FOIA 78-212

Declassification Authority: NND 57565

AF487903 (1)

AF FORM 112
APPROVED 1 JUNE 1948

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COUNTRY	REPORT NO.	(LEAVE BLANK)
United States	AFXOI FLYOBRPT 5-52	AF 487903

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Reporting of Information on Unidentified Flying Objects IR-13-(12)

AREA REPORTED ON	FROM (Agency)
Washington, D. C.	Director of Intelligence, Hqs Tenth AF

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
31 July 1952	20 July 1952	C-2

PREPARED BY (Officer)	SOURCE
2ND LT. GEORGE H. JANCZEWSKI	CAPTAIN CASEY PIERMAN (CAPITAL AIRLINES) 172 E. HURON RIVER DRIVE, BELLVILLE, MICH

REFERENCES (Control number, directive, previous report, etc., as applicable)

AFOIN-C/CC-2, 19 December 1951, AFL 200-5, TWX AFOIN 39431

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

1. This report contains information on unidentified flying objects as reported to this headquarters by CAPTAIN CASEY PIERMAN of CAPITAL AIRLINES, DETROIT, MICHIGAN.

2. Subject report was investigated by 2ND LT. GEORGE H. JANCZEWSKI and M/Sgt O. T. TAYLOR of the DIRECTORATE OF INTELLIGENCE, HEADQUARTERS, TENTH AIR FORCE, SELFRIDGE AIR FORCE BASE, MICHIGAN.

APPROVED:

M. M. Zeine

M. M. ZEINE
Lt Col, USAF
Assistant Deputy for Operations

DECLASSIFIED
E.O. 11652, Sec. 3(E) and 5(D) or (E)
USAF Memo 7/31/78
By W. Lewis, NARS, Date 11/28/78

LBJ

1 INCLS.
Sketch of CAPTAIN PIERMAN'S sightings

DISTRIBUTION BY ORIGINATOR

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1 INCLS:
Sketch of CAPTAIN PIERMAN's
flight lines

Assistant Deputy for Operations
Lt Col, USAF
M. M. SEINE

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SUMMARY: (Enter concise abstract of report. Give significance in latest one-sentence paragraph. Last sentence of report. Begin text of report on AF Form 112—Part II.)

AFOIN-C\CC-S, 15 December 1952, MAI 500-2, TMX AFOIN 52-121

REFERENCES (Control numbers, cablegram, previous report, etc., as appropriate)

2Lt Gary 1952 | 30 July 1952 | C-5

PREPARED BY (Officer) | SOURCE

2Lt GEORGE H. JANCZEWSKI | 715 E. HURON RIVER DRIVE, BELLAIRE, MICH
CAPTAIN CASEY PIERMAN (CAPITAL AIRLINES)

DATE OF REPORT | DATE OF INFORMATION | EVALUATION

Washington, D. C. | Director of Intelligence, Hdq Tenth AF

AREA REPORTED ON | FROM (AGENCY)

SUBJECT

Reporting of Information on Unidentified Flying Objects

CONTROL | REPORT NO | (LATEST OF SERIES)

United States | AFOIN APPROPRIATE 2-25

AIR INTELLIGENCE INFORMATION REPORT

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Director of Intelligence Hqs Tenth Air Force	AFXOI FLYOBRPT 5-52	PAGE 1 OF 2 PAGES

1. On 20 July 1952 at 0555Z, CAPTAIN CASEY PIERMAN of CAPITAL AIRLINES was in the cockpit of his DC-4 aircraft performing a check list prior to take-off from WASHINGTON NATIONAL AIRPORT, WASHINGTON D.C. The aircraft was on the parking ramp heading 020°. CAPTAIN PIERMAN looked up and observed a clear bluish white light travel from 190° to 010° at a 30° angle above the horizon in horizontal flight until it disappeared in the distance. CAPTAIN PIERMAN stated that he had to turn his head slowly through a 45° quadrant in order to observe the object while in its flight and estimates that he observed it for five (5) seconds or less. CAPTAIN PIERMAN states that he did not attach any significance to this light until later events demanded attention to it.

2. Immediately after performing his check list, CAPTAIN PIERMAN took off from WASHINGTON NATIONAL AIRPORT on a Heading of 180° and climbed to 1200' before making a right turn on course 330°. Upon gaining 1200' and course 330°, CAPTAIN PIERMAN stated that he switched over from Tower Control to AIRWAY TRAFFIC CONTROL CENTER (ATCC) at WASHINGTON NATIONAL AIRPORT. At this time ATCC informed him that their radar scope indicated two or three objects on the screen traveling at high speeds. ATCC instructed CAPTAIN PIERMAN to steer 290° so as to intercept the objects which were approximately nine (9) miles ahead of him. At this time CAPTAIN PIERMAN'S rate of climb was approximately 600' per minute and his altitude was between 3500' and 4000'.

3. Immediately after ATCC instructed CAPTAIN PIERMAN to steer course 290° he stated that the following events occured within 5-8 minutes in the order in which presented and at the approximate time intervals as indicated:

a. 3-5 minutes after take-off - ATCC informed pilot that objects were five (5) miles distant dead ahead.

b. 3-5 seconds later - ATCC informed pilot that objects were four (4) miles distant dead ahead.

c. 1-3 seconds later - ATCC informed pilot that objects were at ten (10) o'clock. At this time pilot stated he plainly observed a DC-4 type aircraft at ten (10) o'clock level proceeding in the opposite direction. This information he reported to ATCC.

d. 4-5 minutes later - COPILOT CHARLES WHEATON observed one (1) object bluish white in color in a twenty-five degree (25°) dive from northeast to southwest travelling at a tremendous rate of speed. The copilot told CAPTAIN PIERMAN that he could neither estimate from what altitude the object began its descent nor at what altitude it faded. CAPTAIN PIERMAN stated that at this time his altitude was 6000' and he could look down almost vertically and see CHARLES TOWN, WEST VIRGINIA.

e. Immediately upon sighting CHARLES TOWN, CAPTAIN PIERMAN and his copilot observed a brilliant bluish white light flash past from high over his left and disappear in level flight dead ahead travelling at a tremendous rate of speed and appeared to be outside the earth's atmosphere.

f. Next CAPTAIN PIERMAN and his copilot observed a brilliant bluish white light reappear where the last light had disappeared and flash past from

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
Director of Intelligence Hqs Tenth Air Force	AFXOI FLYOBRPT 5-52	PAGE 2 OF 2 PAGES

right to left at approximately 80° above the horizon and travelling at a tremendous rate of speed. This light also appeared to be outside the earth's atmosphere.

4. CAPTAIN PIERMAN stated that he may have seen as many as seven (7) objects during as many minutes but due to the fact that things were happening so fast he had no way of keeping an accurate account of the number of objects.

TENTH AIR FORCE DIRECTOR OF INTELLIGENCE COMMENT:

1. The interrogators, LT JANCZEWSKI and M/SGT TAYLOR, are of the opinion that CAPTAIN PIERMAN is reliable and conscientious. He has been a pilot for twenty-four (24) years and has piloted for CAPITAL AIRLINES for seventeen (17) years. CAPTAIN PIERMAN stated that during all his years as a pilot he has never seen anything that would compare with the objects mentioned in this report. He further stated that he is thoroughly convinced that the objects he observed were traveling at such tremendous speeds that he would not attempt to estimate the rate of their speeds.

2. CAPTAIN PIERMAN stated that the ATCC at WASHINGTON NATIONAL AIRPORT had the objects on the radar scope. Due to such an unusual circumstance there is a possibility that scope photographs were made providing the equipment was available.

3. CAPTAIN PIERMAN also stated that ATCC contacted the tower at BOLLING AIR FORCE BASE and queried them of any knowledge of the objects. It is not known if any such targets had been plotted by BOLLING AIR FORCE BASE

4. The following is offered as a suggestion:

Due to the tremendous speeds of the objects and the inability of the observers to determine the exact altitudes or even if the objects observed were in the earth's atmosphere there is a possibility that there is some connection between a previous report (AFXOI FLYOBRPT 4-52) and this report since they occured at approximately the same time.

5. Weather: 0500Z 19 July 1952, WASHINGTON D.C.
Ceiling - Unlimited
Visibility - 10 miles
Clouds - Negative

Winds:
Surface - 230°/04 knots
5,000' - 360°/20 knots
10,000' - 350°/16 knots
20,000' - 310°/25 knots
30,000' - 310°/42 knots
40,000' - 290°/46 knots

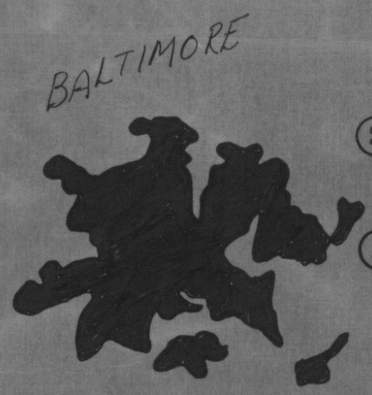
George H. Janczewski
GEORGE H. JANCZEWSKI
2nd Lt. USAF
Director of Intelligence

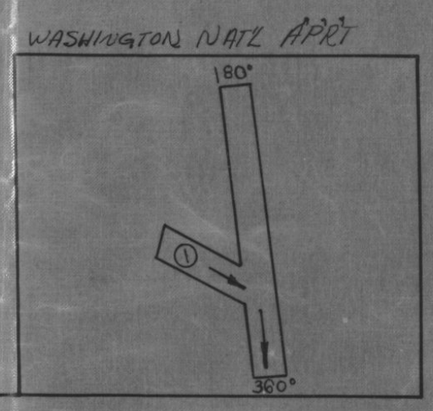
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(1) CAPTAIN PIERMAN WAS MAKING A CHECK LIST PRIOR TO TAKEOFF AT 0555Z, 20 JULY 52, WHILE HIS DC-4 AIRCRAFT WAS ON THE PARKING RAMP HEADING 020° WHEN HE OBSERVED A BLUISH WHITE LIGHT TRAVELING FROM 190° TO 010° AT A 30° ANGLE.

(2) CAPTAIN PIERMAN CLIMBED TO 1200 FT. AFTER TAKING OFF ON HEADING 180° AND MADE A RIGHT TURN ON COURSE 330°.

(3) ATCC, WASHINGTON NATIONAL AIRPORT INSTRUCTED CAPT. PIERMAN TO STEER 290° TO INTERCEPT TWO (2) OR THREE (3) OBJECTS WHICH HAD BEEN PICKED UP ON THIER RADAR SCOPE APPROXIMATELY NINE (9) MILES AHEAD OF CAPTAIN PIERMAN.

(4) ATCC INFORMED CAPT. PIERMAN OBJECTS WERE FIVE (5) MILES "DEAD AHEAD."

(5) ATCC INFORMED THE PILOT OBJECTS WERE FOUR (4) MILES "DEAD AHEAD."

(6) ONE (1) TO THREE (3) SECONDS LATER ATCC INFORMED PILOT OBJECTS WERE AT TEN (10) O'CLOCK. CAPT. PIERMAN THEN OBSERVED A DC-4 AIRCRAFT AT TEN (10) O'CLOCK WHICH HE REPORTED TO ATCC.

(7) FOUR (4) TO FIVE (5) MINUTES LATER CO-PILOT CHARLES WHEATON OBSERVED ONE (1) BLUISH WHITE LIGHT IN A TWENTY-FIVE DEGREE (25°) DIVE FROM NORTHEAST TO SOUTHWEST TRAVELING AT A TREMENDOUS SPEED.

(8) PILOT & CO-PILOT OBSERVED BRILLIANT BLUISH WHITE FLASH BY FROM OVER THIER LEFT & DISAPPEAR IN LEVEL FLIGHT "DEAD AHEAD" AT TREMENDOUS SPEED & APPARENTLY OUTSIDE THE EARTH'S ATMOSPHERE, ACCORDING TO CAPT. PIERMAN.

(9) PILOT & CO-PILOT OBSERVED BLUISH WHITE LIGHT FLASH BY FROM RIGHT TO LEFT WHERE THE LAST LIGHT HAD DISAPPEARED AT APPROXIMATLEY 80° ABOVE HORIZON TRAVELING AT A TREMENDOUS RATE OF SPEED & THIS OBJECT ALSO APPEARED BEYOND THE EARTH'S ATMOSPHERE.

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