,920
ordinarily they represent aircraft in

55
00:02:18,530 --> 00:02:16,860
the air the radar we were using skins a

56
00:02:20,330 --> 00:02:18,540
70-mile radius

57
00:02:22,490 --> 00:02:20,340
the seven Pips indicated that the

58
00:02:24,650 --> 00:02:22,500
objects or whatever they were were in

59
00:02:27,050 --> 00:02:24,660
the air over an area about nine miles in

60
00:02:29,330 --> 00:02:27,060
diameter 15 miles South Southwest of

61
00:02:32,150 --> 00:02:29,340
Washington we knew immediately that a

62
00:02:34,490 --> 00:02:32,160
very strange situation existed

63
00:02:36,770 --> 00:02:34,500

first from all the information we had at

64

00:02:40,430 --> 00:02:36,780

hand we knew that the spots were not

65

00:02:43,070 --> 00:02:40,440

aircraft at least not friendly aircraft

66

00:02:46,009 --> 00:02:43,080

that left three possibilities enemy

67

00:02:48,830 --> 00:02:46,019

aircraft some unexplained flying objects

68

00:02:50,990 --> 00:02:48,840

there's something wrong with the radar

69

00:02:52,790 --> 00:02:51,000

we tracked the seven Pips for about five

70

00:02:55,009 --> 00:02:52,800

minutes and quickly determined that they

71

00:02:57,770 --> 00:02:55,019

were moving between 100 and 130 miles

72

00:02:59,690 --> 00:02:57,780

per hour while we could observe them

73

00:03:02,150 --> 00:02:59,700

but their movements were completely

74

00:03:03,290 --> 00:03:02,160

radical compared to those of ordinary

75

00:03:06,170 --> 00:03:03,300

aircraft

76
00:03:08,630 --> 00:03:06,180
they followed no set course were not in

77
00:03:10,430 --> 00:03:08,640
any formation and we only seem to be

78
00:03:11,869 --> 00:03:10,440
able to track them for about three miles

79
00:03:13,729 --> 00:03:11,879
at a time

80
00:03:16,070 --> 00:03:13,739
the individual pip would seem to

81
00:03:18,949 --> 00:03:16,080
disappear from the scope at intervals

82
00:03:20,930 --> 00:03:18,959
later I realized that if these objects

83
00:03:23,809 --> 00:03:20,940
had made any sudden burst of extremely

84
00:03:27,170 --> 00:03:23,819
high speed that would account for them

85
00:03:29,390 --> 00:03:27,180
disappearing from the scope temporarily

86
00:03:31,490 --> 00:03:29,400
a radar is only designed to track known

87
00:03:34,850 --> 00:03:31,500
types of aircraft or objects in the air

88
00:03:37,070 --> 00:03:34,860

at speeds known to all of us after five

89

00:03:39,770 --> 00:03:37,080

minutes of watching The Strange Pips I

90

00:03:41,809 --> 00:03:39,780

asked Jim Copeland and Jim Ritchie to

91

00:03:43,670 --> 00:03:41,819

experience radar controllers to check

92

00:03:44,990 --> 00:03:43,680

our observations they confirmed our

93

00:03:47,330 --> 00:03:45,000

findings then I called the airport

94

00:03:49,729 --> 00:03:47,340

control tower to see what the radar

95

00:03:51,949 --> 00:03:49,739

showed there the radar operator verified

96

00:03:55,369 --> 00:03:51,959

the same thing instantly

97

00:03:57,110 --> 00:03:55,379

at this time I notified the air force of

98

00:03:58,850 --> 00:03:57,120

our observation this is a regular

99

00:04:00,770 --> 00:03:58,860

procedure but some parts of it are

100

00:04:02,930 --> 00:04:00,780

secret and I am not at Liberty to

101
00:04:04,910 --> 00:04:02,940
explain it in detail

102
00:04:06,890 --> 00:04:04,920
but we kept the Air Force informed of

103
00:04:08,869 --> 00:04:06,900
subsequent observations which continued

104
00:04:11,869 --> 00:04:08,879
for approximately the next six hours

105
00:04:13,550 --> 00:04:11,879
until after daylight when we could no

106
00:04:15,649 --> 00:04:13,560
longer distinguish the objects from

107
00:04:18,469 --> 00:04:15,659
other aircraft

108
00:04:20,390 --> 00:04:18,479
an early Sunday morning is an especially

109
00:04:23,390 --> 00:04:20,400
busy time for both private flying and

110
00:04:24,890 --> 00:04:23,400
Military Reserve flight before notifying

111
00:04:26,450 --> 00:04:24,900
the air force of our findings our

112
00:04:28,310 --> 00:04:26,460
technicians had carefully checked the

113
00:04:30,710 --> 00:04:28,320

equipment to make certain that it was

114

00:04:34,730 --> 00:04:30,720

operating perfectly

115

00:04:38,870 --> 00:04:34,740

these are the most important events

116

00:04:45,110 --> 00:04:42,110

during the first hour of the objects had

117

00:04:46,610 --> 00:04:45,120

moved over all sectors of our slope that

118

00:04:49,010 --> 00:04:46,620

meant that they had been over the

119

00:04:52,770 --> 00:04:49,020

restricted areas of Washington including

120

00:04:56,749 --> 00:04:54,650

[Music]

121

00:04:59,330 --> 00:04:56,759

at the first opportunity Mr Richie

122

00:05:02,210 --> 00:04:59,340

contacted Capital airline pilot Captain

123

00:05:04,550 --> 00:05:02,220

Pearman a veteran of 17 years of flying

124

00:05:06,230 --> 00:05:04,560

shortly after taking off Mr Richie ASCAP

125

00:05:08,210 --> 00:05:06,240

to Pyramid to look for the objects we

126
00:05:09,170 --> 00:05:08,220
were watching on scope he agreed to do

127
00:05:11,150 --> 00:05:09,180
this

128
00:05:14,510 --> 00:05:11,160
all of a sudden his voice came over the

129
00:05:16,490 --> 00:05:14,520
radio which we could all hear with the

130
00:05:20,030 --> 00:05:16,500
words there's one

131
00:05:22,249 --> 00:05:20,040
and there it goes He described it as

132
00:05:23,870 --> 00:05:22,259
just a bright light moving faster than a

133
00:05:25,850 --> 00:05:23,880
shooting star at times

134
00:05:28,189 --> 00:05:25,860
his subsequent descriptions of the

135
00:05:32,330 --> 00:05:28,199
movements of the object coincided with

136
00:05:35,469 --> 00:05:32,340
the position of our Pips at all times

137
00:05:38,930 --> 00:05:35,479
while in our range

138
00:05:41,270 --> 00:05:38,940

during the next 14 minutes he reported

139

00:05:43,850 --> 00:05:41,280

that he saw six such lights

140

00:05:46,610 --> 00:05:43,860

he said they had no tail no recognizable

141

00:05:49,670 --> 00:05:46,620

shape and were just bright lights in the

142

00:05:50,570 --> 00:05:49,680

dark sky each sighting coincided with a

143

00:05:53,330 --> 00:05:50,580

pip

144

00:05:55,370 --> 00:05:53,340

we could see near his plane when he

145

00:05:57,290 --> 00:05:55,380

reported that the light streaked off at

146

00:06:00,050 --> 00:05:57,300

high speed it disappeared on her scope

147

00:06:02,150 --> 00:06:00,060

for the apparent reason I cited

148

00:06:04,310 --> 00:06:02,160

while he was giving us reports of his

149

00:06:07,370 --> 00:06:04,320

sightings he was on a course from

150

00:06:08,390 --> 00:06:07,380

Herndon Virginia to Martinsburg West

151
00:06:10,490 --> 00:06:08,400
Virginia

152
00:06:12,830 --> 00:06:10,500
some of the other Pilots we contacted

153
00:06:15,170 --> 00:06:12,840
reported that they were unable to see

154
00:06:17,570 --> 00:06:15,180
the objects I had the distinct feeling

155
00:06:19,969 --> 00:06:17,580
that some of them were just unwilling to

156
00:06:22,370 --> 00:06:19,979
discuss the subject over the radio

157
00:06:24,110 --> 00:06:22,380
however one other commercial pilot did

158
00:06:26,749 --> 00:06:24,120
flatly confirm seeing a light off his

159
00:06:27,890 --> 00:06:26,759
left wing which we saw as a pip on the

160
00:06:30,170 --> 00:06:27,900
scope

161
00:06:31,850 --> 00:06:30,180
he was coming in for his landing and the

162
00:06:34,249 --> 00:06:31,860
tower scope reported the same radar

163
00:06:37,790 --> 00:06:34,259

sighting the light disappeared on our

164

00:06:41,749 --> 00:06:37,800

scope and from his view about four miles

165

00:06:45,650 --> 00:06:43,550

during the whole period of observation

166

00:06:47,270 --> 00:06:45,660

we could detect no pattern to the

167

00:06:49,129 --> 00:06:47,280

movement of these objects however they

168

00:06:51,830 --> 00:06:49,139

did seem to become most active around

169

00:06:53,870 --> 00:06:51,840

the planes we saw on the scope

170

00:06:56,629 --> 00:06:53,880

we did not see the Pips in any

171

00:06:59,210 --> 00:06:56,639

recognizable formation at any time

172

00:07:02,029 --> 00:06:59,220

the radar we were using does not show

173

00:07:04,249 --> 00:07:02,039

altitude and is faintly possible

174

00:07:06,890 --> 00:07:04,259

that the objects could have been in a

175

00:07:08,570 --> 00:07:06,900

vertical formation without a recognizing

176

00:07:11,629 --> 00:07:08,580

it

177

00:07:13,490 --> 00:07:11,639

at one time toward Daybreak we counted

178

00:07:15,770 --> 00:07:13,500

10 objects over Andrew's field just

179

00:07:17,870 --> 00:07:15,780

outside of Washington we cited seven

180

00:07:19,730 --> 00:07:17,880

originally most of the time we could

181

00:07:21,890 --> 00:07:19,740

count eight of them

182

00:07:23,570 --> 00:07:21,900

the only recognizable Behavior pattern

183

00:07:26,150 --> 00:07:23,580

which occurred to me from watching the

184

00:07:32,210 --> 00:07:26,160

Pips was that they acted like a bunch of

185

00:07:37,850 --> 00:07:33,950

it was Helter Skelter

186

00:07:39,770 --> 00:07:37,860

as if directed by some innate curiosity

187

00:07:42,409 --> 00:07:39,780

at times they moved as a group or

188

00:07:44,930 --> 00:07:42,419

cluster other times as individuals over

189

00:07:46,610 --> 00:07:44,940

widely scattered areas

190

00:07:48,589 --> 00:07:46,620

other than some information in

191

00:07:51,350 --> 00:07:48,599

connection with our Communications with

192

00:07:53,089 --> 00:07:51,360

the Air Force which is classified the

193

00:07:55,249 --> 00:07:53,099

above is a complete factual description

194

00:07:58,010 --> 00:07:55,259

of the important events which took place

195

00:08:00,230 --> 00:07:58,020

during those six hours these facts I

196

00:08:02,650 --> 00:08:00,240

have set forth in my official report to

197

00:08:05,029 --> 00:08:02,660

CAA

198

00:08:08,210 --> 00:08:05,039

speaking personally

199

00:08:09,950 --> 00:08:08,220

and not officially for CAA

200

00:08:12,170 --> 00:08:09,960

I would like to make these additional

201
00:08:16,490 --> 00:08:12,180
comments

202
00:08:19,010 --> 00:08:16,500
radar is strictly an Electronics device

203
00:08:21,890 --> 00:08:19,020
it has no imagination

204
00:08:25,189 --> 00:08:21,900
it reports only what it sees

205
00:08:28,790 --> 00:08:25,199
equipment was imperfect operating order

206
00:08:33,829 --> 00:08:31,730
there is no other conclusion I can reach

207
00:08:35,709 --> 00:08:33,839
but then for six hours on the morning of

208
00:08:38,149 --> 00:08:35,719
July 20 there were at least 10

209
00:08:39,469 --> 00:08:38,159
unidentifiable objects moving above

210
00:08:42,529 --> 00:08:39,479
Washington

211
00:08:44,810 --> 00:08:42,539
they were not ordinary aircraft

212
00:08:46,190 --> 00:08:44,820
I could tell that by their movement on

213
00:08:48,769 --> 00:08:46,200

the scope

214

00:08:51,470 --> 00:08:48,779

I can safely deduce that they performed

215

00:08:53,329 --> 00:08:51,480

at gyrations which no known aircraft

216

00:08:55,190 --> 00:08:53,339

could perform

217

00:08:57,290 --> 00:08:55,200

by this

218

00:09:00,110 --> 00:08:57,300

I mean that our scope showed that they

219

00:09:03,530 --> 00:09:00,120

could make right angled turns and

220

00:09:05,630 --> 00:09:03,540

complete reversals of flight

221

00:09:07,810 --> 00:09:05,640

nor in my opinion could any natural

222

00:09:10,070 --> 00:09:07,820

phenomena such as shooting stars

223

00:09:12,530 --> 00:09:10,080

electrical disturbances or clouds

224

00:09:15,530 --> 00:09:12,540

account for these spots on our radar

225

00:09:18,769 --> 00:09:15,540

exactly what they are I don't know

