

ADVERTISING AIRCRAFT

Fall basically into two types:

a) Those towing targets or banners of some sort visible during daylight hours. Those are not usually misinterpreted unless the aircraft remains at a range sufficient for the observer to see only outlines and not details of the plane and sign being towed. Frequently reports are accompanied by drawings with the towed banner assumed to be a part of the object itself. Duration is longer than usual A/C sightings and flight generally marked by maneuvers. Frequently loud speakers are utilized but when heard the A/C should be within range for identification as a known object. Local investigators can check for these aircraft since FAA regulations require that a permit be obtained for those flights

b) Electrical lighted signs - Same essential characteristics except that normally viewed at night. On occasion these signs have been regarded as windows of a much larger craft. Flights again are relatively slow and maneuvering back and forth in one area is characteristic of the flight. An aircraft usually operates in an area for more than one day and can be viewed on successive nights, weather permitting.

HELICOPTERS

Motion slow. Flight may or may not include hovering. Should be far enough away from the observer that positive identification cannot be made during the day. May be reported as a black speck moving back and forth, up and down, etc. During the night wierd effects can be obtained from the red rotating beacon flashing through the canopy. Again motion will be erratic if the flight includes hovering. Positive identification usually simple to obtain by checking the flight schedules of military and civilian helos in the area.

NIGHT BANNER TOWING COMPANIES

NAME OF COMPANY	AREA OF OPERATION	TYPE OF BANNER	NUMBER OF LIGHTS	LENGTH OF BANNER	PHOTOS OF A/c &/or BANNER	COLOR OF LIGHTS	INTERVALS BETWEEN BLINKING	TYPE OF AIRCRAFT	MAXIMUM SPEED	MINIMUM SPEED	TOWING SPEED
CALIFORNIA AERIAL ADS 3373 Topez Ln Fullerton, California 92631	Arizona, Nev. California	Electric	Running Message	8' W 54' L	Yes			Piper Tri- pacer Red & White	110 MPH	60 MPH	
HELI-AID CO. 16800 Roscoe Blvd Van Nuys, Calif 91406	Any Point in the Area	Electric	500 moving words on both sides of A/C	7' H X 40' L	No	White	50 Seconds	Helicopter			
SANTA ANA HELI- COPTER SERVICE FAA Control Tower Orange County Airport Santa Ana, Calif 92707	Southern California	Electric	250 on each side	8' X 38'	No	White		47-G Helicopter	65 MPH	45 MPH	
STINIS AIR SVC, Inc. 4121 1/2 Maybank Ave Lakewood, Calif.	Southern California	Electric	500	6' H X 72' L	Yes	White		Taylorcraft	70 MPH	50 MPH	
FLORIDA BROWN-FRANK Ent. P.O. Box 16325 Jacksonville, Fla.	Southeastern States	Electric			No						50 MPH

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<u>ILLINOIS</u> WABASH VALLEY AVIATION CO. Lawrence-Vincennes Municipal Airport P.O. Box 59 Lawrenceville, Illinois 62439	Illinois, Indiana, Missouri	Electric	245	8' W X 35' L	Advertising Letters move from rear forward & measure 8' X 4'	White	15 - 20 Seconds	Cessna 172D	60 MPH	50 MPH	.
<u>KENTUCKY</u> BARNES AERIAL ADVERTISING 71 Edgewood Rd. Lexington, Ky Ft Mitchell, Ky 41017	Cincinnati, Dayton, Ohio Lexington, Ky	Electric			Yes			Cessna 172			50-60 MPH
<u>MASSACHUSETTS</u> JOSEPH C BUDINA 6 Upland Road Burlington, Mass.	Northeast U. S.	Electric			Yes			N3841P Green & White, Orange Glow Wing Tips & Tail	90 MPH	48 MPH	
<u>NEBRASKA</u> DeFOREST L BROWN Brown's Airport Weeping Water, Nebraska	Through-Out U. S.	Electric (Battery System)		35' L	No			Piper PA18			40 MPH
<u>OHIO</u> THE GOODYEAR TIRE & RUBBER CO. Akron, Ohio 44316	(Columbia) (Nov-Apr) Greater L.A. Area Southern Calif. or Arizona (May-Oct) Anywhere U. S.	Electric Blimp	10 Panels 10'6" H 6' W Spaced Over 100' on both sides	160' L X 58' H X 51' W	Yes		Few Secs.	Blimp	50 MPH	20 MPH	

WORKS AT MONTGOMERY Co Airport
SALES MANAGER
866-2427

NIGHT BANNER TOWING COMPANIES

[illegible]

William B. Weitzel: President. Philosophy Instructor, University of Pittsburgh, Bradford Campus. Three years physics training at MIT; MA in Philosophy. NICAP staff member during summer of 1966. Published account of Portage County (April 17, 1966) UFO/police "chase"; has given UFO talks.

S. Roy Wiley: Ophtalmic Technician with Drs. Linn, Linn Sr., and Sharrer. Former MP with U. S. Marine Corps. Made pictures of burned retina of UFO witness, who suffered eye damage. One of three Institute people who are ready to handle on-going UFO sightings reported to answering service (telephone number 391-2766).

FLYING SAUCER FROM MARS DISCOVERED

An on-the-spot Institute investigation recently verified the existence of a "Flying Saucer From Mars," which has accounted for many UFO sightings in the Pittsburgh area. The object is a Citabria Champion advertising plane flown by Fred Eiler, Culmerville Airport, and bears the above quoted inscription with the qualification "Pa." in small letters after "Mars." Mr. Eiler owns AAA Sky Adds, Inc.

The wingspan of the Citabria ("airbatic" spelled backwards) is 36-1/2 feet. It usually flies at an altitude of about 1,000 feet, around 70 mph, and can stay aloft over five hours. Mounted below the wings is a framework of wires to which are soldered 7 rows of 36 CM51 bulbs, the size of a flashlight bulb. A heavy tape with holes punched in it to spell out a message, runs through a machine inside the plane which makes the bulbs light up in a certain sequence, to make the message move across the lights. An air siren mounted below the plane is sometimes used to attract attention.

In a strong headwind, at an airspeed of 30 mph, the Citabria can appear to be standing still. Seen on edge, its lights, moving from one side to another, can give the appearance of a flattish object with a row of lights around the rim. The engine of the plane is inaudible at a distance from which the moving lights can be easily seen; thus, many people report seeing a silent, disc-shaped object with a rotating rim covered by equally-spaced lights. When the plane is flying directly toward or away from the observer, especially in a misty atmosphere, its appearance can be quite eerie. It can, as several reports have stated, definitely "not resemble any conventional aircraft"!

The RESEARCHER
V. 1

NO. 2

JUN / JULY 68

3 APR 67

AN AERIAL ADVERTISER
COULD HAVE CAUSED THIS
SIGHTING AND THE
EVAL OF AIRCRAFT
IS NOT UNREASONABLE

am.

Observer stated

← "Red lights - These evoked
the entire ship about
5 ft. apart."

Information

1. NASA - C-54 flies around the Hanscome Field Area (Boston) both day and night. Has series of white lites on underside.

Flights- 6 May 66 2330-0447Z

7 May 66 1630-1915Z
2330-0447Z

2. American Searchlight Advertising Company, Cleveland, Ohio

See enclosure (Letter)

3. Advertising Copany, Long Island, N.Y.

Helicopter advertising a GO-GO band flying in the Fresh Meadows Lake Area.

See 22 April 66 Case Files

4. Beaver Times(Paper) Beaver County, Penn.

In 29 April 66 news/article

Private airplane with an illuminated advertising message under its wing. The plane also uses a siren to get attentation.

See 19 Apr 66 Case Files

Air Agency CE-10-27
 Training
 Examiner Service
 Rental
 Taxi
 Ambulance
 Advertising
 Gift Sales-Service
 Licensed Repair Station No. 3229

P. O. BOX 59

PHONE 943-3222

Lawrenceville, Illinois 62439

January 16, 1968

Department of the Air Force
 HQ Foreign Technology Division (AFSC)
 Wright-Patterson Air Force Base, Ohio 45433

Attn: Hector Quintanilla, Jr., Major, USAF

Dear Sir:

In reply to your request for information concerning our night advertising, I will submit the following:

Our advertising is done with an electric sign which is programmed to accept and display moving letters.

The sign is mounted on a Cessna 172D (N2673U) in a horizontal position under the aircraft. It is constructed in three sections, and is extended or retracted by using electric winches and nylon rope.

The sign measures eight feet wide and thirty-five feet long when extended. The letters move from the rear forward, and measure eight feet by four feet.

Under normal circumstances, the entire message of approximately 60 letters and spaces will repeat itself every 20 seconds.

During the time the sign is extended and lighted, it is flown through the air at an airspeed of 55 to 60 miles per hour. For transporting it from one location to another, the bulbs are not lighted, and it would appear to be a conventional aircraft.

This apparatus, when viewed from a side position of more than a half mile can cause some of the effects on the public which you are concerned with. That is to say that it is not readable from that distance, and will appear to be a string of lights moving around some object . . . creating a very busy pattern of light, not discernable as a definite object.

On moonlit nights, the aircraft can be distinguished, and reports of an aircraft on fire are quite common.

When operating this sign, we are required by the wording contained in our waiver to maintain contact, or forewarn the FAA through Flight

WABASH VALLEY AVIATION CO.

LAWRENCEVILLE-VINCENNES MUNICIPAL AIRPORT

Air Agency CE-19-27
Training
Examiner Service
Rental
Ambulance
Advertising
Sales-Service
Registered Repair Station No. 3229

P. O. BOX 59

PHONE 943-3222

Lawrenceville, Illinois 62439

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Service Stations or Air Traffic Control Towers.

We are not waived to fly lower than existing regulations allow, and we operate in strict adherence to these rules.

However, we have found that in many cases, we are accused of operating at altitudes lower than the minimums . . . a situation we believe is caused by the effect of the moving lights. We have experimented with this matter by asking control towers to estimate our altitude, in which case they always estimate it to be considerably lower than we actually are.

I am enclosing one of our advertising folders in lieu of a photograph, since it is not easy to take a good picture of this rig. The drawing depicts the general appearance.

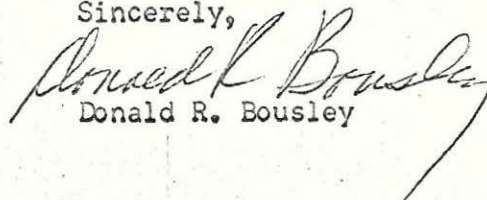
I am also enclosing a copy of our waiver, with the idea in mind that if ever there is a question on a given night, you might determine the presence of one of these signs by contacting the FAA, and that would be providing the operator complied with his waiver commitment.

Our area of operation is legally the Continental United States, but we are operating mostly in the state of Illinois, Indiana and Missouri. We have operated in Kansas, Kentucky and Iowa.

We received two sets of information requests from you . . . one for Wabash Valley Aviation Co., and one for Don Bousley. I wish to inform you that we are one and the same person.

If we may be of further service to you in your efforts, please let us know.

Sincerely,


Donald R. Bousley

Encl: 2