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DEPARTMENT OF THE AIR FORCE  
AIR FORCE HISTORICAL RESEARCH AGENCY  
MAXWELL AIR FORCE BASE, ALABAMA

26 October 2009

AFHRA/RSA  
600 Chennault Circle  
Maxwell AFB, AL 36112-6424  
(334) 953-5834

John Greenewald  
[REDACTED]

Dear Mr. Greenewald,

I am writing in response to your FOIA request, which we received on 22 October 2009. We have assigned this request AFHRA inquiries reference number 1418. Since your request was made under provisions of the Freedom of Information Act it has been designated FOIA number 2009-493F. Enclosed are copies of the excerpts from document K720.059-50 dealing with Unidentified Flying Objects. If you have any other questions, please let us know.

Thank you for your request.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Burge".

Kevin Burge  
Archivist  
AFHRA/RSA

Attachments:

1. K720.059-50, IRIS 1135783-excerpt

SL

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SECURITY INFORMATION

HEADQUARTERS  
FIFTH AIR FORCE  
APO 970

By Auth of  
CG, 5th AF  
31 Aug 52  
(Date)

*CMF*  
(Initials)

Air Force Historical Research Agency  
Maxwell AFB AL

K720.059-50

342-54-7025-  
53/56

Daily Intelligence Summary No. 117

For the Period: 301500/I - 311500/I, Aug 52

Map: AMS L 552 Korea 1:250,000

1. Preliminary Report (Air-to-Air): Negative report.
2. Enemy Air Activity:

An estimated 97 MIGs were observed (51 encountered by 43 F-86s) during the afternoon of 30 August 1952. Claims: five MIGs destroyed, one of which is pending board action; one MIG probably destroyed; and 13 MIGs damaged, three of which are pending film assessment. Negative friendly damage.

Additional and correcting information to DINTSUM No. 92, dated 6 Aug 52, relative to F-86 claims on 5 Aug 52. Claims are now carried as: four MIGs destroyed and nine MIGs damaged, one of which is pending film assessment (additional claim of one MIG damaged is credited to Charlie 3 due to reevaluation of gun camera film).

Additional and correcting information to DINTSUM No. 93, dated 7 Aug 52, relative to F-86 claims on 6 Aug 52. Claims are now carried as: six MIGs destroyed and five damaged, one of which is pending film assessment (additional claim of one MIG damaged is due to evaluation of gun camera film).

a. Air Encounters:

At 301200/I, over XE 8054, altitude 36,000 feet, Bear flight (four F-86s) observed two MIGs. Bear 4 pulled in behind one of these MIGs and fired three short bursts from 2,500 feet to 3,000 feet range. Hits were observed in the aft fuselage and the MIG abruptly slowed. Before friendly could close further and press the attack, the MIG went into a cloud and was not seen again. Claim: one MIG damaged. Negative damage to friendlies.

At 301210/I over XE 8070, Robin flight (four F-86s) observed a flight of two MIGs south of Suho in a northerly climb. Robin 1 closed to 2,500 feet range and fired. Hits were observed in both wing roots. A large sheet of flame was observed to emit from the fuselage. Robin 1 was unable to press the attack because the number one MIG was in three o'clock position and friendly was forced to break. The MIG was last seen flying level and smoking. Claim: One MIG destroyed pending board action. Negative damage to friendlies.

At 301454/I, over XE 3830, Purple 1 and 2 (two F-86s) sighted two MIGs at 29,000 feet. Purple element dove on the MIGs with Purple 1 firing on the number two MIG, hitting him on the right wing and right wing root. The MIGs then dove into the clouds. Claim: One MIG damaged.

At 301456/I, over XE 3535, Purple 1 and 2 (two F-86s) sighted two MIGs at 29,000 feet. Purple element attacked the MIGs with Purple 1 firing on the number two MIG, observing hits in the aft section of the fuselage with two large balls of fire erupting from the tailpipe. The MIG dove to 24,000 feet with Purple 1 firing but observing no further hits. Friendlies then broke off the attack. Claim: One MIG damaged. Negative damage to friendlies.

At 301457/I over XE 4548, 30,000 feet altitude, White 1 and 2

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BY EXECUTIVE ORDER REVIEW TEAM

DATE                      REVIEWER                     

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SECURITY INFORMATION

HEADQUARTERS  
FIFTH AIR FORCE  
APO 970

By Auth of  
CG, 5th AF

21 Aug 52 (Date) *CMP* *WSH*  
(Initials)

Daily Intelligence Summary No. 107

21 August 1952

For the Period: 201500/I - 211500/I, Aug 52

Map: AMS L 552 Korea 1:250,000

1. Preliminary Report (Air-to-Air):

Negative report 21 August 1952.

2. Enemy Air Activity:

An estimated 38 MIGs were observed during the afternoon of 20 August 1952. Of the total MIGs observed, 28 were observed (14 encountered by 14 F-86s) by F-86s. Claims: Three MIGs destroyed, one of which is pending receipt of confirming information, and two MIGs damaged. One F-86 was lost due to engine malfunction. Eight MIGs were observed, negative encountered, by F-84s. The remaining two MIGs were observed, negative encountered by F-51s.

a. Air Encounters:

At 201332/I over XD 8895, at 33,000 feet altitude; Charlie flight (four F-86s), observed two MIGs in a wide 360 degree turn. Friendlies broke left and began closing on the enemy aircraft. Friendlies pursued the MIGs through two 360 degree turns and upon completion of these turns, the MIGs took up a north heading. Friendlies continued pursuit and as the MIGs neared the Yalu River, they made a left turn and began heading southwest along the river, decreasing their altitude. As the MIGs made their turn, friendlies made a sharp 45 degree turn to the left and pulled in behind the MIGs. Charlie one fired on the lead MIG, observing several hits on the MIG and smoke trailing from the aircraft. At this point, the MIG broke sharply to the left and Charlie 3 began firing on it. Hits were observed over the entire aircraft and the MIG pilot bailed out. Claim: one MIG destroyed. Charlie one pulled in behind the second MIG and fired, observing hits over the entire aircraft and pieces falling from the MIG. Charlie one continued his attack, scoring several more hits and at 1355/I over XE 8780, at 30,000 feet altitude, the MIG snapped to the left and exploded. The MIG pilot was not observed to bail out. Claim: one MIG destroyed.

At 201340/I over YD 1090, at 30,000 feet altitude, Robin 3 and 4 (two F-86s) attacked two MIGs heading 60 degrees. Robin 3 maneuvered into position and fired several short bursts at one of the MIGs from 2,000 to 2,500 feet range. Hits were observed on both wing roots. Robin 3 was unable to close any closer as the MIG pulled away in a gradual climb. Claim: one MIG damaged.

At 201416/I over BU 9025, at 27,000 feet altitude, Special flight (four F-86s) observed eight MIGs in two flights of four aircraft, one above the other, at 35,000 feet altitude. Friendlies circled, attempting to gain altitude. One of the MIGs attacked Special 1 and 2, firing, but scoring no hits. Special 1 and 2 continued their attempt to gain altitude and several more of the MIGs made three non-firing passes at them. Special 3 and 4 observed the MIG which fired on Special 1 and 2. Special 3 and 4 pursued this MIG which would climb to 35,000 feet, and then let down to 15,000 feet. Friendlies were unable to close on this MIG so they left the area.

At 201430/I over YE 2020, at 32,000 feet altitude, Red flight (four F-86s) observed two MIGs heading 330 degrees. Red 3 and 4 attacked the No. 2 aircraft, closing to 800 feet range and firing. Hits were observed from nose to mid-fuselage, and pieces were observed to fall from the enemy aircraft. The MIG went into an inverted spin and was trailing smoke.

C-41089



Green flight (two F-86s), which was in the area at the time, observed this encounter. Claim: one MIG destroyed pending confirmation by Green flight. Red 1 and 2 attacked the number 1 MIG, with Red 1 closing to 2,500 feet range and firing. Smoke was observed trailing from the MIG. Claim: one MIG damaged.

b. Air Sightings of Enemy Aircraft:

Between 201330/I and 201500/I, an estimated 38 MIGs were observed in the XE, YE, XD, YD, BU, and XC areas. MIG altitudes ranged from 5,000 to 39,000 feet and formations varied from two to eight aircraft.

c. Radar Sightings of Enemy Aircraft:

(1) Night Observations:

(a) Between the Chongchon River and the Yalu River one flight was tracked from 2003/I to 2208/I and one flight was picked up at 2235/I.

(2) Daylight Observations:

(a) In the area north of the Yalu River two flights were tracked from 1012/I to 1059/I and five flights were tracked between 1227/I and 1448/I. Two of these flights entered the area south of the Chongchon River.

(b) Between the Chongchon River and the Yalu River one flight was tracked from 0805/I to 0817/I, one flight was picked up at 0903/I, three flights were tracked between 1011/I and 1059/I and seven flights between 1315/I and 1445/I.

(c) Four flights were picked up in the area south of the Chongchon River at 0756/I, 1420/I, 1425/I and 1444/I.

d. Enemy Air Defenses:

a. See Flak Intelligence Supplement No. 143 (Incl 2)

b. Aircraft lost or damaged by enemy antiaircraft:

Type	Date Time	Location	1000's ft	Weapon	Loss or Damage
F-84	201010	CT 4944		Small Arms	Minor Damage
F-84	201200	CT 5143		Small Arms	2 Major Damage
F-84	201200	CT 5143		Small Arms	Minor Damage
AD-2	200655	CT 1523	8	AW Mod Acc	Minor Damage
AU-1	201645	BT 9713	3	AW Mod Acc	Minor Damage
T-6	200915	CT 4943	.5	Small Arms	Minor Damage

c. Enemy Radar Locations:

(a) Suspected Radar Location

Location	Type	Date of Information	Remarks
YD 531610	unk	20 July	Agent report
YD 243355	unk	14 July	Agent report
YD 402154	unk	14 July	Agent report
YC 388591	unk	14 July	Agent report
YC 397589	unk	14 July	Agent report
XE 206306	unk	2 August	Agent report
YD 2534	unk	July	Agent report

00' 240' VE  
00' 000' CT  
C-41089

3. Enemy Air Facilities:

See Airfield Serviceability Report attached as Incl 3 to DINTSUM 102 dated 16 August 1952 and daily changes in DINTSUM 103 dated 17 August 1952.

4. Enemy Combat Efficiency and Morale: No change.

5. Enemy Logistic Activity:

a. Vehicular Movement: Final reports indicate that 900 vehicles were sighted during the night of 20-21 August 1952. Of these 227 were attacked with 34 claimed destroyed. (See Incl 1) In addition 18 armed reconnaissance sorties were flown claiming 6 vehicles destroyed and 3 damaged.

b. Rail Movement: Final reports indicate negative locomotive sightings for the night of 20-21 August 1952.

c. New Construction: Negative.

d. Indications of Build-up Areas: Negative.

e. Status of Transport System: (Including bridges, road and rail) Sinanju to Sinuiju, line is serviceable; Kunu-ri to Kanggye, line is serviceable; Sunch'on to Samdong-ni, line is serviceable,

6. Estimate of Enemy Air Capabilities:

See DINTSUM for 18 August 1952.

7. Miscellaneous Intelligence Factors:

a. FEAF Bomber Command: On the night of 20-21 August 1952, 37 B-29s Shoran bombed a Supply Center at Pyongyang; two B-29s radar bombed secondary targets; one B-29 flew a photo-reconnaissance mission; one B-29 flew a leaflet mission immediately north of the bombline and one B-29 flew a leaflet mission in north-west Korea; one B-29 flew a close support mission.

b. Unidentified Flying Object:

On 20 Aug 52 at about 0930/I in the vicinity of CT 7336, an F-51 pilot observed a globular, iridescent object trailing a T-6 Mosquito aircraft. The pilot was number three man in a flight of three F-51s, and the observation was made while the fighter-bombers were circling the above location, their rendezvous point with the Mosquito. The F-51s were at 8,000 feet altitude in trail formation, the T-6 about 1,000 feet below. The pilot thought the object unusual, but he had never worked with Mosquitos before and presumed it was some sort of signal trailing from the T-6 in the manner of a tow target. The object seemed to maintain a relative position as the T-6 and the F-51s continued to orbit left in a slight bank. After about 20 degrees of the turn, the object left the orbit of the aircraft as though it had been released. Then it made a sharp, but not square, left turn of about 90 degrees and suddenly accelerated. During this phase of its flight, the object remained below the horizon from the observing pilot, though climbing slightly and continuing left. The pilot switched on his gun camera, intending to attempt to take a picture of the object, but it momentarily disappeared, then reappeared intermittently behind an 8/10 cloud cover that was at 4,500 feet below. The pilot called his flight leader, pointing out the object at nine o'clock from the observer's position on a southerly heading, but the leader reported he had no sight of it. The pilot continued watching the object, but it disappeared from view on an easterly heading within only a few seconds. The pilot is 32 years of age and has around 3600 hours of flying time, some 2900 hours of which are in military aircraft. He stated that he is quite familiar with the appearance of objects normally observed in flight, and he has never seen anything remotely resembling the object reported above.



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It was described as orange in color, something like the shade of a red flare being burned in bright sunlight, although not quite as intense. The pilot said that if the object, when first seen, was at or within 100 to 200 feet of the T-6's altitude, he would estimate its diameter at about half the width of the horizontal stabilizer of the T-6. Unit Intelligence Officer's Comment: There is a possibility that this could have been a weather balloon released by one of the weather observers in the front area. However, the unidentified object's sharp turns and sudden acceleration would tend to discount this possibility. D/I Comment: Det. #1, 6004th AISS, is conducting further investigation of this report.

c. Additional information to DINTSUM No. 106, dated 20 Aug 52, paragraph 7a, report of unidentified, presumably jet, aircraft observed by a B-29 crew between 190312/I and 0340/I in the area between CT 6035 to ES 7050. D/I 5th AF Comment: No 5th AF missions were scheduled for this time on the night of 18-19 August, and no reports of any missions flown then have been received at this headquarters. The 319th F-I Squadron reports none of its F-94 aircraft were airborne at this time, and TACC has no record of any flights other than B-29s at this time. No radar stations reported other than B-29 tracks at this time. The Navy Liaison Officer at JOC had no report of any Navy flights at this time. In view of the above facts, it appears that the unidentified aircraft observed by the B-29 crew were not Fifth Air Force aircraft.

d. MIGs Observed and Encountered by Navy Aircraft: At approximately 201335/I, three MIGs were observed in the Sinanju area. At 201343/I, six MIGs engaged 12 F9Fs. The encounter took place over YD 2565, at 15,000 feet altitude. The MIGs were flying in one section of two, and one section of four aircraft. Each section made three passes. One MIG was observed to fire on one of the passes. All passes by the enemy aircraft were easily countered. The MIGs were dull gray in color. Negative damage to friendlies.

e. Results of Bombing: The Ministry of NK Industry at YD 420258 was completely destroyed by the air raid on 11 Jul 52. It was said that three truck-loads of corpses were carried out of the underground offices after the bombing. (CCRAK #F-2571, 20 Aug 52, unprocessed intelligence information)

By the bombing of Pyongyang (YD 3822) on 11 Jul 52, the Inhung-ni (YD 378246) and Chabuk (YD 3827) were completely destroyed. The casualties amounted to 20,000 persons though the Communists announced there were only 7,000 casualties. (CCRAK #F-2574, 20 Aug 52, Unprocessed Intelligence Information)

f. Psywar Activities: Period 13 - 19 Aug 52

Leaflet #8649, Post Air Strike, was dropped 13 Aug 52, on troop concentration areas BT 576106; BT 486022; BU 5423; YC 516497; YC 468137; and YC 564004. One bomb, carrying 30,000 leaflets, was dropped on each area.

Leaflet #8299, Post Strike Warning to marshalling yard workers, was dropped 13 Aug 52, on three marshalling yards; Hamhung CV 7618, Anju YD 2766, and Osan-ni CU 6215. Two bombs, 60,000 leaflets, were dropped on each target.

BY COMMAND OF LIEUTENANT GENERAL BARCUS:

*Charles S. Mangin* Capt USAF  
CHARLES S. MANGIN  
Lieutenant Colonel, USAF  
Adjutant General

- 2 Inc's:  
1. VOA Signings  
2. Flak Supplement

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SECURITY INFORMATION

NO VEHICLES SIGHTED  
DIRECTION OF MOVEMENT

20 N to Yongwon-ni  
30 W to Unsan-ni  
55 S to Pyongyang  
25 W to Yul-li  
5 E to Samdung  
15 W fr Anak  
5 E to Songmae-ri  
5 N to Koksan  
40 S to Sibyon-ni  
10 W to Tongmak-tong  
10 N to Sinhung-ni  
15 N to Majon-ni  
5 S to Yvon-ni  
20 W to Wosan-ni  
50 S to Sambang-ni  
30 E to Sinanjung-ri  
20 W to Mangyo-ri

NO VEHICLES SIGHTED  
DIRECTION OF MOVEMENT

10 S to Sunchon  
45 S to Pyongyang  
110 W to Pyongyang  
15 W to Kajong-ni  
60 S to Sariwon  
25 E to Sinwon-ni  
20 S to Singye  
30 S to Singye  
25 W to Sibyon-ni  
10 E to Kilsu-ri  
5 S to Chinju-dong  
5 S to Songhung-ni  
25 S to Hup-yong-ni  
10 S to Singosan  
60 W to Sepo-ri  
25 S to Hoeyang  
60 S to Changdo-ri

S - 900  
A - 227  
D - 34

Inc. C # 1

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