

SUMMARIES

UNIV OF COLORADO

Rob Mercer

HISTORY

Unidentified flying objects do not constitute a new phenomena. UFOs have been reported by historians since 593 B.C. At this time, Ezekial recorded a whirlwind to the north which appeared as a firey sphere. In 1254 at Saint Abans Abby, when the moon was eight days old, there appeared in the sky a ship elegantly shaped, well equipped, and of marvelous color. In 1520 there appeared in France a round shaped object with rotating lights and two firey suns. In 1874, over Texas, a farmer reported seeing a dark flying object in the shape of a disc cruising in the sky at a wonderful speed. Many, many more observations have been recorded by historians throughout ancient and modern history.

The modern era of UFOs had its beginning on 24 June 1947. I say the modern era, because, national news coverage on UFOs up to this period was virtually non-existent. Mr. Kenneth Arnold's observation and subsequent news reporting of his UFO sighting, swayed the public into believing that our planet had been visited by unknown vehicles from outer space. The Arnold sighting and subsequent publicity on flying saucers started an avalanche of reports. The Air Force began receiving reports from people of all walks of life.

During the period, June through December 1947, there was no specific organization responsible for investigating and evaluating UFO reports. At this time everyone had an expert opinion. Even within the military structure, there were those who expressed their own feelings and beliefs as to what UFOs actually represented.

The wide news coverage of public reports of "flying discs or saucers" created sufficient concern at high military echelons to authorize the Air Material Command to conduct a preliminary investigation into these reports. Early belief was that the objects reported were of aircraft more advanced than those possessed by the U. S. Armed Forces.

A letter, 23 September 1947 from Lt General Twining of AMC to the Commanding General of the Army Air Forces, expressed the opinion that there was sufficient substance in the reports to warrant a detailed study.

On 30 December 1947, a letter from the Chief of Staff directed AMC to establish a project whose purpose was to collect, collate, evaluate, and disseminate all information concerning UFO sightings and phenomena in the atmosphere to those interested agencies. The project was assigned the code name "Sign." The responsibility for "Project Sign" was delegated to the Air Technical Intelligence Center which was then part of the AMC.

In February 1949, "Project Sign," completed its evaluations of the 243 UFO reports which had been submitted to the project. The report concluded that: "No definite and conclusive evidence is yet available that would prove or disprove the existence of these UFOs as real aircraft or unknown and unconventional configuration."

"Project Sign" was changed to "Project Grudge" on 16 December 1948 at the request of the Director of Research and Development. Project Grudge completed their evaluations of 244 reports in August 1949. The conclusions of the Grudge reports were as follows:

"Evaluations of reports of UFOs to date demonstrate that these flying objects constitute no threat to the security of the United States. They also concluded that reports of UFOs were the result of misinterpretations of conventional objects, a mild form of mass hysteria of war nerves, and individuals who fabricate such reports to perpetrate a hoax or to seek publicity."

Project Grudge also recommended that the investigation and study of reports of UFOs be reduced in scope, as had the Project Sign Report.

The UFO project continued on a reduced scale and in December 1951 the Air Force entered into a contract with a private industrial organization for another detailed study of the UFO cases on file.

The report which was completed 17 March 1954 is commonly referred to as Special Report #14. Reports one through thirteen were progress reports dealing with administration. Special Report #14 reduced and evaluate all UFO data held in Air Force files. Basically, the same conclusions were reached that had been noted in both the preceeding Sign and Grudge Reports,

It was during the early 1950's that the national interest in reported sightings increased tremendously. With the increased volume of reports, a Scientific Advisory Panel on UFOs was established in late 1952. At a meeting held during 14 - 18 January 1953, all available data was examined. Conclusions and recommendations of this panel were published in a report, and made public. The panel concluded that UFOs did not threaten the national security of the United States and recommended that the aura of mystery attached to the project be removed.

In March 1952 Project Grudge became known as Project Blue Book. From this time to the present, the project concerned itself with investigation of sightings, evaluation of the data, and release of information to proper news media through the Secretary of the Air Force, Office of Information (SAFOICC).

A memorandum dated 28 September 1965 from Major General LeBailly requested that a working scientific panel composed of

both physical and social scientists be organized to review Project Blue Book. The product of this request was the Special Report of the USAF Scientific Advisory Board Ad Hoc Committee. Their primary conclusion was that the present program could be strengthened by providing the opportunity for an in-depth scientific study of selected UFO sightings.

In July 1966, the Commander of FTD initiated a QRC request through Project White Stork to provide an in-depth evaluation of some fifty UFO cases for the purpose of identifying procedural changes that should be made in Blue Book methodology. In addition, it was decided with sponsor approval, that the investigating group include an assessment of the entire UFO situation. Results of the evaluation of selected cases did not reveal any evidence of extraterrestrial vehicles nor anything that might be considered beyond the range of present day scientific knowledge. The most probable explanation for the unidentified cases would have to be cast in terms of man made objects, natural phenomena, or psychological causes. Of their recommendations they stressed the fact that immediate steps should be taken to educate the public to the sensational but insidious exploitation of UFO reports, by releasing official books, reports, and news items. Also, the extent of public concern and opinion regarding UFOs

for use in determining long range requirements should be determined. If results should indicate that public concern has been over-estimated, then consideration should be given to dropping all official (government) interest in UFOs.

The history of Project Blue Book alone has shown that the UFO phenomena is mainly that of a public relations problem. The fringe of believers in extraterrestrial visitation continues to grow. UFO hobby clubs are a constant critic of Air Force policies -- the majority of these clubs profess to be studying the phenomena scientifically.

However, it should be recognized that the public could be expected to accuse the Air Force of withholding information on UFOs since their investigation has been assigned to Air Force Technical Intelligence.

U. S. SCIENTIFIC OPINIONS

Many leading astronomers have expressed their ideas on the possibilities of extraterrestrial life. There is evidence that the bulk of the stars in the sky have planetary systems. Recent research concerning the origin of life on earth suggests that the physical and chemical processes leading to the origin of life occur rapidly in the early history of the majority of planets. The selective value of intelligence and technical civilization is obvious, and it seems likely that a large number of planets within our Milky Way galaxy, perhaps as many as a million, are inhabited by technical civilizations in advance of our own. Interstellar space flight is far beyond our present technical capabilities, but there seems to be no fundamental physical objections to it, and it would be very rash indeed for anyone to preclude, from our present vantage point, the possibility of its development by other civilizations.

Dr. Carl Sagan, of Harvard University, for one, has often expressed his views that the earth is not the only inhabited planet. His work has produced the logic that if a million advanced technical civilizations in our galaxy launched an interstellar spacecraft per year, and even if all stars in the galaxy can be explored with equal

facility, then our solar system should, on the average, be visited only once every hundred thousand years.

If even a small fraction of the UFOs are interstellar spacecraft, this would imply an overriding significance to our small planet. If our views on the frequency of intelligence in the galaxy are correct, there is no reason for the earth to be singled out for interstellar visits.

Dr. Charles Smiley, of Brown University, has recently undertaken an interesting attempt to answer the question as to the possibility of UFOs being from Mars or Venus. A logical approach to this problem would be to consider favorable launch windows. It is well known the importance of selecting a favorable launch time so that a vehicle will travel along a minimum energy orbit, arriving at the path of Mars (or Venus) just as that planet comes to the same point, and for each of these launching times there would be a corresponding arrival time at intervals of about 584 days for Venus and about 780 days for Mars.

Dr. Smiley found that there was no evidence to indicate that Martians and Venusians have been arriving in large numbers, if at all. When one examines the direction from which the UFOs arrived, we find not a single case of the UFO coming from the proper direction to indicate that it had originated on Mars or Venus.

Dr. Menzel, of Harvard College Observatory, and author of several books, has stated that of the many astronomical observatories in the United States and abroad, none have ever photographed an object that remotely resembled a spaceship. Since 1957, hundreds of members of Moon Watch teams throughout the world have watched the skies, but no Moon Watch team has yet reported the presence of a spaceship. An important point is that the Space Detection and Tracking System would certainly detect an interloper from beyond our planet that would join the parade of some thousand objects now in orbit. To date, SPADATS has never given any indication that they believe an extraterrestrial vehicle has ever orbited earth. Project Ozma, an early U.S. attempt to establish contact with extraterrestrial life, was unsuccessful. No "intelligent" radio signals were noted, during its one year operational program.

Dr. Menzel stands behind his belief that human beings now are on the threshold of space. Visits to and from other worlds may occur in the future, bringing new facts and new interpretations of reality that we cannot now imagine. No evidence yet found indicates that such visits have begun. No fact so far determined suggests that a single UFO has originated outside our own planet.

The leading Soviet astronomers have voiced similar opinions regarding extraterrestrial life. It is believe that approximately

one thousand light years is the maximum distance at which interstellar communications have any meaning at all, and from both U. S. and USSR work in the area, the existence of only one similar civilization at most can be expected.

One major factor agreed by both is the high improbability of our planet being visited by extraterrestrial life from another solar system. Even the nearest stars that resemble our own sun in age and type are about ten to eleven years distant. Such a round trip from a distant neighboring solar system would encompass over twenty years, traveling at speeds approaching the speed of light. Astronomers of both countries postulate that a high probability for extraterrestrial life exists. To date, though, there has been no confirmation of the theory.

DETERMINATION OF EXTRATERRESTRIAL LIFE

The only positive proof that extraterrestrial life exists is the establishment of contact with another civilization.

The earliest U.S. attempt to establish such contact was initiated with Project Ozma. The project was established in 1959 and consisted of an 85 foot steerable antenna, which was located at the National Radio Astronomy Observatory at Green Bank, West Virginia. As the first step in a systematic search, the astronomers began to listen for possible radio signals from the neighborhood of certain stars. Tau Ceti and Epsilon Eridani were chosen as the first targets because they lie within the range of our radio telescopes, ten to eleven light years distant, and because they resemble our own sun in age and type and therefore might have planetary systems like our own.

It was calculated that signals from planets near the selected stars should be observable with the 85 foot disk if they were generated by a million watt transmitter operating through a 600 foot antenna. To be detected under these circumstances, the signals would have to be concentrated within a very narrow band of frequencies.

Signals to the target stars were sent in the hydrogen line from the observatory in May - July 1960. But if these signals are

received, analyzed, and re-transmitted the results, if any, will not be known until 1982.

No information about any operational programs can be found in the Soviet literature; however, the Soviets do possess several radio telescopes which could be utilized by the Soviets to search for radio emissions from intelligent civilizations.

Meteorites are the only bodies of extraterrestrial origin that are available for a study in our laboratories. In connection with the problem of extraterrestrial life, a large number of mineralogists, physicists, biologists, etc., everywhere are studying meteorites. The proof of the existence of organic substances in meteorites not of earth origin would support the existence of life outside the earth, no matter what the ultimate origin of meteorites might be. But in this problem as in all other problems concerning extraterrestrial life, there is not a single answer and no existing proof of the existence of life. The problem has recently been reviewed at the Institute of Microbiology, Academy of Sciences, USSR, where many investigations of such nature are being carried out.

U.S. and USSR efforts to establish contact with extraterrestrial life have been about equal in terms of theoretical discussions. The Soviets have quoted the Ozma project in their literature and the project appears to be one of their fundamental information

sources. It is not known whether the Soviets have ever attempted a similar program.

No integrated program in either country is currently underway as far as known from available sources; however, both countries have the necessary equipment for such a program.

Rob Mercer

SUMMARY AND RECOMMENDATIONS

The USAF/UFO program has represented a modest but continuous effort since 1947. The program has been well organized although the resources assigned to it have been quite limited. The program has undergone personnel, attitude, and procedural changes and because of problems and pressures has been periodically reviewed by external consultants, scientists, and more recently a congressional committee.

At present, the firm conclusions of Project Blue Book are:

(1) No unidentified flying object reported, investigated, and evaluated by the Air Force has ever given any indication of threat to our national security;

(2) There has been no evidence submitted to or discovered by the Air Force that sightings categorized as unidentified represent technological developments or principles beyond the range of present day scientific knowledge;

(3) There has been no evidence indicating that sightings categorized as unidentified are extraterrestrial vehicles. Scientific panels and committees previously reviewing the UFO situation, have repeatedly reached the same conclusions even though their recommendations have concentrated on the symptoms, not the cause of the UFO problem.

Initial classification of the UFO project and continuous association with the intelligence community has contributed to constant public criticism. The major criticism, that of withholding information, could be expected because of Blue Book's long intelligence association. With continued government involvement, the Air Force must announce and maintain a standard policy of releasing information to the public. The public must be continually informed of all matters regarding the UFO phenomena.

A recent nationwide Gallup survey of the American people on the UFO subject, revealed that more than five million Americans claim to have seen something they believed to be a "flying saucer." Nearly half of the U.S. adult populus believe that these frequently reported flying objects, while not necessarily "saucers," are real -- 29 per cent of the populus believe them to be a product of the imagination.

This represents quite a change in public attitudes toward the creditability of "flying saucers" since a Gallup survey conducted almost twenty years ago revealed that forty per cent of the populus called the saucers either a hoax or the product of the imagination.

What can be the reasons for this public belief? We can attribute this to several things:

(1) There is, of course, the individuals will and want to believe that this planet is being watched

(2) Religious beliefs that others (extraterrestrial) exist are apparent due to the existence of numerous religious cults throughout the country.

(3) Present U.S. space efforts enable many to believe

(4) People are definitely uneducated in the physical environment

(5) The extraordinary publicity since the late forties.

The unfortunate combination of the social climate at the time of the inception of the UFO era and official government recognition were leading factors that contribute to public concern. These factors coupled with national ignorance of the appearance and behaviour of astronomical and atmospheric phenomena provided the populus the opportunity for the release of latent feelings concerning UFOs. These factors reinforced by mass communication media exploitation, has created a situation wherein public interest may be the most important consideration in the entire UFO controversy.

Our American public believes in the existence of UFOs. It is incumbent upon the Air Force to respond, in kind, to this anchored public attitude. We feel we can be responsive through the adoption of the following recommendations:

(1) The Air Force should capitalize on the belief of 50 million Americans in the existence of UFOs.

(2) Announce and maintain a scientific investigation policy to satisfy public interest.

(3) Initiate positive programs oriented at establishing contact with extraterrestrial life.

We must establish a new image for Project Blue Book and we believe this can be done by acceptance of these recommendations.

Rob Mercer

HISTORY OF UFOs

45,000 B.C.

Tschi Pen Lao of the University of Peking has discovered remarkable drawings on a Hunan mountain and on an island in Lake Tungting. Possibly made in 45,000 B.C., these granite carvings depict people with large trunks, and cylindrical objects in the sky on which similar beings are seen standing.

593 B.C.

Ezekiel describes a fiery object with four distinct pillars. Each pillar protruded two wings, eight in all which moved about. The wings produced a sound "like the noise of great waters." and a fiery and thunderous exhaust issued from the base of the machine.

1 JAN 1254

Saint Alban's Abbey, at midnight, in a serene sky and clear atmosphere with stars shining and moon eight days old, there suddenly appeared in the sky a kind of large ship, elegantly shaped, well equipped and of a marvelous color.

1520

FRANCE

In 1520 there appeared in France a round shaped object with rotating lights and two fiery suns.

6 MAR 1716

On March 6, 1716 the astronomer Halley saw an object that illuminated the sky for more than 2 hours. This object was so bright that he could read a printed text by it.

24 JAN 1874

John Martin, a Texas farmer who lived a few miles south of Denison, saw a dark flying object in the shape of a disc cruising in the sky at a "wonderful speed" and was the first man to use the word saucer to describe it.

30 JUNE 1908

The inhabitants of Jenissai district of Siberia saw a gigantic ball of fire. Immediately afterwards there was a colossal explosion which devastated a forest area of seventy miles in diameter. The shock waves were registered in England. Scientists looked in vain for traces of meteorite and a crater. Curiously in the center of the devastated region only the tops of trees had been snapped off.

A Russian scientist named Kazantsev wrote a book called "A Guest from the Universe" in which he states that people living near the explosion died of a then-unknown illness with the same symptoms as exposure to atomic radiation.

HISTORY OF UFOs

45,000 B.C.	Hunan mountain, Lake Tungting
593 B.C.	Ezekiel
1 Jan 1254	Saint Alban's Abbey
1520	France
6 March 1716	Astronomer HALLEY
24 Jan 1874	John Martin, TEXAS farmer, near Denison
30 June 1908	Jenissci, of SIBERIA
	KAZANTSEV book "A GUEST FROM THE UNIVERSE"

AIR FORCE PROJECTS

- 24 JUNE 1947: Kenneth Arnold Sighting
- DEC 1947: Project SIGN (AMC who delegated to ATIC)
- DEC 1948: Project GRUDGE
- FEB 1949: Project SIGN REPORT (243 Cases)
- (No definite evidence to confirm or disprove the actual existence of UFOs as new and unknown types of aircraft)
- AUG 1949: Project GRUDE REPORT (244 Reports)
- (The phenomena presented no threat to the security of the United States and that the vast majority of sightings were misinterpretations of conventional objects)
- DEC 1951: Private Industrial Concern (Contracted to do an in-depth study)
- MAR 1952: GRUDGE changed to Project BLUE BOOK
- JAN 1953: Scientific Advisory Panel (ROBERTSON PANEL)
- (The Phenomena presented no threat to the security of the U.S. Panel recommended that the project be stripped of it's special status)
- MAY 1955: SPECIAL REPORT #14 (UFOs represented no technological developments outside the range of present day scientific knowledge)
- FEB 1966: USAF Scientific Advisory Board AD HOC COMMITTEE
- (Suggested an in-depth scientific study)
- OCT 1966: UNIVERSITY OF COLORADO (Contracted to do an in-depth study)

UFO SIGHTING
MT RANIER, WASHINGTON
24 June 1947

On 24 June 1947 at 1400 Mr. Kenneth Arnold took off from the Chehalis, Washington Airport in his personal plane and headed for Yakima, Washington. Mr. Arnold's trip was delayed for an hour in search of a large marine transport that supposedly went down near or around the southwest side of Mt. Ranier. After take-off Mr. Arnold flew directly toward Mt. Ranier at an altitude of approximately 9,500 feet, which is the approximate elevation of the high plateau from which Mt. Ranier rises. He made one sweep of this high plateau to the westward, searching all of the various ridges for the marine ship and flew to the west near the ridge side of the canyon where Ashford, Washington is located. Unable to see anything that looked like the lost plane, Mr. Arnold made a 360 degree turn to the right above the town of Mineral, starting again toward Mt. Ranier and climbing to an altitude of 9,200 feet.

Mr. Arnold reported that the air was so smooth that it was a real pleasure flying, and, as most pilots do when the air is smooth and they are at a higher altitude, he trimmed out the aircraft and simply sat in his plane observing the sky and terrain.

Mr. Arnold reported that there was a DC-4 to his left and rear at approximately 14,000 feet. The sky was reported to be as clear as crystal. He hadn't flown more than two or three minutes on his course when a bright flash reflected on his airplane. He couldn't find where the reflection came from, but to the left and north of Mt. Ranier he did observe a chain of nine peculiar looking objects flying from north to south at approximately 9,500 feet. They were approaching Mt. Ranier very rapidly, and he assumed that they were jet aircraft. Every few seconds two or three of the objects would dip or change course slightly, just enough for the sun to strike them at an angle and reflect brightly. The objects being quite far away, he was unable to make out their shape or formation. As they approached Mt. Ranier he observed their outline quite clearly. Mr. Arnold stated that he found it very peculiar that he couldn't find their tails but assumed they were some type of jet aircraft. The objects were observed to pass the southern edge of Mt. Ranier flying directly south to south-east down the hog's back of a mountain range. The elevation of the objects was estimated to have varied approximately one thousand feet one way or another but remained very near the horizon, which would indicate that they were near the same elevation as the witness. Mr. Arnold stated that the objects flew like geese, in a rather diagonal chain-like line as if they were linked together. They seemed to hold a definite direction but swerved in and out of the high mountain peaks. The witness estimated the distance between him and the objects to be approximately 25 miles. Using a Zeus fastener, or cawling tool, he estimated the size of the objects to be approximately two thirds that of a DC-4. He observed the UFO's passing a high snow covered ridge in between Mt. Ranier and Mt. Adams and reported that as the first object was passing the south crest of this ridge the last one was entering the northern crest of the ridge. Later measurement of length of this particular ridge revealed it was approximately five miles, so it was estimated the chain of objects was five miles long. Mr. Arnold timed the objects between Mt. Ranier and Mt. Adams and determined they crossed this 47 miles in one minute and forty-two seconds. This is equivalent to 1656.71 miles per hour.

In a subsequent interview Mr. Arnold described the objects as appearing like saucers skipping on water. This description was shortened to "Flying Saucers" by newspaper men and resulted in the popular use of this term.

It is the Air Force conclusion that the objects of this sighting were due to a mirage. Mr. Arnold's statement concerning how smooth and crystal clear the air was is an indication of very stable conditions which are associated with inversions, and increase the refraction index of the atmosphere.

THE MANTELL CASE

7 January 1948

On 7 January 1948, at 1320 (1:20 pm) hours, the tower crew at Godman Field, Kentucky sighted a bright disc shaped object which they were unable to identify. The presence of this object was brought to the attention of the Base Operations Officer, Base Intelligence Officer, and eventually the Base Commander, but the object remained unidentified. At 1445 (2:45 pm), a flight of five P-51's flew over Godman Field. The object was still visible, and the Flight Commander was requested to investigate and attempt to determine the nature of the UFO if his mission allowed. The Flight Commander, Captain Mantell, stated he was on a ferry mission, but would investigate. Captain Mantell then started a spiraling climb to 15,000 feet, then continued to climb on a heading of 220°, the approximate direction of the UFO from Godman Field. At 15,000 feet the wing men turned back because they were not completely outfitted for flights requiring oxygen. The wing men attempted to contact Captain Mantell by radio but were unsuccessful. Captain Mantell made a transmission at 15,000 feet to the effect that he had the object in sight, and was still climbing to investigate. The 15,000 foot transmission was the last known of Captain Mantell.

It is the ATIC opinion that Captain Mantell lost consciousness due to oxygen starvation, the aircraft being trimmed continued to climb until increasing altitude caused a sufficient loss of power for it to level out. The aircraft then began a turn to the left due to torque and as the wing dropped so did the nose until the aircraft was in a tight diving spiral. The uncontrolled descent resulted in excessive speed causing the aircraft to disintegrate. It is believed that Captain Mantell never regained consciousness. This is borne out by the fact that the canopy lock was still in place after the crash, discounting any attempt to abandon the aircraft. The UFO was in no way directly responsible for this accident. However, it is probable that the excitement caused by the object was responsible for this experienced pilot conducting a high altitude flight without the necessary oxygen equipment.

There were two conceptions as to the identity of the object; Veems, one of the brightest objects in our heavens, or a large balloon used for high altitude experimental flights and known as "sky hooks". These balloons fly at altitudes in excess of 60,000 feet and reach diameters of approximately 100 feet.

During the period of this sighting the Navy was conducting a program utilizing "sky hook" balloons. The Navy program was classified at this time and therefore these balloon flights were known only to those with a "need-to-know". It was subsequently determined that on the date of the Godman sighting a balloon was released by the Navy from Clinton County airport in Ohio. The release time of the balloon was related to a wind plot for 7 January 1948, and it revealed that the balloon would have been in the area of Godman at the time of the sighting.

On 7 January 1948, at the time of the sighting, Venus was also in a directional position which coincided with that of the UFO. This planet's angular distance from the sun was rather small, but bright enough to be seen in the daytime. It is possible that Venus was also a cause to this sighting, and was observed by some of the witnesses on the ground. However, the prime culprit is believed to have been the sky hook balloon released by the Navy. Captain Mantell was attempting to close in on this balloon which was still more than 40,000 ft above him.

It is the Air Force conclusion in this case that Venus was probably the original cause of the sighting since the object remained in the area for a long period of time and was relatively stationary. The object pursued by Captain Mantell is believed to have been the sky hook balloon, and this object was probably seen by other witnesses who described the object as pear shaped and metallic.

FARGO, NORTH DAKOTA

October 1, 1948

On the evening of October 1, 1948, at 2100 hours, Lt Gorman, pilot of an F-51 aircraft, observed an intermittent white light about 3,000 feet below his 4,500 feet cruising altitude. He decided to investigate and began pursuit of the object to determine its nature. When the object appeared to take evasive tactics the pilot utilized maximum power. However, the light appeared to out-turn, out speed, and out climb the F-51 in every instance.

Contact was lost twenty seven minutes after the initial sighting when the F-51 went into a power stall at 14,000 feet altitude and the object continued to ascend almost vertically for another 3,000 feet, at which time preparation for landing occupied the pilots time.

The Air Force conclusion is that Lt Gorman engaged a lighted weather balloon that had been released 10 minutes before the sighting began.

Aerial Dogfight with UFO

~~Incident No. 997~~ 18 Nov. 1946, 2200 Hours, Andrews Air Force Base, Maryland.

The pilot of a T-6 reported seeing an object over the base at 1700 feet. Object was an oblong ball with one light, no wings, no exhaust, in landing light of T-6. It had a dull gray glow and was thought to be smaller than the T-6. Pilot made passes and object evaded by going above aircraft. T-6 tried to close in very tight climbing turns, but object turned inside the aircraft. Object was lost after ten minutes at 7500 feet. Its speed seemed to vary between 80 MPH and 60 MPH.

~~Dr. Pitt's report~~ ^{Dr. Pitt's} report shows that the object described was a synoptic balloon. ^{Dr. Pitt's} report shows that it is very difficult for the observer to separate target motion and his own motion even in daylight, and practically impossible to do so at night. This fact has been substantiated by ^{pilots} the ~~writer~~, who in controlled experiments attacked ordinary balloons with a T-6. In daylight, and with knowledge of what the object was and what it did, all the above described maneuvers were duplicated in appearance.

CHILES-WHITTED INCIDENT

July 24, 1948

At 2:45 in the morning, the pilot and co-pilot of an Eastern Airlines DC-3, flying at 5000 feet between Mobile and Montgomery, Alabama, sighted a dull red exhaust some 700 feet ahead, a little above and to the right of the airliner.

Captain Clarence Chiles, the pilot, immediately turned to his co-pilot, John Whitted, and remarked: "Look, here comes a new Army jet job." The object approached in a slight dive, deflected a little to the left and passed the plane on the right, almost level and parallel to the flight path, at a distance of approximately one-half mile. After passing, it pulled up sharply and disappeared into a cloud.

The object was described as a wingless aircraft, 100 feet long, cigar shaped and about twice the diameter of a "B-29." It had no fins or protruding surfaces. Chiles thought it had a "snout" similar to a radar pole on the front and he had the impression there was a cabin with windows above--much like a pilot compartment--except that it appeared brighter. The illumination inside the body itself approximated the brilliance of a magnesium flare. He saw no occupants nor did Whitted. Visible from the side only, was an intense, fairly dark, blue glow running the entire length of the object beneath the fuselage.

The glow reminded Chiles of a blue fluorescent factory light. The exhaust was described as a red-orange flame, the lighter color (orange) being predominant about the outer edges. Chiles thought the flame flared out from a nozzle in the rear which he thought he perceived. The flame extended some 30 to 50 feet behind the object and became deeper in intensity (redder) and increased in length as the object pulled up into a cloud. No disturbance was felt from air waves, nor was there any wash or mechanical disturbance when the object passed. No sound was heard.

Co-pilot Whitted's attention was drawn to the object by Chiles' remark. His description of the object and its maneuvers was very similar to that of Chiles' except that he did not observe a cockpit in front nor did he see any radar "snout." His drawing and description also indicated windows or openings on the side. He estimated the object passed at greater distance than did Captain Chiles. He saw the "exhaust" as a parallel wide flame which appeared to come from the entire rear of the object rather than from a nozzle, never growing any wider than the width of the object itself, although he noticed the increased length of the flame as the object "pulled up."

CHILES-WITTED INCIDENT

The night was clear with a bright moon and broken cloud coverage of 4/10 at 6000 feet. Both estimated the object to be in sight approximately 10 - 15 seconds.

The case was evaluated as an obvious "fireball" but was carried as unidentified for a time in the Air Force Files. The initial evaluation was made in 1948 by Dr. J. Allen Hynek. Current analysis of the data substantiates Dr. Hynek's conclusion and the case is evaluated as a "fireball" sighting.

Captain Clarence Chiles, the pilot, immediately turned to his co-pilot, John Witted, and remarked: "Look, here comes a new thing, 'let job'." The object approached in a slight dive, banked to the left and passed the plane on the right, about level and parallel to the light path at a distance of approximately one-half mile. After passing, it pulled up sharply and disappeared later.

The object was described as a wingless aircraft, 100 feet long, cigar shaped and about the diameter of a 7-8". It had a "boom" like or protruding antenna. Chiles thought it had a "boom" similar to a radio pole. Witted like a pilot compartment, there was a cabin with windows and a pilot compartment. The object appeared brighter. The illumination inside the body level approached the brilliance of a searchlight. The glow was not visible from the rear only, was an intense, dark, blue glow running the entire length of the object behind the fuselage.

The glow remained Chiles of a blue fluorescent factory light. The exhaust was described as a red-orange glow. The object (orange) being predominant about the outer edge. The flame flared out from a nozzle in the rear. The flame extended some 30 to 50 feet behind the object and became deeper in intensity (redder) and increased in length as the object pulled up into a cloud. No disturbance was felt from the object nor was there any sound or mechanical disturbance when the object passed. No sound was heard.

Captain Witted's attention was drawn to the object by Chiles. His description of the object and its movements was very similar to that of Chiles, except that he did not observe a "boom" in front nor did he see any "boom". His drawing and description also indicated windows or openings on the side. He estimated the object passed at greater distance than did Captain Chiles. In the "boom" as a parallel with flame which appeared to come from the entire rear of the object rather than from a nozzle, was glowing any other than the view of the object itself, although he noticed the increased length of the flame as the object pulled up.

ADAK, ALASKA

11 September 1950

On 11 September 1950 at 4:45 pm, a Coast Guard photographer took four photographs of the total eclipse of the Sun, whose path of totality crossed the Aleutian Islands near Adak, Alaska. The photographer noticed nothing at the time when he took the pictures. It was two years after the photographs had been taken that the observer noticed the images on the film.

The photographs were examined and the probable cause determined. A 4" x 5" Speed Graphic Camera with coated lens was pointed toward the sun, and the image was examined on the ground glass. A pronounced flare spot, in addition to the main image, was noted with the lens wide open, $f/4.7$. Any camera movement caused the flare spot to move, as well as the main image. Inserting a flat glass filter before the lens in the conventional position produced additional flare spots, which moved about with slight variations in filter orientation.

Flare images are always encountered in photography when an unusually bright object is included in the field of view, and when the exposure is not proportionally reduced. The stated exposure is considerably in excess of normal for an object as bright as the sun, as shown also by considerable halation of the negatives about the sun images.

It is probable that the spots in question are nothing more than flare spots due to overexposure for sun brightness.

OK

9. Minneapolis, Minnesota, October 11, 1951, 0630 CST -- A two man
aircrew was flying at 10,000 ft observing the grab bag balloon when they
suddenly saw a glowing object moving from east to west at a high rate
of speed and at a very high altitude. The object appeared to be traveling
at the rate of about 5° per second. The object was peculiar in that it
had what can be described as a halo around it with a dark undersurface.
It crossed rapidly and then slowed down and started to climb slowly in
lazy circles. The pattern it made was like an inverted falling leaf.
It went through these gyrations for a couple of minutes. The object was
in view for approximately five minutes. Two hours later, another object was
observed but this one didn't hang around. It approached from the West
and disappeared to the east, neither one leaving any trace of vapor trail.
This case has been placed in the unidentified category.

11. Terre Haute, Indiana, 9 October 1951, 1342 CST. On 9 October 1951 at 1342 CST, a CAA chief aircraft communicator observed a silver object pass directly overhead while he was at Hulman Municipal Airport, five miles east of Terre Haute, Indiana. The object was judged to be approximately the same size of 50 cent piece held at arm's length. The object passed overhead at a very high rate of speed going in a southeasterly direction, passing from directly overhead to the horizon in about 15 seconds. There was no sound or vapor trails. The shape and general form of the object could be seen as the object passed over the horizon and out of sight. This case has been placed in the unidentified category.

RIVERSIDE, CALIFORNIA

23 November 1954

51

Guy B Marquand, Jr and two friends were reportedly stopped on a mountain road looking at scenery. UFO flew by at a very high rate of speed and when it came back he had his camera ready and made this picture. Claimed the "saucer" was four or five city blocks distant at the time the photo was taken.

When Mr Marquand was contacted by the OSI he immediately admitted that saucer was a hoax and was actually a 1937 Ford Hub Cap.

Rob Mercer

LUBBOCK, TEXAS
August 25, 1951

On the evenings of August 25, 1951, August 31, 1951, and September 1, 1951, flights of unidentified objects were observed over Lubbock, Texas; in some instances there were several flights per evening. The description of the objects varied to some extent, but it is generally agreed that it was a "V" or "U" shaped set of illuminated objects. Mr. Carl Hart, an amateur photographer, turned over photographs to the Air Force which he claims are of two of the flights. Disagreement among the witnesses is on the number of lights in the arrangement and whether it was "V" or "U" shaped. The flight path was from NE to SW or N-S. The object appeared brighter than stars and had a yellow or blue tint. In most cases no noise was reported, but a few witnesses stated they heard a "whoosh."

Many witnesses reported the incident, but the most technically competent observers were probably Professor W. L. Ducker, Head of Petroleum Engineering, Dr. A. G. Oberg, Professor of Chemical Engineering, and Dr. W. I. Robinson, Professor of Geology, all of Texas Tech. In addition to being the most competent, these witnesses were among the first to see the object and viewed it on subsequent occasions under controlled circumstances. For their initial sighting the professors were gathered together discussing astronomy on the evening of August 25, 1951. At 2110 hours they happened to observe the first flight of the object, which they described as a rough semi-circle of lights. A second object passed over three minutes later. The witnesses estimated the angular velocity to be 30° per second. During subsequent observations the professors confirmed their estimate of the velocity by using protractors and stop watches. Attempts were also made to get an estimate of the elevation by viewing the object from several locations at the same time and using trigonometric methods, and also by using clouds of known height. These attempts were not considered successful.

In 1959 Dr. J. Allen Hynek contacted one of the professors at Texas Tech regarding this case. This professor informed Dr. Hynek that he had conducted an extensive study of the Lubbock sighting and determined that they were definitely birds.

The Air Force conclusion is that birds, with street lights reflecting from them, were the probable cause of this sighting. The angular velocity of 30 per second seems rather high for birds during migratory flights (approximately 60 MPH at 168 feet altitude). It is probable that the angular velocity was less. In all instances the witnesses were located in an area where their eyes were probably dark adapted, therefore making the objects appear brighter.

Mr. Hart, when taking his pictures, had to do so by "panning" his camera (swinging with the object's motion). Panning is quite difficult

and the relatively high degree of success of this photographer is further indication that the angular velocity of the object was not as high as estimated.

The kind of birds responsible for this sighting is not known, but it is highly probable that they were ducks or plovers. Since plovers do not usually fly in formations of more than six or seven, ducks become the more probable. The fact that this was late summer, and that the objects consistently flew to the south tends to substantiate the conclusion that the objects of this sighting were migratory birds.

OK

10. March AFB, California, 23 September 1951, 0810 PST -- On 23 Sept. 1951 at 0810 PST, an unidentified object was sighted over Long Beach, California. Four F-86 aircraft were scrambled and the object was sighted by them over Muroc, California. On attaining an altitude of 43,000 feet, the F-86's reported the object to be orbiting March AFB at an altitude of between 50,000 feet and 55,000 feet. Rawinsonde balloons were released from San Diego, Long Beach and Santa Maria, California at approximately 0700 PST. This case has been placed in the balloon category.

Rob Mercer

Long Island, New York

October 29, 1952

Two F-94A pilots sighted an unidentified object on October 29, 1952 at 5:10 am, EST, over Long Island, New York. The two F-94A aircraft were on a local training flight at 28,000 feet over Hempstead, Long Island. The object appeared as a bright light and a dark object was above the light; it moved back and forth and performed tight orbits. The aircraft chased the object, however, they did not leave the Long Island area and there was no radar contact with the object. No determination of size or shape was possible because the observing aircraft could not close the distance between the object and the aircraft. Total observation time was twenty minutes with the object disappearing southeast of Long Island.

Since the object performed tight orbits, rose rapidly upward and disappeared, it appeared to be similar to other reports of balloon observations. The sighting is carried in Air Force files as a possible balloon observation.

OK

7. Goose Bay Air Force Base, December 15, 1952, 2315Z -- On 15 December 1952 at approximately 2315Z an unidentified flying object was sighted by aircrews of an F-94B and a T-33. The object was pursued for 25 minutes when it faded at a distance of about 30 to 40 miles from the base. The object was reported to have no definite shape or size, but first appeared as bright red, and alternated between red and white until fading away. No jet or rocket exhausts were noted, no sound was heard, and the manner of propulsion could not be determined. The direction of flight was generally west on a bearing of 270° to 280°. There were two C-54 type aircraft in the area, however, they did not report any unusual sightings to the tower operator. This case has been placed in the unidentified category.

Rob M...

JAPAN

December 29, 1952

On the evening of December 6, 1952, the pilot of an F-84-G was engaged in local area night flying near Misawa AFB, Japan. At 7:45 PM local he overheard the pilot of an F-94 report to the control tower that he had sighted an unidentified "rotating cluster" of lights. At 7:48 PM the pilot of the F-84, an Air Force Colonel, sighted a bright light in the west that seemed larger and brighter than any of the stars. The object seemed to give off three different colors; red, white and green. These colors seemed to be rotating slowly in a counter-clockwise direction and had a period of rotation of 4 to 8 seconds. At this time, the F-84 was flying on a magnetic heading of 010 degrees and at an altitude of 27,000 feet. The pilot then turned and started to climb in an attempt to intercept the object. During this time he turned off all the lights on the aircraft to make sure that the object was not a reflection of an internal light and attempted closure just short of the Mach of his plane (.82). At 35,000 feet the pilot leveled off because he seemed level with the light, however, shortly afterward the light appeared to accelerate westward and disappeared at 7:55 PM local. The pilot then took up a magnetic heading of 160 degrees and flew in a southeasterly direction. After 5 minutes in flight on this heading he noted the object again in the west at 35,000 feet, level with him and flying what appeared to be a parallel course. After about 5 minutes observation, the Colonel again turned to set up an interception course by banking to the right. At this time, about 8:05 PM the object appeared to accelerate to the west and disappeared in about 5 seconds. The object or lights was not seen again.

Weather conditions were such that scintillation of stars would have occurred, particularly near the horizon. When the lights was first observed by the F-84 pilot, Venus was about 3 degrees above the horizon in the western sky and would have passed below the horizon at the approximate time the UFO disappeared. At this time of year Venus is much brighter than any of the other stars or planets and was probably the stimulus for the sighting.

OK

1. Laredo AFB, Texas, 4 December 1952, 2048 CST -- A student pilot, while orbiting over Laredo AFB in a T-28 aircraft, sighted an unusual blue light of about half the intensity of the normal glow emitted by a T-33 position light. The time of the sighting was approximately 2048 CST under clear weather conditions with the wind at 6,000 feet from 15 degrees at 25 knots. The object's maneuvers consisted of a counter-clockwise orbit over the Air Base, an apparent pass on the T-28 and finally an irregular rapid ascent and disappearance to the south. The pilot of the observing aircraft attempted an interception but overshot. The object was not sighted after 2056 CST. The United States Department of Commerce Weather Bureau, located at Laredo Air Base, released a lighted weather balloon at approximately the same time that the student pilot observed his UFO. This case has been placed in the balloon category.

GULF OF MEXICO
December 6, 1952

On the morning of December 6, 1952, a B-25 on a training mission was over the Gulf of Mexico on its return trip from Florida to Galveston, Texas. At 0535 CST, a student radar operator observed several fast moving returns on his radar scope. The speed of these returns was computed as over 5,000 MPH; and during a 10 minute period 20 to 25 returns were observed, sometimes as many as 2 or 3 returns were on the scope at the same time. Also, during this 10 minute interval several blue-white flashes were observed visually from the right "waist blister" of the aircraft.

Conclusion

Radar analysis revealed that the returns were false targets. They could have been caused by one of the following:

1. Beacon returns, triggered by another radar.
2. Returns from variations in the atmosphere.
3. Ducting

The visual observations were probably meteors from the annual Germinid shower which began that day.

UFO SIGHTING
CHESAPEAKE BAY, VIRGINIA
July 14, 1952

A DC-4 aircraft, piloted by two airline pilots, was approaching Norfolk, Virginia, July 14, 1952, about 20-25 miles out on NE leg of range at 8,000' when 6 unidentified objects were visually sighted approaching aircraft on heading about 60 degrees at approximately 2,000'. When objects reached point under and slightly to right of aircraft one of the observers saw them roll up on edge and instantly shoot off on heading of 270 degrees. After changing direction, two more objects appeared from behind and joined the formation. Speed of the discs was estimated at well over 1,000 mph. When first seen, they were glowing on top side, with intense amber-red light. Diameter was approximately 100' (estimated) and they appeared perfectly circular. They approached the DC-4 in a narrow echelon and appeared to decelerate before changing direction. With deceleration, glow appeared to dim and immediately after changing direction and flattening brilliantly again, and began climbing on heading of 270 degrees. Their glow was extinguished again, this time in sequence rather than simultaneously, and they were lost from view. The sighting occurred at 8:12 pm, EST on July 14, 1952. Total duration of sighting was 15 seconds.

Air Force Comments: Five jet aircraft were in the vicinity of Langley AFB at the time of observation. After various checks with surrounding AF agencies, it was concluded that objects were not the five jet aircraft. Other checks for known airborne objects were made with negative results. Air Force Conclusion: Unidentified.

The Nash-Fortenberry sighting is one of the so called "classics." This sighting has been included in the books of Edward J. Ruppelt, The Report on Unidentified Flying Objects, Doubleday; Keyhoe, Flying Saucers from Outer Space, Holt; and Donald H. Menzel and Lyle G. Boyd, The World of Flying Saucers, Doubleday.

SALEM, MASSACHUSETTS

16 July 1952

On 16 July 1952 a photograph of four objects was taken by the USCG station photographer at Salem, Massachusetts. The photograph was submitted to ATIC for analysis and the analysis was completed on 1 August 1952. Analysis was made from the original negative which was returned to the Coast Guard at their request. The results of this analysis indicated that the photo was a hoax. Extensive photographs were taken under similar conditions. Failure of the light source to cast reflections on the highly polished cars below indicated that the light was not outside and it was assumed by the analysts at this time, that the photo was a double exposure and for this reason was a hoax. A subsequent examination of this photo was made in October 1963 and the following analysis is indicated as a more probable cause.

The photo was taken through a window with a 4/5 Busch Pressman Camera (135 MM F4.7 Raptar lens with Rapax shutter, loaded with 4/5 Super XX cut film). The photographer observed several lights which seemed to be wavering. He observed the lights for 5 or 6 seconds and grabbed the camera, which had been on a nearby table. The focus was adjusted to infinity. The photographer pulled the slide in preparation for the picture when he noticed that the lights had dimmed. He assumed at the time that the object he saw was a reflection. He ran out of the room to get an additional witness, and upon returning noticed that the lights were again brilliant. When they went to the window the lights were gone. He again stated that perhaps some sort of refraction or ground reflection could be a possible account for the lights.

The following points are deemed pertinent to analysis. The camera was focused on infinity and the picture taken through a window. As the witness approached the window the objects dimmed, as he returned to his point of initial observation and at the second observation as he reentered the room the lights

were again brilliant. The objects as photographed, appear fuzzy and out of focus. The cars and buildings outside are sharply outlined. The window frame inside the building is out of focus. All four objects have the same outline and general configuration, in spite of the blurring.

Conclusion: It is believed that the photos represent light reflections from an interior source (probably the ceiling lights) on the window through which the photo was taken. With the camera set on infinity the window would be more out of focus than the lights. The lights would still be out of focus since the distance from the lights to the window and back to the camera lens would still be shorter than the distance required for a clear picture with the lens setting on infinity. The objects outside the building would be in focus. The apparent brightness of the reflection would decrease as the photographer approached the window. The initial photo analysis indicating the magnitude of the light and substantiation of fact that the light source was not external is correct. There is no indication of any attempt to perpetrate a hoax. The photo received is similar to many others taken through windows which have been confirmed as reflections of an interior light source. Had the camera been focused for a shorter distance the outlines of the interior light sources would have been sharper. It is believed that there is sufficient evidence to substantiate the evaluation of this photo as reflections of internal light sources.

WASHINGTON, D C SIGHTINGS
19/20 and 26/27 July 1952

On 19/20 and 26/27 July 1952, a great amount of excitement was generated in the Nation's Capitol due to sightings of unidentified flying objects, both visually and on radar. Most of the sightings occurred between midnight and dawn. The objects were picked up by more than one radar in the Washington area and were reported to have speeds on the order of 7500 miles per hour. Jet intercepts were unsuccessfully attempted. FTD reports contained unconfirmed information that the President of the United States had taken an active interest in the sightings.

Visual sightings were reported by both ground and airborne witnesses. The descriptions by the witnesses were generally the same. The objects were described as changing from orange to green and back to red. The numbers varied from one to six, with no apparent set formation. Three objects were reported to have left trails. The motions of the objects for the most part appeared erratic. In some instances the objects were described as meteors.

Unfortunately the only day for which weather data was obtained was for 26 July 1952. The data on this day showed that there was a temperature inversion at 800 feet and at 4000 feet.

The radar porition of this report was analyzed by the Electronic Division of FTD. It was concluded that the radar sightings were probably due to anomalous propagation; sometimes referred to as "bending", "ducting", "guided propagation," "tapping" or "super refraction" of the radar electromagnetic wave; the inversions and moisture conditions being responsible for the unusual functioning of the radar. The "ducting," "tapping," etc, being responsible for detecting ground targets which are not normally seen. Bending of the radar waves, so that ground targets were not giving "solid" returns for every antenna sweep, thereby caused the misinterpretation that what were probably stationary ground targets were in motion.

As to the visual sightings, these individuals were probably experiencing the same effects as the radar (mirage), and were seeing objects normally beyond their range of vision. There is also the possibility of inconsistencies in the layers of air of different temperature causing lenses of air which resulted in distortion of some of the lower stars. It is significant to note that all instances where it could be determined the altitude of the airborne witnesses was approximately 4000 feet, the level of the higher inversion layer. Sightings of meteors coupled with the normal excitement of the witnesses also contributed to this sighting.

The FTD conclusion is that the radar and visual sightings on 26 July 1952 were due to the mirage effects created by a double inversion. It is also concluded that since the circumstances of 19/20 and 27 July 1952 parallel to those of 26 July 1952, that similar conditions existed and that the sightings were due to the same cause.

TREMONTON, UTAH

July 2, 1952

Chief Petty Officer, Delbert C. Newhouse, while driving to Portland, Oregon, observed what he described as 10 - 12 flying objects in the sky. Objects were sources of light or highly polished bodies. Observer exposed 30 feet of 16 mm color motion picture film. The objects seemed to be milling about in a rough formation.

Air Force Comment: The Utah film, taken by CPO Newhouse, was analyzed by the Navy and they determined the objects to be seagulls.

OK

2. North Atlantic Area, 29 August 1952, 1550Z -- On 29 August, at approximately 1550Z, a navigator, while on a cosmic balloon tracking flight observed three white objects shaped like spheres, about $\frac{1}{2}$ the size of the balloon and in a triangular shaped formation. The navigator observed them through the astro-dome at an altitude of 10,000 feet with with an 8500 foot undercast and clear visibility above that. Navigator was in a P4Y-2 type aircraft flying in a northerly direction at about 150 knots. Winds were from the southeast at about 25 knots. The balloon was to the north of the aircraft at 70,000 feet when it released the instrument package on a parachute and immediately thereafter the three objects appeared. The objects remained stationary relative to the balloon for about two minutes and then moved rapidly off and disappeared in about five seconds. There were no trails or exhaust nor means of propulsion. This case has been placed in the unidentified category.

SANTA ANA, CALIFORNIA

January 9, 1953

Two observers flying in an aircraft reported that a formation of lights approached their aircraft from a northeast direction. The lights approached the aircraft with a rapid rate of closure and the aircraft Commander started a slight turn to the left; the formation of lights made a slight rise and disappeared. The lights appeared in a slightly bent "V" formation and were blue in color. During the interval in which they were observed, the lights changed from a banked to a level position. No sound was heard. The time of the sighting was 1927 PST with the lights remaining in view for approximately five seconds. The lights were observed at 0230 o'clock or northeast of the aircraft. The lights appeared to be on a plane with the aircraft which was flying at 16,500 feet. The speed of the lights or their distance could not be determined by the observers. The weather conditions at the time of the sighting were clear sky with 12 knot winds at 227 degrees.

Air Force Comment: Two KC-97 type aircraft were flying in the Santa Ana area and one of these aircraft was equipped with a number of blue lights in a pattern.

THE KINROSS INCIDENT

23 November 1953

This incident was not reported to ATIC as a UFO sighting and therefore we have no case file. Due to the great amount of public interest in this incident ATIC contacted the Flying Safety Division at Norton AFB, California for information pertaining to this aircraft accident. It was determined from Norton AFB that the F-89 was scrambled to intercept an unidentified aircraft which was successfully accomplished. The aircraft was reported in as a Dakota (Canadian C-47). From the time that the F-89 started to return to base nothing of what happened is definitely known. It is presumed by the officials at Norton AFB that the pilot probably suffered from vertigo and crashed into the lake. The wreckage has never been recovered.

This case is carried in Air Force Aircraft Accident Records.

ATLANTA, GEORGIA

July 7, 1953

On the night of July 7, 1953, three observers from Atlanta were driving on Highway 78 near Mapleton, Georgia, when they encountered a "flying saucer" in the middle of the road. There were three small animals near this red colored "saucer." As the observers bore down on this object, two of the animals entered the "saucer" and escaped. As the "saucer" rose and disappeared at a 45 degree angle, it turned a light blue in color. Observers' car struck the third animal and knocked him unconscious. After getting out of the car and finding this animal which was approximately 21 inches in length, had long ears, no hair, and no tail, observers stayed at the scene and several other automobiles stopped. The animal died in about 30 minutes and was taken to one of the Atlanta newspapers. A reporter for the newspaper called the FBI, who in turn called the OSI to investigate the incident.

This animal was first examined by a local veterinarian who stated that he had never seen such an animal before. Later the animal was taken to Emory University where an Emory authority identified it as a member of the monkey family and not an "animal from space." A member of the State Crime Laboratory and another member of the Emory University staff identified the animal as a monkey which had been shaved and from which the tail had been removed. Observers confirmed that the whole story was a hoax resulting from a \$10.00 bet with a friend that he (observer) could not get his picture in the paper. Observer was fined \$40.00 for obstructing the highway and was released at that time.

Conclusion

Other - Hoax.

MUSKOGEE, OKLAHOMA
Summer 1953

Object reportedly traveling at speed of 300 to 500 miles per hour and was about 1 mile high. Observer stated object was 75 to 80 feet in diameter, was traveling in a southerly direction, and was in view only a few seconds. The witness refused to be interviewed and would give no more information.

Despite the great speed of the object it is centered in picture and there is no evidence of blurring. This could have been accomplished only by panning yet the trees in the background show no evidence of panning.

Evaluation: HOAX

Rob Mercer

RICHMOND, INDIANA

24 MAY 1954

At 1225 (EST) on 24 May 1954, an Air Force Major, flying a photographic mapping mission near Richmond, Indiana, observed and photographed what appeared to be a large, high-intensity light moving below his aircraft. The light traveled a distance of six miles over the ground at a speed twice that of the aircraft.

Intensive studies of the photographs were made. The studies indicated that the light was not a material object.

~~Extensive investigations, exploring all possible clues and avenues of approach to the probable nature of the object were made. The ground under both the path taken by the aircraft and the object were examined with a fine tooth comb. Photographs were made of the area for a study of ground characteristics or other clues. Aircraft flights, radar units and other operations were immediately checked carefully, with negative results.~~

The data was submitted to a panel of scientists and specialists, which included astronomers, meteorologists, and a physicist. It was concluded that the sighting was a very rare aerial phenomena caused by the reflection of the sun's rays upon an ice-crystal platellete formation.

SUMMARY OF CIRCUMSTANCES

2 July 54
Walesville, N.Y.

At 1127 Eastern Standard Time (EST), July 2, 1954, F-94C 51-13559 crashed three miles east of Westmorland (referred to as the Walesville intersection), New York and was destroyed. The pilot and radar observer of the aircraft ejected successfully and were uninjured. However, the aircraft struck a civilian dwelling and a civilian automobile, fatally injuring a total of four persons.

The aircraft took off at 11:05 EST on a routine training mission. An afterburner takeoff was made and engine operation was normal. The afterburner was shut off at 2,500 feet and level flight was assumed. At the request of the ground controlled intercept (GCI) site, the mission of the aircraft was changed to airborne intercept and an afterburner climb was made to 12,000 feet. A visual sighting of the unidentified aircraft was made at 10,000 feet, but because of the slow speed of the unidentified aircraft, the pilot of the F-94C employed dive brakes, flaps and, at the same time, reduced the throttle to approximately 65 percent rpm. After identifying the C-47 aircraft by tail number, the pilot turned his attention to a second unidentified aircraft. The GCI informed the pilot that the second unidentified aircraft was probably low and letting down for

a landing at Griffiss Air Force Base.

As the pilot started a descent, he noted that the cockpit temperature increased abruptly. The increase in temperature caused the pilot to scan the instruments. The fire warning light was on and the pilot informed the radar observer of this fact. The fire warning light remained on after the throttle was placed in "idle" so the engine was shut down and both crew members ejected successfully.

UFO SIGHTING
BERMUDA INCIDENT
3 July 1954

On the night of July 3, 1954, a B-36 radar observer, monitoring thunderstorm activity at 15,000 feet over the Atlantic, near Bermuda, observed some very peculiar radar returns on his scope

There on his screen was a clear and well-defined formation of one circular object surrounded by 6 smaller circular objects. They appeared near the surface of the ocean. A number of adjustments were made to check if an equipment malfunction existed or if the objects were spurious. The radar observer then called the navigator, then the aircraft commander, to observe the objects.

At this point the radar scope camera was turned on the set and a number of frames taken before the objects went out of range. Meanwhile, a check indicated no air or naval activity in the area.

The radar operator who had 10 years in service, 3500 flying hours and 1500 hours as a radar observer, stated that he was familiar with ship and aircraft returns, and that this was the most peculiar return he had encountered in his ten years of service, concluding with "I've seen ships before on the scope--in fact, I was tracking one before these "things" showed up -- it wasn't radar interference, and not a cloud return --".

The prints were examined, and other internal checks and investigations made. The blips on the photos were valid objects, as compared to the numerous radar photos of spurious returns, which suddenly appear and disappear.

A detailed check with the Navy revealed that the objects seen were definitely a Navy vessel in company with six destroyers and one submarine, enroute from the Mediterranean area to a U.S. Base.

BOSTONIA, CALIFORNIA
19 Oct 1956

This report was submitted to us by the Federal Bureau of Investigation. The source-observer was a minister's daughter who set a camera in front of her father's church to obtain a time exposure of the moon, as part of her astronomy class assignment. She left the camera for 20 minutes. Upon developing the film she was startled to find a "flying saucer" hovering over the tree in the church yard. She insisted to the FBI that the camera was not moved during the "open-exposure" period.

A magnification of photos disclosed moon track broken. Measurement of known diameter and movement of moon gave the duration camera was moved, and picture of a light fixture superimposed. Camera was returned to original position. The conclusion was that this was obviously a hoax.

UFO SIGHTING
ROME, SCHENECTADY, ROCHESTER, N Y
9 - 10 April 1956

On 9 April 1956, at 0315Z, Capt Ryan, and the first officer of an American Airlines aircraft sighted an unidentified flying object while on a scheduled flight from Schenectady, N Y to Oswego, N Y. The object appeared the size of an aircraft on the ground from 6000 feet, was a bright orange light which remained in sight for 45 minutes. The object was viewed 5° to port and appeared to parallel the course of the aircraft at equal speed. (Aircraft heading 297° at 6000'.) The weather was reported as clear with a very thin overcast. This object was also reported by the crews of four other flights who thought it was probably a star or planet. Interceptors were scrambled at 0348Z and were in the air at 0352Z and at 0413Z identified the object as a planet. No instructions were given to the airliner to deviate from course. CAA records show that the American Airline flight landed ahead of schedule.

The object was observed by the shift supervisor in the tower at Griffis Air Force Base. The supervisor reported the object was round and appeared to be about the size of a pea held at arm's length, was white with an orange tint when first sighted, and after about 10 minutes appeared orange with a red tint. The object was reported as larger than any star. The object was at azimuth 330° (probably in error) from the Griffis Tower and appeared to be at three to four thousand feet. The object appeared to descend over the horizon about 10° left of when first spotted. Object was in sight for 23 minutes. Binoculars were used in observing the object. The object was sighted again at 0320Z on 10 April 1956.

Conclusion:

At 0320Z on 9 - 10 April 1956, the planet Venus was just on the horizon and at an azimuth of approximately 300 - 305°. Venus was very prominent and bright during the time of the sighting. Since the object was identified as a star or planet by the intercept a/c (scrambled for identification) and 4 other a/c in the area it is believed Venus was definitely the cause of these sightings.

16 OCT 1957 Alamagordo, New Mexico

A group of civilians at Holloman AFB photographed this saucer shaped object that they estimated to be 4,000 ft across. It is supposed to have hovered for 15 minutes over the north missile range at Holloman.

News Clipping

The object was examined by the photography department at Wright-Patterson who determined the object to be a rare form of cloud known as the "lenticular Alto Cumulus" type.

Rob Mercer

LEVELLAND, TEXAS "BLUE LIGHT" CASE
2 November 1957

Five witnesses report seeing objects in the vicinity of Levelland, Texas on the night of 2 November 1957. The time reported by these witnesses is between 2300 and 2400 hours. The general description of the UFO's is that they were round to oval in shape and ranged from the size of a baseball to a basketball. The colors reported were white with a greenish tint, blue, reddish glow, red and a flash of white light. Several of the witnesses reported that the engine of their car died due to electrical disturbances. The duration of most of these sightings was approximately several seconds. At 2045 on 4 November 1957, a witness reported an UFO as red and the size of a basketball, connected to a larger darker object by what appeared to be a cable. After approximately three or four minutes the object rose and disappeared into the base of the clouds.

The weather at the time of the sightings on 2 November 1957, was a 400' overcast, visibility three miles, light and variable. There was a drizzle or light rain throughout the period and the area had been subjected to heavy thunderstorms just prior to the sightings. The weather on the 4th of November 1957, thick heavy clouds and light rain.

It is concluded that the cause of the sightings on 2 November 1957, was probably due to a phenomena known as "Ball Lightning". The cause for the witnesses cars stopping could be attributed to the sudden disposition of moisture on distributor parts, especially if moisture condensation nuclei were enhanced by increased atmospheric ionization. In one instance a faulty distributor was determined as being the cause for the motor stoppage.

The object sighted on 4 November 1957, was probably a weather balloon with the safety light which is attached to these balloons for night launchings.

UFO SIGHTING, WHITE SANDS PROVING GROUNDS, NEW MEXICO
3 November 1957

RELIABILITY OF SOURCE: Source appeared to be quite ingenuous, naive and impressionable. He was immaculately dressed in his Army uniform and meticulously observed military courtesy. Source appeared to be quite sincere, cooperative, and was eager to describe the sighting. By the time this interviewer was able to talk with Source, he had been interviewed several times by press representatives as well as military personnel, had discussed it with the other patrol, and so gave all answers without hesitation or uncertainty. In the opinion of this interviewer, Source is quite sincere in his belief that he truly saw "something;" however, it is believed that this has been magnified out of all proportion.

SOURCE'S DESCRIPTION OF SIGHTING: At approximately 0230, 3 November 1957, Cpl X together with PFC Y was on a routine motor patrol of the "up range" area of the White Sands Proving Grounds, when he noticed a "very bright" object high in the sky. This object slowly descended to an altitude estimated to be approximately fifty (50) yards where it remained motionless for about three (3) minutes, then descended to the ground where the light went out. The object was not blurred or fuzzy, emitted no vapor or smoke. The object was in view for about ten (10) minutes, and Source estimated that it was approximately two (2) or three (3) miles away. It was estimated to be between seventy-five (75) and 100 yards in diameter, and shaped like an egg. Source stated that it was as large as a grapefruit held at arm's length. The weather was cold, drizzling, and windy, and Source stated no stars were visible. After the light went out, Source and PFC Y continued north to the STALLION SITE CAMP and reported the incident to the Sergeant of the Guard, who returned to the area but failed to find anything. Source's signed and sworn statement to his Commanding Officer quoted in full:

"At about 0230-0300 Sunday morning, I, Cpl X, and PFC Y were on patrol in Range Area when we noticed a very bright object high in the sky. We were proceeding north toward South Gate and object kept coming down toward the ground. Object stopped approximately fifty (50) yards from the ground and went out and nothing could be seen. A few minutes later object became real bright (like the sun) then fell in an angle to the ground and went out. Object was approximately seventy-five (75) to 100 yards in diameter and shaped like an egg. Object landed by the bunker area approximately three (3) miles from us. Object was not seen again./
END OF STATEMENT"

PFC Y was not available for interview, since he was on a three (3) day pass; however, his signed and sworn statement to his Commanding Officer is quoted in full:

"I, PFC Y, saw a fire-like object about 0230 the 3 Nov 57 between the bunker area and South Gate, this is about all I remember seeing it was about sixty (60) or eighty (80) feet off the ground and it started down slow then it went out for a while, then I saw it again and it

started down in about a forty (40) degree angle. It was about three (3) miles away and was about 120 feet in diameter./END OF STATEMENT"

RELIABILITY OF SOURCES: Both Sources, interviewed by press and military personnel prior to this interviewer's talk with them, gave identical accounts of the sighting. The two (2) Sources were neat and observed military courtesy at all times, but impressed this interviewer as being not at all observant or competent witnesses. The general tenor of their conversation did not indicate keen insight of details, nor did it indicate above average intelligence. In the opinion of this interviewer, Source's account of the sighting has been magnified out of all proportion to its importance, and the attendant publicity has been more sensational than factual.

SOURCES' DESCRIPTION OF SIGHTING: At approximately 2000, 3 November 1957, the two (2) Sources were on a routine motor patrol near the Trinity site at the White Sands Proving Grounds, New Mexico, driving west in a jeep. The night was fairly bright with some stars visible through scattered clouds. The moon was visible. At the same moment, both Sources became aware of a bright light in the sky, which slowly climbed to approximately forth-five (45) degrees from the horizon. The light appeared to pulsate, and was the color of heated metal; red, and then white. At no time did it disappear behind clouds. Sources did not observe any smoke or vapor, nor did they hear any unusual sounds. The object climbed in the sky until it looked like a star and then disappeared. The object did not have a distinct silhouette, but appeared blurred and fuzzy. Sources viewed the object for approximately twenty-five (25) minutes. Signed and sworn statements made to their Commanding Officer are quoted below:

Signed and sworn statement of SP-3 A to his Commanding Officer is quoted in full:

"On the four (4) to twelve (12) patrol, 3 Nov 57, SP-3 Z and I, SP-3 A, on our check at Trinity Site, at approximately 2000, we looked in the general area of the West Impact area, and seen a bright light leave the ground and proceeding slowly into the air, we watched it for a few minutes and then proceeded to Nip Site, when we reached the Range Road, the object kept getting brighter, then going dimmer, then out then proceed to get brighter again. On arriving at Nip Site, we set and watched it for a few minutes then it disappeared, we then proceeded to the PMO and notified the SGT of the Guard. On our way to the PMO we seen the object several times and then disappear again./END OF STATEMENT"

Signed and sworn statement of SP-3 Z to his Commanding Officer is quoted in full:

"On or about 2000 hours 3 November 1957 SP-3 A and myself, SP-3 Z, saw a large bright light hanging approximately fifty (50) feet over bunker. It took off at forty-five (45) degree angle and went up into the sky, then it started blinking on and off. Then it disappeared. I would say it was two or three hundred feet long and just about as wide. It was very bright, as the sun. We were approximately four or five miles west of the light./END OF STATEMENT"

SUPPLEMENTARY INVESTIGATIVE EFFORTS:

1. A check with Dr. Lincoln LaPaz, Head of the Department of Meteoritics at the University of New Mexico, revealed that no unusual meteorological or astronomical phenomena occurred during this period.

2. Weather records reveal that the planet Venus was at first magnitude at 2000 hours MST, and at 15 degrees elevation, with an azimuth of 225 degrees.

3. Moonset on 3 November 1957 was at 0229 hours MST at an azimuth of 270 degrees.

CONCLUSIONS:

1. The conclusion is that the first patrol probably, due to refraction, mistook moonset for an UFO and that the second patrol probably witnessed the planet Venus.

2. Both sightings were made by young and impressionable Sources, on duty in lonely and isolated areas.

OXNARD, CALIFORNIA
23 Mar 1957

This case, while not reported officially was somehow brought to the attention of UFO clubs who accordingly demanded explanations of the Air Force. Major Keyhoe sent a 6 page telegram to ATIC.

A woman living in a rather isolated area outside of Oxnard observed what she termed as "menacing red and green lights" near her home. Hysterical with fear she contacted the Duty Officer at the Oxnard AFB. The Duty Officer contacted the local fighter squadron. Two F-89s scrambled and searched the area. Two Navy aircraft also made a search. Nothing was found. During this period, the local police, state highway patrol and the sheriff's office were contacted. All units converged on the area. A detailed intelligence report made as a result of the investigations disclosed that the source was a highly excitable, emotional person, a believer in saucers, and apparently left alone for the first time by her husband, an Air Force Captain, she became frightened at the lights.

An analysis disclosed that the objects were red warning lights installed on a barn nearby, which, when observed through shiny glass insulators of a telephone pole (in her line-of-sight) from her kitchen window did give the unusual appearance described. The play of automobile headlights on the insulators were emphasized in a telephone report to ATIC. The conclusion was mis-identification of conventional objects.

NORWAY

24 JULY 1957

On 24 July 1967 an American tourist in Norway took a photograph of a fiord. The film was not developed for some time afterwards. It was only after the film was developed that the witness noticed an unusual object. The witness had not observed the UFO while taking the picture. Also, the witness could not remember any sound.

The object appears to have resulted from diffusion as the sun's rays passed through an imperfection in glass. The object appears out of focus, being much closer to the camera than the landscape. This could have been nothing more than a flash to the photographer, as the camera passed through a specific position, but this coincided with the moment the photo was taken.

DANBY, CALIFORNIA.

2 October 1958

On 6 March 1959, this Center received a letter from a resident of Los Angeles, California reporting the sighting of an unusual object. The limited information contained in the letter was insufficient to allow analysis. A request for investigation was made to a unit directly associated with the organization which falls under the jurisdiction of the Assistant Chief of Staff for Intelligence. The following is a summary of the information derived, and the final conclusions reached concerning this incident.

On 2 October 1958, three men were standing at Richeleau's Tungsten Mill at Railroad Danby discussing prospecting. The time was approximately 1600 hours PST, when what appeared to be a bright glow, or flash of light, in the northwest attracted their attention. One man said it must be the sun reflecting off a bank of mica. The other two didn't think there was that much mica in that area because they had prospected the area in the past. The glow was in view for approximately two and one half hours and then disappeared when the sun lowered in the sky.

The next day at the same time the glow of light reappeared in the same location. Two of the observers looked at it with a small telescope and the glow appeared to be oblong as is an aircraft fuselage, and the color of aluminum. The size of the object appeared to be approximately 15 feet long, 5 feet high, and solid. The distance to the object was estimated to be about four miles. The three men then drove as far as they could toward the object and walked around the area for three or four hours, but could find no evidence of such an object.

A few days later one man remembered that the object, or glow, was visible almost every day in the same area. Two of the men decided to investigate further. They took a pair of powerful binoculars, studied the object, and noticed guy wires coming from it. Upon looking closer, rods were seen radiating from the guy wires. They then remembered that two tall radio antennae used by the Highway Patrol were located at Highway 66, Railroad Danby and decided the sun was reflecting off these antennae.

Air Force investigation confirmed the views of the witnesses. The antennae were found to protrude above the tree tops approximately 20 feet, and were spaced approximately 20 feet. It was determined that the reflection from these antennae could be seen from Railroad Danby only during a relatively short period of the year for the hour of this report. This explains why the sighting appeared unusual to the witnesses who are residents of the area.

It is concluded that the cause of this sighting was the sun reflecting off radio antennae.

UFO SIGHTING
LOCK RAVEN DAM, NORTH OF BALTIMORE, MARYLAND
26 October 1958

On 26 October 1958 two men were driving near Lock Raven Dam, which is north of Baltimore, Maryland. As they rounded a curve in the road, near a bridge they sighted what appeared to be a large, flat and sort of egg-shaped object hanging between 100 and 150 feet off the top of the superstructure of the bridge.

They slowed their car but decided to go closer and investigate the object. They slowly drove closer to the object along the road leading to the bridge. When they were within approximately 75 or 80 feet of the bridge, the car went completely dead. The witnesses reported it seemed as if the entire electrical system was affected, the dash and head lights went out when the motor went dead. The driver of the car put on the brakes and tried to start the car but got no reaction whatsoever.

The witnesses became frightened and both got out of the car, and hid behind it in the absence of any other cover. From this vantage point they watched the UFO for approximately 30 to 45 seconds. Suddenly the UFO seemed to flash a brilliant white light, and both witnesses reported they felt heat on their faces. Concurrently, there was a loud noise which they interpreted as a dull explosion or thunder clap.

Very quickly so that the witnesses didn't know the proper sequence of events the object started to rise vertically. The object did not change its position over the bridge during the rising but did appear very bright and the edges became diffused so that its shape couldn't be made out as it rose. It took from 5 to 10 seconds to disappear completely.

After the object disappeared from view, the witnesses turned the car around, which started without any trouble, and rushed back to the nearest telephone to report the incident. The phone was reached 15 minutes after the incident, and the sighting was reported to the Towson Police Dept., which sent over two patrolmen to interview the witnesses.

After reporting the sighting to the patrolmen, the witnesses experienced a burning sensation of the skin and proceeded to St. Joseph's Hospital in Baltimore where they were given an examination and dismissed. The witnesses returned home individually.

Notes: The bridge is a double-arched, steel-frame construction with a concrete road bed. It has a fresh coat of dark green paint and is about 40 feet high at the maximum height of each arch. The entire bridge is about 500 feet long (0.1 mile), and the point at which the UFO was first seen was approximately 3/4 mile or one mile away.

There was no unusual meteorological activity in the area, no thunderstorms and quite clear. Visibility at Friendship Airport was 20 miles at 0100, 27 Oct 58.

This case was extensively investigated; however, no valid conclusion could be reached as to the nature of the object or phenomena, and it remains unidentified. The available evidence does not indicate that this object or phenomena constitutes a threat to the security of the United States.

UFO SIGHTING
SHEFFIELD LAKE, OHIO
September 21, 1958

On the morning of September 21, 1958, at approximately 3 am, EDT, the witness was awakened by a very bright light which illuminated her bedroom. Looking out a bedroom window which faced her front yard, she saw a flat, circular object with a dome-shaped top. The object was approximately six to eight feet from the ground, moving slowly in a northerly direction, parallel with the length of the house, and descending with a floating oscillating motion. The object was reported to be approximately ten feet from the window when first sighted. The witness insists the top of the object was clear to her in every detail, and that the color reminded her of dull aluminum. The dimensions of the object were estimated to be twenty feet in diameter and approximately six feet thick. The object was reported to have made several turns around the yard and then rose instantly out of sight. Total elapsed time was estimated at five minutes. The witness's stepson also viewed the object from the bathroom window which is located on the same side of the house.

In summary, the investigation revealed that a railroad track ran near the home of the witness. Contact with Mr. Roy Brown, station master at Lorain, Ohio, revealed that a train passed the witness's home at approximately the hour and date of the sighting. The train had an oscillating headlight, and this light could have been seen by the witness. Contact was also made with the Officer-In-Charge of the Lorain Coast Guard Station. The chief reported that he was using his spotlight to attract the attention of another ship, and that his light was directed toward shore in the general direction of the witness's home. The time and date of this incident coincide with those reported by the witness. Residents of Lorain, Ohio were contacted but were unable to recall anything unusual on the night of the reported sighting. Another alleged witness, from Lorain, Ohio, was not available for interview.

The weather at the time of the sighting was intermittent mist and rain with haze and smoke. Weather is always an important factor because of its direct effects, and the fact that it often allows for indirect conclusions (i.e., stars, planets, etc., may be immediately ruled out when there was thick overcast at the time of the sighting).

Investigation further disclosed that the witness received letters from other self-appointed UFO experts concerning her sighting. These letters all inferred that she may have been harmed in some way. The observer was not harmed in any way.

The Air Force conclusion in this case is that the witness and her stepson were victims of an illusion. This illusion resulted from the combination of lights from the train and possibly the Coast Guard boat, the roar from the train, and the prevailing weather conditions. It is not uncommon for persons having the same or similar vantage points to experience the same illusion. Further, there was no threat to national security or danger to the observer.

WASHINGTON, D. C. TO PITTSBURGH, PENNSYLVANIA
29 September 1958

On 29 September 1958 at 0925Z a pale blue, round object was sighted in the Washington, D. C. area. This object was reported to be traveling at great speed on an approximate heading of 315°. Subsequently this same object was reported by witnesses at locations on a line between Washington, D. C. and Pittsburgh, Pennsylvania. In all instances the time and direction of motions was the same, but several witnesses reported that there were as many as three objects flying in formation; and some reported a tail or trail. No reports were received from locations east of Washington, D. C. or west of Pittsburgh, Pennsylvania. All witnesses reported that the sighting lasted approximately two seconds.

In the Washington, D. C. area several witnesses at the same specific location reported that the object had landed and given off an eerie glow until it had disappeared with the coming of dawn.

During the investigation it was determined that a barn with a bright flood light was located in the area of the witnesses who had reported that the object landed. When this light was illuminated at the same hour of a subsequent day, the witnesses, after viewing it, admitted it appeared the same. The light was turned on just as the object disappeared over that point on the horizon. A thorough search of the Pittsburgh area where the object was last seen failed to reveal any remnants of the object.

The description of the item of this sighting fits perfectly the general characteristics of that class of meteors known as "fireballs." Fireballs usually appear blue or green and have a magnitude of -3 or brighter. These meteors are relatively rare occurrences and may be a frightening experience for the uninitiated. The fact that some of the witnesses of this sighting reported more than one object is probably due to the meteor breaking up as it neared burnout.

TRINDADE ISLAND

1958

The Air Force received its information on this case from the U. S. Navy; it evaluated the photographs as a "trick."

Although a detailed investigation was not undertaken by the Navy, the photographs furnished by the Brazilian navy were reviewed and found to be unconvincing. Land details are extremely sharp, but the disc is hazy, has little contrast, and shows no shadow effect. It also appears the object is inverted in one photograph when compared with the other two photos. Also, the photographer mentioned extremely high velocities, and there appears to be no lateral blurring as would occur with any reasonable shutter speed.

The man who made these pictures had no connection with the Brazilian navy; he was a professional photographer, noted particularly as an expert in trick photography. No member of the Brazilian navy reported seeing the UFO; in addition to the photographer, only two persons, both of them friends of the photographer, reported seeing the UFO.

This sighting is still carried as a TRICK in Air Force files.

UFO SIGHTING OVER PENNSYLVANIA

Captain P W Killian

24 February 1959

Departing Newark 1910 arriving Detroit 2252.

It was approximately 2045 when I noticed these three lights off my left wing in the vicinity of Bradford, Pennsylvania. I was flying 8,500 VFR on top of broken clouds. Visibility was unlimited with no upper clouds observed. It was extremely difficult to ascertain the distance of the lights. The color of the lights was from a yellow to a light orange. The intensity of the lights also changed from dim to a bright brilliant. Sometimes the interval of the three lights was identical to the Belt in the constellation Orion. Occasionally the rear lights lagged somewhat behind. Also changed altitudes. During the 40 minutes of observation, the three lights occasionally came forward from a 9 o'clock position to an 11 o'clock position and then fell back to the original 9 o'clock position. Also, occasionally the lights extinguished completely alternating from one to another, sometimes the whole three were extinguished and during this whole operation, as I mentioned before, the lights changed in intensity. This action was not only seen by myself but four crew members and passengers on board and also by two other airplanes in the area.

The only possible explanation, other than flying saucers, could be a jet tanker refueling operation. Never having witnessed refueling operations at night, I am not aware of the lighting of the jet tanker.

My air speed during this complete flight was 250 knots indicated. I also do not know the air speed of tankers during operation if this could be so. I contacted ATC to find out if they had any airplanes on a clearance and no three airplanes were given.

In summary it was difficult for me to believe they were jets because of low speed and configuration. If they weren't jets I still don't know anymore than I did before, even though I watched them for 40 minutes before. Due to the dark and strong lights I was not able to ascertain any size or shape. The altitude of the objects was 30 degrees above my horizon. Distance away is unknown.

A check was made with the aircraft support systems project office, Wright-Patterson AFB, to determine the characteristics of a night refueling operation. The tanker has several groups of lights which at a distance would appear to be one or more lights. The time duration of a refueling operation varies, can last well over an hour, depending upon the type of operation. Refueling would take place at approximately 17,000 feet and approximately 230 knots true.

During the investigation the Air Force determined that there were three B-47's in the area of Capt Killian's flight path during the hour of the sighting. These B-47's were on a night refueling mission.

All evidence indicates that Capt Killian probably saw a B-47 refueling operation.

DULUTH, MINNESTOA

13 March 59

On 13 March 1959, at 0020Z, and on 14 March at 0220Z, an unidentified flying object was sighted from the Duluth, Minnesota area. The object was reported to have been observed both visually and on radar by military personnel from both aerial and ground vantage points. The color of the object, as reported by the witnesses, was red, orange, green or white. The shape was reported as tubular or round. Only one object was reported; it having a speed that allowed it to keep pace with the aircraft, and at times appeared to be rushing toward or away from the witnesses. All witnesses agreed that the object remained at a magnetic bearing of approximately 3000 and disappeared by fading from sight.

Two of the airborne witnesses were pilots of F-102 interceptors. These pilots attempted an intercept but were never able to close on the object.

The radar targets were reported to have been both sharp and fuzzy contacts. Some operators indicated that the contact was broken by the object suddenly fading and others indicated that the object suddenly rushed away at speeds too fast for aircraft. The radar observers reported that they locked on to the objects for short periods (ten seconds to one minute) several times during the period, and the object was usually at a different location. Radar film from the ground stations was forwarded to Foreign Technology Division and analyzed as the phenomenon known as "Angels."

The sighting period, for both the radar and visual sightings, was reported to have lasted 30 minutes. No sightings were reported to have lasted continuously for the entire 30 minute period.

The weather during the period was reported as clear, visibility 15/4, and the temperatures ranged from a high of 35°F to a low of 27°F. Winds were WNW from 10-15 knots.

The visual sightings were due to the misidentification of the planet Venus. The azimuth of the planet at the time of the sighting coincided with that reported for the UFO. Atmospheric refraction of the planet was a contributing factor.

UFO SIGHTING
REDMOND, OREGON SIGHTING
24 September 1959

On 24 September 1959, at 1200Z (0400 local), Mr Robert Dickerson, a policeman of Redmond, Oregon, sighted an unidentified flying object. Unable to identify the object, Mr. Dickerson drove to the Redmond FAA facility and contacted Mr Laverne Wertz, operator on duty. Mr Dickerson and Mr. Wertz described the object as an extremely bright light very low on the horizon in the northeastern sky. Both witnesses stated that the object appeared to move erratically around a principal point and to move rapidly toward and away from them. Total observation time was approximately one hour at which time Mr Wertz stated that the object appeared to zoom straight up at great speed.

After observing the object for several minutes with Mr. Wertz, Officer Dickerson attempted to get closer to the object by driving in an eastward direction. After five miles and no apparent change in the appearance of the object the officer gave up the attempt and Mr Wertz reported the presence of the object to the FAA at Seattle by "Hot-Phone". The Seattle FAA facility contacted the 827th ACWRON (Aircraft Control and Warning Squadron) located at Keno, Oregon, and asked if they had a target in the Richmond area and the senior controller answered in the affirmative. Six F-102's, one F-89, one H-29 (Helicopter), and one civilian Tri-Pacer equipped with a geiger counter were vectored to the target area with negative results. The interceptors did not make visual or radar contact and the Tri-Pacer reported negative on radiation. After the unsuccessful intercept, the 25th Air Division ordered the track number assigned to this target scrubbed.

The UFO report made to ATIC did not contain any information concerning the radar target, but concerned itself only with the visual sighting by Mr. Dickerson and Mr. Wertz. The reason the radar experience was omitted is that the Air Force recognized that the two sightings were really separate events. The FAA log associated the visual and radar sightings. These logs were later made available to Major Donald E. Keyhoe and he attempted to exploit them in an effort to prove that the Air Force was withholding information.

ATIC interviewed Officer Dickerson, Mr. Wertz, and Major Creasman of the 827th ACWRON, and confirmed the fact that the visual and radar sightings were associated only as coincidences. This conversation also narrowed down the direction and elevation, the apparent motions, and the colors and their arrangement associated with the object. From this information it was concluded that the cause for the visual sighting was the refraction of light from the planet Venus. The direction of the planet coincides with that reported for the object, and the planet had a stellar magnitude of -4.2, or about 15 times brighter than the brightest star. At the initial time of the sighting the planet was slightly below the horizon and was brought into view by the bending of light (refraction) by the atmosphere. Inconsistencies in the atmosphere probably caused the object to appear to have radial motion (toward and away from the observer).

The radar return was determined to have been caused by a gap-filler antenna. Under certain atmospheric conditions this antenna appears on the scope of the 827th ACWRON, and has been observed several times since the 24 September 1959 sighting.

10 Jan 1961 Polaris Missile Report

The USS Franklin reported the Polaris Missile as a UFO. Further investigation confirmed the fact that a Polaris missile had been fired from the Cape. This missile was tracked by the USS Franklin for about one minute. There were no other UFO reports from the Atlantic area on 10 Jan 61.

Rob Mercer

Information on Barney Hill sighting, 20 September 1961, Lincoln, New Hampshire

The Barney Hill sighting was investigated by officials from Pease AFB. The case is carried as insufficient data in the Air Force Files. No direction (azimuth) was reported and there are inconsistencies in the report. The sighting occurred about midnight and the object was observed for at least one hour. No specific details on maneuverability were given. The planet Jupiter was in the South West, at about 20 degrees elevation and would have set at the approximate time that the object disappeared. Without positional data the case could not be evaluated as Jupiter. There was a strong inversion in the area. The actual light source is not known. As no lateral or vertical movement was noted, the object was in all probability Jupiter. No evidence was presented to indicate that the object was due to other than natural causes.

RED BLUFF, CALIFORNIA
13 August 1960

On 13 August 1960 at 2345 hours PST, two California highway patrolmen observed an unidentified flying object while patrolling 18 miles south of Red Bluff, California. The two officers stated that the object suddenly appeared directly in front of their patrol car and their first impression was that it was an aircraft about to crash. The officers leaped from their car in order to be in a better position to act after the expected crash. When outside of their car both officers were immediately struck by the absence of sound, but assumed the aircraft was without power. As the object approached within 200-300 feet of the ground it suddenly reversed itself, and at high speed gained approximately 500 feet of altitude, where it came to a complete stop. The officers described the object as surrounded by a glow, and at each end of the round or elliptical object there were red lights. At times there were approximately five white lights visible between the red lights. One officer's impression was that the object was sweeping the area with red light beams and estimated that six to seven sweeps were made. He further stated that it appeared to take positive action to avoid his shining the red light of the patrol vehicle upon it. Both officers described the motion as abrupt, but generally toward the east and reported that they followed in their vehicle. As they followed and watched the object, it was approached by a similar object. Finally both objects disappeared below the eastern horizon. Upon return to the Tehama County Sheriff's Office it was determined that two deputies and the night jailer had also experienced seeing the object and their impressions were the same as that of the two patrolmen.

It is concluded that this sighting which occurred in the Red Bluff area was due to atmospheric refraction. It is an impossible task to determine what the exact light source was, but the planet Mars was the most probable culprit. The planet at the time of the sighting was just below the horizon and probably hove into view due to the refraction of its light by the atmosphere. A contributing factor to the sighting could have been the layer of smoke which hung over the area in a thin stratiform layer. This smoke came from the forest fires in the area and hung in a layer due to the stable conditions associated with the inversion.

UFO SIGHTING
NORTH CENTRAL UNITED STATES
5 September 1962

During the early morning hours of 5 September 1962, residents in Ontario, Canada, North Dakota, South Dakota, Minnesota, Wisconsin, Michigan and as far South as Sioux City, Iowa, witnessed a spectacular and awesome sight. Brilliant, glowing, red meteorlike objects were observed streaming down through the atmosphere. These objects prompted many unidentified flying object reports from witnesses throughout the United States and Canada.

Among the first to report the objects was a KC-135 aircrew heading North at 450 knots and flying 35,000 ft altitude. They observed a bright white circular object, separating into twelve pieces, each with a red tail. The sighting lasted for two minutes, was entirely air visual and no attempt was made to identify the objects on radar. A B-52 aircraft, South of Minneapolis, at 478 knots, reported a one minute observation of a white circular object with red tails of undetermined size, which appeared to move from West to East.

There were twenty-five bonafide sightings from the Milwaukee area alone. Numerous observations, from the Duluth area, were reported to the Duluth Municipal Airport Air Defense Sector. At 0946Z the first mate of Cargo Ship Wilfred Sykes, outbound from Duluth/Superior Harbor sighted fifteen to twenty objects traveling southeast at high speed and altitude, trailing flame but no sound.

Mr Krueger, a Deisel Locomotive operator, observed approximately twelve individual lights, appearing like a comet with a red glow.

Roy Johnson of Maple, Wisconsin reported an object "as dark in front", becoming progressively red to the rear, and ending in a bright flame. The main object was followed by twelve to fifteen flaming objects. These passed overhead, coming from the northwest and disappearing in the southeast.

Reports received from KI Sawyer AFB, Michigan indicated that a cluster of stars, containing ten to fifteen orange and red objects with random spacing, was observed. The general description of the object was a teardrop with a fan shaped tail of light after each object.

These are only a few of the many reports that were received by the Air Force. The colors of orange, red and white, and the objects breaking up with tails or streamers are characteristic of satellite burn-in observations. All reports indicated a one to two minute observation with the objects having an easterly component. The duration was longer than for normal meteor observations and the easterly heading indicated a possible satellite re-entry. SPADATS was contacted and the data obtained indicated that the observation was most likely the decay of Sputnik IV which had been predicted to decay on September 6th, plus or minus one day. Sputnik IV was detected at 0938Z on revolution 13169 by the BMEWS II Site at Clear, Alaska. The observers were witnessing the burn-in of Sputnik IV. This was confirmed, when a 20 lb piece of satellite debris from Sputnik IV was recovered at Manitowoc, Wisconsin.

VILLA PHOTOGRAPHS

Photographs allegedly taken by Mr. A. A. "Paul" Villa, on June 16, 1963, near Albuquerque, New Mexico, were determined to be a hoax. The sighting which led to the photographing of the object has never been officially reported to the Air Force.

The Blue Book office analyzed a set of photos and determined that the object photographed is estimated to be twenty inches in diameter and seven inches high. If humanoids were inside of this so-called "flying saucer," they would have to be less than seven inches tall. Newspapers claimed that the UFO was estimated to be 70 feet in diameter.

Rob Mercer

SOUTH CHARLESTON, OHIO

31 OCTOBER 1964

A free lance photographer took a picture on 31 October 1964 at 5:30 pm EST. Three other shots were made of the same scene at the same location with slight change in the exposure time. According to the photographer, the other three negatives are clear of foreign objects.

The strange objects that appear on the film were not visible to the photographer, nor were any sounds heard at time of exposure.

Photo analysis personnel feel that the images were caused by a series of exposures prior to the film plate loading or after removing the film from the film clip holder.

This superimposed image was probably caused by a reflection from a housed light source.

The sharpest image on the negative and prints is probably caused by a light bulb reflector and a screen over the reflector, such as is commonly used for ceiling lighting.

Patuxent NAS, Maryland
29 December 1964

Based on results of an investigation by the Patuxent NAS and analysis of information supplied to the Air Force by the Navy, it has been determined that false radar targets were mistakenly reported as unidentified flying objects on 29 Dec 64. Study of the shape and illumination of the return indicates that they were created by some other electronic device within the station or were caused by an intermittent abnormality within the circuitry of the radar set itself. This conclusion has been further verified by a check with an independent radar complex at Patuxent NAS and with adjacent radar sector centers on the East coast which revealed no corresponding radar return on that date.

UNIDENTIFIED FLYING OBJECT REPORT
SOCORRO, NEW MEXICO, 24 APRIL 1964

On April 24, 1964, a Socorro, New Mexico policeman, Mr Lonnie Zamora, reported sighting an object about a mile south of the town at approximately 5:45 pm, in an unpopulated area full of hills and gullies and covered with sagebrush. Following is a summary of his report to Air Force investigators:

Mr Zamora reported that while chasing a speeding car north on US 85, he heard a roar and saw flames in an area where a dynamite shack was known to be located. He abandoned chase of the auto and proceeded to where he believed an explosion had occurred. After traveling a little-used road and experiencing considerable difficulty in trying to drive his car up a gravel-covered hill, he said he then observed what he thought was an overturned car standing on end. At this point he was about 800 ft distant from the object and his car was at the crest of a hill with the object ahead of him in a gully. He reported that during this first glance he saw one or two figures in coveralls whom he assumed to be occupants of the object. This is the only time he saw these figures; he did not see them again. After radioing to Police Headquarters at Socorro that he was proceeding to investigate what he believed to be an auto accident, he drove to a point about 150 ft from the gully where the object rested and stopped the car to proceed on foot. He said the object was white, egg or oval-shaped and apparently supported on girderlike legs. He said he heard a roar and saw smoke and flame coming from the bottom of the object. At this point, Mr Zamora believed that the object was about to explode and he became frightened, turned, and ran to shield himself behind the police car, bumping his leg and losing his glasses on the way. He said that he crouched down, shielding his eyes with his arm while the noise stopped and he glanced up. He reported that the object had risen to a point about 15-20 ft above the ground and the flame and smoke had ceased. At this point, he reported, he noted a design on the object which he described as markings in red about 1 to 1½ ft in height, shaped like a crescent with a vertical arrow and horizontal line underneath. He stated that the object remained stationary for several seconds and then flew off in a southerly direction following the contour of the gully.

Within moments afterward, Sgt Chavez of the New Mexico State Police arrived on the scene in response to Mr Zamora's earlier radio call. He observed no object, but he reported that there were some slight depressions in the ground and apparently burned brush in the area where Mr Zamora had reported seeing the object. The brush was cold to the touch. Sgt Chavez reported the incident to local military authorities who conducted the initial investigation.

The Air Force sent investigators from their project office at Wright-Patterson AFB, Ohio. The investigation disclosed the following facts:

No other witnesses to the object reported by Mr Zamora could be located.

There were no unidentified helicopters or aircraft in the area.

Observers at radar installations had observed no unusual or unidentified blips.

There was no unusual meteorological activity; no thunderstorms. The weather was windy but clear.

There was no evidence of markings of any sort in the area other than the shallow depressions at the location where Mr Zamora reported sighting the object.

Laboratory analysis of soil samples disclosed no foreign material or radiation above normal for the surrounding area.

Laboratory analysis of the burned brush showed no chemicals which would indicate a type of propellant.

There was no evidence presented that the object was extraterrestrial in origin or represented a threat to the security of the United States.

The Air Force is continuing its investigation and the case is still open.

For several days following this report, other sightings were reported in the New Mexico area. In each case the sighting was determined to be a known object or natural phenomena. Two of the reports were determined to be hoaxes.

MONTICELLO, WISCONSIN

3 APRIL 1964

Observers were leaving Monticello and heading westward on County C Road toward the town of Argyle when at about 2100, they noticed two red blinkers in about the 11 o'clock position from the observers location. Their first reaction was that an accident had occurred and that there were police cars on a hill in the distance. Almost immediately, however, they recognized that the lights were too far above the ground for such a conclusion. It then appeared that an airliner was about to crash and that they were more or less on the direct line, even though the object was somewhat to their left. The car was stopped and headlights turned off so that the persons could observe the object.

As the lights came closer, it apparently slowed down to a hovering position right alongside of the car, but about 100 yards to the left of the road. At this time there were four red lights. The object went behind telephone poles and wires as it was hovering.

At no time were the observers able to see any body in the object or any superstructure. Only the fact that the lights maintained a geometrical relationship throughout the sighting led them to believe that the lights were indeed attached to a physical structure of some sort. A few times they gave the impression that the red lights did reflect dimly off a metallic surface.

The object then passed slightly to the rear at which time the driver started the motor, turned on the headlights, and drove ahead to turn around. As he turned around, he found the light pattern growing smaller in the east. The observers chased the objects but the attempt was futile, because the object disappeared into the distance. The total duration of sighting was somewhere between five and fifteen minutes.

COMMENTS

Considering the possibility of some type of aircraft being responsible for the sighting has to be ruled out since there was no noise heard at all by any of the observers, even though one of the windows was rolled down. According to the observers a helicopter couldn't be responsible for the sighting because the subtended angle was much too great to have been a helicopter over one hundred yards away. Also, no landing lights were used, and a helicopter that close to the ground would have landing lights on.

Scientific balloons, if they descend nearly to the ground, do not suddenly take off and rise rapidly as so reported by the observers. This tends to discount such a sighting. The weather was reported as being cloudy by the local weather bureau.

With the information available a conclusive explanation is lacking. This factor makes this case unidentified.

WILLIAMSBURG, VIRGINIA

23 JANUARY 1965

At 0840, 23 January 1965, observer first noted object after his car stalled and he looked to his left. The object was first observed hovering with its bottom four feet off the ground and on an azimuth of southwest from the observer. It was 500 feet southwest of U.S. Highway 60 and 125 feet northwest of State Route 614. The object which was observed for 25 seconds began moving horizontally to the west prior to disappearing. The flight path was limited to a steady hover except for the rapid vanishing maneuver.

Observer stated that the object was shaped like a mushroom or light bulb, being 75 to 80 feet in height; 25 feet diameter at top, and ten feet diameter at the bottom. Color was metallic gray with red-orange glow on close side and blue glow on far side. As object was hovering there was a sound similar to a vacuum cleaner.

After the object disappeared, first observer got out of his car and went and asked the witness that was behind him if his car had stalled. Second witness said his car had also stalled and he had also seen the object.

The observer was prompted to report his sighting after hearing of many other UFO sightings in the Virginia area. First observer told investigating officer (Lt. Dockum) that he thinks the object was a solid object and thought it was an Air Vehicle that the Air Force has.

COMMENTS

There was a low altitude temperature inversion reported by the Weather Bureau Airport Station, Byrd Field, Richmond, Virginia, which could have resulted in the unusual phenomenon. The Richmond Weather Station stated that no known weather research balloons were in the area. However, on occasion balloons launched from other states have been found in Virginia. The area was searched by Lt. Dockum and no physical evidence of anything unusual was found.

Another possible cause of the reported object is the sun's reflection, temperature inversion, and possible isolated low clouds combining to form a mirage. The Deputy Sheriff that was present with Lt. Dockum, at the time the field was being searched, stated that there were low clouds in the area moving from east to west, at approximately the time of the observation. There is nothing to account for the car stalling as observer so stated.

Since no conclusive evidence can establish the identity of the object the case is carried as unidentified by the Air Force. Although the possibility exists that the sighting was a descending weather balloon, this is not conclusive evidence to substantiate the identity as such.

MIDDLETOWN, OHIO

4 NOVEMBER 1965

At 1845, 4 November 1965, observer and her three children were driving along the road when one of the children spotted a bright light, about the size of a grapefruit in comparison to a star. It was in the northeast, and the lights were going on and off. As the object got close, it appeared to be a night light with red, white and bluish lights, with sparks shooting out from it. The object had long thin wings and appeared as though it might have a bubble on the front. It landed to the left of the levee and had a dull, deep, large, round, red glow. After approximately five minutes the object took off to the northwest and disappeared in less than two minutes.

COMMENTS

The initial phases and possibly some of the subsequent portions of the sighting are attributed to the Armco Gulfstream 437-A which landed at approximately 1840 EST. The approach path of this aircraft to Middletown was from the northeast and the landing runway was on an azimuth of 052°. Although there is a discrepancy of approximately five minutes in the reported time of the sighting and landing of the aircraft, it is reasonable to assume that this small difference in time would not eliminate this as a cause of the report. Observer stated that she didn't notice the aircraft that was landing. This offers more reason for concluding that the Armco jet with its landing lights on was the initial object sighted to the northeast. The aircraft at this time was far enough away that the landing lights would obliterate the smaller lights from the strobes and beacons. As the aircraft got closer the strobes and rotating beacons would have given the illusion of sparks and flashing as was reported.

The dull deep red glow is attributed to the aircraft lights on the runway (invisible from that location) or some ground lights on the opposite side of the river. The final phase of the sighting, consisting of lights rising and moving off to the northwest cannot be explained in terms of this aircraft. At present the Air Force has been unable to locate any known object to account for this portion of her sighting. The pilot of the aircraft did not observe any unusual lights or other aircraft during his approach to the airport. A check was made with the local radar network and no unidentified tracks were observed on the night of 4 November. Contact was made with all known military agencies operating helicopter type aircraft in southwest Ohio, and the Air Force was unsuccessful in placing any of these vehicles in the Middletown area at the time of her observation.

As such, the case will be carried as two separate observations. The first evaluated as an aircraft, and the second disappearing to the northwest remains unidentified.

AIR FORCE STATEMENT ON BROOKSVILLE, FLORIDA, UFO SIGHTING, 2 MARCH 1965

The alleged landing of a vehicle from outer space at Brooksville, Florida, on 2 March 1965, was apparently a hoax according to information obtained by Air Force investigators from MacDill AFB, Florida, and *by* Dr. C. W. Bemiss, Pan American Airways technical staff member of the Eastern Test Range, who conducted an additional investigation. The report submitted to the Air Force investigators by the alleged eyewitness contained several statements which cannot be confirmed as facts. The spacecraft allegedly took off straight up at 5000 miles per hour and was out of sight in ten seconds. It is extremely doubtful that a twenty to thirty-foot object could have been seen for more than five seconds at which time the object would have reached an altitude of 36,430 feet. The blast-off from a vehicle taking off at this speed would have disturbed the sand and soil in the immediate area. There was no evidence of any abnormal disturbance in the area. The sketch of the alleged spacecraft showed four stilt poles as the landing gear. These poles protruded from the spacecraft at an angle. The holes which were purportedly caused by the landing gear were straight and appeared to have been scooped or dug as opposed to indentations caused by an object of any sizeable weight. There was no radioactivity in the area. Two papers which contained unreadable hieroglyphics were reportedly dropped by an occupant of the spacecraft. An analysis was made of these papers by the Institute of Paper Chemistry in Appleton, Wisconsin. This analysis indicated that the paper is composed of fibers which are common worldwide. The fiber composition corresponds to that used in lens and stencil papers. The hieroglyphics on one of the papers was deciphered by means of simple substitution and was determined to be the work of an amateur. The deciphered hieroglyphics

reads as follows: "Planet Mars - Are you coming home soon - We miss you very much - Why did you stay away too long". Since no other implications were apparent, it was not feasible for the Air Force to expend further time and money in deciphering the second sheet. Based on the above, it is the opinion of the Air Force that an attempt was made to perpetrate a hoax.

SLOAN, NEVADA

20 MARCH 1965

The observer was driving on Highway 91 near Sloan, Nevada. He stopped his car to change his shoes, which were bothering him, when he sighted this UFO. He hurriedly placed his camera on the hood of his car and snapped this picture before the object disappeared.

Our photo experts stated that the object in the photograph is definitely not solid and that the image was caused by a drop of developer on the emulsion, then wiped off.

CORVALLIS, OREGON

4 MARCH 1965

Two observers, a driver and a passenger, in an automobile, were driving slowly on Toria Road, southeast of Corvallis, Oregon, when they sighted three lights, similar to roman candles, rising from the ground, several seconds apart. The lights appeared as yellow balls, about the size of a tennis ball and emitting light. The flight path was almost straight up to an altitude of about 200 feet where it disappeared.

Observer stated that on the next day he went back to the area where the object was spotted and there was a dark spot on the ground. There were no other visible tracks or markings to the observer. The observer obtained a dirt sample from the darker area in his field.

COMMENTS

Although the sighting is similar to a fireworks display, no evidence was uncovered that anyone was shooting flares or fireworks. Meteorological personnel and personnel of the Portland Air Defense Sector have revealed no correlation of this sighting with known air activity or natural phenomena. An analysis of the dirt indicated it contained a petroleum hydrocarbon base oil and no additional chemicals, such as nitrates or sulfur. Considering the information available, there is no explanation for the alleged sighting and the case is carried as unidentified.

MT. AIRY, MARYLAND

8 MARCH 1965

At approximately 1940 EST an observer and his son came out of a barn and noticed six red lights estimated to be about 1200 feet from the observer moving at a speed of about twenty miles per hour, toward the NE. The lights appeared as three pair of lights, actually like the tail fins of a 1958 Ford. All of the lights had the same intensity and was comparable to a traffic signal. Another witness was summoned from the house and then all three observers viewed the lights. One witness stated that it looked like a flying wing. It was a very dark night and there were no stars out. The flight was in a straight line toward the hills, two miles away. All of the observers thought the objects were going to crash into the hills but it went over instead and disappeared over the horizon. The lights passed between the barn and the house at an altitude of 100 - 500 ft., and was in view for a total duration of three minutes. To simulate the sighting, one witness would take a dirigible or blimp oriented sideways and place three pairs of red lights along it.

COMMENTS

The outstanding factors in this sighting are the very slow speed, the floating sensation, and the extreme closeness, yet lack of sound was reported. A portion of the available data is characteristic of a balloon with a scientific payload or some type of large glider. Attempts were made to put either of the two in the area but to no avail. The wind was out of the northwest which also conflicts with an evaluation of a balloon. With the existing data the case is listed as unidentified by the Air Force.

KESLER AFB, MISSISSIPPI

4 APRIL 1965

The time of the sighting was approximately 0405 CST. The observer sighted a black oval object estimated to be 40 ft. long and appeared to be the shape of a football with four lights evenly spaced from one end to the other on the underside. The lights were all white and of high intensity and looked the same when they disappeared as when they appeared. At first the witness only noticed four lights, but when the object got closer it looked like a dark oval, darker than the cloud background. There was a cloud layer at 1200 ft, and the object was below these clouds. The lights were first seen at approximately 45° elevation and 200° - 230° azimuth, in the southwest. The object passed overhead and headed northeast prior to its disappearance. It faded into the clouds 15 - 20 seconds later at approximately 30° - 45° elevation and 050° azimuth. The observer did not venture a guess on speed but stated that it was fast. Witness stated that there wasn't any sound, trail or exhaust observed.

COMMENTS.

The observer at first thought the object was an aircraft and he called FAA; they reported no aircraft in the area at the time of the sighting. A balloon has to be discarded as a possible explanation since the wind was from 180° and the object was mainly moving cross-wise to the wind. A possibility exists for a reflection off the clouds, but the observer stated that the object was quite different. There was a searchlight in use four miles away from the area; however, it was not very bright and had never before been the cause of bright reflections (stated by the observer).

Another possible alternative is a satellite sighting. The lights were the same intensity as satellites, but observer states that the object was too low, and had four lights rather than one.

With such available information the case is carried as unidentified. All alternatives are not substantiated with conclusive data to warrant a definite explanation.

OXFORD, MICHIGAN

7 MAY 1965

At approximately 1930 to 1940 on 7 May 1965, three observers noticed a shiny object directly overhead. One witness started looking at the object with 6 x 30 binoculars and decided that it must be a Sputnik type vehicle since it looked to be quite high and no noise could be heard. The bright shiny object became two objects, the latter of which was copper or red tinged in color. Shortly thereafter, the bright shiny object gave off three other shiny but smaller objects.

A fourth shiny object was observed further out into space and further above the rest. All six objects started fading very gradually but the large shiny object and the red tinged object stayed in proximity to each other while the other four strung out and gradually faded. The red tinged object looked like it was tumbling or had the motion not unlike that of a maple seed when it falls to earth except that the object went away from earth.

The observer removed the glasses from his eyes to tell son to go after the 8 x 50 binoculars he had. Observer tried to find the objects again but to no avail. The objects were visible for approximately one minute. After the objects disappeared a scanty cloud cover came from the WNW and covered the general area.

COMMENTS

The observer thought he had seen multiple-spring released satellites from rockets from Vandenburg; however, neither Vandenburg nor Kennedy launch half stage separations over the United States. Furthermore, the observer stated that the object was stationary, or virtually so. The description of the objects tends to rule out astronomical bodies. From the available data a definite explanation is not possible. This case is carried as unidentified by the Air Force.

CASTALIA, OHIO

25 JULY 1965

Observer was out viewing Venus from approximately 2045 - 2100 EST as it was setting. Observer then began to observe other stars and planets in the sky. At 2116 as observer was viewing the astronomical bodies he suddenly saw a shining disc. This object was moving in a SSE direction. The observer stated that the object was brighter than Vega but not as bright as Venus. The object made no noise at all during the observation. The object was first noted near the star Deneb and proceeded between Lyra and Vulpecula through Aquila to Sagittarius where it stopped, grew dimmer and disappeared suddenly. The total time of the observation was approximately ten seconds.

COMMENTS

A logical explanation of the reported sighting would be a meteor, although the time factor is in excess of those normally reported for a meteor (5 - 8 seconds). Whether a trail or tail was visible was not reported, making such an explanation impossible. Considering the available information the case is being listed as unidentified.

KIEL, WISCONSIN

6 JULY 1965

Observer was outside looking at the sky at approximately 2130 when she noticed an object which first looked like a shooting star, but the flight was flashing on and off. ECHO I was visible in the sky at this time and this object moved in orbit across the sky passing ECHO as it crossed the zenith. The object disappeared in the East after having been visible for less than a minute. Its size was comparable with a star and was pulsating as though somebody was turning a flashlight on and off. It was about one flash per second, or somewhat less. There were no other colored lights visible. There was no sound whatever, and the sky was very clear. It traversed the entire sky from west to quite low in the east, a total of perhaps 150° in less than a minute.

COMMENTS

Due to the reported data a meteor and a balloon is completely ruled out. The observer was positive there was no moon, but at 2130 the moon, being at first quarter, should have been in the southwest. The observer was positive that the object was not an aircraft because she can definitely identify such. The statement that the objects followed the "circle of the heavens" was stressed by the witness. Due to the available information, the case is carried as unidentified by the Air Force. A satellite is a logical explanation; however, the available data does not warrant such an explanation.

CHERRY CREEK, NEW YORK

19 AUGUST 1965

The witness was working in a barn when he noticed unusual AM radio interference plus a beeping sound. When he went outside he saw an object which he described as being saucer shaped like two plates lip to lip. The object was described as 50 feet long and 20 feet thick, its color was shiny silver with red glowing streamers projecting downward from the entire perimeter plus a trail of red to yellow color. The object was reported to have appeared to land near the farm and when the observer sighted it, the object rapidly ascended into the clouds. The clouds then turned green (color of tree leaves) and an odor like burning gasoline from the object was also noted.

Four to five minutes later the object reappeared descending slowly from the clouds over a wooded area and then rose again into the clouds emitting a dim red trail. The clouds again turned green near the object. The object reappeared at 2100 hours, descending toward the surface. It then rose to a height below the clouds and moved away SSW, while emitting yellow trail.

The object was reported to have caused reduction in the milk from the farmer's cow from 2½ cans to 1 can, disturbed a bull in the field, and caused a dog to bark.

COMMENTS

The State Police patrolman who interviewed the witnesses said it was his impression that the sighting could be a hoax, but he did not feel that it was, as the people were rural people. Also, the investigating officer and three technicians were convinced that the sighting was not a hoax or fabrication. One technician remained unconvinced.

No physical evidence of a vehicle or landing was found except an oily substance which was found to be a combination Vio strigent or Gentian Violet plus 3-in-one oil, which is not believed to be connected with this sighting.

Although the sequence of events are dubious, the sighting is carried as unidentified by the Air Force since there is no definite concrete explanation.

SANTA ANA, CALIFORNIA

3 August 1965

On 3 August 1965, Mr. Rex E. Heflin, an employee of the Orange County (Cal.) Road Department was on duty in a Ford van/bus travelling very slowly in a NNE direction when he observed something out of the corner of his eye, but because of its unusual shape, according to Mr. Heflin, he stopped, grabbed his Polaroid camera and took a picture of the object through the windshield. The object continued on an ESE course at slow speed, and he was later able to take two other photographs of this object out the right window of his truck or van. At the end of the work day, Mr. Heflin returned to his office in the Road Department building and showed his photographs to co-workers.

The observer described the objects basically circular in shape, not unlike a man's flat summer straw hat, about 30 feet in diameter and eight feet high, and silver or metallic in color except for dark areas which appeared to be black. He also stated that when the UFO was tilted so that he could see the underside that he observed a small, narrow, rotating beam of light which began at the center of the underside of the object and ran to the outside edge. The color of the light appeared to be either whitish or metallic such as that which could indicate light reflection from a relatively slow moving propeller or other rotating blade.

Initially, the object appeared to Mr. Heflin to be flying on a straight and level path in an ESE direction at about 150' altitude at a relatively low speed and at an estimated range of about 1/8 mile. Three photographs were taken while object was on this flight path. After the last photograph, object appeared to turn to a northwesterly heading and accelerated while climbing slightly. Observer's attention was diverted for about two seconds; when he turned to look for the UFO again it had disappeared into the haze. Mr. Heflin estimated his total period of observation to be about 15 seconds. Based on a test of his ability to measure time, it is believed the duration of the sighting would be closer to 25 seconds.

There was helicopter activity to the south (behind) of the location of Mr. Heflin during the time of the UFO observation. He did not look for or see the helicopter since this was a common activity; however, he could hear the helicopter operating. In addition to the above-mentioned weather conditions, it was confirmed that the weather was generally sunny and clear overhead, but that a large amount of ground haze existed which obscured vision in a horizontal direction or at angles of elevation below 30°. Visibility in a horizontal direction was estimated at less than one mile

Three photographs of the UFO were taken. Blow-up copies of the original prints were included as attachments to Mr. Heflin's letter. The photographs were taken with a Polaroid camera Model 101 which is a standard item of equipment for County Road Department officials. The camera has a focal length of 114 mm (about 4.134 inches); has a variable aperture with a range of from f8.0 to about f42.0; speed unknown but variable; picture format 3 $\frac{1}{4}$ " x 4 $\frac{1}{4}$ ".

This camera is fully automatic and utilizes a built-in light meter which automatically adjusts camera speed and aperture. The only controls are a black and white or color selector and a shutter release button. The camera uses a black and white film pack with film shutter speed of ASA 3000.

Photo analysis indicates that the pictures of the object did not represent the visual conditions of the sighting.

Rob Mercer

URBANA, OHIO

30 AUGUST 1965

At approximately 2215 - 2230 hours, three observers were in an automobile traveling towards Route 54 when they noted a white round solid ball that came down from the sky and hit the road right in front of the automobile. The driver of the car slammed on his brakes to prevent hitting the object. This object appeared to hit the ground and bounce directly back up into the air. There were no sparks when the object hit the ground.

The object was about five feet in diameter, and was approximately the same color as a star only brighter. There were no projections, such as wings, noted by the observers.

The object was in view for only three or four seconds. The driver stopped the car and opened the door to get a better view, but the object had disappeared by this time. After getting back into the car the driver started moving and once again saw the object going south, approximately 100 feet above the ground. The object did not fluctuate as it was moving along Route 54. There were no sounds at anytime during the observation nor any type of vapor trail; however, there was a streak of light about $1\frac{1}{2}$ or 2 feet long following it.

Another witness in the car stated he did not see the object hit the road; he noticed the light as it was moving upward. The object was moving about as fast as an aircraft. This witness stated the object looked like a disc shaped object about eight feet in diameter.

COMMENTS

The initial portion of the sighting has the characteristics of being a meteor; however, the fact that the object was noted traveling south and following Route 54 tends to obliterate this conclusion. The conflicting length of observation between the witnesses causes some concern. Driver states he saw object as it moved along Route 54, but later stated he didn't see it anymore. As driver was leaving the original scene where object hit road, the other two observers continued to watch object as it was going south along Route 54. One witness, excluding the driver, stated he watched object for thirty seconds. Driver said that he was driving and didn't see the object as long as the other two.

From the information received, no concrete explanation is available and the case is carried as unidentified.

DALLAS, TEXAS

4 AUGUST 1965

Observer was out looking for unidentified flying objects when at approximately 2125 hours a dim red object appeared and was moving due south, straight overhead. The light crossed half of the sky in ten to fifteen seconds. The light, about the size of a bright star, was moving faster than any aircraft the observer had ever observed. The object just disappeared by speeding out of sight. There was no sound or trail noted. The object wasn't bright enough to be seen clearly.

COMMENTS.

The presented data is characteristic of a meteor, however, no trail or tail was reported. As for being a satellite, balloon or aircraft, the duration and degree of arc through which the object passed discounts such an explanation. Observer has reported two other sightings to the Air Force. As such, with the information available, the case is considered as unidentified by the Air Force.

TINLEY PARK, ILLINOIS

4 AUGUST 1965

The observers were viewing the stars through a telescope when the object came into view shortly after midnight. According to the observers, all of a sudden the object popped into view like a lightning bug would, and moved southwest at an angular rate of 2 - 4 degrees per second. Its color was white, like a star, for the major portion of its journey, turning to a faint red after approximately 10 seconds. The object disappeared suddenly after approximately 16 - 17 seconds total duration. According to one witness the object turned south (according to his report) and north (according to his drawing). At first, one observer stated that the object turned 45 degrees but he later changed his estimate to 10 degrees. The other observer did not mention any turns other than a slight zig-zag motion. No sound was heard and no trail or exhaust was observed.

COMMENTS

One possibility is that of an airplane suddenly turning on its landing lights. This would be the wrong direction for O'Hara International, but it might have been in the landing pattern. However, if this was the case, why should it suddenly change color to red in 10 seconds and then go out very shortly after.

The possibility of a satellite is ruled out because the direction of flight is opposite that of a satellite. The duration is a little long for a meteor. However, by referring to the angular rate chart we see that there still is the possibility that it could have been a meteor and that the observer overestimated the time; however, no trail was reported.

There is no indication or evidence that this sighting was an extraterrestrial vehicle or that it posed a threat to our national security. The case is carried as unidentified since it is not presently explainable in terms of a meteor, or any other plausible explanation.

CHISHOLM, MINNESOTA

25 SEPTEMBER 1965

At 0755, observer noted five orange colored objects in the western sky. These objects appeared for about thirty seconds and were moving toward the north, at an elevation of about 30°. All of a sudden three of the objects made an abrupt turn toward the southwest and the other two seemed to just disappear. During the entire time of the sighting the objects seemed to keep the same altitude. Observer also stated that the objects were moving much faster than a jet, which she had watched before. Particular attention was given, by the witness, to notice if there were red or green lights which she had seen on distant planes flying at night, but stated there were none.

COMMENTS

The observation has characteristics of being either aircraft or a balloon; however, certain factors conflict with such a conclusion. A weather balloon from Duluth would have been in the area at the time of the observation, however, the duration conflicts with this conclusion. Since the witness insists that the objects traveled much faster than an aircraft and made extremely abrupt turns, aircraft are ruled out as an alternative. Also, there were no reported aircraft in the area. As such, the case must remain in the unidentified category.

RODEO, NEW MEXICO

25 SEPTEMBER 1965

At approximately 8:00 P.M., 25 September 1965, two objects first appeared near the base of a small 6000 foot mountain, nine and one-half miles northeast of Rodeo, New Mexico. The objects appeared to be on or near the surface, moving westward on an intersecting course with the observer's north bound automobile. The lights were at an estimated angular separation of one to two degrees. The driver and his wife first thought it was another automobile driving across the desert, but as the objects approached he realized that they were approximately 30-50 feet above the terrain. He then thought that it was a small aircraft at a low altitude and fearing a possible collision with the object, the observer accelerated up to 80 mph to pull ahead. The object remained with the auto at the higher speed, still at an altitude of about 50 feet. This position was held for approximately two minutes with objects appearing to be at an angular separation of 10-15 degrees and still in line horizontally. The objects then began to move to the rear of the auto (to the south), slowly separating with the light changing from white to a light blue. After approximately three minutes from the time the objects began to drop backward, they faded from sight with one apparently moving eastward and the other southeast.

COMMENTS

One possible explanation could be that of two helicopters; however, no running or anti-collision lights were observed and the witnesses heard no sound at all, even with the car window open. A check was made and there were no aircraft in the area at the time of the observation. The motion of the objects tends to rule out the possibility of the sighting being a reflection or mirage of ground lights. As such, the case remains unidentified since no substantial evidence is available that can offer an explanation.

DAMON, TEXAS

3 SEPTEMBER 1965

Two Deputy Sheriffs were driving south on Highway 36 from Damon, Texas, toward West Columbia at approximately 2300 on Friday, 3 September 1965. About three miles south of Damon, a very bright purple light, that was stationary on the horizon about five to six miles away and southwest of their position was noted. After a few seconds a smaller blue light appeared out of the larger purple light and traveled to the right of the original purple light, stopping momentarily in two distinct positions before becoming stationary. The lights then floated upwards to an angle about $5 - 10^{\circ}$ above the horizon. The objects remained at a distance of five to six miles and the observers were unable to distinguish any other features other than the two bright lights. The car was turned around and attempts were made to get closer to the lights. At one time binoculars were used to view object. After traveling about $3/4$ of a mile down Highway 36, the observers slowed down, and again the lights were viewed through binoculars. The observers slowed down to almost a stop, off the edge of the highway, and while watching the lights, they started coming toward the witness at a rapid speed. The object came up to the pasture next to the highway, about 150 feet off the highway and about 100 feet high. The bulk of the object was plainly visible at this time and appeared to be triangular shaped with a bright purple light on the left end and the smaller, less bright, blue light on the right end. The bulk of the object appeared to be dark gray in color with no other distinguishing features. The object appeared to be approximately 200' wide and 40 - 50' thick in the middle, tapering off toward both ends. There was no noise nor any kind of trail. The bright light illuminated the ground directly underneath it and the area in front of it, including the highway and the interior of the patrol car. One observer stated he felt heat that was apparently emanating from the object. As the observers headed back toward Damon, one observer continued to watch the object out of the back window of the car. It appeared to remain in the same position for approximately ten seconds, and then move off in the direction where they first saw it at a very high speed. While it was in motion the smaller blue light on the right side disappeared entirely and the larger purple light became smaller but retained its brilliance apparently caused by its movement away from them. After arriving at approximately its original position, it went straight up in the air and disappeared at $25 - 30^{\circ}$ above the horizon.

After leaving the scene the observers returned to the same area and again saw the bright purple light on the horizon and the smaller blue light again appeared out of the larger purple light. After the blue light moved exactly like it did the first time and became stationary, the lights floated in the air at about $8 - 10^{\circ}$. Observers left the scene because they figured that the object would start moving towards them again.

COMMENTS

At the time of the sighting Antares, with a stellar magnitude of $+1.2$, was

setting at 240 degrees azimuth. There was a surface radiation inversion during this period from the ground to 300 feet, and a very strong inversion between 8,000 and 10,500 feet. This inversion was strong enough to cause radar refraction. As Antares was setting this inversion between 8,000 and 10,500 feet could have caused a distortion of Antares.

Houston Air Traffic Control reported no IFR traffic in the area at the time of the sighting. They had no records of VFR traffic. Houston radar records indicated no UFO or unusual sightings during the period in question.

The fact that the object disappeared by shooting up 90 degrees into the air makes this case unidentified since such an abrupt change in position prevents an astronomical explanation.

Rob Mercer

EXETER, NEW HAMPSHIRE

3 SEPTEMBER 1965

One observer (Muscarello) was hitch-hiking on Route 150 at 0200 hours when a group of five bright red lights appeared over a house about 100 feet from where he was standing. The lights were in a line at about a 60° angle and they were so bright they lit up the area. Only one light would be on at a time. Observer watched these lights for approximately 15 minutes when they finally disappeared behind some trees and seemed to go into a field. At one time the objects came so close that observer jumped into a ditch to keep from being hit. Observer caught a ride to Exeter Police Station and reported what he had seen.

Second observer (Bertrand) arrived at Police Station after consoling a lady in a car who claimed a light had been following her and stopped over her car. Bertrand and Muscarello left for the area where Muscarello had seen lights. After arriving in the area a group of five bright lights came from behind a group of trees. These lights were extremely bright and flashed one at a time. The lights started to move around over the field. At one time the lights came so close Bertrand fell to the ground and started to draw his gun. The lights were so bright Bertrand was unable to make out any distinct form. There was no sound or vibration but the farm animals nearby were upset and making a lot of noise. When the lights started coming near again, Muscarello and Bertrand ran for the car.

Third observer (Hunt) arrived after having been called by Bertrand. Hunt also observed the lights which were still over the field but not so close

as before. The lights moved out across the field at an estimated altitude of 100 feet and finally disappeared in the distance at the same altitude. The lights were always in line at about 60° angle. When the object moved the lower lights were always forward of the others. Total time that the lights were in the area was approximately two hours.

COMMENTS

The general description of flashing lights is consistent with previous reports of aircraft, refueling operations or low level photographic missions. An investigation was made as to the possibility of aircraft in the area at the time of the observation. Results of the investigation indicated that an 8th Air Force operation "Big Blast" was conducted in the New England area and B-47 aircraft from Pease AFB between 0044 and 0135 local time. The crews were questioned and they reported no unusual sightings during the time period of the unidentified flying object report. Although several reports were noted, the only report submitted to the Air Force for evaluation, was the observation made by the police officers and Muscarello.

The preliminary impression was that an aircraft from "Big Blast" was the cause of the lights. These aircraft were in the traffic pattern over Exeter between 0044 and 0135, which does not correspond to the time of the observation. Since no aircraft can be placed in the area at 0200 hours the case is listed as unidentified by the Air Force.

The alleged UFO sighting, by policemen, over Wanaque Reservoir on January 11, 1966 was not investigated by the United States Air Force. The policemen never submitted their report for evaluation.

The Air Force has in its files a report made by a newspaper reporter who observed an object in the vicinity of Wayne, New Jersey. The reporter was alone at the time of the observation; however, in his report he states that "a similar object was seen about five miles north of my sighting about ten minutes later by a police sergeant of the Wanaque, New Jersey police department, and later by the Wanaque mayor." As you can see, the mayor and the policeman did not report their observation to the Air Force. The reporter took it upon himself to make reference to their observation; however, he omitted all technical details necessary for an evaluation. This is considered a second hand report and the Air Force does not investigate or evaluate newspaper reports. It investigates only those reports made directly to the Air Force by the observers involved. We do not and can not infringe on one's privacy by requiring that observers report their sightings.

AIR FORCE STATEMENT REGARDING THE UFO SIGHTINGS AT DEXTER, MICHIGAN,
ON MARCH 20, 1966, AND HILLSDALE, MICHIGAN, ON MARCH 21, 1966

The investigation of these two sightings was conducted by Dr. J. Allen Hynek, scientific consultant to Project Blue Book; personnel from Selfridge Air Force Base, Michigan; and personnel from the Project Blue Book office at Wright-Patterson Air Force Base, Ohio.

In addition to these two specific cases, there has been a flood of reports from this area both before and after March 20 and 21. The investigating personnel have not had the time to investigate all of these. It has been determined, however, that in Hillsdale, over and above the sincere and honest reporting by the young ladies at Hillsdale College, certain young men have played pranks with flares. It has also been determined that the photographs released yesterday through the press was taken on March 17 just before sunrise near Milan, Michigan, and have nothing to do with the cases in question. The photograph clearly shows trails made as a result of a time exposure of the rising crescent moon and the planet Venus.

The majority of observers in both the Dexter and Hillsdale cases have reported only silent glowing lights near the ground - red, yellow, and blue-green. They have not described an object. The only two observers who did describe an object have stated that they were no closer than 500 yards - better than a quarter of a mile away - a distance which does not allow details to be determined.

Witnesses have described glowing lights - lights that seem to move but never far from a definite place or lights which suddenly disappeared and popped up at another place. The locale in both cases was a swamp. In both cases, the location of the glow was pinpointed - in Dexter it was seen between two distant groups of people and at Hillsdale it was seen in a swampy depression between the girls and the distant trees. It was in both cases a very localized phenomena. The swampy location is most significant.

A swamp is a place of rotting vegetation and decomposition. Swamps are not a province of astronomers. Yet, the famous Dutch astronomer, Minnaert, in his book, Light and Colour in the Open Air, describes lights that have been seen in swamps by the astronomer Bessel and other excellent observers. The lights resemble tiny flames sometimes seen right on the ground and sometimes rising and floating above it. The flames go out in one place and suddenly appear in another, giving the illusion of motion. The colors are sometimes yellow, sometimes red, and sometimes blue-green. No heat is felt, and the lights do not burn or char the ground. They can appear for hours at a stretch and sometimes for a whole night. Generally, there is no smell and no sound except for the popping sound of little explosions such as when a gas burner ignites.

The rotting vegetation produces marsh gas which can be trapped during the winter by ice. When the spring thaw occurs, the gas may be released in some quantity. The flame, Minnaert says, is a form of chemical luminescence, and its low temperature is one of its peculiar features. Exactly how it occurs is not known and could well be the subject of further investigation.

The glowing lights over the swamps near Dexter and Hillsdale were observed for two or three hours, and they were red, green, and yellow. They appeared to move sideways and to rise a short distance. No sound was heard except a popping sound.

It seems entirely likely that as the present spring thaw came, the trapped gases, CH₄, H₂S, and PH₃, resulting from decomposition of organic material, were released. The chemistry book by Sienko and Plane has this to say: "In air, Phosphine PH₃ usually bursts into flame apparently because it is ignited by a spontaneous oxidation of the impure P₂H₄. The will-of-the-wisp, sometimes observed in marshes, may be due to spontaneous ignition of impure PH₃ which might be formed by reduction of naturally occurring phosphorus compound."

It has been pointed out to the investigating personnel by other scientists in this area that in swamps the formation of H₂S and CH₄ from rotting vegetation is common. These could be ignited by the spontaneous burning of PH₃.

The association of the sightings with swamps in this particular instance is more than coincidence. No group of witnesses observed any craft coming to or going away from the swamp. The glow was localized, and Deputy Fitzpatrick described the glow from beyond a rise adjacent to the swamp as visible through the trees. He stated that the light brightened and dimmed much as stage lights do - smoothly and slowly - and this description exactly fits the Hillsdale sighting also. The brightening and dimming could have been due to the release of variable quantities of marsh gas.

The disappearance of the lights when people got close with flashlights or car lights would indicate that the glow seemed bright to dark-adapted eyes. The night was dark and there was no moon. The Hillsdale girls kept their rooms dark in order to see the swamp lights.

It appears very likely that the combination of the conditions of this particular winter (an unusually mild one in that area) and the particular weather conditions of that night - it was clear and there was little wind at either location - were such as to have produce this unusual and puzzling display.

TEMPLE, OKLAHOMA

23 MARCH 1966

Observer was driving his car along the highway at approximately 0505, 23 March 1966, when he noticed an object parked on the road in front of him. He stopped the car and got out so as to get a better view of the object. The object was so parked that it blocked out a portion of a road curve sign. There were no sharp edges noted by the observer. The object had the appearance of a conventional aircraft (C-124) without wings and motors. There was a plexiglas bubble on top, similar to a B-26 canopy. As observer approached, he noticed a man wearing a baseball cap enter the object by steps from the bottom. After the man had entered the object, it began to rise from the pavement and headed on a southeasterly direction at approximately 720 mph. The objects had forward and aft lights that were very bright. As the object rose from the ground, a high speed drill type of sound was heard, plus a sound like that of welding rod when an arc is struck. Object was 75' long, nearly 8' from top to bottom and about 12' wide. There were some type of supports on the bottom of the object.

After the object disappeared the witness got back into his car and drove approximately fifteen miles down the highway. At this time the original witness stopped and talked with another individual who had also stopped along the roadway to watch some lights over Red River which is approximately five or six miles to the southeast.

COMMENTS

Various organizations were contacted around the Temple area for a possible experimental or conventional aircraft. The observer stated that he thought the object was some type of Army or Air Force research aircraft. All attempts at such an explanation proved fruitless, since there were no aircraft in the area at the time of the sighting. Although there are numerous helicopters and other experimental aircraft in the area, none could be put in the area of Temple at approximately 0500, 23 March 1966. Because of this factor the case is listed as unidentified by the Air Force.

17 April 1966

NORTHEASTERN, OHIO

Photo Analysis, of the negative submitted by Chief of Police Gerald F. Buchert, Mantua, Ohio, indicates that the "very bright light" which he tried to photograph does not appear as an image. The two images which appear on the negative are probably the result of processing defects due to old fogged film and poor handling. If the object was "bright" against a dark sky the images should be plus density, however, they were not. The average background density was 1.25, the image density was 1.06.

The probable cause of the sighting by Deputy Sheriff Spaur of Ravenna, Ohio was the passage of a satellite over northeastern Ohio. As the satellite approached the southeast portion of the sky, the satellite disappeared and Deputy Sheriff Dale F. Spaur focused his eyes on the planet Venus. Venus was rising in the southeast and was at a magnitude of -3.9 which would be brighter than other stars in the sky. It is believed that Deputy Sheriff Spaur was chasing the planet Venus. Radar indicates that no airborne objects were in the area of the sighting during the period that Deputy Sheriff Spaur was chasing the UFO.

PRESQUE ISLE STATE PARK, PENNSYLVANIA

At approximately 2225 on the night of 31 July 1966, a square or hexagonal shaped object appeared to free fall downward from left to right, approximately north to south, taking about 3 - 5 seconds to reach 5 - 10' above the beach. A soft buzz or hum was heard for about three seconds followed by a groan or turbine sound, stopping as the object settled to the sand. As the object was descending, a red light began to blink on and off. All three observers felt a vibration as the object hit the beach. Immediately, several strong, small spot lights came on, seemingly arranged in a circle around the top of the object. The circle of lights moved around as individual beams on the sand and nearby trees. Approximately five minutes later the park police arrived and all at once the lights from the object disappeared.

Male observer, Tibbetts, and policemen walked nearly 300 yards up the beach to investigate. At this time second and third observer heard rustling in bushes. One observer looked up to see "dull black shape, bigger than a man, big head and shoulders, arm like appendages, no hands, no face visible, as though it had its back turned." Alleged black creature was in front of car, and when Miss Klem blew the car horn the creature "lumbered" into the bushes. Tibbetts and police ran back to cars. All persons then got into police car and returned to administration building. Policemen and Tibbetts returned to stalled car, searched area and found food missing from their picnic table. Again Tibbetts and park police returned to the administration building. Additional patrolmen searched the area with negative results.

At approximately 0630 1 August 1966, two patrolmen searched the area and noticed unusual marks. These marks were "V" shaped with two of them

being quite similar. Damp spots were also noted in the sand near the three indentations.

COMMENTS

No evidence exists to relate the damp sandy areas and the indentations found on the beach to the visual sighting. Considering the three indentations, no evidence is present to indicate a landing of any type occurred (AF Flight Dynamics Lab W-P AFB). A chemical analysis of the soil samples was completed. There was nothing unusual in the samples except urine (AF Materials Lab, WPAFB).

There is no evidence to substantiate the presence of a black monster. No unusual markings were found to indicate such a "thing" was observed. The missing food and scratching sounds are indicative of some type of animal in the area.

As yet, there is no explanation of the lights that were observed. An object was observed "free-falling" for approximately 3 - 5 seconds. Concluding a possible meteor as an explanation, the Smithsonian Institute was contacted; however, they had no information of any meteors being observed at the time and place. Contact was made with the Park Police and nearby U. S. Coast Guard Base for any unusual lights observed over the area. Negative results were received in both cases.

UFO SIGHTING, PRESQUE ISLE STATE PARK, ERIE, PENNSYLVANIA, JULY 31, 1966

There is no apparent correlation between the four phases of this sighting: the lights and the alleged black monster observed on the night of July 31, 1966, and the indentations and damp sandy area found on the beach on the morning of August 1, 1966.

As yet, there is no explanation of the lights that were observed. The Smithsonian Institution at Cambridge, Massachusetts, was contacted for information on any meteors that might have been observed at this time and place; their answer was negative. The Park Police and nearby United States Coast Guard base were contacted for information on any unusual lights over the area at that time; they also gave a negative report.

Raccoons and bears are known to be in the woods in that area. There is no evidence to substantiate the presence of a black monster.

With regard to the three indentations found on the beach, there is no evidence which indicates that a landing of any type occurred. This was verified by the Flight Dynamics Laboratory at Wright-Patterson Air Force Base, Ohio. There was nothing unusual in the soil sample except urine. This was verified by the Air Force Materiel Laboratory, Wright-Patterson Air Force Base, Ohio.

NORTH CENTRAL UNITED STATES

16 AUGUST 1966

At approximately 2245 CDT, 16 August 1966 an "unidentified flying object" was observed in the northern sky. Four occupants of one car reported that after seeing an object that began to whirl and change colors, heading toward their car, they turned the car in the opposite direction and drove away. The object appeared to rise up from behind the woods and after a pause began to ascend once more. Object was reported to vary in size from that of a full moon to that of a football field with blue, green, and faint red whirling lights turning to a definite blue-green as the object came closer. At one time, it appeared that a hazy green funnel went down from the object to the ground. As the object rose from the woods the brightness was compared to an early morning sun and gave off so much light it blinded the observer's eyes. It seemed that the object was coming toward the earth at a tremendous rate of speed.

The alleged UFO was also observed by a private pilot as he was approaching Madison, Wisconsin. To this observer, the object changed shapes from moon shaped to oval and finally to an elongated 'V' or boomerang shape. The pilot was flying at approximately 165 knots and the object was keeping pace with him. Other aircraft pilots reported similar sightings with very consistent descriptions.

Still other witnesses reported a green luminous object varying in size, that appeared to have exploded and faded in a haze. There was basically no movement of the alleged object as it slowly disappeared from view. In another instance the object dissolved into streaks of light before vanishing.

CONCLUSIONS

After considering the available information it was concluded that some type of unusual upper atmospheric phenomena had occurred. Contact was made with NASA in regards to any type of upper atmospheric research project that was currently underway at Fort Churchill in Manitoba, Canada.

It was learned that on 16 August 1966, German and American scientists were participating in several experiments over the Fort Churchill area. At 2239 CDT there was a rocket that departed the Fort Churchill launch area and reached an altitude of approximately 250 miles. Shortly before reaching the altitude, there was a barium cloud release into the atmosphere. The artificial cloud first appeared with a brilliant red color followed by and ending with a greenish-blue.

Primary objective of the experiment was to obtain measurements of electric fields and wind motion in the upper atmosphere by photographing and tracking the movement of the ionized barium clouds. The phenomena was visible for several hours and for hundreds of miles depending on the altitude of the sighting.

It is Project Blue Book's conclusion, after a careful evaluation of the available data, that this barium cloud release was the cause of the sightings. As the cloud was expanding it would have definitely seemed as if it were approaching the observer at a tremendous rate of speed. Being about 600 miles to the north from the one aircraft sighting, it would have appeared to pace the aircraft as the pilot so stated; this is a natural feeling when something is quite distant and visible to the naked eye.

BARDSTOWN, KENTUCKY

17 August 1966

On the evening of August 17, 1966 at Bardstown, Kentucky, several persons attending the Stephen Foster Story, members of the company and audience observed several unusual lights whose colors were observed, always traveling toward the west. The lights were sighted south of Bardstown, fairly low on the horizon and traveling in an east to west direction. One witness stated that the first two lights were white, like big large stars, only brighter. The second set of lights had flashing red lights. Two more flights went by minutes later, one flight with six lights, and the other with three white lights followed by four or five red flashes. They were flying in a follow-the-leader pattern. All during the observation not a sound was heard.

Air Force Comments

The follow-the-leader pattern of lights suggested a possible refueling mission as being responsible for the sighting. Contact was made with Clinton County Air Force Base, Ohio. The 160th Air Refueling Group at Clinton County is often engaged in refueling missions along the track "Prop Wash" over central Kentucky. Contact with the 160th ARG revealed that they were scheduled to use the track; however, they had received word that the 97th Bombardment Wing would be using the track on the night of August 17, 1966. Contact with the 97th BW revealed that KC-135 and B-52 aircraft were on a flight path that would have taken them from London, Kentucky over New Hope, Kentucky, which is approximately 15 miles SSE from Bardstown. The KC-135s made several passes on their particular mission, traveling east to west, just as had been reported for the alleged UFOs. After each pass the KC-135 tankers would circle to the north of Bardstown before making another pass south of the town. The B-52 aircraft would take off from their Arkansas base at different intervals and rendezvous with the tankers before being refueled.

The description, flashing red lights, follow-the-leader pattern, etc., is consistent with that of an aircraft refueling observation. The placing of an actual refueling mission in the area at the time of the sighting adds more evidence to the fact that this particular refueling mission was indeed witnessed and reported as being unknown. The KC-135 aircraft are equipped with a multitude of external lights and the high intensity strobe lights. The B-52 aircraft also possess several external lights which are visible at great distances. The distance and the high altitude of the aircraft account for the lack of sound.

MT. CLEMENS, MICHIGAN
January 9, 1967

In response to public reaction, the Air Force attempted evaluation of the photographs taken on the afternoon of January 9, 1967, by the Jaroslaw brothers. The Jaroslaws never reported the incident to the Air Force, nor would they cooperate by letting an Air Force representative examine their original photographs for analysis. They had previously loaned the photos to the Detroit News, but the News had returned them prior to the beginning of the Air Force investigation. Hence, photo analysis was attempted from second-generation prints furnished by the Detroit News.

Physical examination of these prints failed to reveal anything pointing to a fraud, but by means of triangulation, it was discovered that the object in the prints was approximately four inches in diameter. These dimensions were confirmed by the Photo Laboratory at Wright-Patterson Air Force Base.

In addition, the boys had photographed a helicopter during this series of pictures. They said it flew over after the "saucer" had disappeared, but the numbers on the backs of the prints showed it was number three in a series of five. The helicopter showed up in the tests at its true size. Furthermore, the boys failed to pass a polygraph test; however, such tests are not usually given to boys of that age.

The sighting remains in the INSUFFICIENT DATA category since the original photographs were never analyzed by the Air Force.

BLYTHEVILLE, ARKANSAS

October 21, 1967

At 0616 AM on October 21, 1967 two Air Traffic Control Operators in the control tower at Blytheville AFB, Arkansas, and two security guards near the southeast parking area sighted an object that was described as looking similar to a jet fighter with afterburners. The object appeared to be about 2 to 3 miles south of the tower and about 3 to 4 hundred feet high. It approached from the SE traveling west and before it disappeared, it seemed to turn SW, at which time two burning exhausts could be seen. The total duration of the visual sighting was about 30 to 45 seconds with an afterglow that lasted about 2 minutes. The Blytheville RAPCON was queried at the time of the sighting and replied that they had a paint south of the base.

Investigative Results: There were no scheduled aircraft in the area at that time. The RAPCON operator stated that the target he observed traveled due south at 60 to 90 miles per hour and he felt that he was painting an automobile. There are no additional radar stations nearby, the closest being Memphis Center which could not confirm the sighting. No additional sightings were reported to Blytheville AFB or Wright Patterson AFB at this time. The Space Detection Center reported that it was unlikely that the sighting was a decay of satellite debris. The American Meteor Society did not receive any meteor reports that were considered likely to have caused the sighting. However the Volunteer Flight Officer Network received reports from 3 different Delta flights, one near Alexandria, Louisiana, one near Brownwood, Texas and another near Dallas, Texas. Their observations indicate that the Blytheville sighting was of a meteor. The meteor entered the atmosphere and broke into two pieces. These pieces traveled roughly toward the west-southwest and were visible for about 15 seconds.

MESCALERO, NEW MEXICO

MARCH 2, 1967

At approximately 10:25 am, MST, a visual sighting of numerous objects (described as bright silver specks) was reported as moving from northwest to southeast. The objects were traveling in groups of one to three, disappearing directly overhead. There was no obstruction to vision, and the sun was in the southeast, at approximately sixty degrees elevation. After seeing several objects, the witness called the objects to the attention of others at a local restaurant. The witness continued to see these type objects until approximately 1 pm MST.

Several tracks were painted on two radar scopes. One radar scope painted a track for approximately 18 minutes. During this time, another radar painted a track in a clockwise circle around Holloman AFB at speeds up to mach 3, reaching an altitude of approximately 80,000 ft. A search radar received paint returns also; however, it was later established that both radars were not painting the same object.

COMMENTS:

The additional witnesses were interviewed, but no one else claimed to have actually seen the objects, except the original witness. Detailed radar analysis revealed that the clockwise track around Holloman Air Force Base was caused by noise from the azimuth Servo System. The Servo System had a slight unbalance which caused the antenna, with noise as its input, to begin a clockwise drift. The range Servo System remained balanced. The resultant clockwise azimuth movement with no range change, resulted in a circular plot.

The unidentified flying objects reported to Holloman AFB, New Mexico were most likely caused by an accidental radar chaff drop from an aircraft. The base had aircraft returning from a training chaff drop mission in the vicinity of the sighting at the same time. Chaff consists of long, narrow metallic strips dropped from aircraft to confuse ground radars attempting to pinpoint an aircraft as a target. Chaff has a free fall movement; however, because of its light weight, its pattern depends on wind currents at the location of release. In addition, chaff was observed on surveillance radars at White Sands Missile Range in the same area and at the same time as the visual unidentified flying object

QUAD-CITY SIGHTING
March 9, 1967

At about 1:30 p.m., March 9, 1967, the observer sighted an object he first thought was a Government helicopter. It appeared slightly U-shaped or pickle-shaped, but the observer could see no propellers. The object was north of the observer at about a 45° angular elevation when first seen. It first went north and finally seemed to drift away to the northwest. The speed of the object did not appear constant, but seemed to slow down or hover several times. A second object was then seen to follow the same path, giving the same appearance and appearing to hover in the same places. The sighting lasted from approximately 1:30 p.m. to approximately 1:43 p.m. CST. The observer managed to photograph the object using an eight millimeter Kodak camera.

COMMENTS

Surface winds were northerly at 12 knots gusting to 24 knots. The description, duration and flight characteristics are similar to that of a balloon. The 8mm film failed to reveal any information that would dispute this evaluation.

SOUTH HILL, VIRGINIA

APRIL 21, 1967

At approximately 7 pm, EST, a manager of a fertilizer warehouse observed a large, aluminum colored object setting in the center of the road. Two legs were visible, each about six inches in diameter and angled out somewhat, supporting a cylindrical object with a flat bottom and a dome-shaped top. The object was approximately 16 to 18 feet high, not counting legs which raised the object some three feet off the ground. The diameter was estimated at approximately 12 feet.

In order to get a better look, the observer drove toward the object, and switched on his bright headlights. After a delay of four or five seconds, there suddenly appeared a brilliant white column of fine-like, white-hot molten steel, directly under the object. At the same instant, the object appeared to rise, and was out of sight in just a moment.

At no time did the observer hear any sound, even though the car window was open. Nor, did he actually see the object in flight. The white-hot flame did not travel upward, but disappeared an instant after it appeared, leaving the road burning with orange flames.

The observer drove past the smoldering patch on the road, which was still flickering in a few places, then on to the police station in South Hill. The observer, with two state troopers, returned to the scene to search for any remains. The troopers first found three burnt matches in the center of the burnt spot. The matches were of the paper-book type, and were completely consumed.

The following morning, another inspection of the scene revealed four small holes spaced at the corners of a square around the burnt area. Each hole was approximately one-half inch in diameter. Both troopers who had conducted the search the previous night are positive that the holes were not there the preceding night.

COMMENTS:

Examination of the physical evidence revealed that a prank might have been perpetrated on the observer. The presence of matches exactly in the middle of the burnt area suggests that some type of flammable liquid was ignited. The fact that the holes were not discovered until the next day strongly suggests that they were put there

after the sighting but before the inspection the following day. The absence of any outward directed blast marks and the absence of any blast damage to the asphalt road suggests that a downward jet was not involved in the take-off.

Two samples removed from the road surface were submitted for chemical analysis. One sample was taken from the burnt area; the other was from an unburnt portion of the road. Both samples were saturated with carbon tetrachloride and the extract subjected to infrared spectrum analysis. Spectrum analysis did not detect the presence of any foreign material or chemicals in either of the two samples; however, any chemicals could have evaporated before the samples were subjected to analysis.

The holes found at the scene of the sighting are not what would be expected of a large craft landing on an asphalt road. The holes were one-half inch in diameter and formed a square about the burnt area. The state troopers stated that they thoroughly searched the road the preceding night with the use of car headlights and flashlights and no holes were observed.

Although the physical evidence points to a possible prank the case is being carried as UNIDENTIFIED in Air Force files.

ALAMOSA, COLORADO

September 9, 1967

As a result of newspaper accounts, several queries were received regarding the finding in bad condition of the body of "Snippy," the horse, on September 9.

This incident was not reported to the Air Force; therefore, the Air Force did not investigate. Because of the great number of sightings and the extremely small investigative staff, only those sightings reported to the Air Force can be investigated. The University of Colorado, currently conducting an independent investigation, did look into the matter, however. The following is their report of this case.

Dr. Frederick Ayer, a physicist; Dr. O. R. Adams, veterinarian from Colorado State University; and Mr. James Wadsworth, a psychologist, spent several days in the Alamosa area checking the circumstances which might have caused "Snippy" to be found in this condition. Results were as follows:

1. "Snippy" apparently died of natural causes. Dr. Adams found an infection in the horse's right flank sufficient to kill him within a matter of hours.
2. The horse's neck had apparently been cut (possibly as a mercy killing if he was suffering, or for some other reason). Birds, i.e., magpies, can rapidly strip skin and flesh from a dead animal once access through the hide is available.
3. Evidence in the area had deteriorated rapidly due to rain, sightseers tramping around, etc., and by the time the Colorado University investigators arrived, little could be accurately deduced. The so-called "exhaust marks" that formed a circle near the horse's body were probably a fungus growth sometimes found on alkali deposits and known as "black alkali." The indentations in the ground appeared to be weathered hoofprints.

4. Other reportedly strange aspects of the condition of the carcass were described by Dr. Adams. "It is normal for all nervous tissues to be gone," he said, "from the brain and spinal cord after the length of time this animal had been dead. It is also normal for all visceral organs to be destroyed and absent since these are some of the first tissues to degenerate."
5. Geiger counter readings of radiation in the area, which newspaper reports alleged to be high, were in fact within normal background range.
6. Another dead horse found several miles from "Snippy" according to Dr. Adams, appeared to have also died from natural causes, possibly encephalitis.

In summary, the most important conclusion the investigators reached was that no UFO sightings in the area could be linked to "Snippy's" death. Such allegations were purely of a speculative nature.

NEAR NEWTON, GEORGIA

November 23, 1968

This sighting was investigated and evaluated by Dr. J. Allen Hynek, Air Force scientific consultant on UFO's. The following represents a brief summary of his analysis and conclusions regarding this sighting:

Witness saw a brilliant light directly above the road about 200 feet ahead of him and 50 to 75 feet off the ground as he rounded a bend in the road in his 1967 Ford. The area was sparsely settled. There was no definite object, just light. The car radio faded into static. The light itself emitted a beam downward that illuminated nearby trees.

Light then was retracted as if the beam were a ladder; it was five to six feet wide, and well defined. The main light was fuzzy on the edges. Now the engine cut out as did the radio. Main light appeared scintillating with a subtended arc of several degrees.

Light then disappeared after a few seconds, going straight up. Engine started by itself, and car had been left in drive gear.

CONCLUSION: Unidentified

EASTERN COLOMBIA
February 12, 1968

Analysts at the U. S. Air Force Aerospace Defense Command in Colorado Springs, Colorado, concluded that an object which plummeted to earth in Eastern Colombia in mid-February was a portion of the unmanned Apollo 5 spacecraft launched from Cape Kennedy on January 22, 1968.

Apollo 5 was one of a series of test launches being conducted by the National Aeronautics and Space Administration in preparation for a manned lunar mission.

Reports in the South American press described a strange, 125-pound metallic object which produced three loud, sonic-boom like explosions as it came down in the Colombian province of Meta on February 12.

Orbital analysts at ADC had predicted that the descent stage of the Apollo lunar module would decay on February 12 within plus or minus five minutes of 1751 Greenwich Mean Time (10:51 a.m. MST). Its north to south track over Mexico and the Caribbean Sea would have carried the object to the Colombian impact area well within the predicted time frame.

This evaluation was provided by the 1st Aerospace Control Squadron, 9th Aerospace Defense Division, ADC, which operates the Space Defense Center in the North American Air Defense Command's Cheyenne Mountain complex near Colorado Springs.

The Space Defense Center is the command post for a global network of electronic and optical sensors operated by the 9th Aerospace Defense Division to detect, identify and track earth-orbiting satellites.

GROVETON, MISSOURI

February 9, 1968

At approximately 4:30 AM on February 9, 1968, the observer was awakened by several of his cows bawling. The observer rushed to his living room and sighted a craft that was estimated to be about 100 feet in diameter and had concave sides. A bright yellow-green light came from the concave sides of the craft and the craft itself produced a pulsating sound similar to a piece of wire whirled at high speed above a person's head. During this time the cows were reportedly staring at the object which the observer estimated to be about 100 to 200 feet away and about 25 feet above the ground. Finally the cows whirled and ran into the barn. Shortly afterward the craft moved away rapidly toward the SW. When the object moved toward the SW the noise was reportedly two or three times louder and the sound pulsations were more rapid. The duration of the sighting was 1 to 5 minutes. Note: The observer is somewhat near sighted but was not wearing his glasses during the observation.

Comments: Several Police Departments and several airports in the area stated that they had not seen anything unusual and no one had reported any similar object to them. None of the airports that responded to the request for information had any helicopter activity in the area but several thought the discription somewhat similar to that of a turbine helicopter, especially with respect to the sound. However, because no definite helicopter activity could be placed in the area at the time of the sighting, the report is carried as unidentified in Air Force files.

March 3, 1968

On March 3, 1968, between 9:45 and 9:50 pm, EST, numerous observers in the Indiana, Kentucky, Ohio, West Virginia, Virginia, Tennessee, and Pennsylvania area sighted several whitish to bluish white lights that appeared to have orangish-red tails. The majority of the observers stated that there were three objects traveling in a northeast direction. These objects were sighted by numerous ground observers and also by several aircraft pilots. Indianapolis FAA Center was notified at the time of the sighting but did not paint any objects on radar that could be correlated to the UFOs. The Space Detection Center reported that they were certain that the sightings were the result of the decay of space debris into the earth's atmosphere. The sighting is being carried as satellite decay in Project Blue Book files.

4 Apr 1968

Cochrane, Wisconsin

On 4 Apr 1968 at about 8:15 p.m. CST, the observer and her young son were driving on Route 35 about 4 miles south of Cochrane, Wisconsin when the lights of the car ahead went out. The observer then sighted an orangish-red crescent shaped object that appeared to be hovering over the car in front. The observer stopped her car and the object appeared to move and hover over her car. The engine of her car then reportedly stopped and the lights and radio stopped working also. During this time, the interior of the car seemed to become very hot, particularly the feet of the observers. The object then appeared to move away and then started to return again. The observer then started her car and left the area of the sighting. Duration of the sighting was about 5 minutes.

WEATHER DATA: At 6:00 p.m. CST, the sky was obscured and visibility was 1/2 mile with light drizzle.

At 7:00 p.m. CST, there was a 3/4 cloud cover with fog from the surface to the base of clouds and visibility of 4 miles.

At 10:00 p.m. CST, it was overcast with fog from the surface to the base of the clouds and visibility was 5 miles.

COMMENTS: Although the observer indicated that she was traveling NE, the map of the area indicates that the road goes primarily NW. The observer stated in her description that the object was crescent shaped. There was a crescent moon relatively low in the western sky. The broken cloud cover and fog may have confused the observer into thinking that it was something near rather than far away. This assumption would have led her to conclude that it was rapidly moving, chasing her, and then when she stopped, hovering over her. The fog in the area would have caused a blurring of the outline of the moon and would account for the observer commenting that the object had cloudy stuff around it that looked like angel hair. Further the observer indicated that there was no moonlight the night of the sighting, but a police officer who interviewed the observer approximately one hour after the sighting mentioned that the moon was quite bright. When the object appeared to be hovering over the observer's automobile, she rolled up the windows and locked the doors, presumably for protection. It seems to be at this point that the observer began to feel hot. However, the observer stated that she had the heater on and going full. This would account for the sensation of heat, particularly on the feet.

The observer was quite upset during the sighting and states in her testimony that "...I started crying a little bit..." It seems quite possible that in her excitement and fear she may have stalled or turned off the ignition of her car, thus accounting for the engine stopping.

The use of the word "angel-hair" by the observer is quite interesting. There is some evidence from her testimony that she was interested in the subject of UFO's, had read about them, and when she ran into something that confused her, immediately assumed it was a UFO.

Although Dr. J. Allen Hynek, the Air Force consultant on UFO's feels that this sighting is unidentified, as a result of the extensive analysis of Dr. Donald Menzel of the Harvard College Observatory, the sighting is being carried in the Air Force files as being possibly caused by the moon.

Rob Mercer

EIELSON AFB, ALASKA

July 11, 1968

At 3:00 AM local on July 11, 1968, several aircraft controllers at Eielson AFB, Alaska sighted a large orange or yellow light in a clear area of the sky south of the base. The object or light was estimated to be 8 to 10 miles south of the base and moving at about 50 miles per hour. The light did not move much laterally (except slightly westward) and gradually became dimmer until it disappeared at 3:25 AM into the haze that had moved into the area. The Fairbanks RAPCON was contacted by the tower personnel and reported radar returns south of Eielson AFB.

Comments: The ACW Squadron at Murphy Dome located to the west of Eielson AFB was requested to report any visual or radar sightings in area in question. No sightings were made. There were no known aircraft or balloons that could have been in the area. There was a good correlation between times of the radar sightings and visuals but radar sightings do not correlate well with visuals in reference to movement, quantity of object involved and position of objects. This, combined with the statement by the RAPCON console operator, that he thought the paints were radar "ghosts", indicates that the radar paints were indeed due to anomalous propagation. At 0300 local the moon was at azimuth of 194 degrees and elevation of 5 to 6 degrees and was very nearly a full moon (full moon July, 10, 1968). At approximate 0325 local it was at approximately 201 degrees azimuth and at about 4 to 5 degrees elevation. This, combined with the statement that the object was seen in a bright patch of the sky and that the sky gradually hazed over in the south would seem to indicate that the observers were looking at the moon.

CUMINGS COUNTY, NEBRASKA
July 28, 1968

At about 2:00 PM CDT on July 28, 1968, from Cumings County, Nebraska an observer sighted a tear drop shaped object near, but not connected, to some high tension power lines. The object was very bright and was the color of the arc of an electric welder. After hovering for some seconds the phenomenon disintegrated in a shower of golden sparks. The observer felt that the object could have been an electrical phenomenon and estimated that it was about 200 yards to the northeast of his position.

INVESTIGATION:

At 1:45 PM CDT a daylight meteor (fireball) was sighted from several locations in Iowa. Observations were made from Iowa City, Grinnell, Indianola, Leon, and Atlantic, Iowa. Since only observers from Atlantic reported hearing a sonic boom, it is felt that the meteorite probably impacted in the area near Atlantic. Although no accurate ground plot of the path of the meteor could be determined, it appears that it may have been traveling almost due west. The area of probable impact is approximately ESE of the location of the Cumings County observer, however he indicated that what he sighted was NE of his position. The observer also estimated that he sighted the phenomenon for about 30 seconds while observations of the meteor were less than 5 seconds.

COMMENTS:

Although it is conceivable that the observer was looking at the entry and disintegration of the meteor, it seems more likely that he sighted an electrical phenomenon associated with the meteor entry. For further information on the associated electrical effects of meteors, see Memorandum RM-3724-ARPA, July 1963, entitled, "Anomalous Sounds and Electromagnetic Effects Associated with Fireball Entry", by Mary F Romig and Donald L Lamar of Rand Corporation.

POUND RIDGE, NEW YORK

August 11, 1968

At about 4:10 p.m., EDT, observer stated he had sighted a metallic disc-shaped object travelling in a SSE direction. It crossed about 50° of arc in approximately eight seconds.

Inquiries were made to police departments of several cities and towns along the indicated probable flight path of the object. No one reported any unusual objects to these police departments, nor was anything unusual reported that day to the Volunteer Flight Officers Network, and no meteors were reported to the American Meteor Society the afternoon of August 11.

The observer said that visibility on that day was unlimited; however, surface weather observations indicated that there was an overcast sky in the area only an hour before the sighting. Surface winds for the area were southeasterly at five to eleven knots.

CONCLUSIONS: This report was carried for a time as UNIDENTIFIED, but on further study, the southeasterly wind at five to eleven knots, it was determined, may account for a small object being blown in the wind. As such, the case is now being carried as POSSIBLE DEBRIS IN THE WIND.

YELLOW SPRINGS, OHIO

August 15, 1968

At approximately 12:30 AM on August 15, 1968, the observer was driving home near Yellow Springs, Ohio when she noticed what appeared to be a luminous, solid, disc shaped object about 300 feet above her automobile. The object was yellow, gold and white in color, it had a spinning motion, and made a groaning noise. The observer estimated that at this time about 1/50 of the object would have covered an aspirin at arms length. The observer stated that the object was apparently following her car lights, because when she moved the object moved, and when she stopped the object stopped. Upon arriving home, the observer went inside to get her in-laws. When the observer and her relatives came out of the house the observer felt that the object had gone straight up because it appeared smaller and she could no longer hear noise. The observer estimated that, at this time about 1/4 to 1/2 of the object would have been covered by an aspirin at arms length. The witnesses first thought the object was the moon but rejected this hypothesis because of the apparent motion of the object and also because of the presence of an odor in the area which they attributed to the object. One of the witnesses stated that the odor was similar in smell to that of WW II German airplane fuel.

Background Data: The duration of the sighting was about 1/2 hour and during this time the object was seen basically in the NE to ENE sky. All the witnesses stated that the object was similar in shape to the moon but did not feel it could have been the moon, principally because it appeared to move. None of the observers saw the moon, despite the fact that the moon was well above the horizon in the eastern sky during the sighting. There was a strong temperature inversion in the area at the time of the sighting. Temperature inversions often distort stellar images, cause color changes of stars (scintillation), and may cause stellar images to appear to move somewhat. No one else reported any similar observations to the Yellow Springs Police Department, the Greene County Sheriffs Office, or at Wright Patterson AFB.

Comments: Although Dr J Allen Hynek, the Air Force Scientific Consultant on UFO's, feels that the sighting should be evaluated as plasma or unidentified, the Air Force feels that the sighting was of the moon and that the apparent movement was caused by weather conditions at the time of the sighting which stimulated the observers to be effected by autokinetic illusion. Dr Donald Menzel of the Harvard College Observatory completed an extensive analysis of the sighting and also feels that the observation was of the moon.

NEAR OCALA, FLORIDA

September 15, 1968

This sighting was investigated and evaluated by Dr. J. Allen Hynek, Air Force scientific consultant on UFO's. The following represents his brief summary, analysis, and conclusions with respect to this case:

A light doing acrobatics near Ocala was observed for 15 minutes, but did not gain on aircraft pilots who were observing it. Light rose and quickly disappeared among stars.

Almost immediately a second light, white in color, was seen under the haze above Ocala. It came toward the aircraft at a rapid speed on a collision course, and the pilots thought it was a "sidewinder." Light then made a 90° turn and disappeared.

As the aircraft approached Miami, Palm Beach Center informed pilots their radar had object following them, and asked them to make a 360° turn. Pilot thought he identified light, but was not certain.

The most significant part of observation was the "sidewinder/collision" part. Pilots would probably not have reported total incident had it not been for the seeming near collision with light.

CONCLUSION: Unidentified

2 NOV 1965 Xenia, Ohio

Shows Comet (Ikeya-Seki) and Pegasus I. Tail of the comet
was $3/4$ th the distance of that between the earth and sun.

Rob Mercer