

451 11 Jul 59
North Pacific
(Fireball)

ROB MERCER

PROJECT 10073 RECORD CARD

1. DATE 11 Jul 59	2. LOCATION North Pacific (Hawaii)	12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input checked="" type="checkbox"/> Was Astronomical Fireball <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
3. DATE-TIME GROUP Local <u>9 sightings</u> GMT <u>see summary</u>	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Airboard & <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar	
5. PHOTOS <input type="checkbox"/> Yes <input type="checkbox"/> No	6. SOURCE Military & Civilian	
7. LENGTH OF OBSERVATION varied 3 - 15 secs	8. NUMBER OF OBJECTS varied/see summary	9. COURSE SE
10. BRIEF SUMMARY OF SIGHTING Nine sightings of exceptionally bright light described variously as flaming meteors, dimly glowing obj, rnd & of an intense bluish-white color, bright star, auto headlight, moving very fast.		11. COMMENTS The description of the obj closely matches that of meteors of the fireball class.

ATIC FORM 329 (REV 26 SEP 52)

Radar Analysis (AFCIN-4E1)

Natural Phenomena (Ball Lightning, etc)

Aircraft, Balloons, Airships, etc.

The 11 July 1959 Pacific Ocean sightings resulted from a meteor. All aircraft saw the meteor at the same time and the direction was also constant.

Evaluation of Source Reliability

Analysis and Conclusions: Even though the aircraft involved in this sighting were spread out over an area of approximately 800 miles, all indicated that the object was in the same general direction from their individual positions. This point substantiates the fact that the object was at a very great distance from the witnesses. The description of this object is that characteristic of meteors of the fireball class. These meteors may have a magnitude of greater than -4 (brighter than Venus). While meteors of this type are not an every day occurrence, the experience of seeing one is not at all uncommon. However, ones first experience with meteors of this type is bound to be startling and lasting.

(over)

UFO ANALYSIS SHEET

27
M. H. G.

Location North Pacific (Hawaii)

Date 11 July 1959 Hour (Z) 1302Z

WX Clear

Description A bright, white light moving constantly at a high rate of speed. Appeared to be a very bright center light with four smaller lights.

Observation lasted approximately 10 seconds. Object appeared SW and disappeared south.

Direction of Motion South

Satellite: (AFCIN-4F3, Phone 65219)

Astronomical Phenomena (Meteor, Comet, Planet, etc) _____

Radar Analysis (AFCIN-4E1) _____

Natural Phenomena (Ball Lightning, etc) _____

Aircraft, Balloons, Airships, etc. _____

The 11 July 1959 Pacific Ocean sightings resulted from a meteor. All aircraft saw the meteor at the same time and the direction was also constant.

Evaluation of Source Reliability _____

Analysis and Conclusions: Even though the aircraft involved in this sighting were spread out over an area of approximately 800 miles, all indicated that the object was in the same general direction from their individual positions. This point substantiates the fact that the object was at a very great distance from the witnesses. The description of this object is that characteristic of meteors of the fireball class. These meteors may have a magnitude of greater than -4 (brighter than Venus). While meteors of this type are not an every day occurrence, the experience of seeing one is not at all uncommon. However, ones first experience with meteors of this type is bound to be startling and lasting.

(over)

To indicate that even experienced observers may, under the strain of excitement, make errors in reporting, Captain Mathwig indicates that it was bright moonlight; however, the moon set at 0830Z, more than four hours prior to the sighting. Captain Moffatt indicates that there were traces of daylight, yet morning twilight did not begin at his position until 30 minutes after the sighting. Captain I. S. Zadwick indicates the object was probably a meteor.

It is concluded that the object responsible for this sighting was probably a "fireball".

Official

ROB MERCER

RBHPA/CINCPAC CAMP SMITH TH

ZEN/PACAFCOMCNTR HICKAM AFB

RBHPB/CINCPACFLT PEARL HARBOR TH

RBHPF/COMBARPAC BARBERS POINT NAS TH

RBHPC/COMHAWSEAFRON PEARL HARBOR TH

RBKAC/COMALSEAFRON KOKIAK ALASKA

RBMPB/COMDR NACAL MARIANAS AGANAS NAS GUAM

RBWPPC/COMWESTSEAFRONO TREASURE ISLAND CALIF

RJKDAG/CINCAL ELEMENDORF AFB ALASKA

RJMPCB/MARAIRDEFDIV ANDERSON AFB GUAM

RBEPW/CNO WASHINGTON DC

RBEPW/SEC OF NAY WASHINGTON DC

AFGRNC

BT

UNCLASS FROM HADIC 004

EVALUATION REPORT ON HADD CIRVIS REPORT 11/1300Z

PANAM FLIGHT C947 CAPTAIN G. A. WILSON OBSERVED LIGHTS AT 1302 ZULU. 64645

LOCATION 2825N 144 30W. OBSERVATION LASTED TEN SECONDS. NO

TRACE OF DAYLIGHT VISIBILITY CLEAR, NO MOON. BRIGHT WHITE

MOVING CONSTANTLY AT HIGH RATE OF SPEED. APPEARED TO BE ONE

VERY BRIGHT CENTER LIGHT WITH FOUR SMALLER LIGHTS ON LEFT SIDE

MOVED 180 DEGREES TO FLIGHT PATH AND MADE 90 DEGREE TURN.

APPEARED SOUTHWEST DISSAPPEARED SOUTH. A/C CRUISING 20,000

AND LIGHTS SLIGHTLY HIGHER. OBSERVED BY TWO OTHER CREWMEMBERS.

PILOT EMPHATIC COULD NOT HAVE BEEN METEOR: NO TAIL. PILOT

RECENTLY REPORTED ESV REENTRY NEAR FIJI. EVALUATED ENEXPLAINABLE

NATURAL PHENOMINA FROM INFORMATION AVIALABLE THIS HEADQUARTERS./

?5

12/1510Z JUL RJEZHQ

REHPA/CINCPAC

RJHPKM/PPACAF COMD CENTER HICKAM AFB

RBHPF/COMBARPAC

RBKAC/COMALSEAFRON

RBMPB/COMNAVMARIANAS

RBWPPG/COMWESTSEAFRON

RJKDAG/CINCAL ELEMENDORFF AFB

RJMPCB/MARAIRDEFDIV ANDERSON AFB

RBEPW/CNO

RBEPW/SECNAV

RUMPB/CINCUSARPAC

NAVY GRNC

BT

REF CIRVIS REPORT COMDR HAAAIRDEFDIV WHEELER AFB 111300Z X FOL FAA HONG

MSG BY DTG QUOTED X 111331Z X PA947S COR CIRVIS REPORT EXTREMELY

LARGE BRIGHT LGT SURROUNDED BY SMALLER BRIGHT LGTS OBSERVED FROM SW

TT APRCHG FROM SW AT 1302Z AT APRX 210 FT THE CLOSURE RATE VERY RAPID

OBJECT OR OBJECTS TURNED TWD S AFTER ABT 10 SEC AND ALL LGTS

DISAPPEARED FROM VIEW X 111335Z X CP 323 WE SAW SAME THING AS PA 945

COR PA 947 1300Z X OBJECTS BRG APRX 050 TRUE VERY RAPID RATE X ON OUR

LEFT SIDE WHICH WUD BE IN SE AREA X 111336Z X SLI60C SIGHTED UFOS ON

HDG OF 050 DEAD AHD AND SAME REPORT AS THE OTHERS X 111337Z X PA 752

ALSO SEEN THE UFO AT 1300Z TRUE BRG FROM US 246 DEGS FROM THESW ALT

UNDETERMINABLE

~~MINUTE~~ C X UNQUOTE

BT

CFN 111300Z 111331Z PA947S 1302Z /210 10 111335Z CP 323 945 947 1300Z

050 111336Z SLI60C 111337Z 752 1300Z 246

C FROM TO UNE E E E E E E TO C

FROM THE SW ALT UNDETERMINABLE C

11/1631Z JUL RBHPC

RBHPC/COMHAWSEAFRON PEARL HARBOUR T H

RBKAC/COMALSEAFRON KODIAK ALASKA

RBMPB/COMDR NAVAL MARIANAS AGANAS NAS GUAM

RBWPPC/COMWESTSEAFRON TREASURE ISLAND CALIF

RJKDAG/CINCAL ELMENDORFF AFB ALASKA

RJMPGE/MARIARDEFDIV ANDERSON AFB GUAM

RBEPW/CNO WASHINGTON D C

RBEPW/SEC OF NAVY WASHDC

BT

UNCLAS FROM HADIC 002 EVALUATION REPORT ON HADD CIRVIS REPORT 11/1300Z

PAN AM FLIGHT C942 CAPTAIN E. G. MATHWIG OBSERVED LIGHT AT 1302ZULU.

LOCATION 2600 N 14658W. OBSERVATION LASTED 10 TO 15 SECONDS IN

CLEAR SKY AT NIGHT WITH BRIGHT MOONLIGHT. LIGHTS TWICE BRIGHTNESS

OF VENUS. STOOD STILL AND CHANGED BRIGHTNESS. LOOKED LIKE

BRIGHT STAR APPEARED IN WEST AND DEPARTED WEST ABOVE AIRCRAFT.

POSSIBLE SHOOTING STAR. NO ESTIMATE POSSIBLE OF SPECIFIC DISTANCE OR

ALTITUDE. EVALUATED AS UNEXPLAINABLE NATURAL PHENOMENA.

BT

12/1506Z JUL RJEZHQ

NNNN

F 111910Z

FM COMDR, HAWAII DEF DIV HICKAM AFB HI

TO RJEZHQ/ HQ USAF WASHDC

RJWFALB/CINC NORAD ENT AFB COLORADO

RBHPA/CINCPAC CAMP SMITH HI

ZEN/PACAF COMCNTR HICKAM AFB

RBHPB/CINCPACFLT PEARL HARBOR HI

RBHPT/COMBARPC, BARBERS POINT NAS HI

RBHPC/COMHAWSEAFRON PEARL HARBOR HI

RBKAC/COMALSEAFRON KODIAK ALASKA

RBMPB/COMDR NAVAL MARIANAS AGANA NAS GUAM

RBWPPC/COMWESTSEAFRON TREASURE ISLAND CALIF

RJKDNG/CINCAL ELMENDORFF AFB ALASKA

RJMPCB/MAR AIR DEF DIV ANDERSON AFB GUAM

RBEPW/CNO WASHDC

RBEPW/SEC OF NAVY WASHDC

AF GRNC

BT

UNCLASS FROM HADIC003

EVALUATION REPORT ON HADD CIRVIS REPORT 11/1300Z. SLICK AIRWAYS
FLIGHT 719/11 CAPT. I. S. ZADWICK OBSERVED LIGHTS 1302 ZULU, POSITION
205 NORTH 14330 WEST FOR 3 TO 5 SECONDS. VISIBILITY CLEAR NIGHT
NO MOON. LIGHT APPEARED BRIGHTNESS OF AUTOMOBILE HEADLIGHT ONE MILE
AWAY AND CHANGED BRIGHTNESS. COLOR PURE WHITE. ONE LARGE LIGHT
WITH FOUR SMALLER LIGHTS IN CLOSE TRAIL. CAME STRAIGHT AT AIRCRAFT.
LOOKED LIKE LARGE TRACER OR VERY PISTOL FLARE. BURNED OUT GRADUALLY.
APPEARED SOUTHWEST AND DISSAPPEARED SOUTHWEST. FLIGHT PATH LEVEL
AT VERY HIGH SPEED, 1,000 KNOTS OR MORE. COULD HAVE BEEN METEOR.
EVALUATED METEOR OR UNEXPLAINABLE NATURAL PHENOMENA.

BT

12/1503Z JUL RJEZHQ

001007

CORRECTED COPY OF MESSAGE
PREVIOUSLY RELEASED

NNNN

TELEPHONED

TO	<u> C.D. </u>
NO.	<u> 71222 </u>
TIME	<u> 0057Z </u>
Date	<u> 13/53 </u>
By:	<u> 39 </u>

39

RC001

T

RELEASE ZEL

CZCSQACZCSQA761ZCJYA110

PP RJEDSQ

DE RJEZHQ 807

P 121507Z

FM HQUSAF

TO ATIC WPAFB

P 111915Z

FM COMDR HAWAIRDEFDIV HICKAM AFB

TO RJEZHQ/HQ USAF WASHDC

RJWFALB/CINCNORAD ENT AFB

RBHPA/CINPAC CAMP SMITH TH

ZEN/PACAFCOMCNTR HICKAM AFB

RBHPE/CINCPACFLT PEARL HARBOUR TH

RHPT/COMBARPAC BARBERS POINT NAS TH

RBHPC/COMBARPAC BARBERS POINT NAS TH

RBHPC/COMHAWSEAFRON PEARL HARBOUR TH

RVKAC/COMALSEAFRON KODIAK

RBMPB/COMDR NAVAL MARIANAS AGANAS NAS

RDWPPC/COMWESOSOEWUVP TREASURE ISLAND

RJKDAG/CINCAL ELEMENDORFF AFB

ROB MERCER
1
2 4E4g
3
4 4Xva 2

RJHPGB/MAAIRDEFDIV ANDERSON AFB

RBEPW/CNO WASHDC

RBEPW/SEC OF NAVY WASHDC

BT

UNCLAS/FROM HADIC 001.

EVALUATION REPORT ON HADD CIRVITTZO. 69511/1300Z.

EMPRESS FLIGHT 323-11 CAPT L.G. MOFFATT OBSERVED LIGHTS AT 1302 ZULU.

POSITION 2940 N-150 W, ALTITUDE 11000 FEET, OBSERVATION LASTED 5 SECONDS IN CLEAR SKY WITH TRACE OF DAYLIGHT. STARS WERE BRIGHT.

LIGHTS WERE AS BRIGHT AS AN AUTOMOBILE HEADLIGHT A BLOCK AWAY, COLOR WAS ORANGE YELLOW. ONE LARGE LIGHT SURROUNDED BY CLUSTER

OF 6 OR 7 SMALLER LIGHTS. BIG LIGHT SIZE OF A DIME. LIGHTS

MOVED FROM SOUTH WEST TO SOUTH EAST MOVING FASTER THAN ANY

KNOW OBJECT DEFINATELY NOT METEOR OR SHOOTING STAR. NO TAIL

VISIBLE. EVALUATED AS UNEXPLAINABLE NATURAL PHENOMAMNA BY THE HQ.

BT

11/2005Z JUL RJHPKM

35067

ROB MERCER

FM 27CADD COC NORTON CALIF
TO RJWFAL/NORAD COC
RBWPPG/WESTERN SEA FRONTIER
RJEZHQ/CHIEF OF STAFF USAF
INFO RJWZSB/CFWCR COC

BT

UNCLAS FROM 27CADD TAC G-2256 PD

1. CIRVIS RPT.
2. UNITED 21 DC6B
3. WHITE BRIGHT LIGHT DEAD AHEAD AND ABOVE Y DESCENDED TOWARD AIRCRAFT AND BELOW THEN BANKED TO THE LEFT X AS THE OBJECT MOVED AWAY THERE WERE FOUR WHITE LIGHTS IN A RECTANGLE WITH A LARGE BRIGHT LIGHT IN THE CENTER
4. NINE HUNDRED TWENTY N.M. EAST OF HONOLULU 11/302Z ABOVE 12000 FT
5. EASTERLY HEADING X SPEED UNKNOWN
6. NONE
7. UNKNOWN X JOHN P. BUSWELL CAPT. 03753191, 27TH AIR DIVISION.

SENIOR CONTROLERBM

BT

13/1439Z JUL RJEZHQ

0.40

ROB MERCER

160°
155°
150°
145°
140°
135°

1 C 9991
2 C 9992
FLY # 719/11

20,000'
11,000'
14,000'

11 JULY 59

1802 Z

WFO SIGHTING
OF THE REPORTING AIRCRAFT

15 DIRECTION OF
REPORTED BY EACH

3 323-11
5 FLY # 21

FORBIDDEN



40°N

165°W

160°W

155°W

- 1 PANAM FLT # C997 20,000
- 2 PANAM FLT # C992
- 3 SLICK AIRWAYS FLT # 719/11
- 4 EMPRESS FLT # 323-11 11,000'
- 5 UNITED AIRLINES FLT # 21 12,000'

35°N

VECTORS INDICATE THE DIRECTION OF THE OBJECT AS REPORTED BY EACH CREW.

30°N

25°N

20°N

15°N

165°W

160°W

155°W

10 X 10 TO THE CM. 359-14LG KEUFFEL & ESSER CO. MADE IN U.S.A.



FOR RELEASE

Pilotos encontraram "Disco Voador" sobre o Pacífico

SÃO FRANCISCO, 13 (UPD) — Um piloto da Pan American Airways informou que esta manhã um grupo de luzes sumamente brilhantes se aproximou do seu avião de passageiros a grande velocidade sobre o Pacífico e em seguida desapareceu instantaneamente. Outros quatro pilotos de empresas aéreas que fazem o serviço sobre o Pacífico também informaram haver visto objetos não identificados.

Um porta-voz local da Pan-American Airways disse que a primeira notícia foi dada pelo capitão George Wilson, piloto de um avião de passageiros DC-7 quando voava entre São Francisco e Honolulu às 6h 20m da manhã, hora local.

«Eram luzes extremamente brilhantes, rodeadas por luzes menores», disse o piloto, e acrescentou: «A aproximação do objeto se verificou quando voávamos a uns

6.400 metros de altura. Imediatamente o conjunto de luzes desapareceu rumo sul. Depois de uns dez segundos todas as luzes desapareceram. Te minou azendo que o fenômeno ocorreu às 6.02 hora norte-americana do Pacífico». Nesse momento nos encontrávamos a 1350 km. de Honolulu — acrescentou.

Depõem Outros Dois Pilotos

Pouco depois outros dois pilotos da mesma empresa informaram pelo rádio haver distinguido as mesmas luzes. O capitão Noble Spranger, que se dirigia de Los Angeles a Honolulu, informou que observou os objetos às 6 horas um pouco mais ao sul da posição que tinha o aparelho de Wilson.

O terceiro piloto da Pan-American Airways que viu as luzes foi o capitão E. C. Kelley, que voava de São Francisco para Honolulu uma hora antes que Wilson. O porta-voz da Pan-American Airways disse também que o piloto de um avião de passageiros da Great Pacific Airlines e o da empresa de transportes de carga Alka New Vs, anunciaram haver distinguido as luzes. Ambos se dirigem a Honolulu.

PILOTS MEAN WITH THE "FLYING DISK" OVER THE PACIFIC

San Francisco, 13 (UPI) A pilot of the Pan American Airways informed that this morning a ~~group~~ group of very brilliant lights approached his aircraft at great speed over the Pacific and then disappeared suddenly. ~~Four~~ Four other pilots of aviation enterprises which operate over the Pacific also inform that they have seen unidentified objects.

A local spokesman of the Pan American Airways said that the first notice was given by Captain George Wilson, pilot of a passenger aircraft DC-7 when he was flying between San Francisco and ~~Honolulu~~ Honolulu at about 6:20 in the morning local time.

"They were very brilliant lights surrounded by lesser lights," the pilot said, and he added, "The approach of the object took place when we were flying ~~at~~ at about 6,400 meters altitude. Immediately the set of lights ~~disappeared~~ disappeared to the south. After some ten seconds all the lights had disappeared." He finished by saying that the phenomenon had occurred at about ~~at~~ 6:02 pacific time. "At that time we were ~~at~~ 1,350 km from Honolulu," he added.

The third pilot of the Pan American Airways who saw the lights was Captain E. G. Kelley, who left San Francisco for Honolulu a half an hour before Wilson. The spokesman for the Pan American Airways also said that the pilot of a passenger aircraft of the Canadian Pacific Airlines and a pilot of the ~~freight~~ cargo transportation enterprise, Slike Airways announce having detected the lights. Both were on the way to Honolulu.

MEDDELANDE

Datum

Sept 3, 1959

Från K. Gösta Rehn
Smedjevägen 2 A
BROMMA

Till

Dept of the Air Force
Washington, D.C.

Vår beteckning

Ärendo

UFO

Eder beteckning — Edert meddelande

Att. Major L.J. Tack er

Dear Major Tacker,

I thank you very much for your sending me several recent Fact Sheets and transcript of the TV discussion on the Armstrong Theatre.

I have been in touch with the Swedish Defense Staff which handles UFO-matters and they are in complete agreement with the US Air Force regarding the problem. As there has been several peculiar cases in Sweden too they as well as I have been looking into the matter (I being no saucer nut).

I hesitate to ask you to increase your kind courtesy and favor by sending me the comments you might have on the sighting, reported on July 12th 1959 by PAA Captain George D. Wilson from his flight Frisco to Honolulu. I have only the newspaper report. It would be very nice indeed to hear of the outcome.

As I stated in my previous request my reference is Thomas E. Stephens, the Presidents appointment secretary at the white House. He knows me very well, we having camped together in various offices before the war. He is a Major in the AF, I think.

Thank you.

Sharilyn Y. Rehn
incori

BRODERSKAPETS TRYCKERI

8 September 1959

Dear Mr. Rehn:

This acknowledges your letter of 3 September 1959 regarding Unidentified Flying Objects, particularly the July 11 sightings in the Pacific.

These sightings were attributed to an exceptionally bright and large meteor called a "fire ball" or "bolide."

Sincerely,

LAWRENCE J. TACKER
Major, USAF
Public Information Division
Office of Information Services

Mr. K. Gosta Rehn
Smedjevagen 2 A
Bromma, SWEDEN

Comeback IS-3a
Reader IS-1

July 12, 59

VETERAN FLIER VISIBLY SHAKEN

Airline Pilots See Mystery Lights

Honolulu (UPI) — A Pan American Airways pilot reported that a mysterious object approached his airliner at "inconceivable" speed early yesterday and then disappeared.

Four other transpacific airliner pilots reported sighting unidentified objects.

The pilot who made the first report was Capt. George Wilson, 43 years old, of Seattle, Wash., a 19-year flying veteran. He was flying a DC-7C from San Francisco to Honolulu when, at 3:02 a.m. Hawaii time (8 a.m. CDT), "one intensely bright white light followed by four smaller lights was seen about 1,000 miles east of Honolulu in clear skies," he said.

"WE WERE cruising at 20,000 feet with low clouds

decked below us when the object first appeared about 1,000 feet above us and to our left.

"My copilot, Richard Lorenzen of Los Altos (Cal.) and Flight Engineer Robert Scott stared open mouthed as the light came toward us at an extremely high rate of speed. For at least 10 seconds it maintained its course which was on an opposite heading to us and had it been another aircraft it would have crossed well to our left.

"Suddenly the object made a sharp right turn at a speed inconceivable of any vehicle we know of and the light suddenly disappeared. The smaller lights were evenly spaced and were either part of the mysterious object or this was an

example of darn good formation flying."

WILSON, VISIBLY shaken, said he had never seen anything like this in his 19 years of flying. He added that he had never believed such foreign objects existed.

"I'm a believer now," he said.

Four other Honolulu-bound airliner pilots made similar reports at approximately the same time.

A similar sighting, which saucer enthusiasts have publicized as a brilliantly lighted UFO that appeared to hold a definite course, occurred at 3:02 A.M. on July 11, 1959, also over the Pacific [18]. The pilot of a Pan American Airlines flight reported that a mysterious bright object accompanied at its left by four smaller lights had approached his plane at "inconceivable speed," made a sharp right turn, and then disappeared. The objects seemed to be flying evenly spaced in formation, and the pilot, who had never seen anything like it in all his years of flying, told the newspapers, "I'm a believer, now."

The official investigation began immediately. Four other commercial flights had reported seeing the object at the same time. In each case, the pilot stated that the objects seemed to head straight at his plane at high speed on a collision course, then made a 90-degree turn and disappeared. The various reports, however, showed significant disagreements. Some witnesses gave the color as white, some as orange-yellow. Of the several pilots, each gave a different description of the "formation": a big light with four smaller lights flying at the left; a big light surrounded by a cluster of six or seven smaller lights; a big light followed by four smaller lights; a big light in the center of a rectangle formed by four smaller lights. Of the five pilots who made official reports, one said the phenomenon was definitely not a meteor, two said it could have been a meteor, and two did not venture an opinion. The pilots of several other flights stated, on landing, that they too had seen the objects but had not radioed a report because they assumed it to be a meteor.

After mapping and correlating all the observations, ATIC completed the analysis and released the result to the press of July 14, only three days after the sighting, a remarkably efficient piece of work. Conclusion: the object was a fireball [20].

The literature of flying saucers contains dozens of similar incidents that fit perfectly into the meteor pattern. Pointing to this list of "unidentified" flying objects, saucer addicts still abuse the Air Force for concealing the "fact" that these UFOs are actually spaceships!

MEMORANDUM FOR CHIEF, M&S BRANCH, SATIL

SUBJECT: Draft of Reply to Senator Engle

This will be a basis for reply to Senator Engle's inquiry.

Dear Senator Engle:

" I refer to your recent inquiry in behalf of Mr. William K. Ketchum of San Francisco, California, concerning Unidentified Flying Objects, particularly the Pacific sightings on 11 July 1959.

"The conclusion of the Air Technical Intelligence Center on this particular case is that the pilots witnessed a bolide or fireball. This is an extremely bright type of meteor, and the smaller lights would represent breaking particles as the meteor broke up in the atmosphere. This conclusion is further substantiated by the fact that many aircraft, situated over a large geographical area, sighted the meteor at approximately the same time going in the same direction.

"For your information I am enclosing the latest Department of Defense Fact Sheet on the subject of Unidentified Flying Objects. This Fact Sheet clearly explains the Air Force position on this subject."

Attachment

LEONARD J. TACKER
Major, USAF
Chief, Magazine & Book Branch
Office of Information Services

Comeback IS-3d
Reader IS-1

McCAIN, WM F.

SAFLL-B/Maj Wm Dyk/paw/78392/4 August 59

UFO file

SAFLL 93795

10 AUG 1959

Dear Senator Engle:

I refer to your recent inquiry in behalf of Mr. William K. Kitchin of San Francisco, California, concerning unidentified flying objects, particularly the Pacific sightings on 11 July 1959.

The Air Technical Intelligence Center evaluated that particular sighting and concluded that the pilots witnessed a bolide or fireball. This is an extremely bright type of meteor, and the smaller lights would represent burning particles as the meteor broke up in the atmosphere. This conclusion is further substantiated by the fact that five aircraft, scattered over a large geographical area, sighted the meteor at approximately the same time going in the same direction.

I am inclosing the latest Department of Defense fact sheet on the subject of unidentified flying objects. This fact sheet clearly explains the Air Force position on this subject.

The foregoing information is being furnished to Representative William S. Mailliard who also is involved on this matter.

MR: Red in M&O 28 Jul 59. Fwded to SAFIS 28 Jul 59 w/ss 7 Aug 59. Reply prep and fwded 4 Aug based on memo red frm SAFIS/Maj. L. J. Tacker. Case consists of ltr frm consti to Sen w/incl cy clpg dtd 14 Jul 59, RS frm Sen to I&A dtd 23 Jul 59.

Sincerely yours,

W. F. FISHER
Major General, USAF
Director
Legislative Liaison

3 Inclosures fact sheet re UFO's, ltr to Sen frm consti w/incl. dtd 14 Jul 59.
Honorable Clair Engle

United States Senate

COORD
COMBACK
SAFIS
SEAYBACK

11 JULY 1959

NATIONAL INVESTIGATIONS COMMITTEE

ON AERIAL PHENOMENA

WASHINGTON 6, D. C.

August 24, 1959

ADMINISTRATIVE OFFICES:
1536 CONNECTICUT AVE., N. W.

TELEPHONE: NORTH 7-9434
CABLE ADDRESS:
SKYLIGHT

MAJOR DONALD E. KEYHOE
USMC (RET.) DIRECTOR

Major Lawrence J. Tacker
Department of the Air Force
Office of Public Information
Pentagon,
Washington 25, D.C.

Dear Major Tacker:

On July 11, 1959, the crews of several airliners between the mainland and Hawaii reported sighting a brightly-lighted unidentified flying object surrounded by lights of lesser magnitude. The crews have stated that they were interrogated by Air Force intelligence officers upon landing in Hawaii.

It has now been over a month since this sighting, and we assume that the Air Force investigation has been completed. Since we have not heard any announcements about the results of the official investigation, we would like to know the ATIC conclusion on the case.

Thank you for your cooperation.

Sincerely yours,

Richard Hall

Richard Hall
Secretary of NICAP

RH/h

A privately-supported fact-finding body serving the national public interest